

Autosport

A Haymarket publication

COBB

February 14, 1985 75p



New Lotus tops in Rio



Rundown on Sweden

F3 Ralt & Reynard

Porsche 944 Turbo

Hillclimb review

FRONT COVER

Main picture: Ayrton Senna briefly tested the new Lotus 97T at Donington Park before car and driver were flown off to the Rio F1 tests. Senna, however, damaged the car in an incident with Mansell. Rio testing page 4. Below: Dany Snobeck puts the Renault 5 Turbo's power down in the snow on the Monte Carlo Rally. Backstage: page 34. Swedish Rally Preview: page 23. Photo: Colin Taylor Productions.

NEXT WEEK

Rio Formula 1 testing: full report and pictures — Will Bill Elliott win from his 205mph plus pole in the classic NASCAR Daytona 500? A full report — New Arrows F1 car — All the details from the Swedish Rally — Preview to the Shell Oils/RAC Open Rally Championship beginning with the National Breakdown Rally — Plus all our usual news and features.*

*These items correct at time of going to press.

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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial, Advertisement, and Circulation 35-42 Hampton Road, Teddington, Middlesex TW11 0JE (Telephone: 01-977 9787; telex 8952440). Back Numbers & Subscriptions: Autosport Subscriptions Department, Haymarket Publishing Ltd, 12-14 Anseld Street, London W8 (Telephone: 01-937 7285).

Subscription (per annum): UK £53, Europe and overseas surface £60, Airspeed USA \$84, Airspeed Canada/Mexico £70, Airmail — Middle East £72.50, South America, Africa, India £83, Japan, Australia, Far East £93.

US Mailing Agent: Expeditors of the Printed World Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 260. Postmaster: send address corrections to Autosport, c/o Expeditors of the Printed World Ltd., 527 Madison Avenue, New York, N.Y. 10022 (U.S. Mailing Agent).

Printed in England by: Thamesmouth Printing Co., Stock Road, Southend-on-Sea, Essex. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quikset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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Autosport

RIO TESTING 4

Alboreto fastest so far — Senna quick but damages Lotus in controversial accident — Toleman rapid on Pirellis — Hesnault to drive for Brabham?

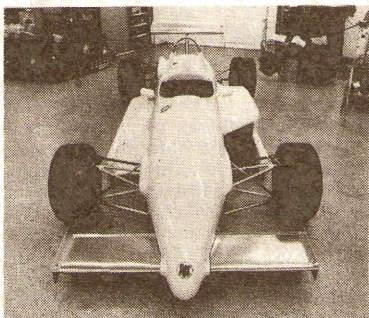
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A dramatic finish to the Belgian Boucles de Spa Rally saw Harald Demuth robbed of victory some 2½ stages from the end when the engine management system on his Audi Quattro packed up, allowing Bjorn Waldegaard to take the honours. Marc Duez was a fine second in his first drive for the works Mazda team in the RX-7, as Keith Oswin reports.

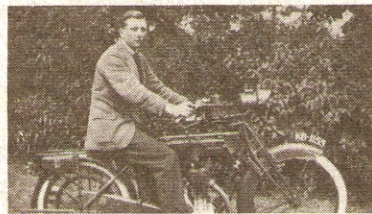
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Ari Vatanen knows his talent, and this year's Monte Carlo Rally gave him the chance to prove it. Peter Foubister looks at the Finn's fight back to victory, and some unorthodox methods used by the ice note crews.

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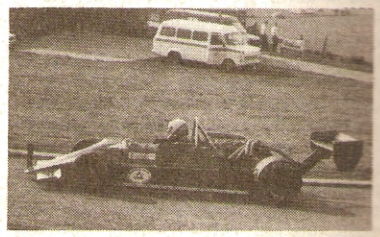


Robin Boucher surveys last year's Pace sponsored hillclimb championship which saw Martin Bolsover take his third successive hillclimb crown, plus a look at some of the regional championships.

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Roy Lane captured the sprint championship in a season that was marked by increased interest in this once very popular sport.

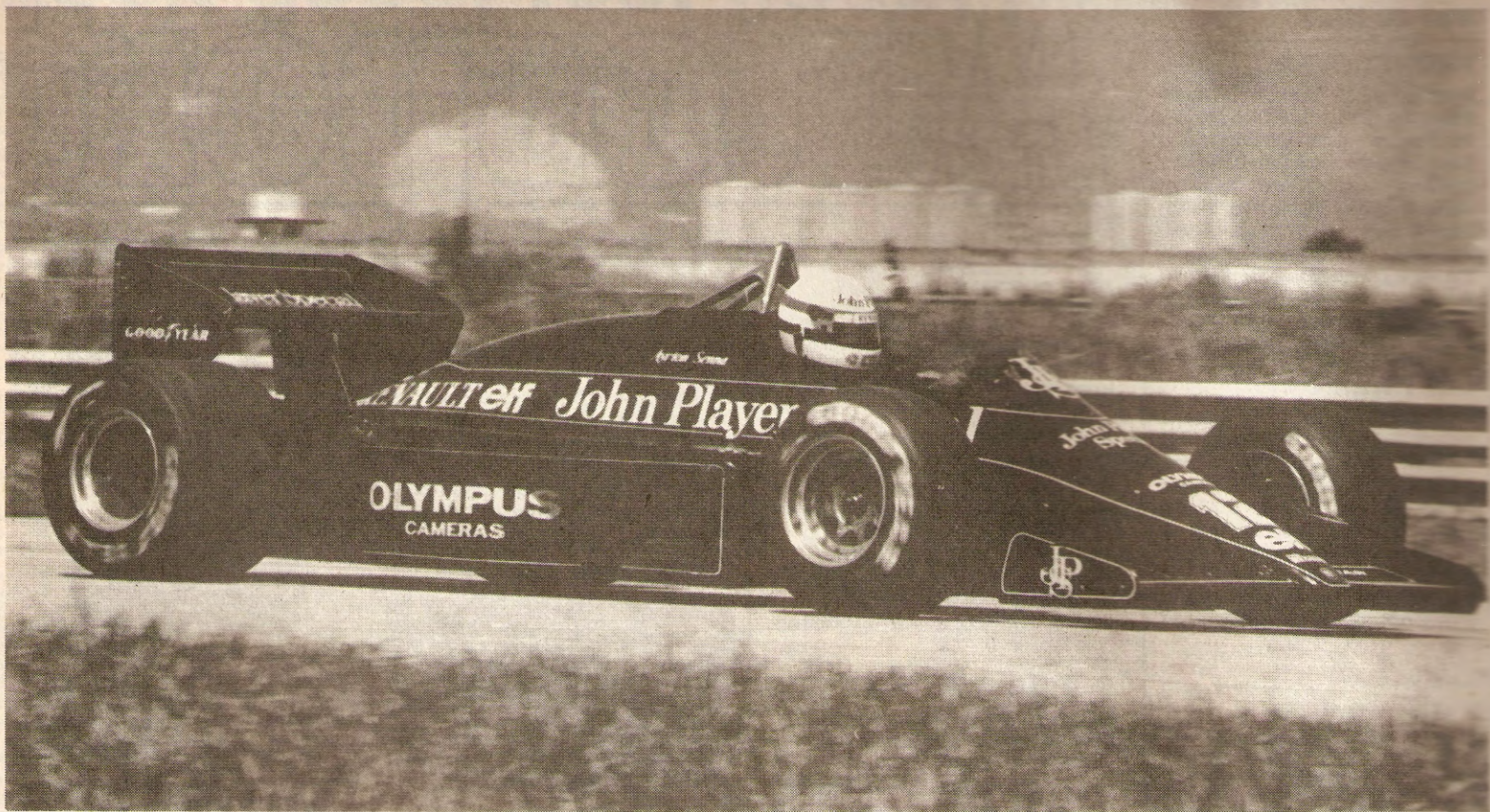
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David Gould's self-built car is a masterpiece of preparation that took two years to build. Marcus Pye examines Gould's motives behind building this superb car, as well as giving a brief description of a run in this fabulous little 1600cc single seater.

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Labonte wins Busch Clash — Van Rooyen wins again in South African F2 — Kiwi BMWs dominate at Winton — Easy for McHale in Galway — Plus national rallies and off-track round up.



On his home ground Ayrton Senna showed impressive form testing the brand new Lotus-Renault 97T. At the end of the first two days the Brazilian had the fastest time round the circuit at Rio.

Lotus and Toleman set pace

Senna quick — Toleman looks good — Alboreto on the pace — McLaren tyre problems

After the first two full days of F1 testing at Rio (last Saturday and Sunday), fastest time stood to the new Lotus-Renault 97T of Ayrton Senna, closely followed by the 'interim' Ferrari C4 of Michele Alboreto.

Our man on the spot, however, reckoned that the most impressive car in Brazil was the new Toleman-Hart TG185. For most of Saturday, the cooler and quicker of the two opening days, Stefan Johansson had the quickest time, his Pirelli-shod car pushed down to third only when Senna and Alboreto went out on soft race Goodyears towards the end of the afternoon.

Senna, hounded wherever he went by local journalists and TV crews, said that he felt fine, his only physical problem — legacy of his recent viral infection — being that his left eye was not blinking as it should.

The Brazilian's best lap was 1m33.34s, five seconds slower than last year's pole lap (set by the Lotus 95T of Elio de Angelis — on qualifiers), but more than three seconds inside the 1984 lap record, set by Alain Prost's winning McLaren. Our correspondent says that Ayrton's time was set with a down-on-power engine, which was changed for an experimental Renault V6 on Saturday night, this a hybrid 84/85-spec, which has the new intercooler set-up. (Ironically, Renault themselves have not been able

to run with this, for it was designed for the new RE60, not yet launched.)

"The new car may look very similar to the 95T," said team manager Peter Warr, "but absolutely nothing is interchangeable. We're encouraged by the way it's going so far." Senna was second fastest to Alboreto in Sunday's blazing heat, reporting that the new engine was a thousand revs down. It was expected that de Angelis would take over the 97T for the last three days of the test.

Ferrari had two cars in Rio, a conventional C4 and the interim car — a C4 fitted with the latest engine, and the revised turbo layout and bodywork of the forthcoming 156/85 which was seen in the recent tests at Estoril. Alboreto and René Arnoux had spells in each, Michele's best time coming in the new car.

"The two cars are amazingly different," he commented. "The newer one rolls much less, and has far better traction. Here it's a second a lap quicker. And the completely new car, to be launched in a few days, should be a lot better yet . . ."

Alboreto's fastest time, on the softer Goodyear Cs, was 1m 34.19s, while Arnoux's best was 1m 35.80s.

Johansson's Toleman needed an engine change after a plug broke on Saturday morning. Despite a persistent misfire, the Swede went round in 1m

35.05s. Another engine was due to be installed for Monday. "We've not done much work on the chassis," Stefan said, "so I think it looks very promising." Our man reports that the Toleman looked the stabest car on the circuit, and its progress must have given Pirelli cause for thought (see separate story).

Next up was Alain Prost's McLaren (1m 35.66s), the Frenchman taking over the car from Niki Lauda only on Sunday, the slower day. Alain and Niki had a struggle to get the chassis balanced on Goodyears, and their task was not helped by an engine which refused to run cleanly. Apparently only the small turbo units were taken to Rio. The new injection system, we understand, was troublesome. Lauda's best, on Saturday, was 1m 36.49s.

Patrick Tambay lapped in 1m 35.68s in the old Renault RE50, with team

mate Derek Warwick turning in 1m 36.16s. Huge rear wings apart, the cars themselves were as raced last year, but Warwick ran with an experimental engine (without the new intercooler, of course), and Tambay was trying a variety of aerodynamic tweaks. The new RE60 is to be launched in Paris next week.

Quite a lot was new on Nelson Piquet's Brabham-BMW. The insertion of a spacer between engine and bell-housing has lengthened the wheelbase by three inches, and the turbo air intake is now located behind the driver's left shoulder. The turbo itself is mounted further forward than on last year's car.

"We ran 8000 miles in South Africa," BMW's Paul Rosche said, "and in all that time we had only one engine failure and one turbo failure. I believe our quality control has improved . . ."

Manfred Winkelhock had overheating problems in the RAM, but set a respectable time.



Hesnault at Brabham?

As we went to press, the news from Brazil was that François Hesnault seemed likely to land the second Brabham drive. In the middle of last week, the Frenchman received a call from Bernie Ecclestone suggesting that he report to Rio with helmet and overalls.

Hesnault, who has been involved in talks with Toleman for several weeks, is thought to have a considerable amount of personal sponsorship available. Neither Teo Fabi nor Johnny Dumfries, previously considered the front runners in the Brabham number two race, has been asked to go to Rio . . .



Gerard Ducarouge, Ayrton Senna and Peter Warr on top in Rio with the new 97T.

Piquet concentrated almost entirely on tyre work, having been through most of the test programme at Kyalami. The Pirellis on offer were much better than expected by the cynics, showing good consistency and impressive wear characteristics. Piquet's best time over the weekend was a modest 1m 36.02s, but few believed the time to be representative.

In the Brabham pit, awaiting his chance to climb aboard, was François Hesnault (see separate story).

A four-month absence from the cockpit has clearly done nothing to impair the pace of Keke Rosberg. On only his third lap, indeed, the Finn set what was the fastest time at that point! "No problem," Keke said, "after one lap I felt that I'd never been away."

The Williams FW10 is not yet finished, of course, so Keke and new team mate Nigel Mansell were in the old FW09s. "The chassis," Rosberg reported crisply, "was bad for 12 months, and it's no better now." His best time over the weekend was 1m 35.97s, while Nigel lapped in 1m 37.94s. The Englishman's time was primarily spent on engine tests, while Keke con-

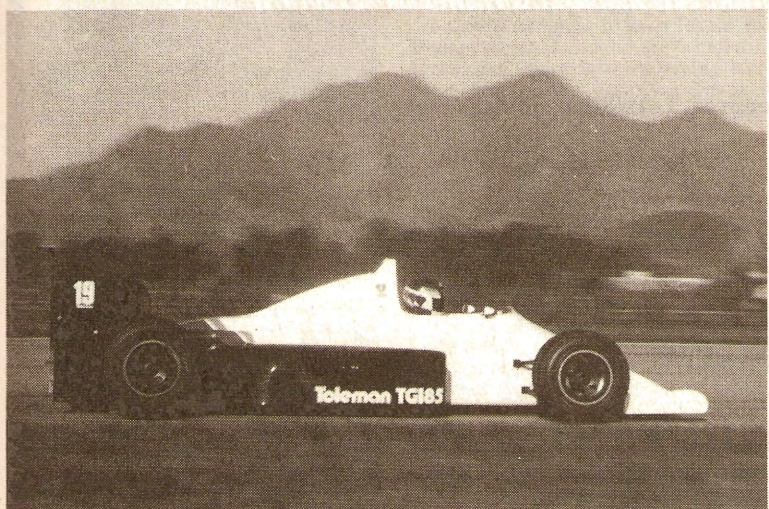
centrated on suspension and tyres.

The new RAM had overheating troubles much of the time, and at first the fuel pressure was way down. Brian Hart finally traced the problem to a recent modification in the fuel pump. The fault fixed, Manfred Winkelhock quickly got to grips with his new car, getting down to 1m 37.44s on Sunday.

"Basically, the car feels fantastic," he commented. "After all, we've done no chassis work yet. I'm really enjoying driving again, and working with Gustav Brunner and this team."

Winkelhock was one of few drivers to attempt some laps on Friday afternoon. The test should have started that morning, but the legendary Brazilian customs men had done their worst, all the cars being held up. As we closed for press, Goodyear and Pirelli were both still awaiting the arrival of some of their tyres, which had been in Brazil for several days.

Tyrrell are also down Rio way, with one of the old Cosworth-powered 012s. Martin Brundle did all the driving over the weekend, his best a 1m 39.63s. It was expected that Stefan Bellof would drive later in the test.



Stefan Johansson put in a stirring performance after Pirelli provided three sets of tyres.

Toleman's temporary tyres

The Toleman team arrived in Rio for testing with only six Pirelli tyres, these very old stock indeed from their pre-Michelin days. And it was decided that they should not be risked on Johansson's TG185.

Pirelli therefore agreed to let them have three new sets to get them through the week, although competitions boss Mario Mezzanotte stressed that this did not mean that his company would be

supplying Toleman for the season. "Enzo Ferrari contacted Leopoldi Pirelli to ask if we would help Toleman out," he said, "and that's all we are doing."

The form of the TG185 in Rio, though, must be worrying for the tyre companies. Could it be that what appears to be the most stable car in the place will be scrapped for want of their products?



Mansell was involved in a controversial incident with his replacement at Lotus, Senna.

Monday at Rio: Senna and Mansell shunt

As we closed for press, news came in of Monday's testing at Rio. Even greater heat — 38degC — militated against any really quick times, but towards the end of the day Michele Alboreto took the interim Ferrari round in 1m33.74s, his fastest time to date.

The main story of the day, however, was an accident between Ayrton Senna and Nigel Mansell. During the morning the two had circulated together, the Brazilian apparently frustrated at being held up. Finally he did get past, afterwards claiming that he was "five seconds a lap quicker" than the Williams man, who should have let him by.

"I was on a fuel economy test," Nigel replied, "and I didn't want to lift off because it would have spoiled our figures. If he was five seconds a lap quicker, he should have been able to find a way by..."

In the early evening, both were out at the same time once more, Senna lapping very fast on 'control' tyres and preparing to come in for qualifiers on which to set a really quick televised lap. Coming into the last corner the Lotus hit the back of the Williams, flew into the air and landed with substantial damage to the front suspension, nosebox and steering arms. On Mansell's car there was damage to the rear suspension, driveshaft and cross member.

"I was much quicker than he was," Ayrton said afterwards. "I'd been trying to get past for half a lap — I'd tried one side and then the other. When I went through down the inside he just chopped across my nose."

"The first thing I knew," retorted Nigel, "was when I felt this big bang at the back. I'm in Brazil, and he's Brazilian. The back of my car is damaged, and the front of his. I rest my case. It's one thing for something like this to happen in a race or qualifying, but in testing it's just stupid."

Earlier Senna had set second fastest time of the day (1m35.01s), and at the time of the shunt was into his last few minutes of the test. On Tuesday Elio de Angelis — not at all amused by the incident — was due to take over the repaired Lotus 97T for the rest of the test.

Third best time on Monday was set by Keke Rosberg (1m36.18s), who put in more than 100 laps. Right at the end of the day, however, the Williams ace missed his braking point at the first corner, the car leaving the track and hitting the catch fencing and tyre barrier. A busy night was therefore in prospect for the Williams mechanics...

Next up were the Renault RE50s of Derek Warwick (1m36.26s) and Patrick Tambay (1m36.60s), and then came Stefan Johansson's Toleman (1m36.86s), which was still having misfire problems. Mansell's quickest was 1m37.46s, followed by Niki Lauda's McLaren (1m37.56s).

Lauda did little running on Monday, most of the morning being occupied by an engine change. In the afternoon two intercoolers split and, due to a shortage of spares, had to be repaired each time. At the very end of the test the McLaren stopped out on the circuit with a dead engine.

Like Johansson, Manfred Winkelhock had a misfire in his Hart engine all day, the RAM driver's best lap being 1m37.68s. Stefan Bellof did all the Tyrrell driving (1m39.82s), and last of all was Nelson Piquet's Brabham, which did very few laps (1m41.37s). By Monday evening François Hesnault had still not taken the wheel of the BT53.

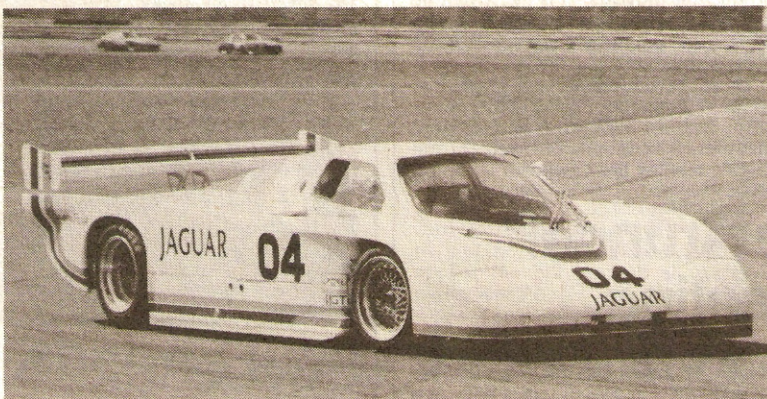
Alain Prost and René Arnoux had a day off on Monday, but were expected to take over from Lauda and Alboreto the following day. It was also expected that Philippe Alliot would drive the RAM 03 for the first time.

Brundle and Johansson in TWR-run Group C Jaguar team

Martin Brundle and David Hobbs will be the lead British drivers in the Jaguar team contesting at least four rounds of the 1985 World Endurance Championships. Stefan Johansson, Hans Heyer, Jean-Louis Schlesser and Thierry Tassin will also be racing the new Group C1 cars, which are now being built at the Kidlington factory of Tom Walkinshaw Racing.

The cars are being based on the Lee Dykstra designed XJR-5 chassis as raced in the IMSA GTP series in the USA by Group 44 Racing. Two monocoques from the Bob Tullius team's Winchester, Virginia, workshop are due for delivery at TWR this week, and the finished WEC cars will be similar in appearance to the GTP machines.

Like the Group 44 cars, the TWR Jaguars will have the latest version of the V12 normal induction 6-litre power unit, developed at the Coventry factory. The Group C engine will differ slightly in



The TWR Jaguar Group C team will use modified IMSA XJR-5s as raced in America last year. specification from that used in IMSA events, however. We hear that the Lucas Micos engine management systems will

Use of American built chassis appears to be an interim measure by TWR, which will be developing its own Group C chassis for the 1986 season provided that this experimental year is successful. Dunlop tyres are expected to be used for the TWR cars, although the Group 44 models are racing on Goodyear rubber.

The prime 1985 objective of the factory-supported WEC team is a strong showing in the Le Mans 24 Hours, but before then one or both of the cars are expected to be raced in one of the season-opening Italian events (Mugello or Monza) and at Silverstone. At Le Mans, Brundle and Johansson will be competing in the clashing Canadian Grand Prix; their replacements will include Tom Walkinshaw himself.

No official announcement of the Jaguar Le Mans project is expected until late March.

Budapest, Hungary for GP?

Our Hungarian correspondent — you didn't know we had one? — reports that Bernie Ecclestone visited Budapest in Ecclestone — "very optimistic".



January to discuss plans for a Grand Prix in the city. This has, of course, come up before, but it was believed that the Hungarian Sport Office had rejected the idea.

Now, we understand, the Budapest City Council (!) has given its blessing to the building of a race circuit in Nepliget Park, which is within the city precincts. Our comrade reports that Ecclestone inspected the location, together with plans for the circuit, and also had fiscal discussions with officials. Afterwards he apparently told local journalists that he was "very optimistic".

We wonder if this venue could be a possible replacement for the Rome Grand Prix, which is in considerable doubt now. But it seems unlikely that an event in Hungary could be readied in time for a race this year. And one problem is common to both Rome and Budapest: both circuits are located in parks, and there is considerable local opposition to the knocking down of trees.

Indy Lotus 96T project on: Willy T. Ribbs is driver choice

Confusion still surrounds Winkelmann Team Lotus. Our American Editor reports that, Al Unser Jr having quit a month ago, the team has hired Willy T. Ribbs. Furthermore, it appears that the car may be sponsored by Budweiser — who turned down the opportunity of backing it when Unser was aboard!

The *San Francisco Chronicle* quotes a team spokesman as saying that "Team Lotus has a record of selecting World Champion drivers. We've been watching Willy Ribbs's progress over the last

couple of years, and we feel he's ready." Ribbs? A World Champion?

The plan, apparently, is to run Ribbs at Long Beach, after which a decision will be made about Indianapolis. Thereafter the team will run only selected road course rounds of the CART series, passing up the remaining oval races.

Budweiser come into the picture because Ribbs apparently has sponsorship from a special 'ethnic' budget, which has previously paid for TransAm rides for him.

Problems for Lola F3000

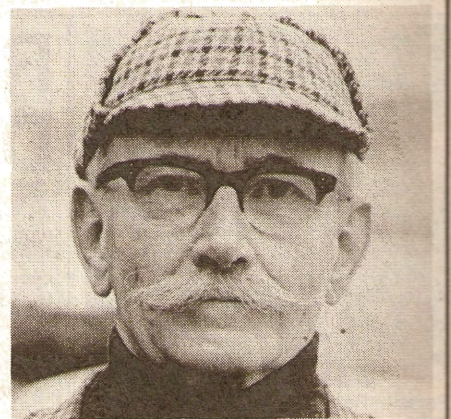
Engine pick-up problems at Silverstone last Tuesday meant that the new Lola F950 F3000 car did not show its true potential. Conditions were near perfect and despite losing half a day with a broken diff Mike Thackwell showed the true pace of the new generation of cars with a 1m 17.99s in the prototype Ralt.

Thierry Tassin did the bulk of the Lola driving but didn't manage to better 1m

23.31s. Johnny Dumfries took over later in the day and as usual was quickly into the groove posting the car's best time with a 1m 22.01s.

Jean Mosnier's team were due in Italy at the beginning of this week to continue the test programme with Tassin, Corrado Fabi and the winners of the Ricardo Paletti Trophy awarded to up-and-coming F3 drivers.

The John Bolster Trophy



AUTOSPORT has established an annual trophy in memory of our late and much lamented Technical Editor, John Bolster. The trophy will be presented each year in association with the Midland Automobile Club, the organisation which has run the Shelsley Walsh hillclimbs since 1905.

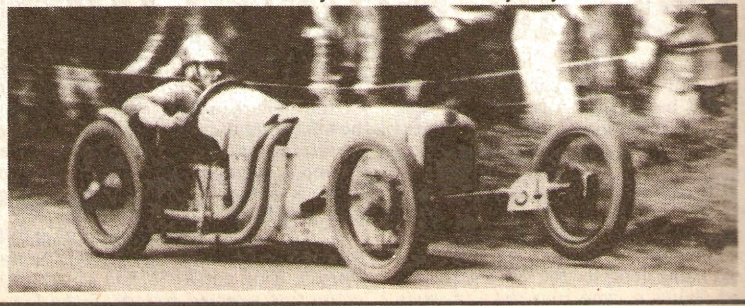
John Bolster, who was our Technical Editor for the first 33 years of AUTOSPORT's existence until his death last January, achieved fame in the thirties when competing on the well-known Worcestershire course in his fearsome Shelsley Specials, among which the best remembered is 'Bloody Mary'. In this self-designed and built device, consisting of a wooden chassis, two vee-twin JAP engines and very little else, JVB would regularly and with great panache beat considerably more sophisticated racing cars of the day.

It is in the spirit of 'Bloody Mary' that we have established the John Bolster Trophy. It will be awarded on an annual basis "to the competitor who, in the opinion of the judging panel, achieves the most outstanding combination of technical ingenuity, engineering ability and competitive success during the Shelsley Walsh season with a wholly or mainly self-built car, having regard to the budget available."

The judging panel for the 1985 award will comprise Marcus Pye of AUTOSPORT; hillclimb journalist and AUTOSPORT contributor Robin Boucher; Midland AC Secretary Mark Joseland; and the club's Chief Scrutineer, George Hartley-Smith. We are indebted to Rosemary Bolster, who is giving her wholehearted support to the idea.

We all hope that the John Bolster Trophy will aptly perpetuate the name of a man who gave so much to British motor sport as journalist, author, commentator and competitor, and who is remembered with both admiration and affection.

JVB cocks a wheel in the air at Shelsley in his self-built 'Bloody Mary'.



Ralt Indycar confirmed

A Ralt Indycar will run during 1985 Ron Tauranac confirmed last week.

"I hope to have the car built and ready for a test programme in Europe by the middle of the year," he commented, "and hopefully we will contest the last two or three CART races."

Tauranac, who built Indycars for Brabham in the late 1960s, says that he does not want to get involved in

production Indycars. It is likely that he will sell Formula 3000 cars in 1986 and transfer the interests of his works racing team to the running of the Indycar.

There have been as many rumours about a Honda Indy engine as there have of the Ralt car but Tauranac is insistent that there is no Honda involvement and that he already has Cosworth DFXs on order.

Palmer to drive Arundel at Miami GP meeting

Mike Eastick's Scorpion racing have rebuilt their promising Arundel C200 sports car and Jonathan Palmer will drive it in the Miami Grand Prix next week.

The car was seriously damaged when crashed by Eddie Arundel at Brands Hatch last year and it has been modified and stiffened during the rebuild.

Eastick says that Palmer is doing the

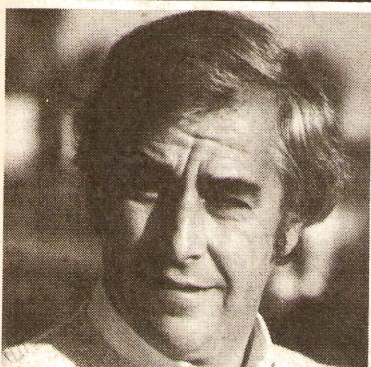
event for him "as a favour" and he will be joined by Justin Revene who finished sixth in last year's race. James Weaver is going with the team as chief engineer and he will almost certainly get to drive the car with Revene at the Sebring 12 hours.

Scorpion then plan to bring the car back to Europe in time to compete in the opening WEC round at Mugello.



Successful NZ Gp A series

The streets and wharves of Wellington were the venue recently for the first ever Group A race held in New Zealand. Winners of the inaugural event were Michel Deloourt and Robbie Francevic driving a Volvo 240 turbo (above). Professional Sport Management, who organised this year's two race NZ series have announced plans for a similar programme next year. It is expected that Nissan NZ will again sponsor the events.



Pavesi — Ralt's first F300 customer...

First Ralt for Pavesi

Luciano Pavesi has ordered the first production F3000 Ralt even though no such car is likely to exist before the middle of the season. In the meantime there is a possibility that he might buy the F2-based prototype. Likely driver is Ruggero Melgrati.

Theys with Spirit team

Belgian Didier Theys was at Silverstone last week with Spirit's John Wickham. The pair were taking a close look at the Lola F3000 car having visited March on the way there. Theys' sole commitments at the moment are the Miami GP and Le Mans.

Rothmans sponsor Dutch Alpine turbos

At the Amsterdam Motor Show, Renault Team Holland, which has won the European Renault 5 turbo series for two consecutive years with Jan Lammers at the wheel, announced that they would be fielding a Rothmans backed team in this year's Renault V6 Turbo Europa Cup, which replaces the 5 series.

The cars will be sponsored by the

Jan Lammers (left) and Michael Bleekemolen, a strong team for the Renault Alpine series.



cigarette giant with extra backing from Philips Car Stereos and the drivers will be Jan Lammers and Michael Bleekemolen, with a third car on occasion for German racer Peter Oberndorfer.

The exciting new series is certain to be as hotly contested as the R5 turbo has been in the past few years, with the new cars likely to be a good deal quicker.

Stop press: German GP at 'Ring

Late on Tuesday afternoon the AvD announced that the 1985 German Grand Prix will be run at the Nurburgring on August 4. In light of the very poor crowd at the European Grand Prix last year, there has been considerable speculation that Hockenheim might keep the German GP.

Lammers returns to single seaters?

At last week's Amsterdam Motor Show, Jan Lammers confirmed rumours that he intends to return to single seater racing this season.

For the last few years Lammers has been in the single seater wilderness following promising performances in Formula 1. The Dutchman's name has been linked with Peter MacIntosh's F3000 team, but he has also been talking very seriously with Barron Team manager, Kees van der Grint.

The Dutchman is one of several drivers to be linked to PMC. Thierry Tassin and Alex Ribiero being among the others.

JFR to Estoril with Yokohama

John Fitzpatrick Racing, having recently taken delivery of the chassis and spares shipped back from Australia after the Sandown 1000, will be off to Estoril next week for a test programme with Yokohama.

JFR ran the Japanese rubber for the first few races of the 1984 World Endurance Championships before switching to Goodyear. At this point Yokohama departed the WEC scene but Bert Baldwin, who runs the European

motor sport programme for the company, returned with new rubber at Sandown Park in December. Yokohama now feel that they can compete on more level terms with Goodyear and Dunlop in Group C racing, and the Japanese are anxious to complete a deal with a leading privateer Porsche team for 1985.

The JFR team is planning another full series of Group C1 events this year with a Porsche 956B and a 956, and will also be contesting selected rounds of the Ger-

man national series. The team has recently sold off its US facilities at San Diego, California, so as to concentrate its full effort on its Silverstone factory which houses the Porsches. The withdrawal of Skoal Bandit from sportscar racing has left JFR without firm sponsorship, and the British team's programme is still fluid as it begins to prepare for the 1985 WEC season-opener at Mugello in April.

In the absence of a firm offer from

JFR, David Hobbs has left the team to drive the TWR Jaguar Group C project (see separate story), but Thierry Boutsen has so far resisted other offers so as to await confirmation of JFR's arrangements. Franz Konrad will also be racing a JFR Porsche this season having secured backing for German championship events.

Boutsen will be doing the Yokohama testing for the team in Portugal next week.

About turn on street racing from RACMSA

Although Jeffrey Rose, Chairman of the RAC, last week stressed his organisation's opposition to street racing in Britain, he did concede that if the bill currently passing through Parliament does become law, and an application is made to the RACMSA for a permit, "then, in the light of changed circumstances such application will be considered in accordance with the regulations. The RAC's change of heart came after a meeting in London with three Birmingham MPs and representatives of the Birmingham City Council who are back-

ing the private bill which will allow racing on the streets of the city.

"At the moment," commented Rose, "it is illegal to close public highways for street racing and we consider a change in the law would not be in the best long-term interests of motor sport or road users.

"Motor sport in Great Britain has an excellent safety record due to the high standards established by the RAC over many decades and maintained at the existing permanent circuits which include some of the finest in the world. These circuits provide essential facilities

not only for spectators and racing, but throughout the year for testing, training of competitors, officials and marshals and the motor industry generally.

"In addition, the bill would create a precedent likely to result in many other similar demands for powers to close public roads and not just for motor sporting events, but for various other activities which could seriously interfere with the free movement of traffic in all parts of the country. We will continue to oppose the bill through all stages in parliament."



Harrington — single seaters with EJR.

Jordan's men confirmed . . .

Eddie Jordan Racing has confirmed that it will be fielding Belgian-domiciled Norwegian Harald Huysman and Tasmanian saloon car man Steve Harrington in this season's Marlboro British Formula 3 series, as predicted in *AUTOSPORT* two weeks ago (*Pit & Paddock*, January 31).

The two will race Ralt-Volkswagens, and Jordan's team was the first to take delivery of Ron Tauranac's new flat bottom design, designated the RT30.

Huysman will once again be backed by Marlboro, with further support from long-term EJR sponsor Sieger Gas Detection. Harrington comes to the team with strong recommendations from both Tom Walkinshaw and Jeff Allam, and his testing performances to date (see separate story) have proved remarkable for someone who had not sat in a single seater before February.

. . . but huge shunt for Harrington

Eddie Jordan's new Formula 3 charge, Tasmanian Steve Harrington, had a very nasty accident last week at Silverstone while testing one of the Irishman's '84 spec flat bottomed Ralts.

Harrington, it seems, made contact with the kerbing at Woodcote and the car ploughed off the track, missed the catchfencing and was destroyed against the barriers.

Harrington made contact with the kerbing at Woodcote and the car ploughed off the track, missed the catchfencing and hitting the barriers.

At the time, incidentally, Harrington was lapping only 1.1secs slower than Johnny Dumfries — not bad for a beginner in single seaters . . .

Coombs in with HART

The Pewsey-based Hampshire Automobile Racing Team has announced part of its plans for the coming Marlboro British Formula 3 series. In conjunction with SHAPE Machines Ltd of Marlow they will run a modified Anson SA484 in class B for Bill Coombs.

Former Unipart Scholarship winner and chief instructor at Ian Taylor's Thruxton racing School, Coombs comes to F3 having won last year's British Sports 2000 championship class B series.

HART was last involved in F3, running the Pharmacin Ralt for Peter Argetsinger and David Sears in 1982.



Foster — Formula Russell prodigy.

Foster's F3 graduation

More details have come to light about Murray Taylor's new Formula 3 man, Joe Foster, who arrived in England this week hoping to get some testing in before the season kicks off in three week's time.

The 19-year-old Californian from San Diego began racing four years ago in 100cc karts, progressing to Formula Ford, where in 1983, as the youngest man in the series, he won six of the 16 races he took part in.

Last year, Foster graduated to Formula Russell racing the 170bhp Mazda rotary engined-Hayashi space frame cars with great success, winning six of the 12 races he took part in.

This year's F3 season will be underwritten by Peachtree Recovery Inc of Atlanta Georgia, and he will race a VW-engined RT30 alongside Gary Evans. Taylor hopes to have the cars ready for testing by the end of this week, and was enthusiastic about the new design when we spoke to him on Monday.

