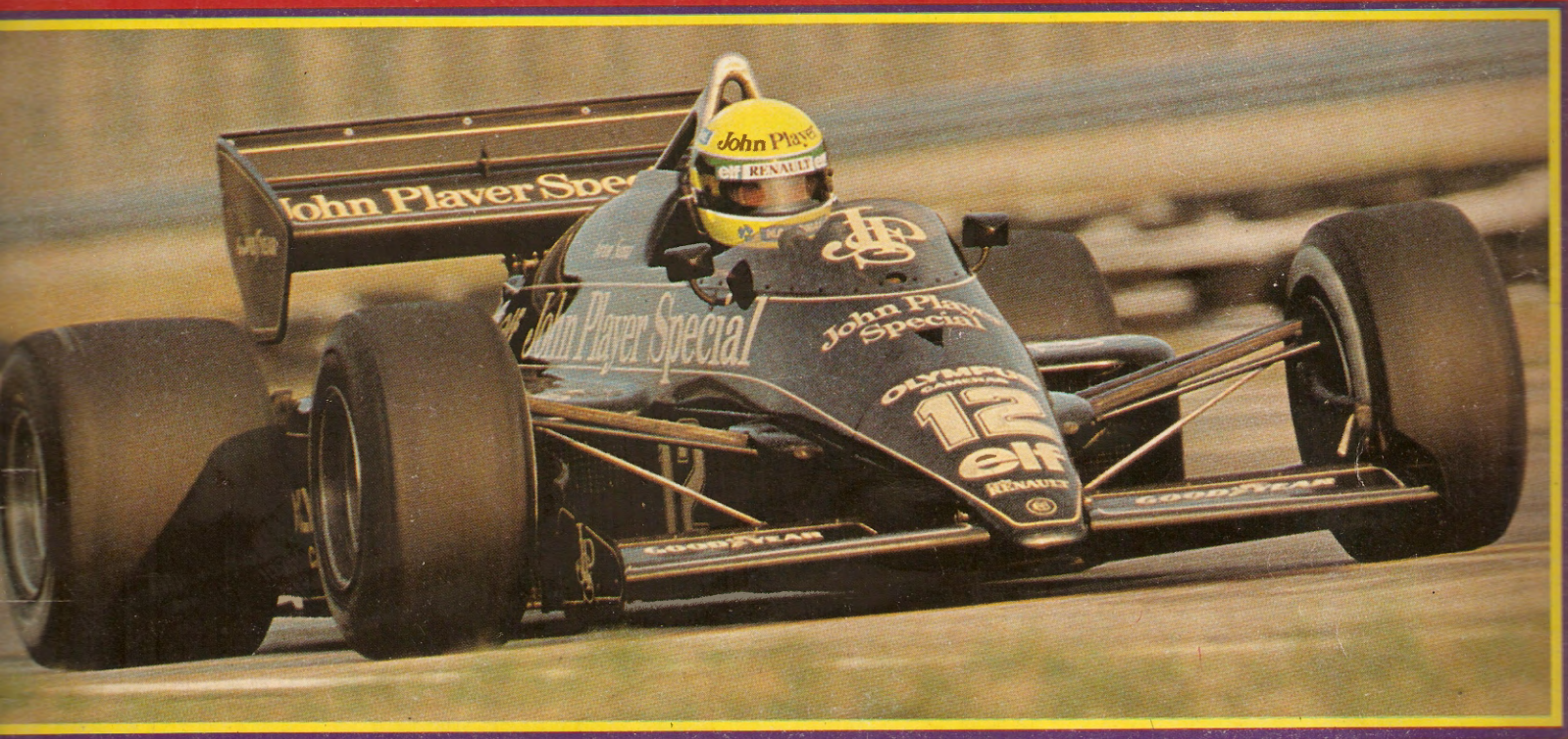


# Autosport

**PLUS!**  
TV GUIDE  
BRAZILIAN GP

Haymarket publication

April 4, 1985 80p



## F1: Brazilian countdown

over 1-2-3 at Monza

Thruxton F3000 preview

York Rally to outsider



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**ARROWS, RAM, ZAKSPEED**

**WEEK**  
**3**



# Autosport

## FRONT COVER

Pictured on this week's front cover is Ayrton Senna, fastest in testing at Rio, venue of the first round of the FIA Formula 1 World Championship. Read the latest F1 news in *Pit & Paddock*, while a full preview to the Brazilian Grand Prix appears in our full colour TV guide free with this issue. The race will be reported in full in next week's issue. Photo: IPA. Below: The TWR Rover team finished 1-2-3 in the opening round of the European Touring Car Championship. Report: page 14. Photo: John Colley.

## NEXT WEEK

Brazilian Grand Prix from Rio — All the Bank Holiday action, including F3000 from Thruxton — Full report from the Safari Rally — Mugello WEC preview — Interview with Frank Williams — Plus Team Guide to the Ligier and Minardi F1 teams, all in full colour.\*

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

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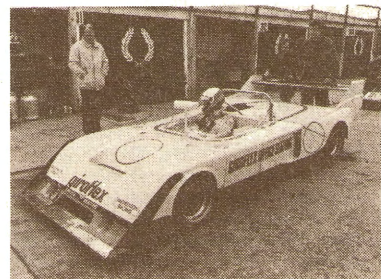
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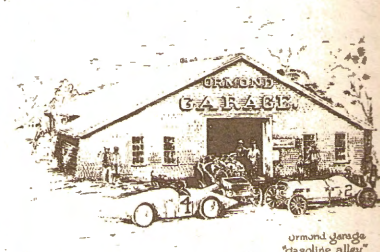


A new name featured on the second round of the Shell Oils/AUTOSPORT National Rally Championship, the York National Rally — Chris Mellors. Keith Oswin reports from Yorkshire.

## PREVIEW: F3000 42

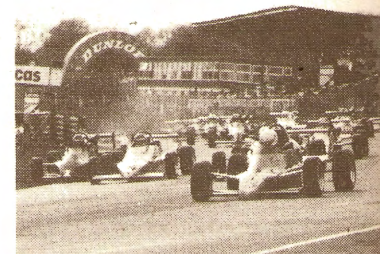
The second round of the European Formula 3000 championship takes place at Thruxton this Bank Holiday Monday. Ian Phillips provides you with all the facts for an entertaining day's racing.

## ARMCHAIR ENTHUSIAST 45



Our monthly leisure guide — All our usual competitions — Book and video reviews — Plus a look at some interesting motor racing postcards.

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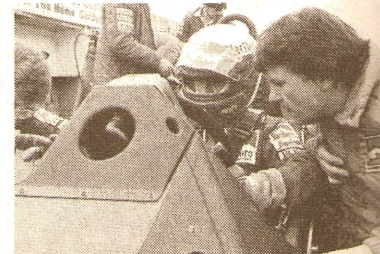


New carbon fibre Dallara wins opening Italian F3 counter — Euro MG Metro Challenge action from Monza — BMW on top in NZ — Dan Marvin wins West Coast Atlantic — National racing from Brands Hatch, Silverstone, Lydden and Mallory Park — Frequelin wins Garrigues Euro counter — Rally action from Kuwait — All the national rallies from the weekend.

## AUTOSPORT GRAND PRIX TEAM GUIDE

Another in our full colour Grand Prix Team Guides looks at the Arrows, RAM and Zakspeed marques.

## AUTOSPORT GRAND PRIX TV GUIDE



The first in our popular full colour TV Guides takes a pre-season look at the first round of the World Championship at Rio, the Brazilian Grand Prix.

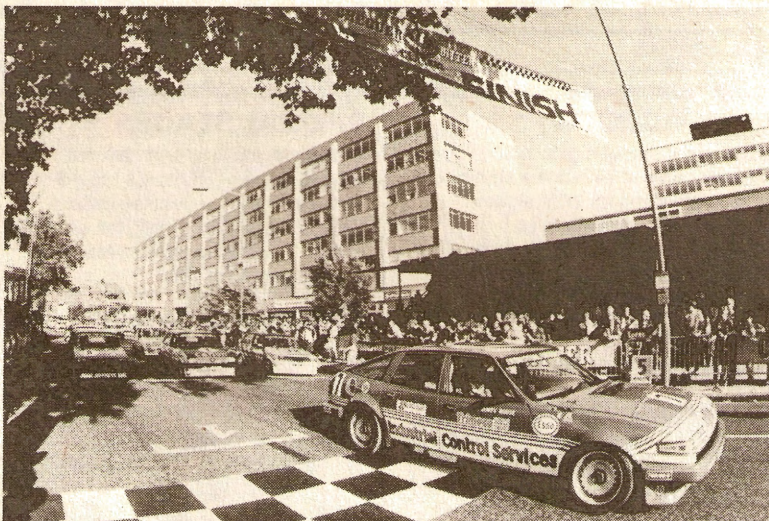


# Second Commons reading for Birmingham road racing bill

Street racing in Birmingham took a step nearer reality on Monday, when a private member's bill proposing the idea went through its second reading in the House of Commons, the voting in favour being 202-68. The bill now goes on to committee stage.

It was, by all accounts, quite a stormy debate, despite the size of the eventual majority. Three of Birmingham's six Labour MPs; Terry Davis, Jeff Rooker and Clare Short, were all opposed, and another, Roy Hattersley (Labour's Deputy Leader) is believed to be less than keen on the idea.

Despite the fact that Birmingham's City Council is Labour-controlled (and in favour, believing that a race would generate interest in and income for the city), these dissenting voices suggested that the investment required (£1.5m over two years) would be better spent elsewhere in a city of very high unemployment. There were also, predictably, objections to possible cigarette advertising. Mr Rooker, clearly anticipating all possible affronts to his philosophy, made clear that he would give the idea no support unless he received assurances that any South African drivers would be banned from taking part. Russians are presumably welcome.



A step closer to reality? Birmingham proposes an August Bank Holiday race for saloon cars.

We understand, however, that a referendum of all the residents who actually live around the proposed track revealed that 93% were in favour of a race.

The proposal is to stage a meeting once

a year, on August Bank Holiday Monday, with practice the previous day. And there is no question of a Birmingham Grand Prix for Formula 1 cars, or anything of the kind. The main event would be for saloon cars.

A lot of effort is being put into marketing Birmingham, into attracting visitors to the city. And another Birmingham MP, Tory Sir Reginald Eyre, suggested in the House that a street race would be a much-needed tourist attraction which could make a lot of money for the city. Certainly, the 'On The Streets' days — admittedly with no entrance charge — have attracted phenomenal crowds.

The ambitious Birmingham plans would appear still to face major opposition from the RAC, which declared a few months ago that its policy was to decline to sanction motor racing on street circuits in Britain. Indeed, we understand that the RAC lobbied MPs hard, by letter, not to vote in favour on Monday.

A spokesman for the City of Birmingham Promotion and Community Relations Unit told us on Tuesday that the last thing they wanted was a battle with the RAC. "We need the help, advice and cooperation of the RAC," he said, "and we are urgently seeking a meeting with them."

Assuming that all goes well with the bill, the spokesman added, the City Council looked to staging its first street race meeting over August Bank Holiday in 1987.

## Hawkridge goes to Rio

While there will definitely be no Toleman cars on the grid in Brazil this weekend, the company's managing director Alex Hawkridge will be present and making himself heard.

"I am going to Rio to meet my so called colleagues in Formula 1, to see if reason can be brought to bear," said Hawkridge on Monday. If further straight-forward negotiation fails to bring any positive results, Hawkridge is prepared to take his car to the courts.

"I spent all last week talking to our lawyers in Paris and America, and they have suggested that we have a strong case.

"If Formula 1 is a sport, then we can have a go at FISA under the EEC

regulations which state that all entries in sporting events should be given equal opportunity.

"In America, they consider Formula 1 to be a business in that everybody, probably with the exception of Toleman, is in it to make money. This means that it comes under the anti-trust laws in the same way that the Laker airlines case is being fought. All we have to do is show that we are the victims of a conspiracy. The conspirators then have to put up a defence . . .

"I don't want to spend the next two years battling in the courts and I hope a sensible decision in Rio will solve everything. But at least I am not making a

toothless visit."

Hawkridge's attempts to keep the team alive by threatening court action is not likely to find him any new friends within F1, none of whom have yet to show any sympathy anyway.

The former solidarity within Toleman's own ranks appeared to crack last week when a major disagreement over how their current dilemma should be handled, between Hawkridge and his Motor Sport PR man Chris Witty, resulted in the latter's energies being transferred to Toleman's attempt to capture the Blue Riband trans-Atlantic boat record with their Cougar Marine-built Virgin Challenger.

## Acheson in to test RAM

Kenny Acheson was asked to give the second of the new RAM cars some shakedown laps at Donington last week prior to it being shipped to Brazil. "After the tough time Kenny had with us in 1983 we felt that we owed him a favour and giving him a few laps in the new car was the least we could do," said team boss John Macdonald at the weekend.

There will be two of the Gustav Brunner-designed RAM 03s at Rio, featuring some detail modifications to cope with the anticipated excessive heat in Brazil. The water radiators have been angled forward, while ducting should aid the expulsion of hot air.

## Lotus favourites for Brazilian Grand Prix?

If testing be any guide, Lotus look in good shape for Sunday's Brazilian Grand Prix, round 1 of the 1985 Formula 1 World Championship. Elio de Angelis started last year's race from the pole, and his new team mate Ayrton Senna came out of the second of this year's test sessions with comfortably the quickest time.

It seems not unreasonable to suggest that the Brazilian is a likely pole man for Sunday, but there is every indication that this year's championship will be far more closely fought than was the case last year. We think it inconceivable that any team will achieve McLaren-style domination in 1985.

Brabham apart, every competitive team will be on Goodyears, and no one can dispute that Michelin generally held sway last season. Ferrari, Williams and Lotus already have considerable experience with the American tyres, but for McLaren and Renault they are something new.

Alain Prost and World Champion Niki Lauda have proclaimed themselves delighted with the latest McLaren MP4/2B, but Keke Rosberg has high hopes of the new Williams-Honda FW10 (see separate story), and Michele Alboreto is similarly optimistic about Ferrari's 156/85. Both have tested impressively — as also has Thierry Boutsen's new Arrows A8, fastest of all at Imola recently. Disappointing, by contrast, have been the Renault RE60s of Patrick Tambay and Derek Warwick.

It seems absurd to speak of Nelson Piquet and Brabham as unknown quantities, but only a race will show whether or not Pirelli have genuinely progressed to the point of offering a challenge to Goodyear. In qualifying, as ever, Nelson will assuredly be to the fore. And he comments that Gordon

Murray's new BT54 is markedly superior to its predecessor.

Unusually, there were two test sessions at Rio this year. The first, in mid-February, came out as follows:

Michele Alboreto	Ferrari 126C4B	1:29.18
Alain Prost	McLaren-TAG MP4/2	1:29.89
Keke Rosberg	Williams-Honda FW09B	1:30.60
Patrick Tambay	Renault RE50	1:31.30
Elio de Angelis	Lotus-Renault 977	1:31.62
Nigel Mansell	Williams-Honda FW09B	1:32.40
Stefan Johansson	Toleman-Hart TG185	1:32.50
Nelson Piquet	Brabham-BMW BT53P	1:32.58
René Arnoux	Ferrari 126C4B	1:33.23
Ayrton Senna	Lotus-Renault 977	1:33.34
Derek Warwick	Renault RE50	1:34.79
Martin Brundle	Tyrrrell-Cosworth 012	1:35.57
Manfred Winkelhock	RAM-Hart 03	1:36.14
Niki Lauda	McLaren-TAG MP4/2	1:36.49
Stefan Bellof	Tyrrrell-Cosworth 012	1:37.79
Philippe Alliot	RAM-Hart 03	1:38.24
François Hesnault	Brabham-BMW BT53P	1:41.20

A month later, only four teams were present, finishing up thus:

Ayrton Senna	Lotus-Renault 977	1:27.90
Nelson Piquet	Brabham-BMW BT54	1:29.60
Thierry Boutsen	Arrows-BMW A8	1:30.90
Elio de Angelis	Lotus-Renault 977	1:34.40
Derek Warwick	Renault RE50	1:36.00
Patrick Tambay	Renault RE60	1:36.70
Derek Warwick	Renault RE60	1:36.80
François Hesnault	Brabham-BMW BT53P	1:38.50



# Dumfries in at Ferrari!

Johnny Dumfries will be confirmed as a Ferrari contracted driver, possibly this week! News of an impending announcement was leaked to our Italian correspondent over the weekend although Dumfries himself was strenuously trying to laugh off any such predictions on Monday. "I am talking to them," admitted Dumfries, but he stressed, "nothing is signed, sealed and delivered."

Our information suggested that Fer-

rari racing manager Marco Picinini spent a day in London on his way to the Brazilian Grand Prix and discussed terms with the British Formula 3 champion. Dumfries, however, would not confirm this. "That would be telling..."

We understand that Ferrari have offered Dumfries a testing contract for this season with the chance of three or four races towards the end of the year. The offer comes after Johnny's 48 laps at Fiorano a fortnight ago.

Ironically, with the Ferrari deal virtually tied up, Dumfries has not yet been able to secure a full season of Formula 3000 racing with the Onyx March team. "Whatever else is going on my priority really is with Mike Earle and Onyx," said Dumfries. "It would be stupid of me to think of putting anything else ahead of that. Both Mike and I are working flat out to find a sponsor between us so that I can do the whole season and win the F3000 championship."



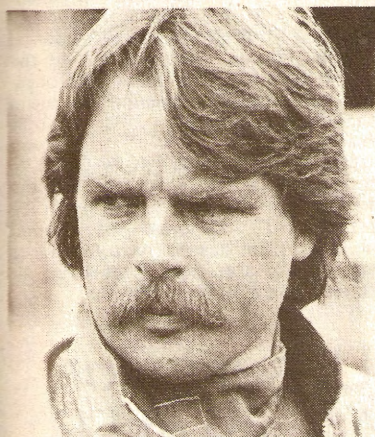
Baldi — confirmed with Spirit.

## Baldi back with Spirit

There were strong rumours last week that Mauro Baldi would not, after all, be driving the singleton Spirit-Hart in Rio and that, as last year, Dutchman Huub Rothengatter would be taking his place.

However, the situation had returned to normal by Monday morning and Baldi was at Spirit's new factory near Reading confirming his place with Team Director John Wickham. "We could not come to terms with Rothengatter and I am pleased to say that the situation with Mauro has resolved itself," said Wickham.

The Spirit will be white in Rio "with just a few stickers on it", but Wickham said there had been "positive movement" on the team's projected entry into Formula 3000 and that he was hopeful of the plans coming to fruition fairly soon.



Rosberg — unofficial record.

## Keke tames Hondapower

While Lotus left Donington Park last week satisfied that Elio de Angelis's 57.1s lap confirmed them as the pre-season F1 pace setters, the following day Keke Rosberg hurred the new Williams-Honda around the circuit a whole second quicker.

The Finn's 56.1s lap was the fastest ever F1 time at Donington beating even the fully skirted times of a couple of years ago!

Patrick Head's new FW10 design has proved to be a very effective and nicely balanced car, right out of the box, and looks like putting the Williams team right back on the pace at the start of the new season.

Nigel Mansell was at Donington at the end of the week to shakedown the second new chassis but the whole day was ruined by rain.

## Fabi joins Winkelmann: Lotus still uncertain

As we revealed some weeks ago, there have been moves afoot to put Teo Fabi into the Ducarouge-designed Lotus 96 Indycar. We now learn that the Italian has signed a contract with Winkelmann Racing to drive the car — subject to the finding of sponsorship. That, however, is proving extremely difficult.

Apparently Roy Winkelmann and Peter Warr have been attempting to reach agreement with Aat Groenevelt's Provimi Veal team to run the car for Teo, but this looks unlikely to happen. The team will probably operate with a single Lola for Arie Luyendijk, who tested the

car — and crashed it — last week. The word is that the Lotus is still some way from completion, and our American Editor says that, in the CART world, there are serious doubts that it will ever race. Winkelmann's last nominated driver was Willy T. Ribbs, but he is now out of the picture.

The Provimi Veal team will race this year under a different name, for the Board no longer wishes to have the company name on the cars. The owner, Mr Groenevelt, is keen for the team to continue, however, and it will probably be renamed Groenevelt Racing.

## World Championship odds

As we went to press on Wednesday, bookmakers William Hill had Nelson Piquet as favourite to take the 1985 Formula 1 World Championship. Odds were available as follows:

3:1 .....	Nelson Piquet
7:2 .....	Alain Prost
7:2 .....	Niki Lauda
8:1 .....	Elio de Angelis
10:1 .....	Keke Rosberg
12:1 .....	Michele Alboreto
16:1 .....	René Arnoux
20:1 .....	Derek Warwick
20:1 .....	Patrick Tambay
25:1 .....	Ayrton Senna
25:1 .....	Nigel Mansell
33:1 .....	Jacques Laffite
33:1 .....	Riccardo Patrese
40:1 .....	Bar

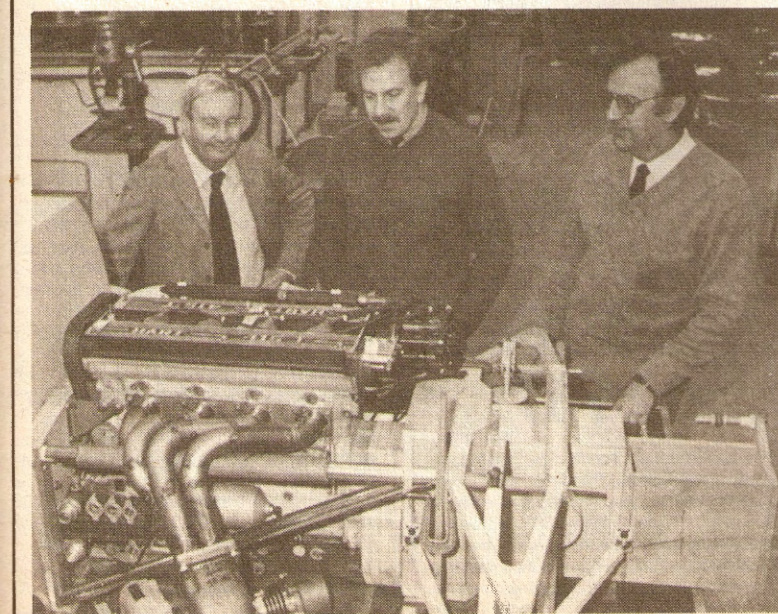
At those prices, Messrs Rosberg, Alboreto and Senna would seem to justify some modest speculation...



The Grand Prix season is upon us once more, and with it comes the Moët et Chandon competition. Before each race we ask you to predict the winner and his average speed, and to he/she who makes the most accurate forecast goes a magnum of Moët et Chandon champagne.

Last year's Brazilian Grand Prix was won by Alain Prost's McLaren-TAG MP4/2, the Frenchman's average speed being 111.54mph. Will Prost, who won seven races last season, begin this one with another victory? Or will it be Rosberg or Alboreto or Senna or...?

Let us have your predictions — postcards only, please — at AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middx TW11 0JE. And we must ask you again *not* to send in bulk entries, please. If you persist, one entry will be picked out at random, and that will stand as your one and only. The rest will be discarded.



## Beatrice progress with F1 chassis

The Beatrice F1 team has taken delivery of a mock-up 415T engine, here pictured with Teddy Mayer, Neil Oatley and John Baldwin. In an accompanying press release, however, Beatrice say they are "leaving their engine options open for 1986 and beyond." And team owner Carl Haas adds that "we will review the situation at an appropriate time before the end of the season." When they announce in Detroit that Beatrice is to get the new Ford F1 engine next year, remember where you read it first...



# OSCAR to represent sports car racing teams

World Championship sportscar racing, which has been crying out for years for a body effectively representing the interests of the teams, manufacturers and sponsors, gets just that this week with the announcement of OSCAR — the Organisation for Sportscar Racing.

OSCAR has been announced as "a professional but non-political organisation" and at formation it represents more than 20 of the World Endurance Championship teams, including Porsche and Jaguar and most of the best private entrants. Essentially OSCAR is an administrative body, designed to assist teams and race promoters in the areas of transportation and entries. However, there is no doubt that it carries the potential of further development in the future, when it is expected to carry a great deal of useful influence in sportscar racing worldwide.

OSCAR sets out to improve the working relationship between the WEC teams and event promoters, which until

now has been happy enough, but disorganised. The Group C and Group B teams have had no formal contracts guaranteeing payment of prize or travel money by event promoters outside Europe, while the race organisers have had no formal guarantee that their events will attract quality fields.

The process was started two years ago when Motor Race Consultants seriously began to represent the interests of a large number of the WEC teams. MRC's Chris Parsons gained the respect not only of his clients but also of the event promoters, and he has been invited by the teams to be the first President of OSCAR. "This comes as a logical progression of the foundations which MRC have been building for the past two seasons," says Parsons, who will base the OSCAR headquarters in the MRC offices at 11 Gloucester Road, London SW7 4PP (tel: 01 584 3762/4).

OSCAR aims to resolve the existing contractual vagaries so as to get the

relationships between WEC teams and organisers on a more formal basis, and to achieve bigger and better race fields at the furthest-flung races such as Mosport Park, Mount Fuji, Sandown Park and Shah Alam. It also lists as its aims to encourage communication between authorities, officials, organisers, teams and drivers in the WEC; to act as the united voice of teams and manufacturers in consultations with organisers and with FISA; and to protect the interests of sportscar racing competitors worldwide.

A committee has been formed to manage OSCAR, representing a wide range of WEC interests. Under the Presidency of Chris Parsons, Jürgen Barth (Porsche) and Ron Elkins (Jaguar) represent Group C1 manufacturers; Giorgio Stirano (Alfa) the C2 manufacturers; Peter Reinisch (Brun Motorsport) and Richard Lloyd the C1 private entrants; Jeff Hazell (Spice) the C2 private entrants; and Sean Roberts (Rothmans International) the sponsors.

## New York Grand Prix optimism

For some months we have been awaiting the now traditional news from America that the New York Grand Prix is off for this year, but will be run next etc, etc. As of Monday, however, the 1985 event still looked like a possibility.

On Monday, indeed, the race was due to receive a public hearing at City Hall, having last week gained certification of approval from NYC's Environmental Studies Group. The men behind the event, Dan Koren and Harvey Hudes, are now expressing genuine optimism that the New York Grand Prix will be a reality this year.

FISA's calendar originally gave the race a date on September 29, but if the race is on, we may expect it to be rescheduled. Although no formal announcement has yet been made, we anticipate a European Grand Prix at Brands Hatch on September 22.

## Unser in for Mears at LB

Although testing at Phoenix has shown that Rick Mears has lost none of his pace, the 1984 Indy 500 winner will not be taking part in the CART season opener, at Long Beach on 14 April. He continues to make a good recovery from his Sanair injuries, but prefers to skip Long Beach — physically a very hard race — to be sure of complete fitness for the month at Indianapolis.

Rick's place in the Penske team will be taken in California by his erstwhile team mate, Al Unser Sr, who will partner Danny Sullivan. The two have been testing at Laguna Seca this week, while Mears himself is due to run at Indianapolis tomorrow (Friday). At the 500, all three men will run Penske Racing March 85Cs.

## Fewer Indy 500 entries

For the first time in many years the number of entries for the Indianapolis 500 is considerably down. By the end of last week only 42 had been received, and the theoretical closing time for entries is the end of this week. In the recent past USAC has claimed well over 100 entries each year.

However, our American Editor says that the current position does not suggest a crisis for the Indy 500. All the teams and drivers of consequence are in. For this year's race the entry fee has been raised from \$1000 to \$3000, and this, he says, has kept out most of the 'junkies' — people who half-heartedly run round in 1972 Eagles, and so on.

The lifting of the entry fee has also, our man suggests, kept out the traditional freeloaders who take a garage in Gasoline Alley without the slightest intention of running in the race. Some never actually venture onto the track — and some don't even have a car! With an entry for the Indy 500, however, you get a good number of passes, and at \$1000 that was a cheap way of getting a great vantage point for a lot of people. At \$3000, it seems, the price was too high for them . . .

# Huysman's revised Ralt

## EJR team test new aerodynamics and Bridgestone F3 tyres

Eddie Jordan Racing were due to start an extensive test and development programme with one of their Ralt RT30 F3 chassis this week, with its aerodynamics coming under particular scrutiny.

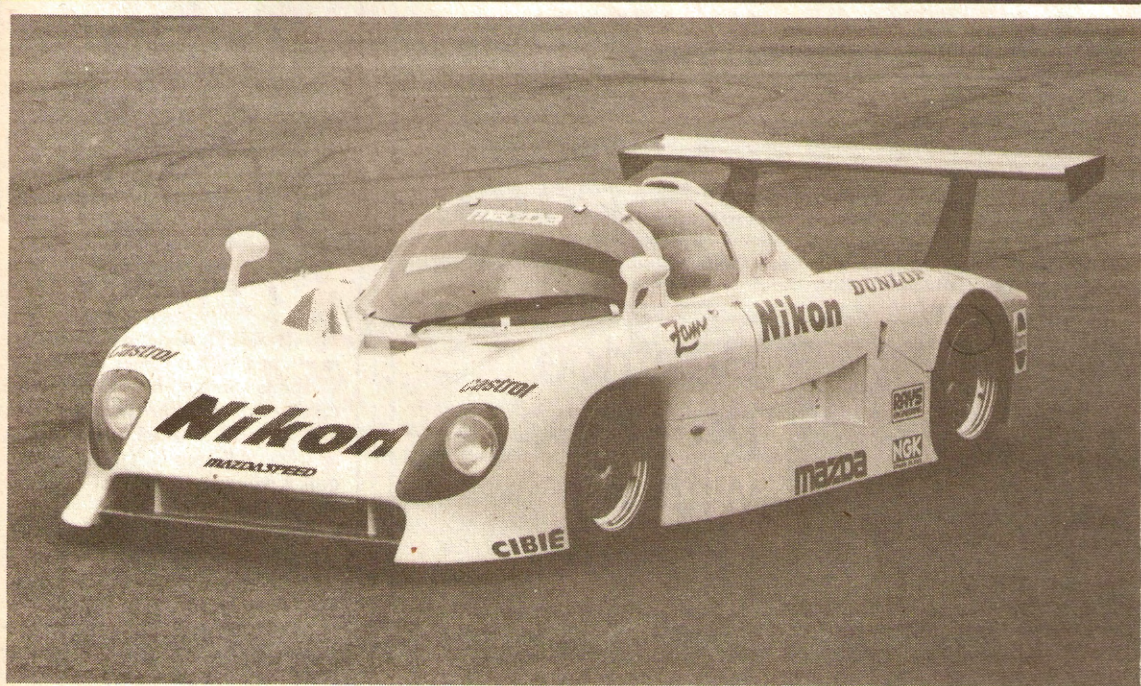
The Silverstone team has devised an entirely new body and flat bottom package for Ron Tauranac's design and, given dry weather, hoped to try it on the

Marlboro car of Harald Huysman prior to this weekend's British championship round at Thruxton.

The prototype bodywork, built in conjunction with local carpenter Richard Lawson ("what he can't do with wood isn't worth knowing," commented EJRT team spokesman 'Jimbo' Wright) is mated to a much smaller flat floor, while

the radiators have been repositioned in front of the rear wheels.

Among Huysman's duties on Tuesday was scheduled to be some running on the latest Bridgestone tyres. The Japanese company is to pitch for the next RACMSA F3 'control' tyre contract later in the year, and is continuing its policy of constant development.



## Mazdaspeed announces new C2 737

The factory Mazda team will be back in the World Endurance Championship in 1985 with the latest version of its Group C2 challenger, the Mazda 737C. The team director of Mazdaspeed, Takashi Ohashi, unveiled the new car recently during a reception at the Akasaka Prince Hotel in Tokyo. The new car is very closely based on last year's model but features an 80mm longer wheelbase, a more rigid monocoque and redesigned front suspension geometry — all measures intended to improve driveability and high-speed stability. Mr Ohashi confirmed that the 737C will be the team's "final approach in the C2 arena" which is taken to mean that Mazda will begin its Group C1 project next season in earnest, probably with either a new three-rotor engine or with the rotary turbo that appeared at Mount Fuji last year. The new Mazda 737C will make its debut this weekend (April 7) in the Suzuka 500 and the team intends to send three cars to the WEC events at Silverstone and Le Mans. Drivers will include David Kennedy, Jean-Michel Martin and Philippe Martin, as well as the factory drivers Yojiro Terada, Yoshimi Katayama and Takashi Yorino.

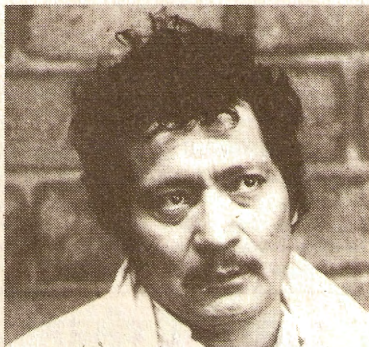


# Fitzpatrick 956s back on Yokohama rubber

John Fitzpatrick Racing will run its Group C1 Porsche 956 cars this season on Yokohama tyres. The new contract, which will put the British entered Porsches back onto the same rubber with which they started the 1984 season, was signed after David Hobbs had driven a series of back-to-back tests with Goodyear and Yokohama tyres at Estoril.

The move adds another element to the interesting tyre war which is developing this season. Michelin have now confirmed that they will be supplying the factory Lancia Martini team in the World Endurance Championship, which will be the French company's only track racing involvement this season aside from control tyres in French F3. Dunlop, having in the recent past enjoyed a near-monopoly in World series sportscar racing, will continue to supply the works Rothmans-Porsche team and leading privateers such as Joest Racing and Brun Motorsport. Goodyear, however, have increased their bid for WEC honours and will supply Richard Lloyd Racing this year as well as Kremer.

The renewed JFR deal with Yokohama, which follows intensive tyre de-



Lopez — full WEC season with JFR.

velopment by the Japanese manufacturer over the winter, brings the C1 category suppliers to four, but in the wings are Avon, who will again supply a large number of C2 teams and whose products are expected to appear on a small number of cars in the C1 class.

John Fitzpatrick's team, which has sold its Porsche 962 to Jim Busby's US

based IMSA organisation, will be running two Porsche 956s from its Silverstone base, one of them a B-specification model. Over the winter, the JFR team has lost its Skoal Bandit sponsorship from last year and its two leading drivers, Hobbs to Jaguar and Thierry Boutsen to Brun Motorsport. Currently the team's plans are still unsettled although there are negotiations in hand with several sponsors and drivers for 1985.

Last week, the team signed up the national sportscar racing champion from Peru, Manuel Lopez, who will race a full WEC season in the cockpit of the JFR Porsche 956. To drive the 956B, Fitzpatrick is talking with a number of drivers including Stefan Johansson (who is committed for at least four events to TWR Jaguar), CanAm Champion Michael Roe, John Watson and Kenny Acheson.

JFR's plans will not be finalised before the WEC series opener in Mugello on April 14, but the two team cars will certainly be going to Monza a fortnight later and to Silverstone. "If necessary, we'll just have to bite the bullet and go to these races without major sponsorship," said Fitzpatrick last week.

# Cesario in Gp C Lancia

Lucio Cesario, the 1982 Australian Formula 2 Champion, has been listed as a reserve driver for the factory Lancia Martini Group C sportscar racing team. The 24-year-old Melbourne resident tested one of the revised Lancia LC2-85 cars at Monza last week.

Cesario was recommended to Lancia competitions director Cesare Fiorio by the Alba-Giannini Group C2 team, for which he raced at the Sandown 1000 WEC event last December. He will be used as a reserve driver for the first couple of events but is expected to race for the Italian works team at Le Mans, when Riccardo Patrese and Mauro Baldi will be competing in the clashing Canadian Grand Prix.

## BRIEFLY

■ The Bristol NASCAR race scheduled for last Sunday has been moved forward to this Saturday after rain forced the cancellation of the event. Harry Gant had qualified on pole.



Gabbiani — still looking to F3000.

■ Beppe Gabbiani was in London early this week hoping to conclude his Formula 3000 plans to enable him to join the series at Estoril.

■ Without ever having threatened to turn up at a race the Cecilia Ekstroem F3000 team have promised an entry of Tyrrell, Arrows and Williams chassis. The team is due to become reality at Thruxton this weekend where Eric Lang is entered in a new March 85B which will be delivered to them on Friday.

■ German FF2000 runner Markuss Östreich will deputise for Gerhard Berger when the Arrows F1 driver cannot drive the Schnitzer BMW 635CSI in ETC races.

■ European Rallycross champion, Norwegian Martin Schanche, has apparently put together a Group C2 drive in this year's WEC series. Schanche is slated to join Swedes Stanley Dickens and Kenneth Leim in a Porsche-powered Toj chassis.

■ Philippe Streiff will take Manfred Winkelhock's place in the Kremer brothers' Kenwood Hi-Fi sponsored Porsche 956 at Le Mans, the Frenchman joining Marc Surer while Manfred concentrates on his RAM drive in the Canadian GP.

■ San Remo Racing will be running a third March 85B in the remainder of the European F3000 championship. Its driver, Roberto del Castello, brings backing from Australian sportsman to rejoin Alberto Colombo's team, with which he ran a full season of F2 in 1982.

■ BBC1's *Grandsand* will carry a special 15-minute preview of the Grand Prix season on Saturday (at approximately 4.30pm), with Murray Walker's and James Hunt's best guesses for the races to come, and news of qualifying from Brazil.

# Hayashi launches new F3 chassis

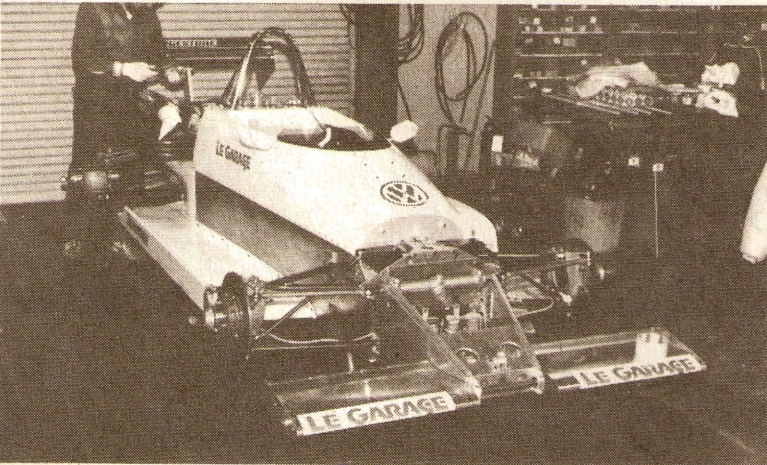
Japan's leading racing constructor Hayashi has unveiled its Ralt-lookalike F3 330 Strada model. Flat bottomed F3 racing started in Japan last year and the championship was won by Hayashi's 322 model, a converted wing car.

Hayashi sales manager Osumu Hata-gawa stresses that the new car has been under development for some time and that any similarity between it and the Ralt RT30 is quite co-incidental.

The likeness, in fact, only goes as far as the flat righthand sideshell, which houses the oil radiator, rather than it being a full sidepod. The aluminium monocoque has a carbon fibre top section while push rod front and rocker arm rear suspension is fitted.

The Hayashi will take either VW or Toyota engines and the company is keen to sell replicas in Europe where the price of a rolling chassis would be in the region of £18,000.

The new Hayashi 330 model bears a striking resemblance to the new Ralt RT30.



