

# Autosport

A Haymarket publication

June 16, 1983 70p

## F1: Arnoux dominant in Canada



## Scottish Rally: Blomqvist stars

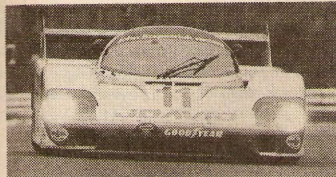
Thackwell's Jarama ■ Brundle's Euro F3

FRONT COVER

Top: Fastest in both qualifying sessions, totally dominant in the race — that was René Arnoux, pictured during his first victory drive for Ferrari in last Sunday's Canadian Grand Prix. Photo: IPA. Report: page 17. Bottom: Stig Blomqvist's Audi Sport UK entered Quattro led the Arnold Clark Scottish Rally from last Saturday's Glasgow start. Photo: CTP. Report: page 12.

NEXT WEEK

Our special Le Mans report issue — All the news and views about the 24 Hours — Tiff Needell tracks tests the latest F2 March-BMW — Hannu Mikkola's exclusive AUTOSPORT column — Full preview of the Donington Park F2 race — McLaren designer John Barnard interviewed — Nigel Roebuck's Fifth Column from Montreal — the new Chevrolet Corvette — Cadwell Park F3 — Plus all our usual news and features.\*



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

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# Autosport

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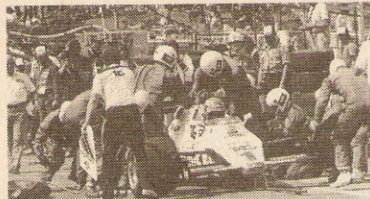
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Stig Blomqvist's Audi Quattro started at one, and that's the way it stayed, although the British drivers never gave him time to relax and the result was in doubt until the end. Our full report of the latest Open series round came from Keith Oswin as the rally finished on the stroke of press time.

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Not even Keke Rosberg could challenge the turbos this time. René Arnoux led virtually all the way for Ferrari, at last winning his first race for Maranello. But Alain Prost still leads the title chase. Nigel Roebuck rushed back from Montreal to bring you this full report.

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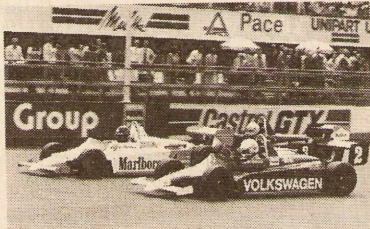
After the latest European Championship race, the first five cars were protested — but that doesn't detract from Mike Thackwell's win for Ralt-Honda. Team-mate Jonathan Palmer started from pole but was beaten by Stefan Bellof's Maurer. Ian Phillips was in Spain.

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Steve Soper won the latest British Group A race for Rover, but a new challenge from Frank Sytner's BMW has shaken up the 1983 establishment. Matthew Carter reports.

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No longer on 'control' tyres, the British F3 drivers took on their European counterparts, and thrashed them soundly. No, Ayrton Senna da Silva didn't win! But Martin Brundle did, and in style, as Jeremy Shaw reports.

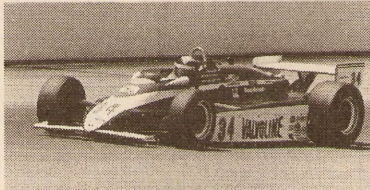
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Snetterton, not Le Mans — that's next week. AUTOSPORT's track test driver raced a Porsche in the Willhire 24 Hours and found it very useful in his personal preparation for the big race in France, as he recalls.

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If you prefer your motor racing action comfortably seated at home, our regular leisure column is just your cup of tea, with the usual competitions, news and reviews.

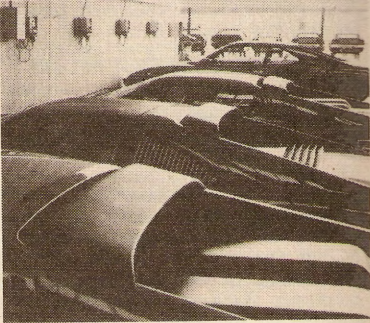
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After his 1982 Grand Prix season with Williams, Derek Daly has moved Stateside for a year of IndyCar racing. Exclusively for AUTOSPORT, he recalls his vivid first impressions of America's best known motor race, the Indianapolis 500.

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Mark Hughes has been getting the feel of the Prancing Horse from close quarters — within the confines of the stable itself, at Maranello. He spoke with Enzo Ferrari and took a look at road and competition car development.



**FROM OUR CORRESPONDENT** 52



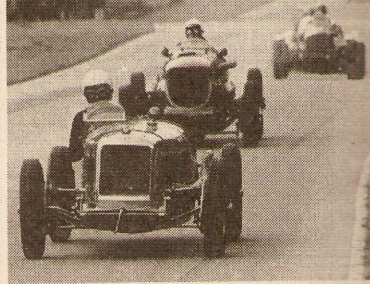
Colin Windell brings us up to date with the latest motor sporting developments in South Africa, where Kyalami will host World Championship Formula 1 and Group C fixtures this year.

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# Second British GP date for Brands in September

All the indications at montreal last weekend were that a second World Championship Grand Prix in Britain was within days of becoming reality.

The place: Brands Hatch. The date: September 25.

MCD's John Webb made a flying visit to Canada, it is believed to canvass support for the event from members of the FISA Executive who were present. Response to his request is believed to have been favourable, and early this week FISA was collecting replies from its executives, and was expected to confirm the event by the end of the week.

Webb himself was reluctant to volunteer any firm statement for fear of prejudicing his position. However, in reply to the question about an application having been made, he said: "I understand that the RAC have applied to FISA to hold a Grand Prix at Brands Hatch on September 25. I also understand that, at the request of President Balestre, the FISA Secretariat has teleaxed the Executive Committee members asking them to approve the RAC's application, and the rescheduling of the South African Grand Prix to October 8."

We were unable to contact any

spokesman for the RAC or Donington Park this week regarding what we understand to have been a clear-cut decision in favour of Brands Hatch. It appears that the RAC considered that, in the time scale available before the proposed race, the planning of a new event at a new circuit could not be undertaken in a manner which would be satisfactory to either the circuit or the RAC themselves as organisers.

However, as we suggested last week, it is the RAC's intention to make this event a permanent fixture on the calendar, and that it will be at Donington Park in 1984.



Ducarouge — black Alfa.

## Multiple protest at Jarama F2 meeting

Last Sunday's otherwise entirely satisfactory Formula 2 return to Jarama was soured when the collective entrants of March cars, with moral support from Minardi and Martini, found it necessary to protest the first five finishers in the race — cars from Ralt, Maurer and AGS.

The protest had been threatened since Vallelunga and concerns the use of dual springs.

It is the protesters' contention that the use of dual springs is an intentional device to lower the bodywork beyond the 4cms minimum ground clearance.

Those running the dual springs contend that the regulations do not specifically ban their use; that, if necessary, the

same effect could be achieved (albeit much more expensively) by a specially made single spring; and that without one spring there would be no way of keeping the body off the ground at all except by building a car without suspension — and the rules state that cars must have suspension.

The Ralt and AGS systems were initially protested by the Onyx team after the first session of practice, but the Spanish organisers said that a ruling by them was beyond their duty. Also, had they decided against the two teams, an appeal would have meant no firm decision until possibly September. What the protesters are looking for is an early

clarification of the rules and this, apparently, will be achieved by the hearing of the post-race protest by FISA this weekend.

The ruling, Article 3, para 8 of Appendix J, states: "Any device (mechanical, hydraulic, pneumatic etc) which, even if it is part of the normal function of the suspension, is intended to change the ground clearance of the bodywork or of the entirely sprung part of the car, whether partially and/or temporarily, and which thereby does not respect the minimum ground clearance, is forbidden."

This paragraph is itself a clarification issued last winter — see *Comment*.

## New Lotus Renaults for British GP

After attending the Detroit Grand Prix with John Player Team Lotus, Gérard Ducarouge opted to skip the race in Montreal in order to get on with a major redesign job on the so-far recalcitrant Lotus-Renault 93T.

According to Peter Warr, Ducarouge is currently working 17 hours a day in his new job, and the team hopes to have two revamped Renault-powered turbocars at Silverstone for the British Grand Prix. If they are successful, Nigel Mansell will have turbo horsepower in a Grand Prix for the first time, although he did drive de Angelis's spare car in the Brands Hatch Race of Champions in mid-April.

For Silverstone, we understand that the plan, simply put, is to field redesigned 92s (the smaller cars used in Cosworth form by Mansell so far this year), but with Renault turbo V6 engines. Looking further ahead, however, everyone expects to see what one member of the team calls "Duca's black Alfa Romeo". In other words, the car that the Frenchman would have designed, had he not been unfathomably fired by Gianpaulo Pavanello immediately after the French Grand Prix...



## Video lessons

A noticeable feature of Mike Thackwell's gutsy drive to victory in last Sunday's Jarama Formula 2 race was the unique line he took at the difficult, double-apex Le Mans Hairpin. He noticeably made up yards there (despite having no nose or front wing) and he explained afterwards that it was because he had learned the circuit from Grand Prix videos. "Jacques Laffite was on pole for the last three Grands Prix here, and it was noticeable that he took this one particular different line," explained Thackwell. "I tried it and found it much quicker, too. You can go deeper into the corner, brake in a straight line, and be on the power all through the second part instead of taking two bites at it."

## John Watson MBE

AUTOSPORT shares the delight of all motor racing enthusiasts in the announcement of Saturday that McLaren International Grand Prix driver John Watson has been awarded the MBE in the Queen's Birthday Honours List.



## Spirit-Honda tested at Silverstone

The first intended Spirit-Honda Formula 1 race car was tested by Stefan Johansson at Silverstone on Tuesday.

Basically, the car is almost identical to the F2-based test mule which has been the basis of all the turbo V6 engine development since last November, and which was raced by Johansson at Brands Hatch in April.

"It is exactly the same chassis, only lighter," said Spirit director John Wickham on Monday. This means that the car, with F2 fuel tankage, is most definitely a 'pit stop special'. Its official GP debut will be at Silverstone.

In recent weeks, Johansson has been using the original car at Brands Hatch, Donington and Silverstone. He was quicker at Brands than he had been before, while at Donington he lapped about half a second slower than Jonathan Palmer managed in the Williams last Tuesday.



Fittipaldi — contemplating comeback.

## Emerson to return in 1984?

At Montreal last weekend there were rumours that Emerson Fittipaldi may join the 'comeback brigade' in 1984. The Brazilian, who retired from driving at the end of 1980, apparently has no intention — for the moment, anyway — of trying to reform his own team, which was wound up eight months ago.

It is said that Fittipaldi's possible change of heart has been influenced by the rule changes introduced for this year. He always heartily disliked the ground-effect cars.

There has been no confirmation from Brazil that the 1972-74 World Champion is serious about coming back, but insiders who spoke to him at Detroit formed the definite impression that he would like to drive in Formula 1 again.

## Montreal's Formula 1 murmurs

■ The word at present is that Riccardo Patrese will not be invited to renew his Brabham Formula 1 contract at the end of this year. Likely replacements are thought to include Marc Surer, Roberto Guerrero and Johnny Cecotto...

■ Patrick Tambay tells us that the new Ferrari 126C3 is due to begin testing at Fiorano tomorrow (Friday). If all goes well, Tambay and René Arnoux will definitely test the car in the Marlboro British Grand Prix test days at Silverstone next week...

■ We heard in Montreal that an application is to be made to FISA to stage a World Endurance Championship Group C race at the Circuit Gilles Villeneuve in 1984. This, incidentally, would be additional to, rather than instead of, the F1 Canadian Grand Prix...

■ Shortly before the start of the Canadian Grand Prix, Enzo Osella and his mechanics placed a wreath at the trackside, opposite the spot where Riccardo Paletti lost his life in the startline accident in 1982.

■ After the Canadian Grand Prix report went to press, we were informed that Danny Sullivan had been disqualified from ninth place when his Tyrrell was discovered to be 4kilos underweight at post-race scrutineering.

# Le Mans: Jones out — Warwick in Kremer

Alan Jones will not, after all, be racing the works Kremer C-K5 Group C car in this weekend's Le Mans 24 Hours, and his place has been taken by Derek Warwick.

It seems that the announcement about Jones's drive by GPI, the car's main sponsor, was premature. The 1980 World

Champion, who drove the Kremer brothers' Porsche 956 at Silverstone last month, has been back home in Australia most of the time since then, and has no immediate plans to return to Europe.

Warwick, the works Toleman-Hart Formula 1 driver, was approached to drive

the Kremer in Montreal last Thursday, and he agreed on the spot. The Hampshire driver has never driven at Le Mans, and has never raced a World series sports car. His partners in the brand new Porsche 935 engined C-car will be Frank Jelinski and Patrick Gaillard.

## Fitzpatrick's Bandit Porsche 956

Skoal Bandit will be the prime commercial sponsor of the second John Fitzpatrick Racing Porsche 956. The US Tobacco company, whose chewing tobacco brand is represented in Indycar racing on Teo Fabi's Forsythe March and in other forms of American racing, will be backing the privateer Group C car which will be crewed by Guy Edwards and Rupert Keegan.

There has been some doubt about Keegan's ability to race the Porsche at Le Mans, having injured a leg in a horse-riding accident, but we gather that he will



Fitz — tobacco backing.

### BRIEFLY

■ The winner of the Monaco Formula 3 Grand Prix, Michel Ferté will join his brother Alain this weekend as a member of the works Rondeau team. The team will be managed during the 24 Hours by the journalist racing driver, Pierre Dieudonné, who was to have raced a Mazda 717C in the event.

■ Now that Pierre Dieudonné will be working as a team manager for Rondeau, and Peter Lovett has decided not to go to Le Mans this year, the second Mazda-speed entered Mazda 717C Group C Junior car will be crewed by British drivers Jeff Allam, Steve Soper and James Weaver. A trio of Mazda contracted works drivers from Japan, including Yojiro Terada, will handle the other car, and the team will be managed by Alan Docking.

■ Sadly, the new Chevrolet engined Tiga GC-83 Group C car, still awaiting its bodywork, will not be completed in time for the trip to France. Other casualties, for the same reason, are the new Cougar C-02 and the Porsche powered Grid S-2. Lack of sponsorship will keep away the new Cheetah G-603 and also the privately entered URD-BMW of Valentin Bertapelle.