AG-S out?

Following the news that Eddie Jordan had signed Steve Harrington and Harald Huysman to drive in this year's Marlboro British Formula 3 series (see separate story), Andrew Gilbert-Scott once again finds himself without a drive.

It had been hoped that the talented Gilbert-Scott would drive for EJR with backing from Acorn Computers, but with their recent problems on the stock exchange a spokesman for the company announced that the company's motor racing programme would be a casualty of the current situation.

Gilbert-Scott is still "chiselling away to get money together" and is in close touch with Dave Price's team.

Sheene likely in Supra

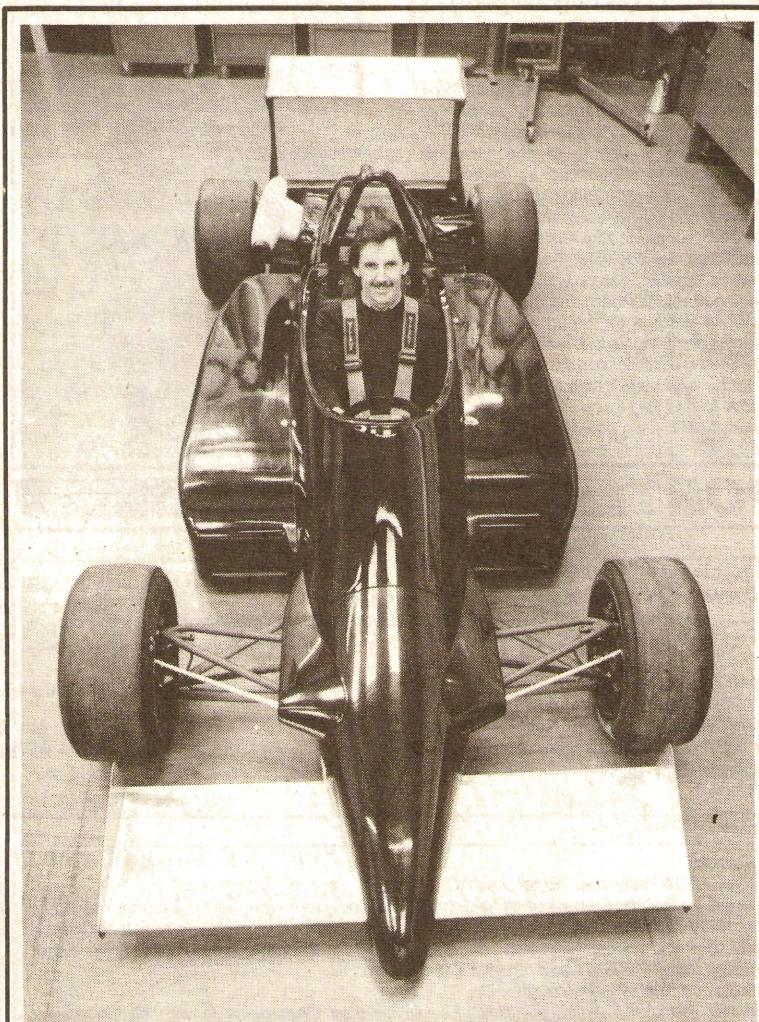
"There has been a decision on who will drive for us in the Trimoco series this year, but at the moment we are still tying up the nuts and bolts of the deal. We should be in a position to make an announcement at the end of this week."

Thus a Toyota spokesman summed up the latest chapter in the tortuous negotiations surrounding the identity of the driver who would replace Win Percy in the Group A Toyota Supra.

Although no one concerned was

willing to confirm anything as we went to press, the indications are that the driver will be former World motorcycling champion Barry Sheene. Sheene has tested the Supra twice in the last week, at Donington Park and Goodwood, despite unfavourable weather.

Sheene is taking it seriously, it seems, and is not interested in racing unless he is going to win. If he has proved that to himself, and to Toyota, it seems likely he will be the man behind the wheel.



Swallow Reynard soaring

Tim Davies collected the first Reynard 853 from the company's Bicester factory late last week. Davies will run this year with the Swallow team, and hopes to begin testing the car shortly. The new Reynard is described in detail on page 16, while on page 15 the new Ralt is uncovered.

T-bird on Daytona pole

The new Ford Thunderbirds dominated Saturday's qualifying for this weekend's Daytona 500, with Bill Elliott and Cale Yarborough putting themselves on the front row.

Yarborough, pole man at the last two Daytona 500s, looked set to make it a hat trick with a lap at 203.814mph, but late in the session Elliott stunned everyone with a sensational lap at 205.114! Elliott's team has done a lot of Daytona testing recently, and Ford man Bob Riley (previously the designer of A. J. Foyt's Coyotes) has helped them considerably with wind tunnel work.

In qualifying specification the T-birds

were supreme, although Terry Labonte's display in Sunday's Busch Clash (see *Sportscard*) suggests that in race trim the quicker GM cars will be able to keep on terms.

The Daytona qualifying weekend is actually a misnomer, the individual time trials settling only the first two positions. The remaining grid positions are decided by the results of the two 125-mile qualifying races, to be run today (Thursday).

For the record, though, Neil Bonnett's Junior Johnson Chevrolet Monte Carlo was third quickest (202.584), followed by A. J. Foyt's Oldsmobile Cutlass

(201.275), Dick Brooks's Petty Enterprises Ford T-bird (201.149), David Pearson's Chev (200.370), Labonte's Chev (200.240) and the similar cars of Phil Parsons (199.370), Benny Parsons (198.897), Dale Earnhardt (198.897) and Joe Ruttman (198.848).

Richard Petty's Pontiac set 12th fastest time (198.763), but his son Kyle was one of the slower Ford runners, 16th at 198.255. Surprisingly far down the times were Bobby Allison's Buick (18th at 198.146), Darrell Waltrip's Chevrolet (197.754), Buddy Baker's Oldsmobile (197.438) and Harry Gant's Chev (196.881).

Will Jaguar return to defend ETC crown?

For the past few months the European Touring Car scene has been unusually quiet, but as the season draws ever closer, there are signs that the coming season will be as good, if not better, than last year.

Champions Jaguar have yet to announce their plans. There is no date set for a press conference, they have a WEC programme underway, and this, and the fact that there seemed to be no hurry to bring their cars back from Macau, have led to much speculation as to whether the Coventry marque will actually be taking part at all.

Austin Rover, on the other hand, are due to announce their plans today (Thursday). Already we know that the Belgian cigarette company Bastos will be involved. Shortly before Christmas it was announced in the Belgian national press that Eddie Joosen and Pierre-Alain Thibault would be driving a

Brancatelli — a championship possibility.



Bastos backed Rover, so it seems likely that they will be involved in the TWR-run effort. Of the other ARG drivers, Marc Duez and Jean-Louis Schlesler, both Marlboro-backed men, will have contractual problems. Jeff Allam, Armin Hahne, Tony Pond and Steve Soper are likely to figure in some form or other, although, keen to maximise the impact of their press release, the ARG management are keeping the exact line-up a closely guarded secret, commenting only that it might be a little surprising.

Guessing is always a dangerous business in motor racing, but if we assume Jaguar will not compete in all the events (if indeed any), might not some of their drivers join the Austin Rover line-up? Win Percy has given up a contract with Toyota GB for an unrevealed project which he seems very happy about ... Could it be a Rover?

Volvo is likely to be a leading challenger again this year, particularly now that Eggenberger, the longtime Swiss BMW team, have switched to the Swedish machines and announced an impressive driver line-up: Gianfranco Brancatelli (probably out-and-out fastest of all the ETC pilots), Pierre Dieudonné, Sigi Muller and Thomas Lindstrom. In addition, there will be one Swedish Volvo entered for the talented pairing of Ulf Granberg and Eje Elgh.

While Volvo is on the up, BMW involvement is declining as the venerable 635CSis are getting a little long in the tooth to keep up with the new boys. Hans Stuck has left the BMW fold to join the works Porsche WEC team, and it is expected that the Schnitzer team will run only one car in the series.

(Rumours that the team might be switching to Volvo are unfounded.) Last year's drivers Gerhard Berger, Roberto Ravaglia and Dieter Quester are likely to figure in the equation, although both Berger and Ravaglia have strong connections with Pino Trivellato in Formula 3. The Italian has announced that he intends to enter a 635 in the series. Of the other Bee-Em men the Juma team have lost their Bastos backing, but picked up Belga cigarette money instead for the Martin brothers.

There are also a number of new cars expected to be seen during the year. Dany Snoeck is preparing a Mercedes 190 for the French series and can be expected to take in selected races, while Johann Heuschmid is awaiting homologation of the Saab 900. The Ford Sierra turbo of Klaus Niedzwiedz and Klaus Ludwig is also expected to race.

Percy — what will he drive?



BRIEFLY

■ In France they are saying that Alain Ferté has finally found the backing to continue his promising racing career. The finance it seems will come from the cosmetics giant L'Oréal. The elder Ferté brother has been talking with a number of Grand Prix teams.

■ Roger Penske has already sold one of his Lola T900s (to Frank Arciero, who may run it for Bill Whittington), and it seems that no plans exist to run any Penske cars this season. Rick Mears and Danny Sullivan will concentrate entirely on the team's March 85Cs.

■ As the new Eagle is a little behind schedule, Dan Gurney has bought a Lola T900, which Tom Sneva may race in the early CART rounds.

■ After splitting his time between looking after Christian Danner's BS Automotive F2 car and the Provimi Veal CART team last season Dave Luff flew off last week to spend the whole season in CART running Arie Luyendijk and possibly Derek Daly for Provimi.

■ To replace the brand new car destroyed in Pete Halsmer's accident in the Daytona 24 Hours, which we reported in last week's issue, Jim Busby's BF Goodrich IMSA team has purchased the Porsche 962 chassis raced as a Group C1 entry in last year's WEC by John Fitzpatrick Racing.

■ Dave Price has confirmed that he intends to start the forthcoming British Formula 3 season using his own flat bottom version of the RT3/84 before switching to a new chassis after it has been properly tested.

■ Despite the weather, Mauricio Gugelmin and Cathy Muller both arrived in England early this week in the hope that they would be able to test their cars before the British Formula 3 season begins in three weeks' time. Also in the country is Spaniard Jose-Luis Lobell in search of a drive. Lobell took in a season of European F3 with the Avidesa team in 1983.

■ Finnish Formula 3 drivers, Jari Coiranen and Reima Soderman, are due in England shortly to discuss plans for this season's Marlboro British F3 series. The two are to have talks with several teams in the hope that a deal can be finalised.

■ Thorkild Thyrring is rumoured to be contemplating a return to F3 racing. If his plans come to fruition, the Dane will be seen in Swedish and Scandinavian races in a new Anson.

■ Experienced Italian Formula 3 entrant, Ferdinando Ravarotto, is to enter two cars in this season's Italian F3 series. Drivers will be Gianfranco Tacchino and Italy's answer to Cathy Muller, Giovanna Amati.

■ Enzo Coloni's in-house Formula 3 design, the Coloni 001, was tested recently at Magione by Alex Caffi, who looks set to join the team for the coming season. Based on last year's Martini MK42, and powered by the latest Alfa Romeo engine, the car features the now ubiquitous 'coke bottle' rear end. Drivers for the team will probably be Nicola Larini and Caffi.

■ The March 84C Indycar design has been shortlisted for one of The Design Council's 1985 awards. The final results are expected at the end of February ...

■ A quality field is shaping up for the Mazda InterAmerican Challenge, the one-make (Mazda RX-7) race supporting the Lowenbrau Grand Prix of Miami on February 23. Among the 20 drivers participating will be Emerson Fittipaldi, David Pearson, Tom Sneva, Roberto Guerrero, Al Holbert, Jacques Villeneuve, Randy Lanier, Roger Mandeville and the InterAmerican title holder, Willy T. Ribbs.

WEEKEND SPORT

INTERNATIONAL SPORT

Date	Venue	Event/Details
Feb 17	Daytona, USA	NASCAR Winston Cup Grand National Championship, round 1 <i>The aerodynamic new Ford Thunderbirds of Bill Elliott and Cale Yarborough are on the front row for the classic Daytona 500, at 200mph plus ...</i>
Feb 20	Suzuka, Japan	All-Japan Formula 2 Championship, round 1
Feb 23	Kyalami, South Africa	South African Formula 2 Championship, round 3
Feb 24	Richmond, USA	NASCAR Winston Cup Grand National Championship, round 2
Feb 24	Miami, USA	Camel IMSA GT Championship, round 2
Feb 24	Sandown Park, Australia	Australian Touring Car Championship, round 2

OFF TRACK

Date	Venue	Event/Details
Feb 17	Brands Hatch, Fawkham, Kent	BRDA(S)/BTRDA Rallycross (Enterprise AC) Round 1 <i>This will be the first proper outing for John Welch's new four-wheel-drive Escort following his major blow-up at the Grand Prix, and his main rivals will be Dimi Mavropoulos in the Audi Quattro, 1984 Champion Barry Hathaway in his Fiesta and Brian Bettridge with a 2.2 Lotus Esprit. Practice from 10.30am timed runs start at 12.30pm.</i>
Feb 17	Careby, Nr Peterborough	Charles Pollard Trial (Peterborough MC) <i>Another round of the BTRDA/RAC Fiveways Tyres Championship with all the leading contenders taking part including last week's winner Simon Durling, the Fack twins, Roger Bricknell, Chris Highwood and Stuart Butterfield. Event starts approx. 10.30am</i>
Feb 17	Snetterton Circuit, Norfolk	1985 Snetterton Sprint (Cambridge CC and Cambridge University AC) <i>The event is around of the LCAMC Autolec Sprint Championship and will consist of 15 classes. Practice starts at 10.00am, timed runs from 1.00pm</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.

Time to back British

Systeme Racing for Britain — the organisation that brought you Martin Brundle and Jonathan Palmer — is closing its voting process earlier than usual this year, so the participation of AUTOSPORT readers is required immediately.

The Racing for Britain scheme was founded in 1981 as a non-profit making organisation dedicated to assisting young British racing drivers with much needed financial backing. In retrospect, it had a hesitant first year, but the scheme achieved enough to convince the sceptics among the sport that the idea was both workable and conscientiously managed. The scheme began to take off in 1982, and since then, with the valued sponsorship of Systeme computers, the level of its activity has resulted in one of its founders taking it on full-time.

During the first four years, a total of 14 talented young Britons have benefitted under the scheme. Of those, Jonathan Palmer, Martin Brundle, David Leslie, Dave Scott, James Weaver and Andrew Gilbert-Scott have received substantial sums of Racing for Britain sponsorship, without which they may not have been able to pursue their burgeoning careers. Thus far, Brundle and Palmer are the only recipients to have achieved Formula 1 drives, but two Grand Prix drivers in four years is a

remarkable testimony of the potential of the scheme.

As our regular readers will know, part of the Racing for Britain rationale is to offer participating members of the public valuable discounts on a very wide range of products and services, from food, drink and clothes to cars, transport and hotels, to driving schools and insurance policies and club memberships, and so on. The idea is that people contributing to the scheme may easily recoup the value of their contribution by taking advantage of these discounts, and it has proved to be very successful. In addition, Systeme Racing for Britain participants now receive their own magazine about the activities of the scheme; which comes quarterly, free of charge.

Here is a scheme with clear and precise motives, with a proven track record and offering real incentives to all those who take part. Providing that the necessary support is received, it has the potential to grow ever more impressive in stature, providing hard financial assistance for our young professional racing drivers in these increasingly difficult economic times. Yet it may die without your help, for it relies on the good-will of the British motor racing public and the motor sports industry.

Remembering that, by choosing to purchase

from the companies supporting the scheme, a wide range of everyday items which you would be buying anyway, you can recoup the value of your contribution, please do not delay in putting your support where it can be of most help. As last year, the minimum contribution for individuals is £10, that for companies is £100. When making your contribution, you are entitled to vote for three British racing drivers whom you feel to be deserving and in need of financial support. It is not necessary to vote on the official Systeme Racing for Britain form (although it would be helpful for the count if you do so) but you must place your three names in order of preference, and you must send your contribution only to the correct office address which is 41 Richmond Avenue, Bedfont, Middlesex. Make cheques payable to 'Racing for Britain'.

The votes will be counted during the last week of February and the result reported to the Systeme Racing for Britain Committee (Pierre Aumonier of the BRDC, Marcus Pye of AUTOSPORT, David Tremayne of *Motoring News*, Christopher Tate, Rojer Finch and Steve Sydenham) on February 28. So, if you want to see your favourite Brit following in the footsteps of Messrs Palmer and Brundle, you had better be quick . . .

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Goodwood closure protest

I have read recently in the press that there is a proposal to close the Goodwood motor racing circuit. I am writing to protest against this.

Goodwood has been established for some 40 years and has played a major part in the formation of motor racing history in this country. It continues to serve as an invaluable facility for both small events and for testing purposes.

The relevant authorities should be aware of the considerable success of British racing car manufacturers in world markets. New circuits are expensive to construct and, of course, suitable sites are not easy to find. The loss of facilities at Goodwood can only injure the industry.

LONDON, SW1

CLAWRENCE

Taking responsibility

I was pleased to see in last week's AUTOSPORT, that both the magazine and certain manufacturers are taking a firm stand toward making World Championship rallying safer for all concerned. But the matter should not be left to the manufacturers, such as Ford, to hold FISA to ransom over spectator safety.

Every year, the same problem arises. In Portugal and Sanremo, especially, the crowd control seems to be non-existent and no-one really seems to worry. While the pictures taken on the recent Monte Carlo Rally were spectacular, it is certain that they would have made front page news across the world had anyone been killed. Rallying cannot stand this sort of publicity, nor should it be forced to take the risk. Many people within the sport have complained that mass media coverage is prevalent only when a tragic or sensationalist event occurs. If so, these must be minimised, not encouraged.

Finland and Britain are probably the only two countries to take spectator safety seriously, often refusing to allow special stages to run at all if there is a serious risk to life or limb. Whatever their other faults may be, the RAC MSA have taken a responsible stand on the matter, coupled with a broader awareness of rally safety in general.

I would suggest, therefore, that if the respective ASNs cannot, or will not, show a responsible attitude to the subject of spectator safety, for everyone's sake, then it must fall to FISA to insist on a minimum standard, however difficult or expensive it may be to maintain.

Jean-Marie Balestre is happy enough to take a firm stand on who organises events and how much they should pay for the privilege. Now he should use that tough line to improve the safety of the sport. If an event cannot show that it has taken all reasonable steps towards a safer event (no rally can ever be perfectly safe) then they should have their International permit revoked. Nothing less will do.

BATH, AVON

PCSTENNARD

South is south, and north is nowhere?

Thank you, Tony Clinkard (*Correspondence*, January 31), for once again telling us that Great Britain stops at Northamptonshire, and anything or anybody north thereof can go to the devil.

OK, I agree with what you say about temporary circuits on the grounds stated. As to "the benefit to the club racer and the enthusiast": Silverstone and (especially) Brands Hatch, benefit largely the southern competitor and spectator, and these two already well supported circuits appear to be set on strangling whatever is left of motor racing north of the Trent.

How many privateer club racers and how many enthusiasts can afford to travel to Brands Hatch? It takes hours to get into the place and twice as long to get out!

As to your aversion to a Grand Prix at Donington Park: why? Placed very centrally, Donington Park is a beautiful circuit, marvellous to race on and great for spectators. Perhaps its present shortcomings have not yet been rectified because certain motor sport politicians would rather not see it as an International circuit, let alone as a Grand Prix venue. It is sickening to realise that the glorious body of the sport is riddled with the cancer of politics.

I assure you, Mr Clinkard et al, we riff-raff outside the southern stockbroker belt love motor sport as deeply as any enthusiast anywhere in the world. Our racing drivers deserve to have a first-class circuit in acceptable reach, and our spectators have as much right as yours to watch first-class racing at an accessible circuit — although your choice of "an occasional GP at Snetterton or Oulton or anywhere" is a bit ludicrous, isn't it?

BRADFORD, WEST YORKSHIRE

A BRAUN

Lockhart miscredited?

Thank you for printing my story on Canadian motorsport, it was an excellent layout.

One problem has arisen in the section on FF2000 however. The editor 'subbed' "would not cross the finish line two more times" to "would only cross the finish line two more times", referring to second place man Peter Lockhart in my copy.

While I can understand the editor changing my clumsy English, it made Lockhart look like he had a disaster of a season. There was an appeal under way when I wrote, so I did not say who won how many races, which would have avoided the confusion. The fact is Lockhart won four races, finished second in two and did not finish three times. Eventual champion John Jones won three, was second four times, did not finish in one race and missed one. Lockhart also set lap records at Mosport and Montreal.

I accept responsibility for not making myself more clear, but I hope you could tell your readers what really happened as Esso, naturally, are quite miffed at their driver being misrepresented.

Esso will once again sponsor Lockhart in the Canadian Tire FF2000 series in 1985. They will also secure a ride for him in the WEC race at Mosport, and are negotiating for the three Canadian CamAm races for Lockhart.

The company will also sponsor the FF2000 race at Atlantic Motorsport Park, (part of the Canadian Tire Series) and the Canadian Championships at the seldom used St Jovite circuit in Quebec.

TORONTO, CANADA

MICHAEL KINGSTON

Simon Frostick Appeal

On behalf of the Simon Frostick Appeal we would like to thank the readers of AUTOSPORT and everyone else who has contributed to the fund and supported us in our efforts.

Simon was involved in an accident in a Monoposto race at Mallory Park on July 1; he sustained a broken neck and is in Stoke Mandeville Spinal Injuries Unit. Hopefully, he will return home in the near future, although he is now confined to a wheelchair.

We have been overwhelmed by the support and generosity of so many people, and wish we could have replied to all your letters and donations personally. Simon will use the fund to help in his rehabilitation to a more normal life, which will probably include assistance towards the purchase of a light-weight wheelchair and an adapted form of transport.

Thank you once more for your wonderful response.
LEICESTER, LEICS SUE PINFOLD & VISELBY

Slim chance for success

What a competitive and good looking racer the new Toleman TG185 appears to be. A potential Grand Prix winner in 1985, surely. So why is it that the whole team and the car seem to be in jeopardy simply through having no tyres on which to compete?

This situation is simply ridiculous. Why should tyres be any more important to a Formula 1 car than spark plugs or engine oil? Seemingly they have become, or have been allowed to become, far too important and advanced. My suggested solution would be to run all F1 cars on 8in rims, as this would yield many advantages: 1) greater emphasis on driver skill; 2) closer relation to production tyres; 3) the possibility of more tyre manufacturers being tempted into the sport; and 4) greater spectacle for the spectator . . . Come on Jean-Marie, tell 'em!

CAPE TOWN, SOUTH AFRICA DIGBY MAITLAND

Roll on NASCAR

As a regular AUTOSPORT reader I have read the numerous letters written over the last year or so concerning motor sport's television coverage with a degree of both interest and boredom. The majority of correspondents seem to care only for Formula 1, which I believe is wrong.

While I feel that coverage is generally improving, especially that of National racing, I consider that there is room for a broader view of the sport. For example, how about some real bumper to bumper racing from the 'Good ol' boys' of NASCAR? As shown by a recent editorial (*Comment*, Jan 31), NASCAR is watched by more spectators than any other racing series in the course of a year, and in the USA and Canada receives a huge amount of television coverage — most of the races are shown live. Why can't we in Britain even see the slightest glimpse of this highly competitive and high-speed series? Or is it that this formula of racing is simply looked down on by motor racing 'purists'?

KENSINGTON, LONDON SW1 DAVID JENNINGS

10 There was not a lot of action to report 10 years ago this week (AUTOSPORT, February 13, 1975) but the public image of the sport was giving cause for concern. The editorial leader concerned the amount of mass media coverage given Davina Galica on her entrance to motor sport. It was thought that the sport needed to generate interest through its own personalities in order to sell itself to the public.

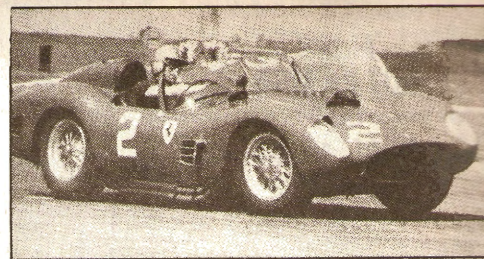
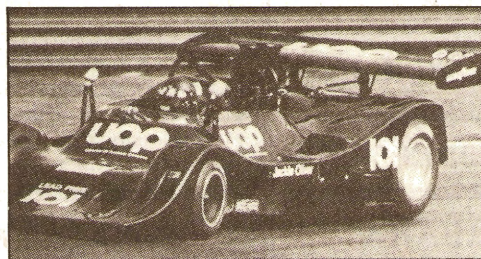
The reasons for so much concern were that times were bad and fuel was in short supply, the late John Bolster reckoning that "unless motor racing can justify itself in the eyes of its critics, its days are numbered". The sport's saving grace in the eyes of JVB was that it passed on significant engineering advances to the motor industry, but he was concerned that the Formula 1 car had ceased to do this and had become an expensive 'freak'. He advocated a fuel efficiency formula as a concession to the times, saying that "even if you don't like racing under a fuel consumption formula, it's better than no racing at all". (We wonder what Eddie Cheever's thoughts on the subject are . . .)

AUTOSPORT photographer turned scribe, David Winter, related a trip to the Brazilian GP courtesy of TV Globo, where he'd spent a lot of time with sensation of the season Jean-Pierre Jarier. Having witnessed the Frenchman's driving at the circuit and while blowing off the Brazilian police en route, he was left wondering, "Who needs Ronnie?"

It seemed the time for 'experiences', as US correspondent, Gordon Kirby, was squeezed into Jackie Oliver's CanAm Shadow DN4A, the present Arrows boss 'chaffeurung' him for a couple of laps of Laguna Seca in the 700bhp, 8-litre beast (below). He emerged 'glowing with pleasure', and suitably enlightened.

On the rallying front, that man Terry Harryman was in the news again, partnering Dessie McCartney in the victorious Porsche-Carrera on the Circuit of Galway. Indeed Porsche swept the board, taking the first five positions. Their success continued on the Canadian Rally, with John and Vicki Buffum first home with their Carrera. This followed a 9 min visit to a water-filled ditch which prevented Jean-Paul Perusse from claiming his fourth consecutive Canadian Winter Rally win.

Erstwhile statistician, Mike Kettlewell, had been at it again, compiling a 12 page lap record survey which saw Bob Jarvis's Davrian holder of the greatest number of individual records with 12.



25 The main news 25 years ago this week in *Sports News* (AUTOSPORT, February 12, 1960) was that John Surtees had agreed to drive in Formula 1 events for Tony Vandervell's team while still being fully committed to a full season of motorcycling for MV Augusta. Surtees' name had been linked with Aston Martin, so his drive in a Vanwall was most surprising. Big John had already lapped under Stirling Moss' circuit record at Goodwood . . .

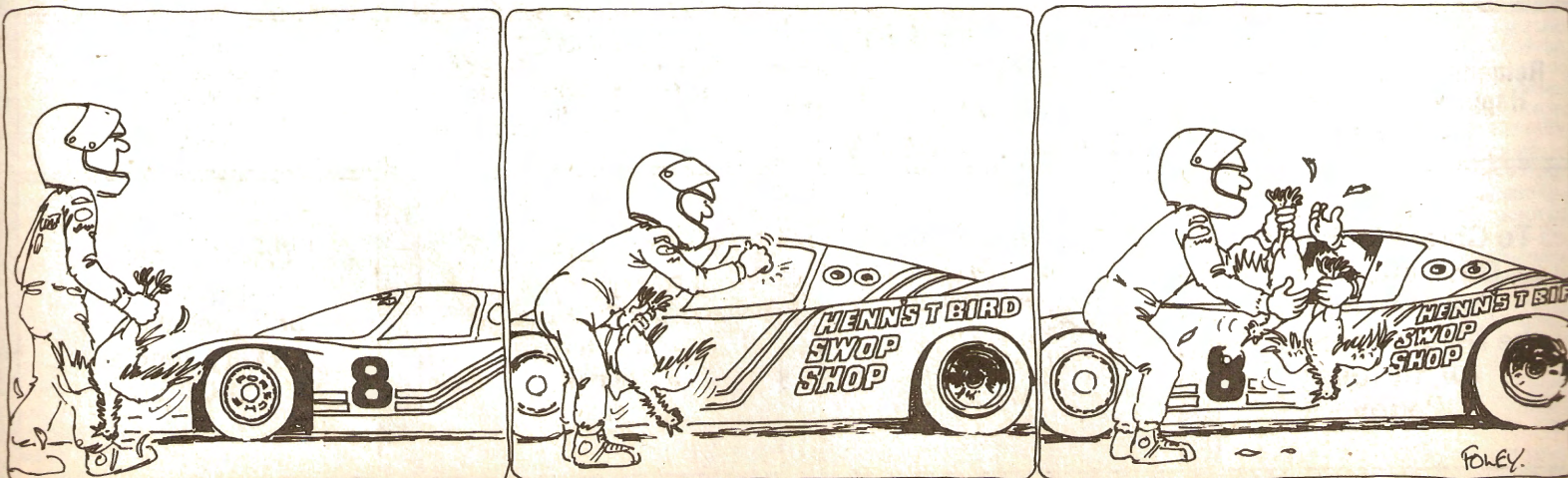
Having been deprived of any big league racing for a couple of years, the Argentines were treated to an International field of sports cars for the Buenos Aires 1000Kms. Unfortunately, however, the first couple of hours were none too close and then the following four were distinctly boring . . . Would they return in 1961? This, the opening round of the Championship of marques, resulted in a very easy one-two for the 3-litre works Ferraris of Phil Hill/Cliff Allison and Richie Ginther/Taiffy von Tripps (above) after the very rapid 2.8-litre Maserati of Masten Gregory/Dan Gurney had retired. Graham Hill shared a 1.6-litre Porsche RSK with Jo Bonnier and finished in third place.

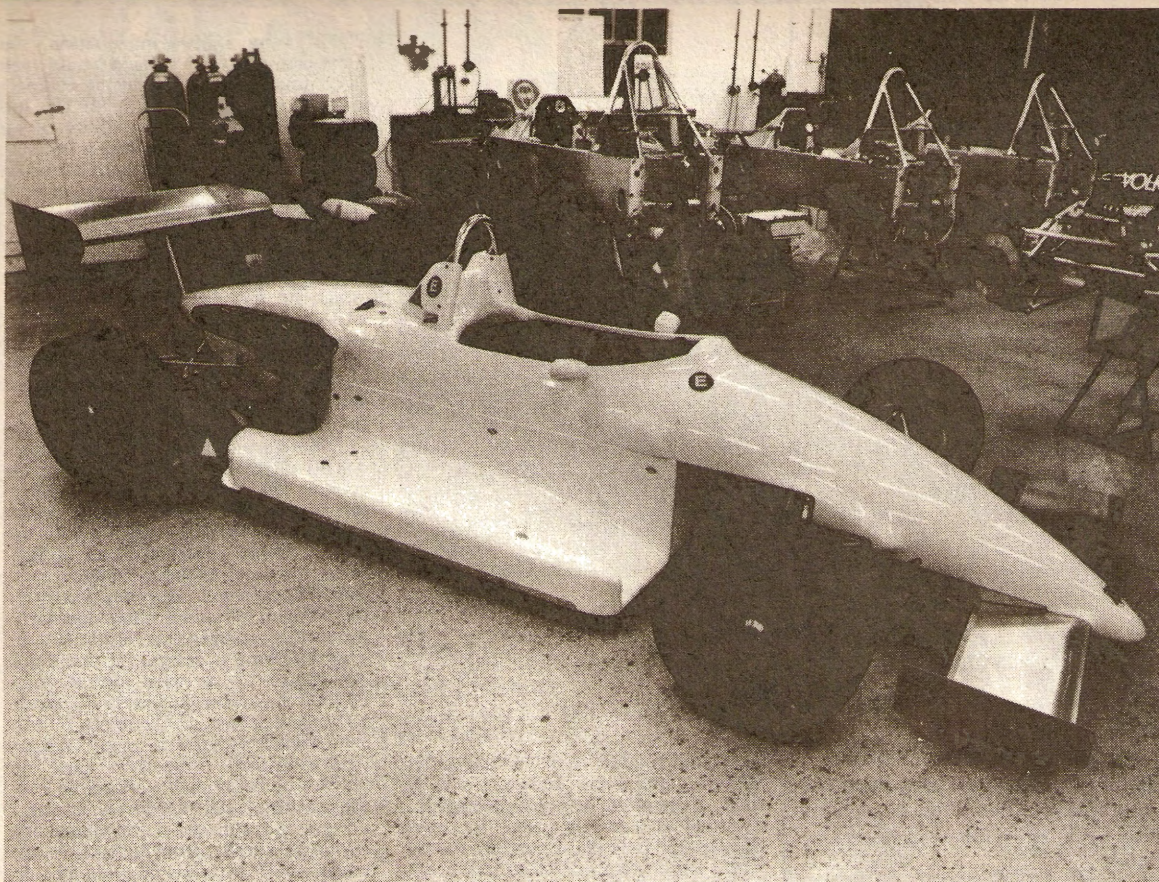
The other major race meeting that took place was also overseas, on the Christchurch airfield circuit in New Zealand. This race, the Lady Wigram Trophy, was won by Jack Brabham (in a 2.5 Cooper-Climax) at his fourth attempt, thus clinching the Kiwi 'double' having won the NZ GP a fortnight earlier. Everything went the Australian's way, leading from start to finish, setting both race and lap records to win from David Piper's Lotus by 13.4 secs. The hero of the day, however, was the number two Cooper driver, Bruce McLaren. His car had a piston collapse in practice and looked set to have to sit out the race when in stepped Malcolm Gill, a university student, who offered Bruce his Lycoming Special (a New Zealand designed and built sports car) for the race. Bruce tigered through to finish in fourth place in the odd-looking car, having run the last quarter of the race without brakes. The Lycoming Special later finished second in the Christchurch sports car race in the hands of Gill himself.

Chris Nixon unearthed an amusing story from Jim Clark, recounting the 1959 British Empire Trophy Race at Oulton Park, where Jim had completely failed to see the chequered flag at the end of the race in torrential rain, and only realised something was up a couple of laps later when he passed a Bentley Continental down the back straight . . .

CATCHPOLE

BY BARRY FOLEY





The advent of the 'lopsided' racing car? Ron Tauranac's new RT30 might offend the purist, but the Australian rarely makes mistakes . . .

Ralt RT30

Although it is 25 years since Ron Tauranac first stamped his name on International motor racing with the introduction of his Motor Racing Developments produced Brabham Formula Junior, the Australian still retains unrivalled enthusiasm for designing and building customer racing cars.

Since the end of 1974 Tauranac has been producing cars under his own Ralt banner and during the past five years every Formula 3, Super Vee and Atlantic/Mondiale/Pacific grid and championship has been dominated by Ralt cars to the point of almost total saturation.

The introduction of the 1985 flat bottom regulations for Formula 3, and thus the need for an entirely new production design, coincided with pressure on Tauranac to return to Formula 1 with the support of a major manufacturer and a personal urge to build his first Indycar since 1969. Most of his rivals would probably have taken the glamorous option, but Tauranac threw himself whole-heartedly into his first love and the new RT30 is the resultant replacement for the all-conquering RT3, of which over 150 were produced.

Tauranac's intuitive design and production techniques are motor racing folklore but for the RT30 it is the final product rather than the manufacturing process which is avant garde. During the past year the famous Weylock Works which produced all those successful Brabhams has been refurbished, enabling Tauranac to fully utilise his facilities; the result is that the final assembly is just that, rather than being an extension of the design department.

In the past it has often been the case that the drawing of a new Ralt design would take place some time after the final production car had been delivered. On the new RT30 every single component has been drawn and jigged making it not only an easier and quicker manufacturing process, but also resulting in an infinitely better made car. At the height of RT3 production the company could just about squeeze out six monocoques a weeks, with the new system they can manage 10 to a much higher standard. Tauranac is justifiably very proud of the quality of the RT30.

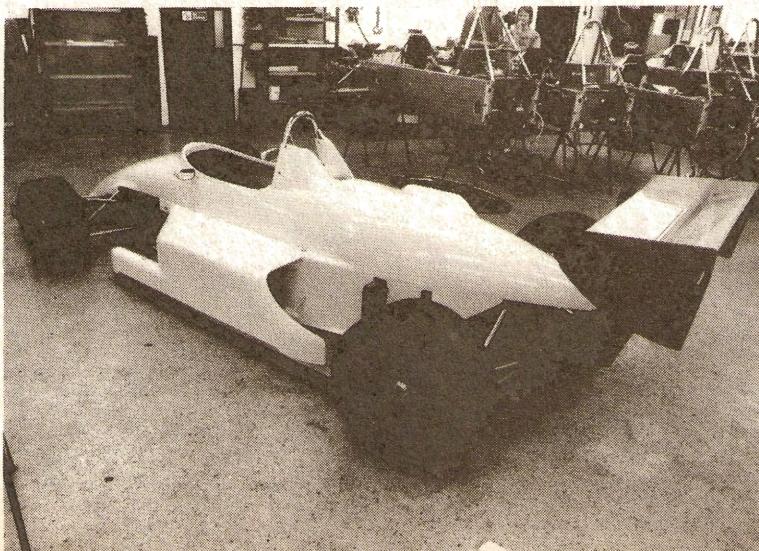
A new Ralt design is inevitably the
AUTOSPORT, FEBRUARY 14, 1985

worldwide bench mark of competitiveness and while the appearance of the new car is bound to offend some people's idea of aesthetics it will probably not be too long before its performance draws out the imitators.