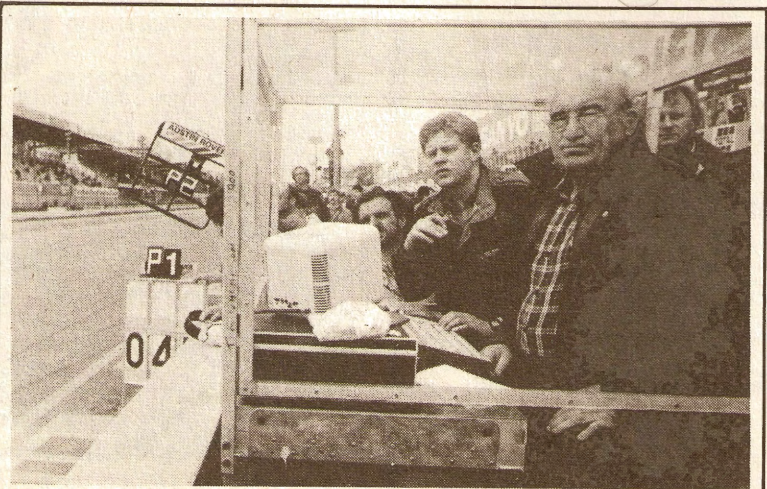
# Allez France

This weekend sees the first round of the Marlboro French Formula 3 series at Nogaro.

The standard of the French series has improved somewhat since Cathy Muller won last year's final round at Albi and will see the new Reynard 853 pitted against the new Martini MK44s for the first time, as well as Ralt RT30s and modified '84 chassis.

This year three British teams have cars racing in France: Dave Price (Paul Belmondo), Eddie Jordan (Dominique Delestre) and Scan + Sport (Fabian Giroix). The opposition will be led by the Marlboro-sponsored ORECA Martinis of Pierre-Henri Raphanel and Yannick Dalmas.

Other Martinis will appear in the hands of Bernard Santal, and American Joe Ris. Denis Morin returns to racing, while '84 frontrunners, Frederic Delavallade, Jean-Louis Tournadre and Jean-Pierre Hour-sourigay are sure to be near the front. The Formula 3 revival continues ...



# Keeping up with the times

This strange looking device is TWR's latest project — the all-weather mobile timing box, which was seen for the first time last Sunday at the opening round of the European Touring Car Championship. The Rover pitboards tell the story ... Full report page 14.



BRIEFLY

Further to our news last week of the Dallas Grand Prix Corporation's financial problems, it now seems that the future of the CanAm series is bleak indeed. We understand that, with the single exception of the organisers at Mosport (where CanAm crowds are traditionally healthy), all the promoters are demanding that the SCCA guarantees every dime of prize money — or no race.

South African Glenn Loxton's name has been linked with Anglia Cars's ARGO C2 chassis in its European guise. Brother-in-law David Sears will make a very handy partner when the project is ready.



Thyring — WEC TIGA drive.

Reigning European Sports 2000 champion Thorkild Thyring will drive Roy Baker's RB Promotions TIGA-DBT turbocars in selected rounds of this year's WEC trail. The Silverstone equipe will field two of the nimble cars at each event.

Gary Brabham is currently trying to finalise a deal to run in the Pre-'84 class of the Marlboro British F3 championship. The Australian hopes to be running a Ralt RT3 with Docking-Spitzley Racing when the finance materialises.

Rumours from the South West would suggest that Mini and Metro racing stalwart Roly Nix has a rather more ambitious GpA project up his sleeve. A 3.6-litre Jaguar engine would seem to lie at the centre of Nix's plans, but what will it power? An XJS in the short term, and subsequently a new XJ40 shell perhaps.

The Silverstone Booking Office is now accepting advance bookings for the 1000 Kms meeting on the weekend of May 11/12. Anyone booking now will be able to see the Silverstone 1000 on the Sunday for only £7.00, saving £1.00 on the price for a trackside enclosure ticket including covered grandstand seating; the Centre transfer is £3.00 extra. The Saturday qualifying will be interspersed with four supporting races (three Ford racing events plus a round of the Renault 5 Elf Turbo Cup) and the advance booking cost is £2.50 (Centre transfer £1.50 extra). Accompanied children under 16 are free of all charges, so this looks like another 'snip' from Silverstone, where the new Group C Jaguars might be racing for the first time.

Moodies, the Haslemere-based company which specialises in on-circuit catering and hospitality, will be serving Team Lotus and Olympus guests at most of this season's European Grands Prix from their lavishly-equipped buses.

The popular Green Man Inn at Syresham — located a mile or so from the Silverstone main gates — is now under new management and reopened for business on Friday, March 22. Barry Marshall of the Green Man is now accepting bookings for race weekends, for both accommodation and evening meals, on 02805 209.

# Tiga WEC programme for Tim Lee-Davey

The super-successful Spice Tiga GC84 chassis, winner of no fewer than five World Endurance Championship Group C2 races last season, has been acquired by Tim Lee-Davey. Motor Circuit Developments's advertising manager is to campaign the Cosworth DFV-powered coupe at Le Mans, the Silverstone and Brands Hatch 1000Kms WEC counters and in a programme of Thundersports races this season. His co-drivers in the

McNeil Engineering-run machine will be Australian Neil Crang (the Geneva-based businessman who drove it in 1984) and, finance permitting, James Weaver.

Support for this ambitious venture has been forthcoming from Lee-Davey's long-time backers Derwent Television, plus *Penthouse* magazine and Olympic Refrigeration. Brands Hatch Racing, Dunlop, NGK and Mobil are also helping the Brands Hatch-based equipe.

Now strikingly turned out in a new British Racing Green and white livery, the Tiga will be run in the first three Thundersports events, as a lead-up to the Silverstone 1000Kms in May.

Lee-Davey (30), Dunlop AUTOSPORT 'Star of Tomorrow' FF1600 champion in 1980, has already lapped Silverstone's GP circuit beneath the class record in the car.

## WEEKEND SPORT

### INTERNATIONAL SPORT

Date	Venue	Event/Details
Apr 6	Bristol, Tennessee, USA	NASCAR Winston Cup Grand National Championship, round 5 <i>Harry Gant will start from pole position in this rain-checked event.</i>
Apr 7	Rio de Janeiro, Brazil	FIA Formula 1 World Championship, round 1 <i>See the AUTOSPORT Grand Prix TV Guide, free with this issue.</i>
Apr 7/8	Thruxton, Hants.	FIA European Formula 3000 Championship, round 2; Marlboro British Formula 3 Championship, round 4 <i>Can Russell Spence get his F3 hat-trick in the Warmastyle Reynard? For Formula 3000 preview, see page 42.</i>
Apr 7	Nogaro, France	Marlboro French Formula 3 Championship, round 1; French Touring Car Championship, round 1 <i>See Pit &amp; Paddock for preview.</i>
Apr 7	Nurburgring, West Germany	German Formula 3 Championship, round 2; German Sportscar Championship round 1; Interserie Championship, round 1 <i>Can Kris Nissen make up for his disaster at Zolder, or will Volker Weidler take the new Martini MK44 to victory?</i>
Apr 7	Suzuka, Japan	All-Japan Formula 2 Championship, round 2
Apr 14	Long Beach, USA	CART/PPG IndyCar World Series, round 1; Robert Bosch Super Vee Championship, round 1
Apr 14	Mugello, Italy	FIA World Endurance Championship, round 1
Apr 14	Donington Park, Leics.	Malboro British Formula 3 Championship, round 5
Apr 14	Darlington, USA	NASCAR Winston Cup Grand National Championship, round 6
Apr 14	Road Atlanta, USA	Camel IMSA GT Championship, round 4

### NATIONAL SPORT

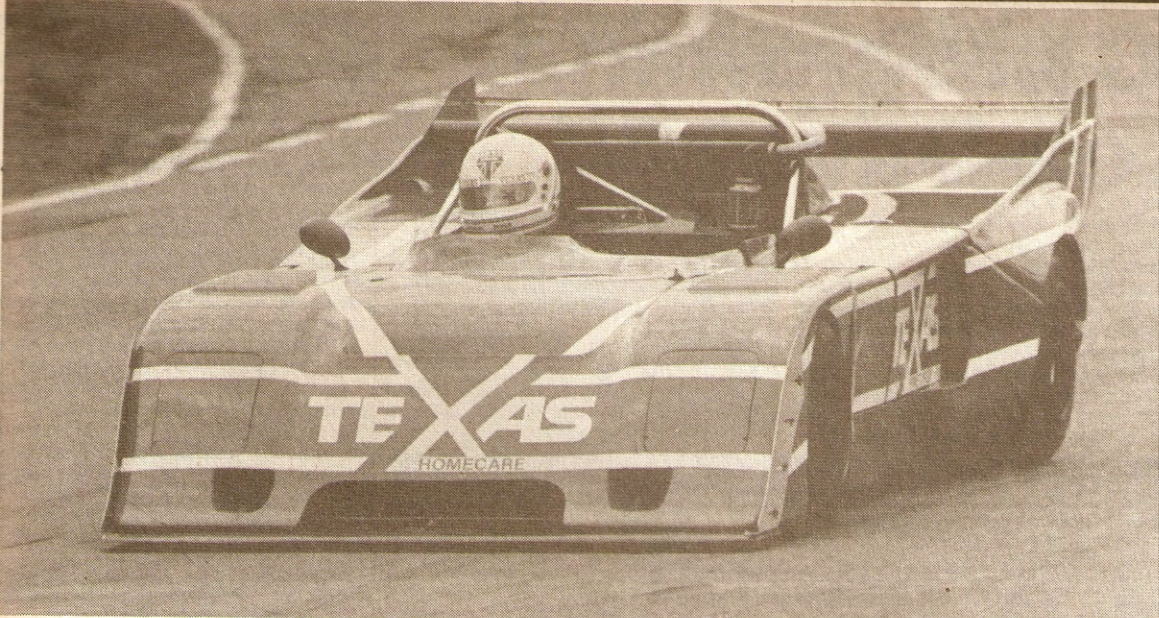
Date	Venue	Event/Details
Apr 4/5	Oulton Park, Cheshire	Thundersports, round 1, Racing Displays FF2000, Trimoco Saloons, RAC/TT FF1600. <i>Some splendid entertainment is in prospect with rounds of the two major championships in the respective Ford Formulae supporting the Thundersports opener. Practice Thursday, racing from 11.45 Friday.</i>
Apr 5	Snetterton, Norfolk	Dunlop/AUTOSPORT Star of Tomorrow FF1600 round 1, Metro Breakers Modified Saloons, Monroe Production Saloons, Champion of Snetterton FF1600, Charles Ivey Challenge for Renault 5s, Giroflex Porsche Production car championship, Classic pre-war MGs. <i>An eight race programme at Snetterton sees the opening round of the Dunlop/AUTOSPORT series, with the first round that was scheduled for Oulton having succumbed to snow. Practice from 9am, racing from 2pm.</i>
Apr 6/8	Thruxton, Hants	FIA European Formula 3000 Championship, Marlboro British F3, Trimoco Saloons, Racing Displays FF2000, Ford Credit Fiestas. <i>Having made the trip from Oulton Park, the Racing Displays FF2000 and Trimoco drivers should provide plenty of action to back up the Marlboro F3 and European F3000 (preview, Page 43) counters. Practice, Saturday 9.10-5.15, Monday 10-11.30; Racing, Monday, 1.30.</i>
Apr 7/8	Brands Hatch, Kent	Lep Group Formule Libre Championship, round 1; Thundersports, Uniroyal Production Saloons, JPS Champion of Brands FF1600, Anglo Trans-American Challenge race, MGs, Celebrity Ford Escorts. <i>The Lep Libre race will see Alo Lawler out in the ex-Alain Prost McLaren M30 and all races are to be held on the full GP circuit. Sunday, practice from 10.30; Monday, racing from 12.00.</i>
Apr 8	Silverstone, Northants	RAC/TT FF1600, Esso FF1600, Trimoco Clubmans sports, BCA MG Metro Challenge, HSCC Fallsafe Historic GTs, HSCC John Scott Historic Sports Car Championship, Classic Sportscar Championship, Atlantic Computer Pre-'65 Historic GP Car Championship, HSCC/John Lelliott Post Historic Road Sports. <i>Some nostalgic machinery combined with two FF1600 counters with first class entries should more than justify a trip to Silverstone. Racing from 2pm.</i>
Apr 8	Castle Combe, Wilts	Shell Oils Thundersaloons, Pre '74 FF1600, Autocavan F Vee, Castle Combe GTs, Mini Se7en & Mini Miglia, MG Midgets. <i>Rod Birley/John Brindley should be spectacular with the 3.4 XR4i Turbo and the Pre '74 FF1600 brigade should be well subscribed as usual. Practice from 8.30, racing from 1.30.</i>

### OFF TRACK

Date	Venue	Event/Details
Apr 6	Strathclyde Park, Glasgow	Grampian TV Scottish Hillclimb Championship, round 1 <i>The Coltness Car Club stages the opening round of the Grampian TV Scottish Hillclimb Championship in Glasgow's public park on Saturday. Reigning champion, Alex Graham (Mallock) and Kenny Allen (Vision) head the entry.</i>
Apr 7	Stockton Farm, Harewood	BARC Hillclimb Championship, round 1 <i>Over 100 entries gather on the resurfaced Yorkshire hill to contest Sunday's event, a counter in the Harewood, BARC, and Longton DMC Championships. Will the hill record fall?</i>
Apr 7/8	Loton Park, Alberbury, Shropshire	RAC British Hillclimb Championship, round 1 <i>The eagerly awaited opening round of the RAC British Hillclimb Championship sees big opposition shaping up for the Pilbeam drivers, dominant for the past few seasons. AD-O, Martyn Griffiths, Tim Thomson and Roy Lane will be going for top honours on Sir Michael Leighton's drive</i>

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





The Texas Homecare sponsored Chevron B36 of Tiff Needell/Richard Piper should be among the pace-setters.

# Thundersports are go

MARCUS PYE takes a look at the prospects for Thundersports this year

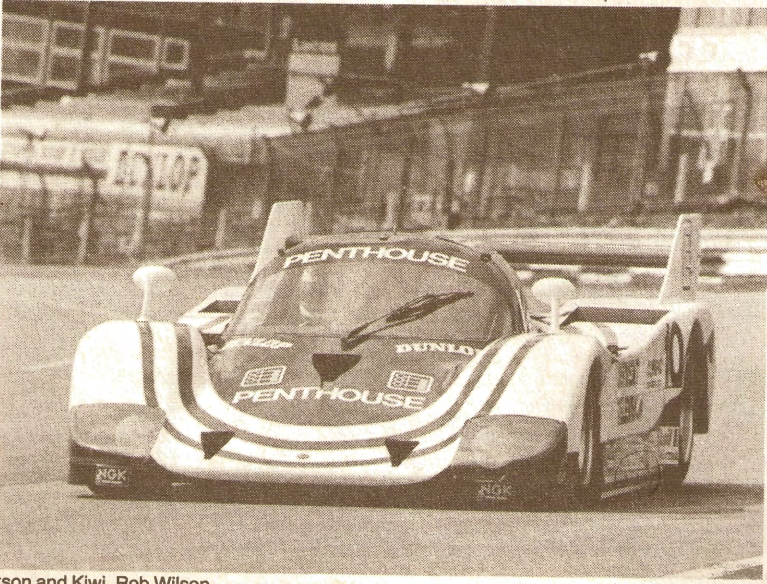
The third season of MCD's successful Thundersports initiative opens with a tremendous Easter double this weekend. Unprecedented interest in the enduro series should bring more than 30 entries to Oulton Park for tomorrow's (Good Friday) Gold Cup feature event, and a similar number to Brands Hatch for Easter Monday's *Daily Mail* Trophy race on the full Grand Prix circuit.

The 10-race promotion, which boasts a prize fund of more than £100,000, is all about strategy, with two (or more) drivers per car; thus compulsory pit stops, refuelling halts and associated intrigue are packed into the events, each of 75-100 miles' duration.

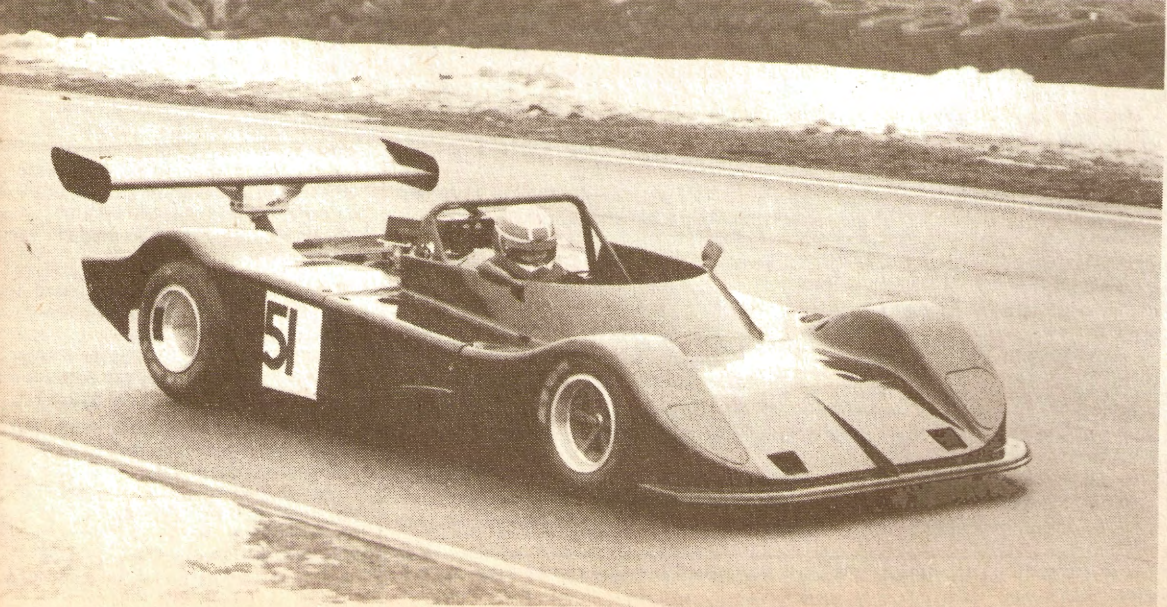
As before, competing cars are split into three classes, the out-and-out sports racers divided at 2-litres and supplemented by the Sports 2000 category. This year the cars are more varied and spectacular than ever, with commensurate standards of preparation, as demanded by their performance.

'Big bangers' entered for the Easter marathons include no fewer than six Cosworth-DFV powered machines, of

Tim Lee-Davey's Spice-Tiga Group C2 car will be a spectacular Thundersports addition.



The Valour March 75S will be piloted by Paul Jackson and Kiwi, Rob Wilson.



which The Oford Group's magnificent Lola T286 is going to take a lot of beating, with Mike Wilds joining owner Jim Wallis at the wheel.

Ranged against the Pegasus-prepared Lola are the rapid Chevron B36s of Tiff Needell/Richard Piper (Texas Home-care-sponsored) and Robin Smith/'Stingbrace', Tim Lee-Davey's newly-acquired Spice-Tiga Group C2 chassis and the de Cadenet of David Kennedy/Martin Birrane, plus the sinister black Valour March 75S, to be piloted by the strong combination of Paul Jackson and Kiwi Rob Wilson.

Very much the dark horse in the top class, at this stage of the season, is the Tiga TS85 of Will Hoy/Creighton Brown, the as yet unseen device motivated by a current-specification Hart turbo F1 engine developing around 700bhp.

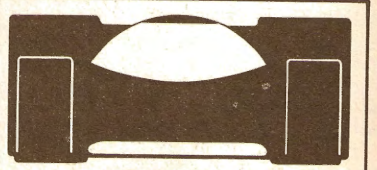
Ian Flux and Don Prater now have the ex-Lovett Lola-Mazda T594C (the Gold Cup winner last year), running well in the colours of Weeble Racing, while Scot Gus Young is joined by David Mercer in the ex-Graham Priaux Tiga, both good each-way bets.

Fastest of the 2-litre runners should be Ian Taylor in Peter Lovett's brand new Leica-backed Tiga-BMW, although Sean Walker and Frank Bradley (in Gil Baird's similarly-powered Toj), Duncan Bain/Mike Catlow (Lep Chevron-Hart B36) and Chester Wedgwood/Marcus Pye (Giroflex/ART Chevron B36) will be in there pitching too, as will Jeff Wilson/Brian Robinson in the new Grange hybrid car (see *Sports Extra*).

Paul Stott has teamed up with American Jim Brown for a Royale assault in S2000, run by past masters Richard Dutton Racing, but they face the Shrikes of Mike O'Brien/Robin Donovan and Divina Galica/Tony Lanfranchi, and the experienced David Sears/Nick Ward combo in the former's Rent Air Freight Royale.

With several more front-running cars waiting in the wings (John Foulston's rebodied CanAm Lola to name but one), the Thundersports series has never looked stronger.

Hoy — Hart turbo powered.

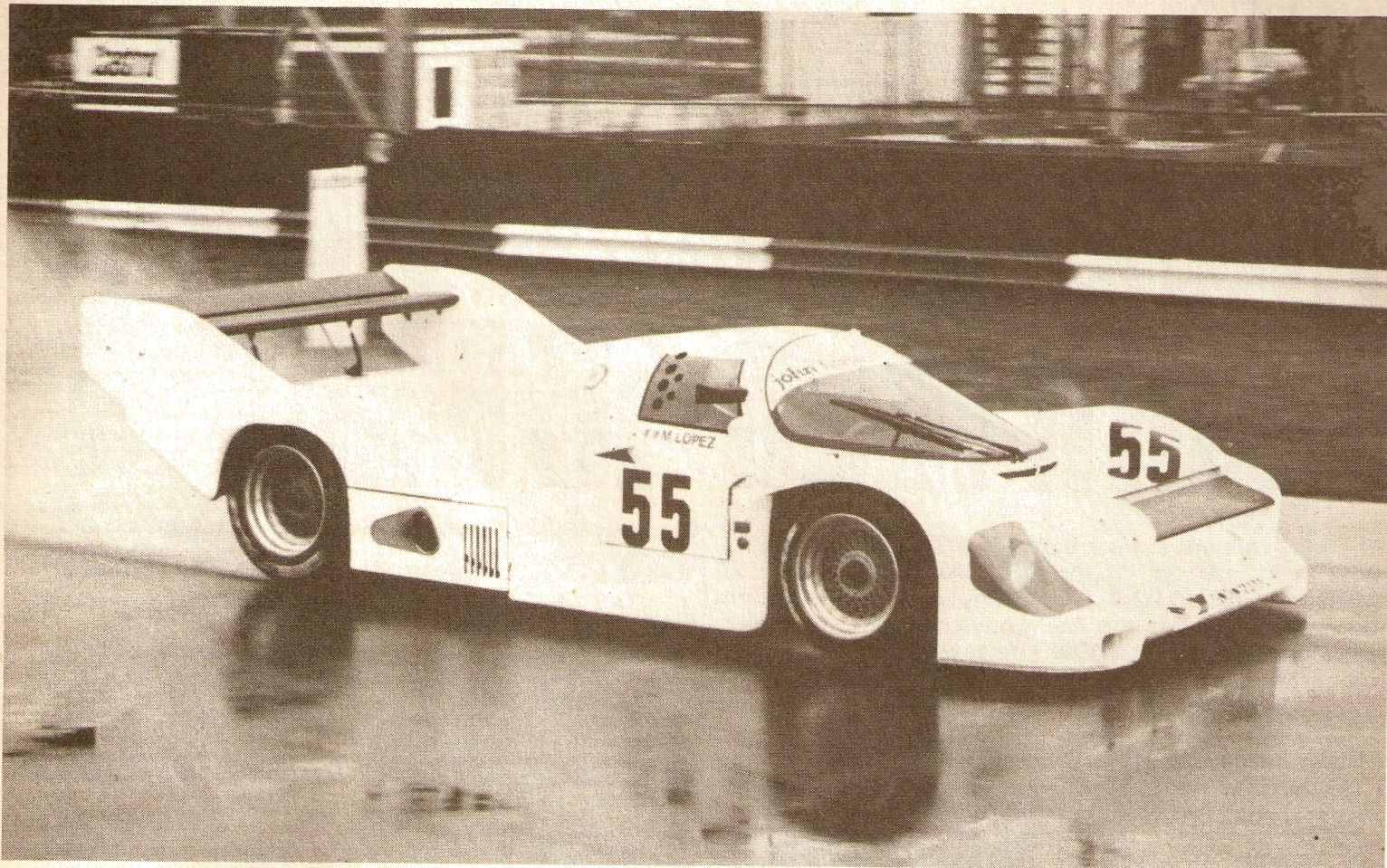


**MCD THUNDERSPORTS SERIES 1985**

Apr 4/5	..... Oulton Park
Apr 7/8	..... Brands Hatch GP
May 6	..... Thruxton
May 27	..... Brands Hatch GP
Jun 30	..... Snetterton
Jul 27/28	..... Brands Hatch GP
Sep 1	..... Oulton Park
Sep 22	..... Brands Hatch GP
Plus one fixture TBA	



# The professional touch



The launch this week of OSCAR — the Organisation for Sportscar Racing — puts a long awaited stamp of professionalism on the World Endurance Championships. The manufacturers, teams and sponsors are setting out to improve the organisation of sportscar racing from the inside, which is a most positive step in the right direction. Thus far, we understand that their new OSCAR association has been welcomed not only by FISA's sportscar racing experts but also by the event organisers and promoters, in which case OSCAR should represent a breath of fresh air in the business of motor racing, by providing a facility in which all the parties involved can work together towards a common goal — the good of their area of the sport and, indeed, of the sport in general.

We applaud the aims of OSCAR. This example of participants and organisers getting together in a spirit of mutual understanding so as to arrange their affairs illustrates a businesslike and civilised situation in WEC racing.

OSCAR, in working towards the benefit of both competitors and promoters, will ultimately benefit the sport provided that the gentlemanly attitudes persist as the organisation develops. Sportscar racing may not have come on in giant leaps and bounds, as intended by FISA when the new Group C rules came into force three seasons ago, but it has amply shown its potential, and the recent seasons have laid a very firm basis for future development. During 1984, more than 132 hours of WEC racing were televised in no fewer than 27 countries, and this year there is

manufacturer involvement from seven major companies (Porsche, Lancia, Jaguar, Toyota, Nissan, Mazda, Peugeot) and the prospect of a five-way tyre war (Dunlop, Goodyear, Michelin, Yokohama, Avon). That is sound groundwork upon which OSCAR may build. Such an association, representing a wide spectrum of interests but with a single goal in mind, is just what is needed at this stage in the development of FIA World series sportscar events.

OSCAR's stated intention of remaining non-political may be as naive as it is laudable, but we are convinced that its structure will give it the best chance of avoiding the obvious pitfalls. AUTOSPORT wishes OSCAR well, and looks forward with interest to its plans for meeting the promotional challenge lying ahead.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Brabham Register

Since being formed late in 1960 by Jack Brabham and Ron Tauranac, Brabham Cars has produced over 600 racing and sports racing cars, covering some 60 different types and variations. Over 500 cars have been produced between 1961-1970. Since 1973, however, cars have not been available to 'privateers', these being strictly F1 machines.

The Brabham Register, which I have recently formed, aims to:

- a) Document the history of every car produced.
- b) Collect together photographs, drawings, articles, and so on, to help restore their cars to original specification.
- c) Put fellow owners in contact with each other (I own the ex-Derek Bell BT30 which finished second in the 1970 European championship).

Owners of Brabham cars who are interested in joining the Register should contact me for details.

EDWARD WALKER  
The Old Bull  
5 Woodmancote  
Dursley  
Gloucestershire  
GL11 4AF

### Simple solutions

Astute readers of AUTOSPORT (Mar 28) will have doubtless solved all the protracted problems for the Toleman team. For, hidden within the first two pages of *Pit & Paddock* are the answers.

Toleman should contact Parmalat, who are without a team to sponsor but appear to wish to continue their association with racing, thus armed with the readies off

they go to Avon's Eddie Wood, who states his company would be prepared to supply tyres on a commercial basis. But things are never as simple as that, are they?

GRANTHAM, LINCS.

IAN SIMPSON

### MG search

I am researching the use of the Z Magnette for rallying in the fifties. I have been trying to contact Mrs Nancy Mitchell without success. May 1, through your columns, ask for anyone who knows her whereabouts to contact me at the address below?

WARREN MARSH  
Historian, Z Register, MGCC  
12 Redland Green Road  
Redland  
Bristol BS6 7HE



**Production limitations**

The two tyre companies currently supplying Formula 1 cite production limitations as their common reasons for refusing to supply Toleman and Zakspeed with their products.

If qualifying tyres were outlawed, there would be two results. First, the producers would have extra capacity to produce the tyres that matter, and second the unnecessarily dangerous qualifying speeds would be sensibly reduced. (Obviously certain controls would be needed, but where there's a will . . .)

F1 at its best will require a degree of inter-team and inter-organisational cooperation to ensure the widest possible participation in an already dangerously exclusive sport. The success of F1 as a sport must ultimately mean success for all involved.

DAVID COLE

MLMASTERS

**Non-plussed Mike?**

As a regular Silverstone spectator, I would agree with Ian Phillips that Mike Thackwell's third International Trophy win was his hardest and best, (AUTOSPORT, Mar 28) but, in one respect, it could also be described as his least dramatic. For the first time ever he managed to win this race without his Ralt team-mate spinning out of control right in front of him on the last lap!

DAVID COLE

DAVID COLE

**Jim Clark remembered**

I felt I had to put pen to paper to thank you for the two superb photographs of my hero, the great Jim Clark, in your Grand Prix guide (Mar 21). The photo of Jim with the Lotus 49 was enough to make the eyes moist! Many thanks.

It's also nice to see Jim's name starting to crop in your interesting *Then as Now* column, and I suspect we shall be seeing a lot more about him in the future years. I certainly hope so.

It will be the 17th anniversary of Jim's death on April 7, so please give him a mention, as there are many fans of his who will never forget his greatness.

I also notice that Jim's ex-mechanic, Cedric Seltzer, has re-built one of the Lotus 24s, and is competing in the Atlantic Computers Pre-65 Historic Grand Prix Championship. The car will be driven by Chris Alford, and was driven by Jim some years ago. It's ironic that the second race in the series will be held on April 7/8. It would be nice to see a victory for the car on that day.

DAVE GRIFFITHS

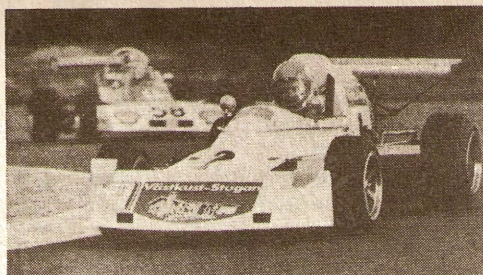
**John who?**

I was disappointed to see AUTOSPORT (Grand Prix Guide, Ferrari) perpetuating the myth (initiated many years ago by a mistranslation on the part of the British press) that John Surtees, when driving for Ferrari, was nicknamed 'Big John'.

In fact, Surtees, a hero in Italy prior to joining Ferrari because of his numerous motorcycle successes on Italian MV-Agustas, was dubbed 'Il Grande John', meaning 'John the Great' or 'Great John'.

LONDON, N2

ADRIAN BRODKIN

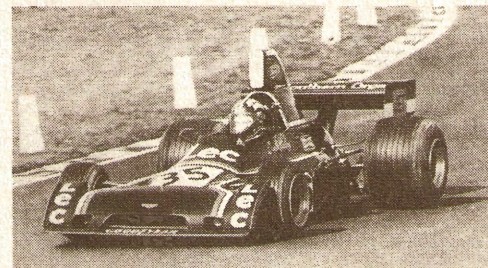


**10** The Easter weekend sport provided the main action 10 years ago this week (AUTOSPORT, April 3, 1975) and it was Jacques Laffite's Martini that was a clear winner of the year's second European F2 race. Continuing where he left off in Estoril, the Martini driver totally dominated the meeting, being fastest in both practice sessions and winning the first of the two 30-lap heats by 4 secs from Brian Henton's March. This margin had been substantially greater until a mass shunt at the chicane eliminated seven cars, including that of Ronnie Peterson. The race was not stopped and Laffite, encountering clutch problems, could not engage a cog while negotiating the mêlée. Playing it cool in the second heat, Laffite stroked home a safe third to claim overall victory.

In the supporting F3 event, the late Gunnar Nilsson (above) won the opening round of the BP Super Visco championship with his works March. An exuberant Larry Perkins debuted Ron Tauranac's Ralt and was an early leader before spinning at the complex. One of the most encouraging aspects of the meeting as a whole was the quality of the entry with the F2 numbers increasing from the 16 cars that appeared for the opener at Estoril to a healthy 31. It will be interesting to note whether the newly-formed European F3000 Championship takes off in similar fashion.

Over at Brands Hatch, F5000 proved that it could co-exist with Formula 2 by providing an entertaining race which saw the first victory in this country by something other than a Chevrolet V8 engine. David Purley drove a smooth race with his Ford V6 engined Chevron B30 to score a win to accompany his earlier second and third places in the series (below).

At Snetterton, Tony Brise walked away with the Formula Atlantic counter, while at Oulton Park a heavy Thursday snowfall stopped practice and played havoc with tyre choices.



**25** The Sebring 12-hour race was won 25 years ago this week (AUTOSPORT, April 1, 1960) by the Porsche 1.6 (above) of Olivier Gendebien/Hans Hermann. Stirling Moss and Dan Gurney built up a huge lead in the Camoradi 'Birdcage' Maserati, but with just four hours to go, the rear axle broke up.

John Bolster was lamenting the organisation of the sport by the FIA, or more accurately, the lack of it, reckoning that the crux of the matter was the fact that the sport was now undeniably big business and yet was being administered by amateurs. Bolster reckoned that ideally, the men who govern the sport should have experienced 'the blood and toil' of Grand Prix racing and should not be taking decisions which determine drivers' safety from the comfort of their armchairs. All this sounds familiar, but John also reckoned that no important alteration to the rules should be made without the co-operation of the top drivers of the day! The main bone of contention at the time was the 1½ litre formula. The sentiments were indeed most valid, but isn't it entertaining to speculate upon such a situation today. Imagine a group of drivers and team representatives round a table to agree regulations when the present political climate is such that one team can't even secure a set of tyres!

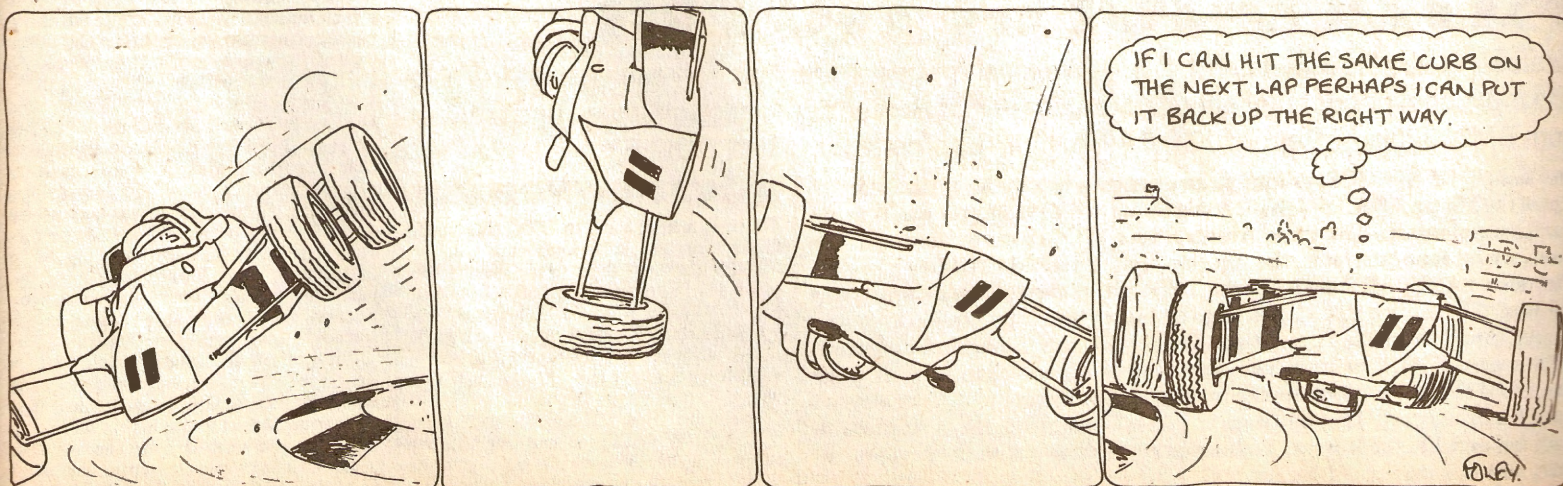
On the national scene, Keith Greene scored an easy win in the single seater event at Snetterton with his F1 Cooper-Maserati (pictured passing Snetterton's new Esses grandstand, below). Pete Arundell's Elva won the Formula Junior event. Brian Naylor, now recovered from his unpleasant accident at Oulton Park the year before, appeared with his new JBW Maserati and won an enthralling *Libre* race from Keith Greene.

On a sad note, the magazine reported the death of the great road-racer Louis Wagner who had taken part in all major races at the beginning of the century, including the ill-fated Paris-Madrid.



BY BARRY FOLEY

**CATCHPOLE**







Tom Walkinshaw started the ETC season in the style to which he is accustomed — winning first time out in the Bastos/Texaco Rover Vitesse.

# Arrivederci Rover

Bastos/Texaco Rovers finish 1-2-3 — Walkinshaw opens title defence with victory — Volvo and BMW challenges falter after early battles — Alfa Romeo domination of Class 2 under threat from BMW 323is — Report: JOE SAWARD — Photography: JOHN COLLEY

The leading BMW635CSi ground to an expensive halt in the pitlane after 49 laps of the Monza 500Kms — the opening round of the 1985 European Touring Car Championship. The three Austin Rover Vitesse were running at the front, when, four laps later, the sun came out. It looked like being a perfect afternoon for the ARG men. In the TWR pit, however, the pressure was showing. There were still 38 laps to go and team boss Tom Walkinshaw was pacing up and down like a caged tiger. It was going to be a long, hot afternoon. "It's not over yet," he muttered, watching as lap after lap his cars came through at the front. When the chequered flag finally came out, Tom allowed himself a broad grin. They had done it. A glorious afternoon's racing, and all glory belonged to the Rovers. Walkinshaw had done it with the Jaguars last year, now is it the turn of the Rovers?

## QUALIFYING

There is a new look to ETC this year. Gone are the all-conquering Jaguar XJS-HEs and in their place comes the promise of a season-long battle between Rover Vitesse, BMW635CSis and Volvo 240 Turbos. We have yet to see Ford's new challenger — the Sierra Turbo — and Mercedes have the 190 waiting in the wings. Expectations are high.

Last autumn, things looked very different. With Jaguar winning almost everything, BMW announced that they would be stepping down for a year and

concentrating on their new M3 model for 1986. That decision looks likely to be changed in the light of Jaguar's late announcement that they are withdrawing to concentrate on Group C racing. BMW had been caught on the hop.

After last year's success, Volvo increased their direct involvement in the series, and Eggenberger Motorsport wheeled out two pristine, and beautifully prepared, 240 Turbos at Monza. The cars were immediately competitive and with a talented line-up of drivers, it is surely only a matter of time before their reliability improves.

