

NELSON

Autosport

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**INSIDE
1984 RALLY
CHAMPIONSHIP
CALENDAR**



Monte: Audi clean sweep



F1: Fittipaldi interview

Cowan on Paris-Dakar

NASCAR Grand National

Mallock inside story

FRONT COVER

Walter Rohrl, in his first drive for the Audi team, scored a sensational victory on the Monte Carlo Rally in conditions that were far from ideal. Rohrl (pictured) quickly got to grips with the four-wheel-drive car and led home an Audi 1-2-3: Peter Foubister's report begins on page 28. Photo: Colin Taylor Productions. Bottom: Vernon Davies leads Gareth Chapman and Callum McGregor, all of them Mallock-mounted: Mike Lawrence looks into the amazing history of Arthur Mallock's U2 design, which still dominates Clubmans racing today. Want to know more? Then turn to page 22. Photo: Jeff Bloxham.

NEXT WEEK

Full report from the Daytona 24 Hours — Peter Foubister takes a look behind the scenes of the Monte Carlo Rally — Our hillclimbing seasonal survey plus Marcus Pye on hillclimbing budgets — European Rally Championship review — A look at the Anson racing outfit — Road Car — Plus all our usual news, reviews and features*.

*These items correct at time of going to press.

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Teo Fabi almost sure for the second Brabham seat — Monaco GP in doubt — New customer CanAm car — Alliot signs for RAM — New Grid Group C car — Palmer and Brundle still searching for work.

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Gordon Kirby reviews the NASCAR season that saw Bobby Allison take his first ever Grand National title after many years of trying. It was a close run thing, though, for Darrell Waltrip pushed him hard all the way.

SPECIAL STAGE 16



All the international rally news — Lancia look to four-wheel-drive after their thrashing on the Monte Carlo Rally — Ford announce their Rally Search '84 plans — Tour de Corse to be replaced by the Tour de France next year? — Tilke retains Silkolene sponsorship — The Wydean Stages previewed which will see the BTRDA's reverse seeding system used for the first time — Robert Droogmans moves up to a Group B Porsche.

BACKSTAGE 19

The much publicised Paris-Dakar Rally ended last week with the British pairing of Andrew Cowan and Johnstone Syer coming in a very creditable third in their Mitsubishi Pajero. Andrew Cowan looks back on the event, one which he can now enjoy, at the problems they faced — like the Algerian officials — and the unexpected pleasures, like the desert's often beautiful scenery.

ROAD TEST 21



Opel's Manta design goes back some years now, but their top of the range car, the Opel Manta GT/E, looks stunningly modern with its spoilers, flared sills and low profile tyres. But does its performance — with a 2-litre fuel-injected engine — live up to its looks? Marcus Pye considers the question and ponders whether the 'E' might not stand for economy . . .

MALLOCK INSIGHT 22

Mike Lawrence takes a trip down a forest track in Northamptonshire in search of a hut wherein lies a legend . . . Major Arthur Mallock. It is now 25 years since Mallock first turned up at a Silverstone Eights Clubs meeting with his home built device, the U2, but from the outset it proved quick. And now, 25 years later, the U2, many versions hence, is still winning races.

SPORTS EXTRA 26

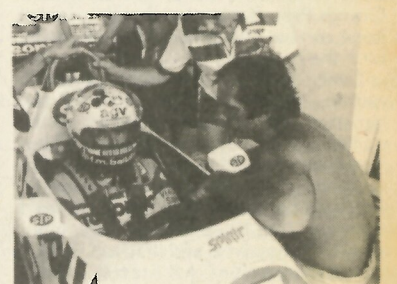
Racing Displays increase involvement in FF2000 with 24 race series and increased bonuses and prize money — Ruairi O'Coileain to drive one of the works Van Diemens — Sponsor found for the HSCC's Post Historic Road Sports Championship — German competition to find new driver for their national series — Andreason gets Chevron pointing in the right direction . . .

MONTE CARLO RALLY 28



Walter Rohrl has made the Monte Carlo Rally his own, winning the classic event for the third time in a row and each time in a different car. This time it was the works Audi . . . Peter Foubister reports from the Principality on Audi's domination — they won Groups A and N as well — Renault's surprise, and the Lancia team's plunging fortunes.

EMERSON FITTIPALDI 38



The double World Champion, Emerson Fittipaldi, began his Formula 1 comeback at the Rio tests last week in the Spirit-Hart. Jeff Hutchinson collared Fittipaldi to ask him about his return to racing. "It's in my blood," replied Emerson . . .

CLUB RALLYING REVIEW 40



The *Rally Sport* championship, Escort Turbo competition, Astra Challenge, *Motoring News* championship . . . it's all here (and more!) as our intrepid reporters from the club rallying world size up the events of the '83 season.

ARMCHAIR ENTHUSIAST 47

All manner of wondrous delights for those that prefer to take their motor sport sitting down . . . Books (*Rallycourse* reviewed), models (Porsche 965s galore), the results of our Christmas Quiz (at last), plus the usual competitions (to stir your grey cells) . . .

SPORTSCARD 50



Opening Sigma series round to Ian Scheckter — Arctic Rally to Laine — Saeed Al Hajri wins another Qatar Rally with the help of his British co-driver Rallycross from Lydden — Rawson's Armstrong Trial.

Fabi for Brabham?

As we went to press, it seemed certain that Teo Fabi would shortly be announced as Nelson Piquet's number two in the Brabham-BMW team this season. There was, however, no confirmation of this by Tuesday, nor was it known how many F1 races the Italian CART star would be able to do.

Our man in Italy suggests that Teo will drive in most, if not all, of this year's Grands Prix. It is known that Fabi is also keen to run at Indianapolis, where he took the pole last year.

From America, however, comes a rather different interpretation of the situation. Our American Editor spoke on Monday to Jerry Forsythe (for whom Teo drives Indy Marches), who had firm opinions about the agreement between Fabi and his team: "There is a contract between Teo, Skoal Bandit (the sponsors) and ourselves, and that's all there is to it. If there are 16 CART races, Teo will do 16, and if there are 17, that's the number he'll do, and so on."

The Forsythes, it seems, are not opposed to Fabi's competing in a certain number of Grands Prix (so long as this



Fabi — new team, new status?

does not adversely affect his CART testing schedule), but will not countenance his missing any IndyCar races. Jerry Forsythe said he spoke to Teo late last week, and his understanding was that

his driver recognised and agreed that his CART commitments came first.

Fabi attended the New York Auto Show earlier in the week, and is said to have announced there that he would be doing a full CART schedule in 1984. However, the reports from Italy persist in the belief that he will run no more than four IndyCar races.

"I think there's no doubt that the Fabi brothers have signed some sort of contract with Bernie Ecclestone," said Forsythe. "I talked to Bernie directly about Teo, and the question of buying out his contract — maybe at a later date — arose. But I made it clear that a contract was a contract, and that ours with Teo is not for sale."

Ecclestone himself spent most of last week in Italy, visiting potential sponsors to replace Fila, these including Brooklyn chewing gum (formerly personal sponsors of Jody Scheckter, during his time with Ferrari). Was he hanging the deal on the fact that one of his drivers was Italian? Parmalat has always stressed the importance of this, and we expect to see Teo Fabi in car number 2 at Rio. . .



Palmer — dark horizons.

Frustrating time for Palmer

"Believe it or not but I am no closer to securing a drive or sponsorship than I was last September," was the distressing news from Jonathan Palmer over the weekend.

Certainly nobody could have put in more time or effort than the European F2 Champion in trying to secure a top-line future for himself but yet again the sad fact is that sponsorship hunting in Britain, even for somebody with Palmer's undoubted credentials, is a thankless task.

"I will keep trying just as long as it takes," added Palmer. "There are still some drives open and I shall just redouble my efforts to try to make sure I get one of them."

In the meantime Ron Tauranac says he will be more than happy to take Palmer back in F2 although he might have to impose a deadline for a decision soon.

Palmer is one of the prime candidates for the Theodore CART drive but Teddy Yip's team want their driver to concentrate exclusively on their programme and three of Palmer's Canon sports car races clash with CART road races.

"If they were ovals we wouldn't worry too much," Theodore's Julian Randles said on Monday. "because there are a number of oval racing specialists without a drive. But the idea of having a European driver is that he will be able to have an advantage on the road circuits and so whoever we chose must be able to do all these events."

Still no drivers for Spirit-Hart

Spirit Racing were no closer to concluding any driver deal at the beginning of this week. "We are still talking to whoever we can talk to," said John Wickham on Monday, confirming that Italian Mauro Baldi had recently shown interest.

Nothing has been heard from Emerson Fittipaldi since the team left Rio and rumour has it that he is trying to do a deal with Tyrrell. Meanwhile Spirit are pushing ahead with some chassis revisions and expect to be testing again in about two weeks.

Who, what, where and when on skis?

Grand Prix personnel, whether employed or not, were to be found at the Fischer Dynafit GP at Kitzbuhel, Austria the other day. The three intrepid skiers are, from left: Teddy Mayer, Max Mosley and John Watson. But wouldn't Wattie rather have been in Rio?



No FISA decision about Monaco

Although FISA was due to release "final" details of the 1984 World Championship calendar yesterday (Wednesday), a statement from Paris on Monday said that no decision about the status (World Championship or otherwise) of the Monaco Grand Prix would be taken until March 12, when a FISA Executive Committee meeting is to be held in Lisbon.

"For a month now," said Jean-Marie Balestre's statement, "I have refused to make a statement on the negotiations between the FOCA and the Automobile Club de Monaco concerning the television rights of the Grand Prix, which were to be concluded in the respect of the Concorde Agreement and of the property rights of the FIA."

"I went to Monaco for the Monte Carlo

Rally and took advantage of this to assemble all the necessary pieces of information for the FISA Executive Committee. Contrary to what the press release sent out by the Monaco Automobile Club might lead people to believe, nobody can prejudge what will be the final decision of the Executive Committee, given that certain pieces of this dossier seem to lead themselves to various interpretations.

"The FISA Executive Committee is meeting in Lisbon on March 12, and it alone has the power to keep the Monaco Grand Prix in the 1984 F1 World Championship calendar."

Do not panic, all you thousands who have booked holidays to the Monaco Grand Prix. We suspect that this statement of Balestre's was issued for reasons

of petulance and little else. FISA had set January 15 as the date by which the Automobile Club de Monaco had to settle their differences (over the TV rights for the Grand Prix) with FOCA. A spokesman for the ACM told us that a contract between themselves, ABC TV and Bernie Ecclestone was signed before January 15. The ACM had then issued a press release (referred to in Balestre's statement), announcing that all was well. Not so, the FISA President seems to be saying, only I can say all is well — and I won't do it until March 12, less than three months before the race, so there. . .

It matters little. Even if the Monaco Grand Prix were to be deprived of World Championship status (and points), can anyone envisage that any sponsor would allow its team to miss Monaco?

Ligier Indycar project progressing

Despite rumours from America that the Ligier Indycar programme was still-born, team manager Danny Hindenoch this week reported that all was well with the project, to be known as Ligier/Curb Racing. It is a 50:50 partnership between Guy Ligier and Mike Curb (who is also sponsoring Richard Petty's NASCAR

Chevrolet this season).

The team is to be based at Dan Gurney's All American Racers workshop in Santa Ana, California. Hindenoch admitted that the car was a bit behind schedule — "Formula 1 comes first, obviously" — but said that it would

be ready soon.

Designed by Jean-Claude Guénard, the Ligier-DFX will be tested (by team driver Kevin Cogan) at Paul Ricard before being shipped to the States in mid-March. Sponsorship will come from Uno Games, Dubonnet and one other as yet unannounced company.

Alliot joins RAM-Hart team

A very relieved John Macdonald announced on Monday that he had concluded a deal with Philippe Alliot to drive the RAM-Hart for the whole of the 1984 F1 season.

"We are in business," said Macdonald, "he has a consortium of sponsors who will enable us to put together a worthwhile first Grand Prix season for him. Our aim is to qualify for races as high as we can and finish all the races so that he gets plenty of mileage."

Alliot was always quick during his debut F2 season with Martini last year although sometimes erratic. However, he showed his endurance power with a fine third place at Le Mans last year with the Andrettis.

Alliot's deal with RAM is just for one year and he was due to begin his test programme at Silverstone on Tuesday this week. Next week the team will move on to Paul Ricard and may well also do the Kyalami test at the end of February.

Macdonald is still clinging to the hope that he might be able to run a second car and both Stefan Johansson and Jonathan Palmer are likely to test the car at Silverstone on Wednesday. "I would like



Alliot — one year deal.

to help both of them if I could," said Macdonald, "but they are both aware that I cannot do it on fresh air."

The initial programme will be based around the converted 1983 chassis while the brand new monocoque will be completed this week and built up in time for Alliot's debut at Rio on March 25.

New Porsche-engined Grid S-2 completed

Ian Dawson's Grid team has finally completed the new Porsche engined S-2 Group C1 car, which was due to be tested at Snetterton on Tuesday.

Designed, like the distinctive S-1, by Geoff Aldridge, the S-2 was commissioned during June by Porsche 935 racer, Dudley Wood, but the Leamington Spa based Grid team has suffered various delays to its construction because of financial difficulties. The completion of the new car indicates that Grid are now emerging from these troubles, and Dawson is now ready to accept orders and begin a short production run.

The S-2 features an aluminium honeycomb chassis basically similar to that of the S-1, but stiffer and with a subframe to take the 3.2-litre, twin-ignition, twin-turbo Porsche 935 engine. This power unit, capable of producing 750bhp plus on qualifying boost pressures, is mounted very low in the car, and is mated to the non-standard Borg & Beck twin-plate clutch and Hewland VG-series gearbox.

The Grid-produced bodywork features a revised and tidier rear end, with big air tunnels and a centre-post wing providing more downforce than the predecessor. The new car also has 7 per cent more front end weight, and the new car is 6ins shorter.

First time on the scales, the Grid S-2 weighed 848 kilos, some 120 kilos of which was contributed by the GRP bodywork. Grid hope to produce a Kevlar body at a later date.

After initial testing, the Grid S-2 will be delivered to the London based Charles Ivey Racing team, who will race-prepare the car and run it for Dudley Wood in World Endurance Championship events, alongside its own Group B Porsche 911 Turbo. No sponsors or co-drivers have yet been announced for the project.

The Grid team plans to embark shortly on another S-2, powered by the single turbo 3.2 Porsche flat-six, which will be run as a factory entry in the IMSA Camel GT series.

Demand for Ralt cars high in US and Europe

While Ron Tauranac still hasn't been able to finalise his F2 team line up, his Ralt factory is working flat out to satisfy the huge demand for its Formula 3 and SuperVee designs.

"We are delivering a car a day, six days a week," said Tauranac, "we have never been as well advanced. Unfortunately nobody has had the opportunity to embark on a serious test programme yet."

Ten SuperVees have been snapped up by all the top American runners, eight of them with Judd engines. The Italian F3 market has already absorbed 10 new F3s while by the end of this week top British teams Eddie Jordan Racing, Murray Taylor Racing, Dave Price Racing, Intersports and Dick Bennetts will all have at least one car ready for the new season.

Formula 2 teams begin to line up

MRC's Barry Bland reported this week that he had received 27 number allocation requests for the European F2 Championship this year.

The list so far reads: Ralt-Honda (2, TBN); Onyx March (Thierry Tassin, Emanuele Pirro and TBN); AGS (Philippe Streiff); Minardi (Pierluigi Martini, Alessandro Nannini); Maurer (2 TBN); James Gresham Racing (2, TBN); Merzario (Richard Dallest, Stefano Livio, Aldo Bertuzzi); Martini (Michel Ferté, TBN); Hotz-Horag (Rolf Biland, TBN); BS Automotive (Quique Mansilla, Tomas Kaiser); San Remo Racing (Guido Dacco, Roberto del Castello);

Schafer Racing (TBN). In addition there is likely to be an ex-works AGS privately run and possibly an extra Spirit for Fulvio Ballabio.

While Mike Thackwell and probably Jonathan Palmer are the best bets for the Ralt team, other gaps are likely to be filled by any permutation of Christian Danner, Alain Ferté, Chico Serra, Roberto Moreno, Didier Theys, Beppe Gabbiani, Pierre Petit, Beat Jans, Frank Jelinski, Mario Hytten, Martin Brundle etc, all of whom have been in close contact with one team or another during the past couple of weeks.

Petty and Rahmoc split

Just a few weeks after shaking the NASCAR world by splitting with Petty Enterprises, Richard Petty announced 10 days ago that he was also splitting with Rahmoc Racing, the team for which he was to drive in 1984. The two parties could not, he says, come to terms on a contract.

In fact, says our American Editor, the split will not make a lot of difference to Petty's programme. The King and his new sponsor, Mike Curb, had done a deal to use the Rahmoc race shop in Charlotte

as a base, but will now use a place of their own nearby. For the moment, car 43 is temporarily back home, at the Petty Enterprises HQ in Randelman, North Carolina.

Buddy Parrott, formerly crew chief for Bobby Allison, will be working for Richard, and it is possible that for the first time in his 25-year career Petty may consider a restricted programme in 1984, taking in all the superspeedway races and those short track venues he particularly likes, such as Martinsville.

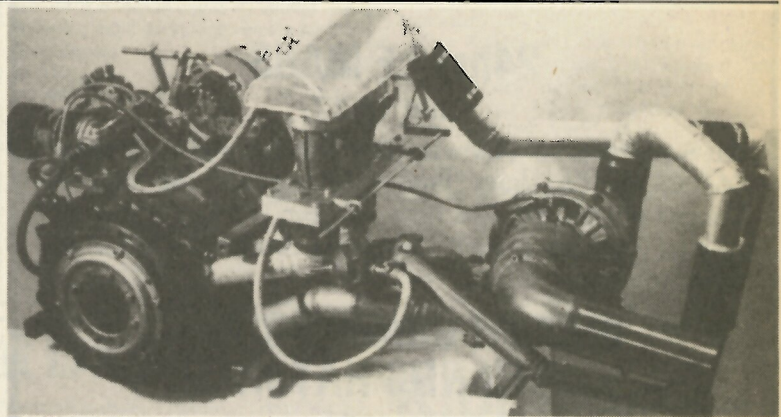
FOCA TV figures

FOCA last week issued a dossier containing details of a subject very close to its heart: TV coverage of Grand Prix racing. And some of the figures therein are very interesting.

The total "viewership" (sic) in this country, for instance, over the 15-race World Championship schedule was 62,400,000. And interestingly the highest number of British viewers for a single event was 9,700,000 for the San Marino

Grand Prix, this figure nearly twice as high as for any other race.

Discounting the USA (which has countless stations), Italy received more TV time for Formula 1 than anywhere else, with 2960 minutes through the year, this more than twice the British figure of 1349. In terms of total viewers, though, Brazil stands alone, with 279,150,000 over the year.



The Weigel rotary turbo sports car engine.

Weigel's rotary turbo endurance motor

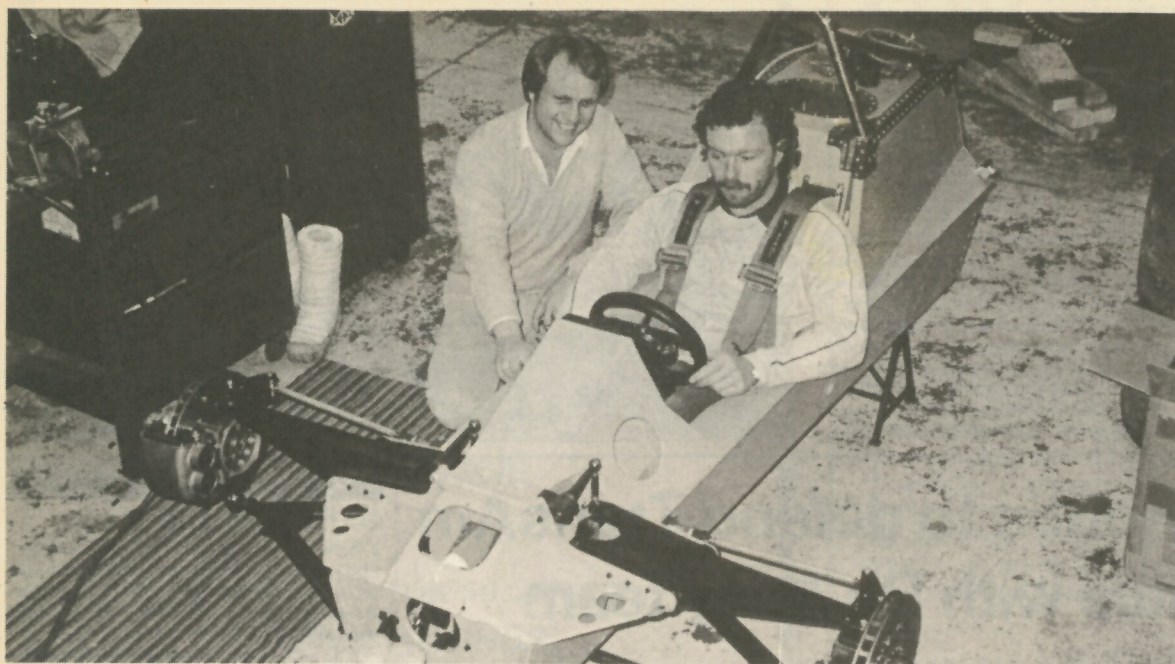
The Oberderdingen, West Germany, based motor racing engineer Wolfgang Weigel has completed an all-new turbo charged rotary power unit, intended for use in endurance racing sports cars.

The new engine was bench-tested during December, and Weigel Engineering claim that it produced 550bhp on the dyno at only 0.8bar turbo boost pressure, running faultlessly for 15 hours.

The first customer for the Weigel motor is the Alsace based Sthemo team, which ran a Weigel prepared BMW normal induction four-cylinder during the 1983 season in its Group C Junior car. The existing Sthemo has been fitted with the new engine, and tested with promising results at Hockenheim by Hubert Striebig and Karl Hasenbichler.

Although Mazda now have a turbo rotary roadgoing version of the RX-7 on sale, and had planned to produce a turbocharged variant of the Type 13B race engine for their 717 chassis, no one has yet raced with a forced induction rotary engine. The Sthemo team hopes to debut the new power unit at Monza in the World Endurance Championship series opener on Easter Monday, but could encounter a problem because the Weigel motor has not been homologated.

Carlo Facetti ran into a similar problem when he completed the 1.9-litre turbo four-cylinder which powers the Alba sports cars, but solved it by selling the production rights to Giannini. No doubt Weigel Engineering will be looking to locate a similar arrangement.



Jim Crawford tries the tub of the new RK-March 847 for size, with him is RK Racing boss Bob Fearnley.

Short race programme for Mustang

Ford's Director of Special Vehicle Operations, Michael Kranefuss, has decided to miss this weekend's Daytona 24 Hours with the front-engined Mustang GTP, and indeed the car is not committed to a full season of IMSA Camel GT events. A single entry will be run in between six and eight races, sponsored by 7-Eleven chain stores and driven by Bobby Rahal and Geoff Brabham.

The 1984 Ford Mustang GTP will be powered by the new 2.1-litre four-cylinder turbo engine, which has now emerged from the Livonia, Michigan, race shop of the Zakspeed USA organisation.

The Southland Corporation, which owns 7-Eleven, has renewed its sponsorship of Kyle Petty's NASCAR Grand National Ford Thunderbird, and will also be backing Tom Gloy's quasi-works Ford Capri TransAm car, and Rahal's March 84C in Indycar racing.

No more racing at Las Vegas

Reports from the USA suggest that the days of racing round the car park of Caesars Palace in Las Vegas are over. One story is that the three-year history of the Caesars Palace Grand Prix (with two races for Formula 1, one for Indycars) has lost too much money to be allowed to continue.

Our American Editor, however, says that the CART race last October did make money, unlike the pair of F1 Grands Prix which preceded it. The reason for the doubts over the track's future, he says, is that the Caesars Palace parking lot is largely owned by the Summa Corporation (a Howard Hughes company), which has other plans for the land.

If the Vegas CART date should go, a likely replacement is Sanair Raceway, a modern oval of slightly less than a mile which is situated south of Montreal.

Klomfass returns at Kyalami

Now fully recovered from an unfortunate off-road accident at the end of 1982 in which he badly injured his back, South African driver Roy Klomfass was back in action at Kyalami last Saturday. Sadly, though, his return to the cockpit was not too successful.

The former UK Formula Ford driver qualified only on the back of the grid when his new Rack-Rite Lant 84 proved totally unsorted. A good start saw him quickly up into fourth place until he made a mistake at Sunset Bend, ran wide over the run-off area and damaged a rear wheel against the uncompromising armo (see Sportscard).

"Long time, no race," said Klomfass after the incident "I forgot the track wasn't wide!" Roy's return will be continued at Killarney this weekend.

CRC boost for CanAm

The SCCA's CanAm championship has been given a new lease of life this year with the injection of sponsorship from CRC Chemicals, considerable television coverage Stateside and additional impetus in the form of heavy investment and promotion through the Norwood-Walker corporation in Dallas. Interest in the 10 race series is reportedly high and now, for the first time in several years, would-be competitors will be able to buy a purpose-built new car for the series, rather than having to rely on cast-offs from the wealthy teams.

The announcement of the RK-March 847, a project founded by Bob Fearnley's team and built at Silverstone with March's assistance and blessing is a healthy sign for CanAm. Two of the initial batch of four chassis have already been bought by the Dallas based Norwood-Walker team, one of which will be driven by Michael Roe; Jim Crawford, will have chassis number three. The fourth car is currently for sale at \$130,000 while RK Racing will be in a position to supply further cars as the year progresses.

Based at the Docking-Spitzley workshops, RK Racing started their project in December. Having spotted the likelihood of there being a proliferation of March Indy chassis around on which to build their car, the design base is the March 82C monocoque.

Additional design work has been done by former Chevron and Maurer designer Paul Brown with John Connel and Mick Mannion executing the drawings into metal.

With the CanAm fuel restriction they are able to reduce the fuel tank capacity to 25 gallons which allows the whole front end of the engine to be moved forward into the vacant space inside the monocoque. Using a neat A-frame mount for the non-stressed V8, RK have been able to keep within an inch of the original 82C wheelbase. A modified March bellhousing attaches the big Hewland DGB gearbox while all the suspension and other running gear is essentially March standard supply.

Naturally RK Fibres, the Stockport and Inverness carbonfibre specialists, will provide the attractive bodywork.

Testing of the first complete car is scheduled for the end of February in England after which RK's Kansas City base will house the project although a spares and service team will be maintained in England.

Incidentally the Ensign-based CanAm car which the enterprising RK team built and ran so successfully for Crawford will be run for Eddie Wachs, who formerly drove a Toleman-Hart in the series.

So far the SCCA have confirmed the following eight dates and venues for the 1984 series:

Jun 10	.....	Mosport
Jun 24	.....	Lime Rock
Jul 07	.....	Dallas
Jul 22	.....	Brainerd
Sep 02	.....	Trois Rivieres
Sep 09	.....	Mosport
Sep 16	.....	Road America
Sep 30	.....	Sears Point

The SCCA and the new CanAm Association are negotiating with five other circuits as well.

Huge field for Sun Banks 24 at Daytona

The Daytona 24 Hours has rarely in the past been notable for marking the debut of new racing cars, but there will be several competing in this year's event, taking place next weekend. Sponsored by the Floridian Sun Banks Inc company, the race will be the opening round of the 1984 IMSA Camel GT Championship, and will be contested by the brand new Porsche 962 GTP car, to be run by the works team and driven by Mario and Michael Andretti.

The 962 is a short-wheelbase version of the all-conquering 956 Group C car, powered by a Porsche 935 engine. It was tested at Paul Ricard briefly before being shipped to Florida for its debut this weekend.

Among the massive 97-car entry, there will be 18 other IMSA GTP specification cars, and half a dozen of the evergreen Porsche 935s. Among the new cars will be the Mazda rotary engine Lola T-616 models of Jim Busby's BF Goodrich sponsored team, to be driven by Busby with Boy Hayje, Rick Knoop, Pete Halsmer, Ron Grable and Dieter Quester; these cars will move on to Europe to

commence a full World Endurance Championship season in Group C2.

Another Mazda engine, British built car will make its race debut, namely Jim Downing's Argo JM16 to be co-driven by John Paul Jr and John Maffucci. The trio of new Mazda cars will compete against Pierre Honegger's Z&W Mazda GTP.

John Cooper's newly established Cam Racing team will compete for the first time, with Bob Evans co-driving its revised Nimrod-Aston Martin C2 which has never been raced before. Viscount Downe's familiar Nimrod C2B will be raced by Ray Mallock, John Sheldon and Drake Olson, and one of the ex-works GTP entries will be driven by Jack Miller/Carlos Ramirez.

Former works Lancia drivers Corrado Fabi and Piercarlo Ghinzani will race Werner Frank's Osella-BMW GTP car. There will be two Group 44 Jaguar XJR-5 cars, one with a new fuel injection engine listed for Brian Redman, Bill Adam and Pat Bedard, the other for David Hobbs, Bob Tullius and Doc Bundy.

South African trio Sarel van der

Merwe/Graham Duxbury/Tony Martin will share a Kreepy Krauly backed, works March-Porsche 84G and there will be four more Marches with Porsche, Chevrolet and Buick turbo engines. The works Sauber-BMW C-7 will be raced by Albert Naon and two drivers from El Salvador, and a Lola T-600 will complete the GTP class.

Among the Porsche 935 entry, the 1983 winners Bob Wollek and AJ Foyt will co-drive Preston Henn's car. Bobby Rahal and John O'Steen will share Bob Akin's car, and defending IMSA champion Al Holbert will be in Bruce Leven's machine along with his 1983 Le Mans co-winner, Hurley Haywood.

Further down the entry list, Vic Elford and Dickie Attwood, who so nearly won Le Mans together in 1970, will renew their partnership at the wheel of Brumos Racing's new factory-prepared Porsche 928S IMSA GTO car, while Innes Ireland will make a comeback to international competition in a Porsche 924 GTR.

Full report next week.

PIT & PADDOCK

BRIEFLY

■ With Ken Tyrrell still unable to guarantee him a drive, Martin Brundle was hard at work last week seeking out all alternative sources of employment for his talents. Among the people he spoke to were RAM and Spirit for F1; Onyx and Ralt for F2 and Theodore for CART.

■ The Williams team are taking a Honda powered FW09 to Honda's own circuit, Suzuka, for testing between February 8-10.

■ Both Bruno Giacomelli and Corrado Fabi were due to visit Theodore on Monday for CART season talks.

■ The date of the Monza 1000Kms, the first round of the 1984 World Endurance Championships, has been changed to April 23, Easter Monday. The circuit has suffered over the past two seasons from a small entry and is now running its race as late as possible to allow teams to complete new cars.

■ The date of the European Endurance Championship race at the new Fuengirola circuit in Spain has been moved to October 14, itself a provisional date pending a decision on the possible Grand Prix there the weekend before.

■ A high-quality promotional brochure for prospective World Endurance Championship teams and sponsors has been produced by Motor Race Consultants. The full-colour folder contains detailed information on the FIA championships and is designed for a wide range of uses, including as a source of information for sponsors. It is available to *bona fide* competitors now, from MRC, 11 Gloucester Road, London SW7.

■ Confirmed runners for this year's British Saloon Car Championship are the faithful Jon Dooley/Alfa Romeo combination. With backing from Napolina once again (the ninth consecutive year), Dooley will again drive his GTV6 in class B against at least two MG Metro Turbos. If the right finance can be found, a second GTV6 will appear for Rob Kirby.

■ Rick Mears tested the new Penske PC12 at Phoenix last week, getting down to a best time of 24.50s. Although not as fast as Al Unser Jr's quickest lap in the March 84C, Rick and team mate Al Sr reported themselves impressed with the new car. The Penske team is itself due to take delivery of an 84C in the next few days.

■ Our American Editor reports that Johnny Rutherford is now very close to a deal with his former McLaren employers, Teddy Mayer and Tyler Alexander, for a full season of CART racing.

■ While Teo Fabi is strongly rumoured to be moving from CART to Formula 1 (see separate story), his brother Corrado may well be crossing the Atlantic in the opposite direction. The younger Fabi is strongly rumoured to be driving a March 84C for ex-Carl Haas man Roman Kuzma in the CART Championship, with sponsorship from Nordica.

■ While testing his new Galles Racing March 84C at Phoenix last week, Al Unser Jr lapped in 23.70s — well over a second faster than Teo Fabi's pole time last autumn. It is also a couple of tenths quicker than Rick Mears's absolute lap record, set in 1982 with the skirted Penske PC10.

Rolf Biland tests Hotz F2 March

Rolf Biland was seen testing a modified Horag Hotz March-BMW 832H at the 3.1kms Karland circuit in the south of France, last week. The purpose of the test was to evaluate several modifications made to their last year's March, especially in the suspension and bodywork departments. Biland's best lap, in good conditions, was 1m07.67s, some 3secs away from Jean-Pierre Jarier's time there last year in the Formula 1 Ligier.



Hobbs to defend TransAm title with De Atley team

Contrary to our report in *P&P* a fortnight ago, the 1983 SCCA TransAm Champion, David Hobbs, will be racing again for the De Atley team in this year's series which will start in early May.

The team has indeed spoken with Parnelli Jones about making a comeback, but this will not be happening and in any case it was not the intention that Jones should replace Hobbs.

David has also recently signed up to do another season of endurance racing with the John Fitzpatrick team, with which his season will start in a Porsche 935 at the Miami Grand Prix IMSA event on February 26.

In the meantime, Hobbs is already in the USA and will drive one of the two Group 44 Jaguar XJR-5 GTP cars in this weekend's Daytona 24 Hours, hopefully sharing with another expatriate Briton, Brian Redman.

Hobbs has been given a singular honour recently by the AARBWA, the association of US motoring journalists, which voted him and Indycar star Teo Fabi among its Drivers of the Year 1983. He and Teo are the first foreign racing drivers ever to receive these awards.

As in 1983, David's team mate in the De Atley entered Budweiser Camaros will be Willy T. Ribbs.

GARY GABELICH

Former Land Speed Record holder, Gary Gabelich, died last week as a result of a motorcycle accident in the Los Angeles region of California. He leaves a wife and small child.

The 43-year-old American soared to prominence when he claimed the LSR with his *Blue Flame* rocket car in 1970, recording a two-way average speed of 622.407mph. That mark stood unbeaten until Richard Noble won back the record for Britain late last year.

Gabelich had dabbled in various forms of 'club' motor sport in recent years, but was known to have recently embarked upon a new project aimed at regaining the World Speed Record. He had been in the process of assembling a team to produce a new rocket-powered car when the accident occurred.

WEEKEND SPORT

INTERNATIONAL RACING

Date	Venue	Event/Details
Feb 4/5	Daytona International Speedway, Florida, USA	24 Hours — Camel GT Championship, round 1 <i>A fine entry has been received for this opening full international event of the sports car season, including the debut of the new Porsche 962 in the hands of Mario and Michael Andretti, the Group 44 Jaguars of Brian Redman, Bob Tullius, Bill Adam, Doc Bundy, David Hobbs and Pat Bedard as well as numerous other Marches and Porsches.</i>
Feb 4	Killarney, Cape Town, South Africa	South African Sigma Series, round 2 <i>After winning the opening Sigma series round at Kyalami last Saturday, Ian Scheckter (Gunston March 832) looks like continuing his dominant form of last year. Maurer men Trevor van Rooyen and Tony Martin plus John Morris (March) and Bernard Tilanus (Ralt) will provide the main opposition.</i>
Feb 5	Timaru, New Zealand	New Zealand Gold Star Formula Pacific Series, round 6 <i>Following the recent international races, Kenny Smith and Paul Radisich, both driving Ralt RT4s, are vying for the lead of MANZ's Gold Star series.</i>
Feb 4	Madras, India	Madras Grand Prix <i>Winner for the past two years Vijay Mallya (Ensign) will have for opposition the Chevron B42s of Vicky Chandhok and Jim Crawford.</i>

OFF TRACK SPORT

Date	Venue	Event/Details
Feb 5	Brands Hatch, Fawkham, Dartford, Kent	Sprint meeting (Harrow and Circle CCs) <i>A capacity entry of 120 cars has been received for this ever-popular, annual event. Gerry Marshall (2.8i Capri), Bert Shirley (Pontiac TransAm), Mike Smith (Lola T490), John Greasley (Porsche 935) and John Piper (Martin BM8) are among the varied selection of cars that will take part. Timed runs will commence at 12.30, after practice from 10.00. Adults, £2; Children free.</i>
Feb 5	Mondello Park, nr Naas, Eire	STP Rallycross Championship, round 5 <i>Kenny McKinstry (Ford Escort) was in top form to take the most recent round of this 6-event series, although Con and Liam Carey are sure to maintain the pressure.</i>
Feb 5	The Live & Let Live Inn, Neen Sollars, Bewdley, Worcs	Geoff Taylor Sporting Trial (Hagley & DLCC) — RAC British Trials Championship, round 3; BTRDA/Five Ways Tyres Sporting Trials Championship, round 9 <i>Chris Highwood has already commenced the year in fine style. Is there anyone capable of matching him? The event starts at 10.30.</i>
Feb 5	Brands Hatch, Fawkham, Dartford Kent	Coomber Trial (750MC) — a round of the 750MC/Lamps Ltd Sporting Trials Championship <i>"Another quiet, non-pressure event to cool the blood," according to the Trials fraternity's fact sheet!</i>
Feb 5	"Hell Down", nr Portesham, Dorset	Production Car Trial (Woolbridge MC) <i>The enthusiastic local motor club will again include a class for the popular four-wheel drive vehicles.</i>
Feb 5	West Mains of Turin, Forfar, Scotland (MR:54/518532)	Production Car Trial (Arbroath & DMC/750MC/55CC) — a round of the Tayford Trophy Championship <i>Open to cars in seven different classes, first runs will start at 11.15.</i>

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

Better times to come?