The asymmetric profile of the RT3 is down to pure Tauranac logical engineering: "You only have one radiator to house so you only need one sidepod". The fact that the right-hand side semi-pod exists at all is that the regulations call for a honeycomb lateral protection panel to be situated 55 centimetres on either side of the chassis centre line and extending to cover 60 per cent of the wheelbase. This same requirement also dictated the shape of the left hand pod with its elongated front and rear sections.

Whispers of the new shape provoked alarmed reaction from potential customers before Christmas but Tauranac was adamant that it worked and that was the way it would stay. The aerodynamics of this flat bottom configuration were developed in the Williams wind tunnel.

With a 'sideshelf' on one side and a sidepod on the other, the RT30 will not go unnoticed.



"The Formula 3 flat bottom requirement is totally different to Formula 1", says Tauranac. "Formula 1 is looking for the maximum amount of downforce almost irrespective of drag. In Formula 3 the wings generate sufficient downforce; the main priority is low frontal area and the lowest possible drag." To achieve his aim Tauranac has worked hard on the detail packaging of the car, especially around the rear suspension and gearbox which is all neatly enclosed, while the front is 2ins narrower where the pull rod picks up on the chassis.

The RT30 is entirely new but follows traditional Ralt practice in being an aluminium monocoque using a honeycomb dash bulkhead. With there being no semblance of a weight problem using either the VW or Alfa Romeo F3 engines there was no need to consider the use of composite materials which, in any case, Tauranac feels are not entirely suitable for use in production cars. At one stage he considered a carbon fibre top section for the chassis in the quest for extra rigidity but in reverting to a slab sided rather than tapered tub plus other detail improvements he has produced an F3 car 50 per cent stiffer than its predecessor and equal to last year's F2 model. However should the need arise for a change at a later date provision has been made with the body fit, which now hooks over the top of the dashboard, to incorporate it quickly and easily.

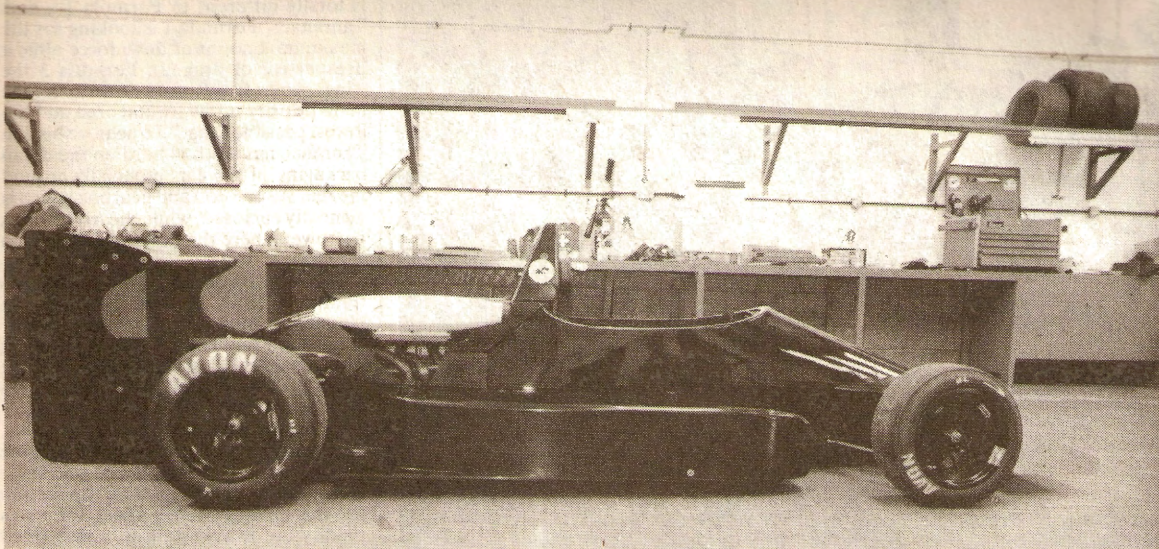
Gone, on the RT30, are the familiar Ralt aluminium legs to support the engine. The chassis itself is 4 ins longer but mates to the engine options via a more traditional tubular 'A' frame. Tubular steel fabricated wishbones are used front and rear with pull rod suspension at both ends and new cast uprights from the F3000 design. At the front the system is similar to last year's RT3 but at the rear the spring damper units have been mounted horizontally on top of the gearbox operated via a bell crank.

The new car features a bellhousing oil tank for the first time while the familiar Hewland Mk9 gearbox is retained. A special mounting plate for the suspension mounts is bolted under the gearbox to ensure that the airflow is as unobstructed as possible.

The flat bottom floor section has proved to be an infuriatingly fiddly component to productionise to ensure that it will always remain within the strict tolerances prescribed by FISA. Ralt use a varnished wooden floor which extends from the front of the pods right to the back of the car where the upswep rear sections are fitted. Prior to the first production car being finished last Thursday night the prototype RT30, now owned by Dave Scott, had completed an enormous number of miles without any obvious problems. Clearly satisfied with the quality of the new car Tauranac is also happy in the knowledge that he has produced a car which should give his customers many miles of untroubled running.

With 60 orders for the new car, the demand for Ralts continues to exceed the logistical capabilities of the factory but because they have never been let down the customers patiently wait their turn in the queue. There were 12 cars virtually completed at the end of last week while this week's monocoques were back from Arch Motors awaiting final assembly. Tauranac admits that it is at this point in the creation of a new car that he gets his satisfaction. His excitement over the new model was clearly visible. He doesn't want anyone to know the dimensions just yet — and there are different track options already — but if his rivals think there is ever going to be a let up in F3 by Tauranac be warned — the RT30 type number is destined to go up to RT39 over the next ten years.

IAN PHILLIPS



The all new carbon fibre composite Reynard has taken a while to appear, but it looks like a potential challenger to Ralt.

Reynard 853

The first ever Reynard Formula 3 car left the Bicester factory of Sabre Fabrications last Friday night, bound for Swallow Racing's new purpose-built base in Leicestershire. Another example, destined for Madgwick Motorsport, should roll out of the door this week, to be followed closely by three more in the initial production batch.

It is on the shoulders of these teams, and Peter MacIntosh's PMC outfit, that Adrian Reynard's hopes of success will rest in the forthcoming Marlboro British F3 championship. After the longest gestation period of any F3 contender yet built, the first day of reckoning is looming large for the advanced carbon fibre composite Reynard 853.

Reynard Racing Cars's ambitious F3 project was started, at least conceptually, in the summer of 1983, just as the company's founder was welcoming his dynamic co-director Rick Gorne to the fold. "We knew immediately that we wanted to graduate to bigger formulae and Adrian (innovative as ever) was determined to produce something brand new and completely different — a carbon fibre monocoque car," reflects former racer Gorne.

Work actually started at the beginning of last year, although it was not until the latter part of 1984 that tangible results began to resemble a racing car. From the outset, the project was shrouded in secrecy, locked away in a 'development shop' behind the main assembly area. Clearly the project was to be special and no-one, but no-one, from the outside world had a sneak preview until after Christmas.

The arrival of former Chevron engineer, Paul Owens, last year, complete with a wealth of composite chassis experience and advanced material technology gained in stints with Maurer and ATS, added impetus and direction to the 853 initiative, although curiously it took a step backwards before jumping two forwards.

"With Paul's invaluable guidance," continues Rick, "we decided to productionise the car straight away — in fact the Reynard is the world's first totally productionised carbon fibre chassis at this level of the sport."

The tub differs from most other composite chassis in racing, in that it is of complete unitary design, whereas others are moulded in two parts and bonded together, or formed without 'bulkhead ends'. The rationale behind the thinking of Reynard and Owens in this respect is that the 853 will be a production car, available to all in due course, hopefully to be built in large numbers. Previous carbon fibre chassis for bigger applications have tended to

be built in small volume runs, or as required, as one-offs.

"To make sure that everything about the monocoque itself is right, we've invested heavily in the ultimate tools to get the job done properly and professionally. If a job is worth doing, it's worth doing well, and we have had no failures in the tub forming process to date."

Left to themselves, Adrian, Rick and the assembly staff could probably have had a prototype/development car (perhaps an inferior one?) running at the very end of last season. In employing Owens, with his proven record in their previously unexplored field, the principals have sensibly given themselves the best opportunity of first time success.

The chassis is laid up in its former under pressure, to ensure total compliance with the jig's finely finished faces, each layer of pre-cut and adhesive impregnated carbon fibre and Kev-

lar being bonded to its neighbour in Sabre's giant oven. Between specific skins, aluminium honeycomb material is added at strategic places for extra rigidity, and bobbins are set into the tub where loads are going to be fed into it. These bobbins form pick-up points for the suspension, engine frames and roll hoop assembly, among other features.

When the completed monocoque 'shell' is finally removed from the oven — its 11-layer form weighing just 40lbs — the central/dash diaphragm bulkhead is bonded into place. The roll over hoop and engine mounting plates follow. Legs from the back of the three-quarter length tub triangulate the engine bay, picking up on an upper cross beam, similar to that on last year's Brabham F1 design.

Because cars in the first batch will be powered either by Volkswagen or Saab development engines, individual component layouts and different engine sizes have dictated alternative configurations — although not concepts — for each customer.

There is no doubt that when a Toyota or Alfa Romeo-powered version is ordered, further revisions will be made. Intriguingly, the Reynard monocoque has been designed to accept a wide range of power units and formulae. Formula Super Vee and Mondial versions of the 853 are envisaged, while interest has already been expressed in a development of the car for Formula

3000. Using a little imagination, the Cosworth-powered version could well become an Indycar, while the compact dimensions and versatility of the tub cannot rule out the possibility of an evolutionary F1 car. But that is jumping the gun rather — the Reynard has yet to prove successful in its primary guise, or even turn a wheel for that matter.

When the car was first conceived, Adrian had planned to make it very narrow, with trick aerodynamics on which he had been conducting tests. FISA's insistence that deformable structures must be carried along 60 per cent of the length of the latest flat-bottomed chassis put paid to that, and subsequent findings in the MIRA wind tunnel have altered the 853's configuration even from its interim body form.

The unitary monocoque forms the cockpit top in itself, tapering down to the narrow nose through which passes the nose fin carrier. The sidepods are comparatively short, but run in tight along the gearbox flanks to allow maximum downforce to be generated by the flat stepped moulding which also forms the roof of an ingenious venturi system. The rear wing is carried on sideplates, similar to those used on Reynard FF2000 chassis for the past two seasons.

The suspension geometry, too, shares much with the company's current FF2000/FF1600 production cars, the rear set-up being shallow-based to leave the venturis undisturbed. A universal upright is featured — interchangeable corner to corner, front to back — and the inboard Bilstein spring/damper units are operated by push-rods all round. Interestingly, the front dampers are mounted externally to the footbox of the tub, for ease of adjustment. Brakes, by AP Racing on Reynard discs, are outboard as is the trend. Hewland's Mk9 transaxle is employed, with modifications by ADA (Madgwick), Racing Transmissions (Swallow) and PMC themselves.

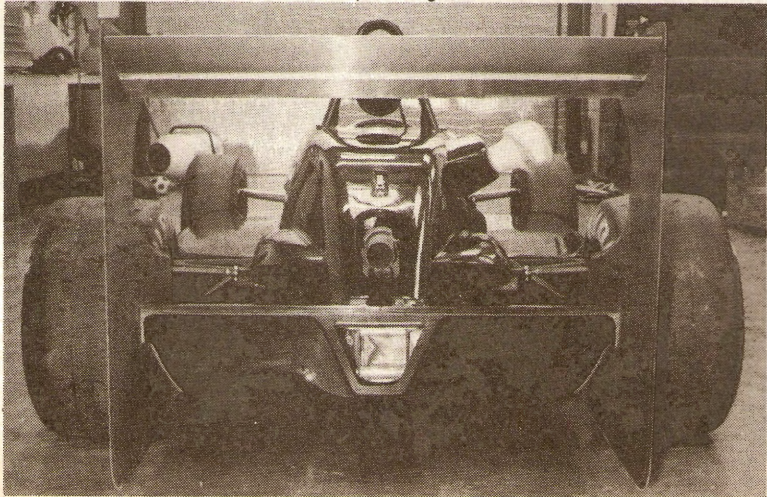
Standard fitments include Dymag wheels, special quick-fill Premier fuel system, Lifeline 7.5kg fire extinguisher, Willans six-point harness, Reynard-etched Momo steering wheels and exclusive Raceparts UK-supplied gauges.

Naturally, high technology does not come cheaply in the shortrun, the Reynard 853's price of £18,750 plus VAT (rolling chassis with gearbox) being approximately £2000 more than the equivalent Ralt RT30 (see separate article). Reynard believes that the cost of actually running his chassis over a season will be less expensive, as very little should need routine replacement, except in the case of a major shunt. The suspension has been designed to shear away from its pick-up points on impact, hopefully leaving the tub intact, but minor monocoque repairs can be effected quite easily at the circuits, once the techniques for 'patching' are learned.

Reynard's arrival on the F3 scene has added considerably to the inter-marque interest in the increasingly strong National championship where Ralt, Anson and Robinson will all be present with 1985 challengers. Factory assistance will be given equally to the three Reynard-committed teams, with customer cars being available from mid-season, when a small batch will be released.

The marque of the fox never dabbles lightly in any new venture and will be discounted in F3 at the peril of rivals. While lack of pre-season testing with any of the new flat-bottomed cars may make the early British championship rounds something of a lottery (with converted 1984 chassis liable to shine), Reynard Racing Cars must be in with as good a chance as anybody with revised regulations taking effect. **MAWP**

The rear is neatly designed and has shown promising results in the wind tunnel.





Bjorn Waldegaard could not keep pace with the flying Harald Demuth, but survived to the finish to win the Boucles de Spa Rally.

Slip sliding away

Waldegaard takes surprise victory as Demuth retires from comfortable lead — Duez second with Mazda RX-7 — Munster third and wins Group A — Sudden snow fall makes stages treacherous. Report: KEITH OSWIN — Photography: COLIN TAYLOR PRODUCTIONS

Bjorn Waldegaard inherited a lucky victory on the Boucles de Spa Rally after trailing Harald Demuth for the entire event. Demuth and Waldegaard had both pushed their Audi Quattros clear of the pack early on, but Demuth's huge lead of 22mins was dramatically cut in the closing stages after gearbox troubles cost him road penalties.

Even so, it seemed that nothing would prevent the German from taking maximum European Championship points until the car's Motronic system failed with the end in sight and Waldegaard eased home ahead of Marc Duez — on his first drive for Mazda Team Europe in the RX-7.

Such was the carnage during the opening night that few familiar faces remained to fill the leader board by Sunday morning. Consider that Bernard Munster took his Audi 80 Quattro to third ahead of Ladislav Krecek's Group B Skoda and the rate of attrition becomes clear!

Mid-way through Friday afternoon, the skies above Spa emptied vast quantities of water over the gathering crowds and rally teams. Immediately cars were put on to wet tyres to await the start of the 28th Boucles de Spa Rally. But, just 2½ hrs before the start of the event, the rain turned to snow and within 30mins the roads were covered with a white carpet and the ground below was freezing. Now the snow tyres and studded covers were laid out and the teams waited.

There was controversy as the organisers refused to declare studs legal for the rally. Mazda team boss, Achim Warmbold was already annoyed with the scrutineers but grew ever more angry as the start time drew near. "First they say that my tyres are no good," he explained. "They claim that these studs are 4mm but in Monte Carlo they passed as 2mm studs. I have not changed anything but here the scrutineer is measuring part of the tyre as well . . ." Watching the mechanics strip the offending spikes from the covers, one could not help but feel sympathy for the German.

The studded tyre controversy was to cause early problems for several drivers. Dave Whittock, partnering Per Eklund

in the newly built Toyota Corolla GT, was handed a piece of paper stating that studs would be allowed as he went to collect the car from pre-event *parc ferme*! By that time the necessary covers were shut away and could not be extracted until midway through the first lap of the stages.

Nevertheless, the opening blast around the classic Clementine test revealed few surprises. Demuth was immediately into a lead with Duez second and Waldegaard third. Only five secs covered the three with Colsoul's Bastos Opel Manta 400 and Eklund's Toyota following.

On his first outing for Mazda Team Europe versatile Belgian Marc Duez came home second, despite a spate of punctures near the close.



Embarrassed by vast surfeits of power, the three Porsches, driven by Robert Droogmans, Jean-Luis Dumont and Thierry Reginster respectively, could barely get within 30secs of the leaders and Patrick Snyers' new Lancia Rally (37) was struggling in 13th place.

Two stages later, the Lancia was out of the event as water attacked the electrical system and brought one of the favourites to a halt. It was the start of a series of retirements that would tear the heart out of the rally.

Pentti Airikkala, making a one-off appearance in the Chat Noir backed Nissan 240RS, had found his car to have an unhealthy appetite for fan belts. On the first three stages the car had thrown three such items and on the fourth it was decided that enough damage had been done and early retirement was prudent. "It had not been at all easy," revealed the Finn. "After around 1km of each stage, I had no lights at all. I could only drive by aiming at the black bits, the icy road, and steering between the white snow lines at the edge of the road. If I flicked the lights on, the engine nearly died." It had been a truly brave attempt . . .

Next to go was the Group A Audi 80 Quattro of Van der Wauver, a collection of maladies bringing the car to a halt without brakes, ignition or gears! Robert Droogmans was also out of the fray when the Belga Porsche 911SC RS attacked part of the scenery on the Francorchamps race track stage, leaving the racer with only three wheels. Not surprisingly that particular stage was extremely fast (drivers taking the opportunity to practice at full speed the night before in their rally cars — not that the police objected to public road racing during the practice period), but it was very nearly the venue of a huge accident for Per Eklund on the second *boucle*. "We were flat out down the straight," explained Whittock, "and the tyre tracks ahead suddenly twitched off line. It looked as though there was a corner and Per reacted accordingly. We realised too late our notes were right and that a previous car had made a mistake. Our back wheels were hanging over the edge of a huge drop to the main road — how we stayed on the track escapes me . . ."

But soon the Toyota was added to the growing list of retirements when both fuel pumps failed. Eklund had been up to third at one point but Duez had just eased the more powerful Mazda ahead when the pumps stopped to allow 'Pekka' some extra practice time for Sweden.

By the end of the second *boucle*, Demuth held a 6m30s lead over Waldegaard's Schmidt Motorsport prepared, Belga supported, Quattro and the Swede

was around 7mins clear of Duez. Munster's Group A Audi held fourth but Vandermaesen's Ascona 400 was slithering along in its wake. With Eklund out of the way, Toyota's Group A contingent was led by Vermeersch and Fritzing, although the German was seemingly fighting a losing battle in the conditions. Ladislav Krecek, in the Group B Skoda 130LR was up to ninth (with team mate Svatopluk Kvaizar lying 32nd but about to climb rapidly up the leader board) and admitting to driving "flat out in a perfect car".

Demuth failed to start the second boucle as the Porsche driver has apparently lost the competitor identity card (the fact that he was climbing slowly back from an embarrassing 40th place had no bearing in his carelessness, of course . . .) and Colsohl's Opel was soon to complete a dismal event for the Bastos team when a lower wishbone was badly bent after a hard landing on the Clementine test. The unit could not be changed in time and the Opel joined the retirement list.

By now, as the crews headed for a well earned rest on Saturday morning, the result was virtually settled. No-one could hope to challenge Demuth, not even Waldegaard whose Quattro was running out of new covers and never had the latest rubber anyway. Demuth's Ingolstadt car had huge stocks of Michelin's best available while Waldegaard's car was struggling on out of date Pirellis.

The snow continued to fall on Saturday but the huge crowds still gathered to watch their heroes. Demuth's co-driver, Willy Lux, commented that the spectators always seemed to gather where the braking points were. "For me," he continued, "I would like the rally to end now. There are still too many stages to go, even if we are in a comfortable lead!" He was to rue those words before long . . .

Duez, very much the local hero and playing to the crowds with displays of fine style, remained philosophical about the affair. "If I finish higher than third, then it will only be because the others have not been lucky. I would not wish that on them as I cannot catch the Quattros any other way."

But bad luck was coming the way of the leaders. Seemingly settled in second place, Waldegaard then lost control on Francorchamps and smashed the Quattro into a bank. Suddenly, Duez was within range and there were confused reports that actually placed him ahead at one time. But, with equal bad luck, the Mazda collected four punctures on the final lap, once stopping to change in mid-stage with the loss of 9m30s when the jacking point proved frozen and spectators had to lift the car, allowing Waldegaard to regain his composure.

With the crowds gathering at the finish there was drama on the final lap. Demuth's service crew had already been forced to change a gearbox and clutch

Bernard Munster came home third overall and the winner of Group A in his Audi 80 Quattro.



The weather in the Ardennes forest was biting, but it did not seem to deter the large numbers of spectators who turned up to see the action.



Krecek's Skoda survived to finish fourth, before starting the final batch of 12 stages. But on the Val Ver stage the engine's electronic management system stopped and immediately halved Demuth's 22mins advantage over Waldegaard. Surely, there was still nothing that could be done about the result?

Not so. With just two stages left to run, the Motronic system packed up once more, this time for good, and the crews gathered at the finish to await Demuth's unlikely arrival. Once 30mins had passed, it was clear that Waldegaard had won and, indeed, Demuth never did make it back to Spa's frozen town centre, a heartbreaking end to what should have been a famous victory.



Harald Demuth looked to have the event sewn up, but his Audi faltered near the finish.

BOUCLES DE SPA RALLY (B)

Feb 8/10

European Rally Championship, coefficient 2

1	Bjorn Waldegaard/Hans Thorszelius	Audi Quattro A2	6h01m05s
2	Marc Duez/Giles Thimonier	Mazda RX-7	6h11m55s
3	Bernard Munster/Yves Bozet	Audi 80 Quattro (A)	6h19m44s
4	Ladislav Krecek/Borivoj Motl	Skoda 130LR	6h20m31s
5	Dirk Vermeersch/Dany De Cank	Toyota Corolla GT (A)	6h25m24s
6	Valerie Vandermaesen/Josef Aerts	Opel Ascona 400	6h26m55s
7	Klaus Fritzing/Uve Gartner	Toyota Corolla GT (A)	6h28m11s
8	Svatopluk Kvaizer/Jan Janacek	Skoda 130LR	6h37m25s
9	George de Mevius/Thierry de Rochelle	Talbot Samba	6h39m44s
10	Josef Dortu/Robert Simon	Fiat Ritmo Abarth (A)	6h40m44s

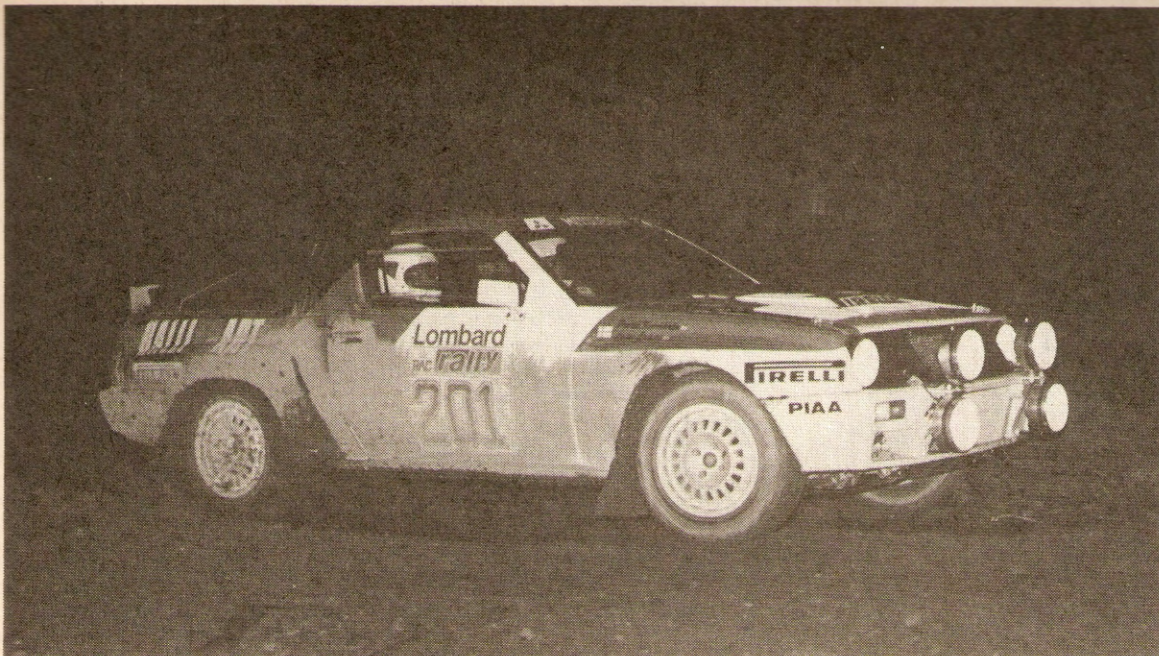
Group A: 1, Munster/Bozet; 2, Vermeersch/De Cank; 3, Fritzing/Gartner.

Group N: 1, Close/Bodarwe (Toyota Corolla GT), 6h55m32s; 2, Lurquin/Boulanger (Toyota Corolla GT), 7h00m59s; 3, Bastin/Sougne (VW Golf GTI), 7h03m40s.

Group B: Waldegaard/Thorszelius; 2, Duez/Thimonier; 3, Krecek/Motl.

European Championship: 1, Wilfred Wiedner, Antero Laine & Bjorn Waldegaard, 40pts; 4, Werner Grissmann, Mika Arpianan & Marc Duez, 30.





The Mitsubishi Starion 4WD car in action on the RAC National Rally last November. Now the project has been shelved in favour of a Group B 'special'.

Mitsubishi drop Starion project for new attack

Allan Wilkinson returned from Japan at the weekend and revealed that Mitsubishi are to stop production of their four-wheel-drive Starion. Although some cars have already been completed, the remainder of the 200 production run will not now take place and the rally programme has therefore been halted.

Wilkinson explained that the decision was inevitable in the light of the delays experienced during the programme and that the company were now aware that the Starion in its current guise would not be able to match the Group B machinery that is dominant on the World Rally scene.

While it was a dramatic step to take — rather as the Ford decision over the RS1700T — Mitsubishi are now commit-

ted to producing a rally winning car as soon as possible and the indications are that it will not necessarily be a production based model.

"The Starion was definitely going to be competitive when it was first scheduled to appear," commented Wilkinson on Monday, "but delays with the road car had a knock on effect with the rally programme." It seems that the car was rather later in appearing than at first thought and that the change of design required when the customers did not like the original car set the programme back too far.

Now, with a clean sheet of paper once more, Wilkinson can set about designing a new challenger to Peugeot and Audi, and confesses to being excited at the

prospect.

"The commitment is definitely there," he continued. "The company is now well aware of the requirements and learned a great deal about rallying with the Starion idea. Now we must capitalise on that knowledge and produce a winner fairly quickly. I am sure that we will do it."

Wilkinson will retain the now defunct model at his Maldon workshops and it will be seen as a test bed for the new developments. He has renewed enthusiasm for the project, and confesses to have had major headaches as the old car dropped slowly behind schedule. Now the man who did so much work for Ford, Toyota and Audi has a major project again and seemingly the full backing of the company.



Salonen — new A-seed.

Latest news from FISA

The latest FISA bulletin carries further information about the changes to the timing arrangements on World Championship rallies held on loose surface roads. Jean Todt's suggestion that a gap of 7 mins should be used between the A and B seeds was accepted in the *Special Stage* (AUTOSPORT January 21), but it is now clear that for subsequent legs, the top 20 cars will be run at similar intervals.

The communique states that the first 20 cars classified at the end of each leg will leave for the next leg at 2 min intervals, and that this weekend's Swedish International will see the introduction of the new formula.

Also included in the FISA statement are the A seeded drivers for 1985, with just 20 listed. Not very surprisingly, five are Finns (Aaltonen, Alen, Mikkola, Toivonen, Vatanen), with four Italians (Bettega, Biasion, Capone, Fassina), three each from France and Sweden (Frequelein, Mouton, Ragnotti): (Blomqvist, Eklund, Waldegaard), two Germans (Demuth, Rohrl), and one each from Argentina (Recalde), Spain (Servia), and Kenya (Mehta).

The allocation of A-seeds has been under discussion by FISA recently and changes to the upgrading have been agreed. If a driver finishes in the top three of a World Championship rally, upgrading to A-seed is now immediate (as it used to be) rather than being done at the end of the year.

This change in ruling means that Timo Salonen's seeding, gained in Monte Carlo, takes immediate effect and he therefore has the attendant benefits through to the end of 1986.

Acropolis under way

Marking the mid-point of the World Championship this year is the Acropolis Rally, one of the favourites in the season offering competitors a chance of combining a good tough event with a little bit of sunshine along the way. Occasionally, there can be a little too much sun, as the hot, dusty conditions make it an arduous test of both driver and co-driver.

This year the familiar format will see scrutineering on Saturday May 25, with the start in Athens the following Monday. The route heads north for Kalambaka, pausing for an overnight halt, and returning to the Lagonissi headquarters on Tuesday. Then follows the loop south and the Poros control, preceding the ferry boat back to Athens.

The route is similar to that of previous years, but the challenge remains, and the organisers will again give accommodation at the Lagonissi hotel complex, with further cash awards and ferry reductions on offer. A total distance of over 2300kms includes 47 tests over some of the most difficult roads anywhere in the world.



Revised radiator location should improve the handling of the Sport Quattro.

Evolution Sport Quattro?

When the Swedish Rally is over and done with, attention at Audi Sport in Ingolstadt will turn towards the prototype evolution Sport Quattro.

Concern about the heavyweight front end of the current model — which did little to assist Walter Rohrl on the Monte Carlo — has prompted the Ingolstadt engineers to shift the oil and water radiators to the rear of the car, hopefully

taking around 9 per cent of the weight with them.

"We shall carry out some comparison testing before Portugal," explained a spokesman in Ingolstadt on Monday, "and we shall then decide whether or not to go ahead with a 20 car build. We shall need to see around 1secs per kilometer improvement if the idea is to be practical."

Ford begin RS200 build programme

Production of Ford's RS200 is scheduled to begin in May, according to Stuart Turner on Monday. Speaking at the Ulster Motor Show, Ford's Director of Motorsports explained that the go-ahead had been given following the successful certification programme, allowing the cars to be sold in 13 countries.

The building of the 200 examples will be carried out at the Reliant plant at Shenstone near Birmingham while the component parts will be manufactured in Britain, Germany and Italy. Homologation is expected by autumn and the car's competition debut should take place soon afterwards, a World Championship debut being scheduled for 1000 Lakes.

Testing of the car is continuing in secret and the latest rumour suggests that Ari Vatanen may have sampled the 4WD, mid-engined machine. It still seems, however, that the drivers who get the initial chance will be Malcolm Wilson and Mark Lovell.

Shakedown for new Corolla GT

Per Eklund debuted Team Toyota GB's new Corolla GT on the Boucles de Spa at the weekend but, for the second year in succession, returned without a finish to his credit. The lightweight Group A car, reported to be producing around 160bhp, fell victim to fuel pump failure on the second lap of the event, having just slipped from third place on the snow and ice covered tracks.

Nevertheless, while the team were naturally disappointed that the car failed to complete the course, they were sure that by the time of the National Breakdown Rally, all would be sorted and the usual result would be forthcoming.

On the Belgian event, the new car appeared in plain white but, we are assured, a bold new colour scheme is planned for the car's British appear-



Eklund on the Boucles de Spa.

ances. In the likely Yorkshire fog, this may yet be a blessing . . .

There will be a chance to see the car before the first Open round when the team run a motorsport forum at Donington Park next Thursday. Beginning at 8pm, team members will be on hand for the charity function (admission £1) and there is a possibility that the team's new race driver will also be present.

Scottish retains its sponsor

The fourth round of the Shell Oils Open Rally Championship will again be backed by the Lloyds Bowmaker Finance Group, who confirmed their sponsorship of the Scottish International on Tuesday. As the country's major motor sport event, the Scottish is also a co-efficient 2 round of the European Championship and part of the home series.

The rally is expected to be a "carbon copy" of last year's offering, and will be based at the Holiday Inn, Glasgow, starting as usual on Saturday June 8, and taking in the first overnight loop north up the Great Glenn before returning for the Sunday rest halt. Monday morning sees the survivors set off for the southern stages, and the finish is expected on Tuesday June 11.



Stuart — Rover Vitesse.

Stuart is bound for Group A

Mike Stuart confirmed on Monday that he will contest the Shell Oils Open Championship at the wheel of a Group A Rover Vitesse, one of the Rallysprint cars from last year.

The Chester based driver drifted into near obscurity last season with the troublesome DR3 Escort and is therefore delighted to be back with a full season planned. Support for the car will initially come from ARG, Esso, Dunlop and Lucas but there is still some considerable finance still to be found if the car is not to falter before the end of the year.

The Rover will be prepared during the year by Paul Windsor in Liverpool, a partnership that took Stuart to second in the Pace/AUTOSPORT National series of 1982. Currently Stuart is seeking a co-driver for the season but admitted that some financial assistance would be necessary to boost the coffers.

Euro invite

The National Breakdown Rally has been invited to join the Euro Cup Autorally, a Dutch run championship that includes eight events in four countries. There will be two from Britain (the other has not yet been named) and two from Germany, Belgium and Holland.

The series is open to all cars, whether homologated or not, and competitors must tackle at least two events, competing in two countries. The best five scores will count.

Navigators to receive Ordnance Survey awards

Ordnance Survey maps are acknowledged as the best in the world and are the staple diet of rally navigators in this country. Therefore it is appropriate that the Southampton based concern will be providing awards on this year's Shell Oils/AUTOSPORT Championship for the occupants of the left hand seats.

On each event in the championship, the winning co-driver will collect one of the splendid motoring atlases and at the end of

the season, the winning navigator will collect a trophy for his mantlepiece along with a bound British atlas.

It is believed that this is the first time that Ordnance Survey have agreed to give awards and therefore the series is especially grateful that they have agreed to put back into the sport something of the money made from the sales of thousands of maps during the season.



The new Sierra ran as course car on last weekend's Knowsley event prior to the season.

Watson-Clark's BDG Sierra

Dougie Watson-Clark will contest this year's Shell Oils/AUTOSPORT Championship at the wheel of a County Garage run BDG engine Sierra. The bodyshell of the immaculate new car has been provided by R-E-D but the car itself has been prepared at the Carlisle garage.

Having spend most of his recent career in a County Garage Escort RS, built by himself and certainly one of the tidiest examples around, Watson-Clark has now opted for the

unusual car to challenge the regulars on the National scene.

Support for the programme comes from Castrol and Lloyds Bowmaker Finance while navigational expertise will be supplied by Dave Orrick of RoadSport North.

The car will have a shakedown run this weekend on the Cambrian Rally where Ron Palmer (Malcolm Wilson's former partner) will occupy the left hand seat.

Pirelli continue tyre awards for National series crews

Pirelli have agreed to continue their award scheme for 1985. Tyre vouchers will be presented to successful users of the tyres on each event; £40 for the highest placed user (with £20 bonus for an outright win) and similar awards for Group A placings on a £30/£20 basis. In addition to these awards, certain dealers will boost the prize by £10 or

£5 respectively.

Two additional awards of £100 and £50 to the highest placed overall and Group A user, respectively in the championship.

Eligibility is dependent on both crew members wearing Pirelli badges and the car carrying appropriate decals.



Shell Oils

NATIONAL RALLY CHAMPIONSHIP



Golden Wonder's Howard Smith (right) presents the Scottish Marshal of the Year collections of with his prizes.

Marshals prizes from Golden Wonder

Marshals on the National Rally Championship are to be kept sustained by Golden Wonder in a particularly practical manner this season. The food concern is to donate six trays of assorted Pot Noodle, Pot Rice and Pot Casseroles plus four boxes of crisps to each event for distribution to marshals.

In addition, the company will provide an end of season Marshal of the Year award with a trophy and cheque for £50. With Golden Wonder seeking to net the National title as well with Ken Wood's Rover, the red and white brigade should be well received.