The Rovers too have come on leaps and bounds over the winter. Last year was disappointing for the ARG men, but their experience has been put to good effect. They have the driver line-up to steal the glory from the continental marques, and they might do just that . . .

When practice began on a rather overcast Saturday morning, it was the Volvos that made the first impact, with Gianfranco Brancatelli setting the early pace and annexing pole position in the first session. The 240s have been considerably updated to try and cope with their very obvious handling difficulties of last year. The cars still bounce around, but seen alongside one of last year's cars, they are positively stable. The cars will never look like thoroughbred racers but there can be no doubting that they are *incredibly* quick in a straight line. Brancatelli drove a Bee Em with great gusto last year and his switch to Volvo has been a major change. "In the corners, you know, the car feels as though it is flying," he commented after first practice, gesticulating furiously in an attempt to explain the oddities of Volvo handling; "But the power!" he added with a low whistle, and a roll of the eyes.

'Branca' is joined this year by fellow BMW refugee Sigi Muller Jr, and 1984 Volvo runners Pierre Dieudonné and Thomas Lindstrom. For the Swede the difference from last year is very noticeable. "On Pirelli radials, the car is *quite* different," he said after practice. Some things have not changed, however. After practice the Eggenberger mechanics changed an engine after one of the cars had come hissing and sneezing into the pits. The Volvo Dealer Team Europe (read Eggenberger) had laid down the brush with Winni Vogt's BMW 323i in the morning, the qualifying performance would have been nearly perfect.

Sharing the front row with the leading Volvo was the Schnitzer BMW of Gerhard Berger and Roberto Ravaglia. With only a week to go before his Formula 1 season gets underway in Rio, Berger was keen to get plenty of miles under his belt, having done no driving at all over the winter after his near-fatal road accident. Poor old Ravaglia had only 11 laps in the car in the two practice sessions as Berger thundered his way around, netting fastest time in the afternoon session. Down at the Parabolica, the Austrian was right on the edge, exiting the corner more than once with both inside wheels well off the tarmac.

Team mates Dieter Quester and Emanuele Pirro only managed eighth quickest. For Pirro it was something of a new departure and he spent most of practice getting to grips with how saloon cars work. In the end, it was he who set the fastest time of the two, despite being a bit worried with the car's handling. Most of the Bee Ems looked a bit jumpy, particularly under braking — not, you understand, in the same league as the Volvos, but skittery nonetheless.

Quite the most stable looking cars were the Rover Vitesse, and reigning ETC Champion Tom Walkinshaw used this to good effect to put his car solidly on the third grid spot, despite the fact that his car seemed to have a permanent cloud of oil smoke following it. The problem



seemed to afflict all three Vitesse at some time during practice, and it was faced to pressure — the dipsticks being blown out and oil pouring onto the engine. It did not seriously affect the cars but it looked horrible and would have upset anti-pollutionists. In the afternoon, engine seals began to suffer and the TWR mechanics were working well into the night to solve the problem for the following day.

Walkinshaw, however, was unperturbed by it all when he got out on the track, and in the first session, particularly, was really going for it, to the detriment of the Monza kerbing. At one point, leaving the pits with new rubber, Tom found himself in a rather worrying position: "I was going flat out through the Lesmo corners when halfway through the realisation dawned that something was not quite right." His soft tyres were not soft at all! Spectators out at the back will probably not forget Tom's efforts to save the situation — it made interesting viewing . . .

Win Percy managed only five laps in both qualifying sessions, with a car bouncing as though it only had seven cylinders, and a cloud of oil smoke to boot.

Sharing the second row of the grid, albeit a second off the pace of the front three men, was the third Rover of Jean-Louis Schlesler/Eddy Joosen/Pier-



Half a lap before its downfall the leading BMW of Gerhard Berger and Roberto Ravaglia powers away from its stop. It lasted to the second chicane. re-Alain Thibault. The car did only three laps in the first session, suffering brake problems, but in the second 'Schlesler' picked it up by the scruff of its neck and with the aid of some qualifying rubber was really flying, power sliding through the Parabolica in flamboyant style.

The second Rover piloted by Jeff Allam and Armin 'Ariane the European Rocket' Hahne had an even worse time in the first session, stranded in the pits with brakes locked, and then once mobile suffering a mysterious misfire. The car qualified ninth. Of regular ETC Rover man Steve Soper there was no sign, and it seems he will not be seen racing until Donington Park.

Fifth on the grid was the Luna Volvo of Ulf Granberg and Ingvar Carlsson. The 240 did not appear in the first session and judging by the number of engine changes it underwent, was causing the Swedes a few headaches.

Completing the top 10 were the two ex-Eggenberger BMW635CSis which have been acquired by a newly formed outfit CiBi Emme Sport of Umberto Grano/Giancarlo Naddeo and Maurizio Micangeli/Georges Bosshard. The team also ran a third car for Marco Micangeli/Emilio Zapico, which qualified 11th despite stumbling over a VW Golf in the first session and ending up buried well in the sand at the third chicane.

Convincing leaders of Class 2 were Rinaldo Drovandi and Lella Lombardi in the Alfetta GTV6 entered by the Auto-Bergamo team, although Winni Vogt showed well in his Rene Lezard-sponsored BMW323i, while in the baby class Paco Romero and none other than Emilio de Villota led the way in their VW Golf.

**RACE**

Early on Sunday morning there was a brief spell of rain, and for the warm up the track was slightly damp. The Rover team had overcome their practice problems, but none of the Vitesse sounded particularly crisp, the team opting to reduce compression rather than risk an oily debacle. Midway through the session one of many VW Golfs contrived by some miracle to lose both front wheels simultaneously as it wailed past the pits, the hapless driver watching as his front wheels raced each other to the first chicane. The car slewed to a halt without hitting anything and a much relieved driver emerged.

Major drama was to follow in the final minutes of the session when Berger's BMW cannibalised its engine and the Schnitzer mechanics rushed into action to install a new unit for the race. As the cars lined up before the off, team manager Charley Lamm was keeping his fingers crossed. Further up the pit lane Tom Walkinshaw was eyeing the clouds with some suspicion — rain would not be welcomed in the TWR camp. Dark clouds floated ponderously overhead as the cars set off on their reconnaissance lap — 47 cars coming round for the always impressive Monza rolling start.



**MONZA (I), Mar 31, FIA European Touring Car Championship, round 1, 87 laps — 313.2 miles**

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB) WinPercy (GB)	3	3.5 Rover Vitesse	3:02:59.64	2:01.66	3
2	Jean-Louis Schlesler (F) Jeff Allam (GB)	3	3.5 Rover Vitesse	3:03:18.57	2:02.86	4
3	Armin Hahne (D) Eddy Joosen (B)	3	3.5 Rover Vitesse	3:04:39.67	2:03.99	9
4	Maurizio Micangeli (I) Georges Bosshard (CH)	3	3.5 BMW 635 CSI	86 laps	2:04.76	10
5	Giancarlo Naddeo (I) Umberto Grano (I)	3	3.5 BMW 635 CSI	85 laps	2:03.75	7
6	Lella Lombardi (I) Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	84 laps	2:06.21	13
7	Winni Vogt (D) Walter Nussbaumer (D)	2	2.3 BMW 323i	83 laps	2:07.45	17
8	Karl Oppitzhauser (A) Georg Packer (A)	3	3.5 BMW 635 CSI	83 laps	2:06.69	15
9	Giorgio Francia (I) Georges Cremer (B)	2	2.5 Alfa Romeo GTV6	83 laps	2:08.46	21
10	Marcello Cipriani (I) Massimo Siena (I)	2	2.5 Alfa Romeo GTV6	82 laps	2:08.91	24
13	Miguel Arias (E) Santiago Cantero (E)	1	1.6 VW Golf GTI	79 laps	2:15.66	34
R	Gerhard Berger (A) Roberto Ravaglia (I)	3	3.5 BMW 635 CSI	Engine	2:01.46	2
R	Gianfranco Brancatelli (I) Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	Engine	2:00.77	1
R	Ulf Granberg (S) Ingvar Carlsson (S)	3	2.0t Volvo 240 Turbo	Engine	2:03.42	5
R	Pierre Dieudonne (B) Sigi Muller (D)	3	2.0t Volvo 240 Turbo	Engine	2:03.47	6

Winner's average speed: 102.80mph Fastest race lap: Jean-Louis Schlesler, 2:2.23, 106.15mph. Next round: Vallelunga, Apr 21.

ouncing to victory, Tom Walkinshaw takes to the Monza kerbing. The Scot survived a tremendous battle with Berger's BMW to take the flag.



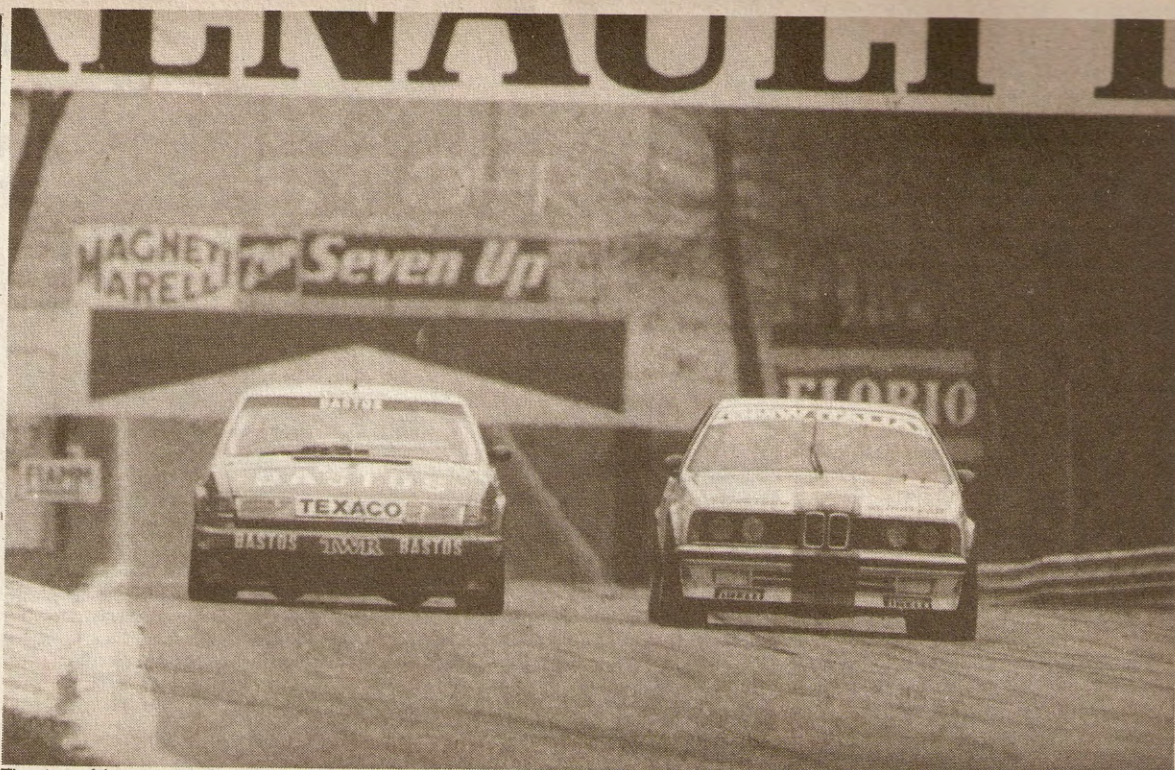


▶▶ Brancatelli took full advantage of pole and led the field at the end of the first lap, with Berger, Walkinshaw and Schlesser snapping at his heels. Into the Rettifilino for the second time Brancatelli and Walkinshaw had a brief coming together and Berger, never one to miss an opportunity, slipped through to lead. Brancatelli held second but Walkinshaw dropped away slightly, coming under pressure from team mate Schlesser.

The man making the most impressive progress was Ulf Granberg in the Luna Volvo, scything through, taking both the Rovers in one glorious passing manoeuvre as they steamed down to the first chicane on lap 3. Berger found himself with a momentary breathing space as Brancatelli began to encounter water injection problems. The team had decided to go for just one pit stop, and so Brancatelli was biding his time, keeping the revs down. Granberg clearly had no such ideas as he pushed past the Eggenberger car and went in pursuit of the leader, finding his way through on lap 12. In those early laps the two Rovers held station, Schlesser baiting his team boss by trying to sneak ahead, while Pirro watched from behind. The leading six cars pulled well clear of the rest, led by Naddeo. Early progress was made by Armin Hahne, although, by the time he reached the front of the chasing bunch the leaders were long gone, while Dieudonné's Volvo blew a head gasket on lap 18 and the Belgian had to walk back to the pits.

Class 2 was led convincingly by the Alfa of Drovandi although in the early laps Giorgio Francia and Winn Vogt held on. Emilio de Villota's Golf was quickly passed by the Toyota of Philippe Muller and Franz Bolinger.

It was looking very good for the Volvos by lap 22 when Brancatelli, despite his self-imposed restraint, moved past Berger and into second place. Almost unnoticed was the sudden progress of the Walkinshaw Rover, within two laps battling for second spot. Three abreast the Volvo, the BMW and the Rover streamed into the first chicane. Schlesser began to move in on the battle as the three slowed each other down. Lap 26, and Walkinshaw had fought his way



The story of the race was the battle between Walkinshaw's Rover and Berger's BMW. The two swapping places several times a lap in a 20 lap battle.

through to the head of the four car fight for second, with Pirro's BMW homing in behind them. Things were getting interesting up front . . .

The whole face of the race changed dramatically at the end of lap 27, with the interest very much on the battle for second place the leading Volvo slipped quietly into the pits almost unnoticed—a head gasket had gone. Walkinshaw came through to see the P1 board, and for the next 20 laps the honour of leading was a hard fought one to win — Berger was right with the Rover, and in their slipstream came Jean-Louis Schlesser, Brancatelli and Pirro. Berger nosed ahead, Walkinshaw fought back, then suddenly Schlesser was with them and leading — this was vintage saloon car racing.

The Brancatelli/Pirro dispute of fourth was equally fierce. The first big change came on lap 36. Schlesser had led for three laps when he suddenly headed for the pits, worried by deteriorating rubber. Jeff Allam was quickly drafted in to the car and although he found himself well down from the battle he was in fifth nonetheless, behind the third Rover when he rejoined. Someone was missing. Pirro's BMW, battling hard with the Brancatelli Volvo, had stumbled across a wayward Toyota and as he went over the kerbing, the oil sump was split and the Roman's race was run.

Back at the front, it was Walkinshaw versus Berger again and the next 10 laps provided one of the best battles in ETC for years. The two cars were passing and re-passing each other two or three times a

lap for the lead. No quarter was given. Behind them, but still in touch was Brancatelli, curbing his enthusiasm to join in with admirable restraint. All this, and the pit stops still to come!

Brancatelli was the first to go in, losing only two places to the Rovers in his wake. Thomas Lindstrom took over the car, but three laps later he was back in the pits, his turbo blown.

Lap after lap Berger and Walkinshaw continued their feud, by now well clear of the rest — headed by the Hahne Rover, which was the next to stop, Hahne handing over to Eddy Joosen on lap 44. The three Rovers were moving up. Well back by now were the chasers, led by the two ex-Eggenberger BeeEms of Maurizio Micangeli and Giancarlo Naddeo.

Lap 47 saw Tom Walkinshaw disengage conflict with Berger and head his Rover for the pits. Next time round Berger himself came in and Allam was briefly in the lead. Win Percy climbed aboard the No 1 Rover and went out to challenge his team mate but while this was going on the BMW challenge finally faltered. Berger had handed his car over to Roberto Ravaglia, but by the time the Italian got to the second chicane there was clearly something very wrong with the car. His race lasted but one lap.

The Rovers were there, 1-2-3 at the front, the nearest challenges the CiBi Emme Sport cars were out of touch but running healthily. A pattern had been set and the long wait to the flag began, punctuated only by Allam briefly calling into the pits to top up fuel after Schlesser's earlier than planned stop. No one could challenge them and in glorious sunshine they duly took the flag, to the relief of the ARG camp.

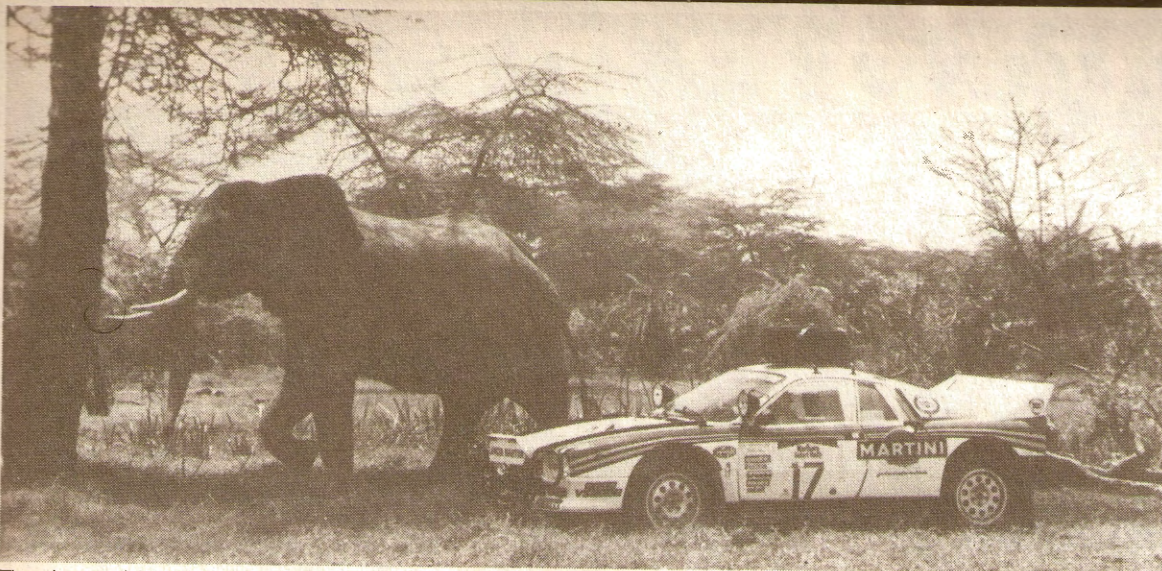
In a fine sixth place, behind the Rovers and the CiBi Emmes, came Class 2 winner, the Lombardi/Drovandi Alfa, with Winni Vogt second in the class for BMW, while in the smallest class the VW Golf of Spaniards Miguel Aria and Santiago Cantero had a steady if uninspired race to victory.

You have to finish to win, and the Rovers did just that. When the Volvos and the BMWs do the same we are going to have some mighty scraps on our hands . . . The series now has a three week gap to the race at Vallelunga, before coming to Donington. It will be worth waiting for.

Class 2 was won by the Alfa Romeo GTV6 of Rinaldo Drovandi and Lella Lombardi which scored a fine sixth place overall.







There is a special mystique about the Safari, and this year the lure of the event has been even stronger for the works teams.

# The Safari magic

The Safari Rally starts today. PETER FOUBISTER takes a look at the fancied runners

Early this morning, the months of planning and preparation for the 1985 Marlboro Safari Rally came to an end. The eight factory teams could do no more to ready themselves for the 5200km challenge, which remains the high point of any World Championship season. Now all involved have to look ahead to the five days of intense competition which will test man and machine to the limit, to see how the opposition is going to react, who will make the early break, and what the weather will do.

More than anything else, the weather will help decide who wins the Safari this time, just as it has done since the fifties when the Easter classic first appeared on the calendar. The onset of the rainy season always co-incides with the start of the event, presenting team managers with nightmare problems, but adding further to the mystery surrounding the whole occasion.

And in a sport which more and more follows curious phases (Peugeot have now taken six wins on the trot), we could do with the excitement. As it turns out, the French team will head for Mombasa full of confidence, but they will certainly not be odds-on winners; merely three runners in a pack of works cars, the size and quality of which we have not seen for a long time. Included are numerous previous winners, plus all the latest,

sophisticated Group B machinery, adding up to the most explosive mixture ever seen in Kenya.

The importance of the occasion is underlined by the commitment from the factories (Toyota, Lancia, Audi, Suzuki, Opel, Nissan, and Daihatsu all hope to end the current French domination), and the lengths to which they will go in order to take success. As the toughest test of them, all — and the 'World's Greatest Rally' according to the organisers — any work here stands them in good stead for anything else, but to many the whole thing has become something of an obsession.

Rauno Aaltonen is an example, the little Finn now on his 22nd Safari and still desperate to take his first victory. Recent years have seen him spending months conducting Opel tests, making ever more detailed pace notes. But through the last 12 months he has not been lonely, other factories following suit, Peugeot even going so far as to conduct a complete replica of this week's event last November. With two cars, running at rally speeds and to the correct timetable, it was something of an eye opener to certain members of the team.

Because while the factory actually has a most impressive record on the rally (interestingly including a 1975 success courtesy of Ove Andersson — now in

charge of Toyota Team Europe — and Arne Hertz, co-driving Hannu Mikkola's Audi Sport Quattro), it is now a brand new team. So those used to disciplined service areas with target times in and out had something of a shock in store.

The schedule allows no time for such luxuries and, run on open roads without special stages but simply time controls, every second stopped for repairs (or simply a little more of a specially imported fuel which the teams bring), invariably means a race to get back on time. The average speeds are set high. When Peugeot conducted more tests in January, Vatanen reached speeds of 200kph regularly, but was only just meeting the deadlines. If it's wet, the co-drivers forget about searching for the control boards through the dust, worrying about minutes, and instead concentrate on getting out of sticky situations, keeping an eye on the hours, and fighting to stay in the hunt. Many times a crew has considered everything lost, until a little Safari magic turns the whole thing upside down again.

If the rains do come early this time, there will be quite a number at a disadvantage, and not simply because they lack four-wheel-drive. Most of the pre-event work has been completed in the dry, and a wet event will make all

**TIMETABLE**

**Start:** 1000 Thursday, April 4 at Nairobi, with a rest halt at Mombasa and at Kilimanjaro Lodge, returning to Nairobi on Friday at 0722 after 1650km.  
**Re-start:** 1600, Friday with rest halts at Kericho, Kakamega, Eldoret and Nakuru, returning to Nairobi on Sunday at 0033 after 1990km.  
**Re-start:** 1600, Sunday with a rest halt at Meru and Safari Park returning to Nairobi for the finish on Monday at 1515 after 1543km. Total distance is 5190km.

sorts of different demands on both crew and car . . .

Audi Sport's two car team is perhaps one of the surprises on the entry list, because for a while there was the chance that all four Ingolstadt drivers would be in Nairobi. Then Mouton was allowed to head for Ireland, and Rohrl talked his way out of an event he doesn't like at the best of times. The result; two drivers — Mikkola and Blomqvist — who are capable of winning and have the undivided attention of the enormous Audi back-up. On paper two cars may not offer the best chances of success on such an unpredictable event, but in practice, the Germans may well be doing themselves a favour.

Hannu did not do himself any favours last month, however, destroying his race car in a 190kph roll after hitting a washaway far too fast. Co-driver Hertz was rather bruised, and had a few days to recover, the driver opting for a couple of rounds of golf before resuming work, after completing the pre-event testing. Included in that work was Michele, fed up with her apparent demotion from World Championship circles, but happy to be involved, and combining the Ingolstadt duties with a holiday, before heading for the rather cooler climes of Ireland.

While Audi have reduced their representation for the event, most others have looked for full teams, drawing from local expertise where available. Lancia — appearing in force for the first time in 1985 — include Alen, Bettiga, and Vic Preston Jr, all running 037s, and hoping desperately that the skies stay clear. Toyota will have a similar blend with 1984 winner Bjorn Waldegaard heading Juha Kankkunen and David Horsey in Celica Turbos. Waldegaard is perfectly capable of doing it again, while his team mates must be outsiders (the Finn on his first Safari, and Horsey the 1984 African champion upgraded from a Pickup, and never having finished the event before), always of course bearing in mind that a 50-1 shot contrived to win the National a few days ago.

Following a form guide, the money should really go with one of the Peugeot people, but this has to be their most difficult test yet. If sheer willpower came into it, Markku Alen would have to be up

Then as now? Left: Peugeot take their first victory on the African marathon and (right) practising for today's event. Vatanen's 205 Turbo kicks up the dust.



1963 1<sup>ère</sup> VICTOIRE PEUGEOT A L' EAST AFRICAN SAFARI





there and running, but the Italians have had some problems in recent African events. Opel probably have as much experience of the event, but one of the oldest cars. Nissan have a revised car, but only two-wheel-drive if it rains. Toyota

have a faster car, two-wheel-drive, and produced the surprise of the 1984 season by dominating the event. Accepting that Subaru and Daihatsu should not really be in the same race, that leaves Audi. Still looking for their first Safari victory, they

have the essential ingredients, but can they turn that into hard facts?

Even if they do, it seems unlikely that anything will threaten Peugeot's Manufacturers title, so attention will again centre on the Drivers Championship. In

contrast to the Makes contest, this looks like being a healthy battle between Peugeot's front runners, Vatanen and Salonen. The latter held the advantage at Nairobi's start. Could he stretch that lead by the time they return on Monday? ■

## Notes on the cars

### Audi

Persuant to the post-Swedish decision only to enter two HB team Sport Quattros for each World Championship event, Audi cancelled entries for Rohrl (who would enter Tour de Corse instead) and Mouton, released to do the Circuit of Ireland. This left Hannu Mikkola to compete with chassis RS17 and Stig Blomqvist with RS10. Mikkola was retained to carry out testing while decisions were awaited, but had a big accident on the route towards Mombassa.

Both rally cars are fitted with six-speed gearboxes in which the total range of available ratios is little wider than that offered by the five-speed unit. Because the five-speed gearbox casing cannot contain bigger gear teeth the works Audis will only use six-speed gearboxes in future. Torque splits is retained at 50/50.

The engines are essentially the same as usual, the suspension systems, typical for African events. The cars are fitted with normal African extras; the fuel tank contains over 200 litres (120 is normal) and the cars carry two spare wheels — one in the boot and the other inside the passenger compartment. Mikkola was faced with delays after his accident because the testing had to be finished before he could start his training.

Audi expect to use TRX M9 (reinforced versions of the M5), in the dry and M8 in the wet — with J4 for very muddy conditions. Nearly 80 people are working for the team; service vehicles include eight VW vans, each with a pick-up to carry fuel and tyres, two MAN trucks, three Isuzu Troopers, 10 assorted vehicles serving as mud-cars and emergency service and a helicopter flown from Germany. Audi sport in Germany have supplied some spare parts for Basil Critico's Audi 80 Quattro, the same car which won Group A in 1984, but the car retains the same specification.

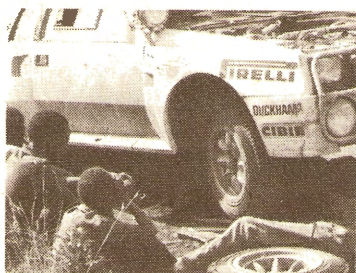


Horsey (right) — first event with Toyota.

### Toyota

Last year's winners come with cars similar to those used in 1984, but with three entries by the Nairobi dealers Westlands Motors for Bjorn Waldegard (chassis number 255), Juha Kankkunen (254), and last year's African Continental champion David Horsey (250), on his first event with Toyota. The cars only have small improvements particularly to the cooling; all the bodies (including the training cars) being built from scratch by Toyota Team Europe in Germany for heavy-duty use with greater reinforcement than usual. Tyres are 15" used throughout — with a choice for the rear; 185-section M&S90 in the wet and 215-section SG90s in the dry. At the front, 155-section SG90 tyres are used all the time. The front Speedline wheels are fitted with asymmetrical hump rims, to enable the cars to be driven further on flat tyres.

A total of 14 service vehicles were brought from Germany (Land Cruisers, Hiaces and test cars) in early March, and about 30 are to be used as support vehicles during the rally. Plans for 1985 include four more world championship rallies; New Zealand, Finland, Ivory Coast and Great Britain, with two or three extra events for testing.

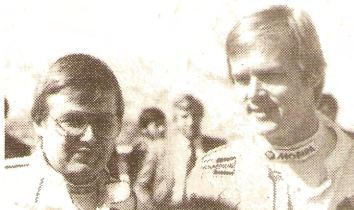


Toyota testing attracted native interest.

### Peugeot

Six-times Safari winners Peugeot come to Kenya with their 4WD 205 for the first time. Three cars have been entered by Peugeot Talbot Sport — Ari Vatanen with a new chassis C5, Timo Salonen with another new chassis C6, and Bruno Saby in the car used by Salonen to win in Portugal (C12). Following two test sessions last November, and in February/March, the bodysells have been reinforced, and typical African attachments added. Torque split is the usual 33/67. Because the front compartment has an 80 litre fuel tank added (in addition to the normal 110 litre tank under the passenger compartment), the spare wheels have had to be moved; one is placed in the engine "bubble" and the extra one on the roof.

Underbody protection is thicker and reinforced by titanium, a larger radiator is fitted and a more efficient air filter system devised. The suspension has been strengthened since the November tests, but the balljoint failure on Vatanen's car in Portugal has been assigned to damage while driving on a flat tyre — which should have been noticed at the service point. Evolution model testing for Corsica has been recently carried out by Bernard Darniche, and assuming successful homologation at least one such car will appear at the Tour de Corse, but not New Zealand or Argentina. Personnel in Africa include 24 French and 20 local mechanics, a doctor, a caterer and five engineers. Service vehicles include five J5 vans, two P4 vehicles, three Range Rovers, a plane, a helicopter and 10 vehicles for tyres and fuel.



Salonen and Vatanen — facing stiff factory opposition to their Peugeot.

### Lancia

Martini Racing have entered three new Lancia Rally 037s for Markku Alen (chassis 220), Attilio Bettega (187), and Vic Preston Jr (164). Since last year's Safari the cars now boast another 20bhp (at 325), and weigh 50kg less (1040lbs), with many of the extra African items, such as the front and rear protection bars and the carrier for the roof-mounted spare wheel built in titanium. Different springs have been used with a more progressive character especially near extremes of movement, and shock absorbers are improved.

Considerable detailed work was carried out to stop water entering the car, to fit a repeater tripmeter in front of the driver to measure the long straights, tinted windows and so forth. Marchal spotlights are being used for the first time instead of Siem. Alen and Bettega have new wide rear tyres

available with dual compound — softer on the edges and harder inboard, but at the start Preston said that he preferred the narrower single-compound rears.



Lancia Rally 037 — lighter and more powerful for this event.

### Nissan

The Kenyan importer D T Dobie entered three 240RS evolution models (recently homologated on March 1), for five times winner Shekhar Mehta, Mike Kirkland and Alain Ambrosio. These cars have been fitted with slightly bigger engines (1mm larger bores giving a total engine capacity of 2391cc). The engine valve gear, camshaft and compression ratios have been modified to increase the power to 275bhp at 7600rpm. The cars also feature steering racks in place of steering boxes, transmission alterations, and lightened bodywork. This showed several changes with wider wheel arches, sliding side windows and a small roof ventilation hatch. The front suspension has also been modified to give a wider range of ride height facilities.

It is now possible (for the first time on any Nissan), to fit two spare tyres into the boot, and this is also the first Nissan to be homologated with evolution changes. The improvements make the car comparable in power and weight to an evolution Opel Manta 400. Mehta's car is painted in Marlboro dayglow colours, the other three team cars in the usual Nissan red, white, and blue. In addition, old pre-evolution cars were prepared for works driver Jayant Shah, and the Japanese privateer Yoshio Iwashita.

### Opel

Opel Euro Team entered Manta 400s for Rauno Aaltonen (chassis RM30), and Erwin Weber (RM32), on which many small improvements have been made since 1984. The engine is now full phase 3 specification (last year the engines were detuned using low compression ratios), and for water crossing a new snorkel system has been devised. Different carburettors are fitted to overcome last year's problems of being too rich at low revolutions and the distributor has a different advance curve to overcome a hole in the torque curve. This gives better performance on uphill sections.

The springs are now much more progressive than last year, and the front suspension wishbones have been redesigned and reinforced. There are minor changes to the rear axle casing, but most noticeable improvement for the crews is better interior cooling through more efficient insulation. Last year proved that Opel's TRX tyres were puncture-prone in high-speed

running at midday temperatures, so at the front M8 tyres will always be used. For dry conditions the rears will be fitted with M9, in the wet M8. A total of 37 people were set from Germany, together with four Chevy vans, one Rekord Karavan and two chase cars. Other personnel and vehicles were supplied locally.

### Subaru

The only all-new model to appear at the Safari Rally this year is the Subaru RX Turbo — after Audi and Peugeot, this is the third make of four-wheel-drive turbocharged car on the start list. Although seven Group A works cars were entered by Koseki only six will start, five four-door versions of the new model, and one of last year's two door 1.8 4WD Coupes. Drivers of the turbo cars are Yoshinobu Takahashi (seventh overall in 1982 and 1983), Frank Tundo, Carlo Vitulli, Tony Fowkes (highest placed Subaru finisher in 1984), and Giancarlo Ciaraldi; the non-turbo is being driven by Javaid Alam.

The new car has basically the same engine as the old model, and despite the turbo the complete car weighs 80kg less. This has allowed the team to run 80 litre fuel tanks instead of the 120 tanks used previously; they should be able to cover three kilometres per litre, a range of over 240km. Another major change is the five-speed gearbox, which with the two-range transmission system offers 10 rather than eight forward speeds while the rear suspension now features coil springs mounted round shock absorbers. After originally choosing to concentrate on the New Zealand Rally rather than the Safari, the decision to compete in Kenya again was only taken in December, and there has been concern about the safe delivery of spare parts in time for the start.



Subaru RX Turbo — the only all new model.

The turbo model was homologated on March 1 and the team will use tyres as tested by Tony Fowkes on the Paris-Dakar rally this year. In all 21 mechanics have come from Japan and another 40 have been recruited in Kenya. A total of 24 service vehicles will be employed and the team will be backed by various sponsors, Agip support coming from Uganda rather than Kenya incidentally. The Subaru franchise has recently been acquired by the Ugandan-born rally driver Shekhar Mehta. The team expects to have the Safari cars sent quickly back to Japan to be rebuilt and then taken down to New Zealand — where non-turbocharged versions took first and second place in Group A on last year's World Championship qualifier.

### Specifications for Factory Rally Cars

Car	Group	Transmissi- on	Tyres	Induction	Max power	Max speed	Rally weight
Audi Sport Quattro	B	4x4	M	turbo	420bhp	215kph	1160kg
Toyota Celica TCT	B	rwd	P	turbo	340bhp	225kph	1150kg
Peugeot 205 Turbo 16	B	4x4	M	turbo	340bhp	210kph	1030kg
Lancia Rally	B	rwd	P	compressor	325bhp	200kph	1040kg
Nissan 240RS	B	rwd	D	normal	275bhp	205kph	1075kg
Opel Manta 400	B	rwd	M	normal	275bhp	210kph	1060kg
Subaru RX Turbo	A	4x4	B	turbo	185bhp	200kph	980kg
Subaru Coupe 4wd	A	4x4	B	normal	165bhp	180kph	1060kg

Tyres: M=Michelin; P=Pirelli; D=Dunlop (Japanese); B=Bridgestone.



# Mixed fortunes for new Renault Maxi 5 Turbo

Renault took their new Group B rally car, the Maxi 5 Turbo, to the south of France for the Garrigues Rally at the weekend, its second outing. On the recent Criterium de Touraine, Jean Ragnotti brought the car home in second place and the team were encouraged by its performance.

Last weekend, however, a three car team failed to net any sort of finish although, for a time, François Chatriot held second place to Guy Frequelin's Opel. The fact that the little turbo car could not beat off the elderly Manta 400 was apparently the source of embarrassment to the team's masters, many of whom were on the event and unavailable for comment on Monday...

But the team's hopes were raised by Chatriot's effort until a fire enveloped the car during a service halt. It seems that a mechanic was somewhat clumsy when filling the fuel tank and spilled petrol onto the hot turbocharger.

While the team's future plans are not clarified, it seems that the Criterium Alpin will be the next outing for the striking new car.

Chatriot lifts a wheel as he chases Frequelin in France, but the Renault retired after catching fire.



## Jimmy opts out of Smeralda

Jimmy McRae, currently preparing for the Circuit of Ireland, has abandoned plans to contest the Costa Smeralda Rally later this month. Having been comprehensively beaten on the recent Costa Blanca RACE Rally, there was little future in attempting another high speed round of the Euro series when the AC Delco Manta 400 would have to fend off Lancias, Quattros and 205 Turbos. The team will now review McRae's European title plans after the Easter weekend but it is likely that Ypres will be added to the programme, along with Hunsruck, where the opposition to the Scotsman may not be so intense. While McRae is not chasing outright victory, he is hoping to net enough points to regain his FISA A-seeding for 1986.

## Traditional format for Scottish Rally

At a press conference in London last week, representatives of the RSAC and Lloyds Bowmaker revealed plans for this year's Scottish Rally, one of the most popular events in the Shell Oils Open Championship. The four day event starts from Glasgow on Saturday evening, June 8, and will follow the traditional route through Argyll and the west coast, before winging its way north west through the Great Glen to Inverness. The event returns, via Aviemore and Perthshire to Glasgow on Sunday night for a 14 hour rest halt, before taking in the southern loop of stages through Galloway, tackled

this time in reverse order to previous years. In total, the event contains 1100 miles and should have around 50 stages.

Audi have won the event for the past three years and the organisers were keen to point out last week that the David Sutton run team could again provide the victor, possibly making history if the winners' laurels went to Michele Mouton. Indeed, with Louise Aitken-Walker contesting Group A and Jenny Birrell running in Group N (both in Peugeot 205 GTI models), it was suggested that this could be an all lady affair.

However, Mikael Sundstrom is being

widely tipped to spring a surprise with the 205 Turbo 16 and who would bet against Jimmy McRae, the reigning British Champion desperate to win his home event?

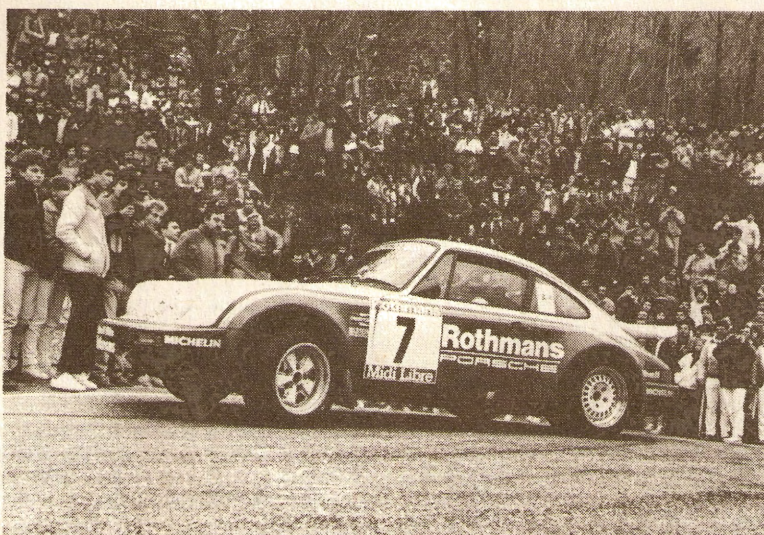
Regulations for the rally are currently available, entries already open, and the contact is The Secretary, Lloyds Bowmaker RSAC Scottish Rally, RSAC, 11 Blythswood Square, Glasgow G2 4AG.

In addition to Lloyds Bowmaker, the event has received assistance from Glasgow's Holiday Inn and also the Ross Hall Hospital, the latter sponsoring the vast safety and medical operation.