Walter Rohrl's success on the Monte Carlo Rally further underlined the great talent that this 35-year-old Bavarian has for the sport. Only a matter of weeks before the start, his style with the four-wheel-drive turbocharged Audi was clumsy compared to his Scandinavian team mates, but a determined stint in practice meant he was immediately competitive. Even in the most difficult wintry conditions, he stayed up front, and eventually took a popular win.

It was his fourth success on this classic event, previous victories coming with Fiat, Opel, and Lancia, and in parallel to his rise to stardom in international rallying, there has been a renewed wave of interest, especially in Germany. So while European manufacturers commit themselves to rallying and reap the benefits, there is scope for the privateer to seize the opportunity offered as a result, and get some entertainment out of the sport.

How sad it is that, as interest soars on the Continent, British companies continue to resist the competition. It is of little surprise that on the 52nd Monte Carlo Rally, just two contrasting



British crews made it to the finish. Terry Kaby and Kevin Gormley made it into the semi-works league with Nissan, and Graham Newby and Stephen White characterised the true privateer who struggled to finance the entry fee.

It is to their credit that they made the effort, coped with the difficulties, and eventually found a great deal of fun in tackling a major

international event alongside teams from around the world. It was a bonus that the second pair won their class with the Vauxhall Astra in Group A.

Theirs was the only British-built car to finish, in a creditable 50th place, while 20 years ago the Principality echoed to the celebrations after an outright win by Paddy Hopkirk in the BMC Mini. On that occasion there were dozens of British starters, including many familiar names such as Pat Moss-Carlsson, Donald Morley, Peter Proctor, and Raymond Baxter. Not all could claim works status, but with involvement from more factories, including Sunbeam, Hillman, and Ford, other drivers included Graham Hill, Rosemary Smith, and Andrew Cowan.

Let us hope, most sincerely, that 1984 is indeed the low point of the cycle and that in the future we can report a new commitment from British manufacturers, eager to capitalise on the advantages offered by the sport. Maybe then we will return to a healthy position when British teams — and drivers — feature at the top of the results boards again.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

John Bolster . . .

We were deeply saddened to learn of John Bolster's death.

Over the years he stamped his own inimitable style on motoring journalism and made many friends here at Rolls-Royce Motors. He will be deeply missed.

IAN J ADCOCK
Press Relations Manager
Rolls-Royce Motors

. . . a gentleman

It was with profound shock and sadness that I read of the death of John Bolster. Never was the old cliché 'no man is irreplaceable' given more the lie than by men of the calibre of JVB. Having 'grown up' with his writings over many years, I feel, as I am sure do many others, that my own view of the sport, and certainly knowledge, has been markedly influenced by him.

JVB's great strength lay in the insight derived from first-hand experience, both as observer and competitor, of the great periods of motor sport, when it was about sport and not consumed with commercial greed. This, combined with his legendary technical knowledge and, in particular, the rare ability to impart that knowledge to the uninitiated in an understandable and readable form, made his writing invaluable. He also had the rare ability to transmit the love and feel of driving exciting, fast cars. I shall never forget his accounts of driving some of the hairier sports racing cars of the '50s, particularly the Ferrari Monza, which is one road test that remains indelibly in the mind.

Above all else, John Bolster was a gentleman of the old school, from an essentially far more civilised era, when courtesy and what one did mattered far more than what one said. I can well understand his distaste for the attitudes of the '80s.

It is very depressing to think that this bastion of the sport has gone. His regular appearances at the wheel of his beloved Panhard in the London to Brighton run will be sadly missed, as well as his appearances in the Silver Ghost and articles like the Yuletide road test. It is perhaps most fitting that the last of these was at the wheel of a Bugatti, since he was a great Francophile and lover of French sports cars.

The fact that he was still so active makes it that much harder to take. We can ill-afford to lose such a character. He was the enthusiast's enthusiast.

BARKING, ESSEX JOHN BELLAMY

Gary Gabelich

I would just like to pass on to the family of Gary Gabelich, from all his fans, our deepest condolences on the news of his death. He became the fastest man on Earth in 1970 while people may remember seeing him on the documentary about Richard Noble who superseded Gabelich to the world land speed record.

MICHAEL KASON
Kerbozzer Racing

Boring and demanding

I was interested to read the comments from Robin Bradford, Press & Publicity Manager at Brands Hatch (*Correspondence*, January 12), expressing his concern for the spectator. However, I would like to draw some comparisons between Brands Hatch and Silverstone circuits:

- 1 The facilities at Brands, with regard to toilets inside the circuit, are terrible compared to Silverstone.
- 2 Why are spectators not permitted into the pit lane after practice has finished at the end of the day? One of the joys of Silverstone is strolling along the pit lane on a long summer night, with no crowding or pushing, watching the mechanics prepare the cars.

As a racing circuit, Silverstone is as boring as Brands is demanding, so come on Brands, give us a break.

RUNCORN, CHESHIRE S JOHNSON

Patrese support

Reading your endurance racing review (January 26) has spurred me to put pen to paper in praise of Riccardo Patrese. For many years it has been popular in the racing press to knock him (although this year I have noticed a softening in attitude) but whatever may be said about him he is at least, a real *racing driver*, and about the only one left. I can (just!) remember a time when F1 drivers used to take part in sports car and F2 as well as GP racing, but nowadays they all seem to be very insular. Derek Warwick and Michele Alboreto excepted, they simply don't venture out of their circus, and while not wishing to be rude to those two, they didn't really seem to take it as seriously as Riccardo did.

Perhaps 1984 will see an end to the truly appalling bad luck that has dogged Riccardo's career and I hope that he will finally have a successful season with both the Alfa and the Lancia . . . surely he deserves it.

ROCHESTER, KENT CAROLE BONNER

Jones's Kremer

I very much enjoyed reading your review of the FIA Endurance championships (*AUTOSPORT*, Jan 26). However, I would like to set the record straight concerning the Kremer team.

As far as I know, the Kremer team ran a Porsche 956 at the Silverstone race for Alan Jones and Vern Schuppan. It was in this car, with the unsuitable Le Mans type rear bodywork, that the all-Australian crew drove to fifth place.

The Preston Henn entered car was not driven by Jones and Schuppan as your report suggests. The car, predominantly orange and red and also using the lower downforce bodywork, was handled by Henn himself, Guy Edwards and Rupert Keegan. This car was the first 956 to retire in the race, with engine problems.

Apart from this flaw, the review was the best I have read on the Endurance season.

ROWLANDS GILL, TYNE & WEAR RICHARD GEE

You are right Mr Gee, and I apologise for my goof. QDS

Racing along

I was interested to read your article last week on Racing for Britain, as a result of which I shall certainly be lending my £10-worth of support. I have been impressed by the way that the scheme has been run over the past couple of years (judging only from what I have seen at the circuits and at the recent Motor Sports Show) and have been convinced that RfB is, indeed, being run solely for the benefit of the elected drivers and not for any ulterior motive.

Racing for Britain has certainly made most worthwhile contributions to the budgets of Jonathan Palmer, David Leslie, James Weaver and Martin Brundle in recent seasons (among others) and for this reason alone should be allowed to flourish.

I have no doubt that my contribution will be well-used, even if it doesn't, in the end, go to the driver for whom I have personally voted. And I certainly intend making full use of some of those discounts on offer. I hope all of your readers feel the same way.

CHISWICK, LONDON DON SIMPSON

Rallying on TV

What an excellent letter from Graeme Dahl of Queensland, Australia (*Correspondence*, January 19) with regard to updating TV coverage. I hope something will be done soon as he certainly has the right idea.

Once again, here we are with another super rally, namely Monte Carlo, and it is so badly reported. We hardly see or hear anything about it on the BBC or ITV. If we are lucky they show a few quick flashes on the news or maybe a film one week later. What we need are reports of the rallies while the cars are on the road day by day. I have written to the BBC on many occasions and while coverage of Grands Prix has improved, International Rally coverage has not.

Here's hoping, once again, that the magazines or clubs can do something to help as there are so many enthusiasts now.

SEER GREEN, BUCKS

J COLSTON

Scottish SOS

SOS from Stan the Clan, the last of the older true modsports active in Scotland, to all Scots and North England racing competitors.

The SMRC and SSSC tried to open the door for earlier cars by running a Post Historic Sports and GT class for cars built pre December 31, 1970. However, lack of entries did not help and one wonders whether everyone concerned knew of this interesting old class.

Would anyone with a classic old Sports or GT car, including earlier Clubmans and steel bodied Special Saloons, please contact me about racing in Scotland and I will compile a register with a view to approaching the racing organisers. Perhaps we can tempt the older sporting driver to bring out that classic car and blow away the cobwebs. It makes an exciting change from painting the cupboards, bouncing grandchildren and cutting the lawn on Sundays!

ARDENTINNY, ARGYLL

STAN SHARE

Off-road recognition

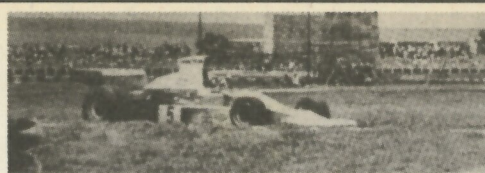
At last AUTOSPORT seems to be taking a genuine interest in off-road racing, with comprehensive coverage of the Paris-Dakar Rally, for so long treated as an eccentric curiosity in this country.

I am in no way affiliated to the British Off Road Racing Association with its claims that off-road racing is an exciting new concept in British motor sport. From what I have seen of their efforts, off-road racing is a gross exaggeration — grass track racing with a few jumps being a more accurate description.

Real off-road racing in this country has existed at a healthy club level for many years. In 1983, Britain provided the men and machines that came first and second in the De Cimes, a Pyrennian off-road rally regarded as the toughest event in Europe. To achieve this one-two, Pat Willis in Ranger Rider and Alvin Smith in Strange Rover II had to overcome the might of the leading French and Italian teams; the French press reporting a second Trafalgar. The exploits of these two All Wheel Drive Club members went largely unnoticed in this country.

ALDEBURGH, SUFFOLK

AD HAWES



10 Pit & Paddock news 10 years ago this week (AUTOSPORT, February 7, 1974)

... The BRSCC launched the Roger Williamson Fund, to increase safety standards and marshals' fire equipment ... Work on the pits at Brands Hatch, as demanded by the CSI, was well under way ... James Hunt tested the new Hesketh for the first time with very encouraging results, being 4.34secs quicker round Interlagos than he had been in the March ... *Graham*, the motor racing documentary narrated by Paul Newman, was to be shown on television for the first time — a *must* for Graham Hill fans ... The GPDA award for the best Grand Prix of 1973 was presented to the organisers of the French Grand Prix at Paul Ricard, who scored 83½ out of 100. The flag marshals' trophy went to the British marshals, to partially atone Britain's ninth placing in the other category.

The ultra-modern Brazilia circuit held its inaugural race meeting, a non-championship race. The result that the 85,000 strong crowd wanted — a win for Emerson Fittipaldi — took place, but only just, as Emerson's Marlboro Team Texaco McLaren (pictured above) virtually ran out of petrol on the last lap! Jody Scheckter drove a steady race to finish second in his Elf Tyrrell. Third place was claimed commendably by Arturo Merzario, the leading Firestone-shod runner, in Frank Williams's Iso Marlboro. Again Carlos Reutemann led in his Brabham, only to retire with a broken engine.

After a consistent drive, Taipo Rainio won the Marlboro Arctic Rally for Finnish Saab, finishing just over 1 min ahead of team-mate Stig Blomqvist. The rally was a battle between the Ford and Saab teams. Hannu Mikkola (pictured below) led for most of the way in a Ford Escort, only to be forced out of the event by an ignition fault just before the end. Timo Makinen and Markku Alen, both in Escorts, finished third and fourth.

The fourth and final New Zealand round of the Peter Stuyvesant series for Tasman Formula single-seaters was held at Teretonga Park, Invercargill. The race was won by Max Stewart in a Lola T330 from Graham McRae (McRae GM2) and Graeme Lawrence (Lola T332). Peter Gethin maintained his championship lead, with fifth place, as the series moved on to Oran Park in Australia.



25 "Rien ne va plus" was the title of the leading article 25 years ago this week (AUTOSPORT, February 6, 1959).

The future of the Monte Carlo Rally, was in doubt for the manufacturers, due to the expense of preparing and entering a car for an event in which the organisation was suspect, having been brought into disrepute by timing discrepancies. . .

Sports News . . . Tony Brooks was thought to be 'going foreign', as he had secretly flown to Italy, seemingly to have talks with Ferrari . . . Maurice Trintignant was rumoured to be in the works Astor Martin team for Le Mans, and possibly for the Tour de France too . . . Tony Vandervell had been awarded the Ferodo Gold Trophy for his successes with the Vanwalls in 1958 . . . Ecurie Ecosse announced that they would be using a new 3-litre Jaguar engine in their sports cars in 1959 . . .

Gregor Grant reported on the Monte Carlo Rally and the problems that had caused many grievances. The method of timing in both the Chambéry-Monaco section and the Final Classification was a cause of real concern. The positions of the controls were soon known and unfair methods were adopted in imparting information to certain competitors. Team managers of the factory entered machines were dismayed to learn of these sharp practices, and this led to the sudden withdrawal of the Renault works cars (with the rather lame excuse that they were primarily required for the relatively unimportant Ivory Coast Rally).

One important lesson learned from the rally was the need for further experimentation with steel-studded tyres. Punctures had been numerous and resulted mainly from fast motoring on good surfaces — after traversing snow and ice — as the crews were reluctant to stop and change wheels in case they encountered more snow and ice. The studs were tending to overheat and penetrate the inner casing.

The AUTOSPORT Trophy Winners, George Parkes and George Howarth, made the best performance from Glasgow (their Jaguar is pictured above). Ferreira Duarte's Mercedes 300 SL (pictured below) won the manoeuvrability test.

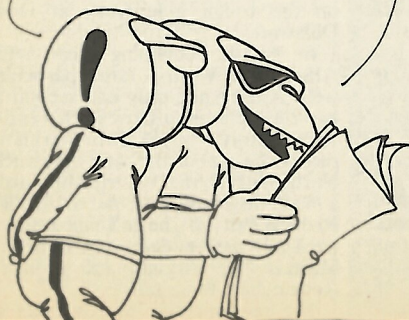


CATCHPOLE

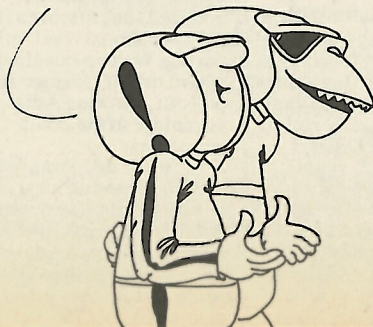
BY BARRY FOLEY

DID YOU SEE THIS - 'FORD ARE GOING TO SPONSOR MOTOR RACING' ?

REALLY ? - THAT'S FANTASTIC . . .

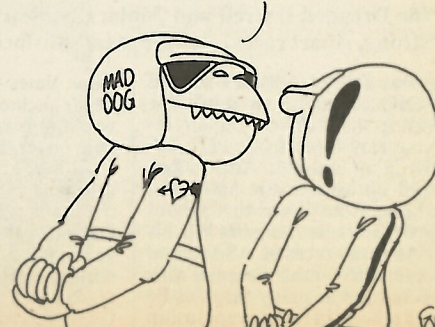


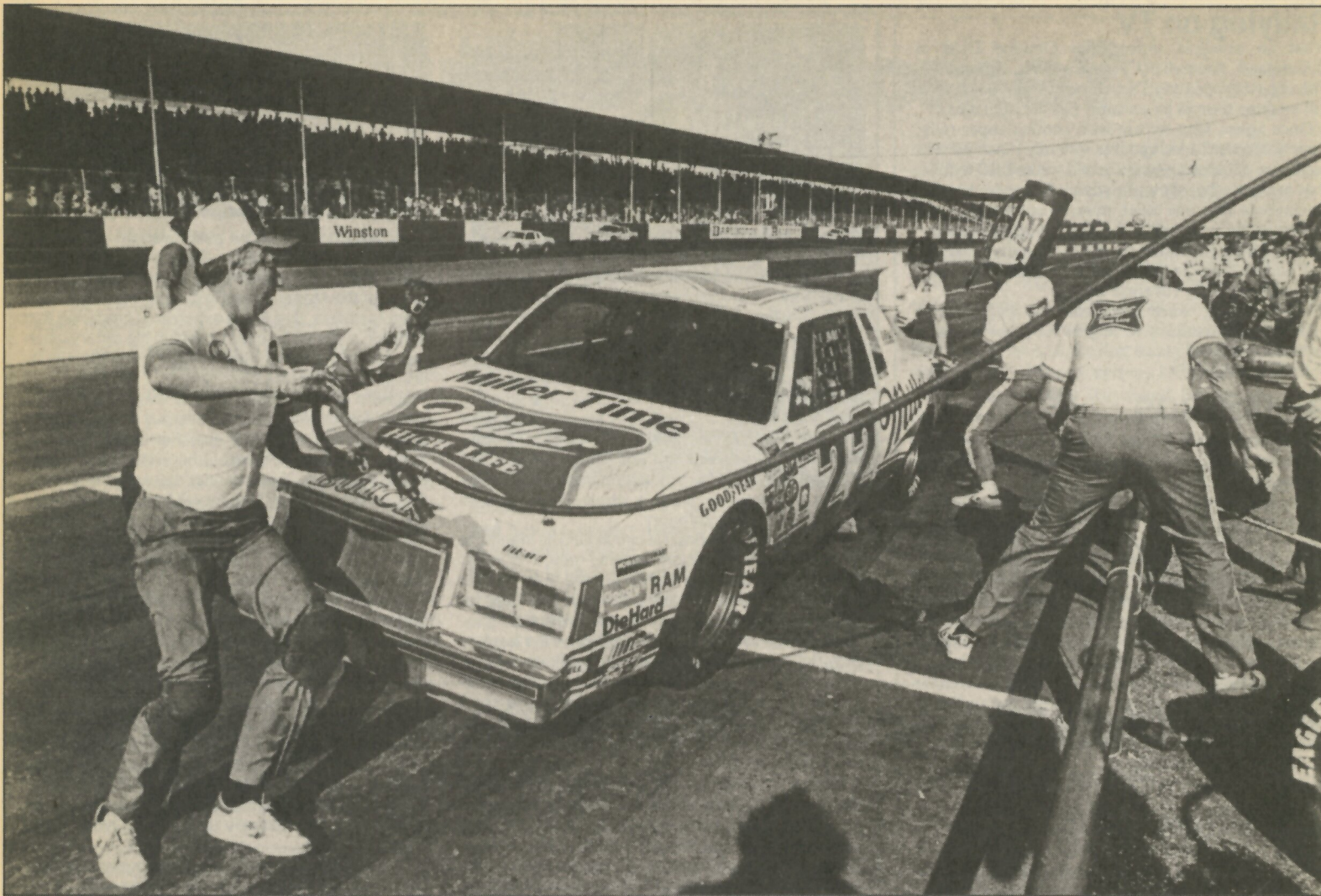
... GREAT NEWS - A TRULY PHILANTHROPIC ACT - FOR YEARS FORD HAVE HAD SUPERB EXPOSURE FROM MOTOR RACING - FORD GTs AT LEMANS, THE FORD DFV G.P. ENGINE, THOUSANDS OF RACING CARS USING FORD ENGINES AND NOW FORD ARE GOING . . .



... TO PUT SOMETHING BACK INTO THE SPORT - WHAT ARE THEY GOING TO SPONSOR ?

FORMULA FORD!





A quick pit stop for the Miller Beer-backed DiGard Buick of Bobby Allison. The team proved a close-knit outfit, and was instrumental in taking Allison to his first Grand National title.

Crowd pleaser

GORDON KIRBY reviews a successful NASCAR season in which the popular champion, Bobby Allison, took home \$800,000 in prize money as well as his first Grand National title after 20 years of trying . . .

Bobby Allison's long-pursued first NASCAR Winston Cup Grand National Championship title was one of the most popular in years. Six times the fans of Grand National racing have voted Allison their 'Most Popular Driver', including each of the last three years, so that his long-awaited first Grand National title was happily applauded by a large majority. The 44-year-old Allison is a self-effacing, God-fearing, working man's race car driver, who often shows up at local Saturday night short tracks around the country to race a Sportsman or Modified before flying off to the following day's Grand National race.

In 1981 and '82 Allison waged unsuccessful, year-long battles for the NASCAR championship with Darrell Waltrip, the man who ranks in a class of his own — listen to the boos! — as the most unpopular Grand National driver. Last year, however, Allison got off to a good start, establishing an early cushion of points to Waltrip in the 30-race series and never looked back. Waltrip chased him relentlessly through the hot, dry summer, but Allison held off the Dreaded Darrell and Junior Johnson's legendary team with a series of strong, smart races — to the great satisfaction of the cheering fans.

Last year was Bobby Allison's second with the DiGard team, an outfit for whom Waltrip had driven on an increasingly stormy basis from 1975-'80. Until arriving at DiGard, Allison had been looked on as a classic maverick, driving for numerous teams throughout his long career and often running with his own cars. As many races as Allison had won, however, (65 Grand National wins from 1966-81) and as many times as he had finished second in the championship

(four times between 1970-81), he had never achieved the consistency and working harmony that he has begun to enjoy over the past two with DiGard.

Allison had lead the points standings through much of the '82 season only to be overhauled by an aggressively on-form Darrell Waltrip in the closing races of the year. Nevertheless, Allison had forged a strong relationship with the DiGard team which was led by young crew chief Gary Nelson and engine builder Robert

Yates. Allison encouraged the use of computers and other forms of experimentation used by Nelson and Yates and with Miller Beer taking over as the team's sponsor for 1983, the combination again looked like the best bet to defeat Waltrip and Junior Johnson.

At the Daytona season-opener, however, neither of the favourites got off to a very good start. Allison wrote-off two cars in preliminary events and nursed bruised ribs and a spare, short-track car into ninth place in the 500. Meanwhile Waltrip crashed badly in the 500, escaping with bruises and an overnight stay in hospital after one of the heaviest crashes of his career.

The following weekend, on the tiny half-mile at Richmond, Virginia, Allison bounced back to score a strong win, aided by exceptional fuel mileage. A still-hurting Waltrip qualified fourth but had a hard time in the race and finally had to pull out, allowing Allison to establish an advantage in the points that was to serve him all year.

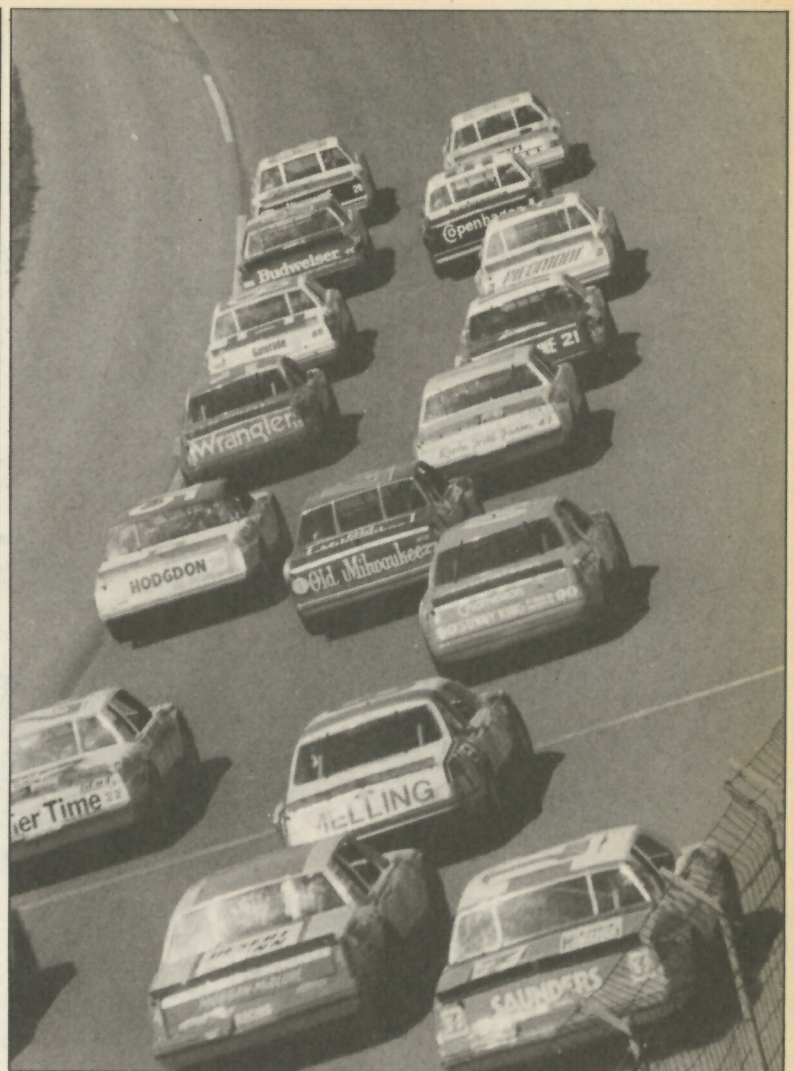
In fact Waltrip was to match and even exceed Allison on most counts, eventually winning the same number of races as Allison (six apiece) with eight second places (against Allison's five) and four third place results (versus six for Allison). Waltrip also led a total of 2363 laps compared to 1755 laps led by Allison

(Dale Earnhardt was the only other driver to lead more than 1000 laps) and was beaten to the title by plain old reliability. Waltrip failed to finish four races while Allison was running at the flag in all but two races.

The telling point in the season came in September after Waltrip ended a nine-race winless streak with a convincingly aggressive win on the half-mile track at Bristol, Tennessee. Waltrip had finished second in each of the four previous races and was suddenly making ground on Allison. "Here we come!" opined Waltrip after the race, but Allison replied with a strong win the following weekend in the Southern 500 at Darlington. He followed that up with two more wins on successive weekends at Richmond and on the rough mile track at Dover, Delaware.

In the six remaining races neither Allison nor Waltrip fared particularly well. Allison had only one second and two third places to show for his end-of-season efforts while Waltrip won his final race of the year on the 5/8ths mile track at North Wilkesboro. Waltrip also finished a much-disgruntled second to the illegal Richard Petty at Charlotte the following weekend and added only a third at Martinsville, Virginia and a fifth at Rockingham to his tally.

The season-closer at Riverside saw.



The Daytona 500 is the big race of the NASCAR season and is watched by a crowd of thousands. Above are two shots, one from the front and one from the rear, showing the start of this classic event.

both men run into trouble. In typical style Waltrip was going for the win, leading the early going until losing third gear and then fighting for the lead with Tim Richmond as rain began to fall and a yellow flag came out late in the race. Racing to the flag, Waltrip crept around the outside of Richmond in the fast Turn 9 only to have Richmond close the door on the exit so that the two cars touched, both of them spinning into the slippery infield just short of the start/finish line. Waltrip recovered to finish sixth while Allison came home ninth after losing time early in the race with three cut tyres and then running into a fuel-feed problem in the last half of the race.

After Allison's car had been dismantled back at the DiGard shop in suburban Charlotte, it transpired that a small amount of sugar had been added to the fuel tank of the Buick! DiGard crew chief Gary Nelson said he couldn't believe any of his competitors could have performed the dirty deed, while Allison suggested "an overzealous fan" was the most likely culprit.

In early December Allison dined at the White House and then flew to New York for NASCAR's Manhattan awards banquet, where Vice-President George Bush made a surprise appearance. With aggressive sponsor Miller Beer (also the sponsor of Al Unser Sr's Penske Indycar this year) continuing for the second of a three-year contract with DiGard Racing and the open, hard-working Nelson continuing to head the Gardner brothers' operation, Allison's chances of defending his title look good. The DiGard team used Buick sheetmetal for most of last season (and of course, 5.8-litre Chevrolet V8s all year) but like most other teams DiGard will probably have their cars dressed-out in the latest Chevrolet

Monte Carlo bodywork when the '84 championship gets underway at Daytona this month.

Waltrip and team owner Junior Johnson will be anxious meanwhile to regain their lost title. Johnson's operation will have a new look this coming season as Californian entrepreneur, Warner Hodgdon, has bought a 50 per cent interest in the team. Hodgdon brings Neil Bonnett into a two-car Johnson-Hodgdon operation for the new season with sponsorship from beer giant Budweiser.

The agreement between Hodgdon and Johnson was signed near the end of 1982 and Waltrip let it be known that he wasn't necessarily tickled with the idea of a two-car team. He even made basic preparations for a move by building a couple of GN cars in his own well-

equipped workshop on the outskirts of Charlotte. In the end, however, the hard-driving Waltrip was happy to stay with Johnson's reformed team. Remember that Johnson's car, with Cale Yarborough aboard from 1973-80 and Waltrip in '81 to '83, have won 85 races (55 with Yarborough and 30 with Waltrip) and five championships (Yarborough in 1976, '77 and '78 and Waltrip in 1981 and '82) in the past 11 years. The new two-car Johnson-Hodgdon team will definitely be a powerful one...

Third place in last year's championship went to 28-year-old Bill Elliott who was taking his first run at the full 30-race schedule. Elliott began racing Grand National cars in 1976, running Fords prepared by himself and his brothers out of their father's Ford dealership in a small

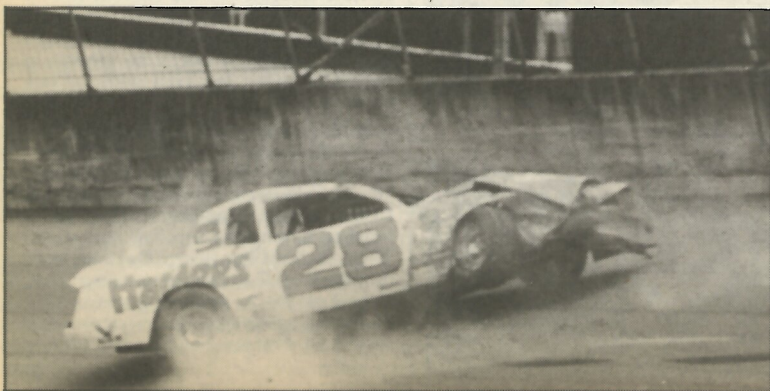
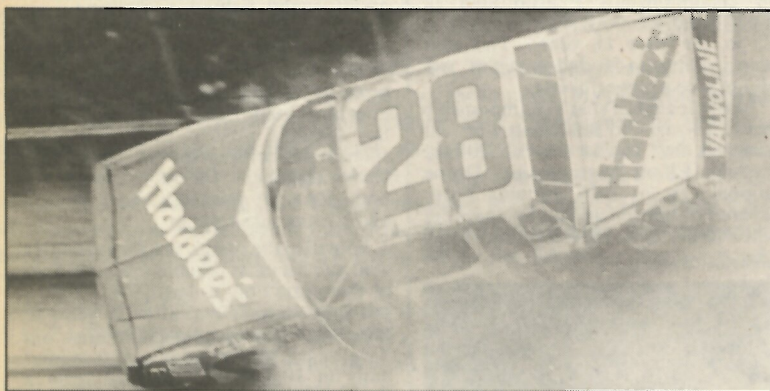
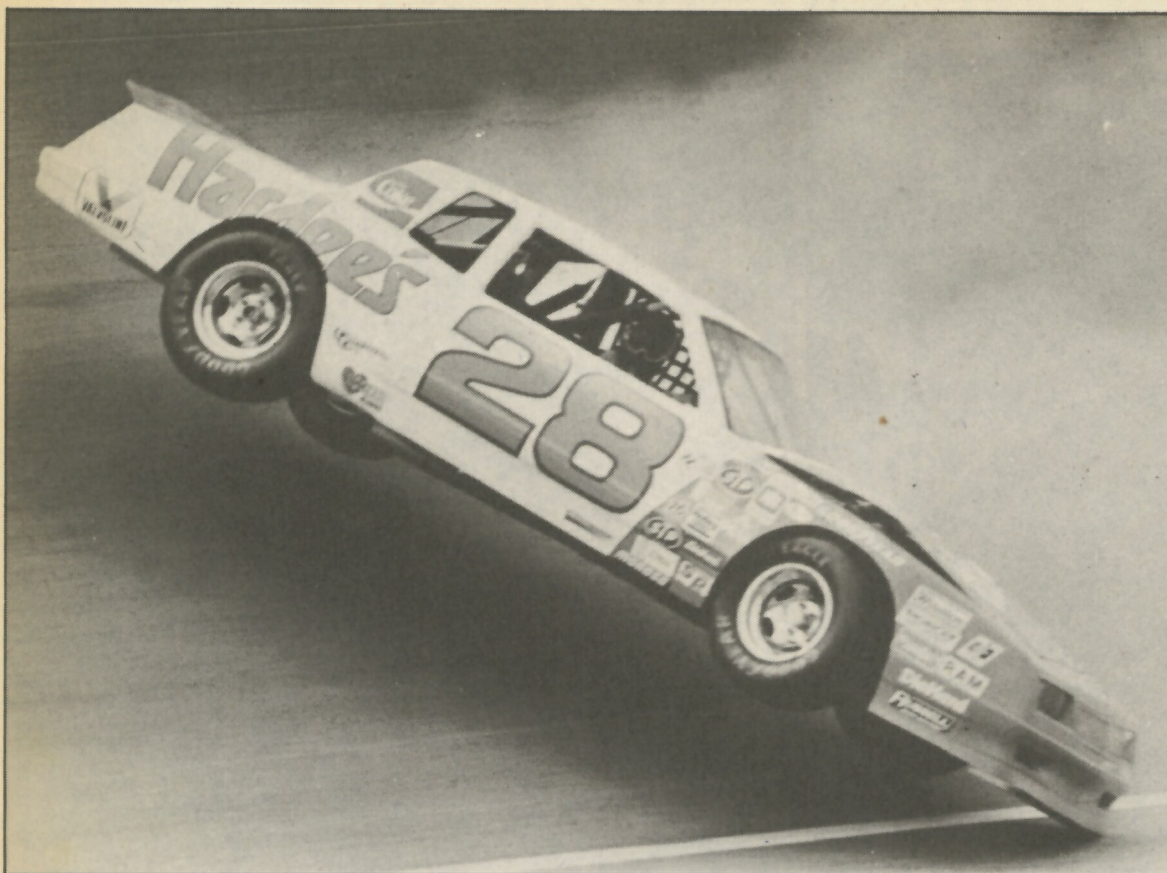
town north of Atlanta. Two years ago Elliott's team found a serious backer in fuel and oil pump manufacturer Harry Melling and last year, equipped like Bud Moore and the Wood Brothers with the latest from Ford, Elliott campaigned the entire circuit for the first time.

The gangling, red-headed Elliott was a good second behind a charging Cale Yarborough at Daytona and finished second to Petty at Rockingham three weeks later. For a while Elliott lead the point standings and consistent results kept him among the top three all year. At the season's final race, with a new sponsorship contract for 1984 signed with Coors Light beer, Elliott finally won his first GN race, profiting from Waltrip and Richmond's mix-up.

Fourth in the points was Richard Petty, who had his most reliable season in four or five years only to leave Petty Enterprises at season's end after 25 years to drive for a new team in 1984. Since son Kyle joined the Petty team on a regular basis in 1980, reliability had been a terrible struggle for the two-car operation. The senior Petty has been unhappy with the situation for a couple of years and for much of 1983 he discussed making a move for 1984 with various teams and people.

In March Petty ended a 42-race winless streak that went back to August of 1981. Two months later he won the Winston 500 at Talladega but through 10 races from mid-June through early October he finished among the top five only once. Then, at the Miller Beer 500 at Charlotte on October 9, Petty came on strong in the closing stages to score a popular win. However, post-race scrutineering revealed an oversize engine (by 23 cubic





Cale Yarborough suffered a huge accident at the season opener at Daytona—and just after he had become the first man to lap the Daytona Speedway in under 45secs. Above: The start of Yarborough's accident—at over 180mph. The clocks reckoned he was on line for 203mph plus lap. Note how he is looking down the road... Left, centre and bottom: Cale continues on his spectacular way. He survived feeling rather shaken and bruised...

►► inches) and illegal, softer compound leftside tyres on the right side of the car.

NASCAR determined to maintain their policy of "not striking down winners", and rather than disqualifying Petty they fined him \$35,000 and restricted his point tally so that he had made no gains on the man immediately behind him in the point standings. A lot of criticism was subsequently handed out for NASCAR's refusal to disqualify Petty while Petty himself maintained his innocence in the affair as brother and chief engine builder Maurice Petty took responsibility for the oversize engine and two crewmen accepted blame for illegal tyres.

Meanwhile NASCAR quickly announced new penalties for drivers caught with oversize engines: Driver and car owner would be suspended "for a minimum of 12 weeks or three races, whichever comes later". There was also the threat of fines and loss of points, although NASCAR President Bill France Jr re-iterated the organising body's intentions "to maintain our philosophy of having the winner win on the race track."

By the end of the year it had been announced that Petty would take his number 43 and STP sponsorship to the Rahmoc team who had run Neil Bonnett last season. The Rahmoc outfit have relocated to suburban Charlotte with former lieutenant governor Mike Curb (who will also be involved with this year's

Ligier and AAR Indycar teams) on board as a major partner. Meanwhile, 23-year-old Kyle Petty becomes the only driver at Petty Enterprises for 1984. After a miserable season last year which saw him never once finish among the top five, Kyle has switched to Fords and will be the master of his own fate this year. By all accounts this will be young Kyle's make or break year.

Fifth in last year's point standings was Terry Labonte who continued with Billy Hagan's team for whom he has driven since the start of his Grand National career in 1978. Driving a Chevrolet with former Petty crew chief Dale Inman running the operation, Labonte was often fast although results were few. Near the end of the year he won at Rockingham—his first win in three years—but otherwise Labonte never once finished in the top three places.