■ Sponsored by Heuer Time (UK) Ltd, Eliseo Salazar will race the Ford-powered Dome Group C car. The Chilean, who has lost his RAM Grand Prix drive, drove the Japanese inspired Dome in last year's 24 Hours with Chris Craft, and will be partnered in this year's race by Craft and the car's new owner, Nick Mason. The Dome has not been raced so far this season, and has recently been refurbished by Colin Bennett. For Le Mans, the car will be equipped with a full 3.9 Cosworth DFL engine, and will run on British made Dunlop tyres.

■ European F3 champion Oscar Larrauri will again be driving one of the Lancia LC1 Group C cars for the Sivama/Grifone team. The other drivers will be Duilio Truffo, Joe Castellano and Massimo Sigala.

■ Contrary to the entry list we published in last week's Spectator Guide to Le Mans, the ADA Engineering prepared De Cadenet Lola Group C Junior car will be driven by John Sheldon, with owner François Duret and Ian Harrower.

be fit enough. This will be his first actual race in a 956, although at Silverstone last month he did practise Preston Henn's car, which was driven in the race by its owner and Edwards.

The JFR Porsche will also carry the livery of the team's American sponsor, J David, and in addition Edwards and Keegan will be backed in the 24 Hours by Lee jeans, who are first-timers in motor sports sponsorship. Further backing will come from Newsweek, Rizla, Ultramar and the well known US entrepreneur, U. Thomas Cobbleigh *et al.*

■ Speculation still surrounds the fourth works Rothmans-Porsche entry. We understand that this 956 will almost certainly be used as a camera car, driven by Jurgen Barth and at times by Vern Schuppan, the Australian doing film work in between racing with Al Holbert and Hurley Haywood. However, the arrangements had not been finalised when we closed for press, and a spokesman for Le Mans told us that he thought that Porsche might have some interesting plans for the car up their sleeve...

■ The WM-Peugeot team has finally announced its drivers. Roger Dorchy will be co-driven by Alain Couderc and Pascal Fabre, while Jean-Daniel Raulet will be partnered by Michel Pignard and the Belgian F3 driver, Didier Theys.

■ Jean-Claude Andruet, the French veteran, has been nominated to drive the third factory Martini Lancia, but the team has lost the services of European F2 series leader, Beppe Gabbiani. Apparently Gabbiani was not interested in racing the works C-car at Le Mans having had no opportunity to test it beforehand. Unofficially we also hear that Alessandro Nannini will not be driving for Lancia on this occasion, but Teo Fabi, Piercarlo Ghinzani, Michele Alboreto and Hans Heyer are confirmed.

■ Alongside team owner Ralph Kent-Cooke and Jim Adams, the third driver of the CW Racing Lola T-610 will be François Servanin.

■ An American element in the Viscount Downe Nimrod Aston Martin team: West Coast publisher Steve Earle, a Le Mans regular, will co-drive Ray Mallock and Mike Salmon in the Bovis sponsored car.

■ The British-built Harrier Group C Junior car is *en route* to Le Mans after a major rebuild by Jon Fisher of JQF Engineering at Easton Neston, following design work by Andy Thorburn's Towcester based A&PM Designs. Drivers of the Manns Racing entry, powered by a Mazda rotary, will be Les Blackburn, Roy Baker and David Palmer.

■ The above is an update on the entry list, news which has come in since we published our full Spectator Guide in last week's issue. Don't forget to order your copy of next week's AUTOSPORT (June 23) which will include our comprehensive report of the Le Mans 24 Hours.

## Tiff's silicone backing

Dow Corning, the Reading based automotive silicones company, will be sponsoring Tiff Needell's drive in the interesting new EMKA Aston Martin Group C car.

Dow Corning's interest in the 24 Hours comes after nine years away from motor sport, for the company has not been involved since supporting the victorious Luigi BMW team in the 1974 European Touring Car Championship. The company says that this deal with EMKA coincides with a considerable increase in demand for silicone product performance in the automotive industry, which Dow Corning serves with a wide variety of silicone products. Typical applications include sparkplug boots, engine seals, formed-in-place gasketing, silicone brake fluid and flush glazing, while silicone gels are increasingly used for insulating electronic circuitry against vibration and temperature. Many of these applications have been proven in racing.

Needell will join the EMKA's owner, Steve O'Rourke, and Nick Faure.

## Desiré's drive

Joining the ranks of the Porsche 956 drivers this weekend will be Desiré Wilson, recently returned from America. The talented lady has, of course, been to Le Mans before but has yet to actually drive a car in the race. Her other appearances were with Alain de Cadenet's own car in 1979, when the organisers decreed that she had not qualified the car after an accident in practice, and then with the Grid-Plaza, which expired before she could get behind the wheel in last year's race. This time, however, Desiré will join Jurgen Lässig and Axel Plankenhorn in the Obermeier Racing Porsche. Backing comes from a couple of South African companies, Kreepy Krauly and Carwil Plant Hire.

# Confidence booster for Jarama from Balestre

The Spanish national authority, the RACE, invited FISA President Jean-Marie Balestre to the sunny climes of Jarama last week. It was clearly a political move by the ASN to re-establish themselves and Jarama as the nation's number one circuit, in face of the competition being offered by the proposed Fuengirola street circuit.

Fuengirola appears to have the support of the Spanish Automobile Federation and, in a press conference on Saturday night, Balestre dodged the issue of which circuit might be favoured by FISA.

He explained that street circuits took motor racing to prestige places where it

ought to be, but on the other hand permanent circuits would always be more favoured by FISA.

He also explained at length to the Spaniards that FISA was now very much in control of all aspects of international motor sport, and they need never fear a repeat of the 1980 Jarama fiasco.

FISA, he said, would consider all applications from countries wanting to hold a Grand Prix, and basically all Spain had to do was prove that they had the financial security to back their application.

The Fuengirola promoters were present at the press conference — which featured a couple of traditional 'red-mist'

scenes from the president and back tracking on statements (particularly over his initial claim that rally drivers were considerably more skilled and talented than Grand Prix drivers). If they were hoping for any positive public encouragement for their plans, they were disappointed, but they do have a provisional Formula 2 date of June 3, 1984. The ambitious promoters hope also to have a Grand Prix in September, and an Endurance race.

The Jarama organisers, meanwhile, were happy with their F2 event on Sunday, and want to run it again next year in October.



Ayrton Senna da Silva's attempt to win his 11th Formula 3 race in succession ended when a mismatched tyre caused him to crash heavily at Woodcote. He spent the rest of the race as an interested observer and was one of the first to congratulate Martin Brundle on his success.

## More F2 for Biland in 1984

Ace motorcycle sidecar champion Rolf Biland is planning to switch permanently to four-wheel racing next season.

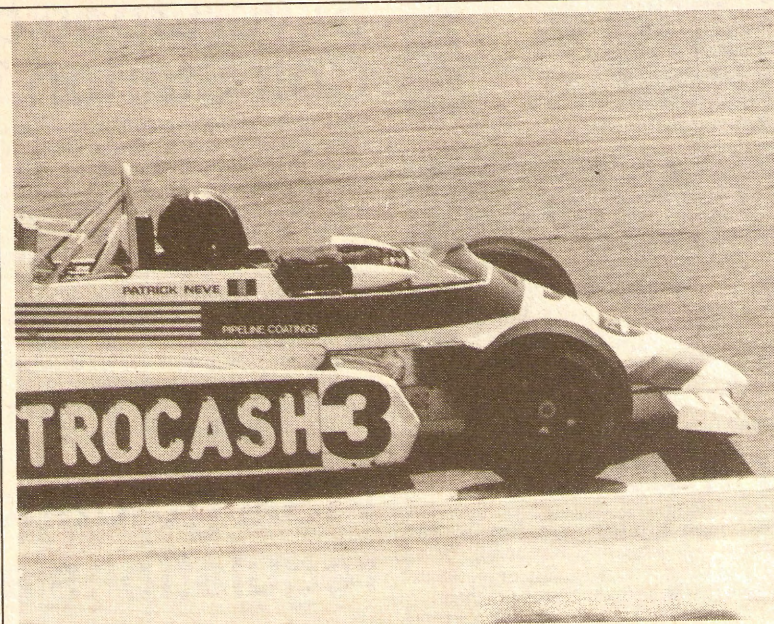
He has made a good impression in his four races with Markus Hotz's March Formula 2 car this year, and is now going to concentrate on finding the budget for a full season in 1984. "I don't think I will be able to do any more races this year, Misano maybe, but I am determined to do a proper and full season next year," said Biland.

## Acheson's switch to Michelin

Following a political decision, Kenny Acheson's Paul Owens run Formula 2 Maurer was run on Michelin tyres instead of Bridgestones at Jarama last weekend.

At the previous Pau meeting, his early season team-mate Pierre Petit transferred to the works team to join them on Michelin. The move soured relationships between the two, and a complete split was mutually agreed.

Acheson's financial situation still remains unstable, however: "It's very much on a race-to-race basis at the moment. I think I should be okay for Donington, but after that, I'm not sure," said the Ulsterman.



Patrick Neve had his first single seater race since 1980 in place of Thierry Tassin.

## Neve replaces Tassin in Onyx March team

Sadly missing from Mike Earle's Onyx run works March Formula 2 team in Spain last weekend was Belgian Thierry Tassin.

Tassin has had difficulty in securing his full sponsorship budget for the season since the third race, and it was mutually agreed that the uncertain situation could not continue.

While Tassin remained in Brussels last weekend to try to resolve his problems, fellow countryman Patrick Neve took over the drive — his first in a single-seater since June, 1980. Although totally unfamiliar with ground-effect cars, Neve enjoyed his experience and said that he would like to continue the arrangement.

## Gresham's fluctuating fortunes

Quique Mansilla marked his return to the James Gresham Formula 2 team at Jarama with a sound sixth place (which might be first if the protests are upheld). His recent trip back home to Argentina, which caused him to miss Pau, realised funds to take him through the next round at Donington. He told us, "After that I have to go back to see if I can get enough sponsorship to finish the year. Funnily enough, I've already got a full commitment for next year, that doesn't seem to be a problem. I am hoping the same people will see me through this season, so that I can get the experience to do well in 1984."

Meanwhile his former team-mate, Lamberto Leoni, who has made such an impressive comeback this year, was absent from Spain.

It appears that his sponsor has fallen foul of the Italian authorities and has been unable to meet his payments.

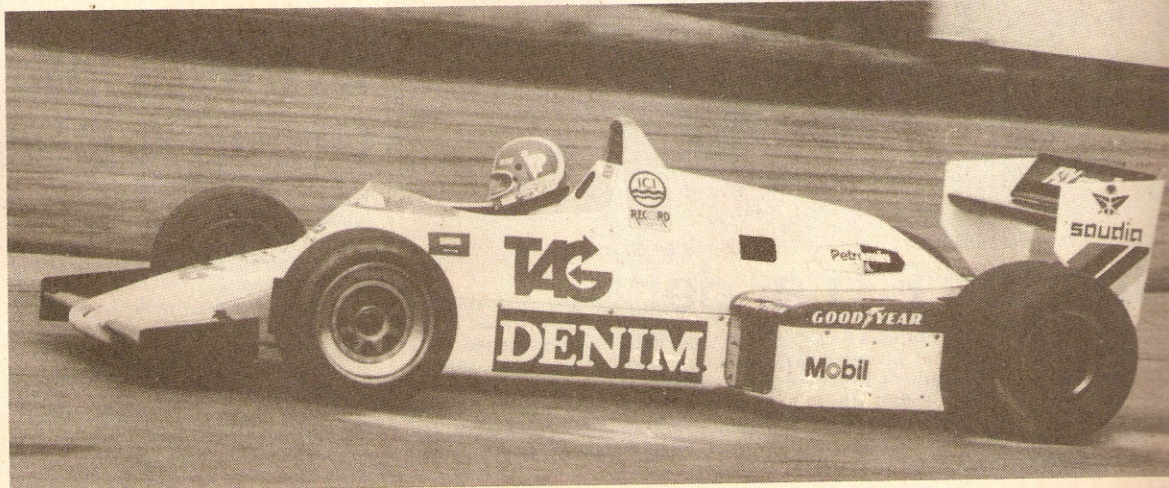
In the meantime, Japanese hero Kazuyoshi Hoshino arrived in Britain on Monday and will drive for the Gresham team at the Donington race, sponsored by Lark cigarettes, a stablemate of Marlboro in the Philip Morris group.

## Palmer's Williams drive

Jonathan Palmer had his first real experience of flat bottomed F1 driving last week when he drove the Williams FW08 at Donington for a full day.

"A fantastic experience," he said over the weekend. "Especially through the Old Hairpin in fourth at about 130mph, with the car on the absolute limit."

There is no yardstick for flat-bottomed cars at the circuit, but Palmer lapped in just over the 60s mark using old tyres.



# Four reserves on FISA's calendar

Jean-Marie Balestre, the FISA President, announced at his Madrid press conference last weekend that there were four reserve venues for next year's Grand Prix calendar. He mentioned three of them by name: Australia, Japan and Paris.

"Even this week I have had an encouraging meeting which makes a Grand Prix in the streets of Paris around the Champs Elyseé and the Place de la Concorde a real possibility for 1984," said Balestre.

This remark caused a certain amount of mirth among the low-key presence of fellow Frenchmen. The relevant permissions to hold such an event are apparently light years away.

The identity of the fourth reserve was not revealed, presumably to keep the Spanish hopes high or to disguise the fact that it was Britain's second event which, we believe, had already been granted a firm place on the schedule.



Balestre — Paris GP "a possibility"



The sleek lines of Robinson Motorsport's Ocean Ajax Magnum 833.

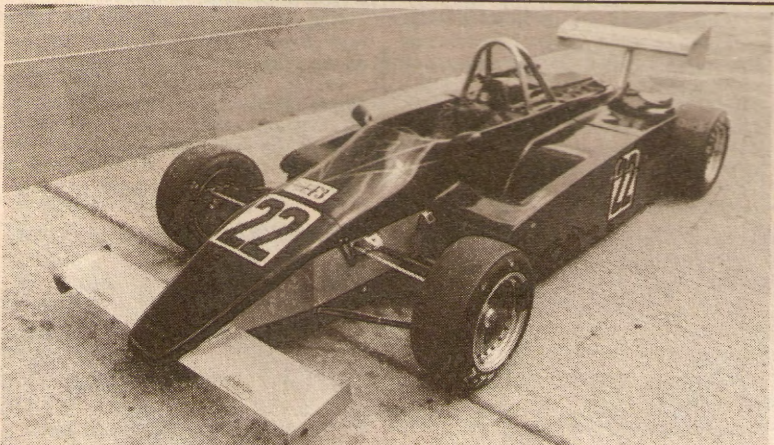
## Ocean Ajax for Magnum

Ocean Ajax Insurance Brokers Ltd announced at the weekend that they are to support David Leslie's Robinson Motorsport Magnum 833 in all remaining rounds of the Marlboro British Formula 3 Championship. The Manchester-based company joined the team through 'Racing for Britain' quite recently, offering race-by-race assistance, but have now agreed a long-term involvement, which the team hope will be extended into 1984.