## Successful Circuit of Ireland practice as Easter classic draws ever nearer

Practice for this weekend's Rothmans Circuit of Ireland began on Saturday and, in the main, most of the top drivers were present from the start to get in the brief opportunity to make notes for the southern Irish loop. Missing from the activities at first, however, were Mark Lovell and Bernard Beguin. Lovell had spent Saturday contesting the Shell Oils/AUTOSPORT National Championship qualifier in Yorkshire and was delayed in reaching the island, thereby missing out on the Eire stages. Beguin was also competing elsewhere, finishing second on the Garrigues Rally in France. The driver of the Rothmans Porsche 911SC RS had hoped to join the visitors during the weekend but was forced to land in England instead, due to the fog. The Frenchman was annoyed that the organisers refused to grant him permission to practice outside the reconnaissance period. As it now seems that the arguments surrounding the transfer of Ford's RS Turbo from Group A to B on the event have been settled for the time being, it was not surprising that Ulster AC were taking no chances of further acrimony.

Only one significant withdrawal has been reported so far, that of Suzanne Kottulinsky. The popular Swedish girl



Bernard Beguin is seeking a Euro points boost on the Circuit of Ireland with the Porsche 911 SC RS.

was intending to bring the big Group A Volvo 240 Turbo to the rally but it seems that financial matters intervened. Britain's Tony Pond, one of the favourites for Group A honours this year, was

nearly another name to drop from the list. Apparently the Austin Rover driver kicked a piece of furniture at his Marlow home and broke a couple of toes in the process...

## Ford plan evolution version of RS200

Despite Stuart Turner's statements at the Ford Motorsport press conference a couple of weeks ago, it seems that an evolution version of the RS200 is already being planned, the company not waiting, as Turner suggested, to see whether or not the new Group B car was competitive against its rivals.

Sources close to Boreham have indicated that lightweight magnesium castings for the car already being produced at FF Developments and that Brian Hart is working on the engine. It seems that the current versions of the car may prove to be too heavy for competition and changes may be necessary.

If our information is correct, it also appears that the car's intended World Championship debut on the Lombard RAC Rally — already pushed back from an original notion of a 1000 Lakes outing — may also be a little optimistic, the car due for production during September and October in its rally trim...



# Shell Oils continue to support championship

Shell Oils confirmed at the weekend that they would be continuing their support of the National Rally Championship throughout 1986, a decision that means they will have a major part to play in what seems likely to be a rather different looking series from recent years.

While the format of the championship is unlikely to change dramatically, the Open or Prototype class remaining but the championship still geared in favour of the increasingly competitive Group A category, the size and content may be very different. Chris Belton of the RAC MSA told an organisers meeting after the York National Rally that the 1986 series would comprise 7 events, leaving the organisers of this year's series contemplating losing their championship status, or amalgamating with local events and thus combining two rounds of the

series. They were all made aware that other rallies are keen to join the premier stage championship in this country.

The RAC MSA are to encourage manufacturers such as GM, Ford and Skoda to continue their one make championships within the series and to attract further involvement from other manufacturers. Increased awards and incentives are also under discussion in order to boost entries, which are up on last year but still short of the numbers that would be wished. Organisers are to be encouraged to maintain the standard of events and the value for money that is currently offered. Events taking place off the mainland are being asked to consider restricted practice periods to further reduce costs to competitors.

On the subject of four-wheel-drive cars,

where there has been much heated discussion in recent months, the RAC MSA Rallies Committee are to be asked to consider applying a handicap to such vehicles, rather like the 5 per cent rule that separates in rallycross at present. This would enable competitors to contest the series but not 'buy' the championship, a criticism that has been levelled at the contest in the past. At the moment, Tynemouth Computer Services are considering which sort of percentage rule is appropriate for rallying.

It is intended that the events to comprise next year's championship will be settled by mid-May but at present, discussions about the future of rallies currently within the championship are being kept to a personal level between the RAC MSA and the individual organisers.

## Le Beau promote safety through awards scheme

Le Beau Racewear are to promote an awards scheme on several championships in this country, including the Shell Oils/AUTOSPORT series. Overalls produced by the company are being adopted by several teams this season and purchasers are automatically eligible to contest the championship.

The highest placed users of Le Beau racewear on the Shell Oils Open, BTRDA, *Motoring News* Tarmac and the National

series will score points on a 9-6-5-4-3-2-1 basis. At the end of the season, the highest placed driver and co-driver will each receive a tailor made set of overalls (complete with sponsor's badging if required) along with the underwear and helmets made by the company.

The championship co-ordinator can be reached at 147 High Street, Iver, Bucks, while details are available from Nick Ford on 01-654 6926.

## Kärcher back Rallytime

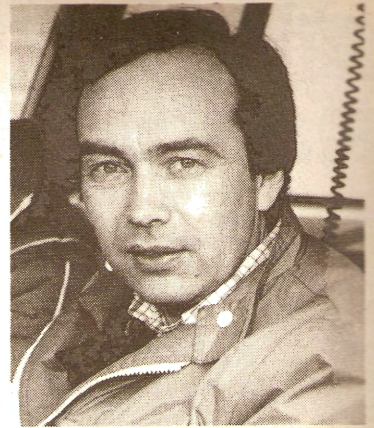
Kärcher, who have provided an on-event cleaning service in the past, are beginning to bring their name back into National Championship rallying. Vaughan Alcock and Dennis Gwynne, better known as *Rallytime*, have acquired a Kärcher sponsored Astra for their duties as championship time keepers. The car will be seen on all events

this season as the pair ensure that accurate stage times are guaranteed.

The high pressure washing facilities are also likely to return, organisers of the remaining rounds of the Shell Oils/AUTOSPORT Championship being offered their equipment for the rest of the year.

## Nottingham prize time

The trade awards evening for the Shell Oils/AUTOSPORT National Rally Championship will again take place at the Albany Hotel, Nottingham, this year's date being December 14. Full details of the presentation are available from John Horton at PO Box 200, Sutton Coldfield, West Midlands and bookings are now available.



Haugland — co-driver list.

## Haugland's partners

John Haugland will have a string of different co-drivers with him as he contests this year's Shell Oils Open Championship with the impressive Group B Skoda 130LR. In Yorkshire, for the National Breakdown Rally, the Norwegian driver took his old partner, Rupert Saunders. At the weekend, Haugland's fellow countryman, Pattar Vagal, will occupy the hot seat, while Skoda's own Peter Titterton gets the trip for the Shell International Welsh Rally. Titterton, 53, last competed on a rally in 1979 when he tackled the Welsh event.

In Scotland, AUTOSPORT's Deputy Editor Peter Foubister, gets another outing on his 'home' event while Monika Ekhardt will accompany Haugland on the Ulster. The final round, the Manz, sees Haugland's regular partner, Jan Olof Bohlin alongside and that partnership could survive long enough for the Lombard RAC Rally to be slotted into the calendar!



Fairlie (left) with the car.

## Double helping

Containerships have agreed to sponsor the efforts of Steve Fairlie and Tony Saddington in a pair of cars, supplied by themselves, this season. Fairlie will contest the Shell Oils/AUTOSPORT National series in the ex-Allan Poole Golf GTI, while Saddington's target is the AC Delco Astra Challenge. Fairlie's attempt on the York Rally on Saturday ended after a series of overheating problems that eventually put him out of time, but the attacking style of the youngster should net a placing before long.

Saddington receives his keys.



## China to get rally in September

China's first ever motor rally will be held in September this year and will be sponsored by the British-American Tobacco Company, distributors of the 555 brand.

Running from September 15/19, the rally will cover a 3000 Kms route which includes roads in towns as well as out in the more remote parts of the country. The event is scheduled to pass through six Chinese provinces before reaching Beij-

ing in the north of the country.

The Chinese government have approved the event, which has seen co-operation between the China MSA and the Hong Kong AA. Many areas of the route are not normally open to foreign countries and a great deal of diplomatic talking has obviously gone on behind the scenes. The route of the event takes crews mainly through the hills and mountains of the Guangdong and Hunan

provinces, although the north China plain will also feature.

Jim Porter has spent a lot of time working on the route and is happy with the final outline, anticipating that his efforts will be judged by some of the top competitors from around the world. Further details are available from the Rally Office, Hong Kong AA, Marsh Road, Wanchai New Reclamation, Hong Kong.

## WEEKEND SPORT

### INTERNATIONAL RALLYING

Date	Venue	Event/Details
Apr 04/08	Kenya	Marlboro East African Safari Rally, World Rally Championship for Makes and Drivers, round 4. <i>See preview, page 18.</i>
Apr 05/09	Ireland	Rothmans Circuit of Ireland. European Rally Championship, coefficient 2. Shell Oils/RAC Open Rally Championship, round 2. <i>See preview, page 22.</i>

### NATIONAL RALLYING

Date	Venue	Event/Details
Apr 06/09	Wales	Sarn Helen Rally. BTRDA & <i>Motoring News</i> Championship, round 3. <i>Ron Beecroft has taken the first two events in the premier road series and is already tipped as favourite for the title. But in Wales it is likely that reigning champions, Gwyndaf and Edwyn Evans will offer a threat with their Peter Maiden Cars Manta.</i>

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





Holden — series leader.

## Novas in Europe

Following the initial success of the Vauxhall Rental Nova Junior Cup, GM Dealer Sport are to send three of the contestants to Europe. Series coordinator, Andrew Duerden, revealed that the three drivers, each under 25, would tackle the 24 Heures d'Ypres Rally in June as part of a package deal that includes free entries, accommodation and ferry crossings, coupled with "around £150" start money.

Duerden did not say how the three drivers would be chosen, but did indicate that one might be the driver with the highest number of fastest stage times in the closely fought contest.

Currently, the series is led by Lancashire's Graham Holden who is five points clear of Chris Birkbeck, but all will be trying hard on next weekend's Plains National as they fight for places on the trip to the European Championship event.

## Media support

The *Birmingham Post* is to sponsor the Under 25 category of the BTRDA Championship this season. From the £750 prize fund, the outright winner will receive £300 and a trophy, while other places will also receive awards and trophies.

Current leader of the championship is David Jenkins, just 2 points clear of Kevin Maxted, winner of last season's *Rally Sport* Championship.

### BRIEFLY

■ It seems likely that Audi will be making the trip to the Baja 1000 event this year, an option that has been under consideration for some time. Although not yet confirmed, Roland Gumpert suggested that the notion was now more than just a pipe dream . . .

■ The Shell International Welsh Rally looks set to contain around 30 Lada Challenge competitors.

■ Shenpar are planning to run a two car team of Peugeot 205s in Group A and Group N trim this season. The Group A car will be debuted on the Welsh International by Jon Joannides, while the Group N car is scheduled to be driven on tarmac rallies by Pat Messer.

■ GM Dealer Sport will sponsor the Eventsline service on the AC Delco Astra Challenge and Vauxhall Rental Nova Junior Cup for the rest of the year. For the next event, the Plains, the number to call will be 061-246 8088. The original number, 061-246 8066 will be used from today (Thursday) to update the Safari Rally in Kenya.



Tony Pond will be back in action on the Circuit of Ireland in the Group A Rally Rover Vitesse.

# Over the pond

KEITH OSWIN outlines the likely challengers for honours on the Circuit of Ireland which should see some lively competition, particularly amid the Group A contingent

Easter Weekend traditionally provides the rally world with two classic events. In Kenya, the cream of the World Championship contenders will battle for honours on the Safari, while in Ireland, the best of the British championship protagonists set off on a five day long contest that is the Circuit of Ireland.

This year the Rothmans supported Circuit will feature pace notes over its entire length, an innovation that will surely push speeds even higher, possibly to the point at which the cars cannot cope with the increased pressure. Last year's event underlined the demanding nature of this tarmac battlefield, only one car from the original top 10 making it back to the Belfast finish, the Opel Manta 400 of legendary Billy Coleman.

With that win behind him, Coleman starts as favourite for another success, although this year he will be stepping into a Rothmans Porsche 911SC RS for the first time, with only a brief outing as course car on the recent West Cork Rally to get used to the awesome horsepower.

But the contest will be a battle of wits, Malcolm Wilson hoping to maintain his championship advantage following the marvelous National Breakdown victory for the Dunlop Quattro. On this occasion the Cumbrian driver joins the full Audi Sport UK team, sharing the burden of bringing Audi's first good result on this event, with Michele Mouton (driving one of the immensely powerful short wheel-base Quattro Sports for the occasion) and Shell Oils/AUTOSPORT National Champion, David Llewelin.

Ranged against the Audis are some known quantities in the Opel camp; Jimmy McRae, Russell Brookes and Irish resident, Bertie Fisher. Few would doubt that the Circuit offers the two wheel drive Opels a rare opportunity to strike back at the four-wheel-drive brigade. McRae and Brookes are both previous winners, but neither finished last time; the Englishman netting the dubious honour of being first retirement when the car's propshaft sheared on the opening test. Fisher, on the other hand,

has consistently shown his speed on tarmac and will be desperate to follow up his fine performance on last season's Manx when he finished second to McRae.

Indeed that Manx event may prove a pointer to another facet of the Circuit of Ireland as the competition for the Group A prize in this season's Shell Oils Open Championship, is wide open. Per Eklund holds the psychological advantage for Toyota but brings an unknown quantity, the brand new Supra, to the series for the first time instead of his regular Corolla GT. The plan is to stave off the challenge from Austin Rover underlined by Tony Pond who took the big Vitesse to an awe-inspiring third on the Manx. If the Computervision Rover can stay the course with its new axle, Eklund's Duckhams car will have a fight on its hands.

Should either of the top contenders fail to reach the finish, the two car Peugeot Talbot team of Mikael Sundstrom and Louise Aitken-Walker, are poised to reap the rewards, while David Mann's ex-works Corolla is another who could feature. Vauxhall are pinning their hopes on the new shape Astra but we hear that gearbox troubles are worrying the team and simply reaching the finish may prove beyond Pentti Airikkala and Andrew Wood.

One team which is definitely an unknown quantity is Ford. Originally intending to debut their RS Turbo in Group A, a hitch with homologation has forced them to change the entry to Group B this weekend (a move that immediately sparked a row about whether or not Ford and Ulster AC had contravened any regulations by doing so), and so the Group A teams will be watching Mark Lovell's progress with interest.

But who will win? Known, reliable cars probably stand the best chance on the bumpy roads around the route. Terry Kaby will drive a Nissan 240RS, acknowledged as a strong car with excellent tarmac qualities. The Opels are also forces to be reckoned with, while Walter

Rohrl's showing on the Ulster last season will give Audi fresh hopes for their first Circuit win. And, if Messrs Pond and Eklund get their respective acts together, who could bet against a sparkling performance from a Group A car?

### ROTHMANS CIRCUIT OF IRELAND

#### Leading entries

1, Mouton/Pons	.....B.....	Audi Quattro Sport
2, Eklund/Whitlock	.....A.....	Toyota Supra
3, Coleman/Morgan	.....B.....	Porsche 911 SC RS
4, McRae/Grindrod	.....B.....	Opel Manta 400
5, Brookes/Broad	.....B.....	Opel Manta 400
6, Fisher/Frazer	.....B.....	Opel Manta 400
7, Wilson/Harris	.....B.....	Audi Quattro A2
8, Kaby/Gormley	.....B.....	Nissan 240RS
9, Beguin/Lenne	.....B.....	Porsche 911 SC RS
10, Llewelin/Short	.....B.....	Audi Quattro A2
11, Airikkala/MacNamee	.....A.....	Vauxhall Astra GT/E
12, Pond/Arthur	.....A.....	Rover Vitesse
14, Haugland/Vagal	.....B.....	Skoda 130LR
15, Sundstrom/White	.....A.....	Peugeot 205 GTI
16, Lovell/Davies	.....B.....	Ford Escort RS Turbo
17, McHale/Farrell	.....B.....	Opel Manta 400
18, Kidney/Iba	.....B.....	Talbot Sunbeam Lotus
19, Price/Davies	.....B.....	Renault 5 Turbo
20, Coyne/Philpott	.....B.....	Nissan 240RS

#### Shell Oils RAC Open Championship points

<b>Overall</b>	
1, Wilson (Audi Quattro)	..... 15
2, Brookes (Opel Manta 400)	..... 12
3, Kaby (Nissan 240RS)	..... 10
4, Lord (Audi Quattro)	..... 8
5, Fisher (Opel Manta 400)	..... 6
<b>Group A</b>	
1, Eklund (Toyota Corolla GT)	..... 15
2, Midgeley (Toyota Corolla)	..... 12
3, Clark (Talbot Sunbeam ti)	..... 10
4, Randall (Toyota Corolla)	..... 8
5, Oswald (Talbot Sunbeam ti)	..... 6
<b>Group N</b>	
1, Cannon (Audi 80 Quattro)	..... 9
2, Wiggins (Vauxhall Astra GT/E)	..... 6
3, Valentine (Vauxhall Astra GT/E)	..... 4
<b>Manufacturers</b>	
1, Toyota (A)/Audi (B)	..... 15
3, Opel (B)	..... 12
4, Nissan (B)/Talbot (A)	..... 10



# An angle on suspensions

MIKE McCARTHY looks at a simple computerised suspension geometry set-up

According to my pocket dictionary, 'ubiquitous' means appearing or existing everywhere, and that is a fairly apt description of the wishbone suspension arrangement on current racing cars. These wishbones can be wide-based or narrow, parallel or splayed, angled to give anti-dive or squat, but they all follow the same general principles. Whether they all work the way they are supposed to is another matter, and, judging by the cornering attitudes of some machines, they very often do not. Now, for the princely sum of £620, Motortech (UK) Ltd can provide design engineers and racing teams with a computer system for suspension geometry design which should eliminate some of the more glaring errors, at least.

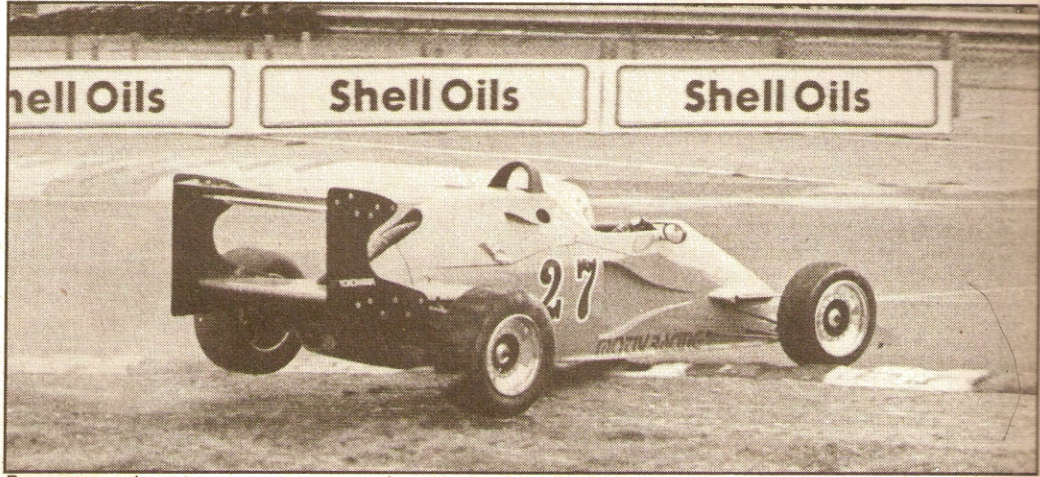
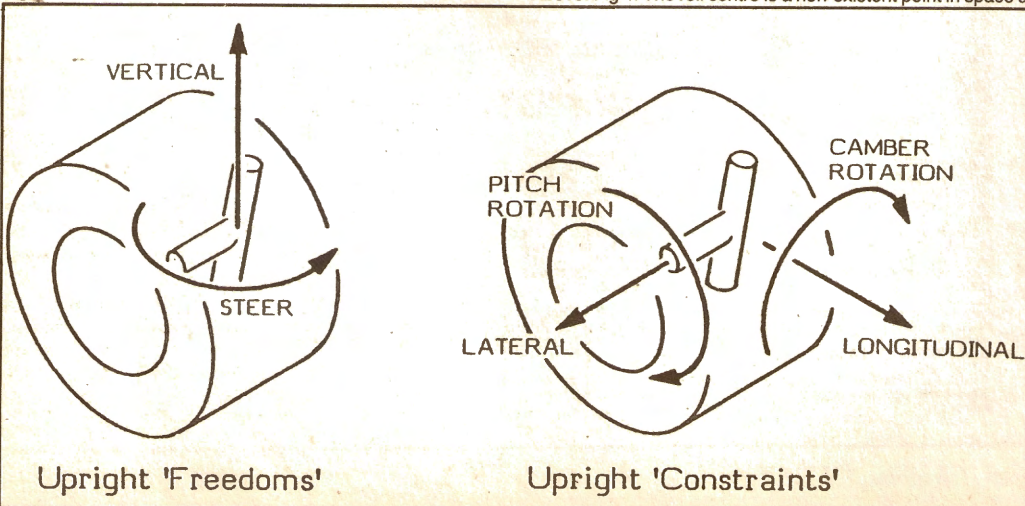
It's almost easier to say what it will not do than what it will. The Motortech system will not turn a moron into a genius, so some basic suspension knowledge is required on the part of the designer or engineer. Nor will it tell you what the effects will be if you change spring or anti-roll bar rates, except in so far as they affect the geometry. It cannot cope with rubber bushes or anything other than wishbone-type suspensions.

It will, however, eliminate hours of tedious draughtsmanship at the design stage (for a new car), give optimised suspension geometry for an existing car, and by reducing the variables and unknowns to the minimum, allow a car to be set up as close to the ideal as possible before track testing starts.

Ah, yes: it won't eliminate that most variable of all variables, the driver. Some would say this is a pity . . .

The suspension of a modern racing car is a complex system, and the effects of changes upon the geometry are not always intuitively predictable. The problem is compounded if anti-dive or anti-squat are added to the equation, because you are then talking three-dimensional. The mathematics *per se* are not particularly difficult but, for a full investigation of what happens under various conditions, the calculations are complex and time-consuming — and it is just this very thing at which computers shine.

What's more, computer capabilities are currently ahead of applications — they are becoming more and more powerful, and cheaper and cheaper, so a small Fig 1 illustration.



Proper suspension set-up may not rescue you from this situation — but it may prevent you getting there . . .

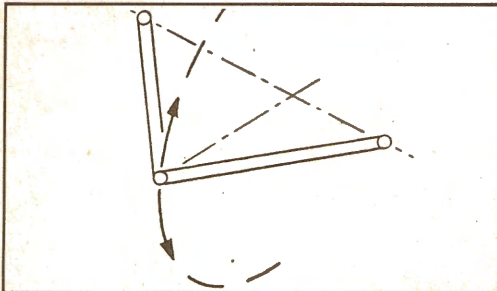


Fig 2. Wishbones allow a clearly defined arc of movement.

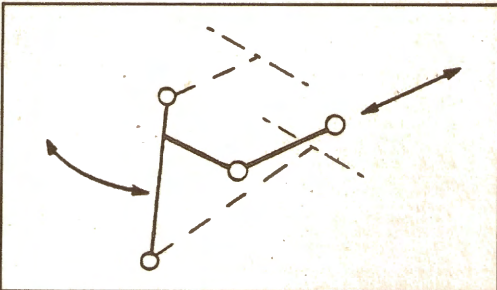
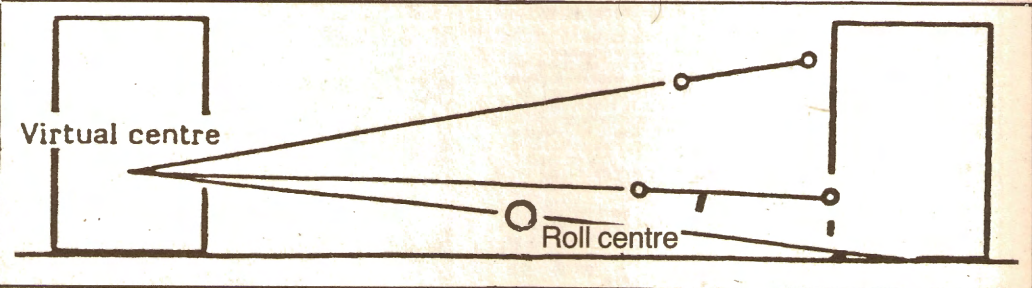


Fig 3. To allow steer angles you need jointed steer arms.



Above: Fig 4. The roll centre is a non-existent point in space about which the front suspension rotates in a corner.

box today does the same job as a room-full of cabinets did a few years ago. John Wilson of Motortech quotes the case of Ford spending hundreds of thousands of dollars in the sixties on the GT40 programme to do what his £600 system does . . .

SUS-GEN, as the system is called, consists of a computer and a programme, which has been designed to be 'user-friendly': you don't have to be a computer expert to understand or use it. This actually is where the other half of Motortech, Roger Andreasson, comes in. Roger, the engineer, got together with John, the computer expert, and the two together are responsible for the final product. All you need to add to it is a common-or-garden TV set to give a visual representation of the results, and a printer for more permanent records.

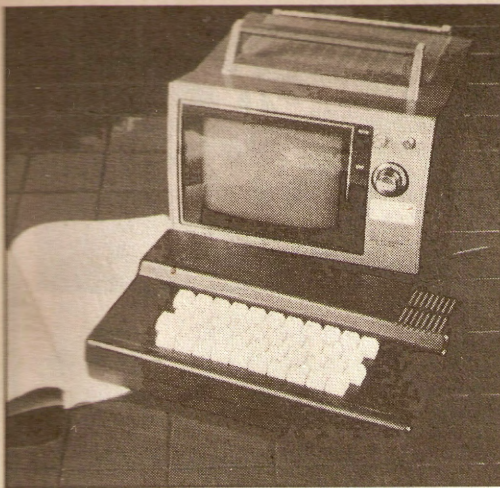
To understand how the system works, you first of all have to know a bit about suspension geometry and what it is all about. Basically it is there to allow the wheel to move in certain directions, and not in others. It must allow vertical motion so that it can follow the road surface over bumps, and steering motion so it can turn in corners. It must not allow the wheel to move sideways, for obvious reasons. It must control camber angle, or the angle the wheel makes with the road: again, fairly obviously, the more the wheel stays

vertical to the road, the better the grip (take it to the extreme, and let the wheel flop over, and you're running on the sidewall, which is Not A Good Thing). It must also stop it moving longitudinally or allow 'pitch rotation' so that it can transfer braking and acceleration forces (see fig 1).

On racing cars, these 'freedoms' and 'restraints' are provided by the upper and lower suspension arms and the steering control arms (front and back, be it noted: the steering arms at the front move sideways, those at the back are fixed, but they fulfil the same function). The upper and lower wishbones swivel around fixed pivot points, so that their ends can only describe an arc in space (fig 2), and are usually of such length that, for all reasonable suspension movements, the portion of the arc that is used is, more or less, vertical.

In order to allow steer angle and/or toe correction, it is necessary to join the suspension arms to the uprights with ball joints, and the steer angle of the upright is then controlled by a strut joining the chassis to the upright with sufficient joints to allow the upright to move up and





The basics — computer, manual, TV screen.

down to steer (fig 3). The computer programme considers the suspension linkage in terms of the two wishbones and the steering arm plus the geometry of the upright.

The next step (which in fact has already been done in the computer programme) is to decide what you want your suspension to do — or, more accurately, what you don't want it to do.

For example, you don't want it to 'bump-steer': you don't want the situation where, if a wheel travels over a bump, the arc of travel of the steering arm conflicts with the arc of travel for the wishbone to such an extent that it will steer the car without the steering wheel being moved (most drivers prefer themselves to dictate which way the wheels are pointing, not the suspension).

Nor do you want excessive camber changes, especially on the outer (loaded) wheel — all square to the road gives maximum grip, although the inner (more lightly loaded) wheel is not so critical in this respect. Think of a Triumph Herald or VW Beetle back suspension in corners, and you'll get the drift.

The third thing to be considered is that most beloved of items, a non-existent point doing nothing whatever somewhere in space: it's called the roll centre, and is basically the point about which everything happens when a car rolls in a corner. It is easy enough to obtain diagrammatically (fig 4), and for our purposes all you have to remember is that this 'instantaneous' point is the one about which the car rolls, and which therefore controls weight transfer: if this point is shifting around — 'migrating' is the term used — you will fairly obviously get strange effects, with variable weight transfer depending on roll angle. So the rule is: try and keep the roll centre fixed.

Having decided that you don't want bump-steer, camber changes or a migrating roll centre, the first step you take is to read and understand the programme, a fairly vital operation and not so obviously silly as at first appears. A thorough understanding of the procedure is necessary to get the most from the computer. The next step really depends on whether you are designing from scratch, or using the system to optimise an existing car.

Take the second, rather more difficult, case first. One portion of SUS-GEN is called SUS-M, 'M' standing for measurement. The major problem you

Fig 8. The roll centre graphics represent a window within which the roll centre position is plotted.

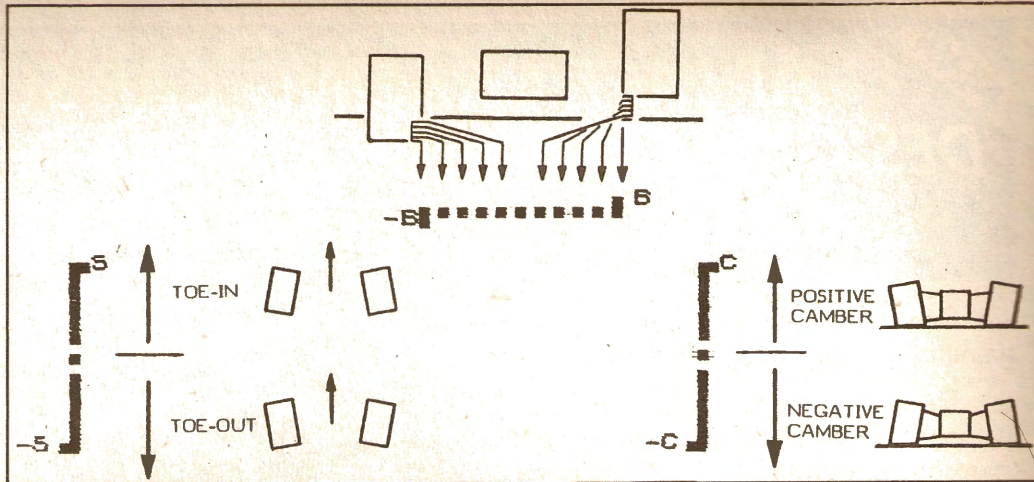
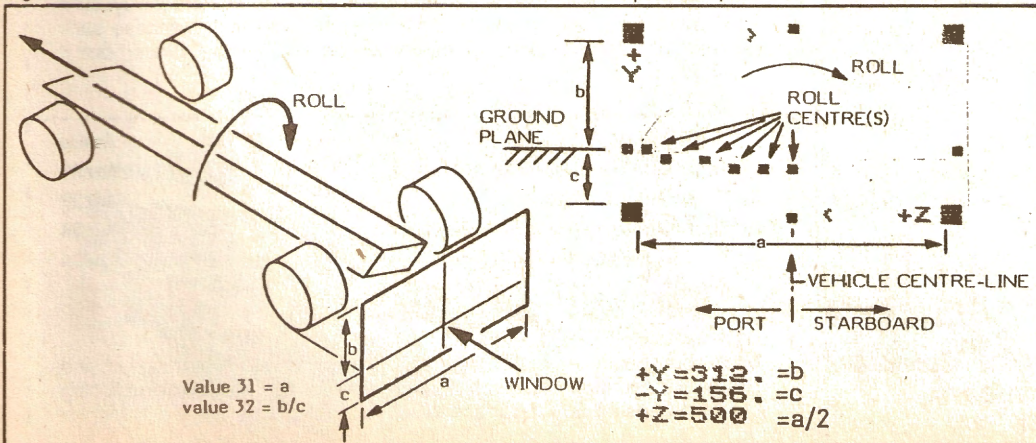


Fig 6. If toe-in or toe-out, or camber angles change, it shows up as a deviation on the print-out.

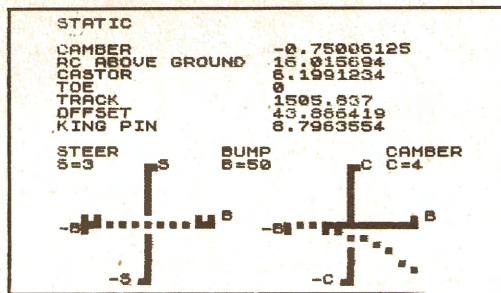


Fig 5. A static result: some steer much camber change.

have in coming to an existing set-up is that many of the points you need to define are not really there: they are virtual, somewhere in space, so you can't take a tape

Fig 7. A typical roll centre result — note RC Migration.

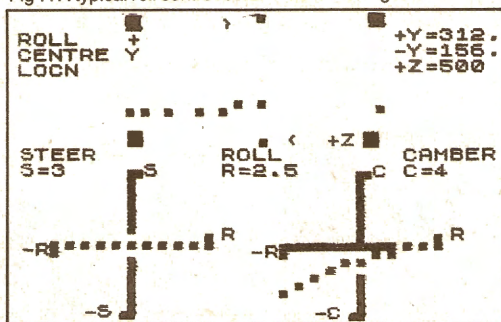
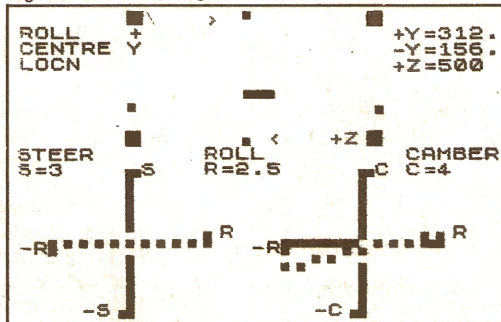


Fig 9. Ideal: little RC migration, steer or camber changes.



measure to them. If you have drawings, you can find them easily enough: if you don't, you're in trouble.

What Roger suggested was that part of the programme, SUS-M, be given over to a system whereby all you need to do is measure those things which are measurable, feed them into the computer, press a suitable button, and out comes the information in a way that the computer can use, turning numbers into trigonometrical values, for the second part of the programme, SUS-G, 'G' standing for Geometry. This data input into SUS-G is the basic building block for the system.

You then set the computer working. It takes all the data, performs its calculations, works out what happens to the wheel and roll centre, and presents its results in three ways: as a long list of numbers or, in a much more easily assimilated way, as a picture on the TV screen or on a print-out.

Taking a typical print-out picture, it is in two parts. The first is a description under static conditions of steer and camber angle (no roll), the second of the same parameters but with roll added.

Fig 5 shows a typical static result, fig 6 what the diagrams mean: the vertical axes on the steer chart represent toe-in or toe-out, on the camber chart positive or negative camber. Fig 7 shows what happens when you add roll, fig 8 what it means. It is in two parts, the upper plotting the roll centre position, the lower steer angle and camber change again.

Now all you need to know is how to interpret the results, and the best way of demonstrating that is to look at fig 5 and fig 7 again. Fig 5 shows static results: there is marginal, but probably acceptable, bump-steer, with quite a lot of negative camber on bump. Fig 7 shows the roll centre results: quite a lot of unwanted camber change, and roll centre migration.

The next step, then, is to go back to the original measurements and — by experience, intuition, or whatever — adjust something adjustable that might have the desired effect (say the height of the inner pivot point of the steering arm, for argument's sake), set the computer working again, see what the result is (better/worse or simply different), accept or reject it, and so on — it's a simple process of refinement.

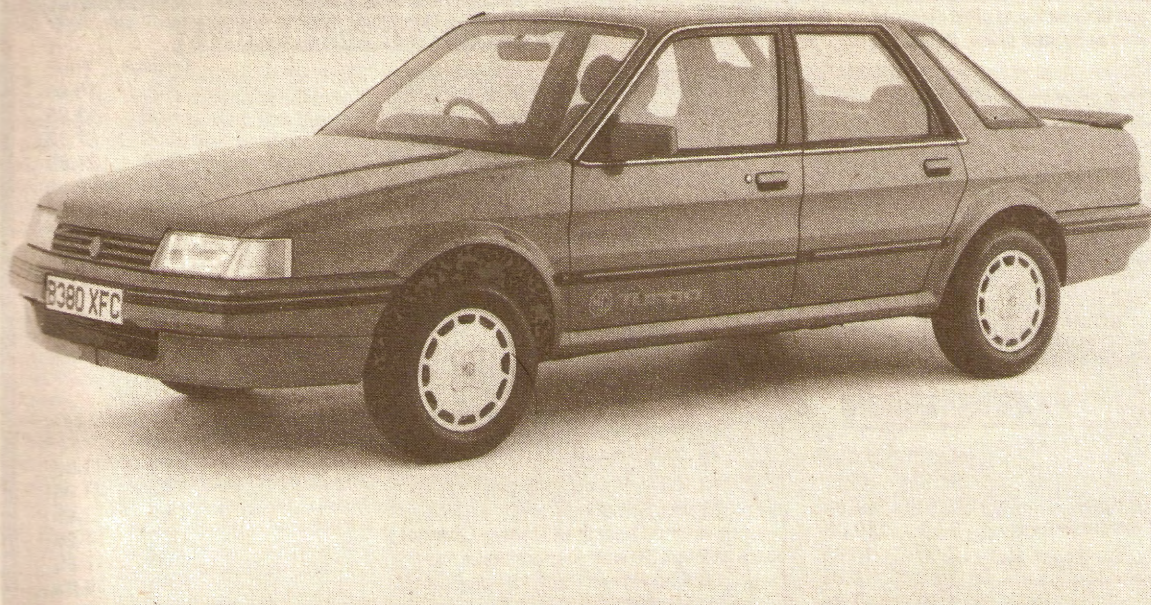
Of course, this is a gross simplification: it is this step-by-step process that the whole system is all about, the point being that the computer will perform all the calculations in seconds or minutes where old-fashioned methods would take hours, days or weeks. Always remember that the computer is nothing but a glorified calculator: rubbish in, rubbish out, as the computer wallahs say . . .

The final result should look something like fig 9. This is a roll centre result, and as you can see the roll centre has barely moved, which is a Good Thing, there is very little camber change, another Good Thing, and almost zero steer angle, an Excellent Thing.

To paraphrase the late Sir Winston Churchill, fig 9 is not the end; it is not the beginning of the end; but it is the end of the beginning. A car displaying those suspension geometry parameters is off to a flying start before it even hits the track. Well, is loaded on the trailer . . .

Motortech are at Andreason Racing, The Moorside, Winnal Trading Estate, Winchester, Hants SO23 7RX, telephone Winchester (0962) 60755.





Austin Rover's new MG Montego Turbo is expected to boast a top speed of 126mph.

## Austin Rover boost their model range

With the introduction of the Austin Montego Vanden Plas EFI saloon and estate, the MG Montego Turbo, and the Rover 216 series, Austin Rover have been particularly busy just recently, extending and expanding their range.

The 216 is a logical extension of the 213, and is fitted with the 1600cc 'S' series first seen in the Maestro and Montego. In the 216S and SE models it features an SU carburettor and develops 85bhp at 5600rpm plus 97lb ft torque at 3500rpm: in the Vanden Plas and Vitesse models, 103bhp at 6000rpm and 102lb ft torque at 3500rpm, thanks to electronic fuel injection. The S and SE models use the Honda 5HX 5-speed manual transmission, the Vanden Plas the same or a four-speed ZF automatic, and the Vitesse a close-ratio version of the 5HX manual.