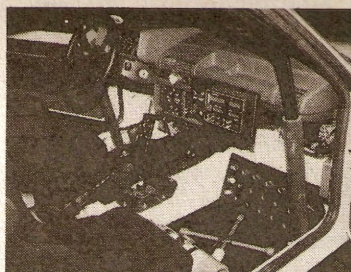


Harry Gee (right) recently completed 25 years of service with Goodyear and is pictured receiving the customary gold watch from sales director, Geoff Lawrence. For the past ten years, Harry has been a familiar face on the rally scene with the Goodyear tyre truck (usually partnered by his wife, Dorothy) and has co-driven Goodyear sponsored driver, Donald Heggie to victory on a couple of exciting occasions!

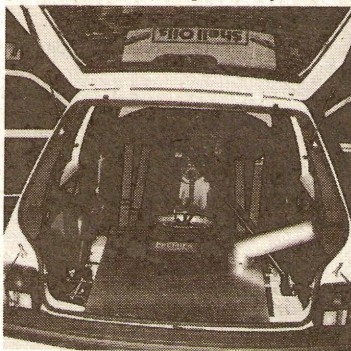


Group A Peugeot 205 GTi

The new Group A Peugeot 205 GTi for the Shell Oils Open Championship was revealed at the National Breakdown Rally press conference last week. The Coventry built 1600cc car will be driven this season by Louise Aitken-Walker and Mikael Sundstrom, contesting the class along with the Toyota team.



The neat interior of the 205 (above) showing that both cars will be left hand drive and the petrol tank (below) is again neatly housed.



Graham Newby's new shape Astra.

Closed shop for Astras

The AC Delco Astra Challenge has now closed registrations now that nearly 50 entrants have been received. No limit was originally set on the number of competitors but the organisers were concerned that the series was becoming unmanageable and hence put a stop to extra registrations.

A maximum number of 20 competitors was set for the Vauxhall Rental Nova Junior Cup and, following the Wydean Rally, the number of competitors has risen to 18. It therefore seems that the latest GM contest will also be closing its doors early.

Scottish series opens with capacity field on Snowman

The Ladbroke Snowman Rally celebrates its tenth anniversary this Saturday and opens the Scottish Rally Championship as well. George Marshall heads the 120 strong entry list with the Precision Engineering Services Chevette and starts as favourite in the absence of reigning champion, Ken Wood (now concentrating on the Shell Oils/AUTOSPORT Championship) and Donald Heggie who announced his retirement.

But Marshall will certainly not have things his own way as Tom Muir, in his new Manta 400, Alastair Brearley and Doug Riach (in a Talbot Sunbeam) will be breathing down his neck from the outset. And the presence of David Gillanders in his recently acquired Volvo 240 Turbo should ensure both variety and entertainment throughout the day.

The recent bad weather threatens to make the going 'interesting' and several stages are covered with snow and thick ice. Living up to its name, this year's event could well turn out to be a classic with the biggest entry seen for some time and a wide open championship to look

forward to.

The Telecom Eventsline service will operate throughout the rally and callers can reach the service on 0463 235532.

Leading entries

- 1, Marshall/Paterson..... Vauxhall Chevette HSR
- 2, Muir/Paterson..... Opel Manta 400
- 3, Brearley/Wilson..... Vauxhall Chevette HSR
- 4, Riach/Roy..... Talbot Sunbeam
- 5, Christie/Campbell.... Vauxhall Chevette HSR
- 6, Clark/Grey..... Talbot Sunbeam
- 7, Gillanders/Neish..... Vlv0 240 Turbo
- 8, Girvan/McGillvray..... Toyota Celica
- 9, Grierson/Anderson..... Ford Escort RS
- 10, Aitchison/Pierson.... Vauxhall Chevette HSR

Spectator information

Start: Ladbroke Mercury Hotel, Inverness, 0901.
SS1 Kessock: First car 0910, park at 26/653489.
SS2 Monaughty: First car 1024, park at 28/149/2602.
SS3 Whiteash: First car 1128, park at 28/352/2578.
SS4 Ordlenquish: First car 1138, park at 28/352578.
SS5 Teindland: First car 1200, 28/296571½.
SS7 Heidon Hill: First car 1306, park at 28/149/2602.
 Finish: Ladbroke Mercury Hotel at 1440.

Children get help from Lord

Chris Lord has turned his hand towards helping sick children through the Martin House Hospice. In an attempt to help raise £2 million towards the Yorkshire hospice for critically ill children, the cheerful Yorkshireman is planning a rally forum at St Georges Hall, Bradford next Thursday, February 21.

With a full programme of films and an interview session with Michele Mouton, Lord is hoping for a full house to aid this worthy cause. Although the entry fee of £2.50 might seem high, we would certainly urge that the public dig deep to help on this occasion. The doors open at 7.00pm and the fun (could it be otherwise with Lord in charge?) begins at 7.30.

Anyone wishing to send donations to the fund should make cheques payable to The Martin House Motorsport Appeal and send them to Lord at Barkston, Sydenham Road, Leeds LS11 9XJ.



Chilman — leading entry.

Welsh open

With the Skip Brown Gwynedd Rally drawing ever closer, Roger Chilman, Clinton Smith, Alistair Sutherland and Dougie Watson-Clark are all on the entry list for the Cambrian Rally. This Saturday's round of the Nicolet Welsh Championship uses many of the stages from the Shell Oils/AUTOSPORT qualifier and pre-event outings are therefore extremely desirable.

Chilman won last year's event and returns with his Escort RS but the presence of Watson-Clark's new County Garages Sierra in the field offers a welcome boost of variety. Some furious action is also guaranteed as the event forms the opening event in the Nicolet series, following last weekend's snow struck Solex rally. The organisers of the cancelled event promise that efforts to run later in the year are being made.

Spectators are welcome this Saturday at the Clocaenog venue with access from the B5105 and at 116/024½ or 036½513. The rally starts at 9.00am and begins with a blast around the Great Orme tarmac road.

BRIEFLY

Intended as a nine day circumnavigation of the USA, the Lap of America Rally will consist of 8700 miles starting on March 1, and including just the one rest halt. A total of 80 cars have been entered, including personalities Phil Hill, John Buffum, and former National champion Gene Henderson, who will have a Subaru 4wd Turbo Sedan, challenging the more familiar machinery.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Feb 15/17	Sweden	Swedish Rally. World Rally Championship for Makes and Drivers, round 2. European Rally Championship, coeff 4. <i>With Peugeot already one event to the good in the World Rally Championship, Audi will be desperate to redress the balance in Sweden. Stig Blomqvist will lead the attack on home ground as the massed ranks of both teams gather to do battle once more.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Feb 16	Inverness	Ladbroke Snowman Rally. Ezzo Scottish Rally Championship, round 1. <i>George Marshall heads the entry list for this opening event in the Scottish series and, while he starts as favourite, will have to face a strong challenge from those behind.</i>
Feb 16	Llandudno	Cambrian Rally. Nicolet Welsh Stage Championship, round 1. <i>With the cancellation of Solex event last weekend, the Cambrian gets the club series under way. Roger Chilman, Clinton Smith and Alistair Sutherland head the entry for some pre-Gwynedd testing while Duggie Watson-Clark gets to grips with his new Sierra for the first time.</i>
Feb 16	Wales	Malcolm Lewis Stages. Minicare Welsh Tarmac Championship, round 4. <i>Hot on the heels of the first three rounds comes the latest in the Welsh Tarmac Championship that remains wide open.</i>
Feb 16/17	Kendal	Midac Illuminations Rally. Motoring News and BTRDA Road Championships, round 1. <i>The road rally season beings in earnest as the top crews in the country set off into the lanes of northern England. With two championships at stake, the sparks should really fly.</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.



Per Eklund in spectacular form last year in his private Audi. He will be back again this year on his home ground.

Any more bets on Audi?

PETER FOUBISTER looks at the prospects for the Swedish Rally

Having relied on the expertise of Walter Rohrl in Monaco last month, Audi Sport will this weekend place all their bets on the shoulders of Stig Blomqvist, the man who has dominated the Swedish International in recent years. His task will be to prove that the Sport Quattro is a winner, and capable of beating the now dominant Peugeot 205 Turbo 16. The snow covered winter roads of the Varmland will hold many keys to the future, as this is perhaps Audi's last stand.

Various forms of Audi have dominated the results boards of this winter challenge for the last four years — the 1981 event seeing Mikkola notch up the car's first World Rally win — but now the tide really has turned. The Germans have not won a competitive world counter since early in the summer of 1984 and they may never have a better chance than in the snow, where in constant conditions there can be no excuses.

Roland Gumpert — Audi's motors-

port supremo — explained after Monte Carlo that he was not disheartened; that he expected his car to go much better in Sweden, and that the ever-changing road conditions through France helped defeat his men in France. So now Blomqvist and Mikkola have to attack, and Rohrl has to play his masterful role, perhaps without such gusto as his colleagues, but surely we can expect a sensible run for championship points.

Challenging Ingolstadt will be the two Finns from Peugeot, Ari Vatanen and Timo Salonen giving the little mid-engined machine its Swedish debut, and hoping to maintain the team's position at the top of the points table. This year, because of the hassles over Monte Carlo, Sweden was promoted to full Makes status, so explaining the increased manufacturer commitment now evident.

The French undertook their first winter testing in Sweden before Christmas, settling on a suspension specifica-

tion which gave slightly increased ground clearance over the normal "gravel" setting. Salonen was heavily involved in the exercise, getting used to the car on snow, and hoping to be much closer to Vatanen this time, after his careful run on the 'Monte'.

One newcomer to the Swedish scene is Malcolm Wilson who is taking his own Quattro, seeded just ahead of the first British Junior Team member, David Llewellyn running the Audi Sport UK

TIMETABLE

Start: 1000 on Friday February 15 at Karlstad for 10 stages of 193km, returning to Alster (by Karlstad) at 2340.

Re-start: 0700 on Saturday for 12 stages of 216km returning to Alster at 2122.

Re-start: 0200 on Sunday for 7 stages of 104kms finishing at Karlstad at 1040. Total route 1614km including 29 stages of 513km; all stages on private roads, except for one stage on a frozen lake.

car, with considerable support from the team and co-driven by Phil Short. These two precede the leading Group A runners, and as ever this category looks certain to be full of excitement with many eager young candidates anxious to make their name. Certain to be an influence in this department will be Mikael Ericsson (Audi 80 Quattro) and Lars Erik Torph in the Golf GTi, his first drive for the new team.

Also swapping camps for the 1985 season is Ola Stromberg, for so long a Saab man but now tied up with Opel Team Sweden, while more variety comes from Thorbjorn Edling's Mazda, little Bror Danielsson's Volvo 240T, and the rest of the British Juniors led by Mark Lovell's Escort RS1600i.

As is usual on this event, the Junior competition will be a feature, with representatives from Sweden, Britain, and now Norway, John Haugland taking time off from his Skoda commitments to spend quite a lot of time with his own youngsters. He even managed to find a few hours to help one of the enthusiastic British crews, George Donaldson/Al Foubister, who are again in Sweden for another crack at the event. Last year they starred in a Mini, this time George has borrowed a Talbot Sunbeam, and with help from Dunfermline Car Club members, he is determined to surprise a few people. It is a similar situation in which Blomqvist finds himself, with a lot to do against much more fancied opposition.

The World Champion lost out on the Monte, but is looking forward to his home event.



Swedish Rally Results 1978-1984.

1978	1979	1980	1981	1982	1983	1984
1 Waldegaard	Blomqvist	Kullang	Mikkola	Blomqvist	Mikkola	Blomqvist
2 Mikkola	Waldegaard	Blomqvist	Valanen	Vatanen	Blomqvist	Mouton
3 Alen	Airkkala	Waldegaard	Airikkala	Rohrl	Lampi	Eklund
4 Blomqvist	Alen	Mikkola	Kullang	Eklund	Mouton	Jonsson
5 Vatanen	Mikkola	Johansson	Blomqvist	Mouton	Grundel	Torph
6 Lampinen	Johansson	Airikkala	Johansson	Lampi	Vatanen	Johansson
7 Danielsson	Stromberg	Salonen	Lampi	Nilsson	S. Nilsson	Eriksson
8 Walindsson	I. Carlsson	Eklund	Stromberg	Grundel	Eriksson	Andervang
9 Stromberg	Haugland	B. Nilsson	Eklund	Thorsell	Walfridsson	Petterson
10 Melin	Neby	I. Carlsson	S. Nilsson	Eriksson	Stromberg	Ahlin

Leading entries

- 1 Blomqvist/CederbergB..... Audi Sport Quattro
- 2 Vatanen/HarrymanB Peugeot 205 Turbo 16
- 3 Mikkola/HertzB..... Audi Sport Quattro
- 4 Eklund/WhitlockB..... Audi Quattro
- 5 Rohrl/GeistdorferB..... Audi Sport Quattro
- 6 Salonen/HarjanneB..... Peugeot 205 Turbo
- 7 Lampi/KukkalaB..... Audi Quattro
- 8 Carlsson/tbaB..... Mazda RX-7
- 9 Jonsson/GustavssonB..... Opel Ascona 400
- 10 Wilson/HarrisB..... Audi Quattro
- 11 Llewellyn/ShortB..... Audi Quattro
- 12 Ericsson/tbaA..... Audi 80 Quattro
- 13 Stromberg/CarlssonA..... Opel Kadett GSI
- 14 Torph/SanstromA..... VW Golf GTI
- 15 Johansson/OlssonA..... Opel Kadett GT/E
- 16 Lovell/DavisA..... Ford Escort RS1600i
- 17 Andervang/LindallB..... Ford Escort RS
- 18 Walfridsson/BeckmanB..... Renault 5 Turbo
- 19 Petersson/JohanssonA..... Audi 80 Quattro
- 10 E. Johansson/Ostensson A Saab 99 Turbo



Vatanen — can he win again?

Sir William Lyons

Sir William Lyons died peacefully last Friday at his home, Wappenbury Hall, the scene of so many important decisions for nearly half a century. William and Greta Lyons moved there shortly after the first SS Jaguars hit the headlines, and from then on it had been a ritual for important mockups and prototypes to be placed on the broad driveway there, with trees and sky reflecting in every contour. The final details might be set in the studio at the works, but the main inspiration was at its best in open spaces and in natural light.

For William Lyons was, above all, an automotive artist. His business skill, too, was beyond question from the outset. Starting with the Swallow sidecars which William Walmsley, his neighbour in Blackpool, had created at home as a cottage industry, Lyons instigated the business which was to become a legend. Only after his 21st birthday, on September 4, 1922, was he able to become Walmsley's partner, making attractive low-priced sidecars.

In 1927, an Austin Seven chassis was obtained, and a curvy, brightly painted body was fitted at the Swallow works. Lyons drove it to London, returning with an order from Henly's for 500 Austin-Swallows. With no hope of fulfilling the contract in Blackpool, Midland premises were sought, and Swallow moved south to Coventry late in 1928.

It is a well-known story. In 1931, John Black of Standard agreed to supply lowered chassis exclusively to Swallow, and for four years the long, low SSs wooed customers with high style and low price.

With the departure of Walmsley, and the arrival soon afterwards (in April 1935) of William Heynes from Humber, SS was soon well on the way to becoming a complete motor manufacturer, with its own engineering resources. The SS Jaguars were announced in September, 1935. Ten years later, the sidecar business having been sold off, the newly-named company, Jaguar Cars Ltd, was set on course for stardom.

The XK engine, the work of Bill Heynes, Walter Hassan and Claude Baily, was the heart of the postwar range. It was Lyons's belief that an engine should look right, as those gleaming cam-covers still do today.

That engine, in dummy form, was placed in the new chassis which had been produced for the first postwar London Show, in 1948 — and on that chassis, hurriedly mounted, was an exquisite two-seater body. This was the XK120, a development and publicity vehicle for the new marque, only a few to be hand-built in alloy over timber. That was the intention. The fact was that sports car enthusiasts everywhere — especially in the USA, which Lyons had been wooing — fell for the sleek Jaguar. After 240 had been built, a change to steel body construction was made. Over 30,000 more sports cars of the XK type would be made in time!

Fine touring cars were to be Jaguar's bread and butter, however, the 1950 Mk7 saloon being the first to take the new power unit. That XK engine would also bring the marque five Le Mans victories between 1951 and 1957.

Jaguar's concentration on the 24-hour classic has often been criticised. The C-type (below) and D-type competition cars were designed for that circuit only, and performances elsewhere were rarely as dominant. The fact remains that Lyons was right: victory at Le



Mans on a regular basis over those few years had a similar effect (in altering the company's image) as it would upon Ford a decade later. In 1950/51, Jaguar's annual production was running at the 6000 level; by the end of that decade, 20,000 cars a year were being produced.

For several years the success story continued at peak level. The Mk2 and Mk10 saloons, and above all the E-type, showed that Sir William (who had been knighted in 1956) had lost none of his flair. Formation of the Jaguar Group through skilful purchase of Daimler, Guy Motors and Coventry Climax, demonstrated his continuing shrewdness — and always the price of the product was right. Look back through the AUTO-SPORT road tests over the years, and see what John Bolster said about that.

When, coming up to 65, he got together with Sir George Harriman of BMC, and they announced BMH (British Motor Holdings) as a joint venture, it really did seem to Jaguar people — and I believe to Sir William himself — that autonomy would be retained (apart from which, continuity of body supply would be maintained). Then came Leyland, a company whose overtures (among many others) Sir William had politely but firmly refused in Jaguar's days of full independence.

Sir William stayed on, keeping sufficient control to play several trump cards before retiring in 1972, having completed 50 years with the firm he had built.

Much the most important of those trumps was the XJ saloon, announced in 1968 and essentially the model that has brought about Jaguar's recovery in the 1980s.

The late 1970s, following the disastrous recommendations of the Ryder Report, were depressing for Jaguar people — not least, Sir William. The umbilical

chord was through Jaguar Engineering, then led by Bob Knight, with whom Sir William kept in constant touch. Somehow, full integration into the collapsing BL empire was avoided.

When John Egan was appointed to lead Jaguar into the enlightened 1980s, he established an immediate rapport with Sir William, and this was clearly mutual. "I shall miss his wise counsel," said John Egan on Friday. "He has been a great friend to me personally, and a great ally in this company's renaissance."

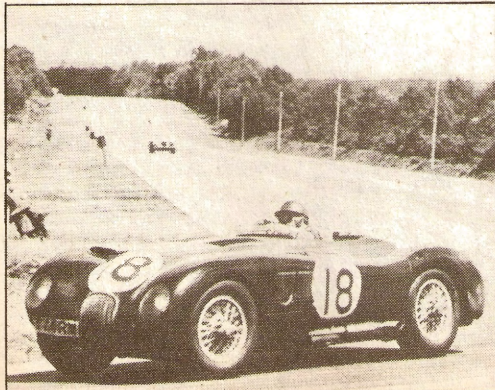
"He was a stickler for everything being just so," recalled Bill Heynes (81), who remained head of Jaguar Engineering from 1935 through to 1969. "He was a disciplinarian, too, but very fair. He made the firm — there's no question about that — and he was its chief stylist, too."

Wally Hassan (79), a man of few words, considers Sir William to have been "an excellent bloke". No one who worked for Sir William Lyons is likely to disagree. He could be distant, dictatorial, and always he was utterly determined to get value as well as give it. The loyalty he inspired in everyone was the vital spark that kept Jaguar under BL 'ticking over' until John Egan was able to grab it by the scruff of the neck.

Although Sir William's health had not been too good over the past few years, there is no doubt that the achievements of 1984 — going private, and achieving all-time record sales — brightened his last days beyond measure.

Without Sir William there would be no Jaguar car. All enthusiasts owe him a great deal, and I speak for all AUTOSPORT readers in expressing the deepest sympathy to Lady Lyons and their family on their, and the industry's, great loss.

ANDREW WHYTE





For the first time a VW Golf GTI with five doors — like it or not, access is greatly improved.

Five door champion

VW are aiming at a larger segment of the 'hot hatchback' market with the five door GTI. And, as MIKE McCARTHY reports, five doors are just as sporty as three

Strange though it may seem, one of the nightmares facing the upper echelons of management in the motor industry is to have a best seller on their hands. The reason is simple: with what do you replace it? How do you keep it at the top? Just such decisions faced Volkswagen back in 1977. The introduction of the Golf GTI had given them a model that possibly exceeded all their hopes: it became an instant classic; it was the darling of the press-on brigade; it started a whole new trend, the 'hot hatchback', of which it was the best seller, and journalists used it as the base by which all other imitators were judged. Follow that, as the man said . . .

Thus it was that, within a year of its appearance, work started on a replacement. Ten proposals were put forward for consideration from independent and in-house design teams. Information was culled from research among owners and a study was made of market trends. From all this came the basic parameters which had to be incorporated in the new model: more space and refinement, improved ride, better economy and longer range with no loss of performance. In May 1979 an in-house team was finally given the go-ahead for the new model. 40 months were allocated for design work and testing before pilot production began, and the 'Mk II' Golf, for want of a better name, was launched in August 1983.

Much more room

The result is fairly predictable — a touch of the 'middle-aged spreads'. The new model, thanks to an all-new body shell, is 6.7ins longer, 2.1ins wider, 3ins longer in the wheelbase, and track has been increased by 1in at the front and 2ins at the back. Much of the extra size has gone into improving space inside, with more head and legroom all round, not to mention 3.6ins more elbow room in the front and 4.4ins more in the back. Luggage volume too has been increased by 30 per cent.

Mechanically the new model follows the old but with up-date tweaks. Thus the front suspension is by MacPherson struts and lower wishbones, but with larger upper strut mountings for better jolt

suppression, more longitudinal compliance and much more suspension travel. At the rear the torsion beam/trailing arm layout is also retained.

The heart of the GTI, though, has always been the engine. As with the 'Mk I' version, it is a 1781cc, single overhead camshaft unit. On paper it doesn't look particularly special — and even opening the bonnet shows a fairly mundane looking lump, rather lost in the fairly

massive engine bay. Nevertheless it produces 112bhp (DIN) at 5500rpm and 114lb ft (DIN) torque at 3100rpm, which makes it at least competitive.

The other major innovation was the introduction of a five-door version, a step that — surprisingly — has brought a mixed reception in our office. Logically it makes total sense: there is no reason why a 'sporting' car has to have two passenger doors. And yet . . . There is an entrenched feeling that true sporting cars should only have two passenger doors, a feeling obviously endorsed by the manufacturers: the only other hot five-door hatchbacks are the MG Maestro EFI and the Citroën BX 19GT.

Tougher competition

Naturally the other major manufacturers, seeing the success of the GTI, weren't going to sit back and let VW take a major slice of the market, and they responded rapidly. Thus the Mk II GTI faces considerably more opposition than the Mk I. The obvious opponent is Ford's XR3i which, at £7274, undercuts the GTI by a massive £1200. Others that have to be taken into account are the Alfa Romeo 1.5 Green Cloverleaf at £6450, the MG Maestro EFI at £7279, the Citroën BX 19GT at £7289, the new Vauxhall Astra GTE at £7344, all, be it noted, at less than £8000 where the Golf comes in at £8464. And we haven't even mentioned the Japanese opposition such as the Toyota Corolla 1600 GT at £6995, the Mitsubishi Colt 1600 Turbo at £8020, and the Nissan Cherry 1.5 Turbo ZX at £6699.

Visually VW have kept the lines of the Mk I Golf but rounded and refined them for the Mk II. The result is a car that keeps a family resemblance but with a drag factor reduced from 0.40 to 0.34, with all the benefits that means. The new-look shape aroused a mixed reception. Only time will tell whether it will be a commercial success.

It might be expected that, with a bigger body but better aerodynamics, the new GTI would not be as quick on acceleration, but perhaps faster on top speed than the previous model: in fact *What Car?* recorded an improvement in both areas. The older model reached 113mph and took 8.9secs to reach 60mph from a standstill, the later model 118mph (an impressive improvement) and 8.4secs.

Where the GTI scores over its rivals,

The fat Pirellis have plenty of grip, behaving beautifully through faster corners, putting all the power down.



however, is the way it goes about things. The engine is still a little jewel, starting instantly whatever the temperature, idling sweetly, pulling lustily from low revs without hesitation or hiccups, and then going right up to the red line smoothly and without running out of breath.

Not that it is perfect, however. It can become quite raucous in the higher reaches when revved hard in the gears, though the sounds it makes are not unpleasant.

It might also be expected that, with a bigger body and suspension mods to make it ride better, the new GTI might not be quite such a fun car as the original. This is, in fact, the case — but only those familiar with the earlier car will notice it. In fact it is difficult to decide whether it is actually less crisp, or whether the improved ride only makes it seem so. Certainly the fat Pirellis have plenty of grip, but it is still very easy to spin the inside front on tight corners, — it is the age-old problem of asking the tyres to do perhaps too much in both putting down the power and coping with cornering. On faster corners, where it is possible to put all the power down, the GTI behaves beautifully. Naturally it understeers but seldom excessively so, and stays stable and upright. Lifting off in mid-corner produces the usual tuck-in but it never — in our experience — turns into a tail-out slide, and is generally fail-safe.

Obstructive gearbox

One sign of the car's low mileage was the rather nasty gearchange. There were no quibbles with the top three ratios, the lever slotting neatly, quickly and cleanly into place, but first and second were at best obstructive and at worst downright nasty — trying to find second from third was infuriating at times. Still, like the engine, we know VW gearboxes take some running-in, and would expect it to improve with age.

The additional suspension compliance and wheel movement has been put to good use, and on the whole the new GTI



With refinement and space without losing the fun, the VW Golf five door GTI looks a winner . . .

offers higher levels of ride comfort than the old. It still feels firm, though, and tends to rely on the seats to do much of the work: major bumps are absorbed quite well but smaller irregularities such as ripples and old roadworks impart a feeling of restlessness. As an improvement on the older model, then, the modified suspension works, but again some of the opposition does it better, notably the Citroën BX and Vauxhall's new Astra.

The new Astra, too, sets high standards when it comes to refinement, but the Golf is not far behind. Like many cars with a relatively high fifth ratio it cruises peacefully in the 80-100mph region when engine noise is well suppressed, while certain surfaces, such as concrete, can set up considerable tyre roar.

Referring back to the question of interior space, and the five versus three door argument in particular. Put it down to age, perhaps, but we have to come down firmly in favour of five doors — why fight your way past an obstructive B-pillar and seat backrest when you can have a door to yourself?

One feature of the old model that is carried over into the new is the upright seating position. This is quite noticeable but not awkward or uncomfortable, although one or two drivers didn't really care for it. However the seats are very comfortable and reasonably supportive. All the major controls are well placed and work with precision and slickness, the gearchange apart. The minor controls work efficiently, though we're not too convinced by the rocker switches on either side of the instrument cluster. One glaring fault — in spite of an all-new air blend system — is that the ventilation and heating is as bad as before: try as hard as we could we could not get fresh air to face and warm to the feet, travelling most of the time in a warmish fug.

Improved braking

One area in which the new car is a definite improvement over the old is braking. The GTI now sports discs at each corner, and they provide safe, fade-free stopping with none of the sponginess of their predecessors.

Summing up, we can see the new GTI

in five-door form taking over that sector of the market for this model which includes those who have, perhaps, a grown family, who now want refinement and more space without forsaking the fun factor. We can also see it attracting new customers as well, those who know of the older car's reputation as the class leader and want to see for themselves. The major problem, though, is going to be the price: the other, cheaper, opposition can offer almost as much fun, which makes their enjoyment per £ better. Price notwithstanding, though, the new GTI is a worthy successor to the old, and in five door form more practical. You can't really ask for much more.

VW Golf GTI five door

£8464

Specification

Cylinders/capacity	Four in line, 1781cc
Bore x stroke	81 x 86mm
Valve gear	Single ohc
Fuel system	Bosch K-jetronic injection
Power/rpm	112bhp (DIN) at 5500rpm
Torque/rpm	114lb ft (DIN) at 3100rpm
Gear ratios	3.45, 2.12, 1.44, 1.13, 0.89:1
Final drive	3.67:1
Steering	Rack and pinion
Brakes	Discs all round
Wheels	Alloy, 6J x 14
Tyres	Pirelli P6 185/60HR14
Suspension (F)	Independent by MacPherson strut, coil springs, anti-roll bar
Suspension (R)	Semi-independent by trailing arms and torsion beam, coil springs, anti-roll bar

Dimensions

Length	157ins
Width	68ins
Wheelbase	97.5ins
Track	56ins
Weight	18.5cwt

Performance

(What Car? figures for three-door model)

Maximum	118mph
0-60mph	8.4secs
50-70mph (4th/5th)	5.8/7.8secs
Consumption	
(Urban/56/75mph)	27.4/48.7/37.2mpg

ROAD CAR

of the year to see how competitively it can be priced in the English market. Sales objectives are ambitious with targets about twice those of the superceded A310.

RENAULT ALPINE V6 GT

Specification

Cylinder/capacity	V6/2849cc
Power/rpm	160bhp (DIN) at 5750rpm
Torque/rpm	166 lb ft (DIN) at 3500rpm
Performance	
Maximum	146mph
0.62mph (0-100kph)	8.0secs

RENAULT ALPINE V6 TURBO

Specification

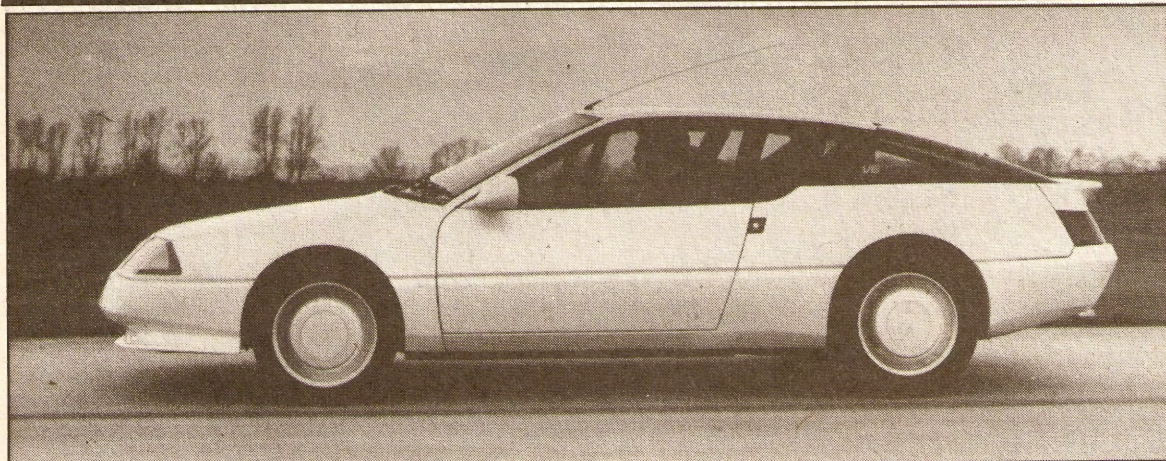
Cylinders/capacity	V6/2458cc
Power/rpm	200bhp (DIN) at 5750rpm
Torque/rpm	214 lb ft (DIN) at 2500rpm
Performance	
Maximum	155mph
0-62mph (0-100kph)	7.0secs

BRIEFLY

■ New car registrations in January were 3.1 per cent down on the corresponding month in 1984 with a total of 161,844, 56.38 per cent of which were imported. The Vauxhall Cavalier returned to the top of the chart despite the Ford Fiesta.

JANUARY TOP 10

1	(2) Vauxhall Cavalier	14,987
2	(3) Ford Escort	12,735
3	(7) Austin/MG Metro	10,596
4	(5) Ford Sierra	8,837
5	(—) Austin/MG Montego	8,201
6	(1) Ford Fiesta	7,576
7	(9) Vauxhall Nova	7,275
8	(6) Vauxhall Astra	6,761
9	(—) Ford Orion	5,774
10	(10) Austin/MG Maestro	5,634



Renault's striking new Alpine V6 looks set to move the French company into a new sporty market, if the price is right . . .

France's latest Alpine racer

Stealing the limelight at the Amsterdam Motor Show last week was the new Renault Alpine V6, the French company's latest high performance coupe, with which they hope to be more competitive with the Porsche 911 and 944, the Ferrari 308 and BMW 635. No doubt about it, the V6 is a striking design, very sporty looking, with what the manufacturer claims as an absolute record for low drag in a production car (0.28 Cd).

Replacing the Alpine A310 the new model has a choice of two engines, both derived from the Renault 25 V6 all-alloy unit, mounted in the rear behind a five-speed transaxle. With new front suspension advanced aerodynamics and

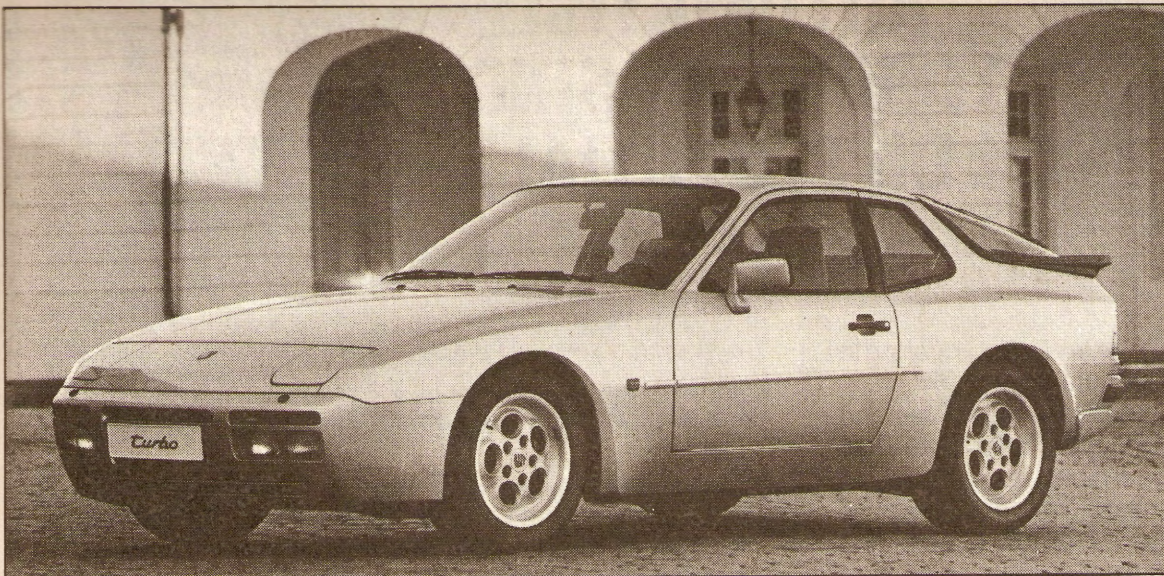
a good weight distribution Renault hope that the Alpine V6 will make a considerable mark when it is introduced to Britain (with right-hand-drive) towards the end of this year.

The engine, gearbox and front suspen-

sion components are all based on those of the Renault 25, a policy which has obvious advantages in engineering and servicing. Built in the Alpine tradition at Dieppe, the car features a laminated polyester bodyshell mounted on a steel chassis frame.

The turbocharged version of the car is fitted with a Garrett T3 turbocharger integrated with a Renix engine management system, and is capable of 155mph.

The car certainly looks a sure-fire winner, but we will have to wait to the end



The majority of the changes to the Porsche 944 are beneath the skin, but intakes and spoilers are apparent front and rear.

Logical development

There cannot be any other company in the world that has a higher proportion of engineers to 'others' than Porsche, and by heaven it shows. Take the Porsche 944 Turbo, for example. The application of blowers to existing engines is now more a matter of routine than the breaking of new ground. But not at Porsche: they have come up with one of the most sophisticated layouts around today. Thus the 944 Turbo may not be cheap but it is highly effective: a top speed of 150 plus mph and a 0-100kph (62.5mph) time of 6.3secs is testimony to that.

The engine is the well-known slant four with a capacity of 2479cc. It features an aluminium head and block, a single overhead camshaft and two valves per cylinder. Now look at the changes they made. Working from the inside out, forged pistons replace aluminium ones; valve springs have been updated by about 20 per cent; ceramic liners are cast into the exhaust ports to provide better heat

insulation; and the oil pump output has been increased by 10 per cent.

Full use of Porsche know-how has been put into the system. The KKK Type K26 turbocharger, for example, is not attached as close to the exhaust ports as possible: instead it is located on the inlet side. The reasoning behind this is to keep thermal loadings on the turbocharger to a minimum. In addition the bearing housing is water cooled by two circuits, one to control temperatures when the engine is running at full load, the other to prevent a heat build-up when switching off, both in the interests of extending turbocharger life. Normally, too, maximum boost pressure is regulated by a fairly simple spring-loaded valve acting as a waste gate to dump excess exhaust gases: Porsche have taken this a stage further by incorporating a boost pressure control system into the electronic engine management equipment, this in turn allowing the turbine to be supplied with only

sufficient exhaust gas energy to produce the required boost pressure at the compressor. Claimed advantages of this system include a constant maximum power, the torque characteristic can be optimised within the limits of available exhaust gas energy, a temporary increase in boost pressure (for hard acceleration) can be programmed in, and anti-knock measures can be included by making boost pressure a function of anti-knock.