"This is just the sort of good news we needed," said team manager John

Robinson at Silverstone. Now we can begin to develop the car properly."

The car ran a new, low-drag, single plane rear wing in the European meeting at the weekend, Leslie holding a strong second place in the Avon 'class' before the engine lost compression and he was forced to retire. Their next outing will be at Cadwell Park this weekend, a circuit on which the talented Scotsman always excels. Additional support for the team will be provided at the British Grand Prix meeting by Vidor Batteries.



Sparton's new Formula 3 car follows similar lines to their successful FF1600 model.

## Sparton F3 car debut

The new Sparton SE420 Formula 3 car appeared for the first time at Silverstone last weekend, in the hands of former Special Saloon/Formula Talbot driver Jeff Ward. The Volkswagen-engined car was still very short of testing time and the Leicester man eventually failed to qual-

ify, although the well-constructed, Chris Deakin-prepared car will be seen in future rounds of the Marlboro series. Additionally, a second chassis is currently being built for Sparton director, and former FF1600/2000 competitor, Paul Jackson.



The new Colt Starion Turbo makes an interesting addition to the Trimoco field.

## Silverstone debut for Colt Starion Turbo

Among the many newcomers at Silverstone for last Sunday's Trimoco Group A round was Dave Brodie in the Colt Starion Turbo. The car, in dark blue and with backing from Colt Mid-West, arrived at Silverstone for the second practice session on Saturday, Brodie electing to miss the wet morning session.

"Our base is only four miles away, so we knew what the weather was doing in the morning and that it was pointless turning up," he said. Indeed, Brodie's practice in the second session was a pretty tame affair, as this was the first time the car had turned a wheel. "I spent the

session running in the diff and gearbox, so I was pleased with the way it went. Bearing in mind how new the car was, perhaps we shouldn't have come... but I wanted people to know that the car does exist!" The 2-litre car was in the top class thanks to the turbo equivalency factor.

The weekend was another milestone for Brodie: "It was 20 years ago this week that I made my debut at Silverstone. I won that race." The Colt fared less well, retiring after three laps when an oil filter fell off. Future plans include the TT and another ETC round, Brodie sharing the driving with a leading F2 driver.

## FISA guidance on saloon regulations awaited

Even before practice began, the results of last Sunday's British Saloon Car Championship round were declared provisional. The problem stems from the previous round at Thruxton, where five of the Group A cars were checked closely.

Subsequently one of the five — Tony Pond's MG Metro Turbo — was given a clean bill of health, but question marks still hang over the two works Rovers of Jeff Allam and Peter Lovett, and the two Datapost Escorts of Richard Longman and Alan Curnow.

The problems arose over different interpretations of Group A regulations concerning the rear suspension and, we believe, the RAC Technical Commission is awaiting guidance from FISA as far as the Rovers are concerned. The case

against the Escorts is a little more hazy as, we understand, FISA has not been involved in this case. Instead, a meeting of the Thruxton stewards is to be convened soon either to include or to exclude them from the results.

Silverstone's results remain provisional, however, as the works Rovers — three this time — all ran in the same trim as at Thruxton, and thus any decision regarding the cars at Thruxton applies equally to Silverstone. Longman, however, elected to revert his 'offending' rear set-up to a configuration passed by the RAC.

FISA is due to meet this week, so we hope that a result will be announced before round 7 of the Trimoco series, at Donington on June 25.

## Sytner's impressive Group A BMW drive

Frank Sytner pronounced himself well pleased with the way his BMW 635CSI ran at Silverstone in last Sunday's Group A race, and is looking forward to the rest of the season.

The race was not without its problems, though, as the car was a real handful to drive. "It was understeering everywhere and had to be manhandled through every corner," he said.

The car has been built with full ETC rounds in mind and has on-board jacks and a full quick refuelling system. Sytner plans to take in most of the remaining

rounds of the British championship as well as the TT, where he will share the driving with Brian Muir. Muir, who was on hand with advice at Silverstone, has done most of the testing of the car.

But no amount of testing can throw up problems like a race can. The car is left-hand-drive, and Sytner could not read his pit board properly! "All I could see was the car's A-pillar and part of the board. On more than one occasion I thought I was on my last lap. We shall just have to get a bloody great board for next time..."

# British kart GP

Top kartists from many nations will congregate at Silverstone this Saturday and Sunday (June 18/19) for the sixth International Daily Express-Hermetite British Kart Grand Prix.

The high spot of the karting year will see nearly 370 of the unsung heroes of motor racing competing in 20 qualifying heats on Saturday, for places in Sunday's four Grands Prix. The culmination of the two days of hectic activity, organised by the RAC MSA, will be the British round of the CIK World and European Championships for 250 International Super-karts.

Leading the line-up for this event are Hermetite-Zip Kart team-mates Martin Hines, who won the opening round of the world series on June 5 in Denmark, and 1982 British GP winner Reg Gange.

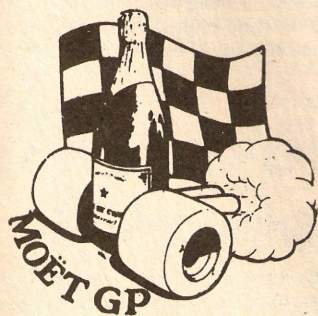
Other leading contenders will include Silverstone Grand Prix Superkart 250 lap record holder Nigel Smith, 1982 poleman Lennart Bohlin from Sweden and the UK's only world-class woman Super-kartist, Carolyn Grant-Sale.

Anticipated speeds are in excess of 145mph, with average laps around 118mph, from the lightweight machines which sport two-stroke, water-cooled, twin-cylinder engines and six-speed gearboxes.

Offering great entertainment for all the family, the two-day, action-packed programme will start on Saturday with practice from 0900. Qualifying heats will run from 1145 through to 1855. Sunday will open with a Pit Road Walk-Around from 1000-1115 and free coach rides around the full Grand Prix circuit from 1000-1130. The first race will be at 12.40.

During the lunch-break, the Red Devils Parachute Team will "drop in", and visitors will have the chance to win a £320 Honda Melody moped, donated by Hermetite, in the Spectator of the Day competition and more prizes in the season-long Canon photographic contest.

Admission on Saturday will cost £1 including trackside enclosure, paddock/centre transfer and grandstand seating. On Sunday, admission will be £3.50 including trackside enclosure and grandstand seating, with the paddock walk-about/centre transfer £1 extra. Accompanied children aged 15 years and under will be able to go free of all charges.



Congratulations to Mr S Timson of, Windsor Berks who wins this week's magnum of Moët et Chandon with his prediction that René Arnoux would win the Canadian Grand Prix at 105.89mph.

You now have plenty of time to think about Silverstone on July 16. The last British Grand Prix there, two years ago, was won by John Watson (McLaren MP4) at 137.64mph, but the race record stands to Clay Regazzoni, who won in 1979 for Williams at 138.80mph. We advise you to await details of next week's Silverstone tests before despatching your postcards.

## INTERNATIONAL RALLYING

| Date      | Venue                           | Event/Details   |
|-----------|---------------------------------|---|
| Jun 18/19 | Le Mans, France                 | Le Mans 24 Hour race — World Endurance Championship, round 4<br><i>Porsche start as clear favourites for this 51st running of the French classic with Lancia, Rondeau and Sehar among their major rivals. See AUTOSPORT's Yearbook, free with last week's issue.</i>              |
| Jun 19    | Kaufbeuren, Germany             | German Formula 3 Championship, round 5; German FF2000 Championship, round 3<br><i>Anson cars have been showing well in Germany recently but Ralt-Alfa driver Harald Brutschin still leads the points standings.</i>   |
| Jun 19    | Mid-Ohio, USA                   | IMSA Camel GT Championship, round 9<br><i>Al Holbert's March-Porsche was beaten last time out by Bob Tullius's Jaguar, but the former is expected to set the pace.</i>  |
| Jun 19    | Brooklyn, Michigan, USA         | Gabriel 400 — NASCAR Winston Cup Grand National Championship, round 15<br><i>Darrell Waltrip and Bobby Allison are the men in form, but Dale Earnhardt, Richard and Kyle Petty, Harry Gant and Morgan Shepherd have all scored well recently.</i>                                 |
| Jun 19    | Zolder, Belgium                 | Euroseries FF1600, Benelux Region Qualifier, round 3  |
| Jun 19    | Lakeside, Queensland, Australia | Australian Touring Car Championship, round 8<br><i>Nissan Bluebird Turbo driver George Fury has led the ATCC since the first round but has recently come under attack from Mazda driver Allan Moffat and Holden Commodore exponent Peter Brock. This is the final round . . .</i> |
| Jun 25    | Donington Park, England         | European Formula 2 Championship, round 8; European Renault 5 Turbo Championship, round 6  |
| Jun 26    | Monza, Italy                    | European Formula 3 Championship, round 7; Italian F3 Championship, round 7  |
| Jun 26    | Wanneroo Park, Australia        | Australian Formula Pacific Championship, round 1  |
| Jun 26    | Osterreichring, Austria         | European Touring Car Championship, round 7  |
| Jun 26    | Seattle, USA                    | SCCA Budweiser TransAm Championship, round 5  |
| Jun 26    | Charade, France                 | French Production Group A Championship, round 9   |

## NATIONAL RACING

| Date   | Venue                 | Event/Details  |
|--------|-----------------------|--|
| Jun 18 | Oulton Park, Cheshire | Racing Displays British FF2000, 'Champion of Oulton' FF1600, Clubmans A, Gates-Varley Monoposto, F Libre, 1974-78 FF1600, BARC/MGOC, MGAs (BARC-NW)<br><i>The British FF2000 series makes its second visit of the year to Oulton this Saturday. Last time, Tim Davies took his Reynard to victory over the similar car of Mike Taylor. Both will be among the front-runners again, along with Mauricio Gugelmin, Anthony Reid, Julian Bailey and Russell Spence. More close racing will come from the local FF1600 series, currently led by Richard Street, as well as a full grid of Gates-Varley Monopostos and the well-supported MGOC/BARC series, which will include a varied selection of MGs.</i> |
| Jun 19 | Cadwell Park, Lincs   | Marlboro British F3, BP 'Superfind' Junior FF1600, Renault 5, Mini Miglia, Mini Se7en, F4 (BARC)<br><i>Martin finally defeated Ayrton Senna da Silva at Silverstone last weekend, but can he now do the same with both drivers back on regulation Avon tyres? Watch, too, for Johnny Dumfries, another Silverstone star, and David Leslie, who is steadily developing the pretty Magnum. Two races for the Mini classes will no doubt prove spectacular, while the 750MC's Formula 4 category is enjoying good support this year.</i>  |
| Jun 19 | Snetterton, Norfolk   | P&O FF1600, Birmingham Post & Mail FF1600, 'Champion of Snetterton' FF1600, Oceanair Clubmans, Monroe Prodsaloons, Wendy Wools Special Saloons (BARC)<br><i>The continuing battle between team-mates Peter Hardman and Andy Middleshurst is likely to provide one of the highlights at the BARC's Snetterton meeting with both Van Diemen drivers trying to overhaul Andrew Gilbert-Scott in the P&amp;O Ferries FF1600 Championship. The Wendy Wools Special Saloon series has attracted several interesting new cars over recent months, while other good tin-top entertainment should come in the Monroe Prodsaloon event</i>   |
| Jun 19 | Mallory Park, Leics   | F Libre, FF2000, FF1600, Pre '74 FF1600, Prodsports/saloons, Modsaloons, GTs, Historic F3/Junior (BRSCC — M)<br><i>The Midland Centre of the BRSCC make a welcome return to race organising at Mallory Park on Sunday. A full and varied programme of events is on offer, including what promise to be interesting races for Formula Libre and FF2000. In the FF1600 race, Hinckley's Rod Gretton should be out, looking to repeat his recent victory at the 750MC's meeting with his Royale.</i>  |
| Jun 19 | Lydden Hill, Kent     | F Libre, Flint Motor Engineers FF2000, Marchant and Cox FF1600, Pre '74 FF1600, STP Modsports, Special Saloons (BARC-LHCC)<br><i>The BARC are organising four of the five national meetings this weekend, this Lydden offering being the responsibility of the London and Home Counties Centre. A round of the popular Flint Engineers FF2000 series is likely to top the bill, while another in the Marchant &amp; Cox FF1600 series will see battle rejoined between the self-prepared Van Diemen of Derek May and older Rostron of Paul Sleeman.</i>  |

## OFF TRACK

| Date      | Venue  | Event/Details   |
|-----------|--|---|
| Jun 18/19 | Doune, Perthshire, Scotland                      | Pace Petroleum RAC British Hillclimb Championship, round 7; Grampian TV Scottish Hillclimb Championship, round 5; BARC Hillclimb Championship, round 8<br><i>Another fine north versus south battle in prospect, with the on-form Sassenachs' Martin Bolsover and Alister Douglas-Osborn, both in Pilbeams, likely to set the pace.</i> |
| Jun 19    | Gurston Down, Broadchalke, nr Salisbury, Wilts   | BARC (SW) Gurston Down Hillclimb Championship, round 2<br><i>A true 'clubbie' hillclimb, not lacking in atmosphere. Runs start at 13.30.</i>  |
| Jun 19    | Princes Way, Little Bispham, Blackpool, Lancs    | RAC British Sprint and Sprint Leaders Championships, round 4 (Longton & DMC)<br><i>Supported by Castrol and the Lancashire Evening Post, timed runs at this popular event will begin at 13.30. Leading entries include Roy Lane's Pilbeam-BMW and David Render's March-DFV 741.</i>   |
| Jun 19    | Hednesford, East Midlands                        | World Hot Rod Semi-final 2  |
| June 19   | Curborough, Fradley nr Lichfield, Staffs         | Graham Hill Trophy Sprint (Owen MC)<br><i>A round of the Midland Sprint Championship also with a classic car concours and a micro-lite flying display. Timed runs start at 14.00</i>  |
| Jun 19    | Long Compton, Warwicks (MR: 151/288325)          | The Cotswold Trial (North Oxon cc)<br><i>A round of the BTRDA and RAC Production Car Trial Championship. Starts at 10.30</i>  |
| Jun 19    | Romney Marsh, Ordnance Road, Enfield Lock, Middx | Autocross (Green Belt MC)<br><i>This Castrol supported meeting counts towards the LCAMC and AEMC Championships. MR: 166/370½ 987½</i>   |
| Jun 20    | Old Hall Hotel, Hope, Derbyshire                 | 20th Annual Evening Motor Show (North Midland MC)<br><i>Supported by Castrol, this display will comprise around 80 vintage, rally, racing cars and motor cycles. Start 19.00. Late bar.</i>   |

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

# Flat bottoms needed in F2

It seems to AUTOSPORT that this trouble in Formula 2, which surfaced at Jarama last weekend, has been brewing ever since it was decided that the flat-bottom rules, which came into force in Formula 1 racing this season, should not be applied to Formula 2 (or, for that matter, to Formula 3, the third FIA single-seater International Formula). Without giving sufficient notice, application to all three categories of the flat-bottom rationale, restricting ground-effect, was considered by FISA last year. But the consensus of opinion in Formula 2 (a customer car market) was opposed to the idea, and the teams were able to point to the stability clause in persuading FISA to postpone the new ruling for two years.