Neil Bonnett finished sixth in the points with the Hodgdon-Rahmoc Chevrolet. Often a contender, Bonnett won twice last year—at the World 600 in May and at Atlanta in November. Seventh went to Harry Gant who had a bad year in Hal Needham and Burt Reynolds' Skoal Bandit team. Engine failures and a struggle to be competitive marked Gant's season although he did manage to win the Rebel 500 at Darlington in April.

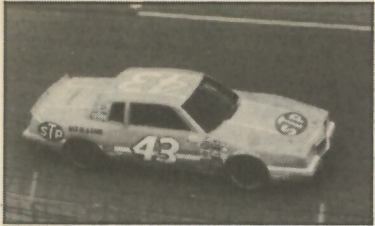
A frustrated eighth in the point standings was 1980 champion Dale Earnhardt. Continuing for a second year with Bud Moore's Fords, the aggressive Earnhardt was a frequent front-runner but the Fords simply weren't up to the job on most tracks and Earnhardt fell out of 13 races. In July he won two dissimilar races—a Saturday night race on the short track at Nashville and a 500-miler on the superfast Talladega tri-oval.

At the end of the season it was announced that Earnhardt would be taking his Wrangler Jeans and Sportswear sponsor and moving to Richard Childress's Chevy-equipped team for 1984. Earnhardt drove for Childress during much of the '81 season and replaced Ricky Rudd in the team. Rudd moves over to Moore's operation meanwhile with Wrangler continuing to sponsor the Ford-equipped team.

The 27-year-old Rudd has been racing GN cars since 1975. He finally got his first top-class seat in 1981 when he drove for DiGard, fitting between tenures of Waltrip and Allison. Last year Rudd finally won his first GN race, at Riverside in mid-summer, and later he notched up his second win on the short track at Martinsville. He finished ninth in the points.

Completing the top 10 was Tim Richmond who had his most competitive year to date driving for drag racer Raymond Beadle's new Pontiac-equipped team. Richmond was fast if a bit hairy at most races and scored his first oval track GN win (he had recorded his first and second GN wins on Riverside's road course with J D Stacy's cars in 1982) at Pocono in July.

Two other drivers won races during the year, those being Cale Yarborough and Buddy Baker. Former triple champ Yarborough joined coal miner Harry Ranier's team after two years with M C Anderson's now-disbanded outfit. Yarborough no longer has an interest in chasing the championship and Ranier was happy to run him on that basis. Run by crew chief Waddell Wilson, Ranier's Chevy-powered cars have always been fast and with the charging Yarborough at the wheel his 1983 entry was usually right at the front. Yarborough won four of the 16 races he started and showed his stuff with a series of 200 mph qualifying laps during the year at both Daytona and Talladega. At the season-opener, Yarborough crashed spectacularly in qualifying on the lap after he became the first man to lap the Daytona Speedway under 45 secs!



Richard Petty — fined \$35,000.

Baker joined the Wood Brothers/Ford team for 1983 and started 21 races. He scored one win last year, in the mid-summer Firecracker 400 at Daytona, and was usually right on the pace on the faster tracks with the slippery-looking 1983 Thunderbird. Other Ford drivers included the aforementioned Elliott and Earnhardt and veteran Dick Brooks who drove Junie Donlavey's T-Bird in all 30 races.

Other veterans like Yarborough and Baker who now prefer to run less than the full schedule included '66, '68 and '69 champion David Pearson and '73 champ Benny Parsons. Pearson ran his own Chevrolet in 10 races, his best result being a third at the Firecracker. Parsons ran Chevrolets and Buicks in 16 races and came away with a pair of seconds, one at Talladega, the other at Riverside.

Other regulars of note included Dave Marcis, Joe Ruttman, Buddy Arrington, Ron Bouchard, Geoff Bodine and Morgan Shepherd. Veteran Marcis finished 11th in the points with a persistent, shoe-string operation. Ruttman started the season well but his small team was hard-pressed to keep pace and he finally finished 12th in the points with a third place at Dover representing his best effort. Veteran Arrington continued with his own Dodges, finishing 15th in the points in his 19th year. Bouchard continued with the Race Hill Farms team with whom he scored his first and thus, so far, only GN win in 1981. Escalating costs kept the unsponsored team from being a frontrunner.

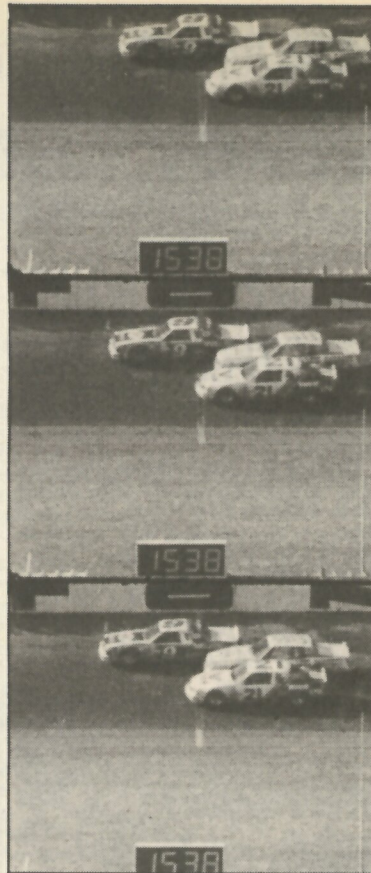
Bodine fared much better with Cliff

Stewart's Gatorade-backed team, often running at the front although he had only a single second place to show for his '83 efforts. Bodine moves to a new Charlotte-based team for the new season while highly-rated rookie Rusty Wallace moves into Stewart's Pontiacs for 1984. Having a rough time of it in 1983 was Morgan Shepherd, who struggled with J D Stacy's cars as the coal-mining equipment manufacturer found his business in deep trouble. Stacy had sponsored no fewer than seven cars at the outset of the '82 season . . .

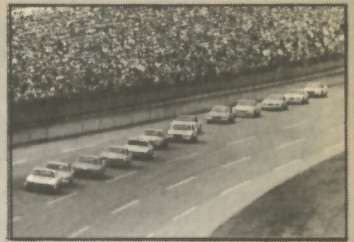
Last year's Grand National rookie-of-the-year honours went to Sterlin Marlin, the 28-year-old son of former GN driver CooCoo Marlin. Sterlin started all 30 races last year in Roger Hamby's Chevrolets and ran the tight-budgeted car consistently, if not quickly. He finished 19th in the points with a 10th place finish at Dover as his best result. Marlin's primary competition for the rookie award were Canadians Trevor Boys, who drove veteran James Hylton's car, and Bobby Hillin Jr., the 19-year-old son of the former Longhorn Indy-car team owner.

Last year's 30 Winston Cup rounds again attracted more than 1.5 million paying spectators. A grand total of \$9.1 million in prize money was paid-out over the course of the season with both Allison and Waltrip winning more than \$800,000. Extensive newspaper, television and radio coverage, the latter produced by NASCAR's in-house Motor Racing Network, combined to give the Grand National Championship much wider national recognition than any other form of motor sport, which in turn made for a strong backdrop for the steady stream of sponsors drawn to the Winston Cup championship.

Although the current cars are smaller and trimmer than ever, the long-awaited "down-sizing" of Grand National cars still seems to be some way off. The cars continue to be ground-shaking, 3800-lb, 5.8 litre V8-powered beasts and the legend continues to roll along . . . ■



NASCAR retains its popularity, not only because of its spectacle, but because it produces close, exciting racing—thanks, in part, to NASCAR President, Bill France Jr.—as this photo finish of the Daytona 500 shows. Bill Elliott just beats Buddy Baker (car 21) and Joe Ruttman for second place . . .



Slipstreaming down thunder alley . . .

NASCAR STATISTICS

Laps completed (total 10,217)

	laps	percentage
1 Bobby Allison	10038	98.2
2 Richard Petty	9439	92.3
3 Neil Bonnett	9418	92.1
4 Darrell Waltrip	9403	92.0
5 Bill Elliott	9383	91.8
6 Buddy Arrington	8933	87.4
7 Harry Gant	8823	86.3
8 Ricky Rudd	8590	84.0
9 Terry Labonte	8498	83.1
10 Jimmy Means*	8261	80.8

* 28 races entered; all others ran 30

Laps led (percentage of laps completed)

	laps	percentage
1 Darrell Waltrip	2363	25.1
2 Bobby Allison	1755	17.4
3 Cale Yarborough*	608	16.0
4 Dale Earnhardt	1030	13.3
5 Ricky Rudd	871	10.1
6 Tim Richmond	588	8.1
7 Geoff Bodine*	490	6.9
8 Neil Bonnett	648	6.1
9 Terry Labonte	436	5.1
10 Benny Parsons**	116	4.0

* 28 races entered; ** 16 races entered; all others ran 30

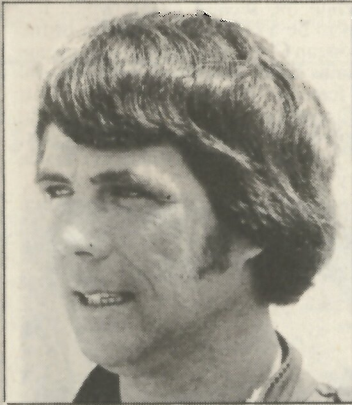
Races finished (percentage — subject to minimum 25 races entered)

	percentage
1 Bobby Allison	93.3
2 Bill Elliott	90.0
3 Darrell Waltrip	86.6
4 Richard Petty	83.3
5 Terry Labonte	76.6
Neil Bonnett	76.6
7 Jimmy Means*	75.0
8 Harry Gant	73.3
9 Kyle Petty	66.6
Buddy Arrington	66.6

* 28 races entered; all others ran 30



Allison — first NASCAR crown.



Waltrip — beaten by reliability.



Elliott — first run at full schedule.



King Petty — ended winless streak.

1983 NASCAR WINSTON CUP GRAND NATIONAL CHAMPIONSHIP

	Feb 20	Feb 27	Mar 13	Mar 27	Apr 10	Apr 17	Apr 24	May 01	May 07	May 15	May 22	May 29	Jun 06	Jun 12	Jun 19	Jul 04	Jul 16	Jul 24	Jul 31	Aug 21	Aug 27	Sep 05	Sep 11	Sep 18	Sep 25	Oct 02	Oct 09	Oct 30	Nov 06	Nov 20	Total Points
	Daytona	Richmond	Rockingham	Atlanta	Darlington	North Wilkesboro	Martinsville	Talladega	Nashville	Dover Downs	Bristol	Charlotte	Riverside	Pocono	Michigan	Daytona	Nashville	Pocono	Talladega	Michigan	Bristol	Darlington	Richmond	Dover Downs	Martinsville	North Wilkesboro	Charlotte	Rockingham	Atlanta	Riverside	
1 Bobby Allison	9	1	10	R	8	2	3	10	2	1	2	3	22	1	2	14	4	3	9	R	3	1	1	1	2	3	7	16	3	9	4667
2 Darrell Waltrip	R	R	3	R	2	1	1	R	1	2	1	4	7	2	4	20	2	2	2	2	1	3	3	5	3	1	2	5	9	6	4279
3 Bill Elliott	2	6	2	R	5	21	21	5	5	4	8	16	2	6	25	7	7	6	8	3	R	2	4	8	R	4	8	21	6	1	4279
4 Richard Petty	R	8	1	5	R	10	R	1	6	7	5	2	10	3	11	R	19	10	4	6	9	12	6	9	9	12	1	R	5	10	4042
5 Terry Labonte	6	22	R	8	R	6	6	6	8	R	6	R	9	5	5	11	12	R	4	5	5	5	4	R	5	4	1	4	7	4004	
6 Neil Bonnett	22	3	R	2	7	4	R	15	13	R	4	1	13	7	R	28	6	4	R	R	4	8	7	6	13	26	4	1	3	3842	
7 Harry Gant	R	5	5	11	1	3	2	4	3	9	R	R	3	18	8	11	8	5	30	6	22	R	R	8	9	R	R	R	R	3790	
8 Dale Earnhardt	R	2	R	R	R	R	R	R	R	8	9	5	4	8	15	9	1	R	1	7	2	11	R	R	4	2	14	R	R	4	3732
9 Ricky Rudd	R	R	6	10	4	R	5	8	14	R	R	R	1	R	6	R	5	7	16	27	14	R	2	13	1	6	9	3	R	3693	
10 Tim Richmond	R	17	7	9	R	R	15	R	10	R	10	R	4	3	R	3	1	3	5	R	R	3	R	10	10	5	2	R	5	3612	
11 Dave Marcis	R	9	R	13	R	9	19	9	R	R	12	10	12	11	R	13	9	8	R	11	20	14	R	R	R	R	17	7	13	3361	
12 Joe Ruttman	4	7	R	4	R	7	4	R	7	3	R	14	R	10	R	22	9	15	24	18	R	R	R	7	14	13	R	R	R	3342	
13 Kyle Petty	R	14	15	R	R	R	11	R	17	11	8	6	13	16	R	20	11	11	11	14	11	R	12	R	12	16	18	R	R	3261	
14 Dick Brooks	5	13	8	6	R	20	8	14	R	15	21	R	5	R	12	R	14	15	7	21	R	R	13	R	16	15	R	R	R	3230	
15 Buddy Arrington	16	20	R	16	R	15	9	R	16	19	16	12	17	17	R	R	R	R	18	23	13	18	14	R	10	18	R	12	14	R	3158

Ford announce another "Find a driver" scheme

Aware of the problems facing young drivers in rallying, Ford announced "Rally Search '84" earlier this week at a press conference in London. Based on an easy-to-enter formula, and using experience from earlier schemes, Ford are hopeful that they will find a future British star who can go all the way to the top.

Stuart Turner, Ford's Director of Motorsport in Europe, commented that the lack of home drivers running up front on the recent Monte Carlo Rally helped to explain the low coverage the event received in this country. Although this scheme was a relatively small step, he underlined, it was the start of a gradual programme which would eventually see Ford in a position to offer machinery to drivers at every level.

He continued to explain that the award would be a works-loaned Escort for the second half of this year, plus a sum of

cash. The programme would be tailored to suit the winner and whatever experience he or she, possessed, although they would have to be psychologically suited to competition.

"If Bjorn Borg, at the height of his career," explained Turner, "could use a coach, then maybe we would be taking a more sophisticated approach in rallying. It is a hobby horse of John Taylor's, but he has convinced me that it is the right way to do it."

The first part of the contest, therefore takes the form of a questionnaire, (which will be available from Ford dealers from February 20) compiled with the aid of experts from St Mary's College, Twickenham. After assessment, around 150 contestants will take part in a National test day in April using a fleet of specially prepared Escort XR3is, when the relevant skills will be put to the test, and winner announced.

"We will be hard on them," confirmed John Taylor, who is in charge of the contest, "but we have to find someone who really wants to do it." Taylor will also spend time in Europe where similar programmes are being run, and expects to aid the winner through the second half of the year.

Further assistance is dependant on subsequent advancement although an appearance on the 1985 Monte Carlo, at Ford's expense, is possible. Stuart Turner admitted that it was a small start, but that further details of his plans for Ford in rallying would be released during the season. He did not comment on the turbocharged Group A car apparently labelled the RS1600T, and due for release mid-year (complete with new body mouldings), while no-one would be drawn on any Group B project of the future.

Lancia to produce a 4WD car very soon?

As he watched his full team of Rally 037s soundly thrashed in the snow of Monte Carlo, Lancia boss Cesare Fiorio admitted that they had come to the end of the line with conventional two wheel drive, and that a 4WD project would have to follow.

In keeping with the Italian style, the team could be keyed up to reveal the new car in the not so distant future, perhaps even in the first half of this year. And there are suggestions that the specification could be highly advanced, particularly in the engine department where a turbo compressor is expected to find a place.

Bearing in mind the speed with which the Turin based equipe produced the current car, and the fact that senior designer Sergio Limone admitted that he was looking at alternatives over one year ago, the latest Lancia weapon could become reality in a remarkably short space of time.



Andrew Wood took his Group A Samba to Monte Carlo for some snow testing before Sweden.

Front drive success

While an enormous number of big power, conventional cars slithered their way round the route for the Monte Carlo, low power, front-wheel-drive machinery underlined their inherent advantages in such conditions, and ran off a string of top places.

In addition to the now-familiar Volkswagen Golf GTi of Kalle Grundel,

Achim Warmbold gave the turbocharged Mazda 323 a fine debut, Alain Cudini finished 12th, and Christian Dorche took a Visa Chrono to 13th. The Talbot Sambas of Philippe Kruger, and Jean Pierre Rouget, provided great drama however, the plastic machines — homologated in latest Group B form — finishing just behind.



Robert Droogmans has abandoned his Ford Escort RS in favour of a Group B Porsche for the 1984 season but has retained support from Belga. The car's Belgian debut will be on this weekend's Boucles de Spa Rally. Throughout 1983, Droogmans fought bravely against more powerful machinery with a JC Motorsport car and actually led the series for a time, but in the end the title went to Patrick Snyers' Porsche. With the new car, Droogmans is out to knock Snyers off the top of the list and a close battle between the two is assured.

Corsican event in WCR doubt

The future of the Tour de Corse, the annual road race on Corsica, and one of the most difficult rounds of the World Rally Championship, looks in doubt. The event in May — scheduled to see the debut of the Peugeot 205 Turbo, the short Audi Quattro (maybe), and even the latest Group A Golf, — could be the last time it is a round of the premier series, while the replacement is rumoured to be the Tour de France.

While the second event, which has risen to be a co-efficient 4 event of the European Championship in recent years contains many demanding tests, several also featured on Monte Carlo. The Tour de France remains an elongated rally, something of a contrast to the compact, high pressure situation found in Corsica every year.



Marshall in action last year.

Marshall to Group A

George Marshall, who was the most consistent performer on last year's Shell Oils/AUTOSPORT National Championship, has bought a Group A Opel Manta GT/E for international events this year. The Scot, from Melrose, has retained the Group B Chevette HSR for the National series (where Lyn Jenkins will co-drive) but is seeking broader experience — hence the Group A choice.

The car is to be self run, with (hopefully) bonus payments for class results from GM Dealersport. The first event for the new car will be the National Breakdown Rally, where George Blackie will occupy the left hand seat.



Law is champion

Bertie Law has finally been declared the Irish Champion after the High Court decision following the exclusion of Demi Fitzgerald from the Carlow Rally for alleged possession of pace notes. The court also considered the Galway Rally where similar confusion occurred. The RIAC have decided that Fitzgerald should be excluded from the Carlow event but reinstated as winner of the Galway Rally and that Fitzgerald's licence will be returned with no further action.

National Breakdown Rally

leading entries

1, Mikkola/Hertz	Audi Quattro
2, McRae/Nicholson	Opel Manta 400
3, Eklund/Whitlock	Toyota Corolla GT
4, Brookes/Broad	Opel Manta 400
5, Wilson/Harryman	Audi Quattro
6, Sundstrom/Orrick	Talbot Sunbeam Ti
7, —	—
8, Hauksson/Halldorson	Ford Escort RS
9, Haugland/Monika	Skoda 120LS
10, —	—
11, Fisher/Frazer	Opel Manta 400
12, Bannister/Oldfield	Ford Escort RS
13, —	—
14, Bean/tba	Ford Escort RS
15, Tilke/Freeman	Ford Escort RS
16, Weatherley/Morgan	Citroen Visa Chrono
17, Aitken/Morgan	Ford Escort RS1600i
18, Cathcart/Robinson	Opel Manta GT/E
19, Marshall/Blackie	Opel Manta GT/E
20, Elsmore/Edwards	Toyota Corolla Liftback

Williamson signs deal to run Lancia Rally in Britain

Although the deal for Malcolm Wilson to run a Lancia Rally fell through before Christmas, there will be one of the Italian racers in Britain after all. Jeff Williamson has agreed terms with Lancia boss, Cesare Fiorio, and one of the latest models is being built in Turin for import to Britain by the end of March.

"Lancia have agreed to supply a 1984 car but I shall have to make do with the old engine," commented Williamson. "Fiorio has said that there may be one of the new E2 units available later in the year. I have not decided the programme yet but I should like to see the car on the Circuit of Ireland. I can not reveal who will be supporting the project but I am talking to several people about several things."

Ex-works driver Williamson.



Having won the Group A 1300cc class in the Open series for the past two years, Ian Harrison has switched to a Group A Astra GT/E for this season's series. The car was provided by the factory as part of the GM Dealersport package and it has been prepared in Ian's own workshops in Accrington. Later in the year, Ian is hoping to develop the 1800cc engine further on behalf of the factory but, in the meantime, will use the car in full Group A trim. The car will run as course car on this weekend's Mayfield Safari Rally and co-driver for the Open series will be Andrew Duerden.



Tilke with the Silkolene car.

Tilke and Silkolene

Derbyshire's Ian Tilke has retained sponsorship from Silkolene Lubricants for 1984. The young driver has returned to his Group B Escort RS for an attack on the Open series where his co-driver will be Roger Freeman.

This Saturday, Tilke gives the car its shakedown run on the Wydean Stages when AUTOSPORT's Keith Oswin will occupy the hot seat as the increasingly busy Freeman will partner Mark Spencer in the ex-Ari Vatanen Escort.

Price heads massive Safari entry

John Price heads the entry list for the Mayfield Safari Rally this weekend with the Renault 5 Turbo having to hold off Ian Corkhill's Ford Escort over the fast tarmac of Knowsley Safari Park. Hopes that Tony Worswick might bring his exciting Ferrari 308 GTB to the event were dashed at the weekend but a late entry from Geoff Fielding should provide some spectacular entertainment.

The event is the second round of the Nicolet Welsh Tarmac Championship and the first of the RoadSport North series with spectators welcome at the venue in time for the first car at 0900.

Reverse seeding faces first challenge

This Saturday (February 4) sees the start of the BTRDA Championship with the Wydean Stages. After weeks of controversy and speculation, the much publicised reverse seeding system will be put to the test by a 160 strong entry.

The rally starts from St Pierre Golf and Country Club near Chepstow at 0900 with the first cars away being the contenders in the Production class that come about as part of the new system. Despite being number 160, it will be the Porsche of Piggy Thompson that heads the crews into the first stage. As a guide to the variety that will be able to contest the new category, following Thompson will be Mike Price (Ford Capri 2.8i), Graham Parkinson (Vauxhall Nova 1.3SR), Tony Ladbrooke (Vauxhall Astra GT/E), and Jerry Brooks (Mk3 Escort). The Nova will be making its rallying debut, having started life in the hands of autotest driver, Russ Swift who is now competing in the Astra Challenge.

But while there is a certain amount of interest in the cars that will head the field, the real battle will be taking place at the back! Russell Brookes 'heads' the entry with his new Opel Manta 400 and will be aiming to repeat his 1982 success when he gave the Chevette its debut win in Andrews colours. Darryl Weidner and Colin Short (last year's champion and Wydean winners respectively) are absent and so the chase for the title looks set

to feature the Ascona of Clinton Smith and the Escorts of namesake Trevor and the very quick Kevin Curran. Another Escort pilot, Steve Bannister sits between these two and, with some good results toward the end of last season, could be set for a good run.

With many unknown quantities — how will the new seeding system work? Will there be much catching on stages and how will the drivers cope with running in the ruts when they are more used to smooth stages? — it would be hard to predict the outcome although Brookes must surely start as favourite.

Interest will continue further 'up' the field with an interesting Group A contest in store between the new Toyota Corolla of Graham Elsmore (the acknowledged 'King of the Dean' having won in 1975/6/7), the Astra GT/E of 1983 Astra Challenge winner, John Morton and the Golf GTI of Francis Tuthill.

Also among the entry are 30 contenders for the Astra Challenge, now entering its second season. Heading the category is Robin Farrington but he will be strongly challenged by a group of last year's contenders, including Brian Bazley, Stuart Nicholls, Steve Bamber and Roger Collinson.

The Wydean also sees the competition debut of the new Corry Cultra that will be driven by Stanley Orr, with a second example in the hands of Neil

Calvert. This fibreglass, rear engine machine attracted a great deal of interest at the Motor Sports Show recently and it will be interesting to see how it well it performs on Saturday. Whatever the outcome, there is every good reason to feel that the top seeds will not have the monopoly on excitement.

Spectator Information

Times given are for the first car. The top drivers will arrive anything up to 2½ hours later.

SS1 (0918): Park at 162/505984 with access from A466 then B4293. Competitors will also be using this road.

SS2 (1008): Car park is at 562130 via 571128, just off the B4228 at Christchurch. One of the fastest stages on the event.

SS4/5 (1048/1103): Park at 598142 alongside the A4136 and at 611136. Excellent viewing of this stage that is used twice at 30sec intervals.

SS6 (1201): Parking at 624124, 638089 and 626096 with the best panoramic views from the latter.

SS7 (1221): Park at 624124, and 626096.

SS8 (1234): Parking at 624124, 622151, 612118 and 611136 with a long, very fast straight available at the latter.

- 1, Brookes/Broad Opel Manta 400
- 2, C Smith/Dytham Opel Ascona 400
- 3, Curran/Wheatley Ford Escort RS
- 4, Bannister/tba Ford Escort RS
- 5, T Smith/Peachey Ford Escort RS
- 6, Tilke/Oswin Ford Escort RS
- 7, Prew/Fox Ford Escort RS
- 8, Sutherland/Perez Opel Ascona 400
- 9, Mellors/White Ford Escort RS
- 10, Henderson/Beacon Vauxhall Chevette HSR



Overalls on offer

Jaybrand have again agreed to supply one-piece Nomex overalls to competitors in the Shell Oils/AUTOSPORT Championship. Trimmed in Shell Oils colours, the overalls will cost just £88 inclusive of VAT (which compares with around £110 at normal rates). Further details of this attractive offer are available from Roger Hawkins at Jaybrand, Highbury Street, Lincoln Road, Peterborough PE1 3BH. Tel: 0733 68247.

Champion cash prizes

Champion have announced their awards for the National Championship which sees the top six drivers overall, and the first in each class, eligible for cash awards. Obviously the main requirement is that Champion plugs are used throughout the year but to assist crews in their choice, two sets will be available to each crew, free of charge at the start of the year with further sets being sold at racing rates (up to 60 per cent off the usual price).

First overall will receive £600; 2nd, £475; 3rd, £350; 4th, £150; 5th, £100; 6th, £50 and each class winner will receive £220. Full details are available from Champion Sparking Plug Co. Ltd, PO Box 7, Great South West Road, Feltham, Middx. TW14 0PN.

Bonus from Pirelli

Pirelli are to add their support to the Shell Oils/AUTOSPORT Championship with cash awards on each event to Pirelli shod drivers.

On each rally, the top Pirelli user will receive £40 with a possible bonus for an outright win of a further £10. These awards will take the form of vouchers to be exchanged at the dealer of the driver's choice where there may also be a further £10 bonus.

Similar awards will be offered to Group A where the highest placed driver will receive £25 with a £10 bonus for a Group win. The dealer bonus will operate the same way as the overall award, the value being £5. If the highest Pirelli driver is also the Group A winner, the Group A award will go to the second placed driver.

Manx travel benefits

This season's Rothmans Manx Stages will offer more flexible travel arrangements to crews tackling the May 12 event. In recent years, the all-inclusive entry fee/ferry fare has meant that competing cars had to travel to the island on the Friday ferry. This year the same package is on offer, but the outward part of the ticket may be used on any day between Monday May 7 and Friday 11.

Scrutineering will take place at 1400 on Friday with the rally beginning at 0900 on Saturday. A similar format to previous years is retained with six different stages, used twice each before the finish on Douglas promenade at around 1730. Further details of the event will be available shortly from Manx AS.



John Price with the Renault on Epynt for the New Year's Eve Virgo Rally.

Turbos for hire

Welshman John Price now has two Group B Renault 5 Turbos for use in 1984 and is considering hiring one, with full service back up, to experienced drivers. Contact number is 098 121307.

Price's own programme for 1984 is a busy one. He will contest the Castrol/Motoring News and Nicolet Welsh Tar-

mac series in this country, along with the Open and Tarmac international series. On the overseas front, the Barum, South Swedish, Haspengouw and Condroz rallies are planned for the Welsh crew. Additionally, Price is preparing another 5 Turbo for Ray Holland and a similar hillclimb/sprint car for Paul Edwards.

Snow puts off the Snowman

The Ladbroke Snowman Rally, the traditional opening round of the Esso Scottish Rally Championship, has had to be postponed — because of snow!

The recent weather in the north of the country has resulted in a snow line at only 500 feet and the roads in the area are chaotic. The organisers can not get through the stages, nor can they reach the access roads and at the weekend, after consultation with the police, decided to postpone the event.

The new date will now be February 25 and all entries will be carried over unless crews request the return of their fees. The closing date for entries has been extended to February 14 although the organisers already have over 80 names on the list.

BRIEFLY



Eklund — GT debut in Belgium.

■ Heading the entry list for this weekend's Boucles de Spa Rally in Belgium is the Team Toyota GB Corolla GT, driven by Per Eklund. The team would have liked to start the Wydean but as the 16-valve Group A car is not yet released in Britain, the Belgian event was selected.

■ Alessandro Nannini, the Lancia F2/Endurance driver retired from his first 'Monte' early in proceedings, when his Fiat Strada broke a gearbox.

■ Kalle Grundel, factory VW Motorsport driver, hopes to have the latest Golf GTi for the Corsican road race in May. Lighter, and more powerful, the car should be capable of getting even higher up the leader boards.

■ Eventsline will again operate for the BTRDA and AC Delco Astra Challenge series this year. The same telephone number (061-2468066) is retained for the season and reports will be from Val Shenton, who can be contacted with pre-event information on 0332 513940.

■ The Sutherland Dukeries Rally has already attracted a brisk response for places since the publication of its regulations. Over 60 entries have so far been received for the 90 mile event which takes place on March 3.

■ Steve Bond has been named as co-driver to Tim Brise on this year's Open Championship in the Skip Brown Sunbeam Ti. He is, however, still looking for a partner for the Shell Oils/AUTOSPORT National series and can be contacted on Camberley 873650 during the day.

■ Jimmy McRae will present the prizes at the AWSMSC awards evening on February 8. Following the awards presentation, there will be a rally roadshow featuring films and a chat show panel of McRae, Jimmy Fleming and Ken Wood. The venue is the Civic Centre, Motherwell and starts at 1930.

■ John Dee Transport are to continue their support of Simon Davison in his bid to win the 1984 Ford Escort Turbo Championship. Shell Oils will also support the Durham driver who is already tipped as the likely champion this year. In addition to the 10 round series (which includes a circuit race at Brands Hatch on July 1), Davison is also planning to tackle the Mille Pistes Rally in July.

■ Stuart Fenwick and Stuart Riggall will take their Group B Escort RS to the Boucles de Spa this weekend. This will be the sixth time the pair have tackled the event and they are seeking to improve on their best result to date; 13th in 1982.

■ Maesteg & DMC will retain the same format as previous years for their Stage Rally Championship. Full details of the six round series are available from Dave Jenkins, 17 Pen yr Ysgol, Maesteg. Tel: 0656 739501 (h) or 733388 (b).

Reverse seeding: A personal view

The BTRDA are to be congratulated on their imaginative innovations for their 1984 rally championship. Reverse seeding has been talked about for some years, but actions speak louder than words. I hope they will not take it amiss if I express some thoughts on the subject.

The most important of these is that for this system to work properly, rallies should be run to Scheduled, rather than Target Timing. This is because the Target Timing system assists the natural tendency for poorly seeded competitors to find their own level, overseeded ones dropping back, and underseeded climbing up through the field. With normal seeding, this is desirable; with reverse seeding, Target Timing will tend to exaggerate rather than reduce anomalies of performance. A Scheduled Timing system will, by contrast, tend to return crews to their pre-ordained place.

Faster competitors, as now, will still try to run earlier on the road if they can; at least in front of the other quick crews, before the worst road damage is done. The clever co-driver will try to get as far up the field as he can, and then see if he can get a two-minute gap if circumstances justify. Scheduled Timing will make this harder.

Delayed competitors are a potential source of trouble. If a low-numbered, quick, competitor is delayed on a normally-seeded rally, he will (under Target Timing) tend to climb back up through the field to his proper position as he passes slower cars.

He does this in three ways: by actually passing them on stages; by finishing stages within the same minute as the car in front, thus running on the same road time, then booking into the next stage in front of rather

than behind him; and by queue-jumping between stage arrivals and starts, a practice tolerated by slower crews who don't mind running behind someone quicker.

With reverse seeding, however, a low numbered, slow, competitor who is delayed will find himself among much quicker cars, and will tend to drop even further back, into an even quicker group, and so *ad infinitum*. This process will be hastened by the natural preference of quicker crews to have a slow interloper running behind them, and thus to try and start a stage before him, especially in dusty conditions.

A Scheduled Timing system will at least minimise the initial delay of a competitor who has had trouble, by requiring him to catch up some of his time loss before the next stage (without of course going below a minimum time for the road section, to avoid dicing); will make it less likely that he will drop further in the running order; and will enable him to revert to his proper place at the earliest rest halt or other opportunity.

One way of restoring the running order may be to have a target road time into each service area, but a scheduled time out of it, subject to a minimum time between the two.

Organisers should perhaps also be prepared to put gaps into their running order, and to maintain these. This is because, in any field, the speed of crews does not vary by a regular progression; there are points at which there is a fairly big jump in speed. On a normally-seeded rally, these do not matter; but with reverse seeding, they must be allowed for. Again, a Scheduled rather than a Target Timing system will help to maintain these gaps, which will otherwise close up quickly.

Organisers must be open-minded on the question of running order. There is no God-given reason why competitors should start the event in their numerical order, if for any reason (late entry, change of car) their number is not in line with their performance.

A few years ago, Francis Tuthill and I late-entered a very dusty BTRDA round in his full-house Escort. Although he was one of the quickest drivers there, the lowest number available was in the 40s; but there was no particular reason why we should not start the event out of numerical order, say as ninth car, with car number 9 starting at 1010 rather than 1009. Those particular organisers, however, couldn't or wouldn't see this, and made us start among much slower cars, whose dust cloud we quickly caught, but whom we could only pass at great danger to ourselves and them.

The 1984 BTRDA rally organisers will have to show more readiness to put competitors into the right place for their performance; including possibly reseeding people during an event. Another necessity may be for stage start times to be allocated at arrival controls, to prevent hanging back between these and start lines so as to get 2min gaps.

Finally, can I suggest that, initially at any rate, 30secs interval stages be avoided? It would be wiser to make sure the system works at minute intervals before trying these, especially in dusty conditions. But, well done BTRDA and your individual rally organisers who voted for the change. I wish the experiment well; and I hope my remarks will be helpful food for thought.

JOHN BROWN

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Feb 3/5	Belgium	Boucles de Spa. European Rally Championship (co-eff 2) <i>The first round of the Belgian Championship with all the regular competitors in action. Heading the list however, will be Per Eklund, driving the new Toyota Corolla Twin-Cam GT for the first time in preparation for the National Breakdown Rally.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Feb 4	Forest of Dean	Wydean Stages. BTRDA Rally Championship, round 1 <i>The first of the major championships gets under way this weekend with the Wydean. Oversubscribed as usual, this popular event is the first to run with the controversial reverse seeding employed by the championship this year.</i>
Feb 4	Knowsley Safari Park	Mayfield Safari Rally <i>A single venue event, run at the popular Knowsley Safari Park near Liverpool. The organisers of the event — the first round of the RoadSport North championship, attracted well over 200 entries . . .</i>

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

Desert song

ANDREW COWAN reflects on this year's running of the Paris-Dakar Rally, in which he, and co-driver Johnstone Syer, finished third.

For anyone tackling the Paris-Dakar Rally for the first time, it really is the great adventure that people make it out to be. When you have done it a few times, it becomes even more enjoyable as a challenge. You can enjoy the countryside and come to realise that the desert areas of the world are really very beautiful to drive through.

I enjoyed this year's event much more than last and even more so than the 1974 rally that I did in the area that eventually took us to Munich. Then we had mechanical problems that meant us being unable to appreciate where we were and how beautiful it all was. I am amazed at the number of risks that we took on those earlier events. Last year I was rather nervous and the appalling weather with the most incredible sandstorms did little to help. At times, visibility was down to 50 metres with swirling sand.

The Paris-Dakar Rally really is an endurance event, but if you are properly prepared, it is more so for the car than the crew. That isn't to say that you have to go jogging each day for six months beforehand. The fitter you are then the better it will be, but the ability to pace yourself is essential. You have to drive for several days and nights without proper rest. Each day begins at around 7am and finishes at about 7pm, but that all changes if you have a problem with the car.

Preparation also means that you must have a good navigator. Not just someone who can accurately read a road book — this even needs a navigator who can use a compass with absolute precision and also be able to navigate from the stars when visibility is poor on the ground. After I returned from that 1974 rally, I read up on desert survival and was shocked to realise the number of risks that we had taken. I am now much more aware of the dangers of getting lost. It is not like getting stuck in the sand on Blackpool beach and knowing that someone will fly overhead sooner or later and spot you.

Before this year's event, I went down to do some testing and spent several days with pilots just flying over the area that we would be driving. They all said how difficult it is to organize a search and rescue operation when someone does get lost. You only need to be a few degrees out with your compass bearings and, by the time you run out of fuel — or if you break down like Mark Thatcher did — you can be anywhere within a 500

Andrew Cowan — enjoyable challenge.



mile radius of where you should be. This is where my co-driver, Johnstone Syer, has been a great help. He has been taking flying lessons recently for his job and is, therefore, well clued up on navigation. He also belongs well and truly to the old school of co-drivers who had to actually navigate when they went rallying.