As the names imply, the Vanden Plas is the luxury version, the Vitesse the sporty one, and to that end the latter has, in addition, 5in alloy wheels with 175/65x14 tyres, uprated suspension with revised damper setting, a larger front

anti-roll bar and a rear anti-roll bar, front and rear spoilers and 'Vitesse' graphics.

Possibly the most exciting newcomer is the MG Montego Turbo, billed as the fastest production MG ever: claimed top speed is 126mph, and 0-60mph time is 7.3s (this compares to the MGB V8's 125mph and 8.4s!). Austin Rover have managed to squeeze 150bhp at 5100rpm from the 'O' series 2-litre engine, via a Garrett AiResearch blower, an intercooler and an ARG (née SU) carburettor — surprisingly, fuel injection isn't fitted. Maximum boost pressure is 10psi, and other mods include an 8.5:1 CR, sodium-filled, stellite-faced valves and variable rate valve springs.

To cope with the extra power, the clutch clamp load has been increased, and front and rear spring rates are also up. All dampers are pressurised gas filled and road wheels are 135x365mm TD Alloys, fitted with 190/65-365TD HR-rated tyres.

Also special to the Turbo is power-assisted steering, an additional front spoiler and a larger section boot spoiler,

while inside there is an FM radio cassette player, electrically heated and controlled door mirrors and twin rear reading lamps, plus a slide/tilt sunroof.

### Driving impressions

I'm not really too sure where the Rover 216 Vitesse fits in the scheme of things. There are other 1600s which offer more space, or more performance, or both: I can see the appeal of the Vanden Plas version, with its touches of luxury, to the

retired who want a small, nippy car and to whom the Rover name and standards mean something. The Vitesse is either creating a new type of car, or a new market segment. We will have to wait and see . . .

On paper, the Vitesse is quite a flyer, with a top speed of 112mph and a 0-60mph time of 9.2s. In practice it certainly feels quite rapid. Against that, the engine sounds quite harsh and strained over about 4000rpm.

AR engineers have revised the rear suspension quite considerably. Within the same lay-out there are different spring, damper rate and anti-roll bar settings: the rear springs, for example, are now linear rate and there are progressive rate 'spring aids'. Though this may have improved the ride somewhat, it is still not the Rover's best feature: sleeping policeman, even at a walking pace, caused a hard lurch from the back, and the ride in general is quite restless. For a sporting model, too, there is too much understeer, and a curious 'delayed action' to steering input — in racing parlance, turn-in is disappointing.

I was quite looking forward to the Montego Turbo, for obvious reasons, but it was not the car I expected. I imagined it as something like the Escort RS Turbo, all go, rorty and sporty: instead I found a refined, deceptively quick tourer. It is very much in the German-car, Autobahn-cruiser idiom. As far as being a sports car goes, the cornering characteristics are not taut enough, with quite a lot of roll and fairly strong understeer. And the steering was quite peculiar: accelerating hard out of a corner invoked strange tugs to both sides with no consistency.

The model that impressed me most was the Montego Vanden Plas. It didn't have the sheer straight-line acceleration of the Turbo, but — like that model — the engine is smooth and refined, and poky enough to balance nicely with the handling. The interior was excellent: the smell of leather, the good colour co-ordination between leather and plastic, and the long list of standard equipment brought back memories of the fifties and sixties when Britain led the world in this respect. All in all, a very pleasant car.

MIKE MCCARTHY



## Mini Sprint revival

While Japanese imports such as the Toyota MR2 are entering the rekindled British sports car market, former Formula 1 entrant, Rob Walker, has been commissioned to send traffic in the opposite direction. In Japan, 'trad Brit' is chic and Apex Inc have commissioned Church Green Engineering, through Walker, to revive the racy 1960s Mini Sprint. The shell is chopped by 3ins above and below the waistline, and after suspension modifications sits 5ins lower than the standard model. Decked in Rob Walker Racing blue with white coachline, the Sprint also sports wider wheels and extended wheel arches, while further modifications to the body and the level of engine tune can be specified by the buyer, according to wallet size. Further information is available from Apex's UK agent: Rachel Carter on 01-832 6839.





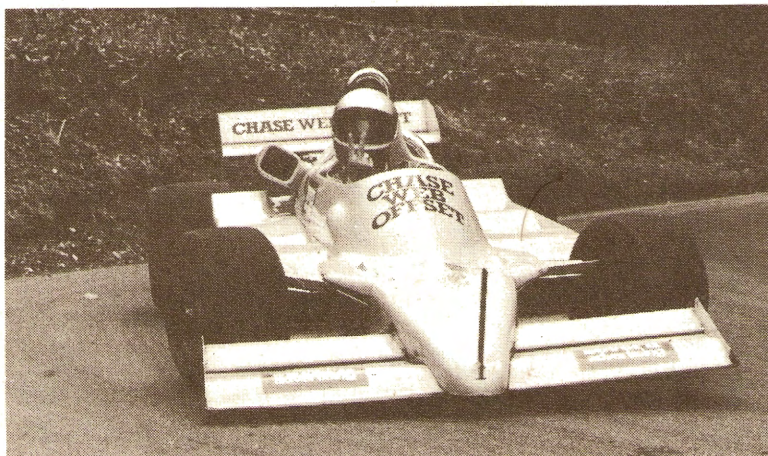
# Pilbeams impressive in Loton countdown

With just a week remaining to the first round of the RAC British Hillclimb Championship at Loton Park (on Easter Monday), several of the leading title contenders descended upon the scenic Wiscombe Park venue last weekend to make final preparations for the series.

Major Richard Chichester's home hill in South Devon saw the debut of the Glissade Pilbeam MP54 in its latest methanol-fuelled guise. Both owner John Hunt and regular partner Alister Douglas-Osborn were delighted with the clean pick-up of the 2.5-litre Hart engine in this form, John Dunn's men having endowed it with increased torque and power this season.

The Chase Web Offset MP53/4 of Martyn Griffiths and Max Harvey was also right on the pace with its 'petrolspec' 2.8 Hart unit, although Roy Lane emerged quickest of all with the team's 1983 MP53, now with 2.7 litres and 360bhp of Euroracing-tweaked BMW motovation.

Doc Willoughby quickly got to grips with his Buick-powered March 792 after its winter rebuild, finding its rear-end feel greatly enhanced by revised suspension geometry, while Ken Ayers in the ground-effect Lyncar-DFL also played himself in well.



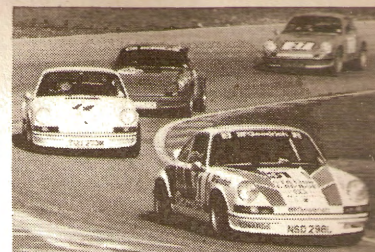
Does this mean that Max Harvey's Pilbeam has just gone two seconds quicker?

The eagerly-awaited debut of David Gould's superb car in Hart-powered trim was spoiled by ignition maladies, and a misfire also hampered Richard Brown's efforts early on with the ex-Johansson Chevron B47, which flew later.

Among the 1600cc cars, Chris Knapman set the pace with his Laurie Billing-modified Chevron B47/9 now

burning methanol. Keith Wanklyn enjoyed himself in the wet with the ex-Richard Lester March-BDA.

Also out, and shaping up well, was Sue (wife of John) Hunt who put in more than a dozen climbs in the glorious sounding Porsche 911RSR in preparation for a campaign in the Rydale BMW Midlands Championship.



Exciting Porsche battles in prospect.

## Giroflex back Porsche Challenge

Giroflex Limited, one of the world's leading producers of advanced office seating, will be heavily involved in British national motor racing this season, as sponsor of the spectacular Porsche Club Great Britain-supported Porsche Production Car Challenge and entrant of Managing Director Chester Wedgewood's Chevron B36 Thundersports challenger.

The Porsche series, which kicks off at Snetterton tomorrow (Good Friday), caters for all road-going examples of the marque, from 300bhp 930 Turbos and Carreras to the 'humble' 912 and older 356 derivatives. Inaugurated only last year, the series has quickly grown in stature—some 48 entries necessitate two races at the Norfolk opener!

Wedgewood, a staunch Porsche competitor for several seasons, will run his own 911 in the Giroflex championship when his Thundersports activities allow. This weekend, the company's white, black and orange colours will be seen on Chester's ex-Ray Bellm Chevron-Hart, at Oulton Park and Brands Hatch.

## Harewood resurfaced

Easter Sunday's Harewood hillclimb will see competitors racing on a completely resurfaced course for the first time as the members practice day earlier this month was held on the old track surface.

Although new race track surfaces often need a little 'curing' time, most Harewood class records, especially the coveted outright course record, must be at risk. Triple RAC hillclimb champion Martin Bolsover, who has turned to circuit racing this year, has held the course record since July 1983, with a time of 36.12s set in the Guyson Pilbeam-Hart MP50.

The meeting counts towards three championships and timed runs begin at 11.00am after practice earlier in the morning and on the previous day.

## Shrike for MCD duo

Divina Galica and Gary Brabham will team up to race a Sports 2000 Shrike in the first two Thundersport races, at Oulton Park on Good Friday and Brands Hatch on Easter Monday. The Shrike is being run by Techspeed Racing, owned by Midlands businessman Gill Baird, with support from Kelly Girl, long time backers of Divina's racing activities.

During the season, extensive development work will be carried out giving the Shrike more power, and Divina will be joined by Tony Lanfranchi as regular co-driver. Full Thundersports preview, see Page 10.

## Mike's busy lunchtime

BBC TV *Breakfast Time* presenter Mike Smith has a hectic racing programme to contend with this Easter. With the new Escort RS Turbo not yet ratified for competition by the RAC until May 1, Mike will contest the Brand Hatch Uniroyal Production Saloon race at 5.30 on Easter Monday in a Class C XR3i, having qualified the car the previous day. In between, Smith will appear in the Motorcraft 'celebrity' Ford Fiesta at Thruxton, flying back to Brands in a helicopter after his 2.10pm event!

## Goss races Chevron B8

Former Grovewood Award winner Tim Goss is returning to the circuits this year, with a Chevron-BMW B8 owned by Tim Greenhill of BMW (GB) Ltd. Goss, who raced this type of car extensively in the early '70s, will contest the HSCC Failsafe GT championship and selected continental events in the B8, with sponsorship from Istel Direct Marketing.

Goss (39) was a Clubmans racing champion before joining James Hunt in the works March F3 team for 1971. Lack of funds stifled Tim's single-seater career, but subsequent sports racing outings kept his hand in. The IDM Chevron was unbeaten in Simon Hadfield's hands last season.



Tim Goss — making a comeback.

## Mitchell's sad Lister debut

Lister Challenge competitor Peter Mitchell debuted his new Jaguar XJS racer at Silverstone on Saturday, but alas damaged the potent machine heavily in an excursion within seconds of the start of the opening round, which he started from pole position.

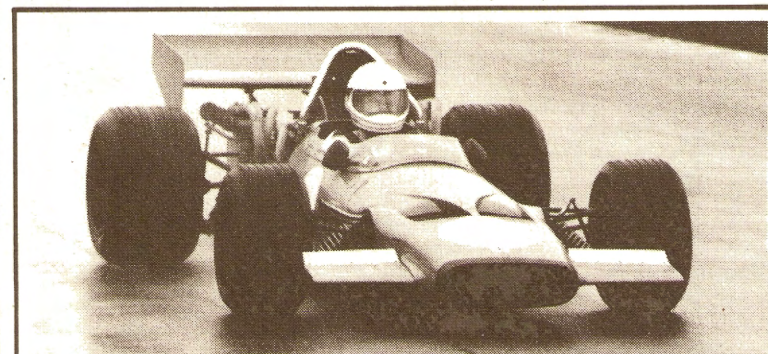
The XJS, built by former marque-

sports ace Warren Pearce (remember his stirring Jaguar E battles with John Quick in the 1960s?) will require a fair bit of refitting before its next outing, but its potential is clearly there. The Lister Challenge event was won, in atrocious conditions, by Iain Exeter's BLE Automotive-entered XJS.

## Blue Hawk for Donovan

Home improvement products manufacturers Blue Hawk Limited are backing former FF1600 driver Robin Donovan in Thundersports events this year. The London-based graphic designer will join Mike O'Brien in the works Shrike P15 S2000 chassis for the MCD endurance series. The Richard Owen-designed car will run in the full Blue Hawk corporate livery at meetings where the sponsor plans promotions, starting with Brands Hatch on Easter Monday.

Blue Hawk will use Robin and the car in their advertising campaign 'Teamwork' and 'Fast Finishes' and the Shrike team will be the focal point of shows, competitions and incentive schemes throughout the season. The company's best known product is the Artex ceiling material which, like their diverse range of DIY goods, is available through such retailers as Texas Homecare and B&Q—both of which incidentally, are already involved in motor sport!



## Ealand's F5000 McLaren

Rolatruc Classic Sportscar champion Roger Ealand was out at Silverstone on Friday with the ex-Roy Lane McLaren M10B which he will run in the HSCC/Seldons Pre-'70 Single-Seater championship this year. The Maidenhead management consultant has not forsaken his trusty Marcos-Volvo entirely though, for it will be pressed into service once more in Classic rounds. As can be seen, conditions were far from suitable for Ealand's F5000 debut!



■ The *Extra* newspaper, which supported Glenn Board last year, is to back Jonathan Bancroft's Racefax Van Diemen RF85 in the RAC/TT FF1600 championship and selected rounds of the Esso series. The *Extra* is a Kent Messenger Group newspaper which helped the late Tony Brise on his way up the motor racing ladder.

■ Following his F3 debut with the team at Silverstone a fortnight ago, New Zealander Rob Wilson has been invited to co-pilot Valour Racing's fearsome March-DFV 75S in this weekend's Thundersports races. The Kiwi brings with him some support from Castrol Sport, enabling him to partner fellow F3 man Paul Jackson in John Upton's projectile.

■ This year's MGCC BCV8 Championship will, once again, be sponsored by Dutton-Forshaw Motor Group and the 13-round series includes two in Europe — at Zandvoort on May 18/19 and Zolder on August 10/11.

■ The 1985 TR Register Race Championship will be held over 11 rounds, with nine to count (first race having been run). These will be April 27 (Oulton Park), May 26 (Donington), June 3 (Mallory), June 30 (Lydden), July 14 (Cadwell), August 4 (Snetterton), August 10 (Brands Hatch), September 1 (Donington).

■ As in previous years, Green Line will continue to run a coach service from central London to Brands Hatch for all major meetings. The coach leaves from Victoria coach station and calls at Green Line stops including Pimlico station, Westminster, Lambeth Baths, Elephant and Castle, Old Kent Road, New Cross Gate, Lewisham, Eltham, Sidcup and Swanley. Cost is £3.50 return with further information on Reigate 42411.

■ Woolbridge Motor Club hillclimb representatives Andy and Simon McBeath should pose a tougher challenge in the 1100cc single-seater class this season. Ray Payne at Team Hartwell has built the brothers a 'demon' high compression Imp engine for their Delta T83 chassis, fully rebuilt over the winter!

■ Reigning BRSCC Production Sports champion and Porsche Challenge winner Bill Taylor is to defend his titles with the familiar ex-Lord Hesketh/James Hunt 2.7 Carrera RS. Taylor, proprietor of bodywork specialist Station Garage of Shepperton, has backing from Castrol Sport in addition to BF Goodrich Tyres this season. Mechanical preparation of the successful Porsche is the handiwork of Londoner Paul Edwards.

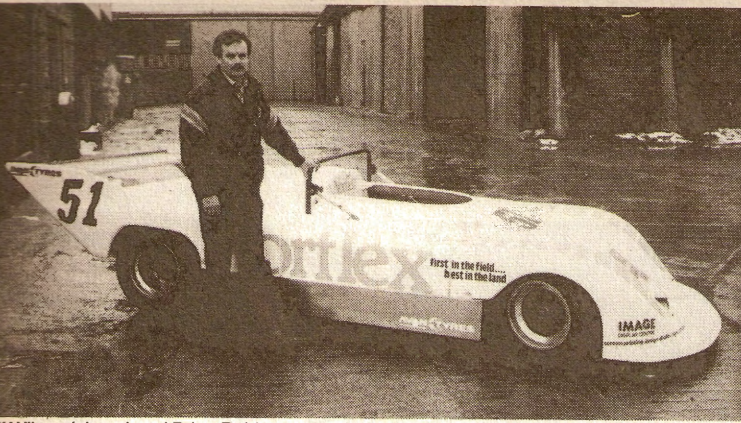
■ Goodwood is to conduct a private practice session on Easter Monday, April 8, from 9.15 to 12.15 and then from 1.15 to 4.15pm. There will also be a car taking people round the circuit and an opportunity to sign the 'Save Goodwood' petition.

■ Regulations for the Bath MC's Castrol Autotest are available now from Mrs L. Maslen, 2 Rowan Court, Melksham, Wilts. Tel: Melksham 7081142. Entries will cost £7.50 and an SAE would be appreciated.

■ Sevenoaks and District MC will promote their annual sprint at North Weald Airfield on Sunday, April 14. Practice will start at 10am with timed runs as soon as possible afterwards. The following Sunday, Borough 19 MC will organise a similar event, with entry fees for each being £16. If competitors enter both events, there is a combined entry fee of £30. All the entries should be sent to Graham Smale, 1 Grand View Avenue, Biggin Hill, Kent. Further information from Bill Shewan on 0732 823689 (Home) or 0634 46611 (Business).

■ Ian Smith, secretary of the Formula E association can be contacted at his new address of 7 Thirsk Close, Runcorn, Cheshire. Tel: 09285 61107.

AUTOSPORT, APRIL 4, 1985



Jeff Wilson (above) and Brian Robinson should prove strong Thundersports contenders with the Chevron B42-based Grange.

## Chevron-based Grange for Thundersports

Jeff Wilson and Brian Robinson have teamed up to launch an assault on the 2-litre Thundersports class.

After much measuring of chassis dimensions, the plan was hatched to turn the ex-Stuart Macpherson Chevron B42/Libre car into a two-seater, still powered by a 2-litre Hart F2 engine, now renamed the Grange.

In mid-February, the chassis and suspension were despatched to Robin Smith who took the front and rear bulkheads off, together with the floor pan and fabricated new items, 4ins wider at the front and 12ins at the rear, joined together with the existing sidepods and a new floor.

Suspension pick-up points were relocated at the rear while all suspension

parts, brakes, wheels, and even the front-mounted radiator are all standard B42.

Wilson's long-time engineer and mechanic, Brian Holliday, fabricated aluminium extension pods on which to mount the bodywork, these also serving as side-on crushable structures — although the fuel tanks are still mounted in the original B42 pods well inboard.

It was decided to fit the new Lucas/Cosworth DFY type ignition which has the ability to be instantly retarded at the flick of a toggle switch to aid starting — especially when hot. On the dyno, the engine turns out 300bhp with a very usable rev range.

With regard to the gearbox, a departure from the F2 specification sees a

Hewland FGA utilised, as in Wilson's former car, the 450bhp BMW M1.

Finding suitable bodywork proved more troublesome and led to the workshops of Brian Martin in deepest Yorkshire. Martin, last year, designed and had moulds made for a two-seater hillclimb sports car which has thus far not appeared, the body proving ideal for the Grange. So perfect was the fit that Holliday found (after removing the B42 nose/frame body mountings) that the Martin nose section fitted straight onto the original points which had to be promptly welded back on again!

With a weight of only 495kgs and 300bhp on tap the Wilson/Robinson Grange should prove a potent challenger.

## Lydden's RAC opener

Easter Monday sees Lydden Hill hosting the opening round of the RAC British Rallycross Championship. Favourite to win is current title holder, John Welch, with his Zakspeed engined 4WD Xtrac Escort. The only 4WD opposition will come from Dimi Mavropoulos's Audi Quattro, though a number of cars with all wheels driven are expected to appear during the course of the year.

In the under 1600cc class, the battle for honours will be between Trevor Reeves (hopefully with his new 1600i Escort) and regular Fiesta drivers Barry Hathaway, Kevin Pease, Bob Brookes and Stud

Nicolau.

Division 1 champion, Tony Proctor, will be hoping to have rid himself of the unreliability that befell his Capri over the winter. Porsche driver Des Winks has been making a name for himself in the North, but it remains to be seen whether he will be able to repeat the form in the British Championship. Ron Gibson and Denis Atkinson will once again be fielding their usual Porsches while Trevor Hopkins and Keith Ripp look like bringing out their Fiestas for a little while longer.

Round 2 is at Brands a week later.



## Karl's class aspirations

Former Champion of Brands FF1600 pilot, Karl Jones, will be at Brands Hatch on Easter Monday where he hopes to add another class win to his previous two in the Marshall Asquith Racing prepared Fiat Abarth 130TC. Jones's *Autocar* Strada will receive support for the Brands rounds of the Uniroyal Production Saloon series from loyal FF1600 sponsors, the KS Group, with additional backing coming from Leda and Shell Oils.



McCarthy — another chance.

## McCarthy returns

Perry McCarthy's Racing for Britain supported Milldent Motorsport Van Diemen RF85 will join the RAC/TT FF1600 fray at Oulton Park on Good Friday. It is exactly a year since McCarthy's Van Diemen RF84 was destroyed in an end-over-end exit from last season's corresponding fixture. Since then, the Essex driver has had only a 'one-off' outing in a round of the BBC grandstand trophy FF2000 series at the end of last year.

Having been a convincing winner of the voting in the Racing For Britain FF1600 category, the former Dunlop-AUTOSPORT Star of Tomorrow champion is also supported by Lee Cooper, Hawtal Whiting, Aquilla Plastics, H&B Scaffolding, Walker Roast Advertising, Tarn Print, South Hill Garage (Volvo Dealers) and *Motor* magazine.



by spectators) started first time but only managed another few yards before grinding to a halt, out of fuel . . .

The pace over the first stage had been furious, a gaggle of drivers stopping the clocks within seconds of each other. With the powerful four-wheel-drive Escort, Allan Edwards was uncatchable at this early stage. Now fitted with a limited slip differential at the front and with 4.6:1 differentials instead of the original 5.1:1 units, the car was handling better than before, Edwards racing through Boltby to a 5sec lead.

"This is four-wheel-drive country," admitted Roger Chilman as he checked Edwards' time. His Escort, rented from a museum (or so he says), was among the chasing pack, but with the conditions so wet he was not confident of making much impression. "I wish," he joked, "that I had entered in my Range Rover."

Without the tricky Guisborough test on the agenda, crews hoped for an easy start to the day, but not so for many. Dougie Watson-Clark was struggling with clutch maladies in the County Garage Sierra — a problem that caused retirement after only four tests — and Steve Bannister had visited the scenery, jarring his wrist in the process. Bill Lyburn was worried by the amount of oil blowing from a breather pipe into the car which made the steering wheel slippery, while Alistair Sutherland had no pull from the Ascona. Bill Dobie was unable to stay in touch due to the conditions but not all drivers were despondent.

Driving the R-E-D Sierra 4x4T for the first time in anger (only a brief test run — complete with gentle roll — having been undertaken before) was Willie Rutherford. Smiling happily, he had got through Boltby without drama, doubling his mileage in the car immediately, and heading off for the main group of stages with confidence. Chris Mellors was also happy with the car, holding joint third place with Mark Lovell and, as he said, "Starting as we mean to go on."

Three stages later and the battle scarred crews arrived at the Pickering service area, most with tales to tell from the latest batch of stages. Lovell wiped the sweat from his brow and grinned with relief. "We had the most monumental spin in Cropton," he admitted. "It was a fourth gear effort and the thing did a complete 360 degree spin before we set off again. That was nearly that."

Dobie had also spun, this time on the tarmac section in Pickering, but the Manta had escaped without drama. Not so fortunate, however, was Rutherford's Sierra. "We arrived on the tarmac — which I had never seen before — and immediately lost all grip. The car slid off the road, not too dramatically, but enough to burst both left hand tyres." The moment cost Willie around 2½ mins, enough to drop him from fourth.

the early bath — only to have a rod burst through the bonnet on the way!

In fact, even at this stage, the Collins Cars team were out of contention, Sutherland's Escort joining the Ascona on the list of retirements. James had selected fifth gear over a blind brow, only to watch as the road turned serenely right under the airborne Escort. With a sharp drop on their left, the presence of a tree was perhaps fortunate, although the damage to the car will not come out with the application of paint restorer. Indeed, once the tree keeled over with shock, the Escort also tipped onto its roof, petrol spilled from the split tank and the crew opted for a hasty exit via the newly created door where the windscreen used to be! Surprisingly, the car (once righted

Mark Lovell took the Nissan 240RS to fourth place and now leads the championship.



Chris Mellors was the surprise winner of the York National in his Ford Escort, beating many more fancied runners.

# Mighty Mellors

Mellors takes surprise win as favourites fall by the wayside — Shah wins Group A — Lovell heads series — Report: KEITH OSWIN. Photography: TONY NORTH

Just as Last Suspect was a 50/1 outsider for the Grand National, so no one would have tipped Chris Mellors to take his first National Championship rally win in Yorkshire on Saturday. One of the leading contenders for Group A honours a couple of years ago, Mellors has since switched to the ex-Bertie Fisher Escort RS and has put up some creditable performances, usually marred by appalling bad luck where mechanical reliability has been needed.

Not so on Saturday when Mellors was right there with the leaders from the start, dicing with Allan Edwards and Clinton Smith for the lead, until the 4WD Escort crashed out of the race, and finally taking command at half distance.

In one of the closest fought battles seen on the Shell Oils/AUTOSPORT National series, George Hill finally got his rear-wheel-drive Astra to the finish to net yet another second place on this event. Bill Lyburn took third while Mark Lovell could only reflect on the time lost in Dalby when both rear shock absorbers broke on the Castrol Nissan, possibly costing him the win but still enabling him to head the championship as many fancied drivers fell by the wayside.

Alistair Sutherland pulled his battered Guion & King Ascona into the finish area at the Teesside Post House on Saturday evening, the assembled crowd thinking briefly that the rally winner had arrived. Once sanity returned to the scene, the sandwich spread magnate joked: "It's been like the Wacky Races out there!"

And, just to prove the point, his younger brother James was looking on from the other side of the car park where his twisted Collins Cars Escort sat forlornly on its trailer, waiting to begin the long haul back to Herefordshire.

The day had, indeed, turned out to be somewhat wacky. A surprise winner of the event, an equally surprising winner of Group A, and a whole string of cars lying by the wayside, testimony to the efforts of the favourites in the slippery conditions that had prevailed.

The cut and thrust nature of the

opening moments was clearly indicated by the stage chart produced by the ever efficient Tynemouth Computer Services after the event. Allan Edwards had charged into an early lead on the first stage, Clinton Smith was fastest on the next and joined him, while three steady times from Mellors moved the Escort into the lead by the third stage, Edwards still sharing the advantage.

But by then the entry was already reduced. Ken Wood's Golden Wonder Rover finished the first stage in Boltby but stopped on the next when: "A con-rod made a bid for freedom!" The championship leader after the Gwynedd, Alec Cannon, also departed the fray on the same stage. An oil pump pulley had detached itself and, with two more stages to go before service, there was nothing to be done. The service crew arrived, fitted another pulley and the Geordie set off for





# Shell Oils

## NATIONAL RALLY CHAMPIONSHIP

George Hill was finding the limits of the Safety Devices Astra GT/E and the front corner bore testimony to a brief encounter with a log pile. Roger Chilman was beginning to slide down the order as the ignition pack failed in Newton Dale and he was not the only person to mutter, "Not again," having had the same thing happen on the first round of the championship. With carburettor problems also hampering progress, it was perhaps no surprise to find the red Escort on the sidelines soon afterwards, its driver retiring from the fray to follow proceedings on *Ceefax*.

Bill Lymburn was discovering that, if he pressed too hard in pursuit of the leaders, he would have accidents. Several nibbles at the scenery already added to his account for the day in the Insu Insulation car. Edwards was another that pressed too hard at times, the ever present threat from Mellors and Clinton Smith prompting a quick trip up a firebreak in Cropton. But a more serious problem had developed. The car was not running cleanly. He hoped that a change of plugs would rectify the trouble, but had logged an exceptionally quick time in Pickering, just to make sure that the others were not fooled too much.

Smith, himself, was in the wars, the Manta 400 arriving at service making tractor noises from a broken exhaust. The pipe had broken right at the manifold and there were doubts that a proper repair could be effected. With Wood out of the event, Rover honour was being upheld by Bob Fowden but, complaining about poor arrowing, the Welshman had been off the road twice and was well down in 15th place.

With Dalby looming in the road books — one stage lasting for a gruelling 21 miles — Edwards still held the lead, 16secs clear of Mellors. Third was Smith with Lovell next up. Dicing for fifth, and not that far behind the Nissan either, were Hill and Colin Short, the latter driving the infamous Escort STW 201R for the first time since its most recent destruction, at Easter last year.

Group A, which is going from strength to strength this season, was being led by Simon Davison's Astra GT/E, capitalising on his first round success. Darrell Staniforth was second at the time with Sanjiv Shah in third place. Second on the Gwynedd, Stuart Nicholls was holding fourth with his new shape Astra but was locked in combat with Brian Oswald, Gwyn Thomas and Tim Ashby. Most of the Group A crews, however, admitted to being held up at some time during the day by the bunch of much slower Group N cars that had been seeded in their midst. Gordon Martin, in a particularly slow Samba, was the subject of much 'discussion' at one time as he had stubbornly refused to pull over when caught by several other crews. At the end of the day, Group A only lost six crews (a far better survival rate than the big boys) but the earliest, and most dramatic, retirement was to befall Rod Menzies, who barrel-rolled his Mellors-Elliott Corolla GT on only the second stage.

The large crowd of spectators who had gathered around the edge of Dalby's woodyard were treated to a fine display of motoring as the cars slithered their way around the complex. With straw on the ground concealing the mud beneath, few escaped without some tail wagging,



George Hill brought his Vauxhall Astra GT/E home in second place.

highest points for artistic interpretation going to Richard York and Colin Short, while technical merit marks went to Hill's Astra. The raucous car was totally in control in the conditions and it was no surprise to learn that its pilot had climbed to third by the time the next break occurred.

But the casualty list had also grown. With Chilman stopped, Clinton Smith soon followed with propshaft failure and Richard Gough also departed the scene. The Escort driver was caught out by a series of brows and the car left the road at speed. Watson-Clark gave in to the clutch problems while Seamus Burke's Malcolm Wilson Escort suffered a similar fate.

Bob Fowden was not to go much further either, the Rover an unfortunate victim of Alistair Sutherland's excursion, hitting the front end of the Ascona and breaking its own ignition pack. Although

Willie Rutherford's Sierra scored two fastest stage times, but still managed only eighth.



axle. Bob Freeborough and the mechanics dived beneath the car and diagnosed the problem. Both shock absorbers were broken, the rear of the car bouncing around at will. With new units fitted Lovell was on his way, but the time lost almost certainly cost him victory on the day. Bill Blydenstein was honest enough to admit later that the shock absorbers had done rather more mileage on the car than they should. He confessed that it was his fault that the car had failed. One can assume that the 240RS will be in pristine condition on the Granite City.

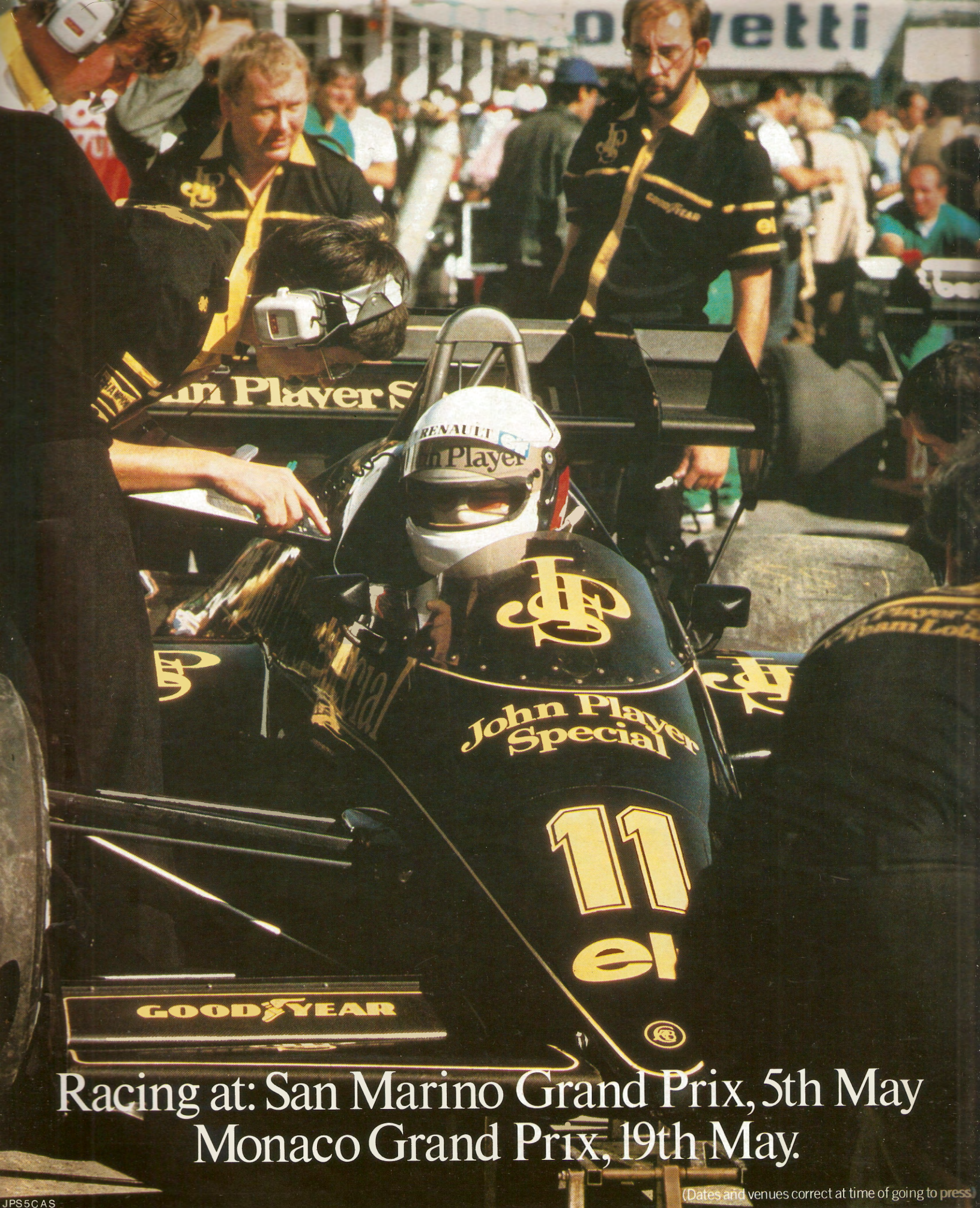
While all this was going on, Colin Short was pushing the black Mann & Co. Escort futher up the field. "I am not a championship contender," he revealed, "and so there is no pressure. I am really enjoying myself today." But his face told a different story by the time he had completed the Staindale test, a large pile of mud getting in the way of the car which promptly slid backwards off the road. At least the car was in a better state than usual after an off, but fourth place had now become 15th and eventually he went OTL at the finish of the event.

Rutherford sat in the Sierra after Staindale, sweating profusely and contemplating extra training before the next outing. "The steering is heavy in slow corners," he revealed, "but the car has great potential. I have done what I set out to do, learn about the thing, and I am pleased with the performance so far." He had already been fastest on a couple of stages and would come close on another before the day was out. Not bad for a debut run and eighth place would do very nicely thank you.

Bill Dobie had been off during the Dalby marathon, but was more worried about difficulty selecting gears, while Lymburn was happier with the engine of

**Neil Burton and Arthur Priestner** were the only two competitors on the York chasing points for the Skoda Trophy '85. Both finished, Priestner getting the nod at the end of the day and the two are joint leaders of the contest... a novel switch of positions for **Philip Shaw** and **Dean Senior**. Senior used to drive while Shaw was on the maps but on Saturday it was roles reversed, their Escort finishing 16th... **Ken Wood** has now used up his two dropped scores and will be going all out to make up the loss next time out on home soil... **Don Bailey** reckoned that Dalby was a great place as he threw the Manta GT/E through the place, only to retire a couple of stages later in Wykeham... **Warren Philiskirk's** seventh place was enough to net him and **Christine Parling** yet another mixed crew award... **Roy Gillingham's** service crew collected the Britool award for their efforts in getting his car ready for the event in time... **Jon Joannides** was lucky to survive the event as a broken exhaust and damaged fuel pump made the air inside the Sunbeam somewhat unpleasant... **Glyn Jones**, in the Phil Collins built Manta 400, got off to a bad start with a puncture on the first stage and later had to run without a clutch... **Andy Middlehurst's** Corolla GT had been completely refettled, with help from Toyota GB, after its Gwynedd shunt and, once anti roll bars had been fitted at first service, the car was running well on Saturday... Another Toyota driver, **John 'Hytech' Saint**, is now about to embark on a fitness programme to stay with the younger drivers!... **Graham Parkinson** was having trouble keeping the little Nova on course through the ruts while GM's **Andrew Duerden** was apparently having more problems finding ladies loos for Graham's wife, Sue... **Dennis Turner**, winner of Group N on the day and one of only two drivers to net points in that category so far, stated that Dalby was 'a disgrace' and that he was giving up forest rallying. Then again, that was before he took the award...





Racing at: San Marino Grand Prix, 5th May  
Monaco Grand Prix, 19th May.