As we have seen in Grand Prix racing, the flat-bottom regulations have high potential for improving the quality of the racing, which in our opinion is sufficient justification for their immediate implementation on its own. This is especially true in a case, such as this one, in

which modifications to existing equipment would not be unacceptably expensive.

Although Formula 3, as seen at Silverstone last weekend, can provide interesting racing, on the whole this class in particular has recently tended to lack the cut-and-thrust for which it became renowned in the late sixties and throughout the seventies. There is a growing body of opinion that flat-bottom rules would go a long way towards making both F3 and F2 more spectacular, in terms of cornering skills and overtaking manoeuvres.

In F2, attention is now focused on the ground clearance rule which was intended as a stop-gap, pending the adoption of proper flat-bottom regulations in 1985. It was inevitable that this would cause problems, with the teams increasingly aware of the importance of aerodynamics in a category which, as AUTOSPORT sees it, is lagging behind Formula 1 in the adoption of successful new regulations.

Here, perhaps, is an opportunity for FISA to

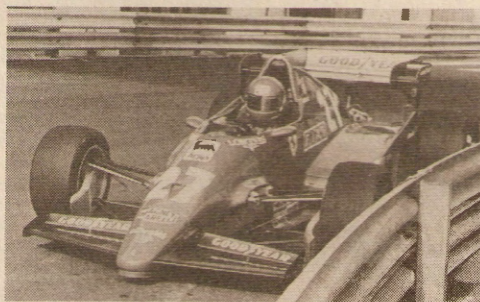
remedy the situation. Whatever FISA decides in its hearing this week with regard to the Jarama protests (and a simple yes or no will suffice), AUTOSPORT urges the governing body to insist on flat-bottoms in the formula from January 1, 1984, one season earlier than scheduled. We believe that such a move would now be supported by many, if not most of the teams, if only because it would simplify engineering and reduce the possibilities of loopholes, which are inevitably exploited to the full in the competitive motor racing environment.

Unfortunately, this is not practical in Formula 3 which, unlike F2, is primarily a customer car market. But there would be an additional benefit which would be positively beneficial to F3. Many of the F2 constructors are also involved in selling F3 cars: with a season's flat-bottom racing behind them, they would be in a position at an early stage to build in the lessons learned when they manufacture their new production F3 cars for the 1985 season.

## Goodyear's technical superiority

AUTOSPORT is pleased to offer its congratulations to Goodyear, who last weekend triumphed for the 150th time in a World Championship Formula 1 Grand Prix.

The first British-made Goodyear racing tyre was produced on October 10, 1964, and the landmark achieved by René Arnoux's Ferrari in Montreal last Sunday came 18 seasons after Richie Ginther's Honda scored the company's first Grand Prix win in Mexico on October 24, 1965.



No fewer than 12 World Championships have been won on Goodyear tyres, and the company is firmly established as the most successful tyre manufacturer in Grand Prix racing. Goodyear sum up their technical, promotional and commercial reasons for competing in Formula 1 by saying that they are involved in order to demonstrate a technical superiority. It is true that success in the highly competitive arena of motor racing's show place can ebb and flow — but the point, gentlemen, is taken.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Don't forget Dudley

In his article (June 9) about the Nürburgring, Doug Nye wrote, "An Englishman wins for Nazi Germany".

What about the Englishman who won for England? In 1931, the Germany Grand Prix (1100cc class) saw victory for a Riley Nine, driven by Dudley Froy.

GRAHAME FLEMING,  
MAIDSTONE.

Cooper Car Club.

### Better Bellof

In reply to Mr Wills's letter criticising Stefan Bellof (AUTOSPORT, June 9), we fail to see how he can make the statement, "As quoted by Jack Brabham, 'To finish first, you first have to finish.'"

We would like to bring to Mr Wills's attention the number of fine drives and finishes Stefan has had in his somewhat short professional career. We watched his debut race in an F2 car at Silverstone. There were many who had criticised his inclusion in the works Maurer team, but Stefan has proved them wrong in the best possible way.

How could Mr Wills have dubbed Bellof as a reckless driver after an unfortunate accident on the notorious Nürburgring, where many, many more experienced drivers have met a similar fate? Stefan has produced many fine performances in F2 and that brilliant pole position at the 1000 Kms at Silverstone. In that actual race, Bellof drove with great skill and determination; his car control in the wet was something to behold, which is more than can be said of the number one Porsche of Jochen Mass, which ended up in the catchfencing at Club Corner.

Who else can claim to have been voted 'Driver of the Day' at Silverstone at every appearance? He is a trier,

and in the same mould as the late great Gilles Villeneuve. We wish him every success in the future.

LEAMINGTON SPA

L. NEAL,  
T. CLAYTON.

### Better by far

Robin Wills's criticism of Stefan Bellof (AUTOSPORT, June 9) is totally uncalled for. It is essential for any driver to assess his own and his car's capabilities on the circuit. One of the fascinating features of endurance racing is that there is always a possibility of a flat-out drive being required at the end of the race, as at Brands Hatch last year. It is also good publicity of course, for the team and its sponsors, to be on the front row of the grid.

Having been present on both occasions when Stefan set these remarkable lap times, I can assure Mr Wills that they were not achieved by wild driving, but by fast, ultra-smooth progress around two very different circuits. The accident at the Nürburgring was caused by bad luck, not bad driving, as I am sure Riccardo Patrese would agree. Bellof's fastest lap on this year's Nürburgring circuit was 202.053 kmh. On the original circuit, this speed would have represented a lap time of about 6m43s!

In 1970, the works Porsche drivers not only fought the circuits and the elements, but also each other. No one moaned then at the sight of Jo Siffert and Pedro Rodriguez leaning on each other through Eau Rouge — so why worry now if all their new driver does is set a lap record?

So good luck to Stefan — and all at Porsche — for this weekend at Le Mans.

And even better luck to John Fitzpatrick, David Hobbs, Keith, Dave, Mark and all the lads in John's team.

PLYMOUTH

J. W. NICHOLLS

### Surprising Skoda

We at Skoda (Great Britain) Ltd are totally delighted with our result from the Willhire 24-hours race. There are two points that I would like to make.

First, a great big "thank you" to the organisers and marshals — I think their performance was more outstanding than that of the cars.

Second, we would be delighted to receive contact prints of any good action photographs that anybody took of our car, and also any of the rostrum scenes after the event.

150 GOSWELL RD.,  
LONDON EC1V 7DS.

BILL HUNT,  
Skoda (GB) Ltd.

### Backing British Telecom

As we are usually knocking British Telecom for the telephone system, I felt that I should put pen to paper to congratulate them on their results service from the Snetterton Willhire 24-hour race.

In a word, it was fantastic. With all forms of endurance racing, the event is either a success or failure depending on the spectator and, indeed, teams being able to keep up with what is going on. Not only did British Telecom produce an information sheet each hour, at about one minute past the hour, but they also had a number of VDUs around the pits and paddock with a constant update of positions, laps and retirements. I think they only missed two places which could have done with VDUs — the bar and the lavatory — maybe next year! Very well done, British Telecom.

GREAT DUNMOW

J. CLAYDON

## Willhire 24 hours

Could I through your columns thank all the organisers, marshals and sponsors for providing yet another superb 24 hours of exciting motor racing. I should also like to thank the timekeepers and helpers with the Allied Rubber products/RSJ Advertising Morgan Plus 8 and in particular, the mechanics whose herculean back axle rebuild in the last three hours enabled the Morgan to finish the race.

LILLESALL, SHROPSHIRE

MIKE RIDLEY

## Retiring thanks

I would like to take this opportunity to thank everyone who helped me after my accident in the Formula Libre race at Lydden circuit on May 8. Having sustained two smashed heels and two broken feet, I hope to be out of hospital by mid-July.

In particular I would like to thank Paul Sleeman and his friends for their fantastic help and support, and also Bill Chesson and family, the marshals who cut me out of the car, the ambulance crew, and all the staff at Kent & Canterbury Hospital.

As a result, I have decided to retire from driving and would like to thank all the people who have helped and encouraged me during 10 very enjoyable years.

PEEBLES

COLIN RICHARDSON

## Fintray foray

I wonder if I might thank the competitors in the Pace Petroleum British Hillclimb Championship, the 'Award of Merit' Championship and the Aston Martin Leaders Championship for travelling to Aberdeen for the recent OSEP Fintray. I assure them that their efforts in attending were very much appreciated, not only by the club, but also by the 2000 spectators who braved the cold, damp weather.

We should certainly like to apologise to all the competitors for the conditions with which they had to contend. An exceptionally wet month (the wettest and coldest since records began, in fact) with more than 48 hours of solid rain before the event, which made the paddock conditions more akin to a production car trial.

We are also aware of the comments about Fintray having to return to a date one week from the Doune championship round. This club would most certainly welcome such a move.

KEN MCEWEN

Club President

Aberdeen & District Motor Club

## Road vs oval track

I have just read with interest your recent article suggesting that several North American Formula 1 events may not be seen again.

Could the basic reason be that the public there have been able to compare Formula 1 road racing and CART oval racing and has decided for the latter?

The single best criterion to judge the competitiveness of a race is the number of times the lead changes. F1's recent record is weak in the extreme.

This does not occur in oval track events. Oval racing is inherently more exciting.

JIDDA, SAUDI ARABIA

ANDY HOWES

## CATCHPOLE

BY BARRY FOLEY

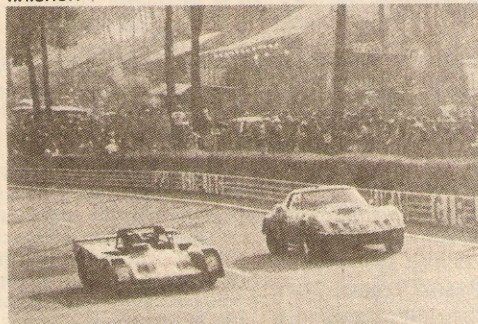
**10** The first CanAm race of the year was held at Mosport Park 10 years ago this week, (AUTOSPORT, June 14, 1973). However, it was not a very promising opener to the season, the three men making a race of it — Jody Scheckter (on his CanAm) début, Mark Donohue and George Follmer — all ran into trouble leaving the RC Cola Porsche 917/10 of Charlie Kemp to take a well-paced victory.

But the event dominating AUTOSPORT was the eighth round of the World Sports Car Championship — the Le Mans 24 Hours. Matra had come to the classic race with four cars, while Ferrari had three and Gulf Mirage turned up with two.

All three of the Ferraris led the race at some time but the main Prancing Horse challenger — of Jacky Ickx and Brian Redman (below) — failed just 90mins from the end. Until that point, the sick Ferrari had been trading places with the Henri Pescarolo and Gerard Larrouse Matra, the French pairing being left with a commanding lead on the demise of the Ickx/Redman car.

A Ferrari still finished second though, the Carlos Pace/Arturo Merzario example recovering from a long pit stop on Saturday night to finish six laps down on the Matra. Third, and a long way behind, was the Jean-Pierre Jaussaud and Jean-Pierre Jabouille Matra. Unfortunately, both Gulf Mirages retired.

In the GT class there was a tremendous battle between the Ferrari Daytonas and Porsche Carreras. Victory went to the Pozzi Daytona of Vic Elford and Claude Ballot-Lena, although Milt Minter/Sam Posey led the class for most of the race in the NART car before the engine broke. In the Group 2 category, the Toine Hezemans/Dieter Quester BMW was the only finisher.

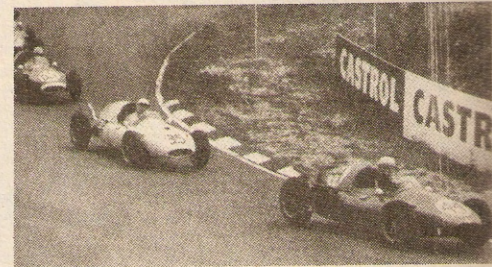


Turning to the British scene, the 29th running of the Scottish International Rally saw Roger Clark and Jim Porter sweep to victory in their Escort, while similar Escorts filled the next nine places.

For the non-Fords it was a lean time, but the Hillman Avenger of Colin Malkin and Brian Coyle put up a good fight — in a Group 1 car — coming home an impressive 11th place overall. The main hopes to break the Ford monopoly were Per-Inge Walfridsson in his Castrol supported Volvo 144S, but he retired with mechanical failure, and the Datsun 240Z of Shekhar Mehta that went out when Mehta shunted the Datsun.

**25** News snippets from the Sports News pages 25 years ago this week (AUTOSPORT, June 13, 1958). With the current withdrawal of Formula 1 from across the Atlantic seemingly in full-swing, the opposite trend was happening 25 years ago. After a meeting of the CSI at Lucerne the delegates considered an application to run an F1 and F2 race at Sebring, Florida, the week before the 12 Hours.

It had also been stated, provisionally, that this event would replace the Indy 500 as counting towards the Drivers' and Manufacturers' Championships...