A rally of contrasts

The Paris-Dakar Rally is one of great contrasts. There are several bottlenecks where the photographers gather to get shots of cars, bikes and trucks together, but there are also long sections when we are all spread out. Some parts of the route are fairly well defined. We travelled in the same sort of area that the Bandama Rally uses (although probably even further into the bush) and we also used the wide open areas of the desert. In the Ivory Coast we would often be following in the dust of other competitors but right out in the desert we may be 5kms apart across the route. This year, in the Tamanrasset area, we were able to see the other vehicles that were tracking us. Last year we didn't see anyone for long periods and that is when a certain element of panic sets in. The fact that we are not always following nose to tail does not mean that we are lost, simply that we have chosen to run on a different compass bearing.

Each morning we restarted in running order. We were running fairly near the head of the field and therefore had the best of the roads. You always try to drive on the darker bits of the desert as that is where the harder sand is and you can go that bit quicker. There is a bit of gamesmanship involved too, as one crew heads right from the start, while you head left. Often we went the wrong way.



Mitsubishi mechanics service the Pajero.

The sand in the desert has a kind of crust over it, rather like virgin snow. If you are the first crew over it, there is plenty of grip. If you have to travel in other drivers' wheel tracks, the sand is soft and you are immediately struggling. That is why, at the morning starts, everyone heads in different directions to get the best of the surface. If you have to travel behind someone, you can lose anything up to 10kph because of the clogging effect of the sand.

Early to bed . . .

There is almost no special side to the event. That came as a shock to Johnstone I can tell you! Africatours, who helped organise the rally, provided almost 50 girls to deal with the eating arrangements. They travelled with the mobile kitchens everywhere we went and Johnstone said before the start, "There'll be some fun on this rally with that lot!" He was very wrong. When you are driving for 20 days in total, you can only think about saving energy in case you have to spend four hours digging yourself out of sand. The evening meal was at around 7pm and we were in bed by 9pm each night. Johnstone often complained that he was not ready for bed yet, but we always had to fear the worst for the following day.

It is a very dirty event to tackle. After we left Algiers, we spent seven days before we were able to wash and shave properly. There is not enough water to spare for that sort of thing.

At the end of each day, depending on how soon we had arrived at the halt, I spent an hour or two checking the car. The third Mitsubishi Pajero in the event was really a service car and we used that if there were any major changes to make. By the time I had finished checking the car and eaten, it was straight to bed. Everyone was much the same. There was no sitting



Cowan races through the desert.

round the camp fire, singing songs and telling stories as you might expect. Also it was a French event, everyone else spoke French and we were British — it didn't always help . . .

Sabine's organisation

The organisation of the event is amazing. I never believed that one man, Thierry Sabine, and a small organisation, could get as many people through the desert. With 20 days of non-stop motoring and no two day rest to allow others to catch up, I didn't think it could be done. Last year, despite the awful conditions, it worked like a dream. People were dropping off the tail of the event each day, but they were all shepherded to civilisation and out of the event without the organisers dropping back themselves. The same was true this year, apart from one morning in Yamoussoukrou when we were held for two hours as there was fog. The event will not start if the supervision helicopters cannot fly and that was the reason. There were three helicopters that were used as ambulances and they must be airborne before the event can start.

Troublesome officials

There were terrible problems with the Algerian government. Algeria must be the worst country that I have ever known. You never know where you stand with the officials. They will take your passport away for no reason and you have to chase the officials like some naughty schoolboy and give them money before they will hand it back. I understand that this year, all crews were charged an additional entry fee which I suspect was demanded by the Algerians. Next year, the organisers are hoping to run down through Egypt and to pick a route that avoids Algeria if they can.

Naturally, we were delighted with our result this year and of course Mitsubishi are pleased too. Last year we entered the event in what they call the Marathon class with the Pajero. A Pajero is a Patagonian wild cat, but in Spanish speaking countries the word is rude and there the car is known as a Montana. In Britain, for some reason, it is the Shogun. Mitsubishi have, until recently with the new Group B Starion, had a policy of competing in almost standard cars. We won the class last year and for this event we were allowed to enter what Paris-Dakar call Group 4. It is no relation to the FISA grouping, but it allows us to make some extensive modifications to the car, while still keeping the general body shape. The Porsches and Range Rovers were entered in Group 6 which allows just about anything.

Lasting memories

There are, of course, many memories that you gather from an event such as the Paris-Dakar Rally, but I think that the most lasting memory from this year's event came when we went into Guinea. The country became independent from France about 25 years ago and, since then, have imported no cars whatsoever. There are cars there of course but, if they are not broken down in ditches, they are very old indeed. The kids are used to seeing trucks from time to time, but they were genuinely frightened by the speeds at which we were travelling. Sometimes we could manage around 200kph while other times we were right down in first gear to drive through holes that were bigger than the car. These kids, however, would sit at the side of the road, perhaps 100metres from where we were driving, but would turn and run away from us. It would be wrong to call these people and places uncivilised, but I must say that the rally took us — and I think that I am fairly well travelled — into some of the most 'different' places that I have ever seen.



GT/E for economy

Fuel economy, rather than sportiness, impressed MARCUS PYE when he sampled Opel's attractive and agreeable Manta GT/E.

In profile, the colour co-ordinated features of the Manta GT/E endow it with a purposeful appearance.

Opel's sporting aspirations in international rallying may have been dulled by the dominance of four-wheel-drive machinery and the light-weight supercars but the Manta 400 remains the best of the 'conventional' competitors. On the road, the fuel-injected Manta GT/E derivative carries the German company's hopes in the performance sector of the market, bearing a strong resemblance — externally at least — to the rally car. It is for comfort, handling and economy, though, that the up-market Manta scores best, all within an affordable package!

Introduced last summer in both coupé and hatchback configurations, the GT/E extends the stalwart Manta range to five cars. Unlike its predecessors, the GT/E features a big-bore 2-litre engine rated at 110bhp with Bosch Jetronic equipment on the induction side for the first time. The GT/E is instantly distinguishable from its smaller-engined Berlinetta and GT sisters by the absence of waist-level mouldings on its flanks and the swathed side sills which combine to accentuate the Manta's svelte appearance.

With looks like this, the GT/E ought to be a real powerhouse but, in truth, this aspect of the engine's performance was disappointing. Like the carburetted unit in the, now superseded, 1.88 GT/J model (tested in AUTOSPORT, February 3, 1983) the injected engine proved a little lumpy low down and not altogether as quiet in the mid-rev range as we would have expected. Indeed, engine noise proved quite intrusive around the 5000rpm mark although, in fairness, extensive use of the long-legged overdrive fifth gear meant that it was only remarked upon when brisk acceleration through the gears was called upon.

Competition-style boot spoiler and side sills.



That useful top ratio, allied to the torque of the four-cylinder engine and the handy drag coefficient of the sleek, bespoilered, bodysell (the Cd of 0.36 is good for a basic design which dates back eight years) is a major contributor to the Manta's fuel efficiency — singly the car's most impressive feature.

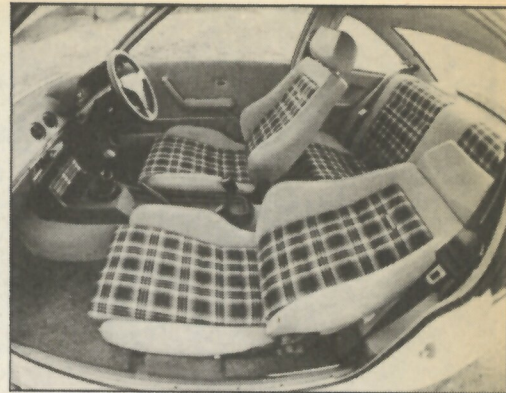
Driven hard over 500 miles comprising mixed motorway, town and country routes, an overall figure of 32.5mpg was recorded, with a best section (and no reduction of pace it should be added) equating to a truly splendid 34.67mpg. A pleasant surprise at the petrol pumps, certainly, and an achievement which the more reserved user could easily better by some 10-15 per cent one would imagine.

Lacking in power

Having praised the economy of the unit, obviously an important criterion to GM, it is a pity that another 20bhp is not available as standard — I am sure Bill Blydenstein has something on his shelf to assist here — to enable the car to exploit its fine handling capabilities. At present the GT/E does not live up to its sporty image and its road manners and firm, direct, steering both appeal continually for a bit more motivation from the engine bay. More power would probably require a quicker steering rack to be fitted as it tends to be a little heavy, but delightfully precise, at low speeds or while manoeuvring.

The rear suspension still suffers from attacks of the jitters on uneven surfaces and, occasionally, in patchy damp conditions but the chunky Dunlop SP Sport tyres generally cling on well with the output on tap.

Gearchanging is slick and positive via a short, stubby, lever which, once home in fifth, rarely calls to be stirred. The clatter of the engine as the revs rise towards their Deep front air dam is integral with bumper moulding.



Recaro seats have check cloth inserts.

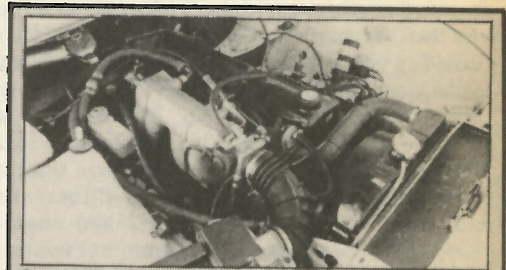
peak in the lower ratios will prompt drivers to change up early — with that side-benefit of improved fuel consumption of course . . .

Comfortable interior

Inside the car's tastefully furnished cabin, Recaro seats with integral headrests pamper driver and forward passenger while rear occupants have adequate, rather than capacious, quarters. Ride is pretty good all round although the clonky final drive on the test car might prove slightly irksome to back seat passengers who are sensitive.

Instrumentation is quite bold in its matt black nacelle but the single stalk controlling light adjustment and wash/wipe facilities is fiddly. Otherwise the interior is pleasant and airy although the continuous intrusion of wind noise — a legacy of frameless door windows — is irritating.

Despite one or two shortcomings then — and the design is not getting any younger — the Manta GT/E has its definite plus points. By no means ultra-fast by today's standards, the Opel has many agreeable features, not least its looks, in its favour. These, like its frugality, are endearing but the price tag, well under £7000, is ultimately the car's best friend!



Bosch Jetronic fuel-injected 2-litre engine.

OPEL MANTA GT/E COUPÉ £6794

Specification

Cylinders/capacity	four in line/1979cc
Bore x stroke	95 x 69.8mm
Valve gear	chain driven single ohc
Fuel system	Bosch LE Jetronic fuel injection
Power/rpm	110bhp/5400rpm
Torque/rpm	119.5lb ft/3400rpm
Gear ratios	3.72, 2.02, 1.32, 1.0 and 0.8:1
Final drive	Hypoid 3.44:1
Steering	Rack and pinion
Brakes	Servo-assisted disc/drum
Wheels	Light alloy 6J x 14ins
Tyres	195/60 HR 14 Dunlop SP Sport
Suspension (F)	Independent spring struts with unequal length wishbones and anti-roll bar
Suspension (R)	Live axle located by trailing arms and Panhard rod, uprated springs and anti-roll bar

Dimensions

Wheelbase	99.1ins
Track (F/R)	54.8/54.6ins
Length	174.9ins
Width	66.4ins
Weight	21cwt

Performance

Max in fifth	119mph
0-62mph	10.0s
Fuel: urban/56mph/75mph	24.8/47.9/37.1mpg
Overall test consumption	32.5mpg



Arthur Mallock confers with son Richard in their continuing quest to develop the U2 theme. Right: Early days as the Major goes autocrossing.

The professional amateur

“... At the end of a track was a hut. The stories were true! The Major *did* build racing cars in the forest . . . !”

MIKE LAWRENCE investigates.

Twenty five years ago, Major Arthur Mallock (he was then serving in the Royal Corps of Signals) turned up with the first U2 at the Silverstone Eight Clubs Meeting. That the new car was immediately quick surprised nobody, for Mallock had a substantial reputation as a special builder and club driver. But few could have guessed that, a quarter of a century later, U2s would still be made and would still be winning races and championships. In fact Mallock Racing more or less ties with Crosslé and Lola for the title of the longest surviving manufacturer of production racing cars.

The home of Mallock Racing is indeed a hut at the end of a track in a forest near Roadie in Northamptonshire. As Richard Mallock says: “When you’re lost, you’ve probably found us.” There, Arthur, Richard and Sue Mallock, together with three employees, build new cars and repair, service and update the 300 or so Mallocks still in existence, most of which are still used in competition.

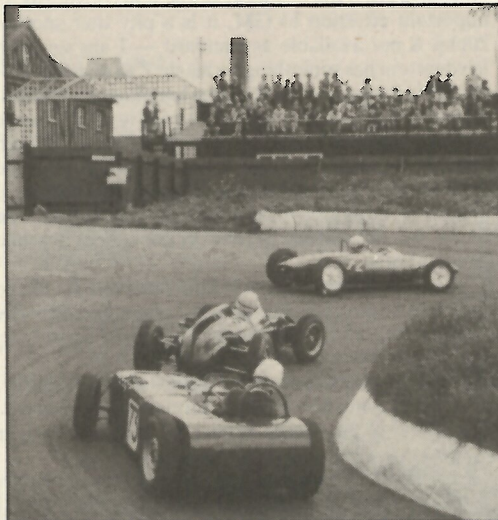
Across the yard, Ray Mallock runs his own race preparation and development outfit, Mallock Atlantic Racing. The two companies are run independently but, given that the Mallocks are a closely-knit family, there is a fair amount of cross-fertilisation between them. Ray’s speciality is suspension and aerodynamic development and has been responsible for the major revisions to Viscount Downe’s Nimrod which Ray shares with Mike Salmon in long distance racing.

The racing bug bit Arthur early and he began his first special in 1929, aged 11. With four bed irons and a 350cc Triumph Twin engine (all bought for less than £2) he laboured for nearly five years until ‘it proceeded under its own power’.

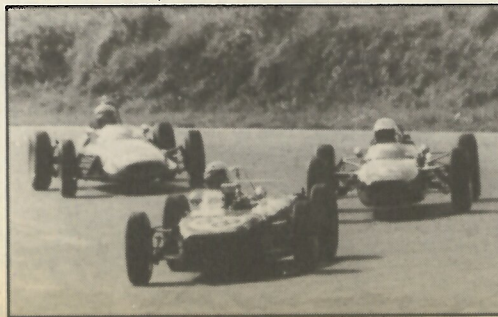
His first serious special came a few years later and was based on an Austin Seven van picked up for £6. It took a year to complete and then was taken to the Hartlepool

Speed Trials where it won its class first time out. The date, however, was August 1939 . . .

During the war Arthur built a road going A7 special which was steadily refined and developed until, in 1945, it was quite a useful machine. When motor sport started again tentatively in peace time, the car was entered in a number of the early events — trials, hillclimbs and



Above: May 1961, the U2 in FJunior guise at Mallory. Below: The wishbone-suspended Formula Ford Mk7.



sprints and even in a semi-secret race meeting Arthur managed to organise on an airfield in Yorkshire.

Then, in 1947, work began on WJ 1515 (racing cars were frequently known by their registration plates in those innocent days), a car which served him for the next 10 years. Initially a blown Austin Seven engine was used but by the end of its life more than a dozen different units had been installed.

If there was a competition and it involved four wheels, WJ 1515 was there. Trials, hillclimbs, sprints, circuit races, it won all kinds of events, even appearing, with a JAP engine, in the 500cc Formula 3. With a lined-down Ford engine, it took part in the 1100cc class and when the 1172cc Formula was introduced WJ 1515 was there.

Apart from a flirtation with a CRM F3 car and a two year posting to Germany (where Arthur went into partnership with John Harwood) WJ 1515 served Mallock for a decade and typified five of his trademarks: adaptability, constant development, enthusiasm, ingenuity — and financial constraint. By 1957 it had reached the end of its development.

Designed by eye

Mallock designed his new car by eye experience. A space on his workshop floor was cleared and the engine placed there. Then a seat was placed in relation to the engine and so on. He cut the tubes for the space frame and took them to a local welder to be joined together; then most of the running gear from WJ 1515 was transferred to the new car — the U2 was born.

The car was immediately quicker (by 4 secs a lap at Brands) and was a front runner in F1172, which was the category in which several ambitious designers, among them Eric Broadley and Len Terry, first cut their teeth. I can vividly recall how, at school, Mallock became an instant hero among a group of wasters who spent French lessons designing epoch-making specials on the back of exercise books. We loved the wit of the name; U2 can have a body like mine!

At the end of 1959, he sold the car and work began on the Mk2. This retained the Austin Seven quarter elliptical rear suspension (located by radius rods), the swing axle front suspension with inboard mounted coil

springs and the light, rigid spaceframe. The Mk2 was the first production Mallock. You could buy a spaceframe for £48.50 or stump up £75 for one complete with body panels. The body was a simple aluminium oblong which could be made by anyone with a sack of sand and a soft-nosed hammer. It was crude, but effective, for the car was extremely low (contemporary FJ Coopers dwarfed it) and narrow.

Mallock and John Harwood each built FJ versions and brought them to the line for a total cost of about £460 apiece. Harwood took one to an international FJ race win at the Nurburgring late in 1960. Relative to the value of the pound, there can never have been such a successful racing car built for so little.

Ten were built altogether, most being used for F1172 racing and Arthur's original car is still in the workshop. It has been sold, and bought back twice by Arthur, who now qualifies for his free bus pass. He still takes it racing in Historic FJ events and gives it runs up the hills.

It is difficult to write about the history of the Mallock line of cars because each has been a logical development of the one before; there have been no great leaps. Seeing the Mk2 alongside a current Mk24B is like seeing an old man and his great grandson and being struck by the similarities rather than the obvious differences.

Both are low and light. Both have front-mounted engines delivering their power via a live rear axle. Both look purposeful and spare, and both enjoy a very rigid spaceframe.

Switch to wishbones

Coil springs replaced quarter ellipticals at the rear on the Mk 3 sports/F3 car, while swing axles gave way to wishbones on the 1968 Mk6, partly due to the fact that the scrapyards were running out of old Fords and partly because the cars were suffering from oversteer. At the time, this was diagnosed as a suspension problem but with hindsight was most likely due to aerodynamic effects as the cars were developed to go faster. Arthur says today that the switch to wishbones was made prematurely. He doesn't say that wishbones would not have eventually replaced the swing axle set-up, but you get the distinct impression that he regrets making the change before he had extracted the last ounce of development from the earlier arrangement.

The rear suspension has changed a number of times over the years and for a long time (1969-77) many cars were fitted with de Dion units. This was partly to reduce



Ray Mallock receives an action painting of his successful U2 Mk11 for winning the 1971 Shell Clubman's Championship.

unsprung weight and partly to accommodate disc brakes at the rear. Latterly, Mallocks have featured live axles in conjunction with coil springs, radius arms and a lateral linkage first used by James Watt on a steam engine which, Arthur believes, has not previously been used for cars.

"Nobody, with due modesty," he says, "has pursued the development of live axle suspension as we have. Live axles have gained a bad reputation not for the fundamental reasons but because nobody else has built cars where the axle is located correctly *sideways*. We tried seven other location methods before settling on our present system.

"The other main problem with a live axle is to get a low roll centre. It's difficult to do but, as we've shown,

not impossible. Our system provides excellent traction which is one reason why our cars are so popular with hillclimbers, the others being that they turn in well, are light, and can take a lot of down force. Most of the top hillclimbers began with Mallocks and Kenny Allen has just won the Scottish Championship outright in one."

If a front-mounted engine was natural when the first U2s appeared, they have since been a little unusual in most categories except, of course, Clubman's, where they are mandatory. Mallock cars, however, have used them in FF1600, FF2000, F3, F Atlantic and even F2. In 1967, at the age of 49, Arthur competed in three F2 races, finishing ninth at Mallory Park and 12th at Zandvoort, beating the works Coopers. Ray once put his F3 car second on a grid at Silverstone, ahead of James Hunt, Roger Williamson and the works Lotus and took pole at Silverstone first time out in FF2000 with a Mk18C.

"Our problem was invariably engines and the fact we were trying to race on a budget which was virtually nil." You detect slight disgust when Arthur says the word 'engine' — he's a chassis man to his finger tips and regards engines as necessary nuisances.

"For some time we were able to get a smaller frontal area and, hence, straight line speed with our layout and there was a lower loss of power through the transmission. Our current cars have a 40/60 weight distribution, just like a rear-engined racer and we can always get more weight on the back by increasing the wheelbase.

"In the early '70s our cars were very successful in FF but we didn't sell many because most people wanted to buy a car which looked like a contemporary racer. Yet one of our Mk9DDs was the first FF1600 car to lap an English circuit at more than 100 mph. Richard won four races from five outings in 1971, nine in the year, and once we finished 1-2-3 at Silverstone."

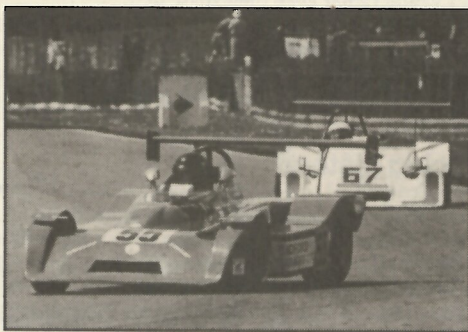
Chassis rigidity

"What most people do not understand is that the most important design parameter is not engine location but chassis rigidity. It amazes me that, even up to Grand Prix level, this has not always been appreciated. I do not draw my cars in detail but sketch them out and someone else draws them up, but we always check chassis rigidity on our own cars and, frequently, on customer's cars which are entrusted to us. You can use sophisticated machinery to make the check or do it for half a day's work and a fiver's worth of equipment.

"To check rigidity in terms of ft/lbs per degree of movement, all you have to do is secure the back two

Mallock cars

- Mk1 1958 1172cc Special; winner 1959 Ford Championship of Ireland (dvr: Arthur Mallock). Sold 1959.
- Mk2 1960-2 First production U2; 10 built in Formula Junior, 1172 and 1100 sports forms. Won international FJ race, Nurburgring 1960 (dvr: John Harwood) and 1962 1172 Championship (dvr: Arthur Mallock).
- Mk3 1963-4 Sports and F3; first U2 with coil spring rear suspension. Won 1963 1172 Championship (dvr: Arthur Mallock).
- Mk4 1964 Sports.
- Mk5 1965 Clubmans and 1172; won inaugural Clubmans Championship (dvr: David Wragg).
- Mk6 & 6B 1966-7 Clubmans and F2; ninth F2 Mallory Park, 12th F2 Zandvoort (dvr: Arthur Mallock).
- Mk7 1968 Formula Ford 1600; first U2 to use wishbone front suspension.
- Mk8 & 8B 1968-70 Clubmans.
- Mk9 & 9B 1969-71 Formula Ford 1600; Mk9DD, works car with de Dion rear axle, still raced by Richard Mallock.
- Mk10 1969 Road sports.
- Mk11 1971 Clubmans; winner of 22 races from 23 starts (dvr: Ray Mallock).
- Mk11B 1971 F3.
- Mk12 1972 Clubmans and F3; de Dion rear axle. Number not allocated.
- Mk13 — Clubmans; Mk14E, Clubmans with rear mounted radiator.
- Mk14 1974 Clubmans; Mk14E, Clubmans with rear mounted radiator.
- Mk15 1974 Clubmans; de Dion axle, first use of aerofoils.



Malcolm Jackson has won many titles with his Mk20B.

- Mk16 1975 Clubmans.
- Mk17 1975 Clubmans; de Dion axle. Mk17B, narrow track version. 1850cc version successful in F Libre events. Frank Sytner still holds Silverstone F Libre lap record.
- Mk18 & 18B 1975 Clubmans; long wheelbase model. Mk18BW had Watts linkage bolted on to locate back axle laterally. Mk18C, Watts linkage incorporated into frame. Mk18E, F2000.
- Mk19 1977 Long wheelbase version of Mk17.
- Mk20 & 20B 1978-9 Clubmans, F1300, FF1600, F2000, F Atlantic.
- Mk21 1980 Clubmans.
- Mk22 1980 FF1600 and Clubmans 'B'.
- Mk23 1981 Clubmans; with ground effects.
- Mk24 1982 Clubmans; with ground effects.
- Mk24B 1983 As Mk24, without ground effects.
- Mk24C 1983 Works development car incorporating semi-monocoque front frame; used in ThunderSports series.

corners of the chassis to something solid, like a wall. A chock is put under the third corner and you jump up and down on the fourth. I weigh 200lbs so a ten foot beam on the fourth corner multiplies that tenfold. While I'm on one end of the beam someone else merely holds a length of string across the frame. If the string distorts or slackens you have found a weakness and a single weakness upsets the whole rigidity.

"We get a lot of Historic racing cars through our hands with the brief to sort out their suspension. In every case we find their corner weights are out, often by an alarming degree. Back in 1961 Mike Costin put me onto this and pointed out that you could check corner weights with a pair of bathroom scales, and I once sorted out Piers Courage's F3 car at Monaco using my trusty pair of Salters. He'd had an 'off' and his chassis was slightly twisted with the result that one of his front wheels was out by 30lbs. Once we'd diagnosed the problem, it was a simple matter to rectify it by making suitable adjustments to the dampers. We now use a simple but accurate beam, designed by Miles Mumford, to balance corner weights."

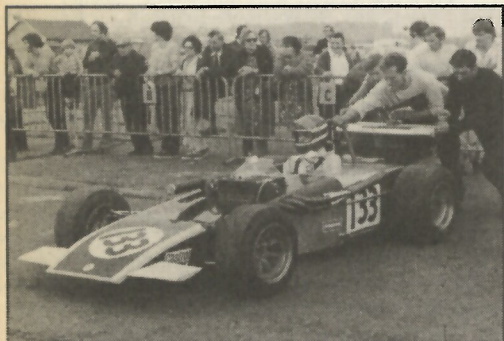
Consultancy work is becoming an increasingly important part of the work of Mallock Racing but it is not all quite as Heath Robinson as the above description. Arthur finished his army career as an electronics expert and, for the past five years, has been using computers in his work. Willem Toet, an Australian working with Ray, has designed his own computer programme to work out matters such as roll centre height and sideways movement in roll, track change and so on. Guided by the information thrown up in this way, Ray found an extra second a lap at Silverstone in the Nimrod, simply by modifying the upright pins.

Customer cars

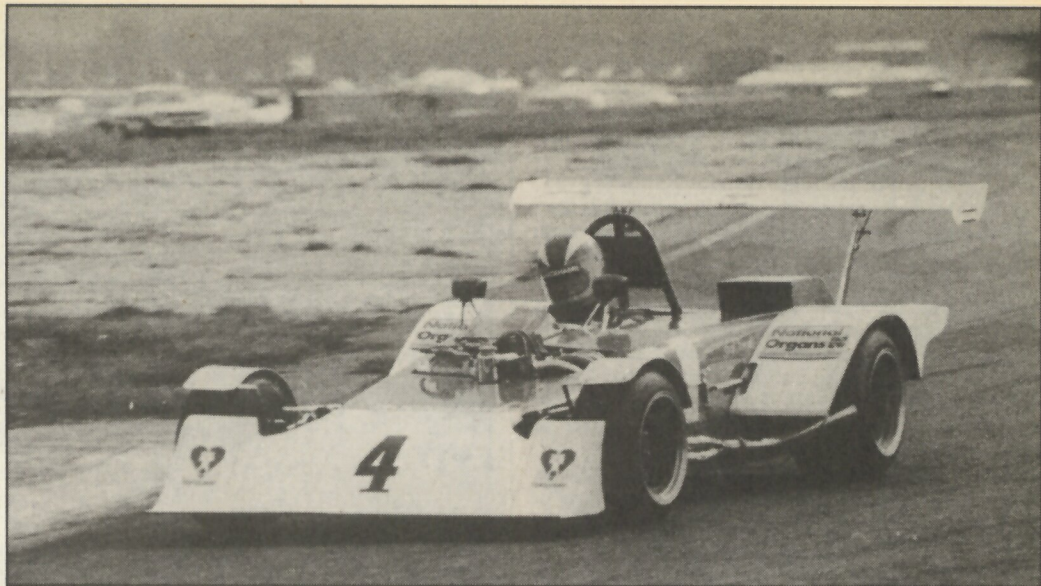
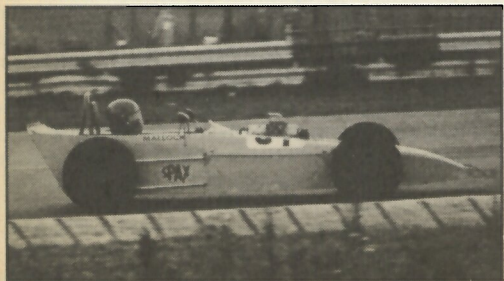
The rest of the work of Mallock Racing is divided roughly 50/50 between building new cars and servicing existing ones. Seven cars have been built this year (production peaked at around the 20 mark in the early '70s) but recently the emphasis has changed. At one time most Mallocks were built from a crate of parts by the purchaser; the company did not even supply parts like mudguard stays. Now the trend is towards complete cars which currently sell for around £7,200 less engine.

This year a works car has been run in the ThunderSports series and is available for race hire at roughly £700 a time, including a day's testing. Says Richard: "It's difficult running a works car. If you win it's because you ought to, if you don't then you're rubbish. Anyway, I don't like dicing with customers."

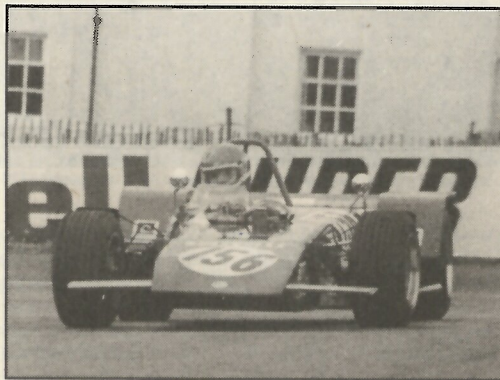
"The ThunderSports series really excites me; you have a much greater team involvement. I tend to find Clubmans too much trouble for the enjoyment you get out of it but, next year, we should be able to run in



Above: Ray Mallock with the F3 U2 Mk11 in 1971. Below: Brother Richard with the Formula Ford model.



Above: Geoff Friswell, here in a U2 Mk16, was one of Mallock's most successful customers in the mid-'70s. Below: The earlier Mk11.



ThunderSports with a 2-litre Hart engine.

"With people like Vision and Marler arriving on the scene, it would have been a good excuse to run a works car but then Will Hoy and Creighton Brown ordered new cars and that took care of the problem for us."

The Mallocks welcome the newcomers to Clubmans since they add variety and provide opposition but that is tinged by caution, for the total market is not large and they would rather keep their share of it.

Development goes on all the time. Currently the works car has fabricated front uprights, a semi-monocoque front frame and single nut front wheel fittings. In due course, these will be passed on to the customers.

Racing history

With a combined competition history of more than 60 years, the racing side of Mallock *pere et fils* could fill a book. Arthur's career took a dive with a big 'off' at Mallory in 1969 but he still appears quite frequently and at Silverstone in 1974 won a Clubmans race with Ray coming second, possibly the first time a father/son 1-2 had been recorded.

From the beginning of 1982 Ray has been associated with Viscount Downe's Nimrod and seems to have found his niche. Over the winter, Ray designed a new body for the car which was worth 3 secs a lap at Silverstone and 10.5 secs at Le Mans. Currently he's working on a new, narrower monocoque for the car which should shed around 300lbs, almost bringing it down to the Group C limit and, with the new fuel regs, making it a possible front runner for next year's series.

Ray's talents as a driver have never found full fruition but he accepts the fact philosophically and modified his ambitions to circumstances, setting his sights now on a win at Le Mans, preferably in an Aston Martin for, like Richard, he served his time with the company.

The last time we visited Ray's workshop, material was arriving to build an extension and Willem Toet was feeling pleased with life for, following a session in a wind tunnel, they had found another 400lbs of downforce for the Nimrod, with no increase in drag. In the workshop were two cars. One was the Marsh Plant Lola Ray drives in ThunderSports, and which he also

prepares, and the other was Albert Obrist's Dino Ferrari on which further suspension work had been carried out using data supplied by the computer. The work of Mallock Atlantic Racing covers a fairly wide spectrum.

From his own training and with knowledge passed on from his father, Ray is turning into a first rate engineer as well as being one of the quicker drivers around. An example of his skill can be found in the Ralt RT2 which he ran in Formula Atlantic. With the addition of only 5lbs he was able to increase the stiffness of the monocoque by 80 per cent. Since he has always had a good working relationship with Ron Tauranac, his findings were incorporated into production Ralts and he had customers knocking on the door asking for the same. The two companies operate separately but both work and ideas pass freely between them and each has the greatest respect for the other.

The U2 line is a peculiarly English phenomenon. In a sense it is a case of the inspired amateur boffin who can take on, and beat, the professionals at their own game. In fact, most of the cars remain in the British Isles. A few have been built in Australia, from plans supplied, and half a dozen are in North America, mainly in Canada.

Versatility

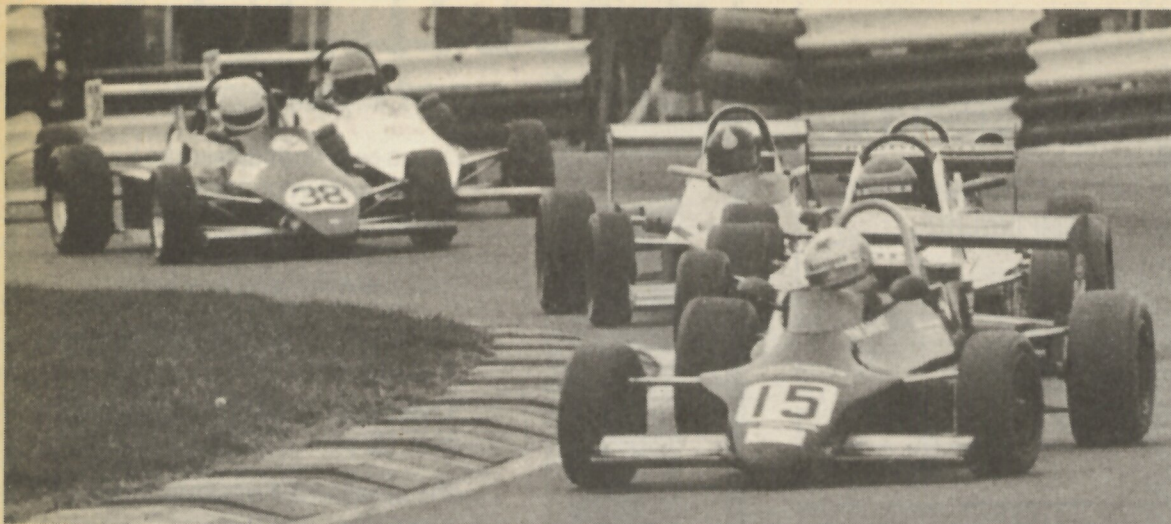
Possibly no other company has ever built a car which has proved to be so versatile. By switching engines and making a few other adjustments you can race a Mallock in a wide range of classes from F1300 to Formula Atlantic. It may be thought of primarily as a car for the Clubmans Formula but its uses extend if once you start to see 'Clubmans' as 'club man's' with its connotations of an enthusiastic amateur who wishes to race for fun and yet do the job properly.

For a builder of amateurs' racing cars, Arthur Mallock remains a professional and his ideas are based on a hard bedrock of experience and proven theory.

At the final round of the 1983 Trimoco Clubmans Championship, held at Silverstone, Creighton Brown and Malcolm Jackson, winners respectively of Class A and Class B in the series, both secured their third Championship wins in Mallocks. The winner of that race was, however, Paul Gibson who, after a year's development, had brought his Vision home first. Characteristically, the first person to congratulate him was Richard Mallock. The Vision's win must, however, have led to some scratching of heads down in the forest.

Creighton Brown won the 1983 Trimoco series in his Mk24B.





Formula Ford 2000 provided some superb racing in Britain last season and promises to be better still this year.

Racing Displays boost British FF2000 in '84

Frank Bradley's Racing Displays concern, which did so much to promote the British FF2000 championship last season, is increasing its involvement with the country's premier Ford 2-litre series at a time when the category has never looked stronger. At the announcement of the 24-race schedule for 1984, several important regulation revisions were notified — all to the benefit of competitor, promoter and spectator alike. It is hoped that these changes will encourage more entries and lead to a more closely contested championship.

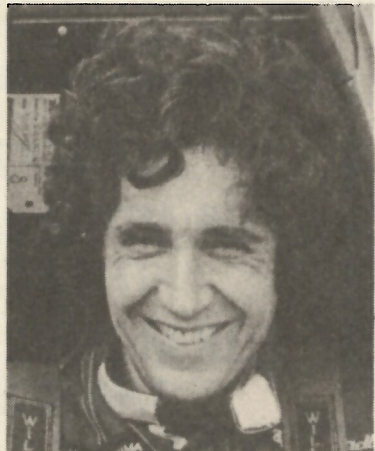
The points scoring system remains as before, with 20-15-12-10-8-6-4-3-2-1 on offer for the first 10 finishers and a bonus point each for pole position (subject to the car starting) and fastest race lap. A competitor's best 18 results will comprise his/her total.

Major alterations to the format of the Racing Displays championship will see it divided into four distinct quarters for purposes of administration. Each six-race segment of the season will feature two 'special events'; a Super Round and a Double Points Round. No meeting may be both! Thruxton on March 11 (double points) and Brands Hatch GP on April 1

(Super Round) are the first special promotions — others will be nominated on March 1, April 16 and June 1.

Super Rounds carry a prize fund of £750, £250, £150, £75, £50 and £25 as opposed to the £100, £70, £50, £40, £25 and £15 to the top six competitors at the

Frankie Bradley — tireless promoter.



regular meetings.

Races will be run over a minimum of 30 miles with a minimum guarantee of 30mins qualifying for each round, except where television schedules may dictate or bad weather conditions are prevalent.

Competitors are obliged to use one type of Yokohama 'control' tyre in slick or wet pattern and carry mandatory championship decals. Penalties for contravention of technical regulations are harsh. Any driver whose car is found to be ineligible will lose all points gained up to and including that meeting!