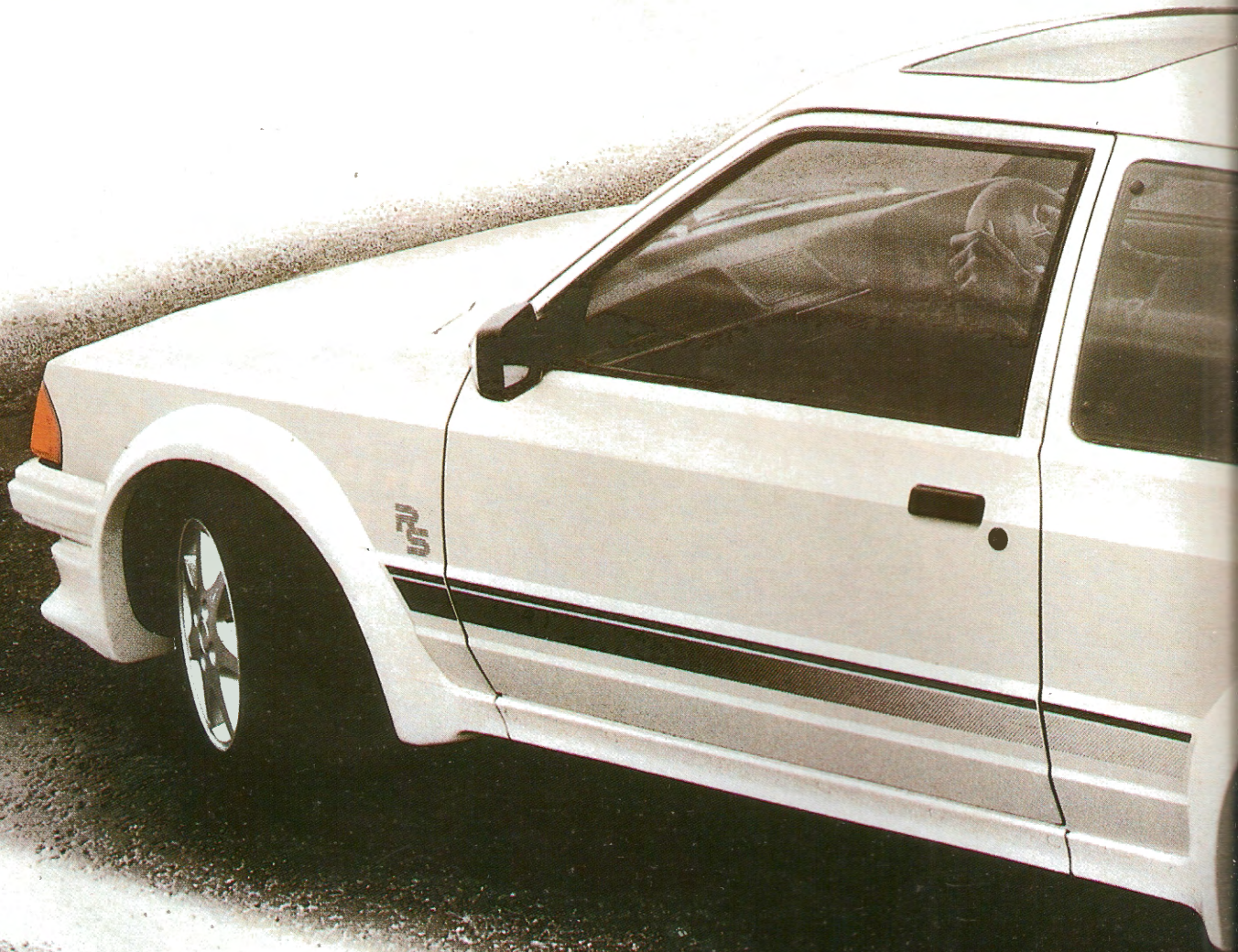
(Dates and venues correct at time of going to press)

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# The new Escort RS Turbo. Developed for the road by the Rallye Sport people.



This is the new Escort RS Turbo. Developed by Ford's Special Vehicle engineers, it's another Ford road car with racing in its blood. At the heart of this car is a 1600cc

fuel-injected Ford engine complete with intercooled Garrett T3 turbocharger.

It generates 132 PS which is transmitted to the front wheels by a close ratio 5-speed gearbox and limited slip

differential. As a result, the RS Turbo accelerates from 0 to 60 in 8.2 seconds† with a maximum speed of 125 mph†

To handle this performance the brakes are updated, the suspension is





both stiffened and lowered, and the wide alloy wheels get ultra-low-profile tyres.

Yet despite all this competitive spirit, the RS Turbo is no stripped-out racer. In fact, it's extremely comfortable and well

equipped and even has Recaro sports seats fitted as standard. What's more, being a Ford it has the back-up of Ford's national chain of Rallye Sport dealers.

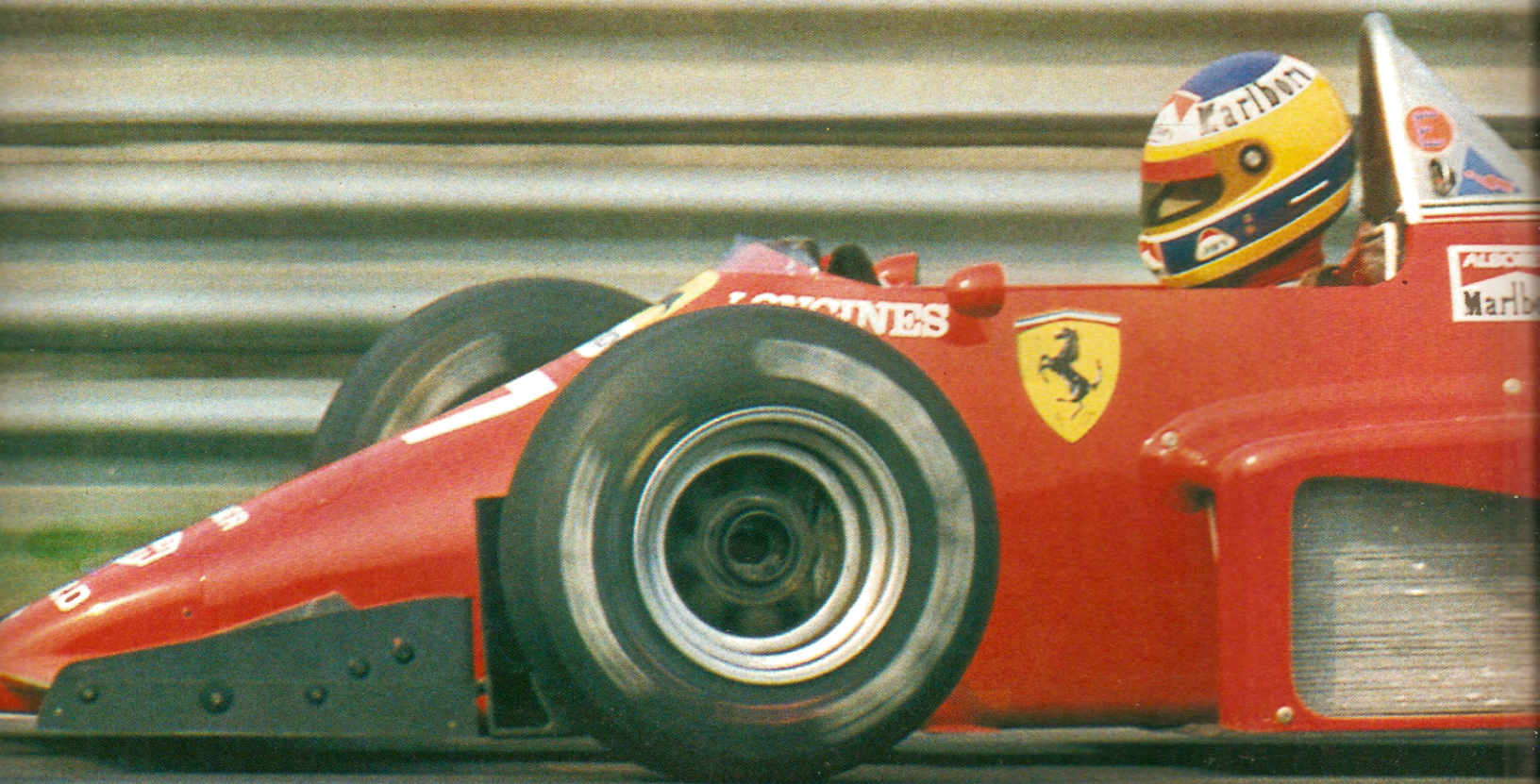
Whether you're heading for the social circuit or the racing circuit, the RS Turbo will give you plenty of excitement.

†Ford computed figures.

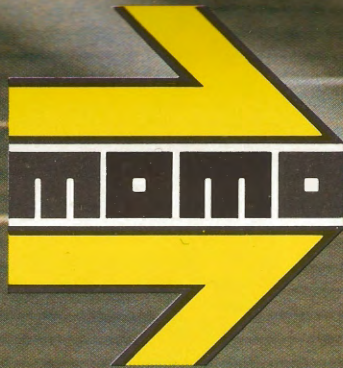
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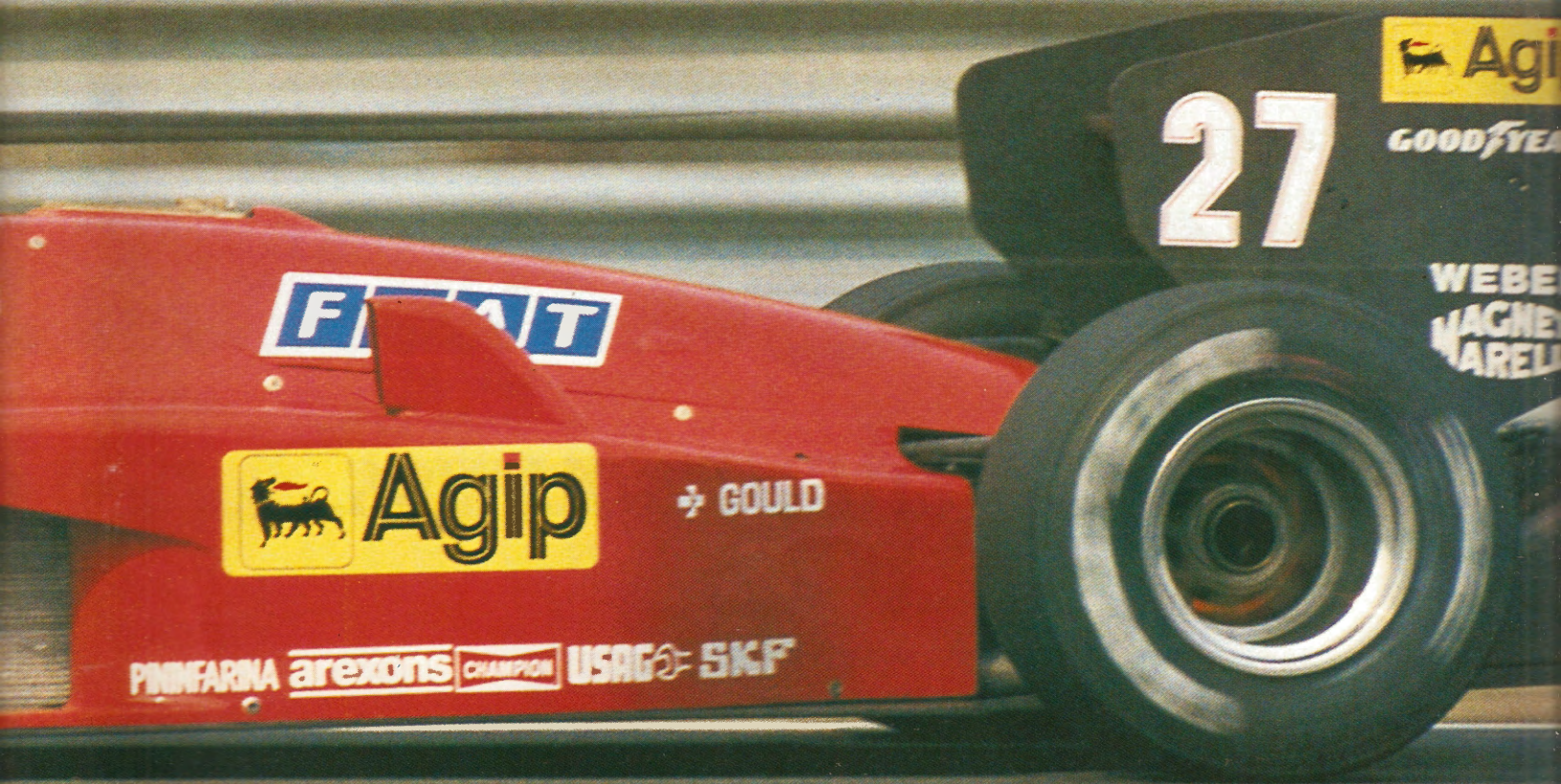
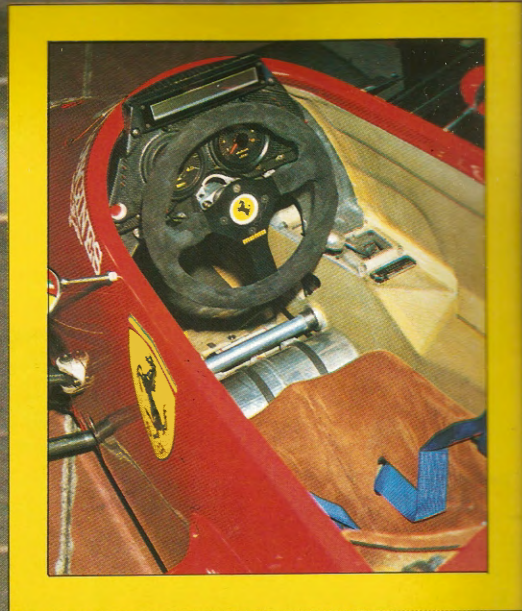


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Mike Thackwell drives through the rain—and past a rainbow—on his way to victory at Silverstone's opening round of the F3000 championship.

# Ferté's revenge?

IAN PHILLIPS looks forward to the second round of the European F3000 championship at Thruxton

Johnny Dumfries will be out to make up for his difficult time at Silverstone.

Michel Ferté will hope to stay out of trouble at Thruxton and take victory.





Easter would not be quite the same without the traditional BARC fiesta at Thruxton on the Bank Holiday Monday. Right from the very beginning the Club was the staunchest supporter of the European Formula 2 Championship and their reward is the second round of the new Formula 3000 series. The arrival of this exciting and powerful new breed of racing cars at Thruxton in the nearest circuit has ever come to having a full blown Formula 1 race means that the lap record, as well as the peace and tranquility of the Hampshire countryside, should be well and truly shattered.

With the F3000 programme condensed into just one day's practice (Saturday), the teams and drivers are really going to have their work cut out this weekend because virtually none of them have any experience of running an F3000 car at the circuit. The annual test day, way back in February, saw only Lola running a pukka F3000 car while Ralt and March fielded their prototype F2-based cars — the learning curve will be going over 'Top Dead Centre' as the field battles to get to grips with cars that are still very new, and acclimatise themselves to the revised circuit.

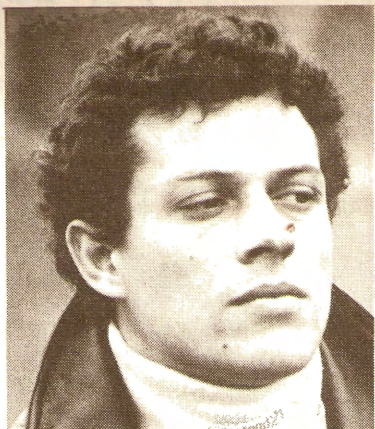
Thruxton has undergone many changes since last Easter, the most noticeable being the smart new pits complex but the best being the excellent raised spectator banking at Allard and Club corners. The notorious bump at Church corner has been eliminated but the rest of the circuit still provides a mean test of the cars, and the spectators with one of the best opportunities to really see the tyres and suspension working to their limits. Add to that the shrill sound of the glorious V8 Cosworth engine and the adrenalin starts flowing.

Rain influenced the result of the opening round of this new Championship and given good weather this weekend — which, thank goodness, is traditional — we are probably going to see quite a different story from the on-paper 1-2 Ralt walkover of Silverstone. The two Bridgestone-sponsored cars were not quite on the pace in the wet or dry and it took a tyre gamble plus some inspired driving to get the result.

Both drivers are previous Easter winners on the circuit, Thackwell having taken the second of his seven F2 wins last season there, and Nielsen winning the 1981 SuperVee round, en route to the third of his Championship titles. Thackwell was the pace-setter on test day but the advent of the new cars from the opposition will mean that both will have to be on the best, Silverstone-type, form to keep the Ralt flag flying!

The new March 85B chassis, looked to be the most competitive weapon of all in the opening round, and as the most popular customer car has a strength and depth in its driver line-up which should see it taking victory spoils very soon.

It was the ORECA entered, Marlboro sponsored car of Michel Ferté which set Nielsen — keeping the Ralt flag flying.



Ferté, A — leads works Lola team. the Silverstone qualifying pace and which harried Thackwell throughout that opening race. The Magny Cours-based team has fairly horrific memories of the circuit from the past two F2 seasons which put their Martini chassis to the ultimate test. However this time they are arriving brimful of confidence, desperate to take the victory which they felt was morally theirs at Silverstone. Reigning French F3 Champion Olivier Grouillard joins his predecessor for his F3000 debut.

The strongest of the March teams on paper is the two car, works backed Onyx Race Engineering team of Emanuele Pirro and Britain's Johnny Dumfries. These two set the pace all the way up to the first qualifying at Silverstone but then, for no accountable reason, things started to go wrong. The disappointment has got everyone involved working at fever pitch to make up for it with a resounding result at Thruxton which few people would bet against.

Both the BS Automotive and San Remo March teams salvaged a point-scoring place from the opening round despite the fact that none of their cars had turned a wheel before the meeting began. Christian Danner took fourth place for BSA and on the circuit where he Hytten — Thruxton experience.



Pirro — Silverstone pacesetter. finished second last season should be a strong performer this time, while team mate Tomas Kaiser will have an even chance of doing himself justice.

Despite being totally new to Silverstone and their cars both Gabriele Tarquini and Alessandro Santin gave a good account of themselves in the race and qualifying, respectively, in the first round. They will have to go through virtually the same process again this weekend with their Bridgestone-shod cars and their progress will be well worth watching. Alberto Colombo's team also hope to field a third March this time round for the erratic Roberto del Castello.

The pretty AGS proved to be rather fragile on its first outing. The little French team were due to complete a thorough test programme before the second round and if it holds together then Philippe Streiff, who actually led the Ralt-Hondas for 10 laps here last year, will certainly be among the leaders.

Some frantic work at Lola's Huntingdon base should see four of their T950 models on the grid. Alain Ferté leads the works team and on his only previous Thruxton appearance he qualified second fastest with just 10 mins of Streiff — among the leaders?



practice. The team was beset with problems at Silverstone but at least registered a finish and Alain, Michel's elder brother, will be anxious to get up front where he belongs. The second car should be handled by Argentine Oscar "Poppy" Larrauri who had an unhappy circuit debut with the very unreliable Minardi F2 car in 1983.

The Swiss Mario Hytten is no stranger to Thruxton after his two seasons of British F3 and he showed no fear of his new mount in his first race despite no testing experience to speak of. His partner in the Italian Lola team will be British debutant Juan Manuel Fangio Jr, nephew of the five times World Champion. One of the intriguing aspects of Formula 3000 in that certain teams have opted to convert what were state-of-the-art 1983 Cosworth powered Grand Prix cars to suit the regulations. They were all rather hurriedly finished for the first race and never really showed their true potential, but Thruxton is a circuit which should suit them. The most impressive at Silverstone was the Tyrrell 012, F3000 replicas of the cars Martin Brundle and Stefan Bellof are running in the Brazilian GP this weekend.

Italian Claudio Langes will be having his first look at Thruxton but if his partner in the Barron team is still Roberto Moreno he should be able to learn the race very quickly. If Moreno doesn't race the second car, Spaniard Adrian Campos will make his debut with the team. Both the PMC Williams FW08Cs had an extensive workout at Silverstone two days after their disappointing debut when, among other improvements made, Thierry Tassin and Lamberto Leoni were given full throttle movement! Both are experienced drivers who could, and should, do well.

The Roger Cowman/Ken Moore Arrows entry is certain to make its debut — probably in the hands of former F5000 Champion Bob Evans, making a welcome return to single seater racing. A second example of the A6 chassis should be available for Slim Borgudd while former Italian Formula 2000 Champion Gianpiero Consonni should give the Dywa its debut.

As usual tyres will play a big part in Thruxton's longest, 54 lap, race of the year; the abrasive surface being the most demanding test the rubber will face all season. In testing the Avon crossply was particularly impressive for its durable qualities and not a lot slower than the Bridgestone radial. With a proper pits facility at the circuit don't be surprised to see deliberate tyre change stops. The slick Onyx team tried this tactic last year and found it a most beneficial move which will be borne in mind by many competitors this time.

So there we have it, a certain 22 cars and a recipe for guaranteed excitement and spectacle but no odds-on winning combination.

Larrauri — F3000 debut.



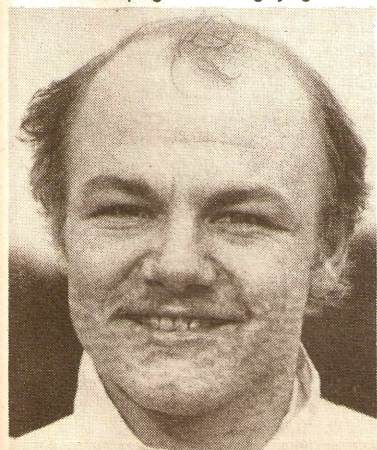
**TIMETABLE**

**Saturday, April 6**

9.10 — 9.55	.....	Formula 3000 untimed practice
10.05 — 10.35	.....	Formula 3 practice
10.45 — 10.30	.....	Formula 3000 practice
11.45 — 12.30	.....	Group A saloons practice
12.30 — 14.00	.....	Pits walkabout
14.15 — 14.45	.....	Formula 3 practice
15.00 — 15.30	.....	Formula 3000 untimed practice
15.45 — 16.15	.....	Formula 3000 practice
16.30 — 17.15	.....	Group A saloons practice

**Monday, April 8**

10.00 — 10.20	.....	Ford Fiesta practice
10.30 — 10.50	.....	Formula 3000 untimed warm-up
11.00 — 11.30	.....	Formula Ford 2000 practice
11.30 — 13.00	.....	Pits walkabout
13.30	.....	MARLBORO BRITISH FORMULA 3 RACE (20 LAPS)
14.10	.....	FORD CREDIT FIESTA RACE (10 LAPS)
15.15	.....	TOWNSEND THORESEN EUROPEAN FORMULA 3000 RACE (54 LAPS)
16.45	.....	RAC TRIMOCO BRITISH SALOON CAR RACE (20 LAPS)
17.30	.....	RACING DISPLAYS BRITISH FF2000 RACE (15 LAPS)





**BOOKS**

KIMBERLEY'S RALLY TEAM GUIDE No. 1

**Audi**

KLAUS BULHMANN



**KIMBERLEY'S RALLY TEAM GUIDE NO1: AUDI.**

**By Klaus Bulhmann. Published by Kimberley's. Softback, 28pp, £2.50.**

A new departure for Kimberley's, rallying, and this first book in the series gives a basic insight into the factory Audi Sport team. With quick looks at the history of the marque in competition, and potted biographies of those who have been involved in the team since its

World Championship campaign began in 1980, the publication presents a pretty complete account of the topic, without getting drawn into masses of technicalities.

In such a few pages, there simply would not be room, but to the author's credit he has managed to squeeze in a good centre section packed with some interesting colour, and has detailed the results of all factory entries since 1980.

PMF

KIMBERLEY'S RALLY TEAM GUIDE No. 2

**Opel**

KLAUS BULHMANN



**KIMBERLEY'S RALLY TEAM GUIDE NO2: OPEL.**

**By Klaus Bulhmann. Published by Kimberley's. Softback, 28pp, £2.50.**

As with the first publication in the series, the Opel story contains instant biographies of some of those who have played a part in the factory team since 1980, although with Opel's limited success in more recent years, increased attention is paid to Dealer Teams in this book. Walter Rohrl's championship year in 1982 is covered through the pages on the individual team members, nicely building a picture of the team and how it was formed, manager Jochen Berger originating as Rohrl's co-driver in the early years.

The various cars run by the team are all covered, there is again a healthy centre section of colour, a list of major results since 1980, and again, it is quite a handy little booklet on one of the major teams in World Championship rallying. Further titles, including Lancia and Toyota, are apparently planned. Good value both.

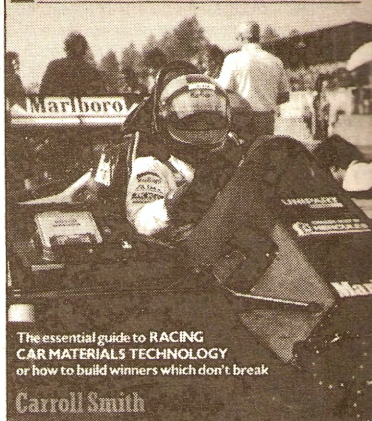
PMF

**ENGINEER TO WIN. By Carroll Smith. Published by Osprey. Softback, 278pp, £12.95.**

This is the third book on racing car design by this author, and is intended to complement the other two, *Prepare To Win*, and *Tune to Win*. It deals primarily with the materials encountered in the construction of racing car design, although additional chapters deal with such diverse subjects as aerodynamics and good financial housekeeping . . .

It takes the form of a round-up of current

**ENGINEER TO WIN**



The essential guide to RACING CAR MATERIALS TECHNOLOGY or how to build winners which don't break

Carroll Smith

knowledge in the broadest sense rather than a detailed, highly technical mathematical treatise: the author sums up his intended audience precisely when he says 'While the racer may not be particularly willing to dig through textbooks and technical publications in search of general information, his or her thirst for knowledge that specifically relates to success in racing is unlimited.' If you're a designer or engineer, you may know it all already (though it's still worth a browse to remind yourself of some of the basic dos and don'ts): if you're a mechanic, it's worth

*Apollo Race & Rally Wear Limited*

**Runners up**

We had another fabulous crop of answers to our February caption competition to win one of Apollo Race & Rally Wear's race/rally jackets.

This month, the most popular answer was along the lines of, "He says it's time for a balls out lap," this example from D Tyler of Essex. Second most popular answer went something like, "So this is what they call Formula Vee," (Graham Clark, Merseyside). But, from the 'best of the rest', we selected the following:

**Looks like Jackie's lost some money again!**  
Elizabeth Simpson of Aberdeenshire, Scotland.

**I hate it when it's my turn to be the roll bar.**  
Kevin Tinmouth of Bristol, Avon.

**Well, marshals' training days haven't changed.**  
Joe Shingler of Frome, Somerset.

**Indian interest in motor racing is reflected in the latest illustrated edition of the Karma Sutra.**  
Chris Towler of Northwich, Cheshire.

**'Jack la Feet' ahead of the rest.**  
M Mak of Wirral, Merseyside.

**That's the trouble with these single seaters — it's so hard to change the cassette tapes over.**  
David Alley of Trowbridge, Wilts.

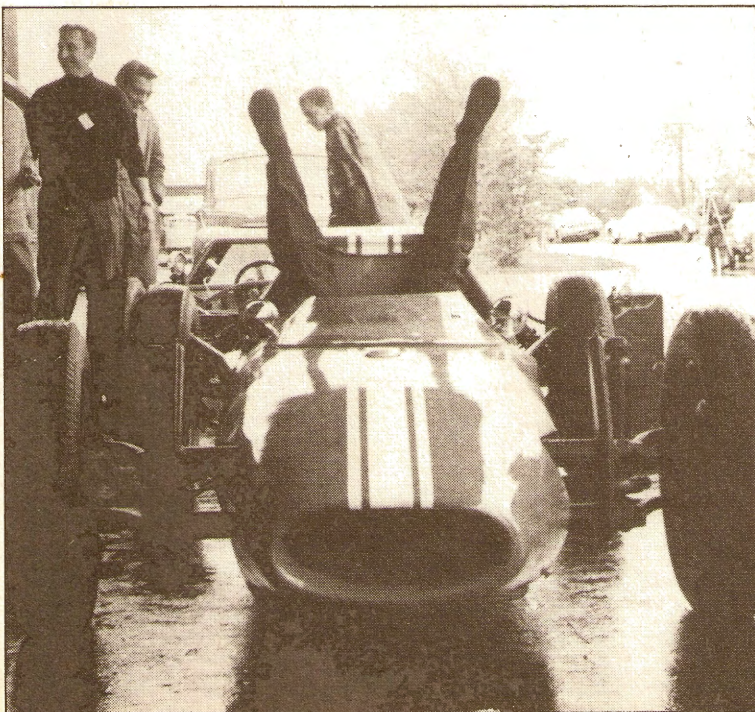
**And now Emlyn Hughes' team, what happened next?**  
David Milner of Pontefract, W Yorks.

**If Barry Sheene wants to race cars he must be trained to clutch with his feet.**  
Gordon King of Fife, Scotland.

**No, it's the concours judge seeing if the stripe is on the inside as well.**  
J Southgate of Wincanton, Somerset.

**FEBRUARY CAPTION COMPETITION**

**Alan Jones: coming out of retirement.**  
John Roden of Celbride, Ireland.



**APRIL CAPTION COMPETITION**

Congratulations Mr Roden, who wins himself a fabulous race/rally jacket from Apollo Race & Rally Wear. All you have to do to win the same is send us a funny caption to the picture below. Further details overleaf.





reading so as to understand why things break; and if you're a driver who can't fit a nut to a bolt without cross-threading it — well, it makes entertaining reading anyway. It's a pity, though, that the author uses CAPITALS almost EVERYWHERE to EMPHASISE his little homilies. . .

MM

## TUNING BL'S A-SERIES ENGINES.

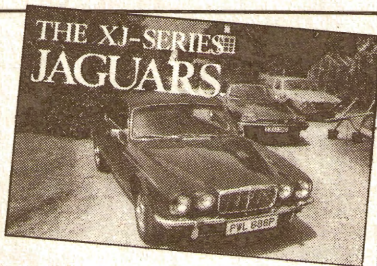
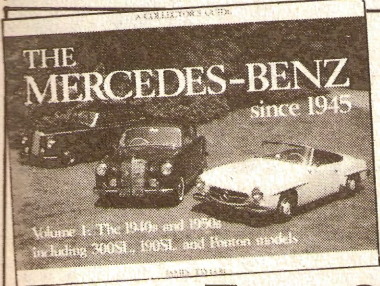
By David Vizard.  
Published by G T Foulis.  
Hardback, 436pp, £14.95.

Without being an expert in the art of tuning the A-series engine, it is difficult to pick holes in this heavy and massive tome. However, if you can pick holes in it, the chances are that you're in the business yourself . . .

It is billed as 'The definitive manual on tuning for performance or economy', and it would be difficult to disagree with that, covering as it does every aspect we could think of, from another 5mpg from a Marina to the fitting of a Nitrous Oxide assisted turbocharger. The author is himself adept at obtaining more power from these engines, but has had it vetted by such notables in the game as Richard Longman and Keith Ripp.

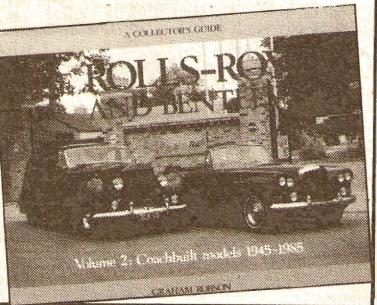
There are over 200 illustrations, from line drawings through power curves and graphs to photographs, all of which complement the text very well. And before you ask, the highest horsepower we noted from a power curve was 190bhp from a turbocharged 1293cc unit. Some engine: some power.

MM



## Four Collectors

Four new titles from Motor Racing Publications' popular 'Collector's Guide' series: *The Rolls-Royce and Bentley, Vols 1&2*; *The XJ-Series Jaguars*; and *The Mercedes-Benz since 1945*. All four books follow the usual pattern of these guides, with the model(s), plus buyer's guides, where to find spares, owners clubs and so on. The two volumes on Rolls-Royce have been written by well-known author Graham Robson, while the popular XJ series cars (Paul Skilleter) and Mercedes (James Taylor) — which includes the fabulous 300SL — also have a few notes and pictures on the cars' racing ancestry as well. The books are priced at £9.95 each.



## Apollo Race & Rally Wear Limited

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 circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

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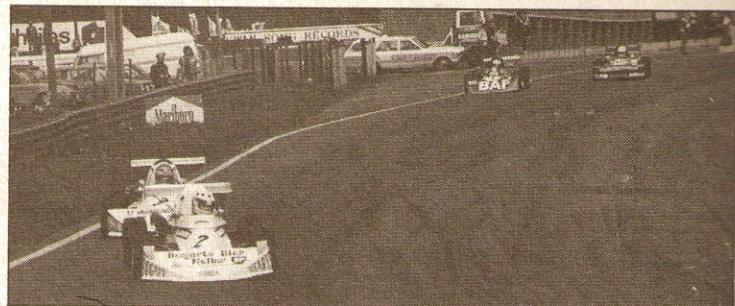
NAME S M L

ADDRESS

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Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than April 25, 1985.

## Who, What, Where, When?



We had another bumper crop of answers to last month's *Who, What, Where, When?* competition, the majority correct, to win a super Page & Moy travel voucher worth £40. First out of the bag was the postcard from Sally Ann Spindler, who correctly observed the following:

**Who:** Stephen South; Bruno Giacomelli; Rupert Keegan.

**What:** March-Toyota/Novamotor 753; March-Toyota/Novamotor 763; March-Toyota/Novamotor 743.

**Where:** Zolder, Belgium.

**When:** Zolder Grand Prix, April 25, 1976.

We also asked you, if you wished to gild the lilly, to identify the fourth driver in the picture. And, as many of you pointed out, the driver was Boy Hayje in a Ralt-Toyota/Novamotor RT1. The event itself was the third round of the British F3 series — sponsored then by BP — and run over two heats. Both races were notable for the superb racing between the leading runners, eventual victor Rupert Keegan winning from Boy Hayje by less than a tenth of a second.

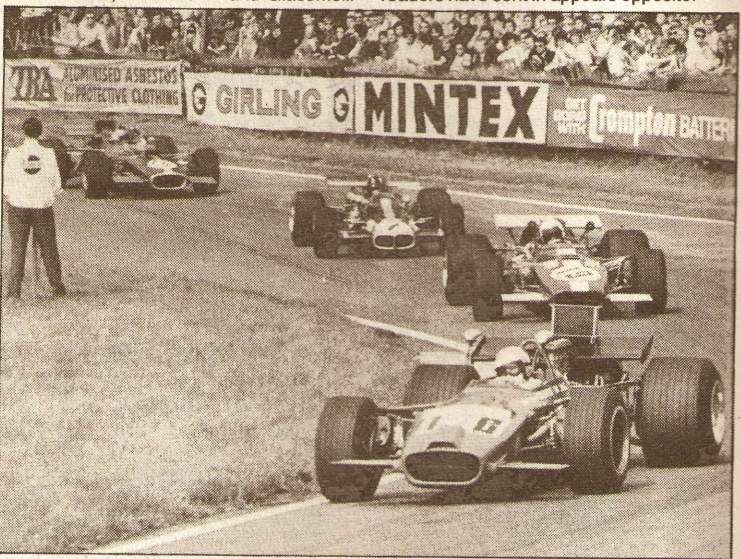
During the first heat, Giacomelli (from pole) trailed South, before establishing control and running away with the race. However, the Italian's driving was a little too enthusiastic — as was the case throughout the weekend, it seems — and Giacomelli

took to the scenery allowing South through before he, too, hit trouble and had to pit. Thus Hayje just beat Keegan.

In the second 20 lap heat, Giacomelli and South stormed through from the back while Keegan and Hayje disputed first place, Giacomelli setting a new record before — well, you've guessed it — falling off, but South came up and actually took the lead from Keegan on the very last lap! But a slight error allowed the erstwhile leaders through, both Keegan and Hayje roaring past the chequered flag just hundredths apart.

So, to this month's competition — a seasonal picture we feel. All you must do to win a Page & Moy travel voucher worth £40 is correctly predict *Who, What, Where, When?* (all four please) in the picture below, and send your completed answers — on a postcard — to: *Who, What, Where, When?* AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by last post on Thursday, April 25.

Incidentally, a few of you are still sending in your entries on some interesting postcards. This month we had NASCAR star David Pearson, a Porsche design card, and two cards illustrating the virtues of Vauxhall's new Astra. A selection of the cards readers have sent in appears opposite.



## VIDEOS

1985 SWEDISH INTERNATIONAL.  
VHS/Beta.  
30 mins.

Available from CiTV, 207 Dean Lane, Water Rossendale, Lancs, BB4 9RB.

Those looking for World Championship action are now extremely well served by CiTV, who are regularly producing reports of rallies quickly after each event. This latest offering on the Swedish takes some time

before the cars reach the stages, but there is plenty of action, and the viewer does get a good idea of what real winter rallying is all about. Perhaps the script concentrates too heavily on a blow by blow account of the proceedings, but it is a complete account of the event, with attention to many further down the field, not just the half dozen factory runners. Inevitably, it is those later cars which provide some of the excitement, although the front running Audi Sport Quattros entertain with their coughing five cylinder motors, and the bravery of their drivers well shown.

PMF



## BRIEFLY

■ *Leader of the Pack* is the title of Lombard's own film of the 1984 Lombard RAC Rally, produced by the experienced Barrie Hinchliffe for the finance firm. Copies of the film are available for free loan to recognised motor clubs and other similar organisations — either on 16mm optical sound or VHS video cassette — by applying to any of Lombard's local branches.

■ A London-based video company has produced a film about Jaguar called *Supercat*, which will be broadcast on Channel 4 in the autumn. Meanwhile, the video can be ordered from Imageflow, 11-13 Macklin Street, Covent Garden, London WC2B 5NH for £29.95.

■ Look out for a new Channel 4 programme due to hit the airwaves later this month. Called *Wheeltracks*, the magazine format programme will run for six weeks on Sunday afternoons at 4.15.

■ Ford has made available another instructional film to add to its library called *How to go Rallying*. Script advisors were John Taylor and Graham Robson, so expect it to be authoritative. The 20min film is available on either 16mm film or on video from The Guild Organisation Sponsored Film Library, Guild House, Oundle Road, Peterborough PE29PZ.

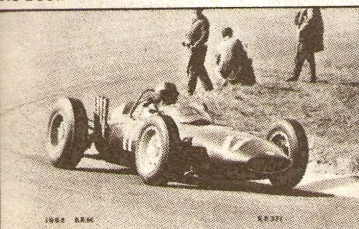
■ The Ordnance Survey Motoring Atlas of Great Britain is now available in its second addition at a price of £3.75 each.

■ Forthcoming video shows at the London CC's Packhorse & Talbot meeting place include *History of Brands Hatch* (tonight); *Jim Clark at Indianapolis 1965* (May 2); *Look Back at Le Mans* (June 6); and *British Grands Prix* (Jul 4). Admission to all shows is free. Tickets can be ordered from The Secretary, London Car Club, 6, Atwood Road, London W6 0HX.

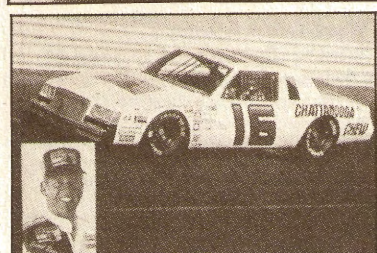
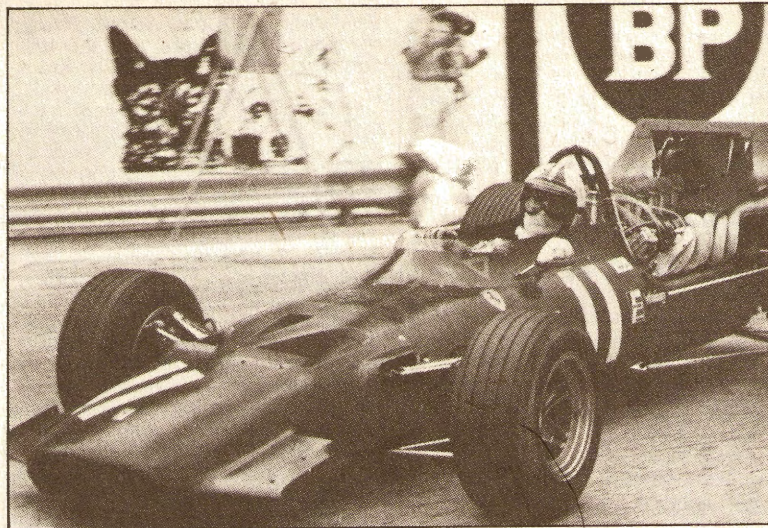
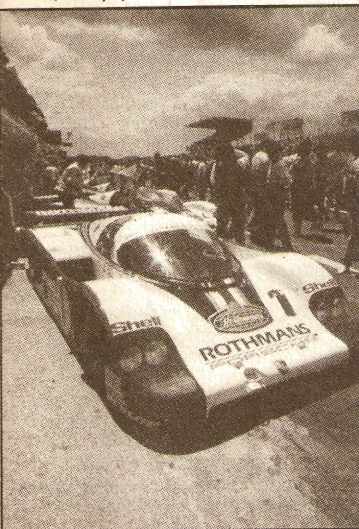
■ For the man who has everything . . . Two new products from Ferrari Formula. A Ferrari chronograph — with time measuring facilities — which will set you back some £395, and a Ferrari lighter, which has an interchangeable and rechargeable fuel tank. This retails for the more acceptable price of £37. Both items available from selected stockists only.