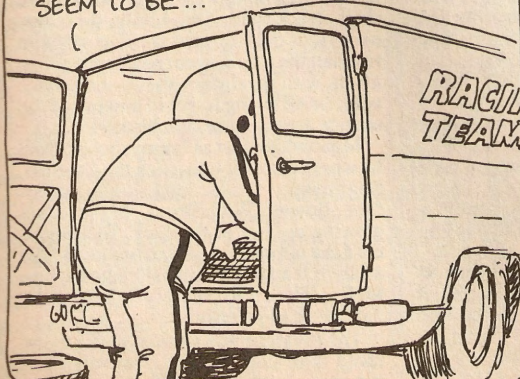
There was also a cutaway drawing of the Ferrari Dino 246 with a text written by Gianni Marin. The designation Dino, of course, was given by Enzo Ferrari as a tribute to his son who had died after a long illness, while 246 simply denoted 2.4-litres and six cylinders. The car had originally been designed as an F2 car of 1.5-litres capacity, but the decision to increase the engine size had been taken earlier in the year just before the Argentine races.

The Dino was light for a Ferrari (1200lbs) and considerable use had been made of light alloys in the construction. It featured a spaceframe similar to that used on the V8, but the main tubular chassis members had been shortened since the F2 spec originally raced at Rheims in '57 by Trintignant. The bonnet line had also been lowered so the three Weber carburetors projected through the top and were contained in a perspex bubble, the air intake being placed at the rear...

The Lancashire and Cheshire Car Club's meeting at Oulton was rather spoiled by the constant drizzle that kept up throughout the day. The race that brought the day's fastest times, however, was for sports cars up to 1500cc. Dickson cantered home an easy winner in his Lotus while second was Escott in another Lotus who held a 23secs advantage at the line over third placed man Cox in an Elva.

Conditions at Brands Hatch proved exactly the opposite with perfect conditions that saw a new lap record, a new F2 record and the two fastest races ever run at the circuit. The reason for these records lay in the tremendous battles seen in the F2 events: Stuart Lewis-Evans (above) winning an aggregate, although the lap record went to D Taylor (Lotus) and S Jensen (Cooper) at a speed of 76.7mph.

POLITICS, POLITICS, POLITICS - EVEN THOUGH THE ELECTION IS OVER POLITICS SEEM TO BE...



...THE ONLY THING PEOPLE TALK ABOUT - NOW I'M AT IT, I'M DOING A 'MAGGIE THATCHER'...



....DUMPING ALL THE OLD WETS!



# Super smooth Stig

AUTOSPORT, JUNE 16, 1983



Per Eklund took a magnificent fourth in the Group A Corolla in usual sideways style.

overness. With the sun rising over the choppy waters, the only roaring monster to be heard was the Quattro as it raced nearly 2mins ahead of McRae's Opel. Jimmy was now more worried about the hard charging Brookes who had closed the gap to just 1sec. The bit between his teeth, Brookes was working himself into a sweat in an all out effort to head the reigning champion into Inverness.

Per Eklund had now moved into fourth place ahead of Darryl Weidner who had lost the car going well and was setting some very fast times. Speed and power he may have had aplenty, but he could never hope to emulate the style of Eklund. The little Toyota was simply dancing — or rather, cavorting — through the stages, seemingly never under what could be called 'control'.

Rather more obviously in control was Andrew Cowan, the last Scot to win the Scottish International. Naturally keen to repeat the performance, he confessed that time was running out, but nevertheless, he was showing some of his past form. Such was his pace that he caught Haugland's Skoda on the tricky Glenurquhart test, both cars crossing the finish line together.

While McRae challenged for the lead and Cowan got to grips with the car, the other leading Scottish driver, Louise Aitken, had awful troubles. Alternator failure at Connel Airfield saw her spend anxious minutes on the roadside, but when a lead from the distributor to the coil broke later in the day, there was a real risk of the Scots lass going over time and out of the event.

As the rally headed south through Aviemore — sadly not a focal point of the rally this year — one could not help but feel sorry for the crews who had not the time to admire the breathtaking scenery. Thankfully though, there remained a strong wind to clear the dust clouds from the dry stages.

Following a somewhat dramatic run through Glen Affric — not used for several years and a pleasant surprise to many leading crews — Stig changed cracked brake discs. New shock absorbers for Kaby's Chevette and narrower Pirelli tyres for Weber's Opel warned of the prospect of Errochty and Drummond Hill. These two stages are not for the faint-hearted and explain a somewhat cautious approach for most crews. Glasgow and a full night's sleep was in

prospect and no-one would wish to retire before that.

Brookes was never more determined to catch McRae as the Scot had taken three precious seconds back, but Jimmy was suffering with a stomach bug and the Opel doctor had prescribed tablets to cure it. In the meantime he had the task of keeping Brookes at bay and that he did so, speaks much for the character of the man. Of the remaining leading names in the event, only John Weatherley's Citroen Visa failed to reach Glasgow. A broken driveshaft on Drummond Hill caused the team's fifth consecutive retirement, a depressing record for such a determined competitor.

**Positions at Glasgow overnight halt:** Blomqvist, 2h38m46s; McRae 2h41m12s; Brookes 2h41m25s; Eklund 2h46m34s; Weidner 2h48m54s; Kaby 2h49m25s; Cowan 2h51m44s; Weber 2h52m19s; Everett 2h53m13s; Midgley 2h55m50s.

There could be no mistaking who was the local hero when the crews left Glasgow for the second leg of the rally. A long run to the first stage at Elibank took the cars through Jimmy McRae's home town of Lanark, where a large banner carried the message, 'Beware — McRae country. We eat Quattros for breakfast.'

# FASTEST SPECIAL STAGE TIME

**SS1 Bellahouston Park 1:** Blomqvist, 1m 42s; Brookes, 1m 43s; Kaby, 1m 44s; Weber, 1m 44s; McRae, 1m 45s; Fisher, 1m 47s.

**SS2 Succoth Range:** Blomqvist, 3m 03s; McRae, 3m 04s; Brookes, 3m 10s; Kaby 3m 11s; Weber, 3m 21s; Weidner, 3m 21s.

**SS3 Rest and be Thankful:** Blomqvist, 1m 40s; McRae, 1m 40s; Brookes, 1m 41s; Kaby, 1m 44s; Weber, 1m 45s; Wood, 1m 48s.

**SS4 Minard:** McRae, 13m 16s; Blomqvist, 13m 17s; Brookes, 13m 25s; Weber, 14m 08s; Weidner, 14m 09s; Cowan, 14m 14s.

**SS5 Knapdale:** Blomqvist, 9m 26s; Brookes, 9m 26s; McRae, 9m 27s; Kaby, 9m 49s; Eklund, 9m 55s; Cowan 9m 56s.

**SS6 Interlever:** Brookes, 2m 48s; Blomqvist, 2m 50s; McRae, 2m 51s; Eklund, 2m 55s; Kaby, 2m 55s; Weidner, 3m 00s.

**SS7 Inverinan:** Blomqvist, 2m 42s; Brookes, 2m 45s; Eklund, 2m 49s; Kaby, 2m 49s; McRae, 2m 50s; Wood, 2m 53s.

**SS8 Barcaldine:** Blomqvist, 5m 09s; McRae, 5m 21s; Brookes, 5m 22s; Eklund, 5m 26s; Kaby, 5m 28s; Weidner, 5m 31s.

**SS9 Glencoe:** Blomqvist, 5m 18s; McRae, 5m 25s; Kaby, 5m 28s; Eklund, 5m 34s; Brookes, 5m 35s; Weidner, 5m 38s.

**SS10 Leanachan:** Blomqvist, 7m 40s; Brookes, 7m 44s; McRae, 7m 49s; Eklund, 7m 56s; Kaby, 8m 05s; Weidner, 8m 15s.

**SS11 Glenloy:** Blomqvist, 5m 35s; Brookes, 5m 43s; Eklund, 5m 46s; McRae, 5m 50s; Kaby 5m 59s; Weidner, 6m 00s.

**SS12 Mandally:** Blomqvist, 2m 17s; Brookes, 2m 22s; McRae, 2m 23s; Weidner, 2m 25s; Eklund, 2m 27s; Cathcart 2m 28s.

**SS13 Glangarry:** Blomqvist, 5m 37s; McRae, 5m 48s; Brookes, 5m 49s; Weidner, 5m 58s; Eklund, 5m 59s; Kaby, 5m 59s.

**SS14 Inchnacardoch:** Blomqvist, 5m 50s; Brookes, 6m 03s; McRae, 6m 06s; Eklund, 6m 10s; Kaby, 6m 13s; Weidner, 6m 13s.

**SS15 Glenurquhart:** Blomqvist, 9m 28s; Weidner, 9m 33s; McRae, 9m 37s; Brookes, 9m 37s; Eklund, 9m 44s; Everett, 10m 11s.

**SS16 Corrimony:** Blomqvist, 3m 36s; Weidner, 3m 37s; McRae, 3m 44s; Brookes, 3m 44s; Kaby, 3m 50s; Eklund, 3m 51s.

**SS17 Glen Affric:** McRae, 13m 12s; Brookes, 12m 14s; Eklund, 13m 24s; Blomqvist, 13m 33s; Cowan, 13m 37s; Kaby 13m 45s.

**SS18 Gulsachan:** Blomqvist, 2m 51s; McRae, 2m 52s; Brookes, 2m 52s; Eklund, 2m 56s; Weidner, 2m 56s; Kaby, 2m 58s.

**SS19 Ord Hill:** Blomqvist, 2m 12s; McRae, 2m 13s; Brookes, 2m 16s; Kaby, 2m 18s; Weidner, 2m 18s; Eklund, 2m 20s.

**SS20 Inshriach:** Blomqvist, 2m 55s; Brookes, 3m 02s; McRae, 3m 04s; Eklund, 3m 05s; Weidner, 3m 06s; Kaby, 3m 07s.

**SS21 Errochty:** Blomqvist, 13m 42s; McRae, 13m 42s; Brookes, 13m 54s; Kaby, 14m 18s; Eklund, 14m 24s; Weidner, 14m 25s.

**SS22 Drummond Hill:** Blomqvist, 16m 19s; Brookes, 16m 19s; McRae, 16m 22s; Eklund, 16m 45s; Kaby, 17m 14s; Weber, 17m 14s.

**SS23 Fonab:** Blomqvist, 4m 17s; McRae, 4m 26s; Brookes, 4m 26s; Kaby, 4m 32s; Eklund, 4m 40s; Weidner, 4m 47s.

**SS24 Craigvinean:** Blomqvist, 8m 44s; McRae, 8m 59s; Brookes, 9m 01s; Kaby, 9m 14s; Eklund, 9m 19s; Everett, 9m 32s.

**SS25 Ladywell:** Blomqvist, 4m 03s; McRae, 4m 07s; Brookes, 4m 10s; Kaby, 4m 13s; Weidner, 4m 17s; Eklund, 4m 19s.

**SS26 Keillour:** Blomqvist, 3m 15s; Brookes, 3m 31s; Kaby, 3m 31s; McRae, 3m 34s; Eklund, 3m 36s; Everett, 3m 44s.

**SS27 Bellahouston Park 2:** Kaby, 1m 42s; Brookes, 1m 43s; Weber, 1m 43s; Blomqvist, 1m 44s; McRae, 1m 45s; Eklund, 1m 49s.

**SS28 Elibank:** Blomqvist, 11m 59s; Kaby, 12m 16s; Weidner, 12m 20s; Everett, 12m 27s; Weber, 12m 30s; Eklund, 12m 45s.

**SS29 Yair:** Blomqvist, 4m 52s; Kaby, 4m 52s; Weidner, 4m 53s; Brookes, 4m 54s; McRae, 4m 55s; Everett, 4m 57s.

**SS30 Craik:** Blomqvist, 8m 07s; McRae, 8m 18s; Kaby, 8m 19s; Weidner, 8m 21s; Brookes, 8m 22s; Eklund, 8m 35s.

**SS31 Castle O'er:** Blomqvist, 5m 47s; McRae, 5m 51s; Brookes, 5m 51s; Weidner, 5m 55s; Kaby, 5m 58s; Eklund, 6m 01s.

**SS32 Twiglees:** Blomqvist, 11m 32s; Brookes, 11m 40s; McRae, 11m 53s; Kaby, 11m 53s; Eklund, 11m 54s; Weidner, 11m 55s.

**SS33 Ae:** Brookes, 7m 53s; Blomqvist, 7m 55s; McRae, 8m 01s; Kaby, 8m 11s; Weidner, 8m 13s; Everett, 8m 21s.

**SS34 Dalbeattie:** Blomqvist, 9m 34s; Brookes, 9m 34s; McRae, 9m 35s; Eklund, 9m 42s; Weber, 9m 57s; Wood, 10m 03s.

**SS35 Glengap:** Blomqvist, 6m 55s; Brookes, 7m 05s; McRae, 7m 07s; Burch, 7m 11s; Kaby, 7m 15s; Eklund, 7m 18s.

**SS36 Goat Park:** Blomqvist, 3m 46s; Brookes, 3m 51s; McRae, 3m 52s; Kaby, 3m 59s; Eklund, 4m 05s; Everett, 4m 07s.

**SS37 Killochtree:** Blomqvist, 6m 50s; McRae, 6m 51s; Brookes, 6m 53s; Eklund, 7m 04s; Everett, 7m 12s; Kaby, 7m 13s.

**SS38 Balintore:** Blomqvist, 2m 58s; Brookes, 3m 00s; McRae, 3m 02s; Eklund, 3m 04s; Kaby, 3m 07s; Everett, 3m 11s.

**SS39 Drumjohn:** Brookes, 10m 14s; Blomqvist, 10m 18s; McRae, 10m 23s; Kaby, 10m 40s; Eklund, 10m 47s; Weber, 10m 47s.

**SS40 Knockdon:** Brookes, 3m 09s; McRae, 3m 13s; Kaby, 3m 15s; Eklund, 3m 16s; Lord, 3m 21s; Weber, 3m 22s.

**SS41 Garadhbhan:** McRae, 3m 57s; Blomqvist, 3m 58s; Brookes, 4m 04s; Eklund, 4m 08s; Kaby, 4m 10s; Weber, 4m 12s.

**SS42 Loch Ard 1:** Blomqvist, 12m 30s; McRae, 12m 49s; Brookes, 12m 49s; Eklund, 13m 16s; Weber, 13m 31s; Cowan, 13m 55s.