A lot of thought has gone into the championship which, with current competitor interest, should be a classic . . .

RACING DISPLAYS BRITISH FF2000 CHAMPIONSHIP 1984

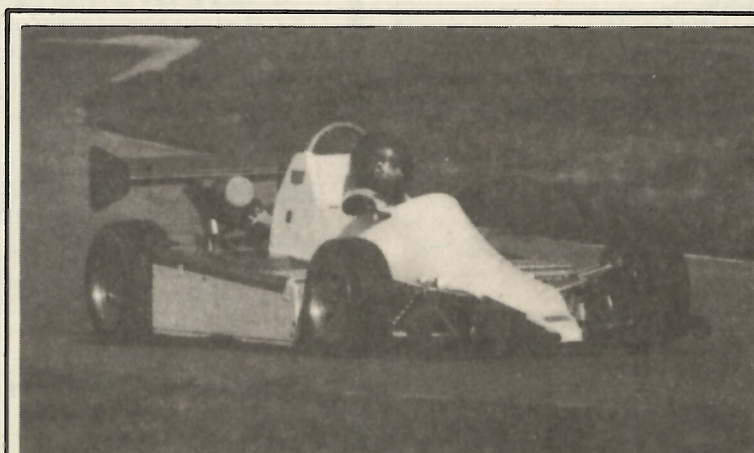
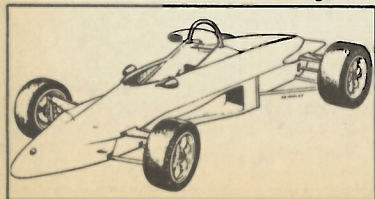
Mar 4, Brands Hatch; Mar 11, Thruxton; Mar 18, Silverstone; Mar 24/25, Donington; Mar 31/Apr 1, Brands GP; Apr 15, Snetterton; Apr 20, Oulton Park; Apr 23, Silverstone; Apr 29, Cadwell Park; May 7, Oulton; May 28, Brands GP; Jun 2, Snetterton; Jun 17, Donington; Jul 1, Snetterton; Jul 7, Castle Combe; Jul 15, Cadwell; Jul 29, Snetterton; Aug 12, Brands; Aug 27, Thruxton; Sep 2, Silverstone; Sep 30, Thruxton; Oct 14, Brands; Oct 21, Thruxton; Oct 28, Brands.

Emerald two-litre

Interest in FF2000 in Ireland this year is running very high despite the withdrawal of Elf as the national championship sponsor. Not only will the new Mondiale cars (built in the North by Leslie Drysdale) be seen in the hands of Colin Lees and Denis McGall but two more leading exponents are planning full-scale attacks.

Joey Greenan, champion in 1982, has purchased a brand new Van Diemen RF84 for the series while P J Fallon has taken over Mauricio Gugelmin's RF83.

Mondiale's new FF1600/2000 challenger.



Ferret-Adler FSV

The restructuring of top Canadian FF1600 manufacturer Ferret Industries last year saw designer/driver Percy Adler (25) enter the fold. Having designed his own FF1600 previously, Percy is now looking towards FSV with his new car, built at the Ferret works in Hanover, Ontario. The car has shown promise in testing and will race in the USA this year.



Rick Morris — Virage Reynard programme.

Rick's new Reynard

Virage Racing, Paul Pearce's company which ran Rick Morris in the BBC FF2000 races at the end of last season, have put together a deal to field the very experienced Hertford driver in the full Racing Displays British championship this year.

A new Reynard 84SF has been ordered for Rick's use and will be run by Roger Abrahams from his new Blackpool base. John Dunn of Swindon engines is supplying the power unit as part of a big push in the formula. "We are now looking for a tyre budget," said Rick this week, "but everything is in good shape."

BTRDA awards

The British Trials & Rally Drivers' Association presented its annual awards at a typically efficient luncheon last Sunday at The Belfry Hotel, Tamworth.

A truly impressive array of awards was presented by the association's ever-enthusiastic president, Dennis Glover. Among the winners was Graham Hoare who claimed the BTRDA All-Rounder's title for an unprecedented fourth successive season with his VWs.



Jordan — road and racing plans.

Jordan at the Apex

Former Pre-'74 FF1600 man, Mike Jordan, has set up Apex Road & Racing in West Bromwich to offer a range of motor sporting services. Apex are running racing and high performance driving courses at Mallory Park as well as general race preparation. The team is currently preparing a Ford Shelby 350GT Mustang for former PHRS champion Eric Walker among other projects.

Factory Chevron team: New models from ART

Works Chevron cars are back on the circuits this year as part of the revitalisation programme planned for the marque by its new owners, Andreason Racing & Tuning of Winchester. A run of B60A 1984-specification Sports 2000 chassis is nearing completion, one of which is destined for Thundersports. Additionally, one or two chassis will be fielded in the British S2000 championship.

Andreason's ambitious team is also working flat out on a new version, the

B61, specifically for the big MCD sports car series. Although similar in concept to the B60A, the Class B Thundersports contender is powered by a 1600cc Ford BDA engine. Up-rated suspension and brakes plus full-width rear aerofoil are fitted, while the five-speed Hewland Mk9 transaxle takes the place of the standard four-speed box.

Customer B61s will be available either with the same power unit as the works example or with the 2-litre Toyota F3

engine in up-rated form.

Chevron themselves are presently finalising their driver line-ups for a two or three-car team and invite enquiries from drivers interested in joining the factory-entered team.

An all-new B62 2-litre sports car is under development with experienced F1 engineer Roy Topp (ex-ATS/Tyrrell/Fittipaldi/Wolf) in charge of this project. The design will take Hart, BMW, Ford or Mazda engines.



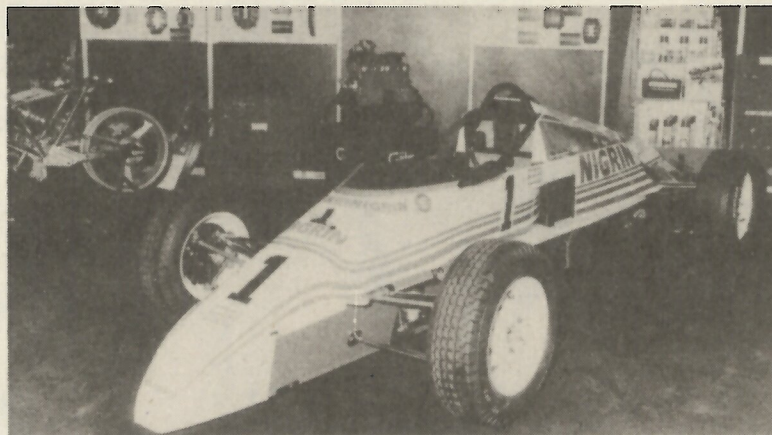
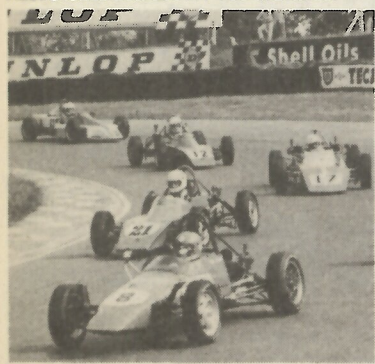
O'Coileain — Van Diemen's new charger.

Autocavan sponsors Vees again

The recent upsurge of interest in the 750MC's Formula Vee promotion — surely the cheapest form of single-seater circuit racing anywhere — has prompted Farnham VW/Audi/Porsche specialists Autocavan to continue their sponsorship of the national championship.

Several new cars are under construction for the season which also marks the return of 'Mr Vee' Tim Flynn!

Austro leads Scarabs in FVee at Brands.



Kröber's ISA Racing/Nigrin opportunity car, a Van Diemen RF84, at the show.

German prize drive

German Van Diemen agents, ISA Racing, are running a lucrative competition in association with the magazine *Sport Auto*, aimed at finding a completely new FF1600 driver to run in the national championship this year.

Sponsored by Nigrin auto products, the competition is being run along similar lines to the Marlboro Challenge in Britain, albeit on a lesser scale. From 1500 replies to an initial magazine questionnaire, the most likely 40 candi-

dates were sifted out.

These would-be racers will all go to Hockenheim next month to undergo specialist training in saloon cars. The best five will be invited to try their hand in an FF1600 chassis before the outright winner is selected by a panel of top German drivers and team managers. He or she will win the fully sponsored season in the Nigrin/*Sport Auto* Van Diemen, as seen at the Motor Sports Show in London last month.

ISA, run by former FF1600 champion Peter Kröber, has already sold over a dozen 1984 Van Diemens and will run the "Star of Tomorrow" alongside top karter Bernd Schmickler. Support will also be given to two new FF2000 teams.

Ruairi gets the works

Young Irishman Ruairi O'Coileain will drive one of 'works' Van Diemen RF84 chassis in England this year, having shown promise at home last season in his own RF81 and in a hired RF83 at the Festival last October.

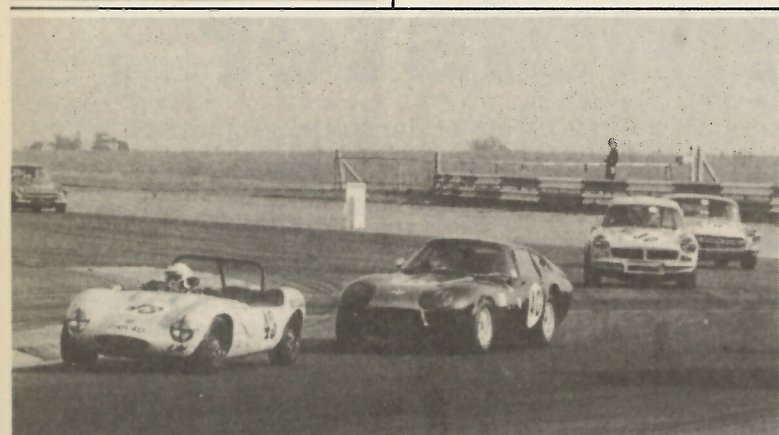
O'Coileain (20), from Navan, County Mead, will join Mark Peters and a third driver — to be announced — in Ralph Firman's equipte. Despite his relative inexperience (Ruairi has only completed one full season of racing), his enthusiasm and tenacity should ensure a successful partnership.

BRIEFLY

■ Bad weather caused the cancellation of last Saturday's Belfast Car Ferries-backed rallycross meeting at Boyds Quarry but Larne MC have re-scheduled the event for February 11. Mainland-based competitors wishing to enter can avail themselves of a free ferry ticket by calling Mike-Ford Hutchinson on Larne 3751.

■ Historic racer Alex Seldon has bought a Chevron B60 S2000 car for use in Thundersports events this season. He last raced a Chevron back in 1973 — the Trane Air Conditioning B19!

■ Nigel Corry will be back in the Mallock works racehire 'A Sport' this season. The new Mk25 will be backed by Complete Computer Installations, his former FF2000 backer. The car, which Dick Mallock may race in BARC events, will be powered by an Agra engine.



PHRS action with Mike Darrieulat's Ginetta plus Marcos, Reliant and Hondas.

Lelliott builds PHRS

London and home counties-based construction and engineering group, John Lelliott, is to sponsor the HSCC's entertaining Post Historic Road Sports championship this year — their first motor sport sponsorship and the category's first since its inception in 1980!

The championship caters for a grand variety of sports machinery built between 1961-70. Strictly policed regulations and very full grids have provided some of the country's very best historic

racing over the past four seasons. The much-valued sponsorship package is a great fillip both to the series and its hard-working promoters, Jeremy Hall (founder of PHRS), Peter Dixon and Don Hands.

Eleven rounds will be run at seven circuits, giving the amateur owner/driver a wide spectrum of events to attend. Such *marques* as AC, Austin-Healey, Ford USA, Ginetta, Lotus, Triumph and Honda will be represented.



Maximum enjoyment

The Austin Maxi may not strike readers as a car with motor sport potential — but who says sport means speed? Ulsterman Derek Coates has forsaken the Mini Special he shared with Robert Dickson to run the C&M Lifts Maxi in Ulster autotests — and won his class first time out. The big-valve 1275cc engine from the Mini is retained in his quest for the Senior Championship.

MONTE CARLO RALLY



The victorious Audi team celebrate in Monte Carlo from left: Geistdorfer, Rohrl, Cederberg (sitting) Blomqvist, Mikkola and Hertz.

Rohrl: Montemeister

Rohrl's sensational win — Blomqvist challenges in worst weather conditions for 20 years — Renault take fourth as Lancia fail — Audi take Groups A and N with 80 Quattros — All top 20 seeds finish — New cars from Mazda and Toyota — Report: PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS.

For a number of years now, one man has been making most of the headlines on the Monte Carlo Rally. Dominating the event on debuts for both Opel and Lancia in the last two years, even Walter Rohrl admitted that his chances of a hat-trick were slim as the drivers gathered last week. Snow was already falling throughout the route, his experience of the Audi Quattro in such conditions very limited, and team mates Stig Blomqvist and Hannu Mikkola seemed to start with an enormous advantage. Even if, again, he was in the right car at the right time.

Temperatures above freezing point produced erratic road conditions and ensured that the event would be won not simply by driving ability. The Bavarian's strong points include not simply incredible precision behind the wheel, but an uncanny knack of making the right moves, producing his best while under the fiercest pressure. And on his way to a most famous victory (his fourth, as he also won for Fiat in 1980), that is exactly what he found from within the HB Audi Sport team.

Blomqvist presented the greatest resistance, as Mikkola was demoted to third after a wrong tyre choice and for three days the leaders swapped seconds here, seconds there, as the German fought to understand the car.

"The battle with Stig went on too long," admitted Rohrl afterwards, "because I still felt unsafe with this car, and I was not always sure that it would do what I wanted. Certainly there were some surprises with left foot braking,

but I suppose that it got better with confidence."

By Monte Carlo on Wednesday, the race was effectively run, with Ingolstadt engineers turning down the boost, the drivers settling into formation, and letting others produce the drama. Lancia, specifically, were desperate to improve from an embarrassing position somewhere at the wrong end of the top 10, but found most exposure from a traditional decision from the organisers who excluded Andruet on the last section. Indeed, while Jean-Luc Therier took fourth, they only moved up courtesy of the other Renault privateers who tossed their remarkably competitive 5 Turbos off on the last night while trying to resist Italian advances.

It even looked for a while as if Bernard Darniche's Group A winning 80 Quattro would further upset the current World Champions, who rapidly got themselves in a buck-passing operation at the finish. Attilio Bettega upholding honours with fifth place for Italy. Kalle Grundel simply could not push his Golf GTi up the hills fastest enough (thereby suffering his first Group A defeat for a long time), although he did beat Timo Salonen on a tie decider.

It was the Finn's team mate, Terry Kaby, who had the most difficult run, however, producing a determined drive in adverse conditions, which would have seen others despondent and defeated. And to underline British interest in this classic event, British privateer Graham Newby achieved a long-sought ambition and won his class with a Vauxhall Astra.

Because it is the oldest event in the rallying calendar, Monte Carlo will always hold a special place in the sport. The competition itself is over some of the most demanding roads in southern France, the weather can produce that additional challenge, and, of course, there are the delights of the Principality itself.

But as the opening round of the 1984 World Rally Championship it is nothing special, outdated in many ways, as officials concentrate on their smart red winter jackets, and blue blazers. This year there were suggestions that improvements had been made, and the route was more economical (and practical) with the end of the Concentration Run at Aix-les-Bains again. But the old signs were there, with the first 'service area' actually out of bounds to competitors, who, therefore, gathered in laybys out of town, before running into *parc fermé*, for the daytime rest halt on Monday.

That day was spent by some drivers in the mountains, by others in their beds, although it was not such an arduous time schedule, with many substantial rest periods on the long run south to the Mediterranean coast. The weather deteriorated as the darkness arrived, however, with rain and snow blowing fiercely. Huddles of spectators built enormous bonfires in the deep, wet, snow-clad hills, while others took advantage of the road-side cafés until the last possible moment, dashing out to witness the start of an incredible battle between the Audis.

Not surprisingly, the initiative was taken by Blomqvist, who immediately grabbed a 20 secs plus advantage over his Finnish team mate with the German an impressive third fastest. Surprisingly fast times came from the Renaults of Jean-Luc Therier and Bruno Saby, while Italian hopes were wrecked with the



True Alpine conditions faced both spectators and competitors on the 1984 Monte.

plain fact that their cars were already in trouble with the mixed conditions. Pirelli admitted a mistake, although as the rally wore on, there was more to it than bad rubber. In these conditions the ice note crews played a crucial part in the fortunes of the competitors, and with two-wheel-drive, tyre choice would be crucial.

Gumpert: "Everyone knows that Walter is quicker than Stig in these conditions . . ."

The only course was to try and capitalise on any weakness appearing in the opposition and hope that further south the weather would improve. The third stage underlined that the Italians had not spent the winter sitting idle, with a mid-stage pit stop — as seen last year — but which this time allowed Markku Alen to set fastest time by nearly 1min.

"After about 13kms, when the conditions changed from dry tarmac to snow, we had a crew waiting for us," explained Ilkka Kivimäki, Alen's co-driver. "We saw Rohrl's lights ahead of us, just before the change, which took 50 seconds for all four tyres."

The Martini car rejoined, and with the stage now completely snowbound, Alen could attack, it was interesting to note that Lancia's winter testing in Finland had indeed produced a tyre which could cope with all-snow conditions. It was the mixed stuff that provided all the troubles and with the temperature hovering just above the 0°C mark, the surfaces were continuing to vary greatly. Indeed, that night, as Alen grabbed his moment of glory with a fabulously fast time on St Jean, the weather went crazy with a wild electrical storm which lit up the valleys for seconds at a time.

Notes on the Cars

Audi

Three identical small-engined Quattro A2s were entered by Audi Sport and appeared for the first rally in HB colours. Mikkola had his old RAC car (chassis R51, number IN-NR3), Rohrl and Blomqvist new cars (R53, IN-NX47 and R54, IN-NR64 respectively). The engines were giving 360bhp, Michelin's only new tyre was the TRXC, made for fresh snow and the suspension was a compromise suitable for snow or clear conditions with longer front springs and harder shock absorbers. This was the first appearance of former German champion co-driver Arwed Fischer who will take over responsibility for service planning in future events. Stig Blomqvist's 1983 Swedish 80 Quattro, the works development car (IN-NJ41) was driven in Yacco colours by Bernard Darniche, also using Michelins and set up for snowy conditions. Work on the Sport Quattro version is to start soon and the Tour de Corse to be its first event.

Lancia

Four new evolution Rally models were driven by Alen (TOW67785), Andruet (TOW67772), Bettega (TOW67783), all in Martini colours — and Biasion (TOW67773) in Jolly Club/Totip colours. All cars had the bigger engines (2111cc), the swivel-slide injection system and the Pirelli tyres, for which a special snow pattern was secretly developed shortly before the event. The engines were giving 325bhp.

Nissan

Timo Salonen drove a new 240RS (chassis 21 number FIW6903) while Terry Kaby privately entered the Finn's 1000 Lakes car (18, PVV646Y). Salonen used Dunlop racing tyres and Michelins for other occasions, while Kaby was always on Dunlop. The event was run from Japan but co-ordinated privately by Bob Freeborough.



The Lancia mechanics change the gearbox on the Lancia Rally of Jean-Claude Andruet.

Renault

The factory declined to enter, although they expect to reappear at Portugal. They were represented by semi-official teams with Tour de Corse model cars which handled much better than the year before, with Therier driving for Renault Chartres with Diac Credit

sponsorship (21QV28), Saby with Philips Autoradio (6711WE38), Chatriot with Diac (44EHN75) and Snobeck with Budget (3892QD98). The first three used Michelin, the last Pirelli. For the first time the cars had 300bhp.

Achim Warmbold gave the new Mazda its Championship debut despite inadequate brakes.



Subaru

Shekhar Mehta drove a semi-official four-wheel drive EAB5 sedan for Yoshio Takaoka (GM58NII272) who also completed with an identical car (GM58NII271). This was the first time Subaru have appeared in Group A specification but they were similar to Safari Group 2 cars. The cars arrived with Bridgestone tyres but they proved unsuitable for studding and so they used Michelins instead. The 1800cc engines developed about 120bhp and the cars weighed about 1000kg.

Mazda

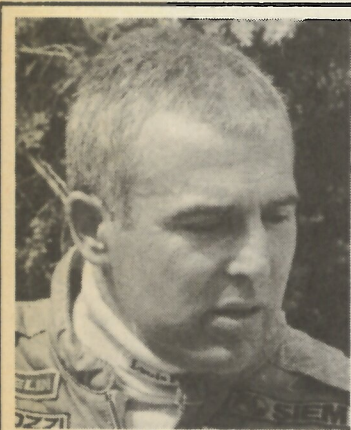
Mazda Rallye Team Europe used 180bhp turbocharged versions of the front-drive 1500cc hatchback, which the previous year had given 100bhp in standard form. The engine, transmission and brakes were the same, and though stronger gear teeth were fitted, the brakes were found to be inadequate. Three identical cars were prepared in Belgium for Warmbold (BXN325), Carlsson (CCA753) and Sillankorva (BLL604), and the computerised engine is intended to deliver power from 3000rpm. Testing showed that 120bhp was available at 4000rpm but the competition engines put power higher in the rev range.

Work on the RX7 is continuing, when it appears in evolution form it will have a 2.6-litre engine, lightened bodywork, weight balance set rearwards and a large oil cooler in the rear spoiler, like the Quattro.

Volkswagen

Grundel used his 1800cc RAC Group A winning car re-bodied and painted in the colour of a new sponsor (Votex), number WOB-V28. The car gave 166bhp, slightly less than his old 1800cc car used by the Swede Olaf Larsson. The promised four-valve replacement Group A car has now been deferred to the start of 1985 at the earliest, though Grundel will appear in mid-season with the new longer body car with the same 2-valve engine.

Deeper into the morning, when the cars arrived at the first rest halt, at the GrosPierre resort, situated on the side of a mountain, the Italians' only moment of glory on the whole event had gone. An



Andruet — ignition problems.

Andruet's exclusion

In a classic example of action from the Monte Carlo organisers, French favourite, Jean-Claude Andruet and co-driver Sergio Cresto, were excluded from the competition before the start of the second 'lap' of the Final Run.

Their Lancia Rally had been in eighth position when it arrived at the Monte Carlo control, although as the car had not been starting properly, Andruet was anxious about the 1 hour *parc fermé*, before the last trip over the final five stages.

"So he asked permission from a steward," explained Nini Russo, Lancia's team manager, "and he gave his permission, to have a look. The co-driver lifted the cover to the engine compartment and pushed the lead to a spark plug. Nothing else, there was no work on the car, nothing at all.

"But when Andruet returned to the car, he was given a piece of paper, by the same man that was asked earlier, and it says that he is excluded." Russo continued to explain that the whole operation had been carried out in a highly irregular fashion, with little regard for the — very clear — regulations which exist in such circumstances. Apparently, there was only one signature on the form, no time had been indicated to qualify when the order was served on Andruet and, in Italian eyes, this order amounted to nothing.

"With this piece of paper," continued Russo, "the Steward of the Rally has said that I can do anything. We could have this rally cancelled from the World Championship . . . but I don't think it will happen. It is just that they had time to do it properly if they thought that there was something wrong . . ." The Lancia team underlined that, had permission to open the cover been refused, then no action of any kind would have been made in *parc fermé*.

accident involving the Porsche of Jean-Paul Ayme and Brigitte Ayme had left the occupants injured on the third test, and then Le Mans veteran Guy Chasseuil went off into spectators sadly killing one, and cancelling the stage as emergency services arrived on the scene.

Blomqvist led, but there was some confusion in the Audi camp, as on SS5, Rohrl had beaten both team mates by around 1 min, keeping the Swede's lead to just 13secs. Conditions there had been difficult, with swirling snow reducing visibility to virtually zero, and sometimes favouring those in the right place at the right time. Mikkola certainly thought that he had been fastest when he emerged from his chalet the next morning and a fair bit of discussion followed. Rohrl's time, it seemed, had been changed at the finish line, after a mistake had been made.

Standing in the sunshine that morning, Rohrl was obviously in confident mood, already with two fastest times to his credit. "The first three stages were virtually undrivable," he explained, with the usual flailing arms to emphasise the point, "and if I had not been in a four-wheel drive car, then, for sure, I would not have got through. But since then it has been better, and left foot braking is definitely the only way to make this car turn . . . Even if I am still learning."

In contrast, Mikkola — in much more relaxed state of mind compared to last year's championship chase — was even now aware that his chances of victory had been cut when he had the wrong tyres on at least one stage. The gap was over 1min, and already it was a two horse race, with Mikkola soon to accept that fact, and take on a supporting role after another Michelin tyre selection which proved unfortunate.

Theriat was fourth already, and going to stay there to the end, Saby was clear of

Alen with his Michelin shod Renault, then followed Darniche (sticking clear of left foot braking in the 80 Quattro), Grundel in the VW, Snobeck, Biasion, and Ingvar Carlsson heading an impressive Mazda 323 operation, the car on its first World Championship event, and ahead of another newcomer, the Group A Toyota Corolla (revised version) of Klaus Fritzing. Unfortunately, neither would get to Monte.

These two men were, however, the exception to the rule, and for such troubled times, with the weather again deteriorating badly as the rally moved around Vals-les-Bains, there was not a single retirement in the top 20 seeds. It was a record which would continue, with the Ingolstadt cars setting the trend up front.

Until now only minor boost problems had been experienced on the cars, and team boss Roland Gumpert, while denying that any changes had been made to the servicing arrangements was staying well clear of the 'workers', and sticking to issuing orders. He wanted to see more discipline in the ranks, and extra work back at base would later pay dividends.

But for now it was down to the drivers, with some classic stages and a lot of pressure between Rohrl and Blomqvist. Until this point the only time Blomqvist had opted for a different tyre it had paid off, with a chunk of time he needed to stay up front. He did it again on the first one of the day (La Souche, at 2.00pm) to sneak another 23secs from Rohrl, who instantly responded on Burzet to retrieve 30secs, and bring the gap back to 6secs.

But he wasn't happy, reaching the finish line in furious mood, and complaining bitterly about the tyre choice. That he had just been fastest did not matter, he knew he could have done better, and by this stage of the event one would have been forgiven for thinking

that he had spent most of his working life in the seat of a turbocharged four-wheel-drive machine, such was his expertise. Even on stages which were virtually all-snow, Blomqvist could expect no quarter, and he too was enjoying the competition.

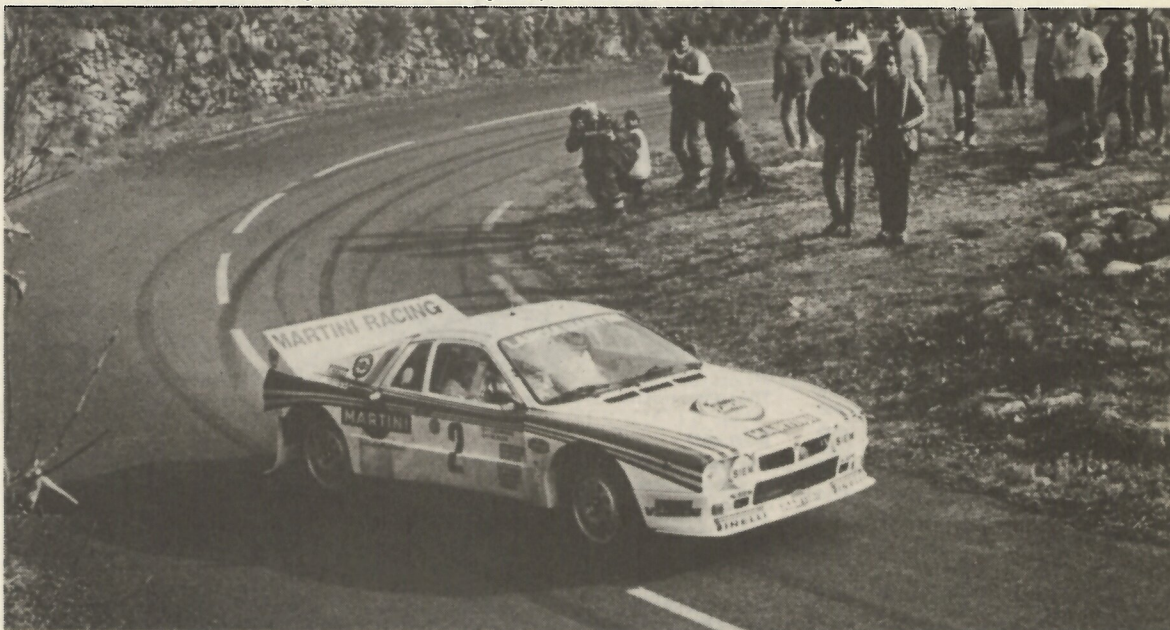
"If you give him a decent car," explained Blomqvist, sweating hard at the end of the stage, "then this is what we must expect." The Swede, however, had a handicap, which would have seen a lot of others showing the pressure in classic "bad mood syndrome".

On virtually every stage he would catch Jean-Luc Therier or Jean-Claude Andruet, perhaps the slowest of the Martini trio, sometimes over 5mins slower (Andruet never got into the rally at all). Then, by the Continental timing system, both would start the next stage in their "normal" position, ahead of the Swede, and he would face the whole operation again. While never being deliberately blocked, in treacherous winter conditions, with snow and ice cleared to give perhaps one narrow track on the mountainside, there was little option but to sit and wait for an opportunity.

And all the while Rohrl — with his own problem of running first car on the road, and sometimes clearing a path for others — was closing in. Such were the conditions at the top of Burzet, that Markku Alen, following as second car on the road, believed the German to have gone astray.

"I saw the wheel marks in the snow," described the Finn. "but you know . . . I thought they were too far left, so I put my left wheel in the right track to be safe. And I ran into a mound of snow, which it was impossible to see because it was blowing like a wave. And I was there six or seven minutes, and could do nothing." The whole Lancia exercise was becoming

Markku Alen eventually finished in eighth place after starting a rally that he had a real chance of winning.



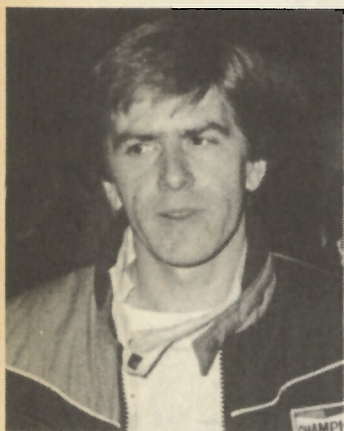
Stage times

	1	2	4	5	6	7	8	9	10	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Walter Rohrl..... Quattro	11.05	34.54	17.24	31.20	19.15	34.10	18.07	16.57	21.29	20.26	19.00	32.34	15.09	24.50	11.09	14.28	15.35	22.11	19.40	23.14	15.12	15.18	21.29	19.51	23.02	14.40
Stig Blomqvist..... Quattro	10.29	33.39	17.54	32.28	18.52	34.40	18.19	16.27	21.34	20.05	19.28	32.43	15.15	25.00	11.17	14.36	15.51	22.27	19.27	23.53	15.17	15.27	21.11	19.29	23.16	14.38
Hannu Mikkola..... Quattro	10.47	34.53	18.01	32.16	19.19	36.06	18.23	16.57	22.06	20.24	19.25	32.51	15.41	25.48	11.23	14.53	16.12	22.33	20.23	23.51	15.17	15.37	21.28	20.47	24.33	15.15
Jean-Luc Therier..... 5Turbo	11.15	35.33	19.01	32.59	20.14	36.15	18.49	17.40	23.04	21.00	20.13	34.32	15.46	26.01	12.45	14.40	15.31	22.51	20.51	23.39	15.50	15.00	22.07	21.10	24.01	15.36
Attilio Bettiga..... Rally 037	11.56	35.53	19.50	34.34	24.37	38.49	19.18	17.24	22.18	21.39	20.10	34.49	15.34	26.40	12.12	14.42	14.56	22.49	20.13	24.08	15.28	14.17	22.27	20.42	24.34	15.12
Massimo Biasion..... Rally 037	12.06	36.07	18.42	38.04	20.59	38.07	19.24	17.52	23.08	22.08	21.40	34.45	15.47	27.00	12.48	15.18	15.04	22.39	20.37	24.01	15.38	14.51	22.51	20.44	24.10	15.35
Bernard Darniche..... 80 Quattro	12.04	35.39	19.38	35.18	21.03	36.52	19.51	17.29	23.10	21.38	20.14	34.42	16.49	27.12	12.15	15.53	17.10	23.25	20.37	24.33	16.41	16.11	22.23	20.14	25.05	16.23
Markku Alen..... Rally 037	11.23	36.28	18.30	34.47	20.59	41.46	19.08	17.32	22.05	21.05	19.23	34.24	15.18	26.15	28.36	14.40	15.07	22.17	20.39	23.59	15.13	14.41	22.00	20.52	23.37	15.21
Kalle Grundel..... Golf GTI	11.37	35.20	19.44	37.03	21.34	38.23	20.13	18.10	23.39	22.27	20.55	35.14	16.16	27.28	13.30	16.42	16.44	23.05	21.10	24.47	16.37	15.45	22.28	23.19	24.12	15.31
Timo Salonen..... 240 RS	12.01	37.50	19.32	36.45	21.31	42.22	20.18	18.24	23.33	22.42	21.44	37.08	16.08	26.52	12.53	15.12	16.24	23.39	21.18	24.20	15.34	15.27	22.27	21.57	23.40	15.12
Jean-Claude Andruet Rally 037	12.12	36.11	19.32	38.17	20.49	36.51	19.48	17.41	23.01	23.25	21.36	34.45	15.59	27.35	12.25	14.52	—	—	—	—	—	—	—	—	—	—
Shekhar Mehta..... Subaru	12.51	38.19	21.10	38.22	22.48	41.52	22.16	19.05	24.51	24.12	22.24	35.59	18.28	29.34	13.39	17.31	17.41	29.25	21.32	—	16.46	16.41	23.33	21.35	25.30	17.15
Bruno Saby..... 5Turbo	11.18	35.13	19.53	33.58	20.15	37.31	19.13	17.37	22.53	21.38	20.08	34.24	15.36	26.08	12.25	15.04	15.24	22.57	20.54	—	—	—	—	—	—	—
Terry Kaby..... 240 RS	12.42	39.12	21.35	36.31	27.51	42.51	20.27	19.55	27.18	25.22	22.14	37.55	16.34	28.05	14.29	16.11	16.54	24.05	22.19	24.31	16.14	16.02	23.41	22.32	35.06	16.07
Dany Snobeck..... 5Turbo	12.30	36.48	19.49	35.48	22.16	38.55	20.14	17.39	23.19	22.36	21.37	35.08	16.18	26.48	12.32	15.16	16.02	23.19	30.08	—	—	—	—	—	—	—

MONTE CARLO RALLY

acutely embarrassing, and as some suggested Alen was demotivated, others attacked the tyres, someone mentioned the ice note crews, their schedule and anyone else who wasn't present at the time.

Throughout that sunny afternoon, the snow line on the mountains would occasionally disappear, hung under a vast wall of deep grey cloud, carrying a load of snow which would soon be presenting new problems for all concerned that Tuesday night. When the convoy arrived in Gap, making its way through deep snow after some difficult passes, Rohrl had held the lead briefly. Blomqvist immediately snatched it back, and the margin stood at 19secs. Mikkola had by now opted out, to play the back-up role and turned down the turbo boost, after bad tyre recommendations had cost him too much time. Further down the order, the Renaults — also with Michelin — were safe, with Darniche's 80 Quattro edging ahead of Bettega's Lancia as the conditions deteriorated and four-wheel-



Newby — no more Kittens.

Ambition achieved

After a number of years of trying Graham Newby (remember the Kitten?) achieved a personal ambition on the 52nd Monte Carlo Rally by winning his class with a Vauxhall Astra, co-driven by Stephen White. Entered in Group A — although the car was only to Astra Challenge specification — the pair started from Dover, concerned that snow might leave them outclassed.

"But after two stages," explained co-driver White, "we found we were much quicker than the French drivers, and we started to enjoy it all the way. People were going off left, right and centre, so when we found we had a sensible lead, we tried to play a tactical rally . . ."

Despite some remarkable fast times, (they were regularly in the top 40 times, the 30's occasionally) morale was hammered at the end of the 18th stage when they were penalised 30 minutes for using illegal studs. Purchased from Michelin in this country, the wrong number of studs had been applied, and while the advantage was minimal the penalty meant the class lead was chopped.

It is to the credit of both men that they battled on, stayed ahead in their class, and eventually reached Monte Carlo, to finish in 50th place overall (it would have been 30th without the stud penalty) winning the 1300cc Group A award, and the Promotion prize for that class as well.

"The car was so reliable it really helped," continued White, "and the only thing we changed was an alternator, and put in more petrol. It was all done on a low budget, but we could not have done it without the backing from Autohomes, Tice of Wimbourne, Ebblake Tyres, and RSD Rally School. A fantastic experience."



Blomqvist power slides his Quattro in pursuit of Rohrl's similar machine.

drive played a more important part than outright power.

It was interesting to hear Darniche's request for more power as the event progressed, but at this point he was happy just to have power at four corners, as even the run in to the control was difficult.

So much so, that some people collected road penalties on the way in, including Rohrl and Geistdorfer. With a penalty of 1min per minute late, the whole accent of the event looked as if it could change, until those further down the order hit even greater delays, and the organisers cancelled road penalties.

Rohrl had escaped again, while Italian youngster Micki Biasion could also count himself lucky after a 50mins mistake on the 11th stage. As others became hopelessly lost in the white-out conditions, the stage was cancelled, the Jolly Club Lancia regained the road, and scraped in for the six hour rest halt in the town. In fact, the drivers had an extra couple of hours as the opening two stages were scrapped because of the conditions and so the first stage on Wednesday morning was Chorges.