## Pictorially yours . . .

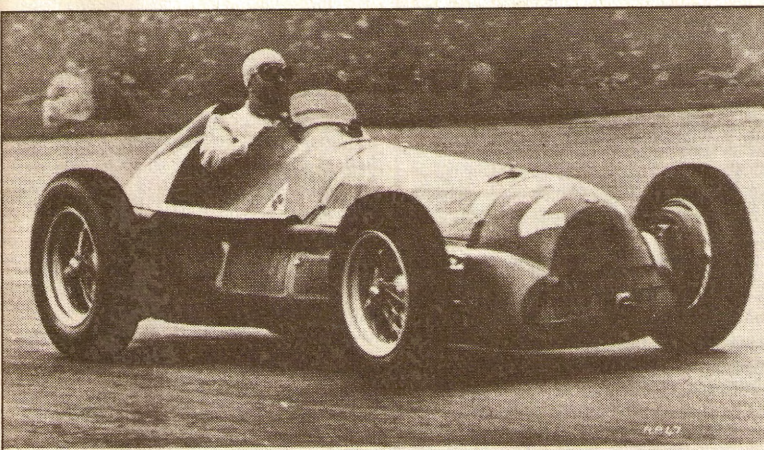
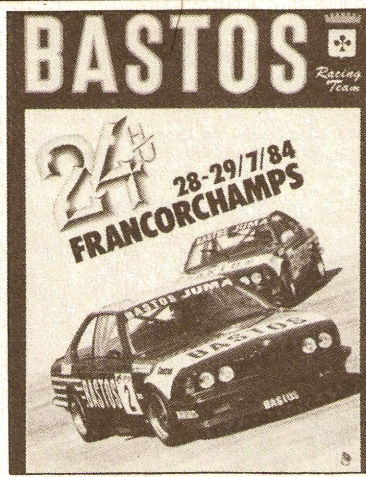
Over the last few months or so, several entrants of our Page & Moy *Who, What, Where, When?* competition have been sending their answers in on pictorially interesting (motor racing) cards. These are always welcomed. But we thought you would like to see them too, so here is a selection of the best.



Above: Hill winning Dutch GP (T J Brind of Kent). Below: Porsche 956 at Le Mans (T Hobbs, Shrops).

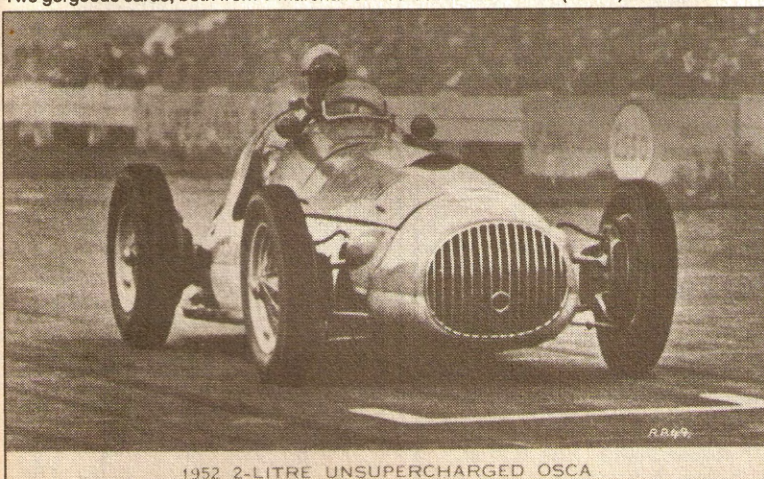


Top: Fabulous shot of Chris Amon at Monaco with the Ferrari 312 — probably our favourite (Mark Williams, Cheshire). Above: David Pearson and Chattanooga Chew Monte Carlo (C J Wigmore, Oxon). Right: Celebration postcard from Bastos, winners of 1982 Spa 24 Hours (T Hobbs, Shrops).



1951 1.5-LITRE SUPERCHARGED ALFA ROMEO

Two gorgeous cards, both from T Marshall of Aberdeenshire. Farina (above) and Prince Bira.



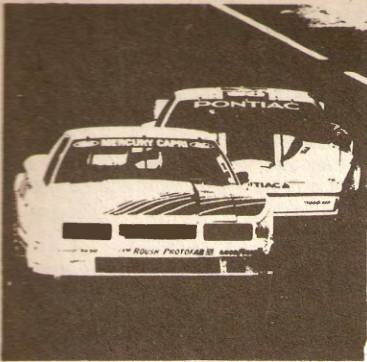
1952 2-LITRE UNSUPERCHARGED OSCA



## Archive moves out!

Following the success of the special archive evenings organised by the National Motor Museum Archive at the National Film Theatre, London, the Archive has decided to spread its wings for the first time outside London and will be presenting a show at the National Museum of Photography, Bradford. Included in the programme is a French film of 1907 vintage, a record of the second 'Grand Prix' organised by the Automobile Club de France; *How Long A Mile?*, a documentary of Donald Campbell's successful World Land and Water Speed Records in Australia 1964 (a still of which is shown above); as well as *Thrust II*, and *For Britain and the Hell of It*, records of Richard Noble's attempts on the Land Speed Record. The films will be shown at the National Museum of Photography, Film and Television, Prince's View, Bradford, W Yorks BD5 0TR on April 27 and 28 at 7.30pm. Tickets are priced at £3.00 each.





## INTERNATIONAL RACES

### VALLELUNGA F3

## Fabulous Fabrizio

The opening round of the Italian Formula 3 series saw Fabrizio Barbazza win from pole position in the all-carbon fibre Dallara 853. Barbazza had to fight off the challenge of Alex Caffi (Coloni Martini MK44) and Marco Apicella (Coperchini Ralt RT3/85) in the early stages, but they both ran into tyre problems and dropped away, leaving Barbazza to win as he wished in the Venturini team 853.

Caffi survived to finish second, some 2secs in arrears, but these two were 18secs clear of the rest at the end of the 38 lap race. Aldo Montaldo in a new Ralt RT30 came home third 20secs ahead of Coloni's second driver, the talented Nicola Larini, who was shadowed by Gianfranco Tacchino in Ferdinando Ravarotto's Ralt RT30 and sometime F2 pilot Stefano Livio.

In pre-season testing the Dallara showed great pace and Barbazza, now in his third year of F3, will be looking to capitalise on that.

### VALLELUNGA (I) Marlboro Italian Formula 3 Championship, round 1 38 laps — 75.56 miles

1, Fabrizio Barbazza (Dallara-Alfa Romeo 385), 47m13.16s, 96.00mph; 2, Alex Caffi (Martini-Alfa Romeo MK44), 47m14.93s; 3, Aldo Montaldo (Ralt-Volkswagen RT30), 47m46.45s; 4, Nicola Larini (Martini-Alfa Romeo MK44), 47m52.10s; 5, Gianfranco Tacchino (Ralt-Alfa Romeo RT30), 47m52.85s; 6, Stefano Livio (Ralt-Volkswagen RT3/85), 47m53.46s; etc.

**Fastest lap:** Barbazza, 1m13.65s, 97.32mph.

### WANNEEROO SALOONS

## Black power

Jim Richards scored a runaway victory in the fourth round of the Australian Touring Car Championship at Wanneroo in Western Australia, driving his JPS-sponsored BMW635CSi to a dominant victory — his second win of the year. Very few cars made the long trip across the Australian continent for the race, but most of the front running vehicles were present.

Richards was chased early on by Peter Brock in the Holden Commodore. Another early challenger was Dick Johnson in the ex-Zakspeed Mustang, but going for second gear he turned his ignition off and dropped to the back of the field. In the early laps Alan Jones's Alfa Romeo GTV6 was up as high as third place, but he dropped back as the more powerful cars came through, ending up sixth by the flag.

Johnson fought his way back to finish third behind Richards and Brock, but ahead of the second JPS-BMW of Neville Crichton and the ex-Rouse Rover Vitesse driven by Tim Slako. Richards now leads the championship by 13 points, with Brock second.

In the 'Australian F1' race 10 cars started the 55 lap event, John Bowe bringing home his Ralt RT4 ahead of Peter Hopwood's similar car.

**BOB JENNINGS**

### WANNEEROO PARK (AUS)

#### Mar 31 Australian Touring Car Championship, round 4 40 laps — 61.39 miles

1, Jim Richards (BMW-635CSi), 44m24.21s; 2, Peter Brock (Holden Commodore), 44m27.95s; 3, Dick Johnson (Ford Mustang), 44m56.06s; 4, Neville Crichton (BMW-635CSi), 45m07.21s; 5, Tim Slako (River Vitesse), 45m08.11s; 6, Alan Jones (Alfa Romeo GTV6), 45m17.80s; etc.

**Fastest lap:** not given

**Next race:** Apr 7, Amaroo Park

#### Australian Formula 1 championship, round 1 35 laps — 53.9 miles

1, John Bowe (Ralt-Cosworth RT4), 32m30.09s; 2, Peter Hopwood (Ralt-Cosworth RT4), 32m50.79s; 3, Ross Zampatti (Ralt-Cosworth RT4), 33m12.96s; 4, Bob Creasy (Ralt-Cosworth RT4), 33m19.62s; 5, Brett Fisher (Liston-Cosworth), 34 laps; 6, Peter Boylan (Ralt-Cosworth RT4); etc.

### RIVERSIDE W-CAR

## First Dan

Defending West-Coast Atlantic Racing champion Dan Marvin won the 1985 season-opener, taking the Mike Rosen Memorial Trophy race at Riverside. Overcoming a blown engine in qualifying, just two hours before the start, Marvin led all but two laps of the race's 24 laps from his fourth starting position to win by 12.8secs from Jeff Wood. Ron McKay finished third in his ex-Davy Jones Ralt ahead of John Richards, Chris Bender and Roberto Quintanilla, who established fastest lap in his ex-Ross Cheever RT4.

Pole-winning Jimmy Santos and fellow front row qualifier Joe Sposato (Ralt) made light contact on the second corner of the opening lap. Sposato spun off into the sand while Santos broke the front sub-frame on his March 79B, eventually retiring after leading the first two laps.

**JOHN ZIMMERMANN**

### RIVERSIDE (USA)

#### Mar 31 West-Coast Atlantic Racing Championship, round 1 24 laps — 61.128 miles

1, Dan Marvin (Ralt RT4), 32m09.093s, 113.760mph; 2, Jeff Wood (Ralt RT4), 32m21.897s; 3, Ron McKay (Ralt RT4); 4, John Richards (Ralt RT4); 5, Chris Bender (Ralt RT4); 6, Roberto Quintanilla (Ralt RT4). **Fastest lap:** Quintanilla, 1m18.375s, 116.991mph.



Eventual winner Taft takes an unusual line through a Monza chicane in the Metro race!

### MONZA METROS

## Donald Duck out of luck

The British had a bonanza at Monza last weekend, not only did the TWR Rovers finish 1-2-3 in the European Touring Car event, but in the opening round of the MG Metro European Challenge the Brits walked away with the top two places — Paul Taft having the edge over Roger Jones by only 0.2sec after the two 10 lap races round the testing Autodromo.

Competition was fierce with strong contingents from Britain, France and Italy. Indeed, after practice it became too much and the French and Italians indulged in some fisticuffs in the paddock. Oh well, the Latin temperament... The British kept well clear of all this and come race day were in a class of their own. In the first heat reigning champion Roger Jones battled hard with Paul Taft, real nose to tail stuff, and the matter was only decided on the last lap when Jones got ahead, finishing a scant 0.3sec in

front. Peter Baldwin was third, with Dave Loudoun fifth. The only interloper was Marcello Gunnella from Italy.

The second race was equally close with Jones shadowing Taft all the way, but on this occasion failing to get through at the end. The margin on this occasion being 0.5sec. Gunnella and Emanuele Benedini ran nose to tail disputing third place, pushing each other along the long straights with enthusiasm. When all the adding up was done Taft and Jones were over 30 secs quicker than Gunnella, with Roberto Castagna, Benedini and 'Donald Duck' completing the top six, more through reliability than pace.

### MONZA (I) Mar 31 MG Metro European Challenge, round 1 2 x 10 laps — 72.07 miles

1, Paul Taft, 49m04.84s; 2, Roger Jones, 49m05.03s; 3, Marcello Gunnella, 49m35.18s; 4, Roberto Castagna, 49m59.35s; 5, Emanuele Benedini, 50m17.62s; 6, 'Donald Duck', 50m44.68s; etc.

**Fastest lap:** Jones, 2m18.66s, 93.56mph.



## NATIONAL RACES

### BRANDS HATCH

## Bull-OX

A combined Dellorto Reliant 750/Auto-cavan Formula Vee race opened a mammoth 13-race GP circuit programme at the Brands Hatch Giant 500 meeting organised by the Brands Hatch Racing Club.

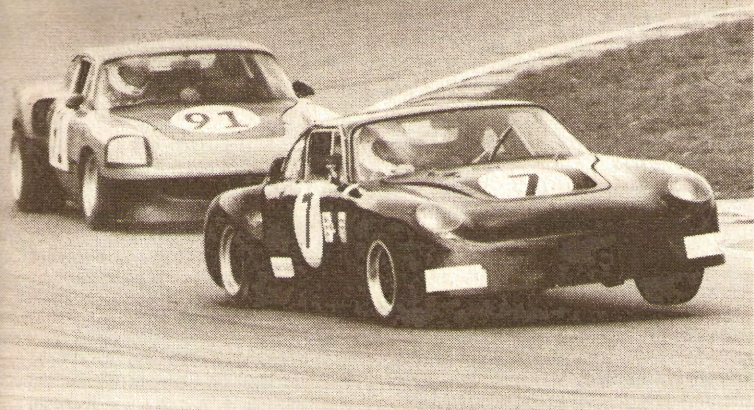
Kevin Martin (Scarab Mk2C) led confidently away from pole and established an early lead from the similar car of Peter Roberts. These two had opened a large gap over the first Reliant 750 car of Simon Fry by the second tour and continued in a race of their own with Martin appearing to have the upper hand. However, Roberts crossed the line in front to start the last lap, the two side by side most of the way from Paddock to Surtees. Martin was forced onto the grass approaching Westfield, the ensuing moment relegating him to second, some 18secs behind at the flag. Fry just held off Ernie Frost to take the Reliant 750 honours.

A trio of Porsche 911s headed the 750 MC Road Going Sports grid and it was Bill Taylor's RS Carrera which grabbed the lead at Druids. Any thoughts of a Porsche walkover were quickly dispelled, however, by the meteoric progress of Robin Gray's Caterham Super 7. Having had a troubled practice, Gray charged through from the fourth row, taking fourth place from Graham Bryant's Morgan at the completion of the first lap. After disposing of Dave Robertson's TR6 and Peter Collard's Carrera, Gray set about catching Taylor, crossing the line 2.3secs in arrears with three laps to go. Taylor responded to the challenge and earned a warning flag for using the old circuit at the bottom of Paddock Bend as Gray closed relentlessly. As they came into Clearways for the final time, the nimble Caterham left its braking to the last moment, nipping down the inside of the Porsche. Unfortunately for Gray, the extra grunt of the Porsche redressed the balance as the two crossed the line almost side by side.

Colin Percy with his modified 3.6 MGB GTV8 made a fine start from pole to lead Rod Longton with his 3.5 Roadster version in the MG Owners Club trophy race. Percy established an early breathing space with Longton not far in front of a close race between the two MGAs of Roy McCarthy and Nick Parrott. The modified cars have the advantage of slick tyres and thus opened up a gap over the following two protagonists, Richard Horn and Barry Sidery-Smith (MGBs). The leading positions stabilised until Roy McCarthy's MGA suffered a heavy impact thumping the tyres at Paddock Bend. This promoted Parrott to third with Class B winner, Horn, fourth.

Triumph TR Club stalwart, Dick Penny, was an impressive winner of the





at Longhurst (Davrian Mk7) trying extremely hard to keep Rupert Russell at bay.

combined F4/F1300 counter. Penny tucked in behind the pole man Mike Whatley (Delta T81), taking the lead down the back straight into Hawthorn proceeding to pull out a large gap over his pursuers, led by Wally Liles's Asto builders Van Diemen RF82. Paul Ticker's March 713 was a constant third throughout, not quite able to get on terms with Liles, while Whatley's Delta was sounding rough and succumbed to pressure from Chris Kite (ERM Pilbeam 41).

The 750MC Modified Sports race provided spectacular entertainment in the form of a battle between Paul Edwards (Porsche Carrera RSR) and Richard Gamble (Marcos Mantulo). Andrew Wareing's Elan led the first lap but was soon out-paced by the greater power of the Porsche and Marcos. Edwards led until surprised by Gamble who seemingly didn't bother to brake for Paddock on the fifth lap, opening out a second's lead throughout the course of the 2.6 mile lap. Gamble, however, had reckoned without oil at Surtees and completed a lurid 360° spin, allowing Edwards back in front. Try as he might, Gamble could not get back on terms, the Marcos expiring as it crossed the line.

Gary Hall was an utterly dominant winner of the National Mini 7 Championship's second round. Starting from pole, Hall led by the almost unheard margin of 5secs midway round the third lap. This was gradually extended to the flag, while behind, a four car train battled mightily for second, the position held marginally throughout by Nigel Gaymer. Russell Grady made a brave attempt to match it from him at Paddock on lap 6 but was forced wide and found himself demoted to fourth by Chris Tyrrell. Gaymer re-asserted himself and retook Tyrrell with Steve Mole fifth.

Len Bull made the most of his front row grid position to lead the Champion of Brands FF1600 counter from Colin Stancombe (Lola T640/2E) and Chris Hall (Janfun T12B). Poleman David Evans made a slow getaway and sparked a big moment at Westfield on the second lap, a spin also eliminating Hall and Ted Whitbourn (Ray 80F). This left Bull with his ex-Mark Peters Van Diemen RF84 relatively secure in front, with Colin Stancombe coming under increasing pressure from John Oxborrow in his self-built OX-1 (the Seaford driver competing despite a fractured spine — a result of his heavy crash at Paddock two weeks previously). Oxborrow passed Stancombe into Paddock on the last lap to take runner-up spot, with Bob Hawkins (Ray 83F), Miki Dee (Van Diemen RF82) and Kevin Gillen (Van Diemen RF85) chasing Stancombe home and completing the minor positions.

The larger engined Mini Miglia race turned out to be a straight fight between '82 and '83 champion Chris Lewis and reigning champion Mike Fry. Fry led off the line, David Carvell briefly holding

second until Lewis went by on the inside of Surtees on lap 2 and began to reel in Fry. Lewis came by in front on lap 3 but Fry retook the position on the sixth tour. Lewis fought back yet again and led as the pair began their final lap. But Fry repassed at Surtees and, after much side by side motoring, came off best at Dingle Dell to emerge the winner by less than 1 sec. Carvell was a secure third in front of a close battle which saw John Davies just pip Gerald Dale and Danny Allpress on the line.

The fourth round of the B & Q British Sports 2000 Championship was an Ian Flux benefit, the Aquila pilot claiming pole on a wet track by some 3.5secs. Once the lights changed, Flux was in a race of his own, apparently spurred on by the offer of £100 from Rapid Movements for a new lap record. Ian duly obliged, setting a new mark of 1m32.2s. Behind, Sean Walker kept his championship challenge alive by bringing the MFI Shrike home second in front of Evan Clements (Royale RP37), the Nayler Road and Motorsport crew having done a superb job of rebuilding the car after Evan had a large 'off' in qualifying. Dud Moseley (Motus 10BX) once again claimed pre-'81 honours with fourth overall.

Following delays caused by the thrice started Racing Displays event (see separate panel), James McGaughay fully justified his trip from Scotland with a convincing victory in the opening round of the *Motoring News* Transnational GT Championship. The sleek BMW engined Lancia 037 Toleman led from lights to flag and was 10secs to the good by the finish. Geoff Farmer's Hart-engined Lotus Esprit claimed second and a new lap record while third place was the subject of a close dispute between the Caterham 'Superbrick' of Rob Cox and Eddie McLurg's Lotus Esprit.

The combined Monoposto racing club and TUK Monoposto Kent Championship resulted in an easy win for George Whitehead (WRA 82M), his pushrod Ford engine delivering some 180bhp and seeing the Stanmore driver home ahead of John Bradshaw's Raffo Mk9. Fourth, and winner of the FF1600 Monoposto class, was reigning champion and former Champion of Snetterton, Simon Davey, having lost out to Geoff Jackson (Modus M1) after a race-long dice.

The *Kit Cars and Specials Magazine* Kit Car Challenge race brought the huge programme to a close, with a start to finish win for Ted Marlow's Dutton. An early second, from pole position, was David Sheppard's Marcos Mantula which was doing a fair impression of the Amoco Cadiz before earning a black flag and pulling off on the fifth lap. This promoted Darrell Dixon (Sylva Star) who managed to get his nose in front on the penultimate lap before Marlow responded and took the flag by 1.5secs.

TONY DODGINS

## BRANDS HATCH, Mar 31, BHRC

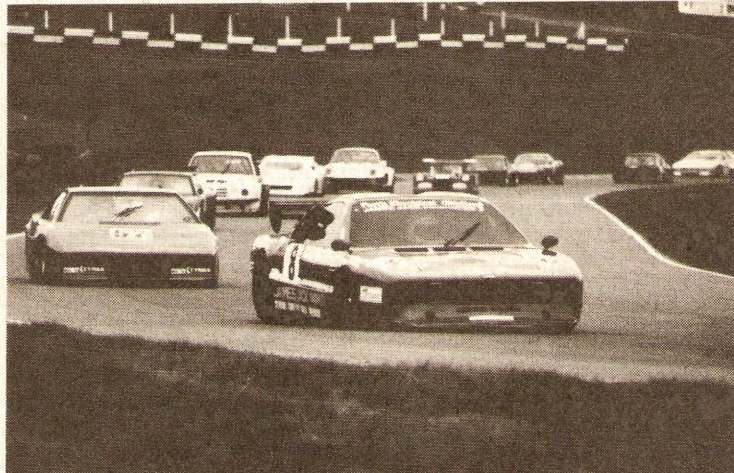
**Dellorto Reliant 750 Formula and Autocavan Formula Vee Championship race (7 laps):** 1, Peter Roberts (Scarab Mk2), 13m11.5s, 83.21mph; 2, Kevin Martin (Scarab Mk2C), 13m30.4s; 3, John Mitchell (Austro Mk2), 13m41.5s; 4, Simon Fry (Nimrod Mk2B), 13m43.4s; 5, Ernie Frost (Hague 78), 13m43.6s; 6, Mark Hadfield (Scarab Mk2), 13m44.3s. **Formula Vee:** 1, Roberts, 13m11.5s, 83.21mph; 2, Martin; 3, Mitchell; 4, Hadfield. **Fastest lap:** Roberts, 1m50.5s, 85.14mph. **Reliant 750:** 1, Fry, 13m43.4s, 79.98mph; 2, Frost; 3, Paul Mullen (Mullet Mk3), 14m10.0s; 4, Bob Simpson (SS Reliant), 14m15.2s. **Fastest lap:** Frost, 1m54.2s, 82.39mph.

**750 Motor Club Road Going Sports Car Series race (7 laps):** 1, Bill Taylor (Porsche 911 RS), 13m12.2s, 83.13mph; 2, Robin Gray (Caterham Super 7), 13m12.2s; 3, Peter Collard (Porsche Carrera RS), 13m20.6s; 4, Grahame Bryant (Morgan Plus 8), 13m32.2s; 5, Josh Sadler (Porsche 911 S) 13m32.3s; 6, Jon Wrightson (Lotus Elan Sprint), 13m57.9s. **Over 2060cc:** 1, Taylor; 2, Collard; 3, Bryant. **Fastest lap:** Taylor, 1m51.8s, 84.15mph. **1331-2060cc:** 1, Gray; 2, Wrightson; 3, Richard Casswell (Morgan 4/4), 13m59.1s; 4, John Millbank (Morgan 4/4), 14m16.4s. **Fastest lap:** Gray, 1m50.6s, 85.07mph (record). **Up to 1300cc:** 1, Paul Lucas (Triumph Spitfire), 14m48.0s, 74.16mph; 2, Andy Hall (Austin Healey Sprite), 15m14.6s; 3, David Bull (MG Midget), 13m41.3s. **Fastest lap:** Lucas, 2m02.8s, 76.62mph.

**MG Owners Club Trophy race (7 laps) — overall:** 1, Colin Pearcy (MGB GTV8), 13m20.8s, 82.24mph; 2, Rod Longton (MGB V8), 13m21.4s; 3, Nick Parrott (MGA), 13m32.3s; 4, Richard Horn (MGB), 13m54.6s; 5, Barry Sidery-Smith (MGB), 13m55.3s; 6, Vic Ellis (MGA), 13m58.5s. **Modified Cars on Slick Tyres:** 1, Pearcy; 2, Longton; 3, Parrott; 4, Geoff Mansell (MGA), 14m01.5s. **Fastest lap:** Longton, 1m51.3s, 84.53mph. **Modified Cars on Road Tyres:** 1, Horn; 2, Sidery-Smith; 3, Ellis; 4, Dave Jarvis (MGB), 14m25.2s. **Fastest lap:** Sidery-Smith, 1m57.0s, 81.60mph. **Standard Cars:** 1, Grahame Davis (Midget), 14m27.7s, 75.90mph; 2, Jim Baynam (Midget), 14m51.8s; 3, Keith Hancock (MGB), 15m02.2s; 4, Graham Gillham (MGB), 15m05.4s. **Fastest lap:** Davis, 2m00.6s, 78.01mph (record).

**750 Motor Club Formula 4 and Formula 1300 Championship race (7 laps):** 1, Richard Penny (Lola-Imp T670), 11m49.9s, 92.77mph; 2, Wally Liles (Van Diemen-Ford RF82), 11m53.9s; 3, Rob Moores (Chevron-Ford 1-Ford), 11m54.6s; 4, Chris Kite (ERM Pilbeam-Holbay P41), 12m08.1s; 5, Mike Whitley (Delta-Ford T81/4), 12m11.5s; 6, Martin Walford (WEV-Ford 2B), 12m18.9s. **Formula 4:** 1, Penny; 2, Liles; 3, Moores. **Fastest lap:** Bob Davis (Davis-Ford T5), 1m38.3s, 95.71mph. **Formula 1300:** 1, Walford; 2, Richard Gilmour (Mallock-Ford U2 Mk18/27), 12m22.5s; 3, Colin Marshall (Mallock-Ford U2 Mk16BW), 12m29.4s; 4, Martyn Lane (Lola-Ford T492M), 12m56.4s. **Fastest lap:** Walford, 1m43.6s, 90.82mph.

**750 Motor Club Modified Sports Series race (7 laps) — overall:** 1, Paul Edwards (Porsche Carrera RSR), 11m59.0s, 91.60mph; 2, Richard Gamble (Marcos Mantula Rover V8), 12m00.3s; 3, Bill Brown (Lotus Elan), 12m19.0s; 4, Richard Ward (Lotus Elan), 12m31.5s; 5, John Digby (Ginetta G4), 12m33.8s; 6, Julie Thwaites (Davrian Mk8 Bevan Imp), 12m56.1s. **Over 1500cc:** 1, Edwards; 2, Gamble; 3, Brown; 4, Ward. **Fastest lap:** Gamble, 1m39.8s, 94.27mph. **1001-1500cc:** 1, Digby; 2, Ron Harper (Triumph Spitfire), 13m05.8s; 3, John Moore (Turner), 13m30.5s. **Fastest lap:** Digby, 1m45.2s, 89.43mph. **Up to 1000cc:** 1, Thwaites; 2, Pat Longhurst (Davrian Bevan-Imp Mk7), 12m57.1s; 3, Rupert Russell (Davrian Mk8 Imp), 12m59.3s; 4, Richard Ridd (Davrian Bevan-Imp Mk7A), 13m31.2s. **Fastest lap:** Longhurst and Thwaites, 1m48.0s, 87.12mph (record).



Jim McGaughay's Lancia Toleman was a convincing winner of the Transnational GT opener.

**National Mini 7 Championship race (7 laps):** Gary Hall, 14m06.8s, 77.77mph; 2, Nigel Gaymer, 13m15.9s; 3, Russell Grady, 14m15.9s; 4, Chris Tyrrell, 14m17.6s; 5, Steve Mole, 14m18.9s; 6, Ralph Budd, 14m38.7s. **Fastest lap:** Hall, 1m59.5s, 78.73mph (record).

**John Player Special Champion of Brands FF1600 race (7 laps):** 1, Len Bull (Van Diemen-Nolan RF84), 12m05.9s, 90.73mph; 2, John Oxborrow (OX-1 Minister), 12m11.9s; 3, Colin Stancombe (Lola-Stancombe T640/2E), 12m13.1s; 4, Bob Hawkins (Ray-Nolan 83P), 12m13.3s; 5, Miki Dee (Van Diemen-Scholar RF82), 12m17.1s. **Fastest lap:** Oxborrow, 1m41.0s, 93.15mph.

**National Mini Miglia Championship race (7 laps):** 1, Mike Fry, 13m17.6s, 82.57mph; 2, Chris Lewis, 13m18.7s; 3, David Carvell, 13m22.1s; 4, John Davies, 13m33.5s; 5, Gerald Dale, 13m34.5s; 6, Danny Allpress, 13m35.1s. **Fastest lap:** Fry, 1m51.4s, 84.46mph.

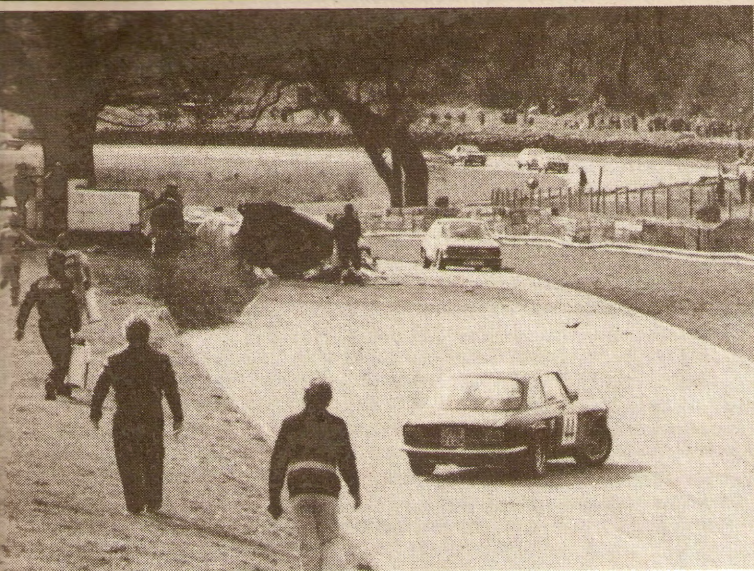
**B & Q British Sports 2000 Championship race (10 laps):** 1, Ian Flux (Aquila-Neil Brown R083S), 15m43.7s, 99.70mph; 2, Sean Walker (Shrike-Neilson P15), 15m55.7s; 3, Evan Clements (Royale-Neil Brown RP37), 15m58.7s; 4, Dud Moseley (Motus-Nayler 10BX), 15m59.1s; 5, Tony Bridge (Shrike-Neil Brown P15), 16m06.7s; 6, Nick Ward (Royale-Chamberlain RP37), 16m37.7s. **Fastest lap (overall and class A):** Flux, 1m32.2s, 102.04mph (record). **Class A:** Flux; 2, Walker; 3, Clements; 4, Bridge. **Class B (Pre '81):** 1, Moseley; 2, Andreas Kramer (Tiga-Chamberlain SC79), 17m00.7s; 3, Dave Karakas (Lola-Nayler T490), 17m15.4s; 4, Malcolm Paul (Tiga-Ford SC79), 17m24.9s. **Fastest lap:** Moseley, 1m34.1s, 99.98mph.

**Motoring News Transnational GT Championship race (10 laps):** 1, James McGaughay (Lancia Toleman-BMW 037), 16m04.5s, 97.55mph; 2, Geoff Farmer (Lotus Esprit), 16m14.6s; 3, Rob Cox (Caterham 7), 16m36.0s; 4, Eddie McLurg (Lotus-Cosworth Esprit), 16m36.6s; 5, John Churchill (Lotus-Europa BDG), 16m42.1s; 6, Dale Minton (Ford Escort), 17m00.2s. **Fastest lap (overall and class A):** Farmer, 1m33.8s, 100.30mph (record). **Over 1500cc:** 1, McGaughay; 2, Farmer; 3, Churchill; 4, Minton. **Up to 1500cc:** 1, Cox; 2, McLurg; 3, Pat Longhurst (Davrian-Bevan Mk8), 16m23.0s; 4, Rupert Russell (Davrian-Imp Mk8), 16m24.3s. **Fastest lap:** Cox, 1m37.0s, 96.99mph (record).

**Monoposto Racing Club and TUK Monoposto-Kent Championship race (7 laps):** 1, George Whitehead (WRA-Ford 82M), 11m26.0s, 96.00mph; 2, John Bradshaw (Raffo-Chamberlain Mk9), 11m42.9s; 3, Geoff Jackson (Modus-Cosworth M1), 12m02.1s; 4, Simon Davey (Kinell-Thorpe 85MB), 12m04.6s; 5, Brian Turner (Chevron-Ford B47), 12m10.1s; 6, Tony Goodwin (Chamox-Ford), 12m13.2s. **Fastest lap (overall and class A):** Whitehead, 1m35.6s, 98.42mph. **Kent FF1600 engines:** 1, Davey; 2, Wil Arif (Crosle-Howe 25F), 12m32.9s; 3, Simon Sabel (Royale-Boss RP28), 12m36.7s; 4, Lee Marshall (Crosle-Nolan 32F), 12m45.8s. **Fastest lap:** Davey, 1m41.1s, 93.06mph.

**Kit Cars and Specials Magazine Kit Car Challenge race (7 laps):** 1, Ted Marlow (Dutton-Ford B Plus), 14m17.4s, 76.81mph; 2, Darrell Dixon (Sylva Star Ford), 14m19.3s; 3, John Millbank (Morgan-4/4), 14m25.5s; 4, Stuart Beddow (Westfield Eleven BMC), 14m49.0s. **2601cc and over incl forced induction up to 2000cc:** 1, Marlow; 2, C J Watson (Kougar-Rover Monza), 15m41.7s; 3, Graham Green (Dutton Phaeton Rover), 16m02.7s. **Fastest lap:** Marlow, 2m00.01s, 78.34mph (record). **1646cc-2060cc:** 1, Dixon; 2, Tony Blewitt (Davrian-Ford Mk8), 15m01.3s; 3, M Gallery, (Falcon Ford), 16m01.8s. **Fastest lap:** Dixon, 1m59.7s, 78.60mph (record). **1331cc-1645cc:** 1, Millbank; 2, Anthony Jones (Westfield Eleven Lotus), 15m20.4s; 3, Jonathan Westgate (Dutton-Ford B Plus), 16m02.1s. **Fastest lap:** Millbank, 2m01.9s, 77.18mph (record). **Up to 1330cc:** 1, Beddow; 2, Derek Buckton (Westfield Eleven Iver), 14m49.2s; 3, Robin Atkinson (Westfield Eleven Vegantune), 14m51.5s. **Fastest lap:** Beddow, 2m02.4s, 78.87mph (record).





Paul O'Hanlon had a monumental accident in his Alfa Romeo 2000 TV. He emerged unscathed.

ampionship event which was marred in the closing stages by a horrifying accident. Paul O'Hanlon (Alfa Romeo 2000TV) was the unfortunately victim but was lucky to escape with no more than mild concussion when his car mounted the kerb at the hairpin approach and hit the massive Mallory oak tree — six feet up! The contact was so fierce that the car broke into three pieces and debris narrowly missed sector marshals. Peter Milliard (Alfasud) was fourth overall and the A-class winner.

Bulk gas distributors 'Unigas' are this season's enthusiastic sponsors of the popular 'Star of Mallory' FF1600 series — and Sunday's first round contained all the ingredients to make the new benefactors happy. The luckless Phil Andrews was the only one of the second race casualties not to make the grid for this 15-lapper. Paul Morton, who should have occupied pole, was unable to repair his Pacer but Ian Hughes sportingly gave up his Royale RP33. Unfortunately, despite Hughes' generosity, Morton didn't finish in the points because he incurred a 10secs penalty for not having practiced the car. Richard Dean's Reynard was all alone in the middle of the front row and got away cleanly with a hardman in hot pursuit. Another local, David Storey (Van Diemen RF84) was next, heading a tremendous three-car scrap for third. This also involved Mike Lindley's Reynard and Alister Lane's Van Diemen RF80. Six laps into the race, Dean moved ahead of Storey in a brave move around the outside at Devil's Elbow but his lead was short lived — three laps later the current Mallory champion missed second gear at the hairpin, letting Dean and Lindsey through. It took the Leicester driver two long laps to retake Lindley, by which time Dean had established an unassailable lead which he held to the flag to win by a couple of seconds.

From the second row of the grid, David Colvill (Alfasud) made a flyer to lead the modified Alfa Romeo Championship race for five laps before the car went off along along the back straight and forced his retirement. This left pole position man Nick Sismey (Alfa Ti) in a fairly commanding lead which he held for the rest of the race. Sismey had earlier been involved in a thrilling scrap with the Alfasud of Andrew Thorpe, who just held second spot by 0.1sec from a hard-charging John Myerscough (Alfasud). Fourth overall and winner of the up to 1600cc class was Pietro Caccaviello (Alfa Romeo).

Bob Berridge (Lotus 69) won a gentlemanly Pre '74 FF1600 Championship race after leading from the flag and, despite the strong crosswind, equal-

led Peter Hancock's six-month-old lap record. Hancock (Merlyn Mk20) remained second throughout the race, well clear of a good third-place tussle which was settled in favour of Chris Whittingham (Dulon MP15) who took the spot on lap 3. This left David Porter (Elden Mk10C) and Bernard Horwood (Rostrom CT3) isolated enough to enjoy a splendid race-long dice for fourth which Porter won by just 0.2sec.

Pre '57 Saloon Car Championship contenders put on another excellent show which featured a superb scrap for honours between the modified A35s of poleman Glen Maskell, and Nicholas Amey. Maskell made the best start and was pursued firstly by Pat Callis (Mk1 Jaguar) and Henry Crowther's massive MkVIII Jaguar. Amey fluffed the start and was fourth one lap before disposing of Crowther. It took another four laps for the front row qualifier to get past Callis and get to grips with the leader, but by half-distance the pair were circulating in close company. Amey went ahead two laps from home, just, and at the flag a mere half-second separated them, with Crowther trailing in third spot.