Visually the 944 Turbo looks like a mildly customised version of the 944, but in true Porsche fashion nothing is done without a reason, and in this case it all means better aerodynamics. The nose is made from fibreglass-reinforced polyurethane, and apart from acting as a bumper it also incorporates various intakes for the intercooler, radiator, oil cooler and brakes.

Working back, the windshield is flush fitted, there are newly shaped shields for the engine and under-floor areas, fibre-

glass-reinforced PUR panels beneath the sills between the front and rear wheel arches, and a special wing beneath the bumper at the back which is not only the most instantly identifiable point on the car but improves under-body aerodynamics and transmission temperatures.

The interior has been modified too. There is a new instrument panel contained in a tear-drop shaped binnacle. There is now electric seat height adjustment, and the new dashboard, too, has made it possible to incorporate a more modern, integrated heater/air conditioner.

Driving impressions

No Porsche is boring, but at times the 944 Turbo comes perilously close. Before the folks at Reading and Stuttgart start pointing guns at me, I'd better say that the car is so efficient, so good at what it does, that it can at times seem boring. The surprise comes when you open it up and find that speeds, both in a straight line and around corners, rise dramatically but with a barely perceptible increase in drama, if you know what I mean. It is as poised and stable at 120 plus mph as it is at 20mph. Performance is bullet-like, with a strong shove from behind when you floor the throttle. On one fairly short stretch of *Autoroute* we saw 240kph come up with almost astonishing ease.

Apparently the 944 Turbo caused some dissension within the Porsche ranks, since in price and performance its nearest competitor has to be the 911 in unblown form. The final result, however — though typically Porsche in so many ways — is a distinctly different animal. Porsche believe there is room for both cars, and, as with all matters Porsche, it is difficult to dispute their logic...

Note the new under-body wing.



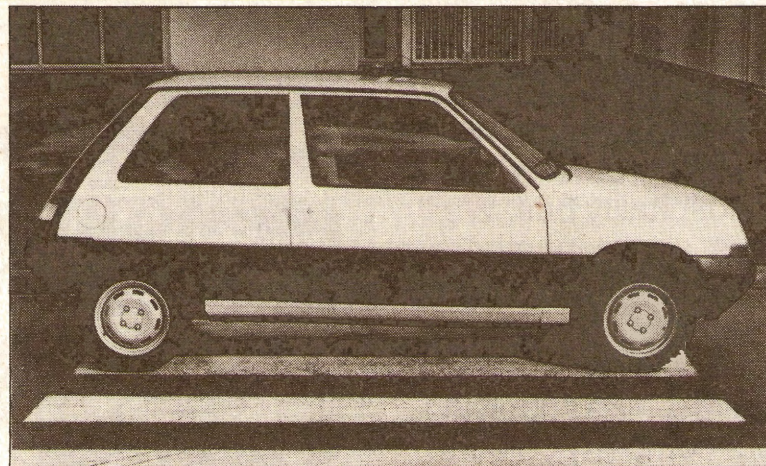
Excuse me if I seem to be repeating myself, but one of the nightmares facing the upper echelons of management is to have a best seller on their hands. And if it was a problem for VW with the Golf, it was an even bigger one for Renault.

Consider the facts. Nearly 5½ million 5s were built between 1972 and 1984: it held No 1 sales spot in France from 1974 until the beginning of 1984; in the whole of Europe it held first place in 1980, 1981 and 1982. But, the competition was catching up, and last year the Peugeot 205 swept into the lead in France.

The biggest gamble Renault took was not just simply to produce a new car but to keep a strong visual identity with the old. Opinions tend to be divided as to whether this is a 'good thing' or not. Only time will tell.

However, the hackneyed phrase 'beauty is only skin deep' truly applies to the Supercinq, since, under that skin, it is all new. The shell, for example, is wider, longer, more aerodynamic and has some 20 per cent more glass area. The engine and transmission are now transversely mounted. The suspension is completely different, with MacPherson struts at the front and trailing arms with transverse torsion bar springs at the back. The engine range is now from 956cc to 1397cc instead of from 845cc to 1397cc, with power outputs varying from 42bhp to 72bhp. Fuel consumption has been improved: Renault claim mean figures of from 41.5mpg to 54.7mpg as against 38.9mpg to 50.2mpg.

We recently had the opportunity to



Like it or not, the Supercinq is a much better car than the 6.

Major 5 improvement

cover an extended mileage in a 1400cc GTL, the model which is likely to be the most popular in this country.

First impressions were that Renault had improved the 5's engine out of all recognition: it is now as smooth and refined as the best of them. Around traffic, and at lower road speeds, it showed plenty of urge too, but on long motorway legs a lack of bottom end pull (plus relatively high gearing) meant that

even slight upgrades would drop speed noticeably. *What Car?* recorded a maximum of 95mph in fifth and 97mph in fourth, showing that fifth is very much an overdrive gear. They also noted a 0-60mph time of 12.7secs which is brisk enough to be slightly quicker than most of the opposition although, frankly, if you're looking for out and out performance the more sporting TSE is likely to be the model you'll go for, unless you're

prepared to wait a while for the turbocharged version.

When it comes to action in the corners the whole character of the car has changed. Gone is the traditional 5 roll and heavy steering, replaced with a much more taut feel — the 5TSE, with yet firmer suspension settings, crosses the border into a fun car.

Gone too, though, is the soft, all-absorbing ride for which the 5 was famous. The Supercinq's ride is good, it must be said, but is now very much like that of other small Euro-boxes.

The seats themselves (in the front at least) proved to be in the French tradition — comfortable. At the end of the thrash across France there was no feeling of stiffness or cramp, high praise indeed.

The dashboard is rather oddly styled — the anti-glare device is a projecting hood over the instrument binacle — and rather plasticky, but there are no major idiosyncracies to annoy. Instrumentation on the GTL is limited to a speedo and fuel gauge plus idiot lights, but again those wanting more in this line would no doubt opt for a TSE. All the controls, both major and minor, work well, the gearchange in particular being very, very good — smooth changes, helped by a light but progressive clutch.

Summing up, the Supercinq is a much better car than the 5, being improved in almost all major aspects. It is quicker, smoother, more economical, more spacious, handles better and is generally more crisp. Against it is the deterioration in ride and, possibly, the looks.



Ingliston's coming of age

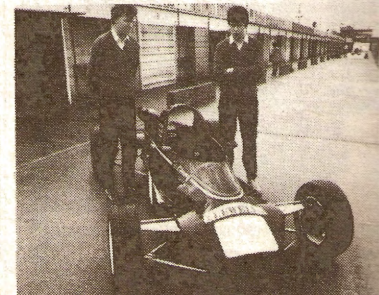
The 1985 season sees the 21st anniversary of racing at Scotland's Ingliston venue. A closed meeting, open to members of the Scottish Motor Racing Club, will take place on March 24 but will not count towards Scottish Championships.

Many meetings feature rounds of National one-make series. The Renault 5 Turbo Challenge goes to Ingliston in July, while Austin-Rover and General Motors dealer networks back meetings featuring the MG Metro Challenge and Astra Challenge respectively. The former opens the season proper on April 21 with the latter on August 11. Other meetings are on May 12, September 15 and October 6 and combine with four Knockhill meetings to make a 10 round Scottish Championship series.

Due to greatly diminished numbers of *Libre* cars, the Bernard Hunter Crane Hire Ford 2000 Championship but a trophy will be awarded to the highest place *Libre* car.

In addition, Lowland Tyres (Edinburgh) will sponsor a 10 round Sports Car/Clubmans Championship and Hubert Mitchell Ltd, insurance brokers, will back the Scottish FF1600 Championship.

Harvey Motorsport



Mike (left) and Nick Harvey with their Reynard. Nick and Mike Harvey, sons of long-time racing engineer Tony, have formed Harvey Motorsport to offer race preparation services, initially in the Ford Formulae.

Both experienced race mechanics, the brothers have also acquired a Reynard 84FF chassis which Nick will campaign in FF1600 this season.

Their quest for sponsorship towards this venture has been assisted considerably by James Guthrie of Pedal To The Metal Films, who has produced a promotional video about the team. Harvey Motorsport can be contacted on (028 05) 471.

Cramer's Gould 84/2

Former British Hillclimb champion Chris Cramer has launched a major new offensive aimed at regaining the coveted RAC title. The Stroud architect has teamed up with Newbury's David Gould to run the latter's beautifully made Gould 84/2 (see *Insight*, p46) in the top class of the 16-round series.

The pair are currently seeking sponsorship for the much admired car, now uprated with a Hart 425R power unit, developing 330bhp. The combo should be among the pacemakers in one of the most open series in years!

Confident handling of a Metro Challenge car in wet conditions at Silverstone (above left), won Robin Parsons (right) a fully backed Metro season.

Express Parsons wins plum Metro drive

The fully supported *Daily Express* scholarship drive in the 1985 MG Metro Challenge has been won by 21-year-old Robin Parsons. Having finished runner-up in last year's Metro scholarship, Parsons contested the Ford Credit Fiesta series, finishing a creditable second on a meagre budget. He impressed judges with smooth, confident handling of the Metro Challenge test car in appalling conditions at Silverstone last Thursday.

The scholarship prize, amid a strong

entry, comes as a great filip for Parsons whose current car had been rendered uncompetitive due to regulation changes for this year's Fiesta series.

The six finalists were whittled down to three, following interviews and observed laps in a Silverstone Racing School MG Maestro. The unlucky trio were Stephen Elmes, impressive FF1600 driver Jason Elliott, and multiple 100cc kart champion Piers Hunnisett.

The surviving three; Parsons, Rob

Murphy and 1983 Marlboro Challenge runner-up Allan Seedhouse, were then sent out onto the streaming circuit for timed laps in a fully prepared Metro Challenge car. A comparison time had been set by last year's scholarship winner Tim Harvey, and Parsons was quickly into his stride and also quickest.

Robin's first race in the car will be at Silverstone on March 3 in the opening round of the British Car Auctions-sponsored BRDC series.

Finnish motivation

Promising young Finn Tomi Luhtanen is to follow the Racing Displays British and EFDA FF2000 Euroseries trails this season, in a new Reynard chassis prepared by Motiv Racing in Wallingford.

The team's earlier plans to field a car for Dutch and Benelux champion Lamie van der Heuvel have apparently fallen through, so a concerted effort will be put into the Scandinavian's activities.

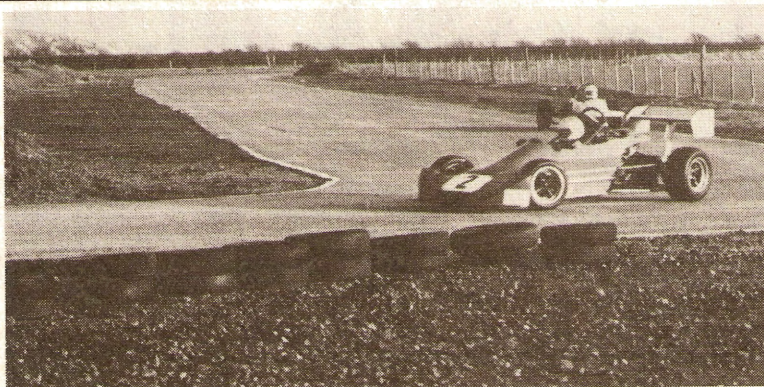
Another hot Brazilian?

Paolo Carcasci, five times Brazilian kart champion, is tipped as a man to watch in this year's major FF1600 championships. Carcasci will run a works-assisted Reynard 85FF, with factory Minister engines, from Mike Parkes's workshops in Walsall. His team-mate will be Tim A. Jones.

The young South American has won his country's national kart series on 100cc and 125cc chassis, and is the reigning Superkart title holder. Junior champion in the year that Ayrton Senna held the senior kart title, Carcasci is a former sparring partner of Mauricio Gugelmin.

Snetterton Scott-Brown

The 1985 Scott-Brown series for cars other than single-seaters will be run by the BRSCC at Snetterton. Previously only for sports cars, the series aims to enable cars ineligible for various other championships to compete again, with the emphasis on participation. Cars will be divided into a maximum of four classes based on practice times and event dates are April 5, May 6, June 22, August 25 and September 8.



Club racing at Flookburgh Ponderosa — Steve Fitzsimmons tests the track in his Lola.

Cumbrian club racing?

Club level motor racing could be seen in Cumbria this season, provided that the necessary safety work can be carried out on the tight little Flookburgh Ponderosa circuit, near Barrow-in-Furness. The facility, already used by the motorcycle racing fraternity, was inspected by Robert Langford of the RACMSA last week, and rubber stamped pending completion of tyre walls and other minor modifications.

Steve Fitzsimmons, who already runs a

racing school at the tiny (approx 3/4-mile long) venue, is the man behind the project. He is to seek planning permission for circuit usage, and is optimistic that racing could be held as early as July.

It is envisaged that fields of 10-12 cars (similar to the size of Lydden grids) will be run on the circuit which used to host world championship kart events. A change of circuit name is proposed if the project gets the final go-ahead.

New Historic Club formed

The Historic Racing Club (NI) has been formed to promote such racing this year. A championship with six to eight rounds was seen as necessary to attract more interesting machinery, and a round of this year's championship will take place at all Kirkistown meetings, including a three-race series for competitors from outside Northern Ireland.

Instead of the previous handicap system, races will now run to a scratch format with handicaps added later and prizes awarded for each category.

With relaxed eligibility, the clauses (for each championship) are:— 1) Racing cars built before December 31, 1970; 2) Production cars with a run starting before December 31, 1969; 3) Historically interesting cars admitted at the discretion of the club.

A club registration fee of £10 will cover costs and the club address is: 8 Colby Park, Belfast, BT8 4NP. Interested parties may also 'phone Simon Brien (0247-465560) or Billy Patterson (0232-701629) evenings.

Ballyjamesduff venue for Irish street racing

Street racing returns to Ireland, after an absence of almost 20 years, with the Irish Motor Racing Club's Ballyjamesduff Round-The-Houses races on June 8/9. The venue is a tiny circuit, just short of a mile, in the Co Cavan town made famous by the Percy French song "Come Back Paddy Reilly to Ballyjamesduff!"

Rumours of the Ballyjamesduff venture have been rife for some time, but it's official — the news confirmed by IMRC President Liam Breslin to AUTO-SPORT's Eire correspondent Brian Foley last week. It is envisaged that Formula Ford 2000/1600, Formula VW, Saloon and GT classes will be catered for, and the local residents are highly excited at the prospect of motor racing coming to this area for the first time ever. Ballyjamesduff lies roughly 60 miles north west of Dublin, close to the Ulster border. A 'Tidy Town' award winner, Ballyjamesduff has a population of around 1000.

Breslin reckons it will cost around £10,000 for the Ballyjamesduff promotion, while the IMRC is also promoting

the Phoenix Park road races on September 14/15, three Mondello meetings, two or three hillclimbs and several other events, all of which adds up to a very busy year.

The organisation of street racing is a pretty mammoth task, and indeed it is as a result of very poor crowd control that the RIAC has had to recently impose a ban on street stages in Irish rallying. Breslin does not envisage such problems in Ballyjamesduff, and reckons there will be excellent safe viewing for thousands of spectators.

In the 1930s street races were held in Bray and Limerick, and the road circuits at Ards (Tourist Trophy venue), Cork and Tallaght also took in some street sections. The Limerick races came to a sad end, when the young Duke of Grafton crashed his ex-Earl Howe Bugatti and later succumbed to his injuries.

After the war the Curragh circuit had a 'round-the-houses' section in the military camp, where Duncan Hamilton had a nasty accident in a Jaguar C-Type against

some strong iron railings and other solid scenery. The Wicklow circuit also zig-zagged through a corner of Wicklow town, and the most exciting part of the Dunboyne road circuit was the tricky left-hander through the village.

Sadly, all the Irish road circuits saw fatal accidents (Ards and Dunrod in Northern Ireland, Limerick, The Curragh, Wicklow and Dunboyne in the Republic), all of which raised a huge question mark over the safety factor. Also, road closure became increasingly difficult due to problems of diverting heavy traffic over secondary roads during the meetings.

The advent of Mondello Park in 1968 finally marked the end of the great road racing era, the tradition kept alive annually by IMRC at Phoenix Park. Now the Ballyjamesduff promotion could be the dawn of a new era in Irish motor racing. If the June meeting proves successful, we have no doubt that other Irish towns and cities will want to get on the band wagon, with street races to boost local tourism and business!



Fabi — British and EFDA FF2000.

Penistone FF2000 for Fabi

After some weeks of speculation as to where he would race this year, the rapid French-Canadian FF2000 driver Bertrand Fabi has signed with Penistone Racing for 1985.

Backed once again by Canadian Reynard importer Raymond David, 'Bert' will contest the British and European FF2000 championships with the Silverstone-based team.

Fabi, who was born in Bicester incidentally, won last year's Canadian 2-litre 'run-off' race and showed promise (if a little over-exuberance) in the BBC Grandstand series over here before Christmas.

BRIEFLY

Regulations for the major 1985 Brands Hatch Racing Club Championships are now available on request from Brands Hatch. These include: Thundersports, Racing Displays FF2000, the respective Champion of Brands, Snetterton and Oulton FF1600 series, B&Q Sports 2000 Championship and the *Motoring News* Transnational GT Championship.

After two years at Silverstone, Madgwick Motorsport is moving to new, larger premises in nearby Brackley at the end of this week. From February 18, the reigning British FF2000 champions can be found at Farm Road, Brackley, Northants, NN13 5BQ. Tel: (0280) 701501.

Anthony Llewellyn-Davies will contest this year's B&Q Sports 2000 Championship in the ex-Chris Ashmore Lola T592. Nayler Road & Motorsport, of Dudley, will prepare both car and engine, having previously run the former sprinter in a Tiga SC79 chassis.

The Ford Finland Club has recently ordered a batch of 12 new Reynard 85FF chassis, to strengthen the FF1600 class in the country. The deal was assisted by Stuart Turner, Ford of Europe's Director of Motor Sport.

Val Adaway's Formula Services operation has taken on the services of Angela Buckland (formerly of Eddie Jordan Racing and *Motoring News*), to help ease the pressure of a vastly increased workload for 1985.

The CCH Sprint scheduled for Brands Hatch last Sunday, had to be cancelled due to the inclement weather conditions. Ski-bobbing was more the order of the day.

Penistone Racing's recent FF2000 signing Mark 'Norman' Newby was reportedly spotted at Silverstone last week, undertaking secret trials with the 'works development' Sinclair C5 chassis. So this is the BRDC's secret new one-make formula...



Sala — happy Racing Displays champion.

BARC awards

The splendid Effingham Park complex in Sussex was the venue for the BARC's Big Night Out and the Southern Marshals' Supper last Saturday, centre point of the evening being the presentation of the Club's championship awards for 1984.

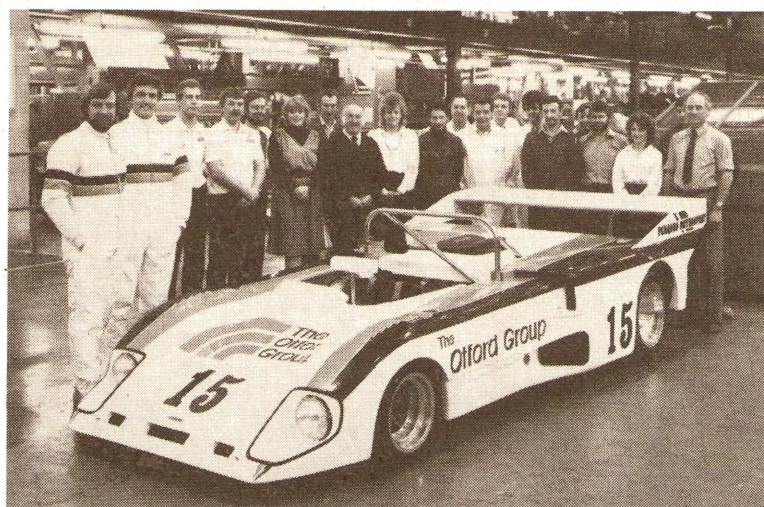
Newly crowned Marlboro British F3 champion Johnny Dumfries added the Reg Parnell Trophy to his mantlepiece, while Maurizio Sandro Sala received his Racing Displays National FF2000 spoils from series sponsor Frank Bradley.

Recipients of other single-seater honours were David Jacklin (Sabre Pre-'80 FF2000) and Peter Townsend, Jonathan Bancroft and John Wardle (P&O, BP and 1974-78 FF1600 respectively).

Mike Luck stepped forward to collect his hard-earned Oceanair Clubmans title while Doc Enderby (BARC Special GT), Pat Mannion (Wendy Wools Special Saloons) and Andy McLennan (Monroe prodsaloons) were present to claim their trophies. Richard Horn was accorded the MGOC racing title.

A special cheer was reserved for Nigel Ferrier, whose Hyphen Advertising concern raised no less than £4,698 for the Downs Children's Association through his team's effort in the Boston Leasing-Beaujolais Rally charity challenge.

BBC motor sports commentator Murray Walker compered for the 400 BARC members and their guests.



Mike Wilds/Jim Wallis and Cosworth powered Lola T286 — potent Thundersports combination.

Wilds to drive Otford Group Thundersports Lola T286

The Otford Packaging Group's colourful presence in Thundersports racing has taken on a new dimension with the acquisition of a genuine front-running car, a Cosworth DFV-powered Lola T286. With Mike Wilds contracted to share the impeccably turned-out machine with Otford Group's enthusiastic Chief Executive Jim Wallis, the equipe has to be one of the teams to beat Wilds, reigning AMOC Thoroughbred Sports Car champion, and Wallis, who holds the HSCC Pre-'70 single-

seater title (with his Brabham BT30) have already set some scintillating times round Silverstone in the Pegasus Motorsport prepared Lola. Motivated by one of two 3.3-litre, 540bhp, DFVs from Langford & Peck in Northampton, the Otford racers will hopefully be able to match the company's enviable record of speed and efficiency in the packaging business.

The Lola, basically an updated version of Eric Broadley's pretty 1976/8 3-litre G6 chassis, has not been raced previously.

New Lister XJ challenge

B.L.E. Automotive are to sponsor the Lister XJ Challenge for the Lister-Scott Brown Trophy this year.

The series will be administered by The Jaguar Driver's Club and will encourage more XJS and XJ6/12 models into competition. Cars can be bought quite cheaply and the series will cater for cars in road-going form and also cars in moderately modified form which will be suitable for other current modified

championships.

B.L.E. Automotive intend to make available to registered competitors the preparation information gained during last year with their XJS. They also hope to be able to obtain supplies of fast wearing components, especially tyres, from manufacturers in bulk, and make these available to competitors at low prices. Details of regulations, trophies, etc will be published by the JDC shortly.



Notes from the ice

Not surprisingly, drivers often find it difficult to be absolutely truthful when it comes to describing their odd indiscretions. In contrast to his counterparts on the race tracks, the rally driver's most forgettable moments often occur in very isolated places, with a loyal co-driver the only witness.

The temptation to blur the facts is therefore understandable, because as in most sports, reputations can be easily lost. Complete honesty is relatively rare, and perhaps most noticeable in those who possess extraordinary inward confidence — the elite, capable of describing a mistake without worrying about whether it will damage their reputation.

I have always found Ari Vatanen entirely truthful. A man of strong principles and beliefs, he has never lost the raw aggression that first marked him out 10 years ago. Some consider that is now one of his problems, that he should be able to "drive to order", but as an out and out racer, with an enormous will to win, the man just oozes excitement.

Even he has shown concern recently that it was the 205 Turbo 16 that seemed to be attracting all the attention; that the driver was rapidly being relegated to the role of passenger. It was hardly a position that he enjoyed, having spent much of his career struggling in machinery that was often outclassed. Under those conditions, the driver's part in any success was highlight. After all he had beaten better cars, bigger teams.

So there was something of a culture shock in store as the boot was suddenly on the other foot, Ari's head up there on the chopping block, and everyone else snapping at his heels. Certainly, he won a string of events towards the end of 1984, but already whispers in the background suggested that, maybe, Rohrl would have been even further ahead.

That niggled Ari, confident that he had the pace, and upset that others questioned his talent. So when he actually has a break some time this year, and looks back on the opening scenes of 1985, he may have cause to thank his co-driver for that mid-event cock up. Terry Harryman's 8min penalty did little for morale at the time, but it most certainly offered Ari the opportunity to prove, once and for all, that he has had more than a little to do with the car's successes so far.

In the most professional manner possible, he dug in and got on with the job; a task as difficult as there could be in rallying, for Rohrl's understanding of Monte Carlo is legend. There could be no greater challenge, and yet by the finish Messrs Vatanen and Harryman had restored the balance to get Peugeot's World Championship campaign off to a fabulous start.

Terry, too, disciplined himself, got it

out of his system to arrive in Monte Carlo that Wednesday having reduced Rohrl's advantage considerably, and in a much happier frame of mind.

Harryman's prize

That evening, Mike Greasley's *Rallycourse 1984-1985* was launched, Marlboro holding a splendid reception at the Hotel Hermitage where a good number of the battle weary competitors took light refreshment, and gazed through this latest offering.

Following tradition, Jim Bamber, *Rallycourse's* art editor, had spent many a quiet hour creating a couple of marvellous awards to complete 1984: for Manager of the Year, Roland Gumpert; and Co-driver of the Year, Terry Harryman.

Beautifully cast in resin, Harryman's gargoyle-like miniature showed the unfortunate soul in PTS overalls, complete with beer and bag.

"When I heard that I was getting an award," explained Harryman to the assembled gathering, "I thought maybe it was for bravery, but now I realise that it was for stupidity..."

For some hours, Terry had been involved in negotiations at the rally headquarters, ultimately learning that the protest against his penalty was being rejected, so the episode was behind him; Thursday would bring a new challenge. It would be the final — surely most satisfying — part of the longest event which demands that every serious competitor has the use of an ice note crew. For the top runners, three such cars is the norm, the winners aided throughout by John Haugland/Fred Gallagher; Colin Malkin/Ian Grindrod; and Kalle Grundel/Peter Diekmann.

Prior to the event, my own feeling was that considering the wildly varying surfaces on the stages, established ice note crews could be most important, and that if it came to the crunch, Rohrl would hold the aces.

That was maligning the sextet above, because although some were relatively new to the game, and few had done notes for Ari before, their job was tackled with the utmost concentration, all too evident in Kalle Grundel's face at the St Etienne assembly point before the stages.

"I don't know about this job," he admitted, "because it is so difficult. The conditions are always changing, and we have to try and see what is happening."

Already, along with the other members of the group, Kalle had completed a couple of exercises to ensure consistency from all three crews. Going over several

Walter Rohrl salutes Ari Vatanen at the finish of the Monte Carlo Rally.



stages and establishing strict discipline on the way each member would mark the different road conditions. It was something which had been the subject of much discussion since they all gathered in Paris two days earlier.

The itinerary had included a trip south on the high speed train to Lyons, offering the chance for first discussions, and a little light relief courtesy of Mr Malkin.

"Right then, my favourite game. Which Scandinavian driver finished in the top 10 on the Tour of Mull and what was his car?"

It was the start of a week-long quiz with each party member inventing ever-more obscure questions.

"What was the registration number of John Sprinzel's Sprite?"

"How many co-drivers since 1960 have won Monte Carlo more than once, but with different drivers?"

The questions continued, and the tone was set for the rest of the week, Ian Grindrod injecting his own special style on proceedings with an entertaining little episode with one of the doors which separates compartments on the train. As opposed to the BR system which allows such doors to swing back and forward every time the carriage drifts one way or the other, the French trains utilise a strongly sprung glass door, operated by a push button.

Grindrod is renowned for his love of all "foreigners", and his willingness to converse in different languages. He sees it as part of the job, teaching different peoples to understand the Lancashire accent, and help them to get out of some of the more ancient cooking habits which still exist today.

He somehow missed the sign, "Poussez", preferring to enter into a grappling contest with one such door, in full view of the rest of the party, his muscle-bound body twisting and straining as he failed to pass. Then someone pushed the button...

Attention was soon back to the quizzes: "Eric Carlsson won the RAC three times with three different co-drivers. Name them..." And, of course, back to the purpose of the exercise.

Tyre choice: a gamble?

Watching all six throughout the event helped underline the importance of the ice note crews, their efforts ensuring that the correct information is passed to the driver and those anxious moments waiting to see how Ari performed on 'their' tests, and the relief when it had all gone right. It also helped underline how poor Harald Demuth must have felt after the all-important stage on the Final Run.

The gamble that Rohrl took following Harald's advice made sense, it could have given him victory against all odds.

One crucial factor is always tyres, but for Monte, the Michelin men had it all their own way; Lancia — and Pirelli — were never in the same race, two-wheel-drive too much of a handicap. Both companies had fresh products to suit the new tyre regulations (which effectively allow cars to run wider rear rims with narrower fronts), but it was Michelin which made the headlines.

Their SO option was designed to be used in severe cold, on dry, wet or icy roads. Termed the 'Racing Tyre Thermo Contact', it meant that drivers often found themselves on slicks, heading for a lot of ice. If the roads were worse, the alternatives were A3 or A2, the former proving too hard for most of the front runners, but taken by Vatanen for SS27, the winning stage. Michelin press details listing it as ideal in "smelly snow..."

As with Peugeot, Michelin were evidently delighted with their success on home ground, as after the early political argy bargy, the 53rd 'Monte' proved a most popular affair. True, the organisers were on their best behaviour, had evidently continued the behind-the-scenes work even when the whole thing was apparently to be cancelled, and produced one of their best ever offerings.

Fan belts

Efforts were made to accommodate the French television cameras several times, and the return was that TF1 took the first stage live; and the Thursday thrash over the Col du Turini went out in Luxembourg, Switzerland, Italy, Spain, Algeria, and Austria, with sensational coverage from a helicopter. If the TV coverage was large, so too were the crowds which inevitably followed the cavalcade. At St Bonnet, whole families were walking up to six miles through the snow to get a glimpse of the spectacle, and while it must do something for those Marketing Executives justifying a company's involvement, it doesn't really help those that are trying to follow the proceedings.

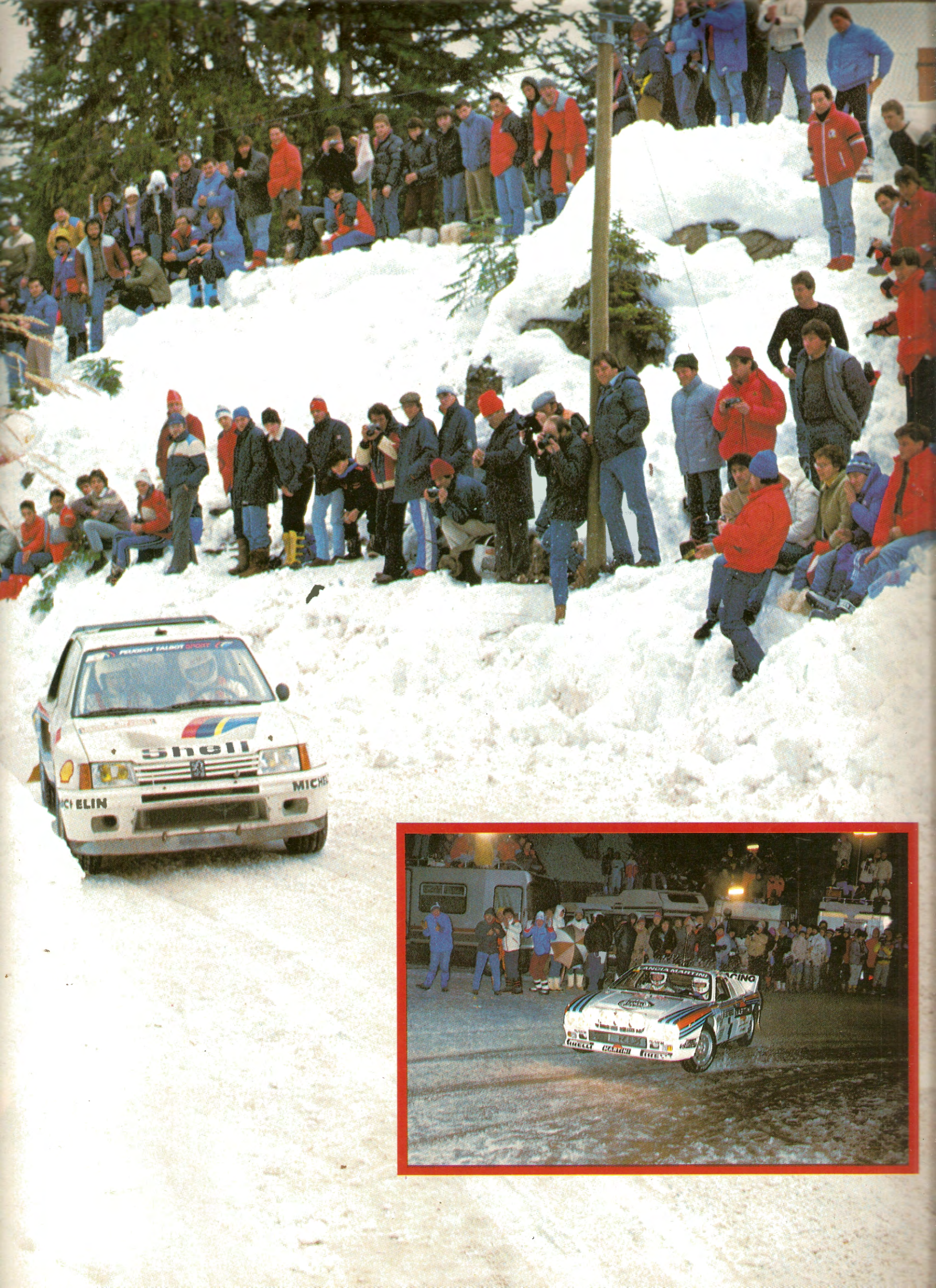
It is a bit like trying to get out of Brands Hatch after a big race meeting, crawling round the South Circular, and heading for Silverstone knowing full well that the traffic jam is already there and waiting.

I am sure the fans loved every moment, as they were treated to a real dice with two of the world's best slogging it out. Watching those characters at speed is something special, and the Group B era certainly offers the drivers new challenges, but whether it improves the spectator's lot is another question. As in Grand Prix racing, new efficiency from the engineers is changing the sport. I well recall the crowd's response at one hairpin, silently impressed by those two front runners as they braked, and took a deliberately slow line to get round (you cannot handbrake either a Peugeot or an Audi), and the contrast with the noisy and spirited reception for Toivonen or Snobeck, these two in their outdated machinery slinging it at the bend, handbraking round, laying rubber, and doing all the things that rally drivers do. Orused to.

PS — If you are still pondering over those questions, the answers are: Per Inge Walfridsson in a 1275GT; PMO200; two — David Stone and Henry Liddon; and Stuart Turner, John Brown and David Stone.

FACING PAGE

Main picture: Peugeot's new recruit, Bruno Saby, is the latest Frenchman to land himself a regular drive with a top team in the World Rally Championship, seen here slithering his Turbo 16 about in the snow. Inset: Henri Toivonen surges through a sea of flash lights as he powers the Lancia through the village of Chartreuse. Photos: Colin Taylor Productions.