With the start on hard packed snow, the day was clearing — with hardly a trace of the chaos from the night before — as the leading Quattros stormed from the line, gaining 4secs over the first 110 metres. Four-wheel-drive was crucial. While Renaults, Lancias, and the two factory Nissans scabbled for grip, anything with 4WD was quickly into the

stage. And that included Shekhar Mehta's Subaru, the Kenyan resident enjoying himself, but having to make the most of a low-key, one-tyre setup, which made life difficult.

Rohrl: "Left foot braking is the only way to make this car turn . . ."

Kalle Grundel was another trying ever so hard, but he was on the receiving end of the 4WD treatment. "I am trying like hell, but as in the big class, there seems to be little that I can do about the Quattros . . ."

Even when the conditions perhaps favoured the conventional cars for the opening sections of a stage, the drivers had to adopt a cautious attitude for fear of ripping out the studs and then reaching the ice and snow with only wrecked rubber available. The start of the familiar Sisteron stage was a perfect example as Alen crawled from the start line, feeding in 320bhp through two narrow, studded bits of rubber which then had to take him over sheet ice and slush for 36 kilometres. What he lost on the swings, he lost on the roundabouts as well, and the whole of Italy knew it.

Even when conditions might have helped, as on the next batch of stages, some of which were in reasonable condition, such was the state of the Rohrl/Blomqvist battle, that they were still quickest. While the Swede had been

tops in the snow at Chorges, now it was looking more and more as if Rohrl was getting to grips with the Quattro. Fastest on the Col du Garcinets, the German opted for a compromise tyre on the next stage at Puimichel, despite the fact that it was virtually all clear tarmac with only a couple of icy sections. Blomqvist took a race equivalent, and the thousands of spectators lining the route were treated to a classic duel, on a beautifully sunny day.

About 10 kilometres into the stage Rohrl arrived at a tight hairpin left in dramatic style. It was the sort of corner which has caught out Quattro drivers since the car arrived on the scene, but the German made it look like he was still at the wheel of a Lancia Rally. Flicking it sideways, the car's momentum swung it round the hairpin, and with a swift kick from the near 400 bhp machine the crowds were delighted and waving as the yellow, white, red and brown coloured billboard blasted away to take the lead.

Such drama demanded instant action from the statutory gendarmerie, but the argument about who could stand where had little time to develop before the crisper, singing Lancia of Alen broke, and the Finn handbraked his way round the hazard, raising cheers from the hordes once more.

Not that everyone could be guaranteed such treatment, as less spectacular performances would get the thumbs down treatment as each member of the group confirmed that he or she could of course do better. Remaining members of the Audi team came in for quick stick, and there seemed little sympathy for Blomqvist, who as they howled disapproval, was in the process of losing his lead for ever. Entertainers continued with Jean-Luc Therier, Saby and our own Terry Kaby, who always seemed to be attacking, and overcoming the next obstacle. Tyres were the main sticking point, the choices less than limited, although an incident on the second stage remained firmly in the mind. A broken fan belt meant that although the engine temperature stayed healthy, a lack of lights (even the co-driver's map light disappeared) meant things were decidedly hairy on the final 16kms. Following someone's lights eventually helped, but Kaby and Gormley would have to struggle, if they wanted to see Monte Carlo.

The tension up front was showing, Rohrl's tyre choice for Puimichel had obviously been right, and now he would take the chance, going for the Michelin THX A2 — suited to a mainly tarmac

Kalle Grundel ploughs into a snow bank in the Group A Golf, showering the onlookers with some well used off-white snow.



Through the stages with Terry Kaby

The ever-changing conditions on this year's rally presented an enormous problem, with particular regard to tyre choice. Terry Kaby, running with the Nissan team in a 240RS took time to explain what the roads were like, when he went through the tests . . .

SS1 Mont Revard 14kms: This one was clear to start over the first 4kms, then there was a bit of slush, and it was completely snow-covered once you were on top, right to the end.

SS2 La Chartreuse 44kms: Snow and ruts for the most part, when it was possible to keep the car in the ruts. From Col du Porte to the end, around 3 or 4 kms, it was loose snow.

SS3 St Jean en Royans 39kms: Clear for the first 10kms, but the section afterwards was packed with a bit of loose snow blowing about. Then there was a mixture of softer stuff, and slush, with the last 2kms clear. This was the stage Lancia elected to do a complete tyre change mid-stage.

SS4 St Bonnet 26kms: This one was really slippery, and it was snowing when we got there. Sometimes there was ice underneath, but the top stuff was powdery and difficult.

SS5 Antraigues 37kms: It snowed just before the stage start, although when we got there the first half was pretty dry, and on top — maybe for the next 5kms — it was icy, which I think was the bit that caused most people the trouble. There was a lot of new snow, with some ice underneath afterwards

SS6 La Souche 27kms: This was dry tar for the first half, then the next 5kms were on soft snow, which became hard packed as we went up. On top the wind was blowing hard, so it was quite loose, then it got rutted and harder towards the end. We lost the studs near the start, and that's when we went off.

SS7 Burzet 45kms: Completely dry for the first 13kms, then there was some ice and packed snow, which was there all the way down. The last 4kms became drier towards the end, but the top was bloody slippery.

SS8 St Nazaire 23kms: The first 8kms were dry, then on top it was patchy ice, and then solid ice on the way down. The last 5kms were fairly dry.

SS9 Col de Perty 20kms: Dry for the first 3kms, then very icy, with hard packed snow on top. This continued to the 1st bit, and then it was patchy, probably for the last 2kms.

SS10 Col de Faye 29kms: Snowing from start to finish, and it was really bad on top,

deep rutted snow, which became hard packed to the end, probably for the last 9kms.

SS11 Col de Espreaux 32kms: Snowing very badly when we got there, I could hardly see, and the road section afterwards was just as bad. Later cancelled, when people got lost!

SS12 Barrage du Sautet 18kms:

SS13 Chateau d'Anelle 11kms: Both stages cancelled before cars arrived.

SS14 Chorges 23kms: The start was hard packed, uphill, and we could not get off the line. It was ploughed wide at the start, and the middle was fairly soft snow, but narrower. Then after about 10kms it widened, and the last 5kms were better, and downhill . . .

SS15 Col de Garcinets 22kms: Snow from start to finish, but fairly grippy without too much uphill work. No dry bits at all.

SS16 Sisteron 36kms: Dry, getting patchy going up for 6kms, which was then packed snow until the last 4kms all of which was on packed ice. Then there was a bit of slush, and by the finish the road was just damp.

SS17 Pulmichel 21kms: Completely dry up to the hairpin after 10kms, then, the next 5kms uphill was clear. After that there was patchy ice, and a little bit of solid ice uphill, maybe only 300yards. Then it was OK to the finish, and this one was probably 90 per cent tar.

SS18 Castellane 33kms: First 5 kms only had about two corners with ice, most of it

thrown by spectators, but on the main road bit afterwards it was clear to Comps. After Jabron it was clear until the last 10kms which was downhill and very narrow, solid ice, and really slippery. The Michelin man described it as "very dangerous" . . .

SS19 Col de Bleine 16kms: The first 6kms were about 50-50, with about 200 yards of ice, then clear bits, depending on where the sun was shining. The next 5kms uphill was sheet ice — we struggled, and this was where Markku went off for a while — and the last 5kms were 50-50 again downhill and a bit dodgy; very quick.

SS20 Loda 16kms: This was 99 per cent clear, but there were two bits — each about 500 metres of solid ice on uphill shaded bits. The last 6kms were clear.

SS21 Col de la Madone 18kms: Damp tarmac, sometimes wet with bits of ice on maybe three or four corners.

SS22 Col de Turini 22kms: Lots of different surfaces on this most famous of tests, with the first 5kms damp, followed by 3kms of patchy ice, 7kms of solid ice and snow, rutted in places, and then 3kms of patchy ice, finishing — for about the last 4kms — with damp tarmac.

SS23 St Saviour 22kms: About 5.5kms of damp roads, then soft snow to the end, with lots of snow falling as we completed the stage.

SS24 Col St Raphael 28kms: Very patchy ice for about 8kms, but mostly clear . . . then



Kaby — happy to have finished.

a wet bit where Saby went off, and lots more gravel and mud. I think most people actually did the stage on forest type tyres, with studs.

SS25 Loda 16kms: Very like the first time we went through, with about 99 per cent clear and only a couple of bits of solid ice, each about 0.5kms long. Probably damper than the first time.

SS26 Col de la Madone 18kms: Similar to the first time (SS21), but drying, with daylight coming up.

SS27 Col de la Turini 22kms: Wetter than the first run with the surface breaking up, slushy sometimes. Better than our first time through the stage, however, when we had a problem in front of the television cameras . . .

SS28 St Saviour 22kms: More slippery than the night stage with the soft top slush-snow giving way to ice.

SS29 Col St Raphael 28kms: Some patchy ice, most of which had cleared, although I found a bit that had not after about 4kms. The next 5kms were clear, then there was thin snow for about 7kms and the last bit was clear. We actually went off on a fast right into hairpin left, and I missed the fast right and arrived at the hairpin from the wrong direction. The car never reacted to left hand bends throughout the rally, following the early damage inflicted by a following vehicle — Ed.

SS30 Loda 16kms: As the first time, but wetter, with puddles in places, and a good clear road towards the end . . .

Terry Kaby's Nissan looks slightly the worse for wear after being struck by his own crew!



stage — while Blomqvist took the A3, better if it was more slippery.

By the finish, Rohrl was 10 secs clear, but Blomqvist was dispirited. Sweating hard, he climbed from the car at the emergency service point just outside the village, as "Captain" Cederberg confirmed that the margin to Rohrl was now 13 secs.

"Shit . . ." Blomqvist was not complaining about the tyres. "I got to a hairpin, and the gear lever felt loose and funny, and I had to take a second to get away, and then be careful after every time . . ." He faded back into conversation with Roland Gumpert, as the mechanics hurried to remedy the problem.

But with two stages remaining before Monte Carlo the Swede must have felt a little bit like Mikkola had felt earlier on. Conditions had dictated that victory would be difficult, at least this time round.

Rohrl was fastest on the next stage, Blomqvist gambled on racing rubber for the final one, but it was not enough. Rohrl led as the cars rolled down out of the Maritime Alps, away from the snow and a long rest. The difference between the cars was 29 secs, hardly much considering the adventures and troubles the drivers had struggled through, but it was enough to set Walter in line to equal Munari's record of the Stratos in the '70s.

Back in the Monte Carlo Beach Plaza, with the formalities of scrutineering completed, and the cars in *parc fermé* for the night, Andruet and Blomqvist had a

chance meeting in the reception area, which helped to underline the problems of being seeded at number 7.

"For me it is not important," ex-

Bernard Darniche was the overall Group A winner in the Audi 80 Quattro.



plained the Frenchman, "but for you it is the rally . . ." He could not have put it more perfectly. The number 7 Quattro had overtaken 23 cars in stages on its way south, and would now hold station until the finish. Mikkola was third, Therier fourth, "despite this being an old car!" Saby fifth, and Bettiga following after Alen had a worrying moment on the 19th stage.

"I had used the studs on the left side of the car," explained Alen, "and when I hooked it in at the sharp corner it spun, where there was a drop, down . . ." Others put it at around a 200 ft verticle drop.

Darniche still held the top Group A position, Snobeck complained about his tyres in the slushy conditions, Grundel continued in dramatic style, and François Chatriot ended what had been an upward climb, by taking the wrong route in a stage, which he apparently reced without a road book! Still he was there to ensure that some sort of record is established with all of the top 20 starters classified as finishers. Only the leading 100 would start the Final Run, although through Thursday afternoon the chaos that surrounded the service area along the coast, would have suggested that half the country was still involved.

First into the park were the two leading Quattros, with raised voices indicating

MONTE CARLO RALLY

►► some rapid work scheduled for the 30 mins service time. Both had new gearboxes fitted in record time (about 18 mins) while Mikkola's car had the same treatment on the way in on Wednesday.

Up the lane, Lancia had achieved the same thing, although the difference in the cars was underlined as the Italians had an easier job without so much rush, and the Germans were pulling off exhaust systems and all sorts of accessories to complete the same job.

Overseeing the work, Gumpert was questioned about the possibility of team tactics for the last 10 stages, replying in a remarkable way. "The position is clear, as the stages are nearly 100 per cent asphalt and everyone knows that Walter is quicker than Stig under these conditions. I am not surprised at Walter's speed, but I know that Stig has been at a disadvantage, and lost many seconds overtaking cars." So, while no official order was made, maybe there was a 'suggestion' at some point. Bearing in mind the 1983 experiences in the championship — it would have been silly to give Lancia the chance to steal a few more points than they deserved, by letting team drivers fight among themselves, and invite problems.

While the mechanics fixed the cars, therefore, some drivers went to the hills for a look at the odd stage, and only a few seemed to go to bed. The last night would be entertaining for most, although with the conditions improving, Lancia saw a chance of getting into the middle of the Renaults, and at least saving some face. **Positions at Monte Carlo after 20 stages:** Rohrl, 5h 42m 17s; Blomqvist, 5h 42m 46s; Mikkola, 5h 49m 23s; Therier, 6h 00m 17s; Saby, 6h 03m 14s; Bettega, 6h 06m 55s; Darniche, 6h 09m 14s; Biasion, 6h 14m 15s; Andruet, 6h 15m 32s; Snobeck, 6h 20m 03s.

It was perhaps, the threat from the Lancia drivers that served to psych the semi-professional Renault stars who had done so well up to now, because the only thing of note that happened through the last two laps of five stages concerned the Renault trio of Saby, Chatriot and Snobeck, all of whom had accidents. Away from the special stages, there was the Andruet incident, but that's a different matter, which occurred midway through the last stage. Earlier on, it was team mate Bettega who chalked himself up a fastest time on la Madone,

the opening test of the circuit, which then took the cars up onto the Col du Turini for the first time. With a healthy number of Italians matched in continuous battle with the crowd, it resembled a football match at times, with the slithering rally cars something of a side attraction. Until they arrived, when the spotlight turned finally to the drivers.

Even now the conditions were difficult, with rain lashing in the wind, mixed sometimes with snow, and ice lying underneath. With the turbo boost back down to normal, the Quattros continued in formation, sans incidents, apart from Blomqvist who admitted to knocking a spectators car out of a ditch!

The number 7 Quattro had overtaken 23 cars in the stages . . .

Bettega had the Italian faction cheering the most, slicing greatly Saby's advantage with every stage, until the Frenchman tossed it off. He could not hope that Therier would do the same, because experience had taught the Diac-backed driver to make up time on the remaining slippery sections, and remain unfussed by the pace of the Lancia on the little bits of tar remaining.

It was something of a surprise when Snobeck and then Chatriot also went off, and while Snobeck got to the stage end, his car was finished. These events meant that Andruet was up to eighth when he returned to Monte Carlo after SS 25, when cars were put in *parc fermé* for one hour, and drivers took a break before the final section restarted at around 6.00am. The organisers then involved themselves in a needless piece of politics which saw Andruet — who has been critical of the rally in the past — excluded for working on his car, after permission had been granted.

With Bettega again making fastest time on Madone second time round and the sun just about breaking through, the third Martini man, Alen again found himself in the middle of a moment, although this time, it was someone else's problem.

"I was trying like hell, coming behind Grundel in the Golf, and he was going sideways — really sideways — and I was sure that something would happen when

we got to a slow corner, which I cannot see round. He was in the middle of the road, completely blocking, and waiting for me to come in his door . . . But I stopped just maybe 1 centimetre from the car. Nearly catastrophe . . . ohhh."

Grundel's problem had been Salvador in the Opel, but he was next to go, again through an accident, so for a while it looked as if a clear ninth place was in store. Then Timo Salonen suddenly lost 2mins road penalties (applied earlier by a mistake at the chaotic service point on Thursday) and found himself level with the Volkswagen on penalties, but 10th because Grundel was quickest on the first stage, four days earlier.

Both manufacturers at least gained some championship points, and, of course, VW benefit from Grundel finishing well in Group A, something he is sure to do regularly this year.

Nissan also made a start, if a fairly difficult one for Salonen, although it was Terry Kaby who had the uphill task, but eventually got there in 17th place. The car was never the same after being hit early on by a service truck — it did not steer round left hand bends, and yet Kaby had fought it all the way. Only in the closing hours did he make a mistake and take off a corner at a hairpin covered in black ice . . . while the television commentators loved the style all the way, the second — rather battered car —

Facing Page

Top left: Mikkola leaves the Aix-les-Bains start in his HB Audi Quattro. Top right: Alen struggles manfully with the Lancia on the Monday night. Bottom: Walter Rohrl took to the Quattro like a duck to water, revelling in the tricky conditions. Photography: Colin Taylor Productions.

usually appearing with the announcement: " . . . très spectacular . . . Cabby . . ."

No-one will expect to get too close to the Big Two for a while, however, as the depth of talent in the teams from both Audi and Lancia is immense. German enthusiasts will say that Audi waited a long time for a suitably traditional 'Monte'. Both Blomqvist and Mikkola may feel moved that it should coincide with the arrival of Rohrl, but his inclusion in the Ingolstadt camp ensured that the 1984 calendar got off to a fabulous start with a difficult, challenging event, and a worthy winner.

Following such a serious defeat, Lancia, will be anxious to recover lost ground next time the parties meet — in March — where the venue will be Portugal. "We have lost this battle," admitted one personality, "but we have not lost the war . . ."

MONTE CARLO RALLY (MC)

Jan 22/29

World Rally Championship for Drivers, round 1

World Rally Championship for Manufacturers, round 1

1	Walter Rohrl/Christian Geistdorfer	Audi Quattro	8h 52m 29s
2	Stig Blomqvist/Bjorn Cederberg	Audi Quattro	8h 53m 42s
3	Hannu Mikkola/Arne Hertz	Audi Quattro	9h 05m 09s
4	Jean-Luc Therier/Michel Vial	Renault 5 Turbo	9h 16m 53s
5	Attilio Bettega/Maurizio Persissinot	Lancia Rally	9h 21m 41s
6	Massimo Biasion/Tizian Siviero	Lancia Rally	9h 29m 49s
7	Bernard Darniche/Alain Mahe	Audi Quattro	9h 32m 39s
8	Markku Alen/Ilkka Kivimaki	Lancia Rally	9h 36m 05s
9	Kalle Grundel/Peter Diekmann	VW Golf GTi	9h 44m 53s
10	Timo Salonen/Seppo Harjanne	Nissan 240RS	9h 44m 53s

Starters/Finishers: 209/121. 75 completed the final run.

Group B: Results as for overall classification.

Group A: 1, Darniche/Mahe; 2, Grundel/Diekman; 3, Achim Warmbold/Mathias Fetz (Mazda 323 Turbo), 10h 01m 36s.

Group N: 1, Pierre Bos/J C Leuvrey (Audi 80 Quattro), 10h 34m 57s; 2, Guy Chasseuil/Dan Blain (Audi 80 Quattro), 10h 48m 36s; 2, B Jassaud/Gerard Avenel (Renault 5 Alpine Turbo), 10h 52m 00s.

Rally leaders: SS 1 to SS 7, Blomqvist; SS 8, Rohrl; SS 9 to SS 16, Blomqvist; SS 17 to SS 30, Rohrl.

Leading retirements: Bruno Saby (Renault 5 Turbo), accident, 23 stages completed; François Chatriot (Renault 5 Turbo), accident, 23 stages; Dany Snobeck (Renault 5 Turbo), accident, 23 stages completed; Klaus Fritzing (Toyota Corolla), accident, 16 stages.

Rally details: Official start points in eight countries, at Bad Homburg (D), Sestriere (I), Paris (F), Monaco (MC), Barcelona (E), Lausanne (CH), and London (GB) on Sunday, Jan 22, with cars arriving in Aix-les-Bains on Monday morning for the competitive sections which began on Monday night. The Common Run included 20 stages totalling 548kms before reaching Monte Carlo on Wednesday at 1800. There were rest halts in GrosPierre (Tuesday 0655 to 1255), and at Gap (Tuesday 2300 to Wednesday 0508). Four stages cancelled (SS 3 due to accident; SS 11, 12, and 13, due to weather conditions). Final Run restarted at 2200 on Thursday with 11 stages totalling 240kms for the top 100 cars only, finishing in Monte Carlo, Friday, at 1400. Total rally distance approximately 3600kms with 30 stages of 760kms.

Group N over 2000cc: 1, Bos/Leuvrey; 2, Chasseuil/Blain; 3, Bernard Orengo/Didier Brendu (Alfa GTV 6), 10h 58m 56s. **1600cc to 2000cc:** 1, Jassaud/Avenel; 2, JJ Santucci/A Gagliolo (VW Golf GTi), 10h 58m 47s; 3, M Prud Homme/Ch Peltier (VW Golf GTi), 11h 07m 19s. **1300 to 1600cc:** 1, Xavier Thuriot/Remy Levivier (Alfa Sud ti), 15h 49m 36s; 2, Renaud Cavalier/Marie De hou (Alfa Sud ti), 23h 50m 59s. **Up to 1300cc:** M Andre Poyaud/C Andre Poyaud (Talbot Samba), 11h 07m 01s; 2, P L Andre/Thierry Birrer (Talbot Samba), 11h 47m 25s; 3, Serge Couder/Yves Joasson (Talbot Samba), 12h 24m 03s.

Group B over 2000cc: Results as for overall classification. 1300 to 2000cc: 1, Therier/Vial; 2, Christian Dorche (Citroen Visa), 10h 15m 57s; 3, Marc Jean/Christian Hugon (Ford Escort), 12h 07m 11s. **Up to 1300cc:** 1, J P Rouget/F Lelievre (Talbot Samba), 10h 21m 59s; 2, Philippe Kruger/Michel Perin (Talbot Samba), 10h 23m 48s; 3, Claude Haumant/Annie Pratesi (Talbot Samba), 10h 29m 05s.

Group A over 2000cc: 1, Darniche/Mahe; 2, Achim Warmbold/Mathias Fetz (Mazda 323 Turbo), 10h 01m 36s; 3, Minna Sillankorva/J Nieminen (Mazda 323 Turbo) 10h 40m 46s. **1300cc-2000cc:** 1, Grundel/Diekman; 2, Alain Cudini/Gerard Trouche (Alfa Sud), 10h 10m 27s; 3, Shekhar Mehta/Yvonne Mehta (Subaru), 10h 18m 36s. **Up to 1300cc:** 1, Graham Newby/Stephen White (Vauxhall Astra), 11h 37m 54s; 2, Francois Pages/D Daumas (Autobianchi), 11h 57m 11s; 3, Bernard Clerque/Marylin Perard (Talbot Samba), 12h 03m 57s.

Promotion category: 1, Jean-Pierre Rouget/F Lelievre (Talbot Samba), 10h 21m 59s; 2, Philippe Kruger/Michel Perin (Talbot Samba), 10h 23m 48s; 3, Claude Haumant/Annie Pratesi (Talbot Samba), 10h 29m 05s.

Ladies award: Minna Sillankorva/J Nieminen (Mazda 323 Turbo), 10h 40m 46s.

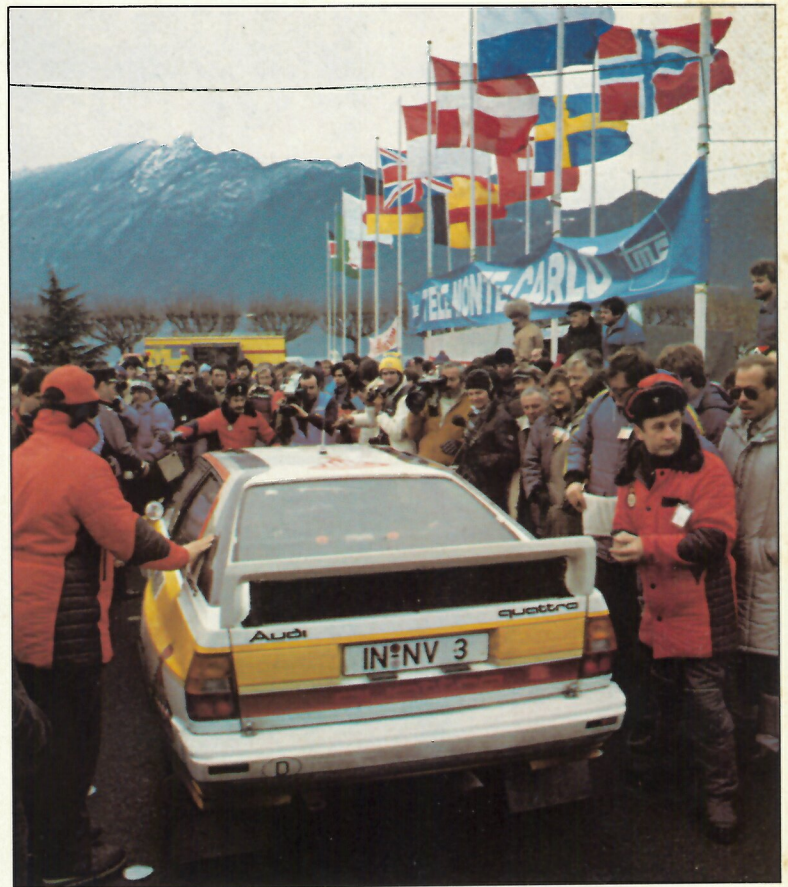
World Rally Championship for Drivers, after one round: 1, Walter Rohrl, 20pts; Stig Blomqvist, 15; Hannu Mikkola, 12; Jean-Luc Therier, 10; Attilio Bettega, 8; Micki Biasion 6; Bernard Darniche, 4; Markku Alen, 3; Kalle Grundel 2; Timo Salonen, 1.

World Rally Championship for Manufacturers, after one round: Audi, 18pts; Renault, 12; Lancia 10; Volkswagen 9; Nissan, 2.

Stage Analysis	1st	2nd	3rd	4th	5th	6th
Rohrl	15	5	4	—	1	—
Blomqvist	9	10	3	2	—	1
Bettega	2	—	2	4	2	4
Mikkola	—	6	11	3	1	2
Alen	—	4	5	4	2	5
Therier	—	1	1	8	2	4
Biasion	—	1	1	—	4	3
Darniche	—	—	1	—	3	2
Saby	—	—	—	2	7	3

Jean-Luc Therier shook the Lancia team by being first non-Quattro home.





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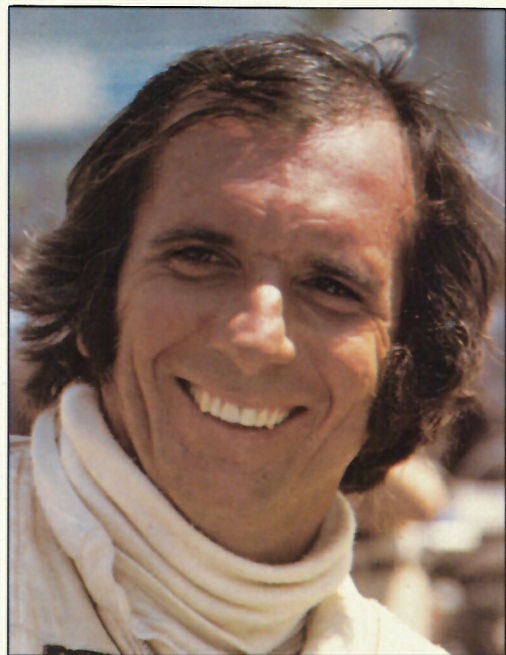
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Emerson Fittipaldi leaves the pits in the Spirit-Hart last week during the Formula 1 test session. Right: Fittipaldi is confident of his desire to race again.

“It’s in my blood”

EMERSON FITTIPALDI discusses his comeback with JEFF HUTCHINSON.

“I know a lot of papers have been saying that I am coming back to racing because I need the money. That’s not true. My brother Wilson and I have businesses in Brazil, and I could live very comfortably for the rest of my life. I want to go racing because it’s in my blood. I like to race! The reason I stopped was because I did not have the motivation. Now I have it again and, of course, Formula 1 is the ultimate racing. If I lose that motivation again, then I stop.”

As Emerson Fittipaldi spoke, his eyes reflected the excitement of going racing again. He was bare from the waist upwards, his old Simpson overalls (worn in his last race at Watkins Glen, 1980) wrapped around his waist to help him keep cool in the 110deg Rio temperatures. He had just finished his first few laps in the Spirit-Hart 101B, in which he hopes to make his Grand Prix come-back.

His slim frame was hardly sweating, his body showing no signs of excess weight. “Physically, I am very fit, as fit as I have ever been,” he said, having celebrated his 37th birthday one month ago. A veteran of 144 Grands Prix, 14 victories, 13 second places and two World Championships, he is still three years younger than Jacques Laffite, and six years younger than Mario Andretti, who won his first World Championship at 38.

So why did he quit in the first place? What saw him lose the motivation to race? “It was the introduction of ground-effect cars. Suddenly the driver became nothing more than a passenger. You had no real control over the car any more. If something happened to one of the skirts halfway through a corner, it didn’t matter how good a driver you were, you had to crash.”

His brother Wilson, sharing Emerson’s enthusiasm for a return to F1, takes up the story. “He would come back to the hotel at night and we would talk a lot about the cars. He would say that he no longer enjoyed the driving. The skill had gone out of it, and his life

depended on a 4ft piece of plastic staying on the road. The cars had lost their feel. And he had lost his motivation to race.”

Emerson’s decision to return to racing was not made overnight. One year ago, when ground-effect skirts were banned, he turned up as a spectator at the Rio tests. He told me then that he wanted to see how the new cars looked and was pleased with what he saw. Drivers were back on opposite lock, *driving* their car.

He was already thinking about racing again: “Last year I raced with Super Karts in Brazil. I enjoyed it and I found that I was still very competitive against the young guys, who were very good. I got excited again, and that’s when I came to Europe and stared to look around for a chance in F1. Now I have driven again. I know that I can race competitively. I am still getting used to the braking points and cornering speeds, but I already feel very comfortable in the car and every lap I feel better.”

“I want to race now. I am motivated, but it also depends on the team having the right money to go racing properly. I learned with my own racing team that it is a big mistake to try and go racing if you don’t have the money to do it properly,” he added.

“We put \$3 million of our own money into the Fittipaldi team,” said Wilson, “and all the time Emerson was driving we were worrying about the financial side of things. This time, if Emerson goes back to racing for the season, it will be the right way. I will stay in Brazil and take care of the business worries and the farm. All Emerson will have to do is to concentrate 100 per cent on his racing.”

The Fittipaldi brothers have a lot of interests in Brazil: a Mercedes agency, a Michelin dealership for heavy duty bus and truck tyres, and a Honda motorcycle agency. In addition to these, they have an orange farm of 430 acres with 200,000 trees. With the Brazilian inflation rate close to 200 per cent a year, it is true that some of the businesses have been hard hit. “Two years ago we were selling around 24 trucks a month. In the last couple of months, we have sold only three,” explained Wilson. On the other hand, the recent Florida frosts have sent the price of orange shares up to an all-time high. “We can have a good life here in Brazil. The most important thing is for Emerson to show people that he really wants to go racing again.”

By the end of the Rio test, in the Spirit, fitted with a tired 400-mile Hart engine that was taking a long time to pick up out of the corners, Emerson set a best lap of 1m 37.2s, which was 17th fastest time of the week. “The chassis feels really good now, but the engine must be costing me at least two seconds a lap,” explained Emerson to Spirit designer Gordon Coppuck, with whom he shared his 1974 World Championship at McLaren.

Let’s hope the money can be found to renew that partnership in 1984 and, who knows, his third World Championship. ■

The second World Championship came in 1974 at the wheel of the Marlboro McLaren M23.





1983 Rally Sport Champions, Les Hurdley and Dave Owen, winning the Kingdom Stages, their seventh consecutive victory.

A bright future

Our review of the 1983 club rallying season

The 1983 club rallying season turned out to be both exciting and significant. The *Motoring News*/BTRDA Championship marked the end of the 'old' road rally rules and concluded with a close fight for the title. The year also saw the start of two new and very important series. Vauxhall introduced their Astra Challenge while Ford revealed the Turbo Championship. Both one-make series attracted great interest; the former being more successful in terms of numbers, while the Ford contest attracted the 'names' and a certain amount of controversy.

In the north, Dave Metcalfe took the Clearlite Rooflights ANECCC title and showed himself to be a star of the future, Les Hurdley totally dominated the *Rally Sport* Championship, and veteran Dom Buckley took the prize for the East of Scotland championship.

Last year saw classic contests at all levels of the sport in Britain. It is among the club champions that we shall find the Open title holders of the future and, if the standard of 1983 is a guide, the future looks bright indeed.

Rally Sport Championship

A drastic change in format for 1983 brought the *Rally Sport* Championship a greater number of new supporters, mainly from the ranks of the clubmen who benefited, quite considerably, from the ban on double-overhead-cam engines and a rule which dictated the use of Goodyear Ultragrip tyres.

The Red Garages Cambrian marked a cold and icy start to the series with championship contenders making up almost 90 per cent of the overall entry. There were few complaints regarding the use of an M&S tyre on the tarmac of Great Orme, although spectator entertainment value was much higher than usual! As expected, Andy Miers/Steve Jones took a maximum score on the over-1600cc Class C with their Castrol-backed RS2000. On their way to a second overall finish they took one fastest stage time and four second fastest. Among the other large-capacity cars to show well was the Kadett of Mike Edmunds/Neil Henderson, the Escort of Jeremy Easson/Tony Smith and the Chevette of Ivor Wigham/Anita Wigham. Dave Adams/Mike Fuller cruised to a relatively comfortable up-to-1600cc Class B win, challenged only by Robin Bradbury/Paul

Ritchings in a similar Escort. Falling some way behind were Dave Brown/Anton Misiuda in yet another Escort and John Tonkin/Jeremy Hough in the first of a long line of Sunbeams. Les Hurdley/Dave Owen gave an indication of things to come by bringing their Escort back to

Andy Miers and Steve Jones were second overall in their RS2000.



Llandudno over 2mins ahead of class rivals Jimmy Vickery/Alan Walters in a Sunbeam and Kevin Macted/Joanne Sackett in their Mk 1 Escort.

Round 2, the Langer Park Stages, offered competitors some 50 miles of unallied stages in the Thetford forest complex in Norfolk, but all did not go well — soft, sandy ground brought horrific stage conditions for crews outside of the top 10 and the retirement rate was high. Les Hurdley/Dave Owen continued to dominate Class A, however, taking a nine point win by 22secs from Kevin Macted/Joanne Sackett. In third position came Jimmy Vickery/Alun Walters, while Graham Standen/Bill Cook followed up in fourth with their Avenger. In Class B Dave Adams/Mike Fuller also repeated their Cambrian result, followed closely by John Tonkin/Jeremy Hough in a Sunbeam, Steve Lyle/John Godwin in another, and Mick Jordache/Alan Goodrick in an Escort. Class C went to Andy Miers/ Steve Jones only after sustaining

a broken halfshaft, and Bob Gramson Steve Mynott brought their Chevette in second with Jeremy Easson/Tony Smith just behind.

Round 3, the Lido Trophy Rally, a weekend-long airfield thrash, rose high in the popularity stakes thanks to success as a socially liquid affair, but it did little to resolve the Hurdley-Miers-Adams tie at the top of the points table. All three crews, once again, gained the maximum number of points from their respective classes, leaving their rivals to fight over the dregs. Adams/Fuller were the luckiest of the three, only just snatching the lead from Keith Davison/Charles Turner who lost all drive in their Avenger a matter of yards from the end of the final stage. Dave Brown/Anton Misiuda brought their Escort into third place in Class B, despite engine problems, and John Cressey/Alan Wilson came fourth in another Escort. Behind Miers in class C came the most spectacular Jeremy Easson/Tony Smith, followed by the Escort of Jon Ballinger/Brian Probert and the Chevette of Bob Gramson/Steve Mynott. Ian Parrington/Sharon Parrington finished second in Class A, despite a 20bhp handicap to Hurdley, and third was the well-battered Escort of Kevin Macted/Joanne Sackett.

Round 4, the Newtown Stages, marked the championship's turning point. Only Hurdley managed to maintain his winning streak and therefore took the lead, albeit a slim one. Dave Adams/Mike Fuller's successful run came to an end when they perched their Escort atop a log pile, and Andy Miers/Steve Jones had their hopes dashed when they spent over 2mins in a ditch in Aberhirnant.

Behind Hurdley in Class A came (would you believe . . .) a Lada in the capable hands of Dave Johnson/James Curtis, while Ian Parrington/Sharon Parrington proved their Lido result was no fluke by bringing their RWD Fiesta in third. With Adams sidelined, it was left to Rob Barry/Eric Dewhurst to score maximum Class B points in their Escort, while Kevin Williams/Andrew Brick and Robin Bradbury/Peter Phillis settled for third and fourth. In Class C Jeremy Easson/Tony Smith finally got the class win they had been fighting for so hard, and John Ballinger/Brian Probert cruised comfortably to a second position just ahead of the stricken Miers.

Round 5, the TSH Stages gave the *Rally Sport* Championship its first overall winner of the year when Andy Miers/Steve Jones (who else?) took a 30 secs victory from the BDA Escort of Ray Radford/Steve Radford — who said single cams were uncompetitive? Roy Gillingham/Pete Egerton only just managed to hang onto their second position in Class C after running out of petrol in the thirsty TR8, while Jeremy Easson/Tony Smith were happy to finish in a lowly third after a fraught day with a clutchless Escort. Yet another off brought retirement for Adams, and Class B then went to the Escort of Dave Brown/John Burrows. Steve Lyle/John Godwin brought their Sunbeam into second place 30secs behind, and John Cressey/Alan Wilson drove their Escort into a fine third place via one or two encounters with Cornish logs. Hurdley/Owen suffered no setbacks on the way to a further class win, and Kevin Macted/Joanne Sackett could do little but settle for second, 1min 30secs behind. Ian Parrington/Sharon Parrington also continued their run of luck by finishing third in the RWD Fiesta.