Lenham Storage Formula Junior and Historic F3 Championship hopefuls were in fine form, but pole man Keith Norman (Brabham BT28) proved a little too enthusiastic and appeared to have all four wheels over the line before the lights went green. He was adjudged to have jumped the start and officials eventually held out the 10-second penalty board. Norman was in record-breaking shape though, and it looked as if he would create the necessary gap between himself and middle-front qualifier Mike Vickery (Brabham BT21) in second spot. But despite lopping more than 0.7sec from Vickery's lap record, Norman could only make the gap 9secs on the road at the finish, so he was relegated to second spot. Mike Harrison Brabham BT2 was third throughout and winner of the Formula Junior class.

A good day's racing ended with a closely-fought Pre '74 FF1600 Consolation race, during which the lead changed no fewer than five times. Vince Horsley (Nike Mk10) was the early leader but gave way to the Hawke DL11 of Tony Davies, who came from the third row of the grid to lead by lap 3. Half way into the race yet another leader emerged, also from row three of the grid. This time it was Neil Crocker (Hawke DL11) who indulged in a great scrap with Davies, who actually led again for two more laps before spinning down to fourth and leaving Charles Longbottom (Crossle 16F) and Horsley to fill the places behind Crocker.

GEOFF JOHNSON

## SILVERSTONE

# CanAm crash-bang

The Jaguar Drivers Club Silverstone race meeting is traditionally the opening of the historic racing season, but this year it was a new championship for rather more modern 'cats' that was the talk of the paddock — the Lister XJ Challenge. A mixed bag of 13 cars lined up on the grid after a wet practice with Peter Litchfield on pole in the immaculate Warren Pearce prepared white XJS, just ahead of Iain Exeter in the BLE Automotive car with its 5.7 litre power unit borrowed from a tractor dragster! Roger Wilkinson completed the front row, and all was set for a dramatic race, with the open exhaust V12 engines sounding superb as they waited for the green light.

Wilkinson made a good start from the outside, with an impatient Litchfield ploughing off the track at Becketts and somewhat modifying the styling of his Jag. Iain Exeter took the advantage and

held the lead thereafter in a rather processional race. Nigel Clark's modified XJ6 had a lonely time in third. Hopefully this championship will develop into an exciting challenge with further entries promised.

The meeting began with an Inter-Marque Challenge as AC, Aston, Jaguar and Porsche fielded healthy teams. No less than seven Cobras were entered including two new cars to the historic scene, the 427s of Mike Fisher in distinctive Shelby works team colours and Werner Oswald's Cobra recently imported from the USA. At the start Martin Colvill's demon black AC burned rubber all the way down the pit straight, but it was David Ellis's mod sports Aston that had the advantage at Copse and held the lead throughout the 15 lap race except for a dramatic, if brief, challenge from Colvill who nipped through under braking at Woodcote on lap six. Ellis regained the lead and steadily pulled away as the Cobra started to smoke badly. Stephen Langton's wild driving style in his familiar Lister eventually took third for the home team ahead of a very dramatic dice between the Porsches of Merv Sherlock, Nigel Garland and John Piper.

An all XJS front-row for the Lister XJ Challenge race.



## SILVERSTONE, Mar 30, JDC

**Inter Marque championship race (15 laps):** 1, David Ellis (Aston Martin V8), 15m42s, 92.09mph; 2, Martin Colvill (AC Cobra 427), 15m49.2s; 3, Stephen Langton (Lister Jaguar), 16m13.5s; 4, Merv Sherlock (Porsche 911), 16m19.4s; 5, Nigel Garland (Porsche Carrera), 16m19.7s; 6, John Piper (Porsche 930), 16m22.6s. **Fastest lap:** Ellis 1m01.5s, 94.13mph.

**JDC pre '68 Saloon car Inter Area challenge race (10 laps):** 1, Paul Stephens (Jaguar MK II), 12m45.6s, 75.61mph; 2, Robin Rudderham (Jaguar MK II), 12m53.2s; 3, Rob Newall (Jaguar MK II), 12m53.8s; 4, Richard Ford (Jaguar MK II), 13m19.8s; 5, Dave Sedge (Jaguar MK II), 13m20.1s; 6, Jim Lowry (Jaguar MK1), 13m23.2s. **Fastest lap:** Stephens 1m 14.9, 77.29mph.

**HSCC John Lelliott Post Historic Sports Car race (10 laps):** 1, John Atkins (AC Cobra), 11m03.3s, 87.27mph; 2, Roger Connel (TVR Griffith), 11m13.4s; 3, Tim Sisson (Jaguar E type), 11m47.0s; 4, Trevor Needham (Ginetta G4), 11m51.3s. **Over 3000cc:** 1, Atkins; 2, Connel; 3, Tim Sisson; 4, Des Cassidy (AC Cobra), 11m54.8s. **Fastest lap:** Atkins, 1m05.04s, 88.51mph. **2001-3000cc:** 1, Ian Pearce (Datsun 240 Z), 11.41.7s, 74.25mph; 2, Chris Burberry (Triumph TR5), 11.48.1s; No other finishers. **Fastest lap:** Burberry, 1m15.9s 1201-2000cc: 1, Needham; 2, Bryan Smart (Lotus Elan); 3, Chris Ross (Lotus Elan); 4, Vincent Roels (Lotus Elan). **Fastest lap:** 1, Needham 1m08.5s, 84.51mph. **Up to 1200cc:** 1, Barry Fernaly (Honda S800), 11m04.6s, 69.68mph; 2, Michael Wright (Honda S800); 3, Norman Mortimer (Honda S800); 4, Timothy Hanlon. **Fastest lap:** Fernaly, 1m21.6s, 70.94mph.

**Jaguar Drivers Club Lister XJ Challenge race (10 laps):** 1, Iain Exeter (Jaguar XJS), 11m23.5s, 84.69mph; 2, Roger Wilkinson (Jaguar XJS), 11m23.5s; 3, Nigel Clark (Jaguar XJS), 11m53.8s; 4, L. Sayers-Gillan (Jaguar XJS), 12m06.2s. **Fastest lap:** Iain Exeter, 1m07.0s, 86.40mph. **Road Going:** 1, Roger Bowman (Jaguar XJS), 12m08.4s, 79.47mph; 2, John Rice (Jaguar XJ12); 3, Peter Frost (Jaguar XJ6); 4, David Grocott (Jaguar XJS). **Fastest Lap:** Roger Bowman, 1m10s, 81.53mph.

**HSCC Classic Sports Car race (10 laps):** 1, Steve Hitchins (Lotus 23B), 10m27.6s, 92.24mph; 2, Gordon Bruce (TVR Tuscan), 10m59.1s; 3, Tony Thompson (Lotus Elan), 10m59.1s; 4, Roger Ealand (Marcos GT), 10m59s. **Class A:** Bruce 87.83mph. No other finishers. **Fastest lap:** Bruce 1m04.4s, 89.89mph. **Class B:** 1, Thompson 87.76mph; 2, Ealand; 3, Malcolm Ricketts (Lotus Elan); 4, Martin Egerton (Marcos GT). **Fastest lap:** Roger Ealand, 1m04.4s, 89.89mph. **Class C:** Mike Harrison (Ginetta G4), 10.50.2s, 80.16mph; 2, Robin Longdon (Lotus Elite), no other finishers. **Fastest lap:** Longdon 1m10.2s, 82.46mph. **Class D:** 1, Steve Hitchins; 2, Alan Minshaw (Lotus 23B). **Fastest lap:** Hitchins, 1m02s 93.37mph. **Class E:** Peter Trewren (Lander R6), 80.75mph; No other starters. **Fastest lap:** Trewren, 1m09.3s, 83.53mph.

**Production Jaguar race (10 laps):** 1, Michael Tye (Jaguar E type), 11m28.2s, 74.12mph; 2, Roger Wilkinson (Jaguar XJS), 11.28.6s; 3, Ron Lea (Jaguar E type), 11m43.7s; 4, Barry Lee (Jaguar E Type), 11m44s; 5, John Harper (Jaguar C Type), 11m45.7s; 6, John Simms (Jaguar XK120), 12m05.4s. **Fastest lap:** Roger Wilkinson, 1m07.5s 85.76mph.

**Pre 65 Saloon Car challenge race (10 laps):** 1, Phil Buck (Lotus Cortina), 13m52.3s 69.55mph; 2, David Pigott (Lotus Cortina), 14m05.02s; 3, Phil Wight (Lotus Cortina) 14m05.6s; 4, Glenn Norris (Lotus Cortina), 14.18s. **Over 3000cc:** 1, Andrew Moore (Jaguar MK II), 14m29.8s, 66.55mph; 2, Terry Heley (Ford Mustang). No other finishers. **Fastest lap:** Moore, 1m23.4s, 69.41mph. **1200-2299cc:** 1, Richard Hill (Lotus Cortina), 14m21.09s, 67.16mph; 2, Kerry Moswan (Fiat 2300S), 3, Per Hageman (Volvo 122S); 4, Andy Elcombe (Triumph 2000). **Fastest lap:** Hill 1m20.7s, 71.73mph. **Up to 1600cc:** 1, Buck; 2, Pigott; 3, Wight, 4, Norris. **Fastest lap:** Buck, 1m20.4s, 72mph.

**Modified Sports and saloons, Historic and Sports cars race (10 laps):** 1, Stephen Langton (Lola T160), 11m21.6, 84.93mph; 2, David Ellis (Aston Martin V8), 11m22.9s; 3, Paul Alexander (Chevron B8), 11m36.1s; 4, Andrew Marler (Chevron B8), 11m37.7s; 5, David Beckett (Astra GT), 11m56.8s; 6, Tim Exeter (Jaguar XJS), 12m28.6s. **Fastest lap:** Mike Wheatley (BRM P154), 1m03.2s, 91.59mph.

**Roger Joice Memorial Trophy race (10 laps):** 1, Roger Mac (Jaguar XJS), 10m35.9s, 80.41mph; 2, Martin Colvill (Ford GT40), 11m36.5s; 3, Christopher Millard (Porsche 928S), 11m41.6s; 4, Paul Alexander (Chevron B8), 11m42.1s; 5, Richard Ellingham (Ginetta G4), 11m44.0s; 6, Michael Millard (Ferrari Boxer), 11m48.1s. **Fastest lap:** Colvill (Ford GT40), 1m04.3s, 90.03mph.



►► An impressive 20 car grid lined up for the pre '68 Inter Area Challenge. Paul Stephens pulled away from the pack to win comfortably, with a dramatic battle between Rob Newall and Robin Rudderham, the former demonstrating sideways driving, much to the delight of the Woodcote grandstand. A spectacular crash and subsequent fire at Woodcote on lap eight restrained the action, and Newall had to settle for third.

The first round of Post Historic road sports championship saw a rather depleted field, although the regular front men: John Atkins (Cobra), Roger Connell (TVR Griffith), Tim Sisson (E-Type), and Trevor Needham (Ginetta G4) were all present. The TVR could do little about the Cobra and Atkins dominated the race, with Connell a smooth second after a brief dice with Sisson.

The Classic Sports car race produced the most exciting race of the day thanks to championship newcomer Gordon Bruce with his 4.7 litre TVR Tuscan. Although not handling as well as the dominant Lotus 23Bs of race winner Steve Hitchens and Alan Minshaw, the mighty TVR had a fantastic race with the Elan Sprints of Tony Thompson and Malcolm Ricketts and Roger Ealand's rapid Marcos GT. Hitchens dominated the race, while Minshaw overdid it on lap two and spun out of contention. He climbed gamely up to second place, only to suffer a bad misfire on lap nine, dropping him to sixth behind the battle royal for second in which Thompson, Ricketts, and Bruce all took turns to lead. The TVR's superior power eventually outdragged the pack to take the place on the last lap.

The production Jaguar Race saw a cross section of the illustrious marque from John Harper's precious C-type to Roger Wilkinson's rapid XJS. The latter

## LYDDEN

## Double for Birley

Lydden's first meeting of the season augurs well for the rest of the year, as slick organisation by the Astra MC saw eight races (including two for karts) run off in exactly two and a quarter hours. Man of the Meeting was Rod Birley, who scored two wins in his Curtis Holt Tools/Evison Racing Ford Escort.

The first race was for Special Saloons, and although Birley was beaten away from the line by Steve Harman's 1000cc Imp the West Kingsdown driver soon established a commanding lead and went on to win comfortably. Gary Charwood's 2-litre Stiletto-Ford held third place initially but the twin-cam engine was not running cleanly and John Dewing's self-built Imp squeezed past at the Devil's Elbow on the third lap. Next time round Dewing passed Harman at the same place and went on to finish second. On the penultimate lap Charwood's Stiletto surged past Harman's smaller Imp down Hairy Hill and snatched third place.

Peter Ware's Reynard SF79 led a superb FF2000 race from start to finish, although poleman Roger White, who is driving Tony Howard's Delta T82 this year, loomed close at the end. Peter Boutwood (Lola T580) could not match his Snetterton form and held a lonely third place throughout, ahead of Steve Nicholls who showed much improved form in his Van Diemen RF82. Steve Holland (Royale RP30) cut inside Peter Northover's Reynard SF79 at the Elbow on the second lap and then next time

## LYDDEN HILL, Mar 31, Astra MC

**Lydden Astra/BARC Special Saloon Championship race (12 laps)** — overall: 1, Rod Birley (2.0 Ford Escort), 9m 39.8s, 74.50mph; 2, John Dewing (1.0 Hillman Imp), 9m 44.1s; 3, Gary Charwood (2.0 Sunbeam Stiletto-Ford), 9m 52.4s; 4, Steve Harman (1.0 Hillman Imp), 9m 54.1s. **2001-4000cc:** No starters. **1301-2000cc:** 1, Birley; 2, Charwood; no other starters. **Fastest lap:** Birley, 46.5s, 77.41mph. **1001-1300cc:** 1, Paul Soames (1.3 BL Mini), 10m 19.9s, 69.68mph; 2, Dee Knight (1.3 BL Mini); 3, Mark Davies (1.3 BL Mini). **Fastest lap:** Soames, 50.3s, 71.57mph. **851-1000cc:** 1, Dewing; 2, Harman; no other starters. **Fastest lap:** Dewing, 47.2s, 76.27mph. **Up to 850cc:** no starters.

**Formula Ford 2000 race (12 laps):** 1, Peter Ware (Reynard-Neil Brown SF79), 8m 38.1s, 83.38mph; 2, Roger White (Delta-Nelson T82), 8m 39.0s; 3, Peter Boutwood (Lola-Neil Brown T580), 8m 41.9s; 4, Stephen Nicholls (Van Diemen-Nelson RF82), 8m 51.0s; 5, Steve Holland (Royale-Minister RP30), 8m 56.7s; 6, Peter Northover (Reynard-Minister SF79), 9m 07.3s. **Fastest lap:** White, 42.4s, 84.90mph.

**Lydden Ford Capri Championship and Lydden GT/Sports/Modsports race (12 laps):** 1, Rod Birley (2.0 Ford Escort), 10m 13.1s, 70.46mph; 2, Richard Copeman (1.6 Mallock U2-Chamberlain Mk14), 10m 14.4s; 3, David Cox (3.0 Ford Capri), 10m 43.8s; 4, Derek Wileman (3.0 Ford Capri), 10m 46.1s; 5, John Luck (1.3 Mini-Marcos), 10m 51.8s; 6, Deryk Richardson (3.0 Ford Capri), 11m 23.9s. **Fastest lap:** Birley 47.1s, 76.43mph.

**Lydden BARC FF1600 Championship race (12 laps):** 1, Roy Lewington (Lola-Minister T642E), 9m 27.1s, 76.17mph; 2, Steve Brown (PRS-Brown 81F), 9m 27.8s; 3, Len Marchant (Elden-Brown Mk24), 9m 46.4s; 4, Derek Pullman (Van Diemen-Pullman RF78), 9m 55.3s; 5, Chris Pullman (Van Diemen-Auriga RF78), 10m 01.2s; 6, Ian Burrow (Van Diemen-Minister RF80), 10m 58.8s. **Fastest lap:** Lewington and Brown, 46.7s, 77.08mph.

**Road-Going Saloons race (12 laps):** 1, David Cox (3.0 Ford Capri), 10m 39.8s, 67.52mph; 2, Derek Wileman (3.0 Ford Capri), 10m 44.3s; 3, Steve Pattinson (1.8 Volkswagen Scirocco), 11m 02.7s; 4, John Chambers (1.8 Volkswagen Golf GTi), 11m 04.5s; 5, Nick Broomhall (1.5 Alfa Romeo Alfesud), 11m 13.9s; 6, Salvador Valiente (1.6 Volkswagen Golf), 11m 19.8s. **Fastest lap:** Cox, 51.9s, 69.36mph.

**Lydden Libre Championship race (12 laps):** 1, Roger White (2.0 Delta-Nelson T82); 8m 39.6s, 83.14mph; 2, Peter Ware (2.0 Reynard-Neil Brown SF79), 8m 41.6s; 3, Peter Boutwood (2.0 Lola-Neil Brown T580), 8m 41.9s; 4, Derek Haines (2.0 Royale-Minister RP27), 9m 02.4s; 5, Peter Northover (2.0 Reynard-Minister SF79), 9m 07.2s; 6, Mick Grainger (2.0 Royale-Neil Brown RP30), 9m 08.1s. **Fastest lap:** Ware, 42.3s, 85.10mph.

round the Reynard driver was passed down the Dover Straight by Derek Haines, who promptly spun his Royale RP27. So Northover held on to finish sixth, despite a late challenge from Mick Grainger which failed when he spun his RP30 at the last corner.

The first round of the Lydden Ford Capri Championship was combined with the Lydden GT/Sports/Modsports race to provide a healthy grid; a couple of Clubmans cars were included for good measure! Birley's Escort soon opened up a huge lead over Paul Bernal-Ryan's enthusiastically-driven Midget and pulled away to take his 10th consecutive class win, but after three laps the MG expired with a faulty condenser. Two laps later Richard Copeman, who was

driving Hugh Chamberlain's Mallock after writing off his own Tiga SC84 at Silverstone, threaded his way around Derek Wileman's Capri at the Hairpin and then outraked Dave Cox's Capri at Pits Bend to establish a comfortable second place. Cox and Wileman finished third and fourth respectively, with John Luck's Mini-Marcos fifth and Deryk Richardson (Capri) the only other finisher.

There were only six starters for the Lydden BARC FF1600 Championship round, but at least they all made it to the finish! Steve Brown's PRS81F was fastest in practice and seemed a likely winner but Roy Lewington, out for the first time with a Lola T642E, made a superb start to take the lead. Debutant Chris Pullman spun his Van Diemen RF78 first time through Devil's Elbow, putting Ian Burrow's RF80 into the tyre barrier, although Pullman's elder brother, Derek (in the ex-Derek May RF78) was rather steadier in fourth spot, behind Len Marchant's faithful Elden Mk24. Towards the end Brown began to use the grass occasionally in his efforts to get on to terms with the leader, and at the finish they were only 0.7secs apart. Marchant was a strong third from Pullman D, Pullman C, who survived without further mishap, and Burrow, whose Van Diemen was undamaged after its flirtation with the marshals' post.

There was a healthy grid for the road-going saloons race and the 3-litre Capris of Derek Wileman and Dave Cox led away, looking and sounding glorious as they slithered noisily around the bends nose-to-tail. Third time round Cox sneaked inside at Pits Bend to take the lead with a fair, but rather fraught manoeuvre. Steve Pattinson's Scirocco meanwhile held third spot, just ahead of John Chambers' Golf GTi and the Alfesuds of David Morris and Nick Broomhall. Cox inexorably eased away to win from Wileman, with Pattinson having pulled away slightly from Chambers when they were split while lapping backmarkers. Morris retired amid a cloud of oil smoke with two laps to go, leaving Broomhall to finish fifth.

The last race of the day, for *Formule Libre* cars was almost a repeat of the FF2000 event, but this time it was Roger White (Delta T82) who got the jump on Peter Ware at the start. Halfway round the first lap Boutwood slipped inside Northover's SF79 at the Elbow and chased Ware all the way to the flag. White had managed to open up a slight advantage by the finish. In the closing stages Derek Haines outraked Northover to claim fourth place.

tried hard to keep pace with race winner Michael Tye's V12 E-type, closing to within a length at the flag. Ron Lea led the dice for third after John Simms spun out of contention at Copse on lap nine.

A huge grid of thirty pre '65 saloons lined up on the grid as the clouds opened, the heavy storm delaying the start. There were no less than 11 Lotus-Cortinas entered. Glen Norris led the field into Copse as the rain eased off, but by Woodcote Phil Wight had the advantage from Norris and David Pigott, with Phil Buck following cautiously behind after a *contretemps* at Copse in practice. On lap four Norris got it all wrong at Woodcote, and Buck, gaining confidence in the appalling conditions, went by Pigott in the drama. By lap seven Buck's smooth driving had paid off, and he took the lead from Phil Wight to win comfortably.

Although the rain then stopped, conditions were still treacherous for the open scratch race. Mike Wheatley dominated proceedings in his Can Am BRM P154 with a masterful display . . . until lap eight when the BRM hit a patch of water at Woodcote. Wheatley kept the car from hitting the pit wall, but over-corrected and went into the sleepers on the other side. Stephen Langton in his newly acquired Lola T160, was able to keep David Ellis at bay despite having only six cylinders in action.

No one seemed able to understand the complicated handicap for the Roger Joice Memorial Trophy race, and nobody was more surprised to discover he had won than Roger Mac in the BEA Automotive XJS. Unable to practice, Roger started from the back and drove superbly despite the still tricky conditions. On the road the Chevrons of Andrew Marler and Paul Alexander set the pace, until the former lost it under braking for Copse. Fastest man on the track was Martin Colvill, in his superb GT40.

MICK WALSH

KERRY DUNLOP

AUTOSPORT, APRIL 4, 1985



Above: The weather at Silverstone was treacherous but the historic racers put on a fine show. Below: Terry Heley's Mustang ended up off the track, a victim of the conditions.







**INTERNATIONAL RALLIES**

**GARRIGUES RALLY**

**400 coup**

Guy Frequelin won the Garrigues Rally leading from start to finish, proving that there is still life in the old Opel Manta 400. Guy even outpaced the latest super cars from the Renault camp—the Maxi 5 Turbos — not one of the three entered reaching the finish.

Bernard Beguin took the latest lightweight Porsche 911SC RS to second spot ahead of Harald Demuth.

The European championship event was based in Nimes and scrutineering took place inside the Roman arena. The new Maxi 5 Turbos were the main attraction having made their competition debut just a couple of weeks ago on the Tourain Rally where Ragnotti finished second after serious suspension troubles. Three were entered at Garrigues: the official Renault car in its new Philips Radio livery for Ragnotti; a Diac backed version for Francois Chatriot; and Renault's latest discovery Didier Auriol had his orange and yellow car backed by the beer 33 Export. In Tourain the suspension had been too stiff, preventing the tyres from reaching working temperature. The Renault team were confident that they had cured that problem. Indeed, on the very first short stage on the Friday afternoon prologue Ragnotti was equal fastest with Frequelin whose Euro Handler Team Manta 400 was slightly lighter and boasted an extra 30bhp.

On the 36km second stage near Ganges, Frequelin attacked, taking no fewer than 11secs from the Renault driver. Beguin was next, a further 14secs in arrears, although his time was still

Despite its age, Guy Frequelin took the venerable Opel 400 to victory in France.



A scenic Roman background for the Garrigues Rally start, as Demuth's Audi rolls away.

25secs faster than Henri Toivonen's time on the same stage last year. Patrick Snijers was already experiencing problems with his Tre Gazelle prepared Bastos Lancia Rally, the limited-slip differential not working properly. The team were forced to change the gearbox before the night halt back in Nimes.

Saturday's first stage was a repeat of the 36km test of the previous afternoon, and saw Ragnotti, who seems to be fully recovered from his nasty road accident, clipping 7secs off Frequelin's Friday time. The crews now began the first of three laps of the five stages around Le Vigan. Ragnotti, Frequelin and Chatriot were equal quickest on the first 12km Mandagout stage. While the Corsican Jean-Pierre Manzagol retired having holed the radiator on his R5 Turbo. The second stage of the loop was a very fast downhill road which used to form part of the old Ronde Cevenole. Three further stages brought crews to the first 20min service halt in Le Vigan, where Jean Ragnotti failed to appear, his engine having gone sick. Francois Chatriot, at least, was making good progress and now took second position, while Auriol fans were delighted that he too had moved up through the filed and edged in front of Beguin's Porsche. Snijers had a second gearbox change but was still gaining ground on the big Quattro of Harald

Demuth. The second time over Mandagout saw Chatriot fastest but still making little impression on the flying Frequelin. The stage proved disastrous for Didier Auriol, the Renault Maxi 5 spluttering to a halt with complete electrical failure. Snijers looked set to pass the SIV Quattro when the rear brakes failed making progress over two stages very hazardous. Francois Chatriot dropped from his second spot on the last stage of the second lap, with gearbox problems losing him some 2mins in the stage. A very rapid change saw him reach the time control in Le Vigan with seconds to spare. But it was all in vain. At the service point after the first stage of the last lap, one of the mechanics was a little careless pouring petrol into the tank spilling some on the red hot exhaust, and the car was quickly enveloped in a ball of flame.

With just the last 28km stage left Snijers had closed the gap to Demuth to just 25secs but despite setting fastest time on the last stage, he could not oust the German from his third spot. Group A as usual in France, was dominated by the Alfa Romeo GTV6s, victory going once more to Yves Loubet after Balas had had several punctures. Alain Oreille took the Group N category with his Renault 11 Turbo after Jacques Panciatici's Alfa GTV6 went out with gearbox failure.

HUGH BISHOP

**RALLYE DES GARRIGUES (F)  
Mar 28-31  
European Rally  
Championship,  
Round 9 (Coef 3)**

- 1, Guy Frequelin/Tilber (Opel Manta 400), 3h57m42s;
- 2, Bernard Beguin/Jean-Jacques Lenne (Porsche 911 SCRS), 4h00m01s;
- 3, Harald Demuth/Willy Lux (Audi Quattro), 4h02m51s;
- 4, Patrick Snijers/Eddy Symens (Lancia Rally), 4h01m06s;
- 5, Philippe Touren/A. Neyron (Renault 5 Turbo), 4h05m42s;
- 6, Jean-Pierre Ballet/M-C. Lallement (Porsche 911 SC), 4h10m58s;
- 7, A-P. Franceschi/P. Giudicelli (Renault 5 Turbo), 4h11m36s; 8, Yves Loubet/J-B. Vieu (Alfa Romeo GTV6), 4h14m00s; 9, J. Dubert/M. Yobe (Peugeot 205 GTI), 4h16m48s; 10, B. Abric/D. Abric (Renault 5 Turbo), 4h25m26s.

European Rally Championship after nine rounds: 1, Biasion 120; 2, Cerrato & Servi 81; 4, Laine 80; 5, Beguin 63; 6, Frequelin 60; 7, Haider 50; 8, Grundel, Waldegaard & Wiedner 40; 11, Demuth & Fernandez 36.

**ADAC RALLY**

**Grundel's gallop**

Kalle Grundel's switch from VW Golf GTI to Peugeot 205 Turbo 16 has so far netted him two outright wins from two starts, the latest success coming on last weekend's ADAC Peugeot-Talbot Rally. The Swede had virtually no opposition, and took fastest time on 17 of the 18 stages, the other going to second placed Manfred Hero when the Peugeot punctured.

Leading lady was Waltraud Wuensch, whose Citroen Visa Mille Pistes edged out the 205 GTI of Rena Blome. Wuensch finished fourth in her Citroen, while the 205 took sixth but still holds fourth overall in the German Championship. The series is led by Grundel, 12 points clear of Josef Haider.

ROLF NIEBORG

**ADAC RALLY (D)  
Mar 30/31  
German Championship,  
round 2**

- 1, Grundel/Diekman (Peugeot 205 Turbo 16), 2h17m05s;
- 2, Hero/Mueller (Opel Manta 400), 2h26m16s;
- 3, Mayer/Stock (VW Golf GTI), 2h32m09s;
- 4, Wuensch/Huhn (Citroen Visa Mille Pistes), 2h34m40s;
- 5, Brauer/Haase (VW Golf GTI), 2h35m42s;
- 6, Blome/Schuster (Peugeot 205 GTI), 2h35m46s.

**KUWAIT RALLY**

**Mohammed revenges**

Having run in the shadow of Saeed Al Hajri for some time, Mohammed Bin Sulayem emerged to win the Kuwait Rally, round 2 of the Middle East Rally Championship. But it was a lonely affair for the Dubai driver, for over 15 of the 18 stages the Toyota Celica Turbo drove in splendid isolation at the head of the strung out field. He eventually finished the rally over an hour ahead of his nearest rival, Ottmar Lange (Nissan 240RS), but had been six hours clear for much of the event until the organisers intervened to close things up a little.

For Bin Sulayem, it was simply a matter of cruising his way through the 1200kms route to take not only the event, but also the lead of the championship. Al Hajri — who had won the first event — retired on only the third stage with a blown engine on his Rothmans Porsche 911SC RS. Kuwait's Michel Saleh was another favourite who retired, his Opel Ascona 400 losing its oil just after Al Hajri's demise.

Group A had been led strongly by local man Lester 'Feathers' Tonehaug (Volvo) despite early brake troubles, but he too joined the list of retirements. In the end, only five crews survived the exercise with Mamdough Khayat taking the Group A prize with the Corolla GT, netting fourth place.

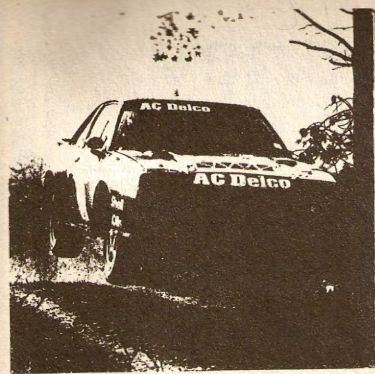
STEVE FELLOWS

**KUWAIT RALLY (UAE)  
Mar 28/29  
Middle East Championship,  
round 2**

- 1, Mohammed Bin Sulayem/John Daniels (Toyota Celica Turbo), 7h15m39s; 2, Ottmar Lange/Josef Miskulnig (Nissan 240RS), 8h46m05s; 3, Ahmed Al Nasser/Ghassan Mantache (Mitsubishi Sapporo), 9h41m33s; 4, Mamdough Khayat/Hassan Bin Shahdoor (Toyota Corolla GT), 11h20m26s; 5, Jamal Marafie/Anwar Al Morad (Toyota), 11h31m10s.







## NATIONAL RALLIES

### BEDROOM STAGES

## Handy Andy

It may have sounded like an April Fool's Day prank but at the end of the rally, Andy Kelly in his Merrimate/MAC 1600cc Talbot Sunbeam did indeed win the John Wilsons' Bedroom Stages Rally, the third round of the Esso Scottish Rally Championship. Once again snow hampered the early runners and Kelly, seeded at 47, found the wee Group A car ideal, his brand new Scottish made Tyron tyres also performing well.

After 11 stages, it looked as though George Marshall had won the rally and the GM £1000 bonus but, when road penalties were added, he dropped out of the top 10 and second placed Kelly secured his first ever rally win. Tom Muir in the Landalow Ascona finally scored for the first time this year with second place, while Jim Fleming's Hella Manta i200 was an excellent third.

Dugald Hamilton was a delighted fourth overall ahead of Gordon Smith's Murray's of Alford Ford. Of the pre-rally favourites, Alistair Brearley in the Pringle/Weldex Chevette, Robin Christie in the Dourie Farming version and Doug Riach in his Sunbeam, all got stuck in the snow with little damage to their cars, and Alec Cannon broke his borrowed Sunbeam.

David Elder was the top Challenger this time in eighth place overall, and of Jimmy Girvan 12th, and Stewart Robertson, winner of the 1300cc class in his Talbot Samba, 16th. Marshall still leads the championship after three rounds with 68 points but Wilson Girvan has moved to second with 65. Alistair Fletcher is on

Andy Kelly's Talbot Sunbeam won the Bedroom Stages in foul conditions.



59, Brearley 58, Fleming 56 and David Gillanders 55.

JOHN FIFE

### JOHN WILSONS BEDROOM STAGES

Mar 31

#### Esso Scottish Rally Championship, round 3

- 1, Andy Kelly/George Black (Talbot Sunbeam), 57m25s;
- 2, Tom Muir/George Sharpe (Opel Ascona 400), 58m20s;
- 3, Jim Fleming/Rodger MacFarlane (Opel Manta i200), 58m27s;
- 4, Dugald Hamilton/Graham Kidd (Ford Escort), 58m55s;
- 5, Gordon Smith/Peter Carstairs (Ford Escort), 59m02s;
- 6, Murray Greason/Roger Anderson (Ford Escort), 59m02s;
- 7, Wilson Girvan/Dugald MacGilvray (Toyota Celica), 59m26s;
- 8, David Elder/George Flamage (Ford Escort), 59m28s;
- 9, Robert Baird/Jim Smith (Ford Escort), 59m42s;
- 10, David Gillanders/Graham Neish (Volvo 240 T), 59m59s.

### SOLEX STAGES

## Les gets the vote

Perhaps it is just as well Les Hurdley and Dave Owen decided not to defend their Nicolet Welsh Stage title for if their performance last Sunday was anything to go by, they would walk away with it again.

They were out to try and get their new Escort to the finish of an event for the first time this year and this they did in exciting fashion beating Graham Middleton and Malcolm Perritt by nine seconds after a quick thrash round Kerry and some other little forests not far away.

Sixty & Worcester MC had 70 crews for the re-running of the event postponed from February 10th because of snow and although Middleton put his 2.4 Holbay engined Escort into a four second lead on the opening exercise, Hurdley bounced back with FTD on eight of the next 12 to give his masters at Janspeed something to smile about.

DEREK HILL

### SOLEX STAGES

Mar 31

#### Nicolet Welsh Stage Championship, round 2

- 1, Les Hurdley/Dave Owen (Ford Escort 2 litre), 38m19s;
- 2, Graham Middleton/Malcolm Perritt (Ford Escort 2.4), 38m28s;
- 3, Stephen Benton/Alan Stones (Ford Escort 1600), 39m20s;
- 4, John Roberts/Kelvin Evans (Ford Escort 2 litre), 39m45s;
- 5, Peter Fear/Stuart Derry (Ford Escort 2 litre), 40m9s;
- 6, Jon Ballinger/Reg Davies (Ford Escort 2 litre), 40m12s.

### RALI CWM GWENDRAETH

## Happy Hollis

Despite getting stuck in top gear for the last five miles of the final stage Graham Hollis hung on grimly to score his second win with the Corry Cultra.

Earlier he and Simon Gronow had pulled away from Geoff Kitney's Davrian and John Price in one of his Renaults and they charged into the last stage with a handsome lead and few worries.

However they had done less than a lap when Hollis found third a problem and with the box starting to play up he stuck it in top and stroked the car home by a narrow 12 seconds.

Seventy one crews turned up for six stages totalling roughly 50 miles and the Cultra had three quickest times on the opening trio of exercises, leaving Kitney and Alan McCann to take the rest while Price seemed to be content to win the class and never made a serious attack on the leaders in this Welsh Tarmac Championship round.

DEREK HILL

### RALICWM GWENDRAETH Welsh Tarmac Championship, round 6

Mar 31

- 1, Graham Hollis/Simon Gronow (Corry Cultra), 53m46s;
- 2, Geoff Kitney/Alan McCann (Davrian), 53m58s;
- 3, John Price/Mike Bowen (Renault 5 turbo), 54m28s;
- 4, Danny Owens/Peter Lewis (Ford Escort RS 1800), 55m01s;
- 5, Tony Thomas/Barrie Jones (Ford Escort RS 2000), 56m20s;
- 6, Andrew Thomas/Brian O'Flynn (Ford Escort RS 2000), 56m34s.

### CITY SPEED EMCOS RALLY

## Miles ahead

Five clubs helped to put on the City Speed Emcos Rally for 54 crews last Saturday and the event quickly became a two crew race.

Ian MacDonald and Les Weaver matched each other to within a few seconds for much of the 150 miles route through the south Cotswolds and by the finish they had outpaced the rest by a wide margin.

### CITY SPEED EMCOS RALLY

Mar 30/31

- 1, Ian MacDonald/Miles Bailey (Ford Escort RS2000), 23m53s;
- 2, Les Weaver/Andy Oakes (Ford Escort RS 2000), 24m33s;
- 3, Tom Griffin/Rob Huthwaite (Talbot Avenger), 29m00s;
- 4, Steve Snook/Mile Hiller (Ford Escort RS2000), 29m51s;
- 5, Jos Greig/Dave Balls (Opel Manta), 36m23s;
- 6, Kevin Barker/Rob Hicks (Ford Escort), 36m51s.

### PALSERMAN RALLY

## Top choice

Martin Burton had to find a replacement navigator very quickly when regular man Chris Hine withdrew from last Saturday's Ivor Jones Motors Rally on Anglesey.

Stand in Gareth Jones performed adequately enough, for the pair won by almost three and a half minutes.

### IVOR JONES MOTORS

#### PALSERMAN RALLY

Mar 30/31

- 1, Martin Burton/Gareth Jones (Ford Escort 2 litre), 15m01s;
- 2, Ewan Murray/Dave Jones (Ford Escort 2 litre), 18m22s;
- 3, Will Morris/Mike Kidd (Ford Escort 2 litre), 18m53s;
- 4, Robin Williams/Wyn Morris (Vauxhall Chevette 1300), 20m20s;
- 5, John Hughes/John Williams (Opel Ascona), 21m00s;
- 6, Don Whitehurst/Geoff Williams (Ford Escort 2 litre), 21m00s.



## OFF-TRACK SPORT

### NORTHERN FINALS

## Hooray Hoyle

Graham Hoyle dominated the final round of the Northern and Cumbrian championships, both of which have already been won by Brian Thornton. The event attracted 15 starters and they competed over 25 hills.

DON WILLIAMSON

### NORTHERN FINALS

Mar 31

- 1, Graham and Lynn Hoyle (SRB), 23;
- 2, Stuart Butterfield, Paul Sheldon (SRB), 27;
- 3, Brian Thornton, Barbara Anson (Hybrid), 35;
- 4, David Morris, Tina Johns (SRB), 39;
- 5, Robin Jager, Alistair Hunter (IRIS), 43;
- 6, Mark Sheldon, Betty Sheldon (SRB), 61.

### JACOBAN TRIAL

## The Fack of the matter

The Jacobean Trial at Meon Hill near Stratford was round 16 of the BTRDA/Fiveways Tyres Championship — a total of 10 hills tackled three times. The event was dominated by the Fack family with Julian winning and John Fack finishing 2nd ahead of Jack Pearce who went clean on the last round to lead from 10th at lunchtime. Roger Bricknall claimed 4th ahead of Tom Stevenson and the returning Chris Highwood who made his first appearance of 1985.

DON WILLIAMSON

### JACOBAN TRIAL

Mar 31

- 1, Julian Fack, Meg Marrion (Ex-Factor), 45;
- 2, John and Jeremy Fack, (Impunity), 53;
- 3, Jack Pearce, Nick Blackstaffe (Kincraft), 58;
- 4, Roger and Sue Bricknall (Facsimile), 58;
- 5, Tom and Elizabeth Stevenson (Kincraft), 64;
- Chris and Denise Highwood (IBEX), 64.

Julian Fack — Facktastic!







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No conventional oil can meet the demands of hard driving quite like Gemini. Above all, Gemini, the latest and most advanced formula from Shell, sets new standards in protection. Through high revs and fierce temperatures Gemini stays in grade. Mile after mile, day after day, protection beyond the capabilities of conventional oils.

**Shell Oils**

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