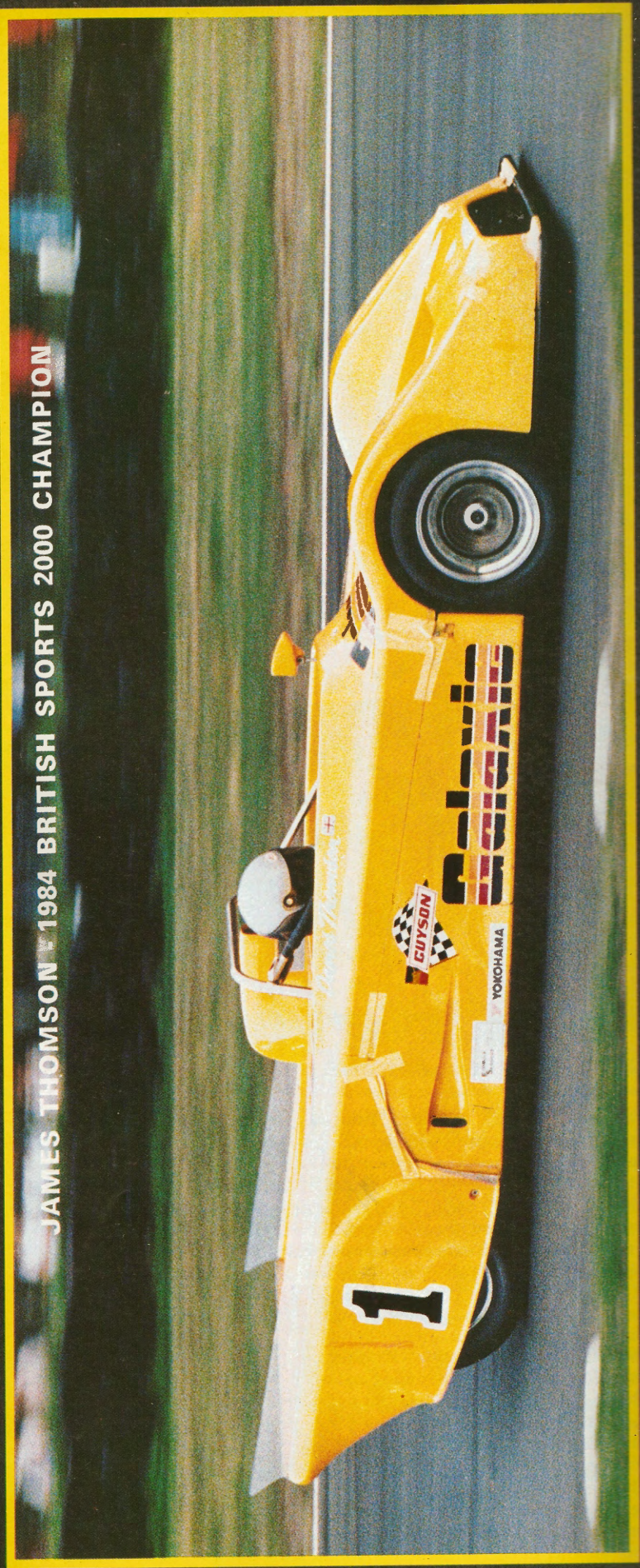
MARTIN BOSOVER - 1984 BRITISH HILLCLIMB CHAMPION

MARIO ANDRETTI - 1984 U.S. CART INDYCAR CHAMPION





JAMES THOMSON 1984 BRITISH SPORTS 2000 CHAMPION





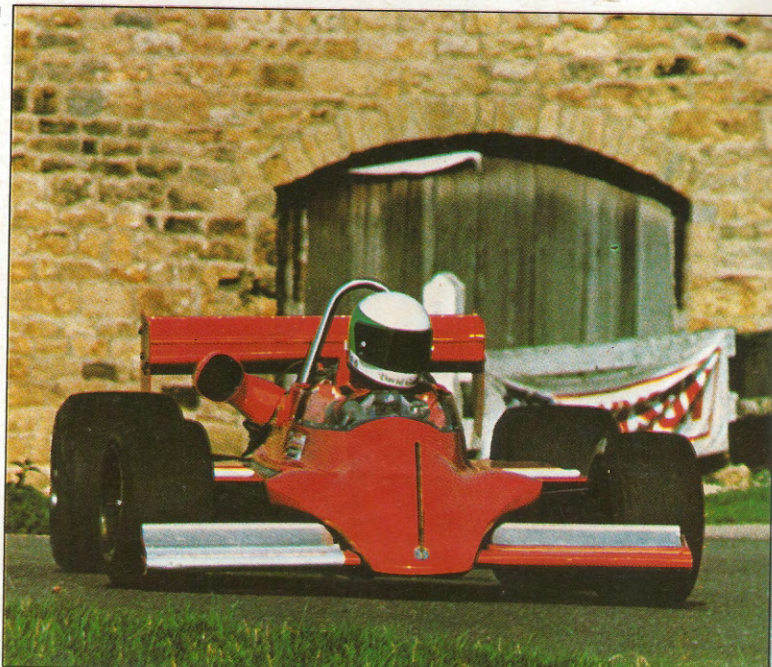
Bolsover's triple blaster

ROBIN BOUCHER looks back on a particularly fascinating season of speed events

Above: The masterful Martin Bolsover at Prescott in the Guyson Pilbeam MP43. Below: David Gould's magnificent new self-built car (feature, p46) in full flight at Harewood.

Having won two Pace Petroleum Hillclimb Championships in successive years, Martin Bolsover was tipped by many to make it a hat-trick in 1984. That is, until it was announced that he would not be fielding the single seater which had taken the championship in 1982 and 1983. In his own words, he was looking for a "quieter season!" And so during the winter recess he changed cars with Tim Thomson, thus the British champion would be defending his title in the Guyson Pilbeam sports racing car and suddenly the odds had changed. With considerable help from Ron Hand and Rob Turnbull the Hart-powered car was converted to run on methanol, and several changes made, in the hope that it might challenge the superiority of the single seater cars.

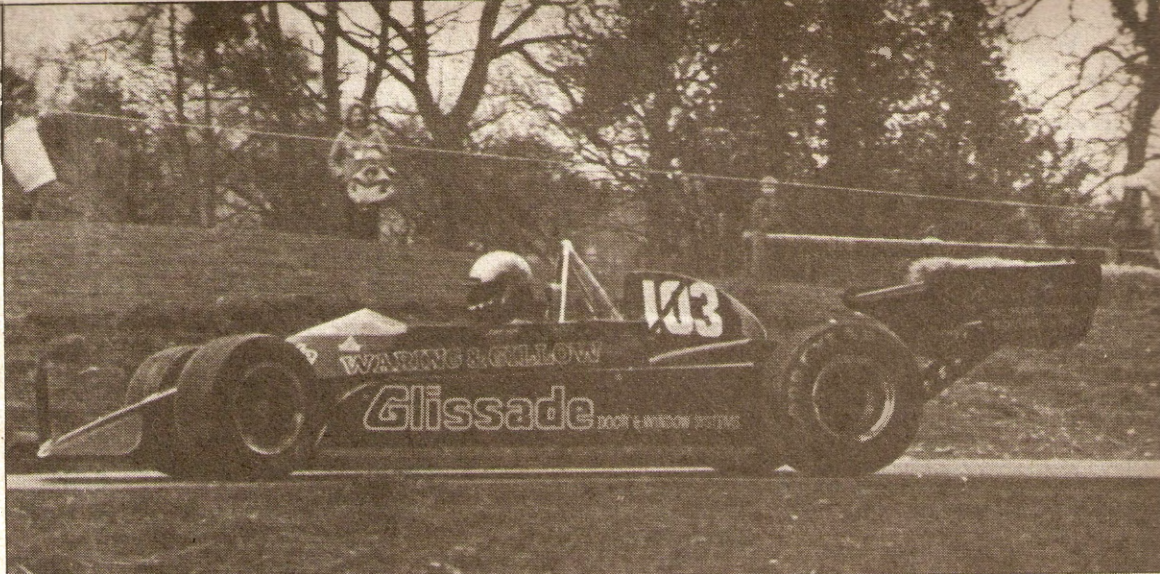
The early season was rife with problems encountered by the use of methanol, especially the 'gumming up' of the fuel system, but they were gradually overcome, and suddenly the hoped-for challenge materialised. The single seaters came under more than a little pressure as Martin started his climb through the championship order. With only three rounds of the 16 event series to go Martin was suddenly in with more than an outside chance of taking his third consecutive title, but he knew he needed three very good results to stave off the challenge from Martyn Griffiths, Alister Douglas-Osborn, Tim Thomson and Roy Lane: all of whom looked likely winners of the series at one time or another during the season. With the chips down Bolsover decided to use young Thomson's Guyson Pilbeam single seater for the last three rounds, and although he failed to match a top form Douglas-Osborn at Wiscombe, wins at Gurston and Doune were enough to clinch him the title, and, of course, the hat-trick.



The season began way back at the beginning of April, with the Aston Martin Owners Club in charge at a slightly slippery Wiscombe Park. The meeting saw several new car/driver combinations, **Tim Thomson**, after an excellent '83 season in the sports racing car taking over Bolsover's championship winning single-seater; **Chris Dowson** appearing with the ex-Alistair Douglas-Osborn Pilbeam, now fitted with the 5-litre Repco engine from the Brabham BT36X which had served him so well the previous year, while the Glissade/Waring and Gillow Racing Team fielded a brand new Pilbeam MP55 with 4.2-litre Cosworth DFY power. This potent car was to be shared by **Alistair Douglas-Osborn** and single-seater newcomer **John Hunt**, who made such an impression on the sport in '83 with fourth place in the Aston Martin Leaders Hillclimb Championship in his Porsche RSR during his first season of motor sport. The Chase Web Offset Pilbeam MP53 had been revamped during the winter recess making **Martyn Griffiths** and **Max Harvey** sure to figure strongly.

With **Alan Payne** now Anson mounted, and the all conquering combination from the 1600cc sports racing car class in 1983, **Charles Wardle** and **Jim Robinson**, now sporting a 2.2-litre Hart power plant in their Mallock U2, the opening meeting looked like providing a good pointer to form in what was expected to be a very stern championship struggle indeed. As it transpired it was a day for the known cars and drivers, **Martin Bolsover** being unable to persuade the sports racing car to run properly, and **Martyn Griffiths** also in problems and not taking his championship runs, despite qualifying. The day belonged to **Roy Lane**, the Steel King Pilbeam in much the same guise as the previous year, storming away from the rest of the field to set the only sub 40s climb of the day. Perhaps the most sensational performance at Wiscombe came from sprinter **Ray Rowan**, making his competition debut at the venue with his 1600cc BDA-powered Chevron B45. Ray revelled in the tricky conditions producing two splendid championship climbs to take second place by a whisker from Chris Dowson, the new Repco-powered Pilbeam looking like a combination to watch as the season progressed. Local man **Richard Fry**, his Pilbeam MP54 much the same as in 1983, held onto fourth place, but only just, as Tim Thomson's first outing in the single seater was most impressive, failing by only 0.03secs to match the 'Ferret'. The new Pilbeam DFY was also looking like a car to watch, Alistair Douglas-Osborn completing the top six, ahead of the ever consistent **Jim Thomson** and Alan Payne's Apollo Anson. Despite the slippery conditions Charles Wardle could feel well pleased with the Hart powered Alno Mallock U2, a storming effort resulting in ninth place, just ahead of his co-driver Jim Robinson, while John Hunt, making his championship debut in the Pilbeam DFY, was also looking like a man of the future, just missing his first championship point.

Easter saw the first championship circus at Loton Park, and **Dave Harris** back in the fray, his Pilbeam MP50 now in the livery of Unican Foods. The current hill record holder might well have been expected to set the pace, but come the end of the day, and the vital championship run-off, it was Martin Bolsover who really enlivened the large crowd, the sports racing car teetering on the brink of disaster as he rocketed to the only sub 50s climb of the day, and his first championship victory of the year. Wiscombe winner Roy Lane has never beaten 50secs at Loton, but was very close at Easter, coming through to second place, a tenth of a second ahead of Harris. Martyn Griffiths, the first ever sub 50sec



Alistair Douglas-Osborn began 1984 with this Glissade Pilbeam-DFY before changing to the ex-Richard Fry Pilbeam MP54.

man at Loton, was starting to get the Chase Web car sorted, taking fourth place, but the Hart-powered Pilbeam of Tim Thomson was engaged in a titanic battle with Chris Dowson's Repco powered version. Thomson snatched fifth place by one hundredth of a second, leaving Dowson to fend off Max Harvey. Richard Fry was also in attendance — yet it was getting close, especially in mid-field. But what about Alistair Douglas-Osborn? Well, unfortunately he was sidelined following a frightening accident in practice, and it transpired that missing Loton was perhaps to cost Alistair dearly at the end of the year.

The trend of just one driver beating a 10sec bogey continued at round 3, Prescott, where this time it was the Unican Pilbeam of Dave Harris which clipped the 40s barrier to take the spoils.

Tim Thomson was getting more impressive by the minute, the Guyson driver trailing Harris by 0.25sec and heading home Chris Dowson, who despite a second run 'off' secured a fine third place, a similar margin adrift of the young Yorkshire charger. A fine effort from Jim Thomson secured fourth place, while Max Harvey was forced to fight every inch of the way for fifth, finally just pipping Charles Wardle and Ray Rowan. Had Richard Fry been just 0.1sec quicker he would have been fifth rather than eighth, such was the pace! The meeting proved disastrous for championship leader Roy Lane, for having broken the transmission of the Pilbeam during practice he rushed home and brought out the venerable McRae GM1 Chevrolet which had taken him to the championship in the '70s. It went from bad to

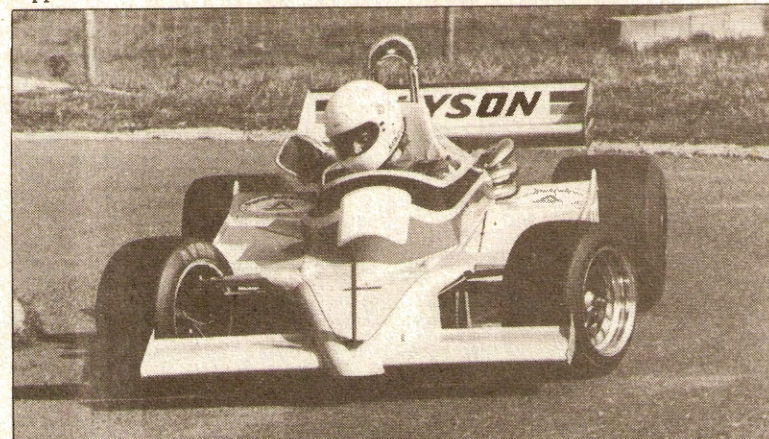
worse, however, Lane suffered a sticking throttle and skated off the course at the end of the practice and was a non-starter on Sunday.

It was up to Barbon for round 4 which saw the welcome return of Alistair Douglas-Osborn, and what a return, for the new Pilbeam MP55 (also dubbed 841 during the year) was really starting to show its paces. Alistair claimed the Barbon honours, but it was close, for on the power hill Tim Thomson was also flying, only failing by 0.02sec to match the larger engined car. Having let Martin Bolsover down at Prescott, the Pilbeam MPB43 was back in form on the fast half mile Westmorland hill, slipping ahead of Martyn Griffiths to take third place. Roy Lane, determined to make amends for the Prescott disaster, was pushing on well in fifth with his BMW-powered Pilbeam, but at the end of the day it was single-seater newcomer Tim Thomson who left the meeting with a four point lead in the championship.

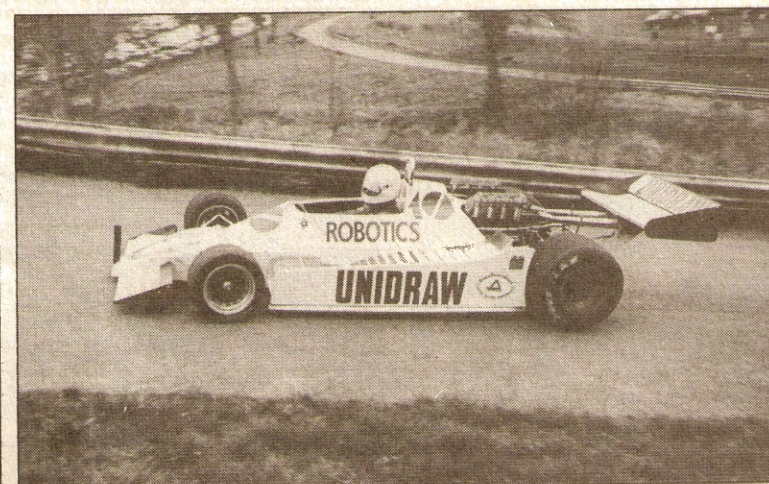
For round 5 it was a long trek to Fintray near Aberdeen — a short but tricky hill. Again the championship run-off proved splendid, a terrific battle raging between Martyn Griffiths and Alistair Douglas-Osborn. That Griffiths was running at all was a tribute to the team, for during the morning practice Max Harvey had connected with the bank, severely damaging the nearside front corner of the Chase-Web Pilbeam. Sterling work in the lunch break saw the car in action for the all important afternoon runs, and Griffiths in very determined form indeed. He really looked like taking his first win of the year, but was denied at the last minute thanks to a hard charging effort from Alistair Douglas-Osborn who finally snatched his second victory of the year by 0.05sec. Roy Lane staged an equally ferocious battle with Chris Dowson's Unidraw Pilbeam, taking third place with just 0.03secs to spare, but Tim Thomson retained his overall championship lead by heading home Martin Bolsover, the latter recovering from a fair old moment at the first corner.

Round 6: Shelsley Walsh. Surely AD-O the maestro on the Worcestershire hill could not make it three wins in succession? He could, and by the end of the day the Glissade Pilbeam held nearly a 0.5sec advantage over Tim Thomson, who really was making his mark and headed home Martyn Griffiths by 0.18sec. Despite Shelsley not being his most favourite of hills, Dave Harris, who had missed the last two rounds, headed home Roy Lane, while Martin Bolsover was struggling, finally being forced to settle for seventh.

It was back to Scotland for round 7.



Tim Thomson won the 'Award of Merit' title and was fourth overall. Below: Chris Dowson ran the ex-ADO Pilbeam-Repco to sixth place.



and the daunting confines of Doune, where Alister Douglas-Osborn continued his charge, winning by 0.07sec from the ever present Martyn Griffiths, and elevating himself to second in the championship table. Tim Thomson was not prepared to surrender his overall lead easily, and in fact was gradually extending it, a secure third place at Doune, ahead of Max Harvey, gave him an eight point advantage despite not yet having won a round. Chris Dowson continued to add to his championship tally with fifth place at Doune, missing Harvey's time by 0.09sec, while the 2.5-litre Pilbeam of Jim Thomson came under severe pressure from the most impressive new Gould 84/1 BDA of David Gould, making a welcome return to the fray with a superbly constructed new 1600cc single seater, the Newbury driver finally failing by only 0.08sec to match Thomson.

Harewood was the scene for round 8 and on the North's premier hill, Tim Thomson and Martin Bolsover started the day as favourites, with Roy Lane, a 20-times winner at the venue, also expected to feature well. But it was a day which saw the Harewood form book rewritten slightly: Martin Bolsover was not to feature, as his Hart engine lost oil pressure prior to the first class run, and the man who really attacked was Martyn Griffiths. Martyn has generally found Harewood a little hard going, but not so in July, for the Chase Web Pilbeam was in top form, stealing the honours by 0.06sec from Tim Thomson, who by this time had clinched the Guyson International British 'Award of Merit' Hillclimb Championship. But Thomson must have been wondering what he had to do to take victory in a Pace Petroleum Championship run-off. There was no doubt that Griffiths' win had come as a surprise, but a bigger one was produced by John Hunt, who hit tremendous form with the mighty Glissade Pilbeam, storming the hill in accomplished style to not only head home his co-driver Alister Douglas-Osborn, but take a fine third place, just 0.13sec down on Thomson who had extended his championship lead to 10 points. Chris Dowson maintained his string of good finishes with fifth place in the Pilbeam Repco, ahead of Roy Lane, while Ray Rowan made a most impressive debut at the wheel of the ex-Godfrey Crompton Toleman TG280H-Hart, taking seventh ahead of Max Harvey.

The next three rounds of the Pace Petroleum British Hillclimb Championship took all the leading contenders across the water, firstly to the magnificent Bouley Bay climb in Jersey, where Martin Bolsover did it again. It was Roy Lane who had looked like taking the honours, but he was robbed by a ten tenths effort from Martyn Griffiths. Championship leader Tim Thomson claimed fifth place ahead of Alister Douglas-Osborn, who never really fan-



Martin Griffiths fiddles the Chase Web Pilbeam MP53H he shared with Max Harvey.

ced his chances at the Channel Islands events with the DFY powered car.

Two days later the scene had moved to the twisty and slippery hill at Les Val Des Terres in Guernsey, where Graham Priaux was all set to challenge the might of the championship contenders with his Tiga sports racing car. The local islander brought the patriotic crowd to their feet as he set a sensational BTD to qualify ahead of the field for the vital run-off. Could he complete the coup? The answer was no, for his tyres had gone off slightly, and try as he might he could not repeat his earlier time. Meanwhile the pack had been closing in, particularly Roy Lane, who always revels in difficult going. The Steel King driver put the result beyond doubt with a beautifully smooth run, which although unable to equal Priaux's earlier BTD mark, was enough to give him the vital 10 points. Priaux's superb efforts were rewarded with third place, but only just, for Martyn Griffiths closed to within 0.01sec of the local man. It was also very close for the next two places,

Alister Douglas-Osborn being well pleased with his day's sport when he found that he had pipped Tim Thomson for fifth place by 0.02sec. With dropped scores beginning to come into play, Thomson's lead over Martyn Griffiths, by now second in the table, had been reduced to eight points. Roy Lane and Alister Douglas-Osborn shared third place, only two points in arrears: the championship was still wide open.

The longest hill in the championship was the Craigantlet venue just a week later, which attracted one of the best entries for years. Situated in Northern Ireland, it is a fast, power hill in the main, and Alister Douglas-Osborn proved the point, making up for the disappointment of 1983 by taking victory. During the championship runs Martin Bolsover again provided a stern challenge, the sports racing car, at one point, looking like providing another surprise, but destined to finish third. Tim Thomson saw his championship lead fading rapidly, fourth but ahead of John Hunt and

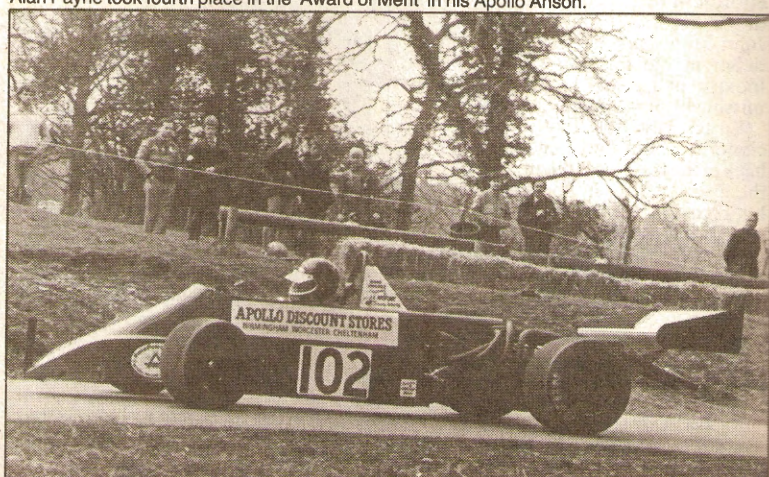
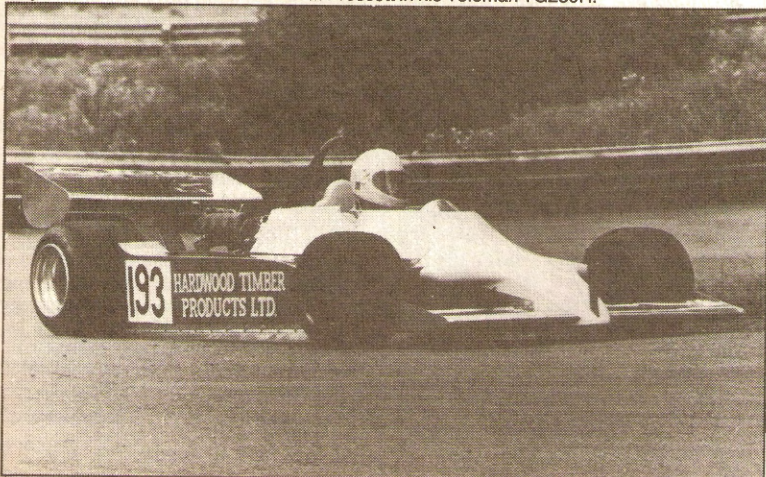
Max Harvey he suddenly saw his lead reduced to a tenuous 1 point from Martyn Griffiths.

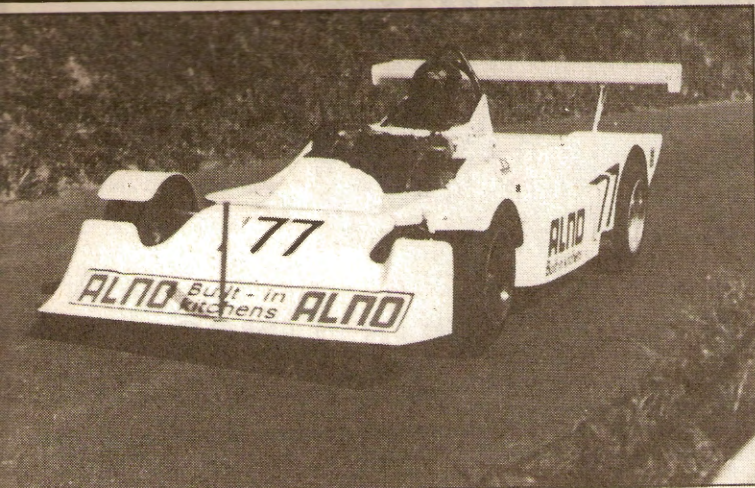
Many people expected Alister Douglas-Osborn to take the championship lead at round 12, for the series was back on his favourite hill — Shelsley Walsh. His first class run gave every indication that he would do so, but then fate played a hand, for his co-driver John Hunt crashed very heavily on his second run. The resultant damage sidelined the car, thus Alister was unable to run in the championship section. The run-off proved most exciting, Martin Bolsover taking another win by 0.04sec from Roy Lane, who was still in with a chance, despite commitment to the Warecrete British Sprint Championship which had already caused him to miss the earlier Doune meeting. Martyn Griffiths was also well fired up, taking third place ahead of Tim Thomson but, more importantly, a six point lead in the championship. Dave Harris won a close battle with Chris Dowson, who had suffered an 'off' in practice but had recovered extremely well.

As the championship entered the last quarter it was still wide open — Griffiths, Douglas-Osborn, Tim Thomson, Lane and Bolsover were all capable of taking the title. Thus the second visit to Prescott was most important. But none of the leading five contenders could manage maximum points on the Gloucestershire hill, the honour falling to Ray Rowan, in tremendous form with the Toleman, who overcame handling problems to take his first ever Pace Petroleum run-off by just 0.03sec from Martyn Griffiths. It was a battle royale, probably the best championship run-off witnessed for years, for Dave Harris who always excels at Prescott, failed by just 0.03sec to match Griffiths. Tim Thomson had looked a likely winner for much of the day, but eventually slipped to fourth place in the run-off, fending off Guyson team mate Martin Bolsover by 0.02sec and sixth was Alister Douglas-Osborn. With the Cosworth DFY car beyond repair after the Shelsley accident John Hunt had purchased the Hart-powered Pilbeam MP54 from Richard Fry, and Alister quickly adapted to the completely different machine, although far from happy down in sixth place, until it was pointed out that in the run-off he was only 0.26sec away from Rowan's winning time.

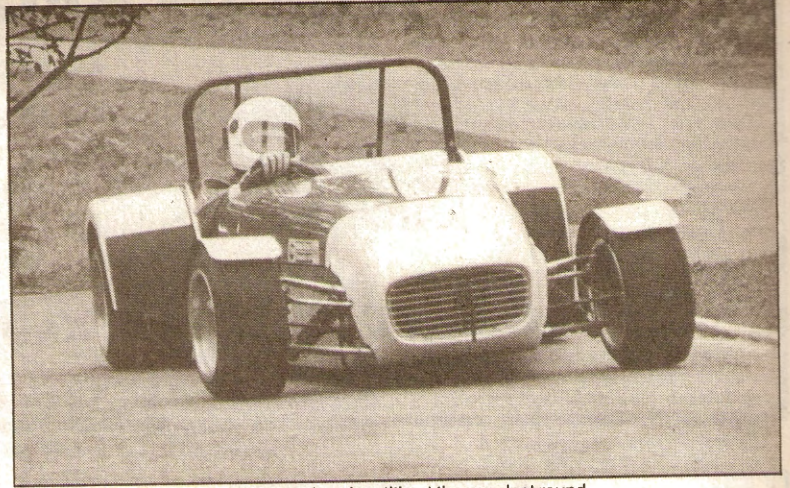
The return to Wiscombe saw Martyn Griffiths arriving with a six point lead, but that was destined to dwindle. The conditions were far from good, very, very slippery, but one man mastered them in superb style — Alister Douglas-Osborn. Martin Bolsover, in an effort to secure his third championship title, shared the Pilbeam with Tim Thomson. Tim could not quite match the prowess of the reigning champion, but helped his team mate by slipping ahead of Griffiths. Max Harvey won a close battle with Prescott

Ray Rowan scored a marvellous win at Prescott in his Toleman TG280H.





The Mallock U2 shared by Charles Wardle and Jim Robinson went extremely well in '84.



Ken Snailham took the Aston Martin Leaders title at the very last round.

winner Ray Rowan, the latter having made the overnight trek from the sprint championship round at Brighton. One of the favourites for victory on the Devonshire hill, Dave Harris, could only manage seventh due to brake imbalance. Roy Lane fared even worse, for at Prescott his BMW engine had broken a piston ring, the engine rebuild could not be completed in time for Wiscombe, and so he was forced to miss the event, which proved crucial to his championship challenge.

The penultimate round of the championship took place at Gurston Down in Wiltshire, with Martin Bolsover in command, again at the wheel of the single-seater. His passage through the infamous Karousel was magnificent and it came as no surprise to see him taking maximum points and, for the first time, the championship lead. Bolsover's co-driver, Tim Thomson, again produced the goods, taking second place from an on-form Roy Lane. Martyn Griffiths gave his all, knowing that the championship could rest on Gurston, but still found himself in fourth place only, ahead of Chris Dowson, the only other sub 30s climber. So Bolsover led Griffiths by just one point, Douglas-Osborn, who could well have led the series after Gurston but for a suspension failure during the class runs, pushed down to third place, but only one point astern of Griffiths. In turn, Tim Thomson, in fourth place, was only a further point in arrears, just two points clear of Roy Lane, the Steel King Pilbeam driver being destined to miss the final round due to sprint championship commitments on the Isle of Man...

Doone's final round provided the clincher for Martin Bolsover and he never really looked like losing. His final run of the day, with the meeting and the championship in the bag, was a corker, to cap a superb season. Alister Douglas-Osborn never gave up the chase, powering the Glissade Pilbeam to the limit to take a well deserved second place at the meeting, and also in the championship. As always Martyn Griffiths, too, gave everything, but at the end it was third place in both the meeting and the championship for the Bewdley driver. Griffiths's compatriot, Max Harvey, produced possibly his best drive of the year at Doone in fourth place. Tim Thomson looked bemused, and was forced to settle for sixth place, 0.02sec down on father Jim. John Hunt, who had surprised many by returning to the fray as early as Wiscombe following his Shelsley accident, was coming to grips with the Pilbeam-Hart and took seventh place ahead of Kenny Allen, who had unfortunately written off his Scottish championship winning Mallock U2 at Fintray earlier in the year, but was starting to pressurise the single-seaters with his superb new Vision Clubmans car.

So ended one of the closest Pace Petroleum Hillclimb Championships for

PACE PETROLEUM BRITISH HILLCLIMB CHAMPIONSHIP, 1984

Final positions

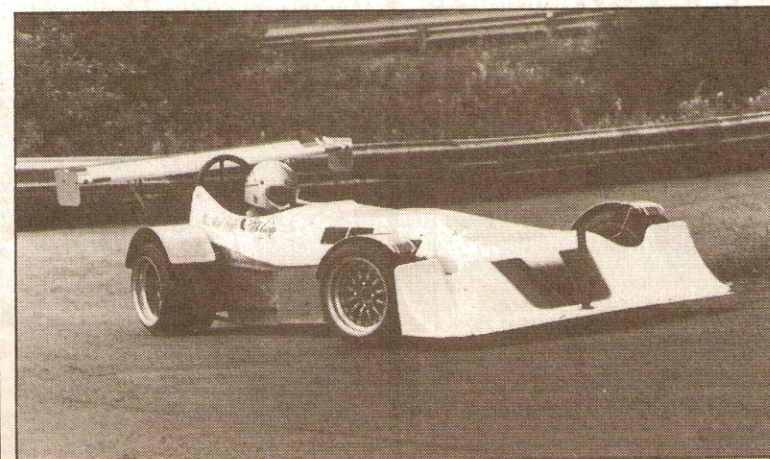
1	Martin Bolsover	.....2.5 Pilbeam-Hart MPB43/2.8 Pilbeam-Hart MP50	.....90
2	Alister Douglas-Osborn	.....4.2 Pilbeam-Cosworth DFY MP55/2.5 Pilbeam-Hart MP54	.....87
3	Martyn Griffiths	.....2.8 Pilbeam-Hart MP53H	.....85
4	Tim Thomson	.....2.8 Pilbeam-Hart MP50	.....82
5	Roy Lane	.....2.7 Pilbeam-BMW MP51	.....80
6	Chris Dowson	.....5.0 Pilbeam-Recco MP47B	.....63
7	Max Harvey	.....2.8 Pilbeam-Hart MP53H	.....47
8	Jim Thomson	.....2.5/2.8 Pilbeam-Hart MP40RX	.....44
9	Dave Harris	.....2.8 Pilbeam-Hart MP50	.....43
10	Ray Rowan	.....1.6 Chevron-BDAB45/2.5 Toleman-Hart TG280H	.....30

many years, it sadly being the last year under the generous support of the Farnham-based petrol company. It was a memorable year for many reasons: firstly Martin Bolsover's excellent efforts with the sports racing car against the established single-seaters; Alister Douglas-Osborn's tenacity; Martyn Griffiths's determined efforts; Charles Wardle's fighting spirit at making the championship run-off on several occasions; and David Gould's impressive domination of the 1600cc single-seater class, to mention but a few performances. It has

been a great year for British speed hillclimbing. As yet the 1985 series has yet to attract a sponsor, but hopefully it will for hillclimbing is on the up and up, and 1985 should see a battle royale for the championship yet again. Who will win in 1985? As ever the \$64,000 question. One thing is sure, most of this year's established front runners will be back, but rumour has it that they could well be joined by several new names and possibly a couple from the not too distant past as well. It all serves to underline the healthy nature of the sport.



Forgetting to enter the Barbon round probably cost Cobb the Leaders title in his rapid special saloon class Skoda-BDH. Below: Lloyd beat co-driver Crump to the Gurston championship.



Aston Martin Leaders

As in past years the Aston Martin Leaders Hillclimb Championship, run concurrently with the Pace Petroleum Championship (with the exception that the 'overseas' rounds are omitted), produced a finish which went right to the final round at Doone. The Scottish climax to the championship saw Lotus 7 driver Ken Snailham, and Skoda pilot Alastair Cobb, locked in battle. The pendulum had already swung towards Snailham, who had enjoyed a marvellous season with his modsports car. His co-driver Thomas Woolley usurped him at the start of the season, but this was a trend which did not last for long. Once into his stride Ken proved unbeatable, dominating the 1600cc GT/Modsports class, and he rapidly established himself as one of the favourites for the series. Cobb also proved a difficult man to beat in the up to 1300cc Special Saloon class, the BDH powered, Lola based Skoda usually taking its category, but Alastair made one vital mistake during the year, he forgot to enter the Barbon event, and this might just have cost him the championship. The final fling at Doone saw Snailham winning the championship in style, taking yet another class win, while Cobb fell foul of Scottish saloon car exponent Harry Simpson, and was forced to settle for second place.

Over the years Charles Barter has made a tremendous impression on the hillclimb scene in a variety of cars, and this year, his last on the hills for a while, was no exception. Although Charles did not take in all the rounds of the Aston Martin Leaders Championship, his performances in the Golden Springs Watercross Delta, particularly towards the end of the year, were superb, for he thrust the 1100cc single-seater to not only a fistful of class wins, but also several records, doing enough to snatch third place in the series. Russ Ward had started the season as one of the favourites for the championship, and his handling of the Ford BDJ powered Sparton brought more than a few gasps from the crowd on occasions. However, disaster struck at the second Shelsley, the resulting accident writing off the car and sidelining Russ for the rest of the year. Such had been his prowess at the earlier meetings that he hung on to fourth place overall.

One of the highlights for many people was the performance of the Clubmans cars, which went from strength to strength in 1984, producing times which on occasions embarrassed many of the single seaters. For Yorkshire driver David Grace the season was a huge success, producing several new class records, and also the first sub 30s climb of Shelsley, and the first sub 40s climb of Harewood by a car of this category. David battled on well all season, although he was to face fierce opposition from the Harper brothers,

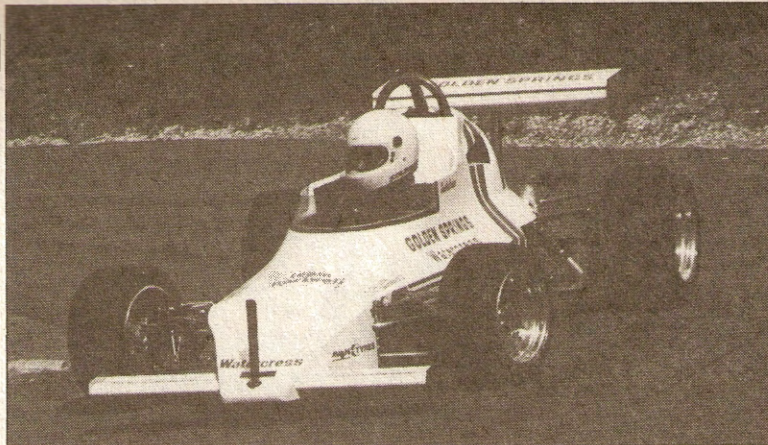
Neil Crump and Alan Lloyd, not to mention his own co-driver Allan Warburton. However, by the end of the season David had powered his way through to fifth place in the Leaders championship. A fine series of consistent drives from Roger Gregory saw the BDA motivated Mallock U2 taking sixth place ahead of the Maguire Imp of the ever enthusiastic Mervyn Brake, who may well have been a little higher up the order but for a damaging roll at Gurston.