Round 6 gave competitors the unenviable task of completing 90 miles of Epynt tarmac on M&S tyres, but they still turned up in droves for the Rally Radio Link Mewla. Hurdley/Owen astounded everyone by storming through to yet another class win, with Macted/Sackett

and Jimmy Vickery/Alan Walters tailing behind for second and third spots. Miera was to forego all chance of a championship win by running on racing tyres, and Class C was left to Jon Ballinger/Brian Probert, with Jeremy Easson/Tony Smith a spectacular third. In Class B Adams/Fuller went off in a terminal way, but Rob Barry/Eric Dewhurst kept their Escort on course all day to collect a win, followed closely by Dave Brown/John Burrows and John Cressey/Alan Wilson. With the Mewla behind him Hurdley was a comfortable 14 points clear of Miera.

Round seven, the Fife Metal Structure Kingdom Stages, marked the championships first trip into Scotland for quite a few years and also the end of the chase for first overall. Hurdley and Owen's seventh consecutive win ensured them of the title. The Parringtons once again beat Maxted/Sackett into third place in class A, whilst Class B honours went to the hard-working Steve Lyle/John Godwin, followed by John Cressey/Alan Wilson and Dave Brown/Paul Gamble. Easson/Smith were beaten into second place in class C by Ivor Wigham/Anita Wigham when Easson's Escort spent too long off the road.

The Jeff Williamson Premier Stages proved to everyone that Hurdley/Owen were human — they retired. A deceased engine brought them to a grinding halt in Clipstone, but the championship title was safe. When Maxted/Sackett collected nine minutes road penalties, it was left to the Parringtons to collect nine long-awaited points in the RWD Fiesta, with Jimmy Vickery and Andrew Peacock in second and third respectively. Class B brought a surprise in the form of a win by Brian Wood/Kate Wood, a crew who had enjoyed only mediocre results until then in their Sunbeam, whilst Steve Lyle/John Godwin finished second and John Cressey/Alan Wilson third. Class C went to another newcomer — Dougie Idell/Russell Fisher in an Escort, with Pete Woodhead/Paul Woodhead second in a Chevette and Ivor Wigham/Anita Wigham third in another.



Theo Bengry and Paul Watkins came out on top in the *Motoring News/BTRDA* Championship.



Mark Lovell put up some electrifying performances on his way to the championship.

RALLYSPORT CHAMPIONSHIP

1, Les Hurdley (Ford Escort 1300)	54
2, Andy Miers (Ford Escort RS2000)	40
3, Jeremy Easson (Ford Escort RS)	33
4, Ian Parrington (Ford Fiesta)	32
5, Steve Lyle (Talbot Sunbeam)	30
6, Kevin Maxted (Ford Escort)	30
7, David Brown (Ford Escort)	28
8, Dave Adams (Ford Escort)	27
9, Jon Ballinger (Ford Escort RS)	22
10, Jimmy Vickery (Talbot Sunbeam)	22

Motoring News/BTRDA Championship

The 1983 *Motoring News/BTRDA* Road Rally Championship was the end of an era spanning two decades. The face of road rallying will change irrevocably from this season and thus the competitors on the 12 events (best nine scores counting) of 1983 felt this was their last chance to show their metal at the close of the 'Good old days'. Theo Bengry is the new champion but it was by no means an easy victory, for there were several contenders for victory attempting to bar his progress to the title. If the pundits who claimed that the new regulations will make for closer contests are to be proved correct, it will be incredibly tough at the top.

The season began in Cumbria with a full entry for the Illuminations, run in the aftermath of a snow and ice-bound week which saw many re-routes but, amazingly, no loss of mileage. Reigning champion Mike Hutchinson started first, chased by the Chevette of Clive Sisson the Geoff Birkett's Opel Kadett, the favourite for victory. The carnage in the top seeds was high with Vaughan (clutch), Moran (engine), Carless (elec-

Ford Escort Turbo Rally Championship

The return of Ford Motor Company to the single-make rally championship scene was a move welcomed in most areas of the sport. Previous forays into this field by Ford had been popular and successful. With an interesting specification of car, relatively low cost, a broad spectrum of events and the promise of a Monte Carlo prize drive, the series attracted a number of prominent aspirants, and became a season long struggle between experience and youth. And yet not all went well with the championship. Reputed non-availability of parts delayed the appearance of some cars. The wide spread of events (designed to ease the travel costs of competitors who could select their 'local' events) effectively meant that the full field was never seen together at any one time. This led people outside the series to believe it was poorly supported; in fact a total of 22 drivers took part in the series. There were suspicions of unreliability in the transmission, but there were only six retirements from this cause all season, and when certain drivers dropped out during the second half for various reasons, their departure was heralded as another nail in the coffin.

Yet the Turbo Championship succeeded entirely in terms of Ford's hopes for the series. It produced a worthy champion in Mark Lovell, a promising 23-year-old west countryman who very soon clicked with the FWD/turbo technique of left foot braking. Undoubtedly Lovell had the best car (pre-

pared by MCD Services), a good co-driver in Peter Davis and sponsorship to run the operation properly, but on occasions his performances were electrifying. At one time fifth overall on the Granite City, he had the maturity to forget the immediate glory and drive for a maximum points finish. In fact maximum points were his on no fewer than six occasions, and he regularly finished close to the top 10 overall, almost always in front of the best Group A cars — not bad for a supposedly difficult to drive, underpowered FWD car.

His main rival for the title was Phil Wilks from County Durham. Wilks had the FWD experience, an ex-Boreham demonstrator car and yet being relatively unknown surprised many with his first half performance which netted him a prize drive on the Mille Pistes. A good technical driver and consistently quick, Wilks used a number of co-drivers and had an unpretentious service set up. Nevertheless, he was top Turbo on four events and led the series almost to the end. The crunch event was the Arbroath Stages where Wilkes and Lovell had an epic battle which resulted in both cars finishing in the top 10 overall. Lovell won narrowly and thereafter always held the psychological and actual advantage.

Stewart Robertson did not appear until the second half, but then proceeded to show that the championship could still be won! With only one retirement in nine events his car was the most reliable, and his speed was the equal of Wilks by the season end. In the end he finished third overall — highly creditable and a likely winner if he does the series in '84.

Trevor Smith (fourth) was the exact opposite of Robertson — he only competed in the first half! Obviously the BTRDA champion was way ahead of the rest in terms of experience, but in some ways that tended to count against him, for he found it difficult to forget old RWD habits and adapt to FWD. He was beaten on occasions by both Lovell and Wilks, and mid-season he opted to return to what he obviously enjoyed — a Mk2 Escort.

Ian Tilke was another promising young driver to tackle the series, and with a little more persistence could well have profited from the situation of Lovell and Wilks slugging it out at the top. Tilke won the Manx, was generally quick on good surfaces, but lacked confidence on the slippery stuff and eventually opted out to finish fifth. Kevin Straughan was another late starter, but with consistency and occasional speed, managed to finish sixth at the end.

There were others — Richard Jenkins, Alastair McSkimming, Andrew Wood, Colin Trippas and Jos Way — who all achieved creditable results, but perhaps the discovery of the series was Simon Davison, who only finished 10th but at times went very quickly indeed. On the York he led all the Turbos before bending a TCA during an off, but he performed well at other times too. At 21 he has a lot of talent — if he gets his act together in 1984 he will win, for sure.

This year sees substantial changes for the Turbo Championship — a slimmed down event programme to bring the series together, limited slip differentials to make the cars quicker, a new series co-ordinator and increased prize money. Ford's commitment to the series is long and strong — let us hope they and their Turbo drivers will reap the rewards of their persistence in the future.

PHIL SHORT

FORD ESCORT TURBO CHAMPIONSHIP

1, Mark Lovell	135
2, Phil Wilks	126
3, Stewart Robertson	121
4, Trevor Smith	97
5, Ian Tilke	73
6, Kevin Straughan	70
7, Richard Jenkins	47
8, Alastair McSkimming	46
9, Andrew Wood	42
10, Simon Davison	39

SEASONAL SURVEY

trics), Evans (accident) and Birkett (OTL) all failing to finish although the biggest shock concerned Hutchinson who fell from grace with a WD. Theo Bengry/Paul Watkins moved into the lead by mid distance and looked all set for victory in their Ascona 400 until, that is, they entered the notorious Sweetholme Quarry and wrong-slotted only 200 yards from the finish of the last competitive section. Dark horses Peter Gerbez/Gareth Jones stormed through to win by just 15secs from Bengry, Ian Woof, Derek Fryer (Chevette) who took a strong third place, with John Heward/John Millington fourth in their RS2000.

The second round of the series, the Gremlin, is a rally with a proud history but it fell from grace somewhat with overtight timing which pushed crews perilously close to going OTL and a mysteriously opening and closing gate which caused the deletion of one selective. Bengry was keyed up following his Illuminations failure and fought tooth and nail throughout the 190 mile route with Hutchinson and local crew Brian Price/Ryland James (RS2000). Bengry it was in the end by 30 secs from 'Hutch',



Bryant and Kirkham came third overall in the MN championship in their RS2000.

but only after a long series of protests and counter protests from lower placed crews of the fails caused by the tight timing. An unusual happening concerning Ian Woof resulted in his position being missed from the provisional and final awards, the whole thing winding up at the RACMSA for a ruling. In the event, the organisers were judged to blame for the confusion and Woof had his points reinstated.

Another Welsh classic of years gone by, the AGBO, was round 3 of the series and again it was Bengry and Hutchinson who were the front runners until 'Hutch' made a rare error and crashed heavily. Both Roger Moran and Gwyndaf Evans have good local knowledge of the Newtown area and gave chase with gusto, only to be foiled by time-keeping shortcomings caused by the mix of digital and analogue watches employed by the organisers. Evans had one time he was sure was 1min out and Moran had an equally plausible case to argue, but Bengry it was by 25secs from Moran. This was another rally where results were a long time in appearing due to timing queries which could and, in retrospect, should have been unnecessary.

Bengry now held a useful series lead



John Morton and Norman Jackson joined the Challenge late, but still won.



Graham Parkinson locks his rear wheels on his way to third overall.

Astra Challenge

It can safely be said that not many people expected the Astra Challenge to be the success it turned out in 1983. Neither did anyone quite expect that 40 registrations would be received during the inaugural year.

Man of the series has to be John Morton. Infamous for his past exploits, he joined the Challenge late, literally completing his car on the night before the first round, the Wydean Stages. Indeed, stickers and stripes were added to the car in the queue to start, but this did not prevent him from taking honours in the Forest of Dean, setting his stamp on the series and marking him as the man to beat. Somewhat well-known for his pre and post rally escapades, he never failed to live up to expectations, his pre-event activities on the Hadrian Rally being the highlight of the year.

Putting his extra mural activities to one side, "Mort" is one driver for whom the Astra Challenge showed up his unacknowledged talent. Never one to lead from the front (something to do with his off-course exploits?) his wily come-from-behind tactics caught out a number of competitors particularly Colin Aitchison on the Border Counties.

As far as co-driver Norman Jackson is concerned, it is hard to say whether his appearance was just a front. Whether the team's final position was due to, or despite of, Norman's presence, is uncertain, but the Clitheroe based team certainly seemed to be enjoying their rallying.

Another hard-to-define factor is whether second placed crew, Colin Aitchison/Monty Pearson could have won the series if they had entered the Wydean Rally. The first round of the series comes exceptionally early for a championship and caught at least five crews with cars still being built. If Aitchison had entered the Wydean, had not been excluded on the Plains (for missing a split board) and not being caught unaware

by Morton's late charge on the Border Counties, he could well have ended up victor in the series.

It can be said fairly that Aitchison was the fastest of all Astra Challengers, particularly on home ground, the huge (for Astra Challenge) 1min 35secs victory on the Autumn Stages event underlining this claim.

The husband and wife team of Graham and Sue Parkinson started the year with a number of built-in disadvantages. Family rallying puts unexpected strains on relationships and this certainly showed on the last two rounds, when the pressure of living, sleeping and thinking Astra Challenge in the household and the resultant tension cost them one final championship placing. The Parkinsons' other main handicap was that the car was a dual purpose vehicle, acting as every day transport for Graham, as well as rally car. The car was also knowingly left with an absolutely standard engine and it is testament to Parkinson's driving ability and Rod Cattini's preparation and maintenance that the crew finished in third position overall. What could have happened with a competitive motor?

Brian Bazely's western accent hid a determination that was also disguised by his on-event smooth driving style. The only competitor to have previous experience of Astra competition, his consistent performances were allied to faultless and impressive preparation.

At the beginning of the season Stuart Nicholls had never worn a helmet in competition conditions. Indeed, his poor performance on the opening round of the series was put down to a false impression of speed in unusual surroundings. The end-of-season finishing position was due in no small terms to "ageing juvenile" Mike Sones, the Methusela of the rallying world who kept the young Nicholls under control. Before next season, a body building and fitness pro-

gramme must be undertaken to prevent driver fatigue towards the end of events, a fact which cost the crew at least two places at the end of the season.

Steve Bamber started the season well and looked a man to watch, Russell Brookes being particularly impressed after being chased by the Accrington driver on the Hadrian before engine failure. However, that well-known rallying catastrophe, marriage, set in after mid season and both driver and co-driver, Wayne McKenna (also affected by the same penalty) were never the same again.

Other crews impressed during the season; Roger Collinson was undoubtedly helped by co-driver Steven Bye's local knowledge in winning the Lakeland; Brian Furner's car was immaculately turned out on every round and his dedication to the cause was impressive even when swayed by unlucky disasters which seemed to come all too often during the season; Nick Starkey impressed on a number of occasions, despite himself and car preparation; while Rob Evert could easily have been at the front but for early season car problems.

The feature points of the season must be the 27 starters on the Dukeries Rally, each car turned-out in a very impressive fashion, the consistently high placings, pro rata, of the small standard 1300 cc machines and the general bonhomie and good fellowship between competitors throughout the season. Bruce King, the series' scrutineer, installed respect in nearly all the competitors for what is never an easy job. Although two cars did lose points due to ineligibility during the season, this was down to errors in preparation rather than down right "cheating".

Apart from the close and fierce competition of the Astra Challenge, the competitors also impressed during their forays on international events. John Morton showed

the opposition the way home on the Ulster Rally and four Astras beat the works Skoda. For the Parkinsons and Brian Bazely/Steve Wellman, their first international brought them impressive results in third and fourth places respectively, an especially well deserved third for Sue Parkinson tackling her first pace notes in what was her first proper year's rallying. She also went on to become champion BTRDA Ladies Co-driver.

Terry Hill, a driver who had occasionally impressed during the Astra Challenge, showed his mettle on the Astra Stages with a fine third place, but failed to finish high in the series due, to a great extent, to car unreliability. Ironically, he finished highest Astra on the RAC Rally, taking fastest time of all the Astras on the Dolby stage in spite of running on Colway remoulds!

The success of the series is underlined by the clamour for 1984 regulations and entry forms. The cars have proved themselves to be surprisingly quick, strong, but above all easy to drive with forgiving handling. These factors have all contributed to the popularity of the series among drivers with competitors thoroughly enjoying their hard driving. Dealers behind the series are pleased, the sponsors are pleased, the competitors are pleased, and all looks set for another exciting Challenge in 1984.

ANDREW DUERDEN

ASTRA CHALLENGE	
1, John Morton.....	140
2, Colin Aitchison.....	119
3, Graham Parkinson.....	111
4, Brian Bazely.....	104
5, Stuart Nicholls.....	87
6, Roger Collinson.....	84
7, Stephen Bamber.....	82
8, Robert Evett.....	58
9, Eric Davis.....	51
10, Terence Hill.....	44



Mike Pattinson and Dave Taylor took their Escort to first on the Cilwendeg Rally and into seventh in the championship standings.

and the northern drivers could only pray that the next round in Yorkshire would revive their flagging fortunes.

The daunting moorland roads of Yorkshire played host to the teams for the Colman Tyres Rally, ably organised by Otley MC. The 1981 champions, Ron Beecroft/John Millington, turned out in a borrowed Alfasud and stage exponent borrowed Alfasud and stage exponent Charlie Payne brought out his Ascona 400 to challenge Bengry's similar car. Mick Briant/Dave Kirkham led at petrol after a first leg blighted by fog and greasy roads, but they were overhauled by the Talbot Sunbeam Lotus of John Edwards-Parton/Rod Palmer who put in a copy-book victory performance in the far from ideal conditions. Beecroft had been sensationally quick in the diminutive Alfa but suffered a broken drive shaft and Woof stopped for good on the evil Fountain's Earth Moor, the best northern crew being Sisson at sixth. Hutchinson took a steady third in his rebuilt Escort but Bengry saw valuable points slip away with a double puncture incident.

The interest prior to the *Cumbrian News* event centred around a meeting attended by competitors and BTRDA officials to discuss proposals for 1984. Eloquent stage managed, this meeting was later seen as an attempt to rubber-stamp proposals already decided by a higher authority. The rally itself was much better, of only 130 miles, but everyone held a very high regard for organiser Brian Jones who had devised a devious selection of roads including a bumper 40 mile test in the second half. Hutchinson attacked from the start, while both Woof and Briant punctured, and was 40secs clear of Evans with rising star Kevin King another minute down. North easterner Tony Saddington showed well on his first ever visit to Wales, lying fifth before a ruinous puncture on the long test dropped him to 15th. Hutchinson hit clutch trouble in the second half, falling to sixth, and could not capitalise on the early retirement of Bengry's Opel with rear suspension failure. Gwyndaf Evans romped home from Kevin King with Moran third and a much improved Woof fourth.

Mid-point of the season was in late June with the Eagle, the second New-AUTOSPORT, FEBRUARY 2, 1984

town based event and Bengry/Watkins badly needed a points infusion to support their championship hopes. Peter Vaughan had his shortest rally ever, being punted off the road by a spectator on the way to the first test and both Mike Pattinson and team mate Derek Carless fell by the wayside. Roger Moran led at petrol but was overhauled by Hutchinson in the closing stages, Mick Briant coming through to take third ahead of Bengry and Gwyndaf Evans.

If Ian Woof was ever to challenge for the championship he had to extract the most out of his local rally, the Devils Own and his answer to his critics was to lead from start to finish, totally dominating this predominantly moorland rally. 'Hutch' was second, albeit some way off Woof's pace, and Paul Watkins kept Bengry in the event (and the series) by operating the Ascona's throttle by hand after a twin cable breakage. ANCC leader Dennis Quinn did a steady job to finish fourth ahead of Edwards-Parton and Briant. Ron Beecroft was back again, this time in a development Talbot Samba, but left the road and was delayed too long to continue.

The classic Cumbrian mountain roads came next and provided what was generally thought to be the best rally of the year, the Furness & DMC RL Brown Trophy. A win for Woof was thought possible but an early puncture and later brake troubles slowed his Chevette and he was off the pace of the two leaders, Mike Pattinson and Mick Briant. These two finished first and second (a reversal of the 1982 result) but poor Bengry broke his axle on Hardknott Pass and did not score. An amazing three way tie at the head of the points table featured Bengry, Woof and Hutchinson with Briant waiting in the wings. This rally was actually led for one test by a semi-expert, Dave Ausobsky (Sunbeam) who also posted best time on the last test of the rally against far more experienced crews.

It is a coincidence of dates that a block of Welsh events in mid-season is followed in August/September by three northern events, an excellent chance for Woof to move into a commanding series lead but it was fated not to be. The Bolton Midnight Rally bore some geographical similarity to the Devils Own and Woof's plan was the same; to lead from the front.

In the event, a broken gearlever dropped him to fourth and handed the win to Briant's RS2000, almost 2 mins clear of Dennis Quinn. John Edwards-Parton took a fine third and Beecroft got the Samba to work and was rewarded with seventh. Bengry (sixth) lost time with a flat tyre and locals Bill Honeywell/John Meadows had their best result to date with fifth place. Despite his despair at losing three points, Woof now headed Bengry for the title race.

Mull is a curious rally, unique in the UK but still often thought of as a Lancashire event moved 200 miles north. Pattinson scored an excellent win over this forest/tarmac combination rally chased home by Briant who professes to hate the place. Bengry turned the table on Woof with third place and a non finish for the Chevette driver due to engine troubles. Alistair Sutherland took Nigel Harris to fourth place in an Ascona 400 after Hutchinson curiously decided not to enter. Young Graham Holden from Lancashire had the pace-note experience of Peter Scott alongside him and finished seventh overall, highly promising as he intends to do the full series in 1984.

November's Cilwendeg is often quoted as the ultimate Welsh road rally, but a somewhat over eager Give Way judge of fact saw fit to exclude over a dozen crews, including Carless, Sisson and Honeywell in the early stages and this caused some harsh words at the finish. Pattinson was the winner, just less than 1min in front of Bengry who clinched the series with one round to go by virtue of Woof's lowly ninth place after axle problems. Young Steve Davies made a good effort to finish third with Edwards-Parton taking his 10th finish from 11 starts, in fourth place. Hutchinson had been in contention for the lead but dropped to fifth after a navigational error and Irishman Ernest Kitney took sixth in a rented Datsun, enjoying his first taste of mainland road rallying.

As ever, the season ended in north Wales with the tough JJ Brown. Bengry/Watkins, although confirmed as champions, turned up to do battle and faced an unknown adversary, Alistair Sutherland plus Escort plus Nigel Harris, in Sutherland's first Escort drive. By half way Sutherland surprisingly led from Peter Vaughan (who soon after retired with

clutch failure) and Derek Carless but a superhuman effort on the last selective saw Bengry pull back 15secs on Sutherland, the new champion winning by just 2secs. Woof was fourth, tied up second spot in the series, then announced his retirement from road events for pastures new in the BTRDA series.

Although a bold concept, the BTRDA 1300cc challenge never fully came up to expectations with only a handful of crews seriously contesting the series. Steve Retchless/Les Robinson took the category on the final round in their Escort from the similar car of Mike Broady/Steve Griffiths. Early challenges from Alan Sexton (Chevette) and Steve Bates (Avenger) faded away as the only other serious challengers were Derek Antrobus (Mini) and Vince Smalley (Mini and front-wheel-drive Escort).

DAVE ORRICK

MOTING NEWS/BTRDA CHAMPIONSHIP

1, Theo Bengry (Opel Ascona 400).....	121
2, Ian Woof (Vauxhall Chevette HSR).....	102
3, Mick Briant (Ford Escort RS2000).....	99
4, John Edwards-Parton (Talbot Sunbeam Lotus).....	95
5, Mike Hutchinson (Ford Escort RS2000).....	89
6, Gwyndaf Evans (Ford Escort RS2000).....	73
7, Mike Pattinson (Ford Escort RS).....	66
8, Roger Moran (Ford Escort RS2000).....	60
9, Bill Honeywell (Ford Escort RS2000).....	42
10, Steve Davies (Ford Escort RS2000).....	37

Clearlite Rooflights ANECC Championship

Over 200 people attended the Clearlite Rooflights ANECC Championship prizegiving ceremony at the Stakis Airport Hotel, Newcastle-Upon-Tyne, when Mrs Christine Weidner presented the major award of the evening to overall winners Dave Metcalfe, from Levens, and Phil Sandham, Heysham. They had enjoyed a successful and consistent year with their Northern Auto Sport of Kendal Ford Escort. Coming a close second for the drivers' award was Alec Cannon, only three points adrift, with third driver Steve Bannister. Second co-driver was Valerie Bainbridge, and third was Mike Rowe. Class wins went to John Weir and Monty Pearson, the Compass Caravans team of Ray Cook and John Parker, Tony Stephenson and Vic Horsley with the 165 tyre class going to Alec Cannon and the Carrera Cup (best foreign car) going to John Saint, whose new Toyota met with a fiery death on the Mogil Motors Rally.

Originally scheduled for 10 events, the championship dropped to nine with the best five to count, after the Tynedale Stages lost some of their stage mileage. The year started with the Goodyear Lakeland Stages, based at Keswick, and running through some of the classic Lakes stages, going north as far as Kershope. Dave Metcalfe/Phil Sandham took top honours, with Simon Paton/Andrew Bodman in second place.

Second event was the York National, again running over classic stages in that part of the country, with the honours going to John Brown/Dave Nicholson ahead of George Marshall/George Tindall.

The scene then moved up to Kielder Forest for the Waxoyle Centurion, where Tony Stephenson/Vic Horsley were successful despite tyre problems from Peter Knowles/Andy Turnbull. 'Man (person?) of the Rally' award on this event went to Valerie Bainbridge, who spent the entire event with an injured arm in a sling!

Fourth event was the Border Counties, starting from Galashiels, on one of those days when Eskdalemuir was the hottest place in the country. Very dusty stages caused their own type of problems, with Steve Bannister/Dave Oldfield being



Dave Metcalfe and Phil Sandham won the ANECC title through steady form throughout the year.

►► successful, followed by Vince Wetton/Peter Horsburgh. Alan Hardy was notable here, considering that he only had the plaster removed from his right leg following a cartilage operation the day before the event.

Next event was back into Kielder for the Lindisfarne, upon which Dave Metcalfe/Phil Sandham took their second championship win, followed this time by Brian Oswald/Steve Hall. Andy Bodman was first co-driver, but was a non-registered driver.

Sixth event saw everyone go north to Dumfries for the Mogil Motors Autumn Stages, where Alec Cannon was in the frame, followed by Tony Stephenson/Vic Horsley.

A move back into Durham saw the seventh event take place with the single venue Tour of Hamsterley, which all competitors enjoyed as usual. Top points went to Steve Bannister/Dave Oldfield, followed by Dave Metcalfe/Phil Sandham.

The penultimate round was the Andrews Cumbria, which Tony Stephenson/Vic Horsley took despite accusations that Tony was asleep during the night-time stages! Again, Dave Metcalfe/Phil Sandham were second, registering very good times on the Lakeland stages, their best being second fastest to the Clearlite Quattro on one stage.

Last but certainly not the least event was the very wet and windy Hytech Cheviot Stages on Otterburn Ranges. Alec Cannon/George Tindall took top place followed by Steve Bannister/Dave Oldfield.

A feature of the championship overall was the fact that those gaining awards did so mostly through a steady run all year — Dave Metcalfe only registered two actual first places.

JOHN WOOD

Fife Metal Structures ESACC Championship

The 1983 East of Scotland Championship, supported again by Fife Metal Structures Ltd, came to an exciting finish on the last event, the Kingdom Stages, when the tie-breaker rule was applied to split eventual champion Tom Muir (from Fife) and Dom Buckley (from Kelso), both having finished with 70 out of a possible 75 points.

Muir started the season with two second places but a poor Granite City result and three no-scores left him fourth with four rounds to go. A third and second hauled him back into contention and with the last round cancelled on the

eve of the penultimate round, he was left needing a win to take the title. This he did, taking outright victory on only his second outing in his ex-Dobie/ex-McRae Ascona and so enforcing the tie-breaker rule which, by virtue of his better finish than Buckley on round 1, gave him the title on his home event.

Second, therefore, was Dom Buckley who pushed Muir hard, although head-gasket failure on his Trust Motors Ford Escort on round 1 and road penalties on round 3 did little to help his maximum score on round 2. Consistent mid-season finishes helped; at the end, however, a spin and a stall costing 30secs lost him the Kingdom Stages, and the title, by 24secs.

Colin Valentine's efforts throughout Dom Buckley, ESACC Champion, finished 2nd on the Kingdom Stages, with a late charge.

the season were immense, using both his own pushrod Sunbeam and a hired Lotus version. He scored on eight of the nine events run and led the series for six months, but with the last round cancelled, he still needed a win over Muir and Buckley to take the title. He finished third on the day and in the series, an unfortunate end to a season that looked so good just days before.

Fourth was Melrose farmer Jim Fleming who drove his GM Dealersport Bromag Opel Manta with considerable flair to keep hounding the more powerful motors and be there should they fail. His best points score, however, was his second overall on the Runway Stages.

Overall winner that day, though, was Eamonn Keiller in his Hepworth Iron Co Escort taking his first ever stage win. This was the highlight of another good season for the youngster as he finished fifth in the series and won the 1600 class convincingly for the second time.

With class 4 as overall and Keiller winning the 1600 class from Dugald Hamilton, it was Forbes Stewart who took two late-season 1300cc class wins and beat Ken Crombie for the class title. The 1-litre class still runs and was won by James Latta, although he was pushed all the way by Gordon Killin.

Top co-driver was Buckley's man Douglas Redpath while Keiller's co-driver Marlene Walkingshaw took the Ladies' award and TV presenter Mike Gower was Top Newcomer. Those out of the honours included 1982 champion Ken Wood who had problems with the big Rover, and comeback man Alistair Brearley who had his problems with his Chevette HSR although both drivers, when they finished, finished well.

MIKE MITCHELL

FIFE METAL STRUCTURES ESACC CHAMPIONSHIP

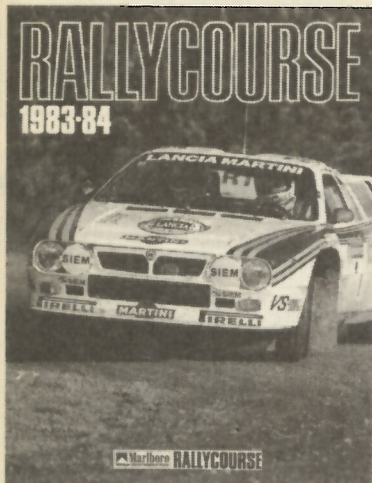
1, Dom Buckley (Ford Escort RS)	82
2, Tom Muir (Ford Escort RS)	79
3, Colin Valentine (Talbot Sunbeam Lotus)	76
4, Jim Fleming (Opel Manta GT/E)	63
5, Eamonn Keiller (Ford Escort)	58
6, Farquhar MacRae (Toyota Corolla)	53
7, Dougie Riach (Ford Escort RS)	48
8, Ken Wood (Rover SD1)	44
9, Alistair Brearley (Vauxhall Chevette)	38
10, Peter Holmes (Vauxhall Chevette HS)	36



CLEARLITE ROOFLIGHTS ANECC CHAMPIONSHIP

1, Dave Metcalfe (Ford Escort 1600)	71
2, Alec Cannon (Talbot Avenger)	68
3, Steve Bannister (Ford Escort RS)	57
4, Vince Wetton (Ford Escort RS)	48
5, Tony Stephenson (Ford Escort RS)	44
6, Colin Aitchison (Vauxhall Astra)	44
7, John Saint (Toyota Corolla)	42
8, John Weir (Ford Escort)	39
9, Dave Lewis (Ford Escort RS2000)	37
Ray Cook (Talbot Sunbeam)	37

Books, models, and the Christmas Quiz results



RALLYCOURSE 1983-84
 Edited by Mike Greasley
 Published by Hazleton Publishing
 Hardback, 200pp., £14.95

The launch of *Rallycourse* last year was greeted with enormous enthusiasm, to the extent that it quickly established itself as a most worthy partner to the much-acclaimed sister publication, *Autocourse*. Now with us in the latest rallying edition, *Rallycourse 1983-84*, and we are delighted to confirm that in his second year, Editor Mike Greasley has taken

confident steps which ensure that even a brisk glance will leave the reader with a stimulating insight into World Championship rallying.

More detailed study is inevitable, however, as a skillful blend of features and fascinating pictures, an enormous number of which are in glorious colour lure the reader further into the subject. One of the most significant changes this year is that Reinhard Klein — currently regarded as the world's leading rally photographer — has supplied the colour shots. His work goes much further than simply recording the season, but gets under the surface, and presents all aspects of a year's rallying from the dust to the snow, the highlights, and the painstaking, difficult work carried out around the world. There is also good work from Colin Taylor Productions and LAT.

Matching this pictorial record, Greasley has sought a careful balance of features — which include the inside story of the aborted Escort RS1700T by Graham Robson, a look at the Austin Healey (supercar of the '60s), and the Lancia Rally, today's equivalent. Jim Bamber, responsible for the imaginative design throughout the book lends his own expertise with an illustration of the Healey and a fascinating cut-away of the Lancia, while further features include a forthright interview with World Champion, Hannu Mikkola, who explains exactly why he gave up drinking alcohol, and the effect it had on his career. The pictures of a chubby Toyota driver in 1976 are there.

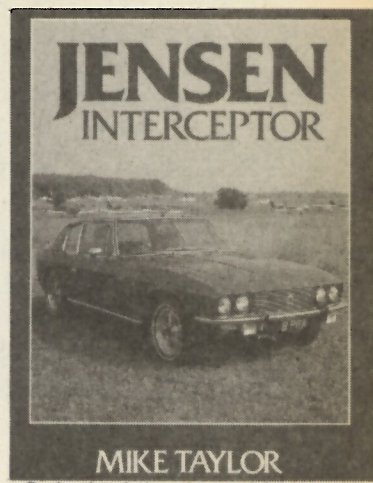
Naturally, there is the Editor's Top Ten, which controversially demotes the new Champion to third equal, alongside Markku Alen! Top of the list is German Walter Rohrl, with Stig Blomqvist second, although the seeding is cruelly split up by a selection of glossy advertisements which cut up the opening section of the book.

Once into the record of the season, however, the reader is freed of these intrusions, although the entertainment continues as Greasley lifts out interesting aspects of each round, while including adequate facts and figures, with lap charts for each rally. Additionally, there is a review of the European Championship, the British Open, — again with all the stage times, and statistics — and a brief look at the National Rally Championship. A fabulous package, which conveys the excitement of a world season in a most enjoyable manner, making it an absolute must for all whether rally enthusiasts or not.

PMF

JENSEN INTERCEPTOR.
 By Mike Taylor.
 Published by Cadogan Books.
 Hardback, 147pp, £8.95.

Although Jensen Motors Ltd had been in existence since 1934, it was not until the 1966 Motor Show that the general public really became aware of the name. It was at Earls Court that year that the Jensen Interceptor and, perhaps more important still, the revolutionary FF were introduced.



JENSEN INTERCEPTOR
 MIKE TAYLOR
 Professionally these two models boosted the company's image considerably in the world market, but personally one either loved or loathed the new Jensens, there were no half measures.

Today, Interceptors and more especially FFs are collectors' items. In this book Mike Taylor gives the background to the motor car during its 10 year production life.

An interesting book to cover an interesting Car, but as already stated, you either love them or loath them. Consequently this is a book for the specialist, the enthusiast and not every one's cup of tea.

GRAND PRIX ENTERPRISES.

For an extra fiver you can have it engraved.
 Kevin Fudge of Weston-super-Mare, Avon.

Give me back the spittoon, the man on my left wants to use it.
 Simon Hooper of Eversley, Hants.

Not now boss, we'll make him an offer he can't refuse.
 Stan Dickerson of Eltham, London.

You toucha da cup and I smasha your face.
 P R Shillitto of Carlton, Nottingham.

No you can't have any more champagne, you're falling over already.
 Michael Radcliffe of Benfleet, Essex.

I don't care if you did win the race, they don't sponsor you and they want it back.
 Aileen Thomas of Laugharne, Dyfed.

OK son give it back, we need it next weekend.
 S M Solley of Peterborough, Cambridge.

All right sonny, give it back, the appeal hasn't been heard yet.
 H Dodson of London W9.

Here Mike, jam that under the corner of our box.
 P Puntis of Portsmouth, Hants.

Jean-Marie, we are sinking and all you can think of is the silverware
 M Rogers of Stansted, Essex.

What do you mean they have spelt your name wrong? Let me see.
 Graham Parker of Ilford, Essex.

Hey, give it back, you're not even French.
 David Coker of Maldon, Essex.

Now you may kiss my hand.
 Billy Burke of Ramsgate, Kent.

OK Balestre, give me the cup and I'll give you your thumb back.
 Patric Sewell of Doncaster, South Yorks.

The Lord giveth and the Lord taketh away
 Robert Branch of Sneyd Green, Stoke-on-Trent.

No monsieur Balestre, you do not need to check, it is flat bottomed.
 Adrian Hamilton of Carnwath, Lanarkshire.

JANUARY CAPTION COMPETITION

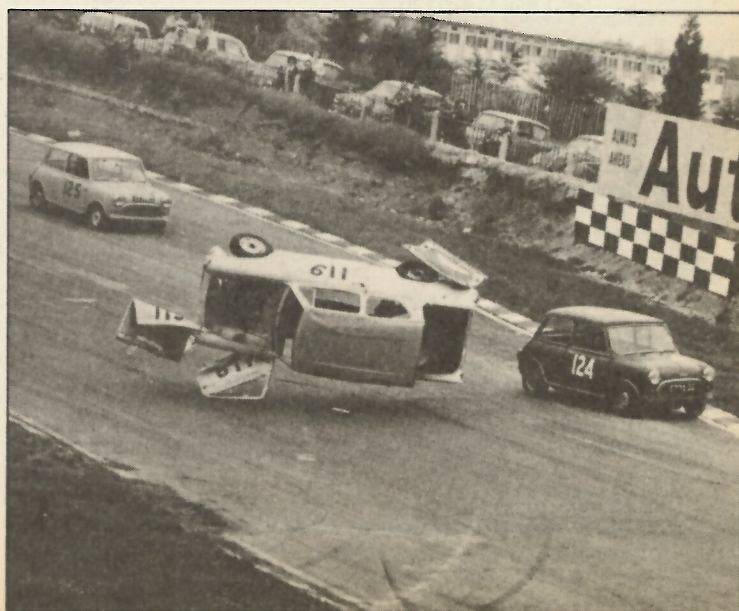
Sacre bleu! He's right, the translation reads 'Frogs go home'.

Brian Drew of Great Missenden, Bucks.