**SS43 Loch Ard 2:** Blomqvist, 3m 18s; McRae, 3m 20s; Brookes, 3m 20s; Kaby, 3m 25s; Weber, 3m 28s; Cowan, 3m 32s.

**SS44 Loch Achray:** McRae, 3m 01s; Eklund, 3m 03s; Blomqvist, 3m 05s; Weidner, 3m 10s; Weber, 3m 13s; Cowan, 3m 14s.

**SS45 Carron:** Blomqvist, 5m 50s; McRae, 5m 51s; Brookes, 5m 56s; Eklund, 6m 03s; Kaby, 6m 07s; Weber, 6m 14s.

**SS46 Kirk O'Muir:** Blomqvist, 3m 03s; McRae, 3m 09s; Brookes, 3m 12s; Kaby, 3m 15s; Eklund, 3m 16s; Weidner, 3m 20s.

**SS47 Glendevon:** Brookes, 6m 24s; Blomqvist, 6m 27s; McRae, 6m 27s; Kaby, 6m 38s; Eklund, 6m 42s; Weidner, 6m 51s.

**SS48 Blairadam:** Blomqvist, 5m 22s; McRae, 5m 26s; Kaby, 5m 29s; Brookes, 5m 32s; Weidner, 5m 40s; Eklund, 5m 43s.

**SS49 Knockhill:** McRae, 2m 02s; Blomqvist, 2m 03s; Weber, 2m 03s; Kaby, 2m 09s; Brookes, 2m 11s; Weidner, 2m 11s.

**SS50 Devilla:** McRae, 6m 36s; Kaby, 6m 37s; Blomqvist, 6m 40s; Brookes, 6m 48s; Eklund, 6m 56s; Weidner, 6m 57s.

Third was Russell Brookes's reward after chasing Blomqvist hard for much of the way in the Chevette.



country. We eat Quattros for breakfast.

The Scot was feeling better for a night's sleep and set about attacking Blomqvist while keeping Brookes at bay. The Chevette driver set off in determined mood as the 13secs gap was well within his grasp. His fortunes took a brief upward turn five miles from the end of Elibank when McRae suffered a puncture. He elected to drive to the end of the stage and a few seconds were lost. At least they would have been had not Brookes himself blown a front tyre, this time just one and a half miles into the 12.5 miles test. There was nothing for it, the wheel must be changed. The task completed, Brookes set off in the dust of Darryl Weidner but by the end of the stage, he was over 2mins adrift. His comments were unprintable.

Weidner was closing the gap between himself and Eklund now that the Quattro was fully sorted again. A worrying vibration in the engine that had dropped the power had been rectified and David Sutton issued the instruction to attack. The spectators quickly recognised the man's increase in speed and he became a firm favourite in the service areas.

The Group A challengers were beginning to show their paces in the second part of the event. Although Eklund was completely dominating the Group with his spectacular driving, team-mate John Midgley had also got into the top 10 and was having a rare old battle with Chris Lord. The two were never more than 19secs apart until the track control arm broke in Twiggles, putting the Corolla off the road twice and out of the rally.

James Sutherland had not restarted the event having struggled with electrical and brake problems on the Mazda before an off saw his retirement. Louise Aitken was now firmly back in the groove, driving "like a dingbat" as co-driver Ellen Morgan described it. Having been last at one point, after the electrical problems on Sunday, she had clawed her way into the top 20 by Dumfries.

The pace was beginning to tell as the cars moved to the most southern part of the route. Only Brookes and Blomqvist, of the leaders, could claim to have



Simon Everett just managed to pull off a last minute deal to run the Nissan 240RS, but after going well, fell off towards the end.

pristine cars. A precautionary change of front strut on the Quattro following his Bellahouston Park puncture, only spanner checks were needed. Engine builder Terry Hoyle explained: "So long as we put in the petrol, change the tyres and keep him supplied with coffee, Stig is happy."

Brookes was still trying to catch McRae and arrived at Dumfries grinning widely. "We beat the Quattro on that one," he announced to the world. To watch the Chevette on the stages was to witness total commitment and he was

clearly going to fight to the last. His team-mate, Terry Kaby, was forced to lower the rear suspension of his car to improve the handling and the changes transformed the Chevette dramatically, bringing him to within 13secs of Weidner, who in turn was catching Eklund.

The Swede noticed a disconcerting vibration from the Toyota and at the first opportunity changed the propshaft in an attempt to identify the problem. An axle change was pencilled into the schedule if the problem remained unresolved.

Marathon specialist Andrew Cowan

began to slip down the order during Monday morning, allowing young Erwin Weber to get ahead and Simon Everett began to close on the 80 Quattro, stage by stage. The Nissan was still proving a handful to the exiled Everett. "I really cannot safely drive much faster," he explained, "but we are getting to grips with it and on the downhill sections, the car is very quick indeed."

It was, perhaps, lucky that there was plenty of service time available at Dumfries. McRae had noticed a strange noise from the rear axle and decided that

## NOTES ON THE CARS

### Audi

Audi Sport UK fielded their usual team cars for the Scottish with Stig Blomqvist driving the Group B Quattro. The car was in the same specification that appeared in Wales.

Andrew Cowan drove the Audi 80 Quattro for the first time and had Alan Douglas with him to make a film for Scottish television. The car had suffered overheating in both Wales and Ireland and has since been fitted with a larger oil cooler. Darryl Weidner appeared with his 'spare' car, the ex-Ron Hudson example, now converted to left-hand-drive and with the engine prepared by Terry Hoyle. The car remained in Group 4 trim.

### Opel

Two Group B Manta 400s appeared with the factory team, one for Jimmy McRae and the other for Erwin Weber. McRae's car was the one used in Wales now fitted with slightly softer front springs to improve the car's understeer. Weber's car was the first Manta that was built. It had been used extensively for Safari testing and was therefore somewhat tired having been driven by both Ari Vatanen and Rauno Aaltonen during its lifetime. Apart from slightly stiffer front springs, the car was the same as McRae's.

### Toyota

The stars of Group A had the same two cars as usual for the Scottish. Both Per Eklund and John Midgley were in Group A Corollas, while David MacDonald joined the team in his version, completed just in time from a German spec example.



Another class win for the Haughland/Foubister combo in the Skoda.

### Vauxhall

Russell Brookes — the Open series leader — and Terry Kaby brought their regular Group B Chevettes to Scotland. Since the transfer to Group B the cars have gained increased reliability that has pleased the team enormously. No spec changes had been made from the Welsh and both cars were set up as usual.

### Nissan

Simon Everett clinched an eleventh hour deal to bring the Nissan 240RS to Britain for the event. Co-driven by Willy Lux, Everett was tackling his first blind rally for over three years and struggling to remember how to do it. The car had been set up like the old Datsun Violet with the appropriate modifications to fit the pieces into the new car.

### Mazda

With the strange misfire now apparently identified and sorted, Chris Lord was in better shape for the Scottish. He and James Sutherland had their Group A RX-7 racers on hand with raised suspension and were planning to make up for the points lost. Sutherland was running Pirelli tyres to combat the almost inevitable punctures.

### Citroen

As usual Citroen were represented by the solo Visa of John Weatherley. Now completely rebuilt after its service area accident on the Welsh, the car appeared in the same spec, although John did describe it as 'stronger and newer'.

### Ford

Extra care had to be taken to prepare the twin RS1600s for Malcolm Wilson and Louise Aitken. Although there had been little change to the cars since the Welsh, MCD team boss, Dave Campion, had done everything to ensure that the fragile gearboxes were as strong as possible. Slightly higher suspension had been fitted as well to improve ground clearance.

### Skoda

John Haughland had the dubious pleasure of chauffering our Rallies Editor, Peter Foubister, around his home country. The little 120LS had a new gearbox for the rally, more extensive underbody protection and a shorter exhaust system, enabling the car to ride higher than before. Otherwise, as with most cars on the rally, the spec was the same as seen in Wales.



Jimmy McRae made valiant attempts to win his own home event in the Opel Manta 400, but for the third consecutive year finished second.

it should be changed. The strain that was beginning to tell on almost all cars in the event had bent the axle of the Manta. Happily all was well again and the flying Scot continued the challenge.

With over 4mins in hand, Blomqvist could afford to relax over the seven stages that remained before the Glasgow rest halt. Try as he might, Brookes was still nearly 2mins behind McRae with Eklund over 5mins further back. The leaders were so stretched out that only a major problem could bring about a significant change in the leader board. It did seem, however, that Darryl Weidner was to encounter problems throughout the next leg.

Lying fifth at Dumfries, Weidner damaged the front suspension of the Quattro on a log in Dalbeattie. Three stages later the car suddenly lost power and further delays were encountered. The feared turbo problem was cured by engineer Alan Wilkinson — thankfully it turned out to be just a fractured fuel injection pipe — but he had dropped to sixth and into the clutches of Weber. Electrical worries and a puncture came next with the result that by the time he arrived in Glasgow, to be met by a very nervous wife, Darryl lay in ninth place. "There must be easier ways to get your name in the press," he quipped.

With rain lashing the course throughout the evening, the stages were very slippery indeed. Several cars got bogged down or slid off in the later stages. The rocks that lurked below the top surface of the stages were quickly thrown up and it seemed that Terry Kaby was destined to find most of them. Apart from punctures that cost time, the Towcester driver was struggling with a Chevette that would not pull strongly over 6000rpm. "It's all right on the smooth stuff," he commented, "but if the going gets rough, it seems that I have less power than Eklund."

Further down the field, Haugland's Skoda, now with second gear operational again, snatched the lead in the Group A 1300cc class, when the Astra of Harry Hockly got stuck in the Drumjohn mud. Ian Harrison put the car off the road after the flying finish of the stage but spectators retrieved the car from the ditch and he was able to continue. In the higher

class Louise Aitken's charge through the field continued, and by Glasgow she was lying second in the class behind fellow Scot, Andrew Wood, who held 11th place. Russell Close held the lead in the 1600cc to 2000cc Group A class and at Glasgow the Manta — seemingly held together with elastic webbing after a string of troubles earlier in the day — was 10mins clear of Neil Calvert's Escort. Chris Lord led the top class from Ian Hughes with a very noisy BMW and Derrick Hardy only had to finish to take the Group N award as the Sunbeam was the lone survivor of the group.

On the run in to Glasgow, Erwin Weber was involved in a road accident as he tried to reach his service crew. An electrical snag forced him to radio ahead for assistance but as he pulled off the road he collided with another car, shattering the rear offside wheel arch. Thankfully no-one was injured in the accident and he continued, shaken, to Glasgow in sixth place. All was well with the leading cars but Russell Brookes seemed almost resigned to the fact that his brave challenge was almost over. "That puncture on Elibank was too costly for us," he admitted. "We have got the gap down to 1min 42secs but there are only 50 stage miles left. If no-one has trouble, that is a hell of a big gap but Jimmy may get a puncture and it will be wide open again. You can't say we didn't try..."

It seemed that the dramas would be reserved for the final section of the event. A very slippery Lochard stage saw Blomqvist use the Audi's traction to the full, taking a further 19secs from McRae and Brookes. Kaby's troubles continued with yet another puncture but the stage also saw the demise of Everett when the Nissan slid off on an open right hander and into the claggy mud where it remained.

The field was further reduced on the Carron test when Chris Lord's Mazda broke both top links on the rear axle, and on the next stage Louise Aitken's challenge was over too. The gearbox failed on the start line and the MCD team could only pack up after another frustrating event.

Erwin Weber seemed to be suffering no ill effects from his accident but the

taped up Manta was further damaged by Jimmy McRae. Trying to ask the German how he was progressing, he took hold of the door handle, pulled and found himself holding the entire door. To ask if the German had any problems seemed somewhat superfluous.

The dramas for the leaders promoted Andrew Wood's Group A Sunbeam to ninth and brought Iceland's Haffstein Hauksen into the top 10. "I like these stages," he explained, "they are just as rough as the ones at home."

The Arnold Clark Scottish Rally belonged to Stig Blomqvist and the Audi

Quattro. Having led the event from the start, he arrived at the Glasgow finish with a 4m 35s advantage to keep Jimmy McRae in second place for the third consecutive year. Brookes was third and the points scored keep him at the head of the Open Championship, although Blomqvist shares his lead.

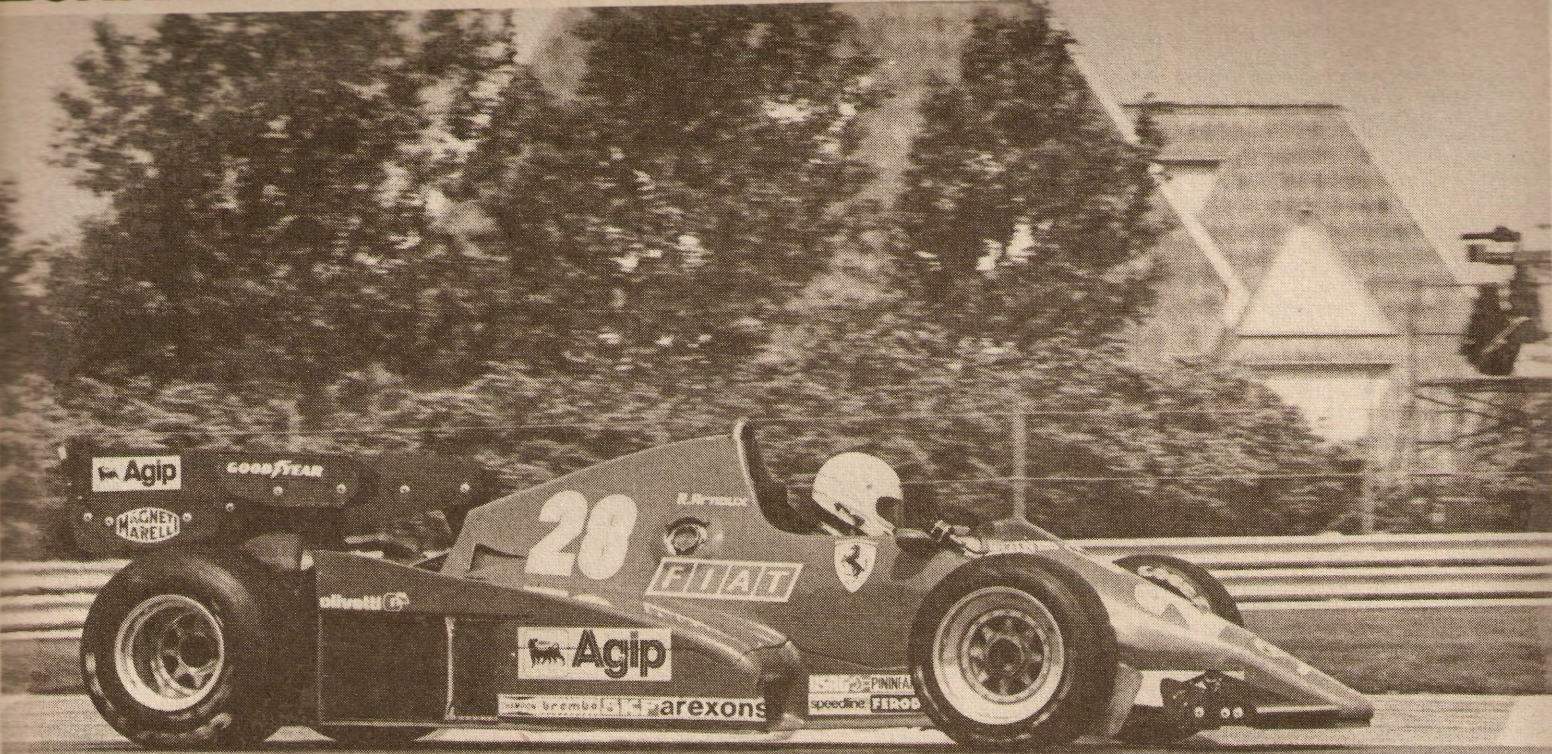
It had been a superb rally for the crews, many of them claiming it to be the best ever. For Stig it was trouble free; for Jimmy it remains a case of maybe next year, and for Per Eklund (Group A victor yet again) the knowledge that his was the most spectacular drive of them all.