The 1983 Leaders champion Brian Walker did not set out to seriously defend his title, but when the Skoda-Hart did appear it was virtually unbeatable, only the Morris Minor Rover Turbo of Nic Mann seriously challenging the prowess of the former champion in the large special saloon class. Walker finally took eighth place in the championship, on the tie break rule from Clubmans driver Neil Crump. One man who did venture to most of the rounds was John Istead, who made it three Clubmans cars in the top 10 of the championship with consistent performances indeed in the *Auto Performance Magazine* Mallock.

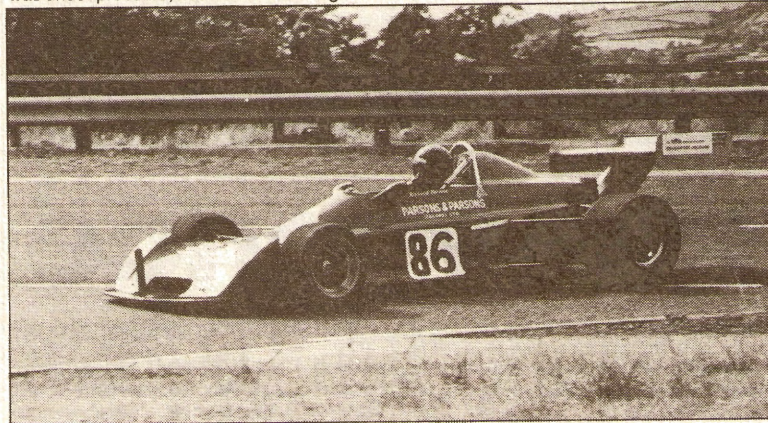
Guyson 'Award of Merit'

The Guyson International 'Award of Merit' Hillclimb championship proved to be a cake-walk for Tim Thomson who appropriately tied up the series at his home hill, Harewood. Such was Tim's prowess that he won all but one of the 13 rounds with the Guyson Pilbeam and never remotely looked like surrendering the title. Ray Rowan started the season in brilliant form with his 1600cc Chevron, and once he had progressed to the Toleman-Hart really started to pile up the 'Award of Merit' points, coming through to take second place from the Alno Kitchens Mallock-Hart of Charles Wardle who really did earn 11 out of 10 for effort. Alan Payne suffered a few problems with his Rover-powered Apollo Anson, but when the car was on form he really showed his tenacity on his way to fourth place in the series. Alan fended off John Hunt by just one point at the end of the year, the single-seater debutant suffering a fairly traumatic first season in the class, compounded by the Shelsley accident. However, John showed, particularly at Harewood, that he is a man to watch, and his determination in getting back into the new car at Wiscombe following his frightening Shelsley accident just proves that he has the will to succeed. A few years ago David Gould was certainly a man to watch in the 1600cc single-seater class with his Terrapin, this season he re-emerged with a superbly designed, and home constructed, single-seater—the Gould 84/1 (see p46). David quickly took a firm hold on the 1600cc class, winning on most occasions, finally taking a splendid sixth place overall. As mentioned, David Grace often embarrassed the single-seaters with his Mallock Clubmans car, on so many occasions in fact that he finished a remarkable seventh overall in the series, ahead of David Render and Jim Robinson while

Russ Ward's Leaders challenge ended unfortunately at Shelsley . . .



Charles Barter retired with a flourish, taking third in the Leaders series. Below: Richard Parsons was under pressure, but won in Ulster again.



the top 10 was completed by Alex Graham, the 1984 Scottish Hillclimb Champion.

Regional championships

In the centre of the country the Castrol/Beacon Radio Midland Hillclimb Championship attracted a record number of entries, and produced another excellent finish, this time between Martin Bolsover and Ken Snailham. Despite missing the Loton event, which clashed with the Channel Islands rounds of the Pace championship, Bolsover, thanks to an incredible run of class record breaking climbs, did enough to stave off Snailham by a solitary point. Alistair Cobb's fine run in the small saloon class was enough to annex third overall from David Gould, who really was the man to beat in the 1600cc single-seater class. David Grace, despite stern opposition from Crump and Lloyd in particular, finished as the leading Clubmans driver in fifth place. Completing the top six was Thomas Wooley, sharing Snailham's Louts 7.

The *Birmingham Post* Top 10 Challenge also fell to Martin Bolsover who enjoyed a remarkable "quieter!" season in the Guyson Pilbeam. Yet again Dave Harris finished in second place as he has done every year since the inception of the

series! Having missed the odd round Martyn Griffiths was forced to settle for third place, on the tie break rule, from Tim Thomson. Roy Lane suffered a few problems during the year, but as always fought back and took fifth, with Alistair Douglas-Osborn sixth.

The BARC Hillclimb Championship was a little down on entries this year, but still as exciting as ever. The series resulted in an emphatic win for the Vauxhall Chevette of Mike Kerr, who dominated his class, usually with a new record, for a convincing victory ahead of Alastair Cobb and the leading Clubmans driver, John Istead. The intermediate marque sports car class always seemed to be headed by Graham Oates, doing enough in the Lotus Europa to take fourth from Mervyn Brake, who was forced to miss the last round due to his Gurston escapade, but still held on ahead of David Grace.

The BARC FTD Awards Championship saw the Mallock U2s featuring well, that most enthusiastic of Scottish travellers Bill Wood leading for a while. Come the end of the year it was Southerner John Istead who scooped the title, by just one point from the Guyson Pilbeam of Jim Thomson. Despite missing several of the events Tim Thomson clinched third place, by a point from Bill Wood and thanks to some superb drives, at Gurston in particular, into the top six came Alan Lloyd.

Up in Scotland Alex Graham had raised a few eyebrows when he pushed his BDA engine out to 1700cc and decided to contest the over 1600cc sports racing car class with his Mallock U2. As it transpired it was the right decision, for he emerged as the Grampian TV Scottish Hillclimb Champion with a reasonable margin in hand over the Mallock U2 of Allen Johns who really started to find his form, capping an excellent year with outright victory at Rumster. Harry Simpson always sets the hills alight with his special saloons, and this year was no exception, the Edinburgh butcher taking third place in the series, ahead of David Nisbet who really did push on well with his Caterham 7, taking the road car

championship from Mike Cannon, but only on the tie-break rule.

Across the water Richard Parsons continued his domination of the Northern Ireland series, taking yet another championship win with his Chevron B34, but this season he came under more than a little pressure from the incredible turbocharged Crossle of Robert McGimpsey at times. As always Fred Crawford was the man to beat in the saloon car classes, but rumours suggest that both Parsons and Crawford could find things a little more difficult in 1985.

South of the border, the RAC Pioneer Hillclimb Championship was totally dominated by the Chevron of Shay Lawless who attacked and defeated many of the outright hill records during a superb season which saw him taking the title from Paul Deveney and Niall Beggs.

The Shell Oils/ASWMC Hillclimb Championship once again produced a close result, the honours just falling to the Parks of Exeter Porsche Targa of Jonathan Williamson, who held off a strong challenge from Hugh Trotman's Talbot Sunbeam Lotus and the Lotus 7 of outgoing champion Ian Cameron. Although only fourth in the actual championship, Kevitt Payne enjoyed another splendid season with his Ensign, taking a string of BTDA awards en route to heading home Laura Keen, sharing the championship winning Porsche, and former single seater driver John Meredith, now at the wheel of the Mobile Windscreens Clan Crusader.

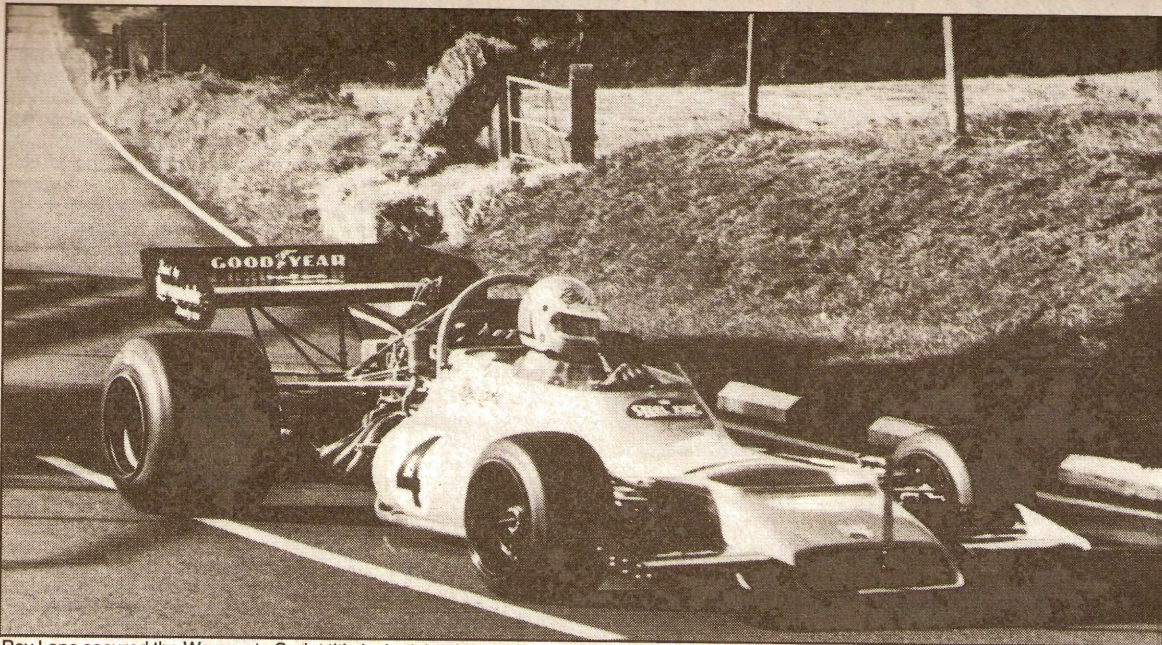
Having initially led the Gurston Down championship, Fred Wheeler was destined to slip down to fourth behind Andrew Russell's well driven Gineetta G15, and the battle at the head of the table featured Alan Lloyd and Neil Crump in their shared Mallock U2. Alan finally took the championship by 0.14pts! Despite missing the last two rounds, having sold the car, Richard Fry had done enough at the beginning of the year to clinch the Gurston FTD Awards championship, albeit by only one point from Roger Willoughby who charged his March-Buick to BTDA at the last event of the year. The incredible Clubmans cars again featured strongly, taking the next three places, Alan Lloyd just beating co-driver Neil Crump to third place when the tie-break rule was applied, and Fred Wheeler finished in fifth.

In the North of England the Guyson Harewood Hillclimb Championship resulted in a fine win for Alan Stringer, whose efforts at the wheel of his pre '79 Crossle Formula Ford were titanic, the class record being carved to pieces as the season progressed. Mike Kerr backed up his BARC championship with with a fine second place in the Harewood series, ahead of Brian Walker, the latter going on to win the Longton and District Hillclimb and Sprint series. Although only generally seen on the Yorkshire hill, Paul Tankard was in fine form with his TVR Tuscan, despite the attentions of Tony Bancroft and his ever improving Porsche, and Paul held down fourth place at the end of the year, ahead of John Gornall, who produced some excellent climbs in his MG Midget to head home the organising club's chairman, Simon Clark, who may have been a little further up the order with his FF Van Diemen but for an accident which left him extremely sore indeed.

The Guyson Harewood FTD Awards championship was, perhaps most appropriately, dominated by the Thomsons, Tim taking the honours ahead of father Jim, while into third place, as a reward for his excellent efforts during the year, came Charles Wardle.

Yes 1984 has been a busy, but very successful year in the hillclimb world, thanks to all who have been mentioned above, and, of course, the many hundreds more who have competed, but due to lack of space we cannot mention.





Roy Lane secured the Warecrete Sprint title in the Isle of Man with an incredible run in his trusty McRae.

Sprint resurgence

ROBIN BOUCHER continues his speed events review with a look at the sprint championships

The sprint world witnessed a resurgence of interest in 1984, the two major RAC administered championships attracting a record number of entries, and both events producing competition of a calibre not seen in this area of the sport for a long time. The main reason for the increased support is easy to pinpoint, enthusiastic support from David Render's company Warecrete for the main series, while the sprint leaders championship blossomed towards full potential thanks to generous sponsorship from the Bristol-based public house and hotel furnishers, Pubs'n'Clubs. For the first time in a long while organising clubs were actually requesting permission to stage rounds of the championships, thus the series spread its wings to encompass 12 events with several at new venues.

The Warecrete British Sprint Championship trail began at the end of April, taking competitors to what is possibly Britain's most used sprint course, Curborough. But it was almost a no-contest, for Roy Lane opened in magnificent style with the Pilbeam, clipping his own course record as he ran away from the opposition. Roy finished the day in the mid-28secs range, while his nearest challenger, the Pilbeam MP54 of Richard Fry, failed by just 0.02secs to achieve his ambition, a sub 30s run. The meeting saw the revamped, and beautifully presented, Mitchell Cotts March Atlantic of regular hillclimber Tony Southall in fine form, taking a well earned third, and in the process pipping the Apollo Anson of Alan Payne. Such was Southall's pace in the small engined car that even sprint exponent Ray Rowan, his methanol-powered Chevron now running under the banner of Hardwood Timber Products, could not match his efforts, finally having to settle for fifth over the reigning champion David Render, who fielded his Lola-Hart in preference to the March DFV 741.

Round 2 took a handful of the leading contenders to the deep South, and Lydden Hill, which provided a superb one lap thrash. Once more it was Roy Lane who led the way putting his name into the record books at the Kentish venue. Ray Rowan was also flying, the 1600cc Chevron in full cry as he powered through into second place, 1.4secs down on Lane, with Les Edmunds bringing his recently acquired March 782 through into a slightly distant fourth place, just ahead of Ken Ayers, who was awaiting delivery of his new Lynca DFL, and had sportingly been offered a drive in the

pipped David Render by a mere 0.02secs, and Ray Rowan threw his Chevron around the course, challenging the mightier Hart and BMW-powered cars ahead of him, only just failing to match Render. Completing the top six was Cirencester's Richard Ames.

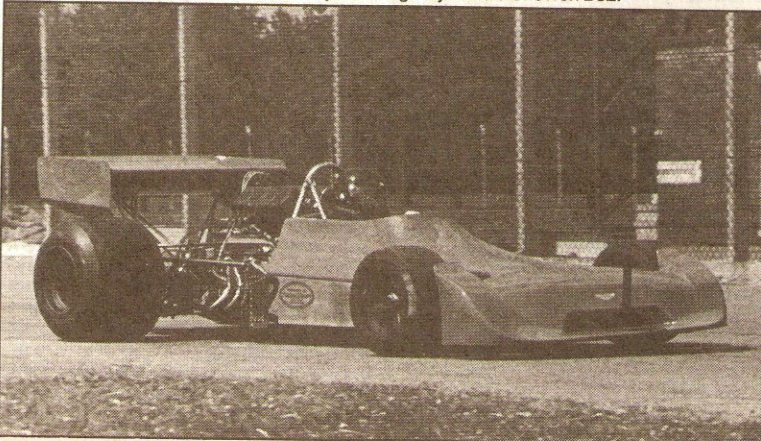
Round 4 took in the first of the new venues in the series, New Brighton on Merseyside, which produced a splendid event. With Roy Lane absent, concentrating his efforts in the hillclimb championship at Shelsley Walsh, it was Ray Rowan who dominated, taking maximum points and the championship lead from Lane and Render, who were now level in the main championship table. Ken Ayers was rapidly getting to grips with the borrowed Chevron and powered through for third place, ahead of the well driven March-FVA 722 of Peter Riley, who despite taking only one run due to a flat battery just fended off the Pubs 'n' Clubs Martin-Rover BM18 of Colin Cordy, whose sports racing car, after a dreadful start to the season, was now beginning to come good following the abandonment of his turbocharger project. Les Edmunds completed the top six with his March, while the little push rod-powered GRD of Philip Ducker and Martin Chittenden, a replacement car for their March 718, filled the next two positions, ahead of Richard Foden.

For round 5 it was back to Curbor-

Chevron-Chevrolet B32 owned by Roy Lane. Ayres' first drive in the car resulted in a fifth place, ahead of the rather underpowered March-BDA of Keith Cox, while the finishers were completed by the incredible Motus Mk7 of Richard Foden.

Only the next day everyone was present at the 1.3 mile Colerne venue near Bath. With local driver and current course record holder, Dave Harris, on hand with the Unican Pilbeam, it looked as though it might be more of a problem for Roy Lane to make it three in a row. So it proved, for Harris, always a difficult man to beat at Colerne, really attacked, and showed his knowledge of the venue by taking a well earned victory from Lane. Richard Fry, another local man, powered his Pilbeam through into third place, but only just, for he

The early part of the season saw Ken Ayers using Roy Lane's Chevron B32.



ough, where Roy Lane justified his decision to miss the clashing hillclimb counter at Doune, by taking his second championship win of the year at that venue ahead of Ray Rowan's Chevron which was also flying, and very close to a sub 30s run in a 1600cc car! On this occasion Tony Southall could not quite match Rowan, although he continued the run of success for the smaller engined cars by taking third place, with a time, incidentally, all but equal to that which had gained him third place in April. David Render cracked on well with his Lola to secure fourth place, well clear of Richard Ames, while single seater newcomer Barry Twilton showed that the meat business in Southall's March.

Towards the end of June another double-header followed, Saturday seeing a splendid turn-out of sprinters and hillclimbers at Mallory Park, a superb venue in all respects. Unfortunately, after some cracking class runs the weather decided to play its hand in time for the championship section. Having been defeated in the class runs by co-driver for the day Ted Williams, Richard Fry was therefore one of the first cars to run in the championship division, and he made the most of this good fortune by posting a time which was to prove out of reach for the rest as the conditions rapidly worsened. Despite a very slippery course, the main championship contenders gave their all, Ray Rowan powering his way through into second place ahead of Roy Lane, who may well have been higher had not a deluge descended halfway through his second run. Jonathan Toulmin, a most enthusiastic follower of the series throughout the year with his little Elfin 600B, gained his reward at Mallory, just beating the worst of the weather to take a fine fourth place ahead of David Render and the Cheltenham Camaras Pilbeam MP45 of Terry Clifford.

The next day saw the major contenders at Blackpool for the annual thrash along the sea wall, and it was here that Roy Lane regained the championship lead, always in command of the meeting with the Steel King Pilbeam. David Render chased as hard as ever with the Lola, and was rewarded with second place ahead of Colin Cordy who threw the Martin through the Chicane in spectacular style to snatch third place. For Rowan the meeting was dramatic. Having made a rare mistake in practice and damaged the suspension on one of the unforgiving walls at the Chicane, rapid work at lunchtime saw him back with a vengeance to take the 1600cc class record during the qualifying runs.

For round 8 the sprint championship paid its first visit to Wales for several seasons. The venue, a superb if slightly bumpy, Pembrey Airfield near Llanelli. It was a great shame that, due to a clashing hillclimb in the Midlands, so few competitors ventured west. The biggest surprise of the day was produced by Ray Rowan, who arrived not with his Chevron, but the ex-Godfrey Crompton Toleman-Hart. It was once again Roy Lane who led the way, his final effort giving him nearly 1sec to spare over David Render, who was on top form and pushing the championship leader hard. Rowan's first outing in the unsorted Toleman proved a good pointer to the future, third place, despite a few problems. Once again Jonathan Toulmin rose to the occasion claiming fourth.

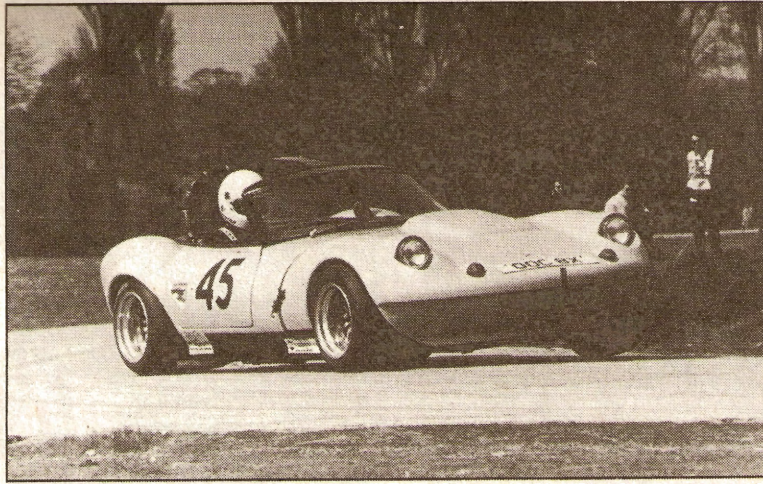
After a gap of some two months the championship burst back into action at Colerne, and this time Dave Harris could not take the spoils. Having played around a little in the class runs Dave was visibly trying in the top-12 run-off, but even the course record holder could not match Ray Rowan who had the Toleman well wound up to take victory. Roy Lane could have clinched the title at Colerne, but it was not to be, a broken engine

mounting causing the Pilbeam driver handling problems and after a fraught day, he took only third place in the run-off from a very hard trying David Render. Richard Ames again showed well with his Chevron B40 to secure fifth, from Terry Clifford's 1600cc Pilbeam.

Ken Ayers had finally taken delivery of his new Lyncar-DFL in time for Colerne where his straight line speed impressed many. Could he be the man to watch at Brighton? He quickly answered the question by taking a comprehensive victory along the sea front, missing the outright record by just a fraction on his last run. Ray Rowan surprised many with the speed of his Toleman and came through second despite taking just one run. And what of Roy Lane? Well, he fielded the magnificent McRae GM1 Chevrolet in preference to the Pilbeam in an effort to clinch the championship. He seemed well on the way after the class runs, but as he approached the line for the first championship sortie he could not believe what happened. In a repeat of 1983 as he warmed-up a drive-shaft cried enough, and so he was forced to sit out the vital championship section.

For the first time in its history the British Sprint Championship crossed the water to the Isle of Man, a late September crossing many of the drivers would rather forget. It was rough, very rough — even some of the ferry crew were ill! The meeting was unfortunately marred by the fickle Isle of Man weather, rain lashing down at times, and for a while it seemed as though Roy Lane would again be denied his opportunity to clinch the series, for the track flooded badly and a championship run-off looked out of the question on the ultra-fast course from Hillberry to Creg-ny-Baa, part of the TT motorcycle circuit, but run in a reverse direction. However, things finally improved and it was decided that the championship contenders would get their runs on the still very wet course. It was Ray Rowan who set the initial pace with the Toleman, with Lane, again fielding the McRae, second at the end of the first runs, and that was good enough to decide the destiny of the title. Roy wanted to secure the championship in style, however, and really cut loose on the second run, bursting down the long straight towards Creg-ny-Baa at nearly 180mph! Rowan tried his hardest to match the incredible time, but failed by 0.9secs, openly admitting that there was no way that he could have come to grips with what was, for most people, the run of the season. Colin Cordy sensing a good finish was on the cards, hurtled the Martin through Creg-ny-Baa, very sideways, for a splendid third place ahead of David Render, who had suffered a miserable day with loss of oil pressure and other problems. Stuart Ridge, who, like Lane, was in superb form with his 1600cc Chevron, was fifth and Brighton winner Ken Ayers, who one suspects would have preferred a dry run-off, soldiered on well for sixth place ahead of Jonathan Toulmin, who had no wet tyres available! Once more the Harper brothers had qualified their Clubmans Mallock U2 extremely well, only to be robbed of a points scoring opportunity when transmission failure intervened yet again!

So as everyone descended on Weston-Super-Mare for the final round of the championship the first three places had been decided: Lane, Rowan and Ren-



Goodman's Ginetta G4 won the Leaders Championship. Below: The Harper brothers' Mallock.

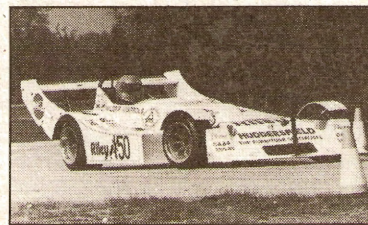
der. At the end of a long day it was the Chase Web Pilbeam of **Martyn Griffiths** which produced a storming last championship run to take the honours, ahead of the Guyson Pilbeam sports racing car of the 1984 hillclimb champion **Martin Bolsover**. A terrific effort from **Alistair Douglas-Osborn** in the 2.5-litre Glissade Pilbeam resulted in third place, ahead of Dave Harris, who found himself neck and neck with Waring and Gillow mechanic **Steve Oyibo**, Harris snatching fourth place from the guest Chase Web driver on aggregate only. The first of the regular sprinters home was, most appropriately, championship sponsor David Render, once again March mounted, but new champion Roy Lane could manage only seventh place in the McRae due to gear selection problems. What of the battle for fourth place in the championship between Ken Ayers and Colin Cordy? Halfway down the course Colin's car went light, careering into a wall at very high speed. Colin mercifully emerged from the totalled car with just a severe shaking and the effects of the whiplash, but his challenge over.

Thus ended the 1984 Warecrete British Sprint Championship. It was a vintage year which saw the sport of sprinting right back to its former glory.

Pubs 'n' clubs

For the first time in its history the Leaders Sprint Championship was sponsored, receiving enthusiastic support from Pubs 'n' Clubs, and like the main Warecrete series it blossomed. Championship registrations by far and away exceeded the best recorded during the history of the series, and served to produce a championship which achieved the aims of encouraging the genuine clubman.

Having just missed the title in 1983, **Jeremy Goodman** was back to contest the series with his fleet road-registered 2-litre Ford Ginetta G4, and he carried on where he had left off the previous year. Jeremy has always impressed with his enthusiastic handling of the 'Yellow peril' and virtually dominated the large GT/Modsports class. His season was not without the odd hiccup, but come the Isle of Man Jeremy had virtually secured the title, and as in 1983 fielded his father's Porsche Turbo, winning the championship in most spectacular style by crossing the line backwards! This season saw the incredibly rapid Maguire-Skoda of **Mike Hanson** making a determined onslaught on the championship,



and he proved a difficult man to beat in the small special saloon class. However on occasions, the Skoda, which seemed at times none too easy to get off the line, came under attack from **Dave Hocknell's** dramatic Ford Escort, and this coupled with the odd mechanical problem ensured that Mike's challenge to Jeremy finally wilted. **Mike Smith** continued to share **Chris Paterson's** Delta in the 1100cc single-seater class, producing some excellent drives during the year, but by the end of the season the engine was very tired indeed, and Mike was forced to settle for third place in the series, ahead of **Dave Hocknell**, whose Escort along with **Mervyn Brake's** Imp, provided the only real challenge to Hanson. **Fred Wheeler** emerged as the leading Clubmans driver in the series, always proving difficult to beat when he did appear, and could well have finished much higher in the table had he done a few more rounds. **Basil Pitt**, reunited with his Datalinski U2 after a fraught season in single seaters, again missed several of the rounds, but featuring well in the 1600cc sports racing class, his efforts were rewarded with sixth place. Despite the fact that he ran just a 1-litre engine in his **Vixen Rod Fisher** enjoyed a splendid season in the 1100cc single seater class, revelling, surprisingly, in the fast venues such as Lydden and Mallory in particular. The Mallock U2 of **Nick Whale**, who like Fred Wheeler made only occasional appearances but was always right among the pacemakers in his class when present, took eighth place. Another man to appear spasmodically was **Richard Homer**, his little Ginetta going well, especially on his home course, Curborough, and his efforts were to gain him ninth place, on the tie-break rule from the Martin BM18 of **Trevor Panter**, who like Colin Cordy went from strength to strength as the season progressed.

It is not only the major RAC administered sprint championships which have attracted an increased following in 1984, it is typical of most events throughout the country. Up in Scotland **Alex Graham** capped a marvellous season by adding the Scottish Sprint Championship to the hillclimb title which he annexed with his Mallock-BDA. Once more saloon car exponent **Harry Simpson** featured well, taking second place overall in the Scottish series, ahead of the Caterham 7 of **David Nisbet** who, as in the hillclimb section, drove the first roadgoing car home. The road car classes in Scotland

are very strong indeed, being underlined by the fact that they completed the top six finishers in the series. **Raymond Stewart's** fleet Clan Crusader taking fourth place ahead of the Escorts of **Alan Keith** and **Alistair Gray**.

Over in Ireland, it was the incredible turbocharged Crossle of hillclimb exponent **Robert McGimpsey** which took the ANICC, in association with KD Kars of Gilford, Tarmac Sprint Championship, heading the non-turbo model of **Martin Boyle** by just one point. Northern Ireland would not be the same if **Fred Crawford** was not mixing it with the single seaters, and 1984 was no exception, the Escort driver again going superbly to hold third place overall in the series, ahead of the Delta of **Ronnie Maybin**. **Jackie Harris** continued to impress with his Mini, and was fifth ahead of the Reynard of Belfast disc jockey **Ricky Young**, the latter also ensuring that the world of hillclimbing and sprinting received its fair share of publicity in Ulster via his own show.

BARC Championship

The BARC Sprint Championship, organised by the London & Home Counties Centre, ran meetings at Oulton Park, Lydden Hill, Llandow, Goodwood and North Weald in 1984. The combination of **David Watson** and his ex-circuit racing Maguire Stiletto saw him run out a relatively comfortable winner with some very fast times, especially at Goodwood. David's main opposition came from **Terry Kyte** who was running his Lotus Esprit in the production car category.

As usual the production category was very popular and in the smallest class a season long battle between **Malcolm Pittwood** in his Fiesta S and **Wally Pratt** in the 850cc Fiat Arbarth went Malcolm's way. The Escort XR3 of **Peter Neal** took the 1600cc class, while the 2-litre division saw category winner Terry Kyte up against **Steve Pattinson** in the Golf GTI and though Steve took the first few rounds, he had to finally settle for the class award. The over 2-litre class went to **Tim Hope-Frost** in his BMW 3.0 CSL.

Lotus Sevens were dominant in the road-going classes with the 1600cc version of **Gwyn Jones** taking the category award and **Peter Tatton**, who was similarly mounted, the class award. On two occasions **Dick Jest** and his twin-cam Escort beat both the Sevens, and could have perhaps been higher up in the results if he had done more events. The 1300cc class also belonged to Lotus, this time the 1275cc version of **Brian Soper**. The up to 2-litre class was taken by **Mark Smalley** in an RS 2000, leaving the over 2-litre class as perhaps the most competitive of all, with very impressive displays by **Carl Felix** in his shared Vauxhall Firenza, **Kevin Ginger's** GT6, and **Chris Fulke-Greville** learning the ways of his new TR7 V8. Chris's more consistent style gave him the class award.

Obviously the car to beat, though no one managed it, in the 1-litre modified section, was that of overall champion David Watson. David shared the car with his mechanic **Stephen Cato** who, in turn, managed to take the category award. In fact, the only modified competitors to beat the Maguire Stiletto were those in the over 2-litre section. Of these it was **Dave Bray** in the V8 Opel who finally won the class, even though **John Churchley** and **Terry Nicholls** in their Escort and Capri respectively, had wins over him during the season. Other class winners in this category included **Chris Judge** and **Dennis Jellet**, both in Cooper Ss.

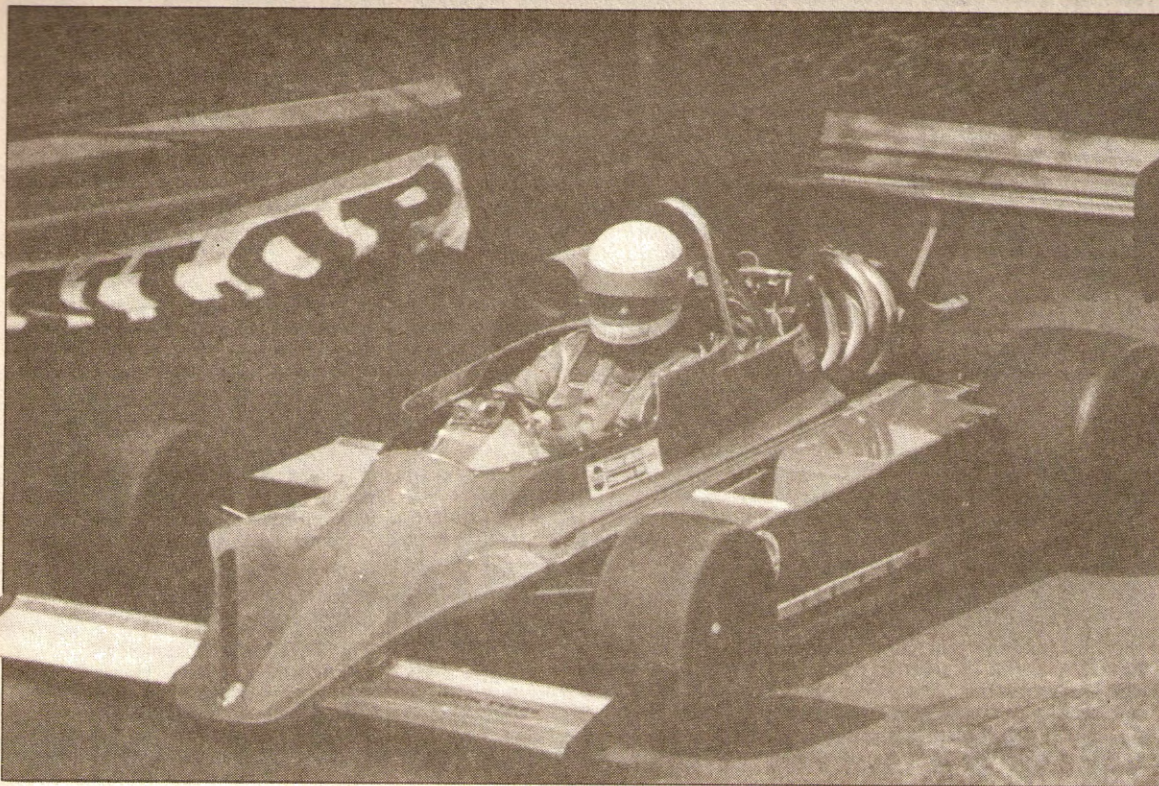
Unfortunately both the sports racing and single seater categories were poorly supported with regular competitors **Neville Kaby** in a Mallock, and **Chris Paterson** in a Delta T79, taking the honours.

IAN BAX

WARECRETE BRITISH SPRINT CHAMPIONSHIP, 1984

Final positions

1 Roy Lane.....	2.7	Pilbeam-BMW MP5/5.0 MacRae-Chevrolet GM1.....	77
2 Ray Rowan.....	1.6	Chevron-BDA B45/2.5 Toleman-Hart TG280H.....	73
3 David Render.....	2.8	Lola-Hart T560/3.0 March-DFV 741.....	64
4 Ken Ayers.....	5.0	Chevron-Chevrolet B32/3.9 Lyncar-DFLMS84.....	45
5 Colin Cordy.....	3.5	Martin-Rover BM18.....	43
6 Richard Fry.....	2.5	Pilbeam-Hart MP54.....	27
7 Dave Harris.....	2.8	Pilbeam-Hart MP50.....	26
8 Jonathan Toulmin.....	1.6	Elfin-Ford 600B.....	25



Portrait of a perfectionist at work — David Gould blasts his superbly crafted 84/1 up the Barbon Manor climb; May 1984.

Going for Gould

MARCUS PYE on, and in, David Gould's remarkable hillclimb challenger

Patsy Gould's lifestyle was to change dramatically when, one evening in 1972, husband David returned home with the news that a Terrapin would shortly be joining the family! Despite their quirks, the Newbury household was soon smitten with the endearing little beasts, studying their every characteristic. It would not be without one for the next 10 years. . .

When David was eventually satisfied that he had extracted the fullest potential from his hybrid Terrapin, he boldly set about creating its successor. Spurning neither space age materials, nor the aid of computer technology, Gould's quest to design an invincible hillclimbing machine took two years to fulfil. Already regarded as a 'classic' in its own right, the sleek red device is ready to challenge allcomers in 1985.

These Terrapins were, of course, not amphibious creatures, but the brainchild of *Daily Mirror* photographer Allan Staniforth; resourceful racing car designer and champion of the 'high speed, low cost' breed of Do-It-Yourself motor sport competitors.