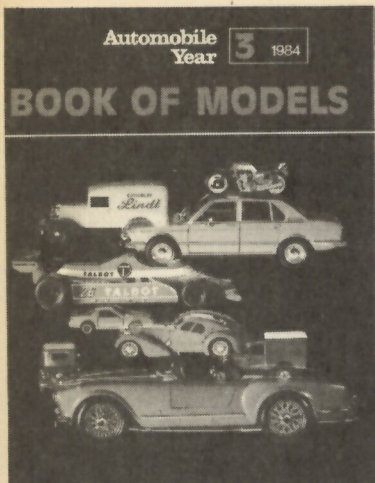


FEBRUARY CAPTION COMPETITION

Brian Drew wins a fabulous race/rally jacket from Grand Prix Enterprises, all you have to do to win the same is supply a humorous and preferably clean caption to the picture below. Details overleaf.



ARMCHAIR ENTHUSIAST



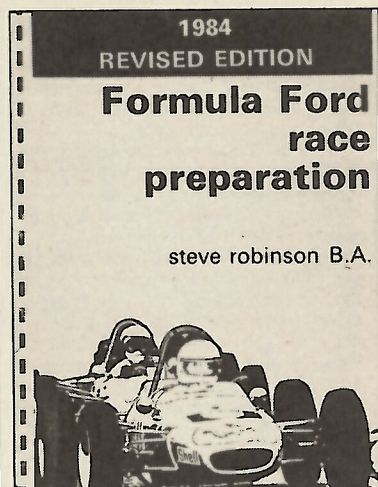
AUTOMOBILE YEAR BOOK OF MODELS 3, 1984 Edition.
 Edited by Simon Fear.
 Published by Editions 24 Heures, Lausanne CH. Distributed in UK by Patrick Stephens Ltd.
 Hardback, 168pp, £18.95

For the past two years, the English language version of Automobile Year's book of models has been keenly anticipated at the turn of the year. Compiled and edited by international modelling authority and collector Alain van den Abeele (with Simon Fear responsible for 'our' edition), this third yearbook surpasses the exceptional standards of its predecessors. Beautifully presented, with an abundance of colour, it lists every new model of any importance marketed worldwide between mid-1982 and May '83, picturing many. Informed technical appraisals of models are a major feature (covering cars, motorcycles and commercial vehicles — although accuracy of drivers and sponsors names in the racing world is poor) while early French models, the formation of Tootsietoys in the USA and the state of the modelling industry are also spotlighted.

Whether your preference is for 1/43 scale metal models, larger plastic replicas or the 'superkits' — or you like to keep abreast of

developments in this fast-moving business — the large format hardback volume is indispensable. A top quality publication; well worth the money.

MAWP



FORMULA FORD RACE PREPARATION.

By Steve Robinson BA.
 Paperback, spiral bound, 28pp, £5.00.

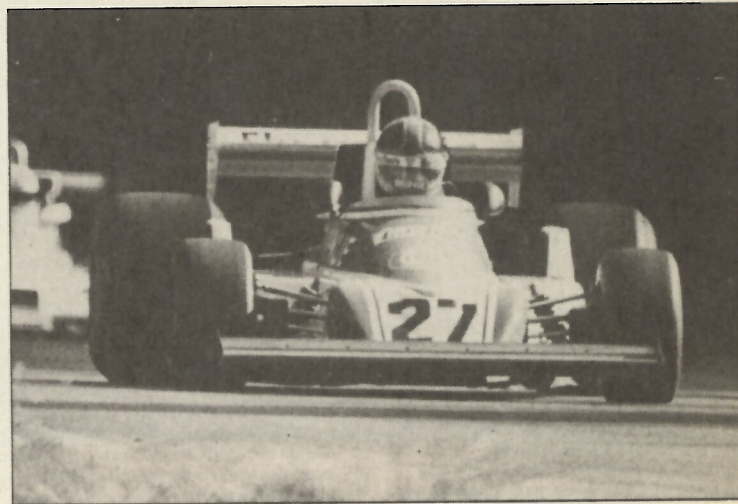
It is some years now since Steve Robinson first documented the race preparation of Formula Ford 1600 cars in a handy A4 format. Recent technology of chassis and suspension design has effectively out-dated the original issue for all but the Pre-'74 competitor so the author has re-written and updated his work accordingly.

A great many subjects are covered, from selecting a used car to sorting the handling and, inevitably, repairing it after the off! Where possible, technical terms have been simplified for the beginner for, indeed, it is this element of the market at which sales are principally aimed. Nevertheless, a great many so-called experienced competitors could benefit from some of the tips in the book and, at £5 per copy, the investment will easily be recouped. A chapter on FF2000 cars has been added to the 1984 Revised Edition. Invaluable for the privateer.

MAWP

Who, What, Where, When?

PAGE & MOY LTD



A most enthusiastic response arrived in the office for last month's competition, but most of you fell into the trap that was laid by the picture above. The first full set of correct answers to be removed from the post bag last Friday were sent in by Nick Dennis of Redland, Bristol and are as follows:

Who: Patrick Neve.

What: March 761 entered by Frank Williams.

Where: Monza.

When: September 9/10, 1977.

The real catch here was the nose cone being used on Neve's Williams-March, because the car only ran in this configuration during practice for the Italian Grand Prix. The team changed back to the more conventional bodywork for the race itself.

The Italian race that year was significant for the Williams team because it was the first time that their cars carried any sign writing bearing allegiance to Saudia Airlines. The race also provided the team with their best finish of the year, when Neve brought the

March 761 home in seventh place, having been the final qualifier on the grid.

The race was won by Mario Andretti at the wheel of a Lotus 78, from Niki Lauda (Ferrari 312T2) and Alan Jones (Shadow DN8). One correspondent passed on the useful piece of information that 35 drivers practised for the 1977 Italian GP at Monza, and seven of them were still racing in F1 last year. Having checked the records it would seem those seven were: Niki Lauda, John Watson, Jacques Laffite, Jean-Pierre Jarier, Patrick Tambay, Alan Jones and Riccardo Patrese.

Nick Dennis wins a £40 travel voucher from Page & Moy Ltd, the well known motor racing tour operators, for his correct solution. All you have to do to win the same is tell us *Who, What, Where, When?* concerning the picture below. Send your answers on post cards only please to arrive no later than last post on Friday February 24 to, *Who, What, Where, When?* AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

GRAND PRIX ENTERPRISES.

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

MY CAPTION IS:

.....

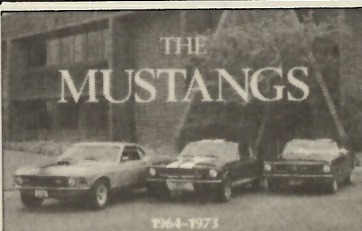
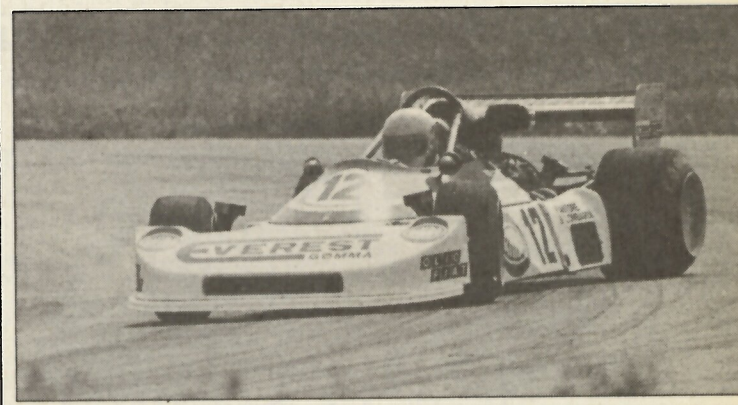
NAME

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ADDRESS

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Cut out the completed coupon and send it to Grand Prix Enterprises Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Friday, February 24, 1984.



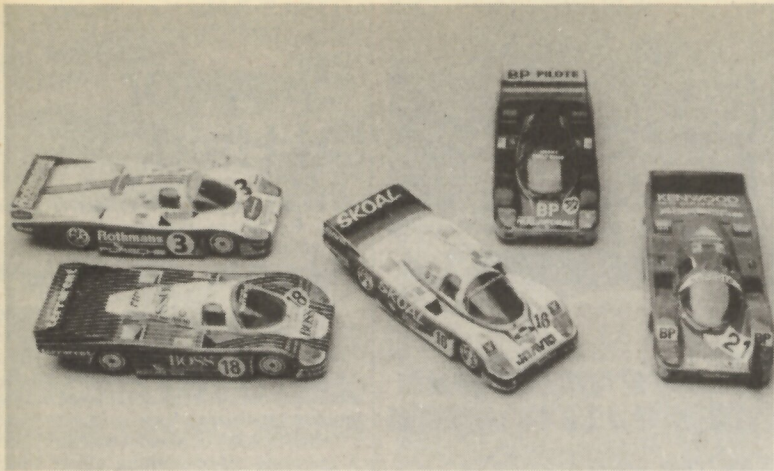
THE MUSTANGS 1964-1973.
 By Richard Langworth.
 Published by Motor Racing Publications.
 Hardback, 144pp, £8.95.

The latest from Motor Racing Publications Collector's Guide series brings their total list up to 25, and a very worthy 25 at that. The Collector's Guide series is aimed at the owner/collector and each book deals with an individual model within a manufacturer's range, rather than to a complete marque.

A useful series of books to collect, this latest addition on the very popular American pony car will surely find a large market. The Mustang is, arguably, one of the most exciting sports cars to come from America, and anyone who remembers the way Frank Gardner used to drive his Group 2 Boss Mustang in the early '70s will surely want a copy of this book.

PJ

AUTOSPORT, FEBRUARY 2, 1984



Vitesse Porsche 956s

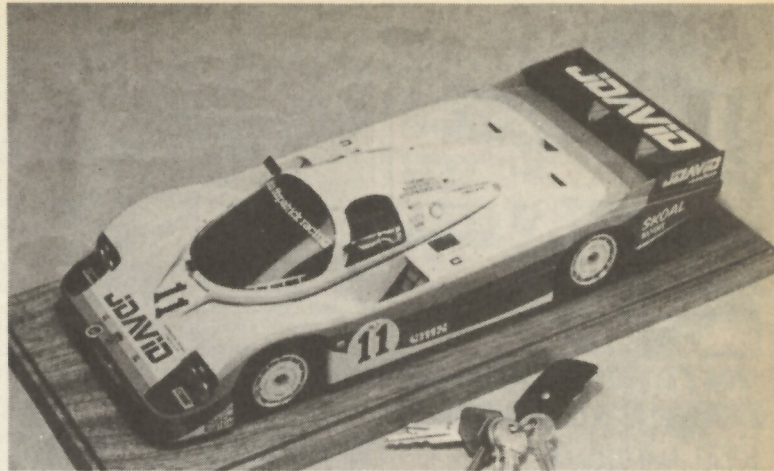
At last they are here! The first consignment of Group C Porsches from the Portuguese company Vitesse — one of the outstanding new modelling marques of 1983 — finally arrived late last month having been 'imminent' since November. The 1/43 scale miniatures are very worth the wait though, particularly since they are very affordable, ready assembled at £4.99 apiece . . .

Eleven Vitesse 956s were scheduled when the range was announced and seven are available now, with the remainder due in two or three months' time. Any of the three Rothmans works team cars from Le Mans can be made from one kit (optional transfers) while the third and sixth place 956s at the Sarthe — Mario Andretti/Mike Andretti/Philippe Alliot, Kenwood and Guy Edwards/Rupert Keegan/John Fitzpatrick, Skoal Bandit — are in the first

batch as are the lovely Obermaier/Boss menswear machine of Jurgen Lässig/Axel Plankenhorn/Desire Wilson (7th) and Preston Henn's BP Malardeau version which came through to 10th place, shared with Claude Ballot-Lena and Jean-Louis Schlesser. The GTI/Canon, J David, Jöst/ Marlboro and NewMan 956s are in the second group although a plethora of transkits is expected, enabling many more liveries to be produced.

Considering that the models are 'mass produced', Vitesse have achieved a generally high standard of finish and detail which make the models a bargain at the price. If anything, the roofline is fractionally flat and the wheels could do with being less 'toy-like' but the overall effect of the cars is splendid if care is taken to fit the Cartograf decals as accurately as possible. As decals on some of the Le Mans 956s changed during the meeting, definitive transfer sheets would have been extremely difficult to originate. Stickers for super detail may notice the occasional omission, such as the BP decals on the flanks of the attractive blue Kenwood car.

We obtained our models from our good friend Keith Arney of Arney & Taylor, 5 Stanstead Road, Forest Hill, London SE23. (Tel: 01-699 8722). Postage and packaging costs 60p per model for mail order customers.

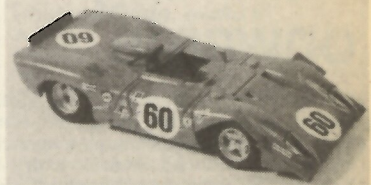


Truescale Porsche 956

The combined modelling talents of master craftsmen Bob Hine and Nathan Beehl (it's that man again . . .) have produced a stunning 1/12 scale Porsche 956 as the initial launch in their Truescale Replica theme. Hine was responsible for 'mastering' Brian Harvey's Ford C100 and Ferrari 512S — two of the finest models ever issued by GPM — and, given the additional scope allowed by the larger scale, sets new standards with the state of the art Group C racer.

Let us qualify this statement by informing you that the mini Weissach masterpiece is priced at £345 including display case and insured postage; you will thus see why the models are aimed at the sponsor/team owner rather than the hobbyist! However, the Truescale 956 is featured here for its multitudinous merits — and your interest. Fully finished the fibreglass shelled car stands 16ins long with rubber tyres, full ground effect venturi tunnels, amazing cockpit detail, instrumentation and external accessories.

Rothmans liveries (1982 or '83) are available or opt for either of John Fitzpatrick's team cars or GTI Engineering's Canon 956.



Ferrari 312P

Nathan Beehl, until recently with Grand Prix Models of Radlett, has long been one of the leading collector/builders of Ferrari models in Europe so it comes as no surprise that the first subject of his new Prova Modelli 1/43 scale marque comes from Maranello.

The car modelled is the 312P with which Chris Amon and Pedro Rodriguez finished fourth in the BOAC 500 at Brands Hatch in 1969. The model, designated Prova MO 01, reflects painstaking attention to detail on Beehl's part and costs £34.50 fully finished. Only 100 will be made. For details of this, plus projected Prova releases, contact Beehl on Luton 451850.

Who is going to the Monaco Grand Prix this year?

The response to our Christmas Quiz was stupendous hence, unashamedly, the lateness in announcing the winner — but there were so many answers to check

through!

If you remember, you had a crossword to answer, five pictures to identify and 30 questions covering everything from Formula

1 and World Championship rallying, to club racing, in order to win a fabulous prize, offered by Page & Moy, of a free trip to the Monaco GP. There was also a tie breaker asking you why you would like to go to the Monaco GP.

So, not to keep you in suspense any longer, the winner was Mr G Brace of Wem in Shropshire. His reason for wanting to go to the Monaco GP? Because "a Brit could well win in a French car". Runners up were Mr Tim Murray of Stoke Gifford, Avon ("The talent on display isn't restricted to just driving skill") and Mr A R Prentice of Newport, Shropshire ("Fast cars and fast girls make for an exhilarating weekend"). Well, at least Mr Brace seems to be going for the purest of reasons!

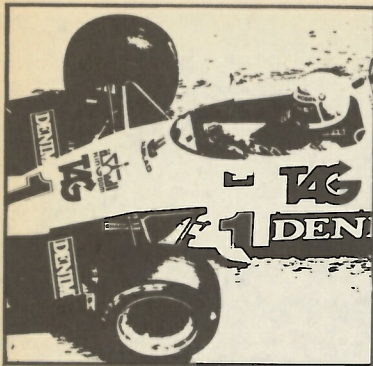
Surprisingly, no one managed to complete all the questions correctly, although there were a few tricky ones to catch you out. The majority of you, however, managed to answer the picture questions correctly, although a few came unstuck over Mario Andretti at Riverside (picture A), a lot of you plumping for Al Unser Sr. As for the crossword, this was, generally, completed correctly, although 1 across, rather oddly, was the great stumbling block. It was, of course, an anagram making turbocharged, but for some reason many wrote turbocharger as the answer.

The answers

Anyway, the answers to the crossword appear in the grid, while here are the answers to the questions. 1, Tyrrell (at Long Beach); 2, Andrea de Cesaris (at Paul Ricard); 3, Keke Rosberg (at Rio); 4, Derek Warwick (at Brands Hatch); 5, a) Alain Prost,

b) Niki Lauda, c) Jean-Pierre Jarier, d) Bruno Giacomelli; 6, Bob Wollek (European Endurance Champion); 7, Derek Bell (so missing out on the Drivers' Championship); 8, Riccardo Patrese (at Kyalami); 9, Andretti (at Le Mans); 10, Al Holbert (at Le Mans); 11, Louis Chiron; 12, Evangelis Gallo on the Acropolis Rally; 13, The youthful Chris Lord is 39 — so he misses out by 14 years! 14, BL Mini on the New Zealand Rally; 15, Talbot Samba; 16, Doug Hart, Mike Greasley, Mike Nicholson, Phil Short and Rob Arthur all partnered Darryl Weidner at some stage during 1983! 17, Ex-British skier turned rally driver, Konrad Bartelski; 18, The BTRDA (reverse seeding in '84); 19, Louise Aitken (the first woman to win a round of the National Championship — the Russek — and then rolled out of the next rally — the Cumbria — and into a hornet's nest! 20, Marc Duez; 21, Martin Brundle (he drove an MG Metro Turbo in the last round of the Trimoco championship); 22, Marshall and Fraser; 23, Maynard Soares originates from Bermuda; 24, Chevron; 25, Tiga (obscure that one!); 26, Charles Agg; 27, Autocavan (Geoff Thomas's Golf GTI); 28, The Thomsons, Jim, James and Tim of Team Guynon; 29, Ford Mustang (Vince Woodman hoped to run the car in the ETC championship this year); 30, Magnum. Picture captions. A, Mario Andretti; B, Mike Smith (now a Radio 1 DJ and due to drive the Ilford films Fiesta in the one-make championship this season); C, Derek Bell and Tony Lanfranchi; D, Russell Brookes (usually seen in a Chevette last year but drove the Astra Challenge car on the Border Counties Rally); E, AUTOSPORT's track tester (Tiff Needell).

1	T	U	2	R	B	3	O	C	4	H	A	5	R	G	6	E	D	7	G
	W		A		N		A		O		R		O						
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INTERNATIONAL RACES

KYALAMI SIGMA

Marching onwards

Ian Scheckter's domination of the South African Sigma series looks like continuing. The reigning champion opened his 1984 account with another victory at Kyalami, despite a poor start which had seen his Team Gunston March 832 as low as fifth at the end of the first lap.

True to form, Scheckter qualified quite comfortably on pole position, his nearest challenger, Trevor van Rooyen (DAW Maurer), being almost a whole second adrift in practice. John Moni showed very well in his new car, a March 832, to claim the inside of the second row, while Klomfass, making a welcome return to racing but suffering from a poorly set-up car.

The addition of silencers served to restrict engine power slightly — Scheckter's pole time was some 3secs slower than he managed last season — the main reason for this change being to strangle the noisy Mazda rotary engines, for the benefit of both race-goers and local residents.

QUALIFYING

1 Ian Scheckter (ZA)	March	1:19.26
2 Trevor van Rooyen (ZA)	Maurer	1:20.13
3 John Moni (ZA)	March	1:20.16
4 Tony Martin (ZA)	Maurer	1:20.58
5 Bernard Tilanus (ZA)	Ralt	1:23.26
6 Peter Haller (ZA)	Haller	1:23.52
7 Brian Smith (ZA)	Lant	1:26.05
8 Roy Moss (ZA)	March	1:28.30
9 Roy Klomfass (ZA)	Lant	1:35.09

Scheckter's poor start saw him immediately engulfed by the small field of only nine cars, but it was Bernard Tilanus (ex-Wayne Taylor Cameo Ralt RT4) who burst through to lead at Crowthorne, followed closely by John Moni's Duckhams March and van Rooyen with a fast-starting Klomfass,

Ian Scheckter overcame all problems to win the opening Sigma event at Kyalami.



Scheckter and Tony Martin (BP 2000 Racing Maurer) also in attendance.

Tilanus drove hard to maintain his advantage, although the race soon began to fall apart. Clutch trouble forced Martin's Maurer out after only three laps, while Klomfass then slid wide at Sunset Bend, breaking his Lant's left rear wheel as he clipped the armco barrier. There was further drama as his car slowed to a halt in the middle of the track and briefly caught fire.

Scheckter, meanwhile, had been working his way back into contention and closed up on Tilanus, who he passed shortly before half-distance. Tilanus though, fought back, retaking the lead a couple of laps later, only for the reigning champion to assert his superiority when Tilanus lost the use of fourth gear. By the finish, Scheckter's winning margin had grown to 2.4secs.

There was more mechanical carnage behind, van Rooyen departing after seven laps with no brakes and then Moni joining him one tour later when his engine expired. Thus, Brian Smith inherited third place in his Rack-Rite Lant, still in touch, with Tilanus, while Peter Haller's home-constructed car and the old March 77B of Roy Moss completed the finishers.

In the accompanying Formula Ford race, André du Plessis fought his Van Diemen clear of a good battle for second place between Matt Keymar in his Ray-based Mattro and the Tempest 82 of Dennis Temple. Basil Mann's return to the category lasted only a couple of laps before a rear wheel bearing failure put his old Royale out.

Also Royale-mounted was Mike Needell, brother of Tiff, who finished sixth after a good tussle with Roley Knoffke (Ray) and the fastest lap-setting Royale of Ian Hertz.

COLIN WINDELL

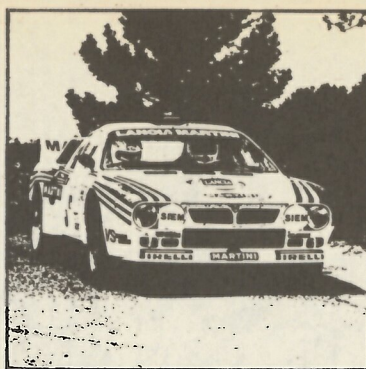
KYALAMI (ZA)

Jan 28
Sigma Series, round 1
18 laps — 45.9 miles

- 1, Ian Scheckter (March-Mazda 832), 24m 49.2s, 110.96mph;
 - 2, Bernard Tilanus (Ralt-Mazda RT4), 24m 51.6s;
 - 3, Brian Smith (Lant-Mazda 84), 24m 55.2s;
 - 4, Peter Haller (Haller Special-Mazda), 25m 16.2s;
 - 5, Roy Moss (March-Mazda 77B), 26m 00.3s; no other finishers.
- Fastest lap: Scheckter, 1m 20.4s, 114.18mph.

South African Formula Ford Championship, round 1
10 laps — 25.5 miles

- 1, André du Plessis (Van Diemen), 16m 57.2s, 90.25mph;
 - 2, Matt Keyset (Mattro), 17m 02.0s;
 - 3, Dennis Temple (Tempest 82), 17m 02.2s;
 - 4, Roley Knoffke (Ray 83F), 17m 07.3s;
 - 5, Ian Hertz (Royale HP21), 17m 07.3s;
 - 6, Mike Needell (Royale HP24), 17m 08.0s.
- Fastest lap: Hertz, 1m 40.04s, 91.76mph.



INTERNATIONAL RALLIES

ARCTIC RALLY

Snow Laine

On the basis of the event's name alone, one would expect four-wheel-drive to dominate the Arctic Rally. Not unnaturally then, Audi Quattros swept the first three places in the season's second Euro Championship round, held just north of the Polar circle.

Antero Laine took his first Arctic victory in 10 years of trying when he easily held off the Group A machine of Mikael Ericsson. Laine of course was driving a full blown Group B version.

Ericsson and Mika Arpiainen enjoyed a rare old battle for second place, the young Swede eventually coming out on top by less than 30secs. This result pushes Ericsson to a surprise lead in the European Championship following his fourth place in the Janner Rally.

Behind the leading trio, no-one else really got a look in but hard charging Mikael Sundstrom tried valiantly to stay in touch but discovered some fresh snow on the stages too much of a handicap for his conventional Opel Ascona.

For some years, Kari Laakso has been the Finnish pioneer of VW Golf GTIs and he now seems to start reaping the rewards. A richly deserved fifth place in the Arctic Rally was easily his best result to date.

With old Group 2 cars denied an entry on FISA championship rallies, Kyosti Hamalainen had to forsake his normal mount for a Group A Escort. The change proved futile though as the new car's electrics failed even before the opening stage. Kyosti's old adversary, Timo Makela seemed poised for fifth position until he went off deep into the banks near the finish.

Disputing that fifth place with Make-la's Talbot had been Jouko Poysti in an Opel Ascona 400 and Harri Toivonen in an Audi 80 Quattro. However, neither of the two men finished as Poysti's Ascona blew a head gasket and Toivonen's Quattro dropped a valve on its first outing.

ESA ILLOINEN

ARCTIC RALLY (SF)

Jan 28/29
European Rally Championship (co-eff 2), round 2.
Finnish Championship, round 2.

- 1, Antero Laine/Risto Virtanen (Audi Quattro), 3h27m16s;
- 2, Mikael Ericsson/Bo Thorszelius (Audi 80 Quattro), 3h27m16s;
- 3, Mika Arpiainen/Timo Hantunen (Audi 80 Quattro), 3h29m37s;
- 4, Mikael Sundstrom/Voitto Silander (Opel Ascona), 3h33m27s;
- 5, Kari Laakso/Ossi Lehtonen (VW Golf GTI), 3h43m07s;
- 6, Jouni Kinnunen/Esko Hokkanen (Ford Escort RS), 3h44m16s.

QATAR RALLY

Easy for Al Hajri

In what was virtually a test drive for his new Rothmans Porsche 911RS, Gulf champion, Saeed Al Hajri, won the first FISA-recognised rally held in the Middle East.

Driving in the Qatar International Rally with all the flair of a world-class competitor, he scored an easy 5mins victory over Dubai's Mohammed Bin Sulayem and a field dominated by top quality opposition.

Michel Saleh of Kuwait was third after a stunning all-or-nothing effort which lifted him from 10th position overnight. Briton Paul Connolly was fourth in an Audi Quattro.

The Rothmans driver's victory in a car making its world debut served as emphatic notice that he intends to retain the Gulf title he won last year and lay claim to the new championship. It was Al Hajri's second Qatar Rally victory in a row and his great following of Qatari supporters cheered themselves hoarse as he crossed the finish line at the Ramada Hotel.

Al Hajri's driving pace on Friday was so relaxed that co-driver John Spiller complained of losing concentration, but his thinking ability — and the Porsche — might have been tested more thoroughly if both Jimmy McRae, the rally favourite, and the Qatari's main rival, Abdullah Omar, had not retired the previous day.

McRae, in the Opel Euro Team's Manta 400, enjoyed the shortest rally of his illustrious career when the engine failed just 2kms into the 850kms event. Omar, winner of last month's Dubai Rally, had been setting exceptional times in his new turbocharged Toyota Celica until a wheel sheered off at the end of the fourth stage on Thursday.

McRae's bad luck was Sulayem's good fortune for the power of the large Opel factory service team immediately switched its attentions to the talented student's Opel Manta 400, identical to the team car. But Al Hajri's 10mins overnight advantage was too big for Sulayem to erode sufficiently and like most drivers, he suffered a rash of punctures.

Oman's Suleiman Kharusi in a Toyota Celica fell victim to the terrain and plunged from third to sixth place. Saleh, driving like a demon and with nothing to lose, leapt from fifth to third. Among the many unfortunates who sat out the second day was Chris Walles of Bahrain and David Evans of Dubai, both of whom were looking desperately for a good result. A 'flu-ridden Evans had been running a temperature higher than his engine's and there was some mercy in the fact that the front suspension of his Barbican Chevette collapsed before he did!

But the day and the glory belonged to Al Hajri, or not quite. His brother, Mubarak, made the celebrations a family affair by coming in 10th in a Datsun 160J.

QATAR RALLY (QA)

Jan 26/27
Middle East Rally Championship, round 1

- 1, Saeed Al Hajri/John Spiller (Porsche 911RS), 4h 23m 51s;
- 2, Mohammed Bin Sulayem/John Daniels (Opel Manta 400), 4h 29m 16s;
- 3, Michel Saleh/Tony Samia (Toyota Celica), 4h 43m 03s;
- 4, Paul Connolly/Euen Burke (Audi Quattro), 4h 43m 21s;
- 5, Tony Georgiou/David Porter (Nissan 240RS), 4h 48m 27s.



OFF-TRACK SPORT

LYDDEN RALLYCROSS

Ultimately Howard

Colin Howard's all-action style paid off on Sunday when he scored his first win on British soil at the fourth round of the Lydden Winter Rallycross Championship. His 2.2-litre Protar-STP Escort was always in contention, and he inherited the lead in the Division 2 final when Will Gollop's Saab suddenly slowed and lost the lead due to a puncture. Nevertheless, the Whitstable driver still leads the Division 2 championship. Stud Nicolaou maintained his 100 per cent score in the Division 1 series, and now he also leads the Superfinal Championship as well.

Heavy rain for several days immediately prior to the event had left the circuit very slippery, and there was a particularly awkward puddle still covering most of the track on the way into Chesson's Drift, so the front-wheel-drive cars had quite an advantage over the Escorts.

Lydden regular Len Payne won the first qualifier from Barry Rapley, who was making a welcome return to rallycross after several years in retirement. Stud duly won the second race, and his main opposition, if indeed he had any at all, came from Colin Page who won the third.

Payne's challenge ended during the second runs when he was hustled off onto the grass at the bottom of Hairy Hill by Colin Rummey's Escort. The Mini launched itself off the Escort's front wheel, nose-dived onto the verge and cartwheeled up the hill. Fortunately Len climbed out unhurt. Newcomer Prentis Polhill went on to record an accomplished win with his smart Fiesta: Bob Brookes in the ex-Ian Thomson Fiesta was the only other winner in Division 1.

Howard and Gollop dominated the Division 2 class qualifying, although Dimi Mavropoulos scored a surprise win over John Cross. Dimi was forced to use his old 2.2-litre Sunbeam-Lotus (which is still for sale) because the Audi's engine is still not ready after its big-end failure at Brands Hatch the week before.

Qualifying ended on a farcical note when only three cars started the last race. Mike Harrison's Sunbeam stopped at the first corner after the nearside door flew open and Howard's Escort coasted back to the paddock after only half a lap when "the magic eye failed" as Colin put it so succinctly. So Terry Briggs cruised around for a couple of laps until officials waved him off the circuit. Since no times were being recorded and qualifying was based on the "points for places" principle there was no point in his continuing.

Predictably, Nicolaou led the first semi-final all the way from Colin Page.



Colin Howard way out in front as he hurls his Escort off the meadow.

David Scott continues to improve with each meeting, and his bright green Mini was on hand to take over the lead when Bob Brookes' Fiesta punctured during the second semi.

John Cross led the first Division 2 semi-final initially, his Escort running much better now that former Wessex employees are looking after his engine again, but Gollop's Saab was in full flight and homing in on the leader. With a lap to go Gollop held back slightly so as to get a clear run through the chicane, and as Cross fish-tailed slightly at the exit the Saab nipped through on the inside to win. Howard led the second semi-final all the way from Mavropoulos and Briggs.

Nicolaou went straight into the lead at the start of the Division 1 final. Ross Browning's Mk1 Escort held second place until Page powered past on the inside. Scott and Kerr Robertson were leading the Mini brigade as they battled for fourth place ahead of Brookes and Rummey. No sooner had Robertson passed Scott than his Ramsgate Glass Mini veered off the track onto the meadow, and the Scotsman only just managed to gather it all together before he arrived at the Elbow. Lack of funds meant that he was obliged to run unsuitable, and bald tyres. Then Browning spun right round on the way into Chesson's, and Brookes missed Pits Bend completely, so Rummey ended up fifth behind Nicolaou, Page, Scott and Robertson.

It was Howard who made the best start in the Division 2 final, but Gollop found more grip as they surged across the meadow and went ahead. Cross and Erling Jensen (TR8) were next up, ahead of Briggs and Mavropoulos. Gollop then began to pull away and seemed to have the race in his pocket despite heroic efforts by Howard, but the Saab suddenly lurched off the track on the Dover Straight and bounced off the bank before Will could regain second place.

Then Cross began to gain ground and came up behind Jensen and Gollop, who were nose-to-tail as they braked for the Hairpin. Cross then moved alongside Jensen and leaned on the Dane until he dropped back, allowing the Autocross proprietor into the resultant gap, whereupon Cross appeared to ram the Saab at the apex. As Gollop fought to control the car Cross and Jensen sped past, one on each side of the stricken Saab. It soon became apparent that a rear tyre was flat, and Gollop dropped back steadily. With two laps to go Cross spun backwards onto the grass at the Devil's Elbow and lost several places.

So, as Howard pressed on in his own inimitable way at the head of the field Jensen continued to finish second, with a surprised Willy Vevers (VW) taking third place. Mavropoulos suddenly slowed on the last lap when his engine blew, leaving a wide oil slick behind him, and Cross and Briggs just caught the Cypriot to finish fifth and sixth respectively.

After all that excitement the Superfinal seemed rather tame. Howard led throughout, chased in vain by Nicolaou. Cross burst through from the ruck to take third place from Jensen at the first corner, with Page hanging on grimly behind.

KERRY DUNLOP

LYDDEN HILL (GB)

Jan 29

Astra MC

Division 1 Final:

1, Costakis Nicolaou (1.6 Ford Fiesta); 2, Colin Page (1.6 Ford Escort); 3, David Scott (1.3 Mini); 4, Kerr Robertson (1.5 Mini); 5, Colin Rummey (1.6 Ford Escort); 6, Prentis Polhill (1.6 Ford Fiesta).

Division 2 Final:

1, Colin Howard (2.2 Ford Escort); 2, Erling Jensen (3.5 Triumph TR8); 3, Willy Vevers (2.2 Volkswagen Beetle); 4, John Cross (2.2 Ford Escort); 5, Terry Briggs (2.6 Vauxhall Chevette); 6, Dimi Mavropoulos (2.2 Sunbeam-Lotus).

Grand Super Final:

1, Howard; 2, Nicolaou; 3, Cross; 4, Jensen; 5, Page; 6, Scott.

MONDELLO PARK

Escort service

Despite the very wet conditions at Mondello Park last Sunday week, Ford Escorts showed the way as Ulsterman Ken McKinstry won the fourth round of the STP Rallycross Championship, hosted, as ever, by the Co Kildare Motor Club.

Increasing his chances of taking the overall championship, McKinstry led fellow Escort driver and former autocross champion, Tom Farrell in the 'A' final, while previous round winners Eugene Cahill could only manage third place in his Mini after the car had been crashed by co-driver Tom Malvin during qualifying.

The first three places in the 'B' final all went to Escorts, John Farrell leading

home Co Antrim's Liam Carey and Seamus Murphy, while Philip Armstrong took his 1500cc Avenger to victory in the 'C' final over the RS2000 of Donald Bowen's and Fiat 128 pilot Marvyn Miller, the latter now unbeaten in Class 1. Championship leader Con Carey managed to retain his lead over Mini man Jimmy Peak, although the latter reduced the gap to only three points after finishing ahead of the Escort driver in the 'A' final.

It was a bad day for Isle of Man resident, Ron Hudson, who failed to make the finals but did win the consolation race. One notable entry was the Toyota Starlet of ex-Hot Rod World Champion, Davey Evans, who was having his first Rallycross outing, eventually finishing third in class behind the Carey brothers.

BILL MANTOVANI

MONDELLO PARK (IRL)

Jan 22

STP Rallycross

Championship, round 4

'A' Final:

1, Ken McKinstry (Ford Escort RS1800); 2, Tom Farrell (Ford Escort RS1800); 3, Eugene Cahill (Mini); 4, Jimmy Peak (Mini); 5, Con Carey (Ford Escort).

'B' Final: 1, John Farrell (Ford Escort RS2000); 2, Liam Carey (Ford Escort RS1800); 3, Seamus Murphy (Ford Escort RS1800).

'C' Final: 1, Philip Armstrong (Talbot Avenger GT); 2, Donald Bowns (Ford Escort RS2000); 3, Marvyn Miller (Fiat 128 Sport).

Class winners: Miller; John McKay (Mini); Peak; Con Carey; Tom McGee (Ford Escort); Armstrong; McKinstry.

ARMSTRONG TRIAL

Strong arm Rawson

During the previous week there were grave doubts as to whether the Armstrong Trial would take place, due to the recent heavy snow falls, but the thaw came just in time and the trial took place in glorious sunshine. The Northern STCC laid out six hills and these were tackled five times each by the healthy field. It was championship leader Stuart Butterfield who took an early lead but he was soon caught by Alan Rawson when he dropped a six on the second round and could never make up the lee-way.

Indeed, he dropped further back when Geoff Rawson put together some fine climbs and Stuart finished just one point behind the second of the two brothers. He was also nearly caught by Graham Hoyle who held off a strong challenge by Tim Pyrer in the closing stages.

There was quite a gap then to the first of the local drivers, John Southern in the Concord. He was only two points ahead of Gerald Hettlewhite, who maintains his lead in the Cambrian Championship, which has three rounds to go. David Morris was a disappointed eighth, a long way back but well ahead of Brian Thornton. The condition of the northern championship is very exciting and the closest ever with Stuart Butterfield and Alan Rawson neck and neck with just two rounds to go.

PAUL SHELDON

ARMSTRONG TRIAL (GB)

Jan 29

Northern Championship round 9

1, Alan Rawson/Mick Uttley (Facksmile) 31 pts; 2, Geoff Rawson/Gary Pogson (Facksmile) 39; 3, Stuart Butterfield/Mark Sheldon (SRB) 40; 4, Graham Hoyle/Lynne Hoyle (SRB) 42; 5, Tim Pyrer/Ralph Whitby (Tribex) 50; 6, John Southern/Alison Trigg (Concord) 68.

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