Erwin Weber proved competitive on his first rally outside Germany.

**ARNOLD CLARK SCOTTISH RALLY (GB)**  
**Rothmans RAC Open Rally Championship, round 4**  
**European Rally Championship, co-eff 2**  
**Esso Scottish Rally Championship, round 6**  
**Jun 11/14**

- 1, Stig Blomqvist/Bjorn Cederberg (Audi Quattro), 5h 05m 02s;
- 2, Jimmy McRae/Ian Grindrod (Opel Manta 400), 5h 9m 37s;
- 3, Russell Brookes/Mike Broad (Vauxhall Chevette HSR), 5h 12m 03s;
- 4, Per Eklund/Dave Whittock (Toyota Corolla), 5h 20m 17s;
- 5, Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 5h 25m 43s;
- 6, Erwin Weber/Gunter Wanger (Opel Manta 400), 5h 27m 52s;
- 7, Andrew Cowan/Alan Douglas (Audi 80 Quattro), 5h 29m 38s; 8, Darryl Weidner/Mike Greasley (Audi Quattro), 5h 29m 50s; 9, Andrew Wood/Neil Ewing (Talbot Sunbeam), 5h 40m 42s; 10, Haffstein Hauksen/Birgir Halldorsson (Ford Escort RS), 5h 45m 01s, etc.



Arnoux took pole position, as he so usually does, but at Montreal the Frenchman converted his premier practice position to the race itself and took his first Ferrari win.

# Walk away René

Arnoux takes pole and victory at Montreal — Cheever second — Tambay takes third — Good charges from Rosberg, Watson and Boutsen — Both Brabham-BMWs retire — Report: NIGEL ROEBUCK — Photography: IPA.

René Arnoux has been threatening to win a race for Ferrari for some time now, and on Sunday he did it in the most convincing style. Fastest in both qualifying sessions, he took the lead at the start and quite simply drove away from the rest. Only during his refuelling stop did Arnoux relinquish first place, and then only briefly. On pace he had them licked, and made no mistakes at all.

The Frenchman was at the head of the Ferrari-Renault-Brabham trident last weekend, and again these three marques dominated, with the defiant Keke Rosberg striving as ever to keep the turbos in sight. From the outset the World Champion attacked, attacked, and three points seems little enough for his efforts.

Second place this time went to Eddie Cheever after an intelligent and pacey drive in the Renault, and Patrick Tambay took third after being hampered for a while by fuel vaporisation in the Ferrari. It was extremely hot at the Circuit Gilles Villeneuve on race day.

For the Anglo-German spike of the trident, it was a bad day. Riccardo Patrese made a sensational start from sixth on the grid and ran second much of the way. But he eventually retired with a disintegrating gearbox, and Nelson Piquet went early in the day, victim of a broken throttle.

Although Alain Prost added to his points total and retains his World Championship lead, it was not a good day for the Renault number one. From the start of the race his engine was down on power, and he slipped from serious contention very quickly, eventually finishing fifth after a late pit stop with a punctured tyre.

The last point went to John Watson's McLaren, which told a familiar tale, qualifying near the back, moving through as the race wore on. In the closing stages John had a fight on his hands with Thierry Boutsen, once more extremely cool and impressive in the Arrows. The issue was settled, unfortunately, when the two made contact, but Boutsen recovered to take seventh.

And so we reach the season's midway point, with the turbos leading the Cosworths five to three. Ahead, though, are many horsepower circuits, and it is certain that horsepower — with reliability — will decide the outcome of the 1983 World Championship. Piquet, Prost, Tambay or Arnoux?

## QUALIFYING

The World Champion was in pretty good spirits as he walked back to the paddock after the final session. The sun was high in a cloudless sky, and to his right the Olympic rowing water shimmered. "After Detroit I guess any track would seem good to drive on, but I don't really enjoy this one, either. Too many hairpins and chicanes . . . there isn't one corner here that you can really get your teeth into.

"But," he continued, "I think we might have a reasonably good race — and by 'we' I mean the Williams team. The turbos are running so much wing that they're not very quick on the straight here, so I think you do have a chance of overtaking a turbo here. I honestly believe so — except maybe in the case of the Ferraris. I think they might just fly away, but the weather is supposed to be hotter tomorrow, so we should be able to run a softer compound than them.

"Seventy laps round here is a long way to keep your car handling. The rears take a hell of a punishment here, you know, up the gears out of all those slow corners. It seems you're always turning here, coming out of chicanes and so on — so the car is still turning when you're hard on the power . . . Tyre choice could be very critical tomorrow, I think."

Surely, I suggested, you must get a buzz out of the right-left-right sweepers after the pits. This is a sequence to make the observer draw in his breath. "No," he said, "they're flat. We came here yesterday, second lap was flat through there, no problem. I'm sure if you're in a turbo, with the boost wound up, then a good guy is a bit quicker through there

than a bad guy, but with a Cosworth . . . piece of cake, really."

So the sweepers were flat — just as they were last year with the ground effect cars? "That's right," asserted Keke. "In fact, it's much easier than last year! There are some bad bumps there, remember, and last year you had to worry about your skirts staying down as you went over them. Now, if your suspension is working well, you have no problem there . . ."

You might have expected that a reigning World Champion would have been slightly disconsolate about qualifying ninth, but Rosberg well knows that qualifying — unless you have a turbo — is virtually an academic exercise these days, merely a time to build for Sunday. Ahead of him, predictably, were two Ferraris, two Renaults, two Brabham-BMWs, an Alfa and an ATS. More significant by far was the fact that behind the Williams were three more turbos (the Toleman-Harts and the Lotus-Renault), after which we found the second Williams of Jacques Laffite.

Those with a fetish for symmetry and order would have been impressed with the qualifying order on the first day, when the Ferraris were 1-2, the Renaults 3-4, the Brabhams 5-6, the Tolemans 11-12, the Arrows 13-14, the Lotuses (turbo and otherwise) 15-16 — oh, and the Osellas 25-26. On Saturday the pack was rather more thoroughly shuffled.

The battle for pole position, however, saw a resumption of the now inevitable triangular scrap between Ferrari, Renault and Brabham-BMW, and again René Arnoux turned on that one-lap genius which has become his trademark

# CANADIAN GRAND PRIX

over the years, equally potent at a 'scratcher's' circuit like Detroit or over the super-fast sweepers of a place like the Osterreicherung. Arnoux's qualifying days in Montreal were as trouble-free as he could have wished, and he was fastest in each timed session.

On Friday Ferrari—and Goodyear—looked to be in a class of their own, just eight-hundredths apart, and a clear second quicker than the rest, who were led by Prost's Renault. But the opening session was run in cool, overcast conditions, the hour punctuated by a brief shower, which brought everyone scuttling in. The track surface quickly dried out, however, allowing the session to finish with more quick times.

Saturday, though, was hot and dry—as someone said, "Michelin weather." Arnoux reckoned that, for him, track conditions were slower than on the first day, but he whittled another three-tenths from his time, and his umpteenth pole was secure. Had he failed, the number 28 Ferrari would have been relegated to third, for suddenly Prost's Renault and Piquet's Brabham-BMW were right up with him. Nelson, indeed, reckoned that only a small driving error on his quick lap had kept him from pipping the Italian car.

After being fractionally slower than Arnoux on the first day, Tambay had his hopes for the final session. Very soon, however, the red car was burbling smokily back to the pits with a broken turbo, and Patrick was obliged to hop into the spare. "We made a mistake on tyre choice," he said ruefully. "I used Es—the very softest available—for both my sets, and they put Cs on René's, which he found quicker in the hotter conditions today." In the T-car Tambay was more than half a second slower than the previous day, and the all-Ferrari front row was gone.

Tyre choice for the race was something, obviously, to be left until Sunday morning, but both drivers suspected that, given more hot weather, they would have to use As. Would they be making the usual planned pit stops? "I'm not sure," mused Tambay. "If we do run As,

it's possible that we'll try to go the distance. We'll do some full tank and half tank tests in the warm-up and see how things look. It might be possible to run the Bs, in which case we'll definitely have to stop."

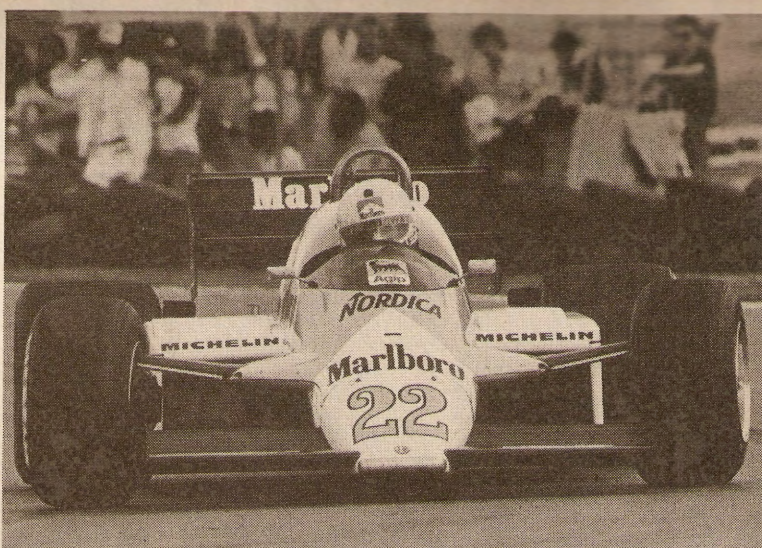
The Canadian Grand Prix marked perhaps the final outing of the C2B. Mauro Forghieri was not in Montreal, but working flat out on the C3 at Fiorano. Testing begins in a few days, and both drivers should have the new cars for Silverstone.

No one can deny that Renault reliability—in the case of Prost's car, at least—has improved very significantly this year, but the Frenchman suffered a blow-up of heroic proportions on Friday afternoon. "Yes," grinned Jean Sage, "this was a very big one indeed—a piston, connecting rod, that sort of thing. It was the kind of blow-up we used to have all the time, but this was actually the first one this year..."

Alain then took his T-car, and decided to stick with it thereafter: "It just feels nicer to me, a little more predictable around here. I may use it for the race." In the warm conditions of Saturday, the Michelins came into their own, and by the end of the session Prost was only a tenth of a second from the pole, uncannily smooth as ever. Eddie Cheever, a second slower, was sixth fastest, and very disappointed to be there.

The day before he had been plain livid. "I was on a quick lap, and came out of the hairpin behind Arnoux, who was moving to the left as if he was making for the pits. He was running off the pace. Suddenly he changes his mind, moves right onto the line again. Nelson was behind me, and Arnoux's move screwed both our laps. I believe he did it deliberately because he saw it was a Renault." Arnoux denied the charge, saying he had not seen Cheever, but Piquet was also furious with the Frenchman.

After a separate incident, Elio de Angelis also had strong words. René had taken the Ferrari past the Lotus-Renault into the flat-in-top sweepers after the pits and, according to Elio, had left his move extremely late: "Arnoux is crazy, crazy... I was left with two choices—hit him



De Cesaris drove hard to keep Rosberg at bay until a faltering engine forced him out, or go off the road." At some unimaginable speed, therefore, the black car took to the grass with all four wheels, but fortunately did not hit anything."

The Brabham-BMWs had revised underbody aerodynamics (behind the flat-bottom monocoque, understand!) and wings for Montreal, scene of the combo's first victory, 12 months ago. On Friday Piquet flitted between his race and spare chassis, setting fifth best time, which he improved to third the following day. At the moment there is something about Nelson and that car which has you subconsciously labelling them as favourites every time you see them working together, no matter what the circuit. Once more he comfortably outpaced Riccardo Patrese, who is plainly not at his ease just now.

On Friday afternoon, after the mid-session rain had fallen, the Italian got off line at a quick left-hander, hit the damp and clobbered the guardrail very hard indeed. Both left 'corners' were torn off, but Patrese stepped out without hurt, and yet again the remarkable BT52 monocoque survived intact. The car was

repaired in time for the final session, and qualified fifth.

Behind the Ferrari-Renault-Brabham Show, seventh on the grid, was the courageous Manfred Winkelhock, as ever sparing nothing of himself. The German worked with both his ATS-BMWs during practice, slightly preferring the car in original, long sidepod, specification to the revised one introduced at Detroit. Although a full second away from Cheever, Manfred pipped Andrea de Cesaris's Alfa, to the surprise of many.