Staniforth evolved the Terrapin with the amateur enthusiast in mind. Very light yet durable and inexpensive to build and run, they quickly found favour with constructor/drivers from all over the world. More than 50 of the diminutive chassis were built, mainly with Mini engines, their healthy power-to-weight ratios being particularly widely exploited in speed events.

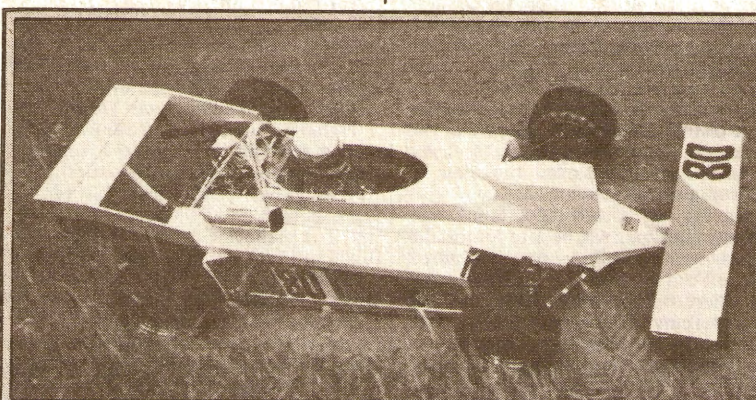
Allan, founder of this annual *marque* (whereby, inevitably, every car is different, despite sharing the same design concept), has always maintained a keen interest in hillclimb events in particular, and continues to campaign and develop his Imp-powered Mk7D car!

Gould, like many other customers, received a great deal of assistance and encouragement from Staniforth in the early days with his Mk1 version, and soon struck up a firm friendship with the designer, whose influence can be seen in David's subsequent machines.

They worked together on the forerunner of the present car, holding regular progress meetings in a motorway service station mid-way between their bases, in Berkshire and Harrogate. Typically innovative, the Gould-Terrapin gave them an excellent grounding in the larger-

capacity racing car classes — and David a fair amount of success.

"We had intended to continue with a transverse-mounted engine in the 1600cc class," explains Gould, "but along came 'ground effect' in Formula 1. We thought that this had to be great news for hillclimbers, so decided to incorporate it in the Gould-Terrapin design. Naturally, the provision of adequate venturi tunnels in the sidepods precluded the original engine layout, so longitudinally it had to be.



David's Wiscombe record still stands, with the ingenious Gould Terrapin-BDA wing car!

A tank full of Terrapins . . .

A set of plans, and an ambition to compete in motor sporting events, provided the inspiration behind Gould's initial Terrapin project. Drawing upon general engineering skills, learned in the railway's workshops on first leaving school, David toiled away with hand tools and raw materials and was very soon the proud owner of a gleaming single-seater racing car.

"It was powered by a 1071cc BMC Cooper 'S' engine," recalls Gould, "but 750bhp in a light chassis was sufficient to scare the life out of me at our first event, a hillclimb at Cadwell Park. I was almost last in the class,

but it was one of the most exciting things I had ever done . . ."

The car was steadily developed until 1974, when a 1300cc Mini engine was fitted, primarily for a circuit race at Bushy Park, Barbados, home of fellow Terrapin enthusiast/constructor Bizzy Williams.

Gould modified the chassis to take a 1300cc Cosworth BDJ engine, transversely, for the 1976 hillclimb season, but it was not until John Robinson built him a fuel-injected version of the unit, that a workable power band was achieved, and the highly developed chassis began to fly. The combina-

"As home constructors, we felt that a spaceframe chassis was still the only practicable method of construction for the car — of course I know different now — but, looking back, we didn't use the ground effect principles very well either. You live and learn.

"The car was very stiff though, due to the fully triangulated main chassis and engine bays, which bolted together, encapsulating the BDA, through the twin roll hoops."

Only Martin Bolsover's highly developed March 77/8/2 was quicker than the comparatively low cost Gould-Terrapin on a regular basis, but David learned a lot and his driving became ever more aggressive as he strove to turn the tables on the rapid Bolsover.

Having worked hard to make the angular device fully competitive — and the Wiscombe class record still stands to this car from 1980! — David was disappointed to find it instantly outclassed by Martin's new Pilbeam the following year. "We tried everything to keep up with it, but eventually reached the conclusion that no alteration to the existing machinery could possibly redress the balance. I had to start afresh."

The challenge.

Undaunted at the prospect of taking on Mike Pilbeam at the game which he has made his own in recent years, David was to spend the next 24 months creating his latest, and greatest, challenger from scratch. And the 43-year-old electrical engineer's labour of love was worth every minute of Gould's layoff from competition. A masterpiece in every respect, the car carried him to 18 class wins last season, its first on the hills.

It was not until David got a piece of honeycomb material from Lyncar boss Martin Slater that he realised its potential for the amateur chassis constructor. "Despite its space-age appearance, it's ideal because no heavy plant (folders, guillotines etc) is needed to shape it into a 'tub' — and it is inherently so stiff. Detail work does require painstaking accuracy, however, as errors are difficult to rectify."

Remarkably, Gould built his car in a standard-sized garage, forming the 22 gauge honeycomb chassis in a wooden



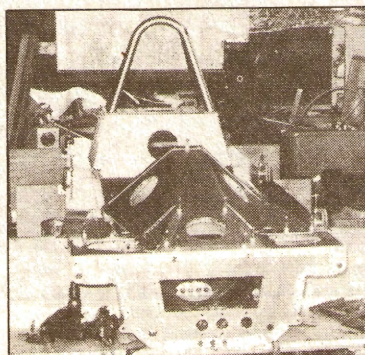
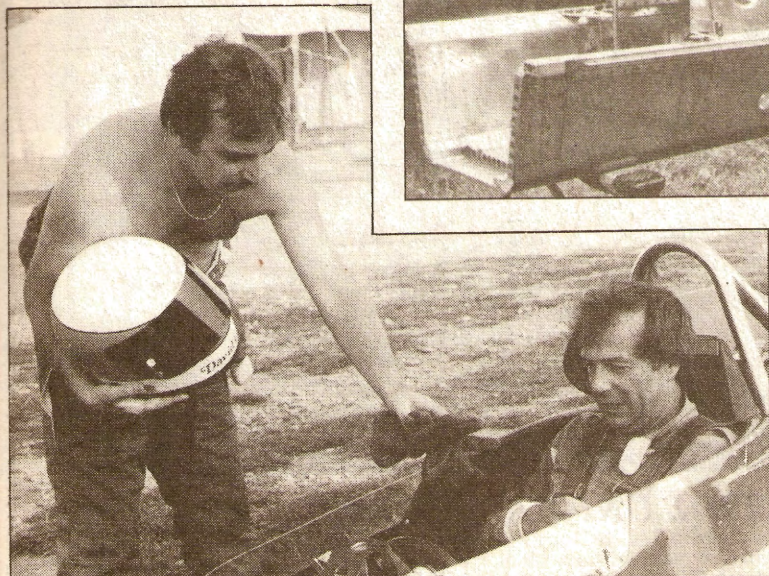
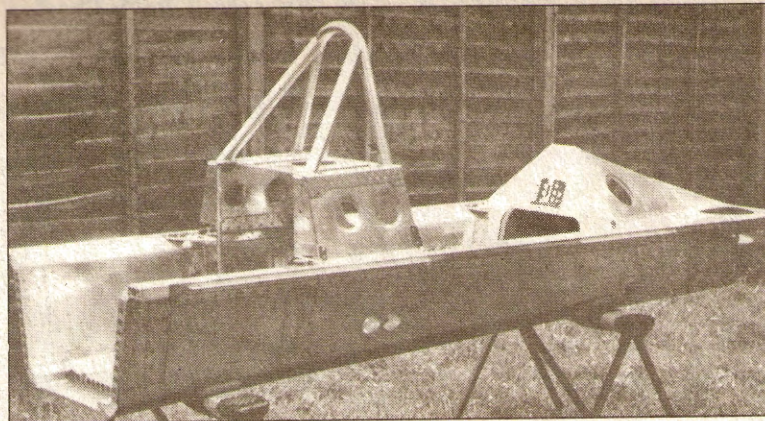
Early Terrapin fun with BMC engine (above) and potent Cosworth BDJ motivation.



David's Wiscombe record still stands, with the ingenious Gould Terrapin-BDA wing car!

tion was virtually unbeatable by 1978, but the chassis was now tired. "We then decided to build a 'super Terrapin' for the 1600cc class, incorporating 'ground effect' principles and a unique double space frame design to eliminate engine bay flexation." David's efforts in the startling BDA-powered car closely matched those of Martin Bolsover's proprietary March until 1981, when his closest rival put his BDA in a Pilbeam chassis. "Suddenly our Terrapin was obsolete, and it became obvious that a totally new car was called for!" The Gould 84/1 . . .

Right: The inherent qualities of the Gould's fine honeycomb monocoque (seen also under construction in its jig, below right) reflect strongly in the car's performance record. Below: The author (standing) receives advice from the car's talented designer/constructor/driver.



jig. Double bulkheads are built in at the front, mid and rear cockpit points, with all joints and fillets bonded and riveted in place. The workmanship in the monocoque sets new standards for home constructors to aim at. The detachable sidepods are of 24swg honeycomb with flexible skirts and wooden rubbing strips to seal the venturi channels.

The engine actually sits in the tub, driving through an AP twin-plate clutch and a Hewland FT200 gearbox, specially uprated for the rigours of hillclimbing by Mike Endean (of X-Trac fame).

Suspension is inboard all round, sturdy rockers operating the Koni spring/damper units. Modified March uprights (813-type in front and 802 rear) are utilised, while fine handling balance is achieved with finger-type anti-roll bars at each end.

Computer aid

Geometry has been set through exhaustive computer analysis of wheel behaviour under given conditions, through a complex programme which Gould wrote himself. He knew nothing about computers when he commenced the task — but that, of course, is another story . . .

Avon tyres (through BMTR) are standard wear on the 13in wheels (of 10in and 15in width), while 10/4in radially drilled discs with AP four-pot calipers (mounted outboard) stop the car, which weighs 878lbs ready to run, less the driver.

The very attractive bodywork is a two-piece Kevlar moulding. Patrick Head of Williams Grand Prix Engineering very kindly provided David with a

wing specification and aerodynamic advice — not to mention plenty of enthusiasm for the ambitious project.

Other invaluable assistance came from Permabond (a leading manufacturer of adhesives, as used in the tub) and local machinist Bob Cobb who did much of the milling work on the chassis. David himself turned up many fittings on his lathe, while son Sean also put in a lot of work during the build which, Gould estimates, was completed in about 5000 personal man hours!

When Gould conceived the design, he was looking beyond the first season, to the time when both car and driver would be ready to join the elite in a concerted assault on the prestigious RAC British Hillclimb Championship. Having used 1984 as a trial year to iron out the (minor) bugs in the machine, that time is now . . .

David designed the 84/1 to accept a Hart engine installation from the word go and, over the winter, out has come the trusty BDA, to be replaced by the ex-Jim Thomson 2.5-litre unit, freshly rebuilt by Brian Hart's men at Harlow.

The transmission, oil and cooling systems already have spare capacity so, in theory, a straight engine swap should transform the car into its Gould 84/2 configuration. In practice, things are slightly complicated by different engine ancillaries (and an extra 30-40lbs weight) but there is nothing in the new package which David's proven ingenuity cannot overcome, with the aid of a couple of pre-season test days.

Two-pronged attack

Just in case that problem does crop up though, Gould has a trump card up his sleeve in Chris Cramer, who will share the car with him in the major championship this year. Equally fastidious in his preparation, testing and development work, the 1980 British champion adds another dimension to the Gould challenge.

The team has also acquired some financial backing for 1985 from Cheltenham-based Unidraw automation, although a co-sponsor is still being sought for this potential front-running *equipe*.

Already the quickest ever 'Shelsley Special', Gould's fabulous little car also holds a splendid class record on the short course at the other classic hillclimb venue, Prescott, in its 1600cc trim. Fourth overall, and class winner, in the Midland championship, and fifth in both the Guyson 'Award of Merit' and Harewood FTD series, the combination has a tough task ahead of it in the forthcoming season.

For David, graduation to the top class of the national hillclimb scene is the realisation of one ambition, but the ultimate dream must surely now be to see his creation entitled to carry the coveted 'number 1' which signifies RAC champion?

Whether David or Chris can combat the Pilbeam army effectively, remains to be seen, but a great deal of effort has gone into this magnificent project and it certainly has all the hallmarks of a future championship winner. Gould's hours in that lock-up garage say so!

Haring up Harewood

David Gould's latest, and most ambitious, feat of engineering was debuted at Wiscombe Park last April, drawing gasps of admiration from fellow competitors and the motor sport press. I watched the car's progress with considerable interest and, like many other onlookers, marvelled not only at the quality of its construction, but also at its nimble handling and apparent poise on the tricky Devon hill.

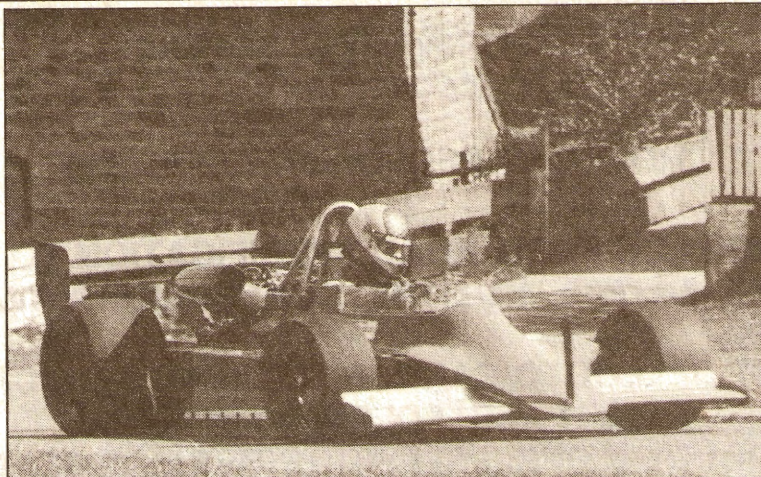
At Harewood in August, I was honoured to become the 84/1's second ever driver, which speaks volumes for David's strength of character. One cannot, after all, buy replacement tubs 'off the shelf' . . .

The BARC's Yorkshire venue was new to me too, its picturesque 1090 yard climb including the blind corners at Country and Quarry and daunting blast through the narrow Farmyard to test my responsibility even more than my nerve.

I need not have worried (and Gould bravely said he wasn't) for the car is every bit as good to drive as its immaculate finish and preparation would suggest.

Leaving the line at 7700rpm, the acceleration and traction of the 84/1 were staggering, and its turn-in to early bends both quick and positive.

On the rise to Orchard, the Richard Langford-built 1600cc BDA was given its



Emerging from the 'yard at some 85mph, our man tweaks the Gould into Farmhouse.

head for the first time, the short-stroke alloy unit developing a punchy 226bhp at its peak of 9500rpm and some 135ft lbs of torque at 8500rpm. Its effective rev range of 7000-10,000rpm was optimised by split ratios ('low' and 'high' pairs of first and second gears) in the Hewland FT200 transaxle.

Remembering to clamber over the kerb on the late apex of Orchard, and catching the tailslide on reflex, gives little time to worry about the concrete walled farmyard, taken 'flat' in low second on all but the first exploratory run.

The car's ground effect pds really do their work superbly at the seemingly endless Farm corner, demanding early application of full power for the exhilarating 100mph ascent to Quarry, and the tight right-hander to finish.

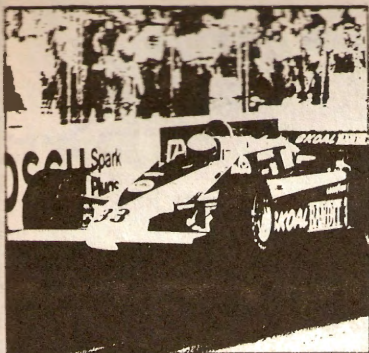
Quite how much confidence was inspired by the Gould chassis can be gauged by my improvement, over four runs, from 45s to 40.54s, which equalled Mike Brown's third in class time (the local Chevron driver took the award on aggregate) and was 0.04secs adrift of runner-up Alan Newton's Pilbeam-



Preparing for the ascent.

ised March. David, I am delighted to report, scorched to victory in the division and third in the top 10 run-off. My time unofficially eclipsed Antony Lane's novice record with his father's Pilbeam-BMW, so we were both chuffed with the day's sport . . .

My overriding impression of the Gould car is one of responsiveness and viceless handling. It goes precisely where it is pointed — feeling like an extension of the driver's body so swiftly does it react — and also stops incredibly well. I can't wait to try 84/2 with Hart power!



INTERNATIONAL RACES
WINTON SALOONS

First blood to BMW

Winton, the little 1.2-mile country circuit located 120 miles north of Melbourne, was the scene of the first event for Group A cars to be held under the new regulations of the Australian Touring Car Championship. Last Sunday's 50-lap race resulted in a one-two for BMW 635CSi cars, with New Zealand drivers Jim Richards and Neville Crichton dominating the results.

Richards was on top all weekend, qualifying on pole position and leading from start to finish on race day. Crichton, having his first outing for the works JPS BMW Australia team, was a lap down at the finish. The only potential challenger to the BMWs was the Zakspeed constructed Ford Mustang of Dick Johnson, which he said must have been developed to run in snow. It began overheating after four laps and made two pitstops to replenish the cooling system from a convenient fire truck, falling right off the pace to complete only 31 laps. Johnson had been only 0.1sec slower in practice than Richards in a promising debut.

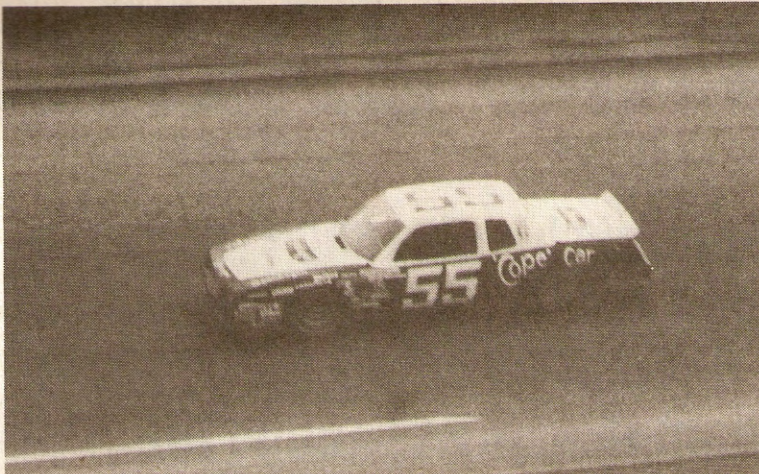
Third in the race, but a lap down, was the works Mitsubishi Starion driven by veteran Kevin Bartlett, while fourth on the same lap was Alan Jones, the former Formula 1 World Champion, in one of the works Alfa Romeo GTV6s. Jones made a pitstop to replace a worn outside rear tyre after 34 laps, but still drove with plenty of verve. Next was Brian Sampson in another Starion, ahead of Laurie Nelson in a Mustang. Jones's team mate, Colin Bond, had provided a challenge to Johnson early in the race but went out in spectacular fashion after only two laps when his oil filter blew off and the car spun on its own oil.

The main support race was the first round of the well-patronised Australian Formula 2 Championship, run over two 20-lap heats. Both were won by last year's Formula 2 champion, Peter Glover, in his Mk 8 Cheetah. The next rounds of both championships will be at Sandown Park on February 24.

BOB JENNINGS

WINTON (AUS)
Australian Touring Car Championship, round 1
Feb 10
50 laps — 63.07 miles

- 1, Jim Richards (BMW 635 CSi), 57m 43.4s;
 - 2, Neville Crichton (BMW 635 CSi), 49 laps;
 - 3, Kevin Bartlett (Mitsubishi Starion), 49 laps;
 - 4, Alan Jones (Alfa Romeo GTV6), 49 laps;
 - 5, Brian Sampson (Mitsubishi Starion), 48 laps;
 - 6, Laurie Nelson (Ford Mustang), 48 laps; etc.
- Championship positions:** 1, Richards, 25pts; 2, Crichton & Bartlett, 23; 4, Jones, 20; 5, Sampson, 17; 6, John Smith (Toyota Sprinter), 15; etc.



Benny Parsons was disappointed with engine failure in the lucrative Clash.

BUSCH CLASH

Labonte's Busch push

At Daytona last weekend they ran the Busch Clash, that big money 20-lap sprint event for all NASCAR drivers who took a pole the previous year. And this time the comfortable winner — by nearly three-quarters of a second — was reigning Grand National Champion Terry Labonte. His average speed for the 50-mile race: 195.865mph!

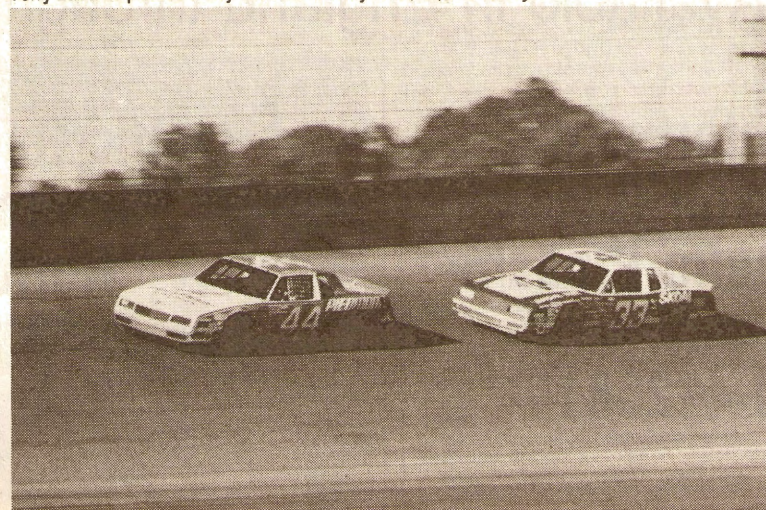
Starting positions for the Clash are decided by drawing from a hat, and Labonte picked number 11 from a possible 12, thereby starting from the back row. Cale Yarborough, who started from row one, snatched the lead at the start, but by the end of the first lap the amazing Labonte was up to second.

This year Busch decided to award an additional \$5000 bonus to the leader on laps five, 10 and 15. And sure enough Labonte had his Chevrolet Monte Carlo in front as they came past for the fifth time. By lap seven he and Yarborough had moved away from the pack into a race of their own, but Cale's new Ford T-bird never looked able to make a move for the lead.

On lap 13, indeed, the three-time Daytona 500 winner blew up on the backstretch, and Joe Ruttman's engine also let go at the same moment. Out came the yellow for five laps. In the Busch Clash, however, 'yellow' laps do not count, and six remained when the green came out once more.

Again Labonte grabbed the lead, followed this time by Darrell Waltrip's Chevrolet. Once more it was a vain

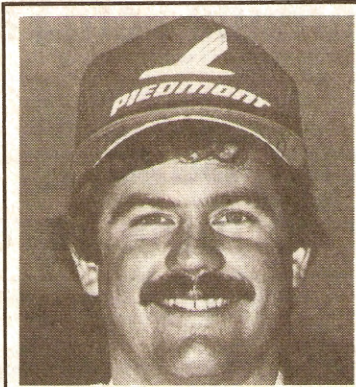
Terry Labonte passes Harry Gant on his way to a \$65,000 victory.



chase, Labonte moving clear in the last couple of laps to win by 50 yards. That earned him \$50,000 for the victory, plus another \$15,000 for leading on the bonus laps. A pretty handy quarter of an hour's work . . .

Waltrip duly finished second, followed by Daytona 500 pole man Bill Elliott (see *Pit & Paddock*), Geoff Bodine, Harry Gant, Ricky Rudd, Buddy Baker and Rusty Wallace. Retirements, apart from those of Yarborough and Ruttman, included Benny Parsons (engine failure) and David Pearson (who punctured a tyre wall, and hit the wall lightly at turn four).

GORDON KIRBY



The Iceman cometh — certainly.

BUSCH CLASH (USA)

Feb 09
20 laps — 50 miles

- 1, Terry Labonte (Chevrolet Monte Carlo);
- 2, Darrell Waltrip (Chevrolet Monte Carlo);
- 3, Bill Elliott (Ford Thunderbird);
- 4, Geoff Bodine (Chevrolet Monte Carlo);
- 5, Harry Gant (Chevrolet Monte Carlo);
- 6, Ricky Rudd (Ford Thunderbird);
- 7, Buddy Baker (Oldsmobile);
- 8, Rusty Wallace (Pontiac Grand Prix).

KILLARNEY F2

Two for TvR

Trevor van Rooyen moved into a clear lead in the South African F2 Championship by taking his second consecutive victory of the season. The second round of the championship was run over two heats at Killarney near Cape Town and van Rooyen won both of them in his D&W Maurer MM83.

At the start of the first heat there was immediate imbroglio as the March of John Moni and the Maurer of Brian Ferris fought for the same piece of track, leading to the elimination of both. However, Van Rooyen had pulled into a clear lead and the closest dicing was between Wayne Taylor and Bernard Tilanus, for second place. This ended in collision and Tilanus spun off into the sand from where he could not restart. The heat, scheduled for 15 laps was thus shortened to 12, with van Rooyen clear of Taylor, with Mike Nish the only other unlappped driver.

The second heat, run over the full 15 laps, saw infinitely closer action for the first three places. Tilanus had to start from the back of the grid, but was up to third by the end of the first lap and passed Taylor, who was slowing with gear selection problems, on lap 4, then moved into the lead on lap 6. However, van Rooyen struck back on lap 9 and held on to win. Nish's Lant blew up on lap 7.

COLIN WINDELL

KILLARNEY (ZA)

Feb 09
South African F2 Championship, round 2
Heat one — 12 laps

- 1, Trevor van Rooyen (Maurer MM83), 14m08.2s;
 - 2, Wayne Taylor (Maurer MM83), 14m16.8s;
 - 3, Mike Nish (Lant), 15m13.1s;
 - 4, Ken Critchfield (March B32), 11 laps;
 - 5, Ivano Moavero (Ralt RT4), 11 laps;
 - 6, Bernard Tilanus (Ralt RT4), 11 laps.
- Fastest lap:** van Rooyen, 1m10.0s.

Heat two — 15 laps

- 1, van Rooyen, 17m53.0s; 2, Tilanus, 17m53.5s;
- 3, Taylor, 17m54.7s; 4, Critchfield, 18m47.6s; 5, Keith Horwood (Ralt RT4), 14 laps; 6, Nish, 14 laps.

Championship positions after two rounds:
1, van Rooyen, 36pts; 2, Tilanus & Taylor, 18; 4, Moni & Critchfield, 6; 6, Nish, 4; 7, Horwood, 2.

MADRAS GP

Take two

The results of the second part of the Madras GP were remarkably similar to those of the first (*Pit & Paddock*, Feb 7).

Tiff Needell narrowly won the first heat from part one's winner and team mate, Jim Crawford. Unfortunately, Tiff was again unlucky in the main race, retiring his Chevron B42/5. Crawford thus won the main race, and so clinched the Madras GP overall, but it was not as easy as one might have expected as he suffered a late puncture and only regained the lead from Rob Moores' consistent Chevron B38 with two laps to go. Kari Varden finished third in an Image. There was much excitement near the end, however, when local man, Rusi Jeejvhay's FF2000 Reynard burst into flames and was extensively damaged before the fire could be extinguished.

So, Needell and Crawford both return from the Asian sub-continent with one Grand Prix win apiece.

MADRAS GP (IND)

Feb 10

- 1, Jim Crawford (Chevron B42/5);
- 2, Rob Moores (Chevron B38);
- 3, Kari Varden (Image).



INTERNATIONAL RALLIES

ALWAY INTERNATIONAL

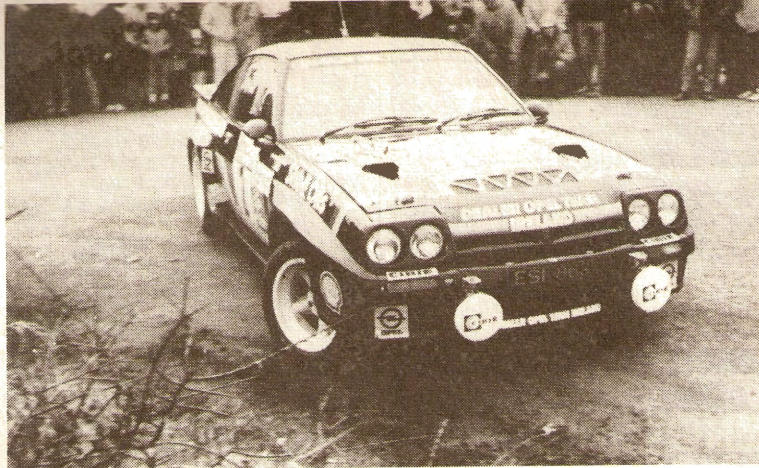
Austin music

Austin McHale and co-driver Christie Farrell scored a start to finish victory on the first weekend's Galway International Rally, taking his Shell/Dealer Opel team Ireland Manta 400 to 18 fastest stage times out of the 22. Blackburn's Cyril Bolton was second, co-driven by Belfast's Derek Ervine, the Presspart & McRae Opel Manta finishing 4½ mins behind the Dubliner.

The Galway Rally attracted 71 starters and was an all-pace-note affair, with well over half in darkness. There was disappointment before the event had started when ex-Irish Tarmac champion John Coyne had the engine blow on his Nissan 240RS on the way to *parc fermé*. In the bitterly cold, but mostly dry, conditions it was McHale who set the pace on the first Saturday afternoon stage. Ken McKinstry in the ex-Vatani Escort was his nearest challenger, but McHale kept cool, pulling away at the rate of 5-10 secs per stage. Already in trouble was English visitor Ian Donaldson, his Lotus Sunbeam parked in the first test with suspected oil pressure problems. The similar car of Damien Campbell stopped soon after with a blown head-gasket. Another disappointment for the spectators braving the arctic winds was the retirement of ex-Galway winner Ronnie McCartney, who hired Opel Ascona 400 putting its fan through the radiator. However, still going behind McHale was McKinstry, with the similar Escort of Hugh O'Brien third; Cyril Bolton cautiously in fourth (never having driven the Manta before); Donegal's Pat Dunnion fifth with his Lotus Sunbeam; and in sixth place was an obviously very talented youngster having his first drive in a Group 4 type car, Tipperary's Frank Meagher.

The first significant change to the

Rossa McCosker drove brilliantly to win Group A and finish eighth overall.



Galway International winners Austin McHale/Christie Farrell trying hard with the Opel Manta 400.

leaderboard came at the end of the first leg's eight stages when McKinstry's engine lost a small core plug, and thus lost 8 mins and dropped off the leaderboard.

Back out into darkness went the remaining 55 cars, with O'Brien slipping in to third behind Bolton because of an exhaust problem. In Group A Rossa McCosker had been flying to lead the category in his 1600cc Sunbeam, hotly pursued by Ken Irwin and Stephen Emerson in similar machines. Galway marked the British Isles debut of the new DOTI Opel Kadett GSI in Frank Fennell's hands. The Kadett was completed only hours before the start, and looked as though it needed a little more sorting, snaking all over the stages. Frank, however, kept it all together to win his class, but could make no impression on the Sunbeams.

Through the long night McHale stayed like the weather, very cool, extending his lead without extending himself. Bolton too drove in a very controlled manner to hold second, while in typically flying fashion O'Brien held on to third. It was to be the third and final leg on the Sunday afternoon before there were any significant changes — behind McHale and Bolton in the mighty Mantas O'Brien's Escort had a fuel pressure problem and lost time, allowing Pat Dunnion into third, and young Meagher into fourth, quite an anti-climax for O'Brien and his equally cheerful co-driver Flint McCullagh. Dunnion had suffered throughout with various handling problems, and did well to finish third. McKinstry had fought back from 12th, but on stage 19 his Escort stopped (for good this time), when it was back up to sixth. Marie Moloney won the ladies award in the DOTI Opel Corsa, and that was despite suffering from 'flu throughout.

Other notable drives included: John Gilleece taking what is basically a Group One Escort to sixth overall; Pat Callaghan mastering the ex-Fagan Chevette to set some very fast times; Rossa

McCosker's superb run to win Group A outright; Pat White overcoming all sorts of steering problems on his way to ninth in his Nissan 240RS; while Robin Lyons achieved 10th place with a 1300cc Group A Talbot.

However, the cheers were all for McHale at the finish, the winner commenting: "I never really pushed at this rally, but I feel a lot more confident now about making my own pace notes. Roll on the Circuit . . ."

BRIAN PATTERSON

GALWAY INTERNATIONAL (IRL)

Feb 08/10

STP Tarmac Championship round 1

- 1, Austin McHale/Christie Farrell (Opel Manta 400), 3h14m20s;
- 2, Cyril Bolton/Derek Ervine (Opel Manta), 3h18m46s;
- 3, Pat Dunnion/N. Fitzsimmons (Lotus Sunbeam), 3h23m07s;
- 4, Frank Meagher/B. Clarke (Ford Escort), 3h25m44s;
- 5, Hugh O'Brien/Flint McCullagh (Ford Escort), 3h25m54s;
- 6, John Gilleece/S. Boswell (Ford Escort), 3h30m19s.

PRETORIA BRICK 400

Pretoria's real brick

The Pretoria Brick 400 Rally was held in atrocious weather conditions at the weekend with six stages being cancelled, and this worked in the favour of the Audi Quattros of Sarel van der Merwe/Franz Boshoff and team mates Geoff Mortimer/Spotti Woodhead, the former pairing leading through the mud from start to finish. The only person who broke the Audi Quattros stranglehold on South African rallying in 1984 was Hannes Grobler, but his hybrid rear-wheel-drive Nissan Langley blew up early on. Behind the Audis there was a battle for third place, but the challenge of Eric Sanders/Guy Hodgson in their Class B Toyota Corolla expired when the propshaft broke at the halfway stage. Of the 34 starters only 12 made the finish.

PRETORIA BRICK 400 (ZA)

Feb 09

- 1, Sarel van der Merwe/Franz Boshoff (Audi Quattro), 2h30m39s;
- 2, Geoff Mortimer/Spotti Woodhead (Audi Quattro), 2h31m49s;
- 3, Kassie Coetzee/Wylie Harrington (Nissan Skyline), 2h43m38s;
- 4, Glyn Hall/Peter Cuffly (VW Golf GTI), 2h47m51s;
- 5, Lappies Labuschagne/Menno Havelaar (Nissan Stanza), 2h49m27s;
- 6, Schalk Burger/Richard Leeke (Toyota Corolla), 2h53m10.



NATIONAL RALLIES

HALDON MONTE

Bolt of lightning

Exeter rally crew Graeme Bolt and Graham Lacey made a fine start to the new South West Road Rally Championship when they won the Haldon Monte Rally around Dartmoor last Saturday night by 38secs.

Tipped as one of the crews to beat in this year's series the pair held a useful lead of 4 mins in the opening half of the 145 mile route from the impudent little Astra of David Pitcher/Tony Greenwood, but their lack of power told in the second half as Fred Camp/Stuart Wood came charging through to the runners-up spot. Two other promising crews Nigel Bishop/Mark Watson and Derrick Rice/Neil Bulley were fourth and fifth, although a long way off the pace.

HALDON MONTE (GB)

Feb 09/10

- 1, Graeme Bolt/Graham Lacey (Ford Escort RS 2000), 32m 03s; 2, Fred Camp/Stuart Wood (Ford Escort RS 2000), 32m 41s; 3, David Pitcher/Tony Greenwood (Vauxhall Astra), 37m 11s; 4, Nigel Bishop/Mark Watson (Ford Escort RS 2000), 46m 45s; 5, Derrick Rice/Neil Bulley (Ford Escort), 47m 20s; 6, Shaun Hubbard/David Morgan (Ford Escort), 47m 22s.

RAY HOLLAND TROPHY

Three wheels on my wagon

Bodmin crew David and Terry Carter were slightly fortunate winners of the Truro & DMC single venue stage rally at Predannack airfield near the Lizard last Sunday.

For most of the day Andy Orchard and Martin Stevens held the lead — and a comfortable one at that — until the sixth stage when they lost a wheel on their Escort. This left the Carters to hang on for the last two exercises which they managed to do ahead of a pair of Rover SD1s which were never able to make full use of their extra power on the tight and twisting stages.

RAY HOLLAND TROPHY (GB)

Feb 10

- 1, David & Terry Carter (Ford Escort), 20m 56s; 2, Roger Hearn/Chris Jarman (Rover SD1), 21m 13s; 3, Gregg Thomas/Trevor Symons (Rover SD1), 22m 23s; 4, Geoff Gibson/Irene Wagstaff (Ford Escort), 22m 31s; 5, Geoff Weightman/Richard Whitehouse (Mini), 22m 35s; 6, Diane Trengoning/Roger Langford (Ford Escort), 22m 38s.





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