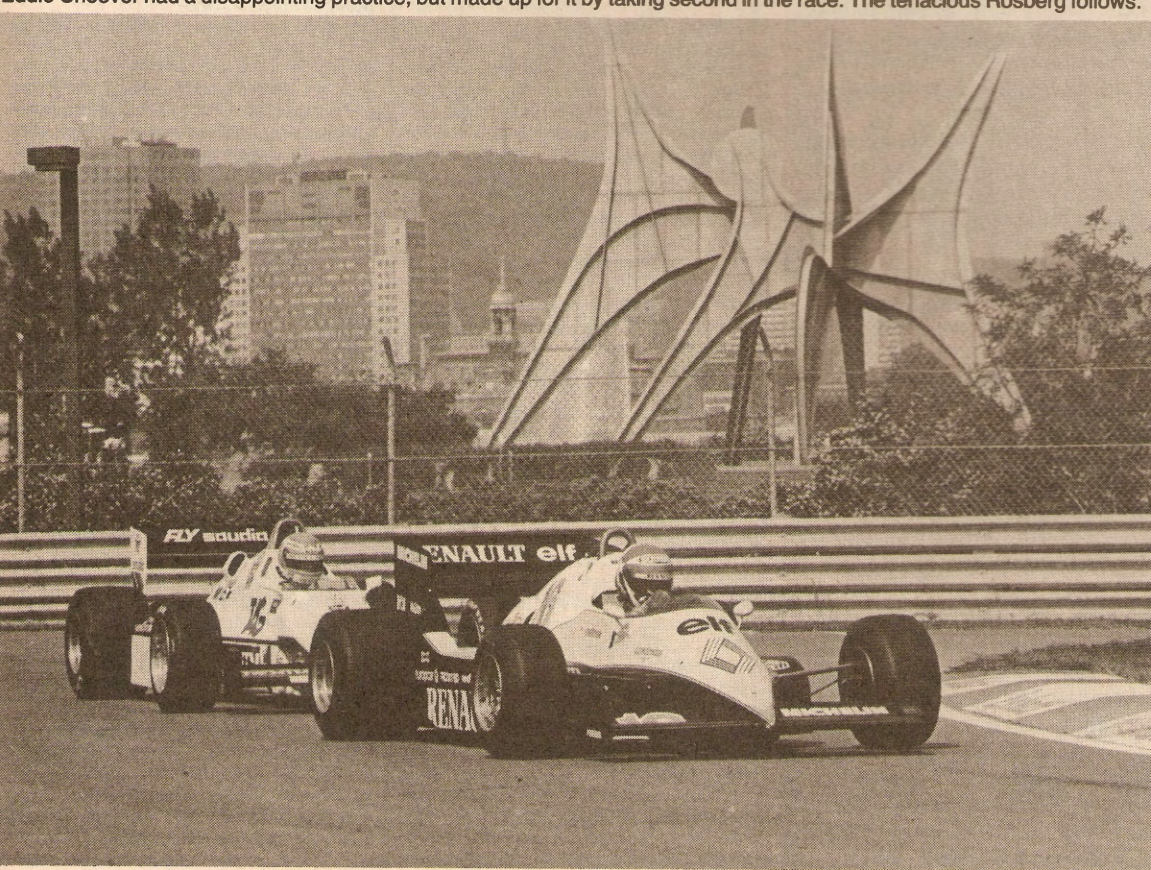
Andrea was at the centre of a piece of real Italian comic opera on Friday afternoon, bringing the car into pit lane amid the biggest cloud of smoke you have ever seen. The turbocharged V8 was clearly in a very poor state of health—and de Cesaris then received notice to proceed left to the weighbridge! To his credit he obeyed the signal, but fortunately a FISA official was on hand to wave him straight through. The car crawled away down towards its pit, vast plumes emanating from its exhausts. And later: "Engine blow up? What engine blow up?" said Alfa people.

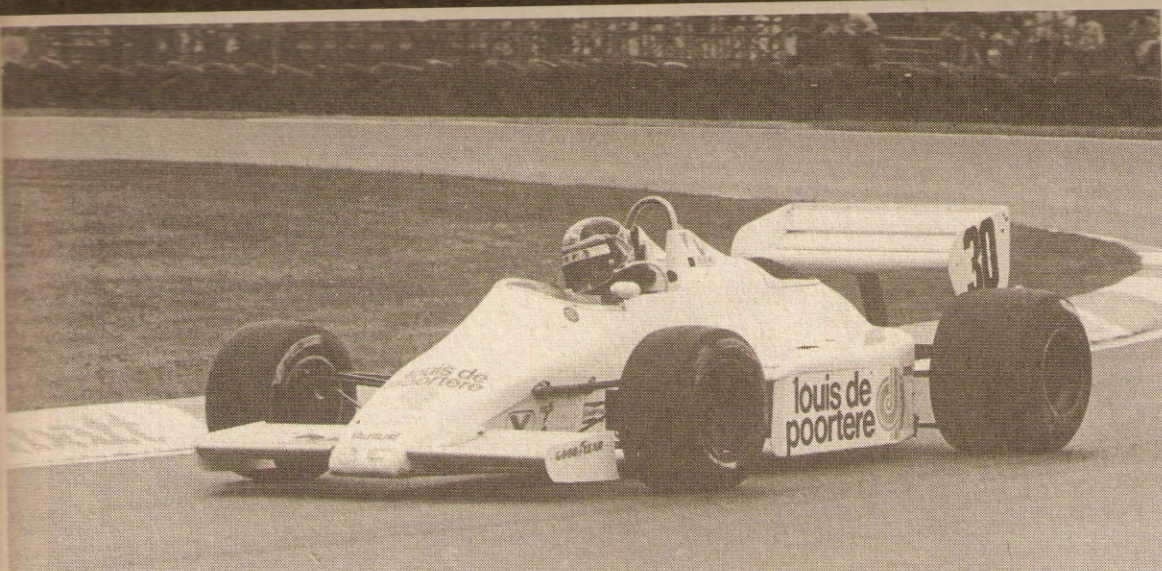
The V8 turbo cars ran without engine covers in Canada, but there were no changes from Detroit. It has become very obvious of late that the emphasis is all on de Cesaris, and Mauro Baldi has suffered as a consequence. Last weekend he was slowest of all, nearly four seconds slower than Andrea.

Rosberg, as we have seen, felt quietly confident of a good result in Montreal: "The situation is about normal, I would say." Did that mean understeer? I asked. He laughed in response. "Well, yes, of course it does! But I also meant that we're about where we might have hoped—not up with the turbos, of course, but in the tail end of them, and not in bad shape. No, it's true that the car doesn't get into the corners quite as quickly as I'd like, but I'm not really complaining. Here at least I feel we can race with people, and that's the important thing."

Jacques Laffite was seven-tenths slower than Rosberg, having set his best time on Friday: "For sure I would have improved, I think, but the track was much slower towards the end, because Alboreto had blown up, and there was oil everywhere."

Between the Williams pair came the Toleman pair—and between them was de Angelis's Lotus-Renault. Having been to Detroit with the Lotus team, Gérard Ducarouge decided to pass up the trip to Montreal, preferring to spend the time in his new adopted county, Norfolk, working flat out on a revamp of the 93T. From what his colleagues say, Duca is throwing himself into the kind of crippling work schedule that he undertook on moving to Alfa.





Thierry Boutsen impressed yet again with his speed in the Arrows, but unable to pass Watson, finished seventh.

After qualifying fourth at Detroit, Elío was far less happy with his car in Canada. "There, you know, it was a series of very slow corners and straights between them, but here the chassis is much more important — and all the old problems are back." During the final session, willing to try anything, the team changed the springs on the 93T — and de Angelis promptly found well over a second, declaring the car much better. Not good, you understand, but better.

Nigel Mansell, in the points at Detroit for the first time in more than a year, might have hoped for better in Montreal. On the first day a gearbox pinion bearing broke, and the Lotus mechanics had to graft the 'rear end' of the spare 92 onto Nigel's race chassis, after which, he said, the gearchange was sloppy. For Saturday he had a new DFV in the car, but in the final session it was 300 revs down, and no improvement was possible. In the morning — when it didn't matter, of course — Mansell had been considerably quicker. Indeed, his time would have bettered Laffite's Williams, putting him into 13th spot. As it was, he was 18th.

Bruno Giacomelli was the faster of the Toleman drivers in Canada, and looked it, placing his car 10th, two places ahead of a disconsolate Derek Warwick. "The understeer is just ridiculous. It's difficult to describe how bad it is. You feel as though you've gone off line and you're driving on dust the whole time. The only way to get round it is to brake really late and throw the thing into the corner. And I'm afraid I've been running too long on Pirellis to be able to do that. My style is to drive as smoothly as possible. I know what's needed, but I just can't do it. I'm so slow at the hairpin I'm having to dip the clutch!"

"So part of it is definitely me. I mean, the car should be a lot better than it is, but I'm struggling. Bruno's all right, though. He seems to be coping with it better than I am." In the last session, Derek's woes were complete when a turbo broke on his race car, and he had to set his time in the spare.

On Friday Thierry Boutsen was slightly the quicker of the Arrows drivers, three-tenths ahead of Marc Surer, who complained of a poor engine. With a fresh DFV behind him, the Swiss improved, but was still only three-hundredths faster than his remarkably impressive new team mate, who suffered a major blow-up on Saturday morning, and lost most of the session.

The Ligiers were nowhere near the pace, although Jean-Pierre Jarier found his Michelin-shod car much happier in the heat of Saturday, when he improved by a second and a half. On Friday Raul Boesel was virtually as quick as his team leader, but a variety of gearbox problems

the following day kept him from making further progress.

Over dinner on Thursday evening we told Ken Tyrrell that he was carrying his 59 years very well, but such will not be the case very much longer if he has many more days like Saturday last. Michele Alboreto, ready to take on the world after his Detroit victory, managed to blow up two of Ken's 'special' DFV engines, one of them that which had won in Motown. And, to add insult to injury, he then climbed aboard the spare car — with mere DFV power — and improved his time! Michele, 17th, and Danny Sullivan, 22nd, were both disappointed with their cars' lack of grip.

John Watson had his MBE to celebrate last weekend, but precious little else. Both he and Niki Lauda were also-rans once more, their McLarens painfully low on grip. John had to park on the circuit on Friday morning, CWP broken, and then blew up a new DFV during the final session. He set his time in the T-car, three-hundredths slower than Niki. There again, a reasonable race day

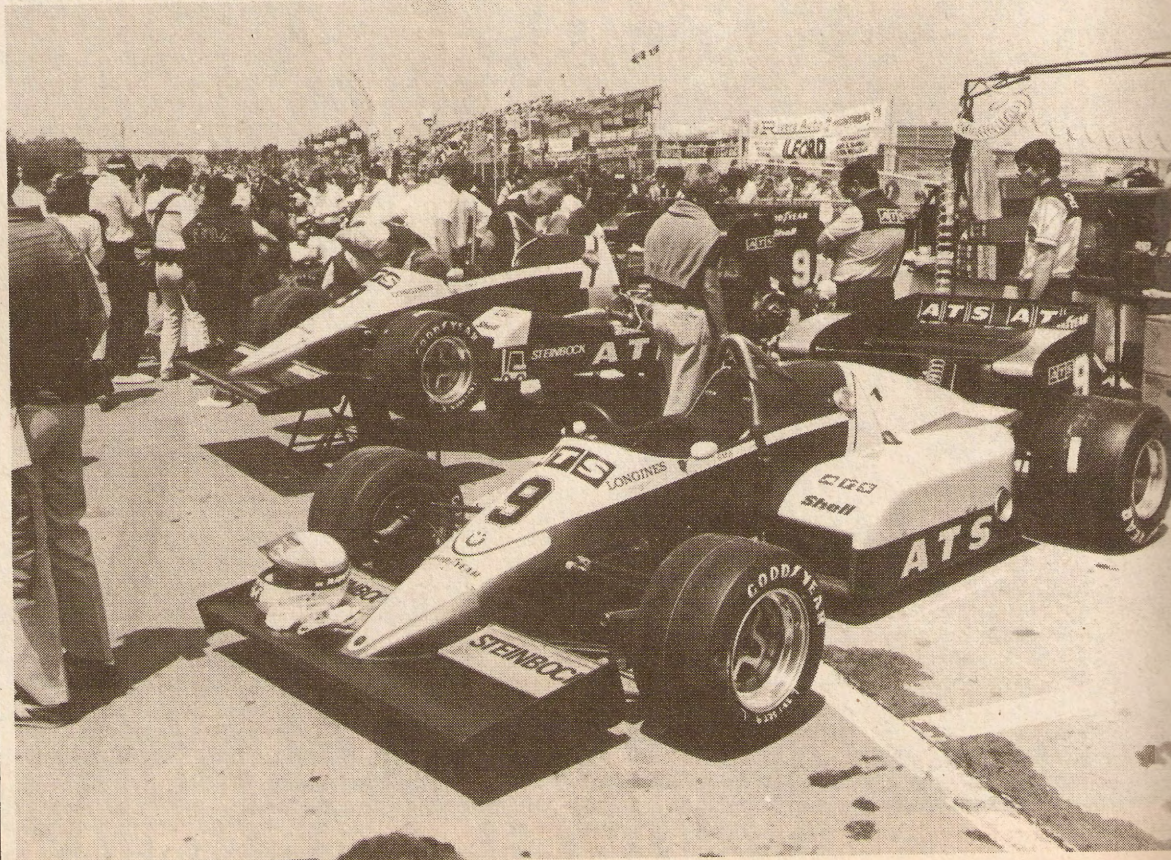
showing was always on the cards.

"We just can't make the car work on qualifiers," said Roberto Guerrero of his Theodore, unusually far back in 21st place. "I set my best time on Bs, believe it or not. On the softer stuff I was much slower. All I can say is that, in theory, we should be able to run at our qualifying pace in the race. But we're so far back." Johnny Cecotto's sister car was not in the race after the Friday session, but the Venezuelan found a couple of seconds the following day, taking 23rd spot.

One Osella made it in Canada, and this time it was the Cosworth-powered car of Corrado Fagi. Piercarlo Ghinzani's Alfa-engined car was slowest of all, and missed the cut, along with Jacques Villeneuve's RAM March.

"I'll tell you what," said John Macdonald, after running a test for Jacques at Mosport on Wednesday, "if he doesn't get in, it won't be for want of trying. He's very brave... But you've got to remember this is only his second race in nine months, and also that his name is Jacques, not Gilles."

Winkelhock chose to forgo the revised ATS (foreground) preferring instead the old long sidedpod car.



It was easy to sympathise with him for there was enormous local media interest. The name of Villeneuve was back in Formula 1, and there lay Quebec's story of the weekend. Sadly, the story did not have a happy ending. "Basically," said Macdonald, "he's having trouble adapting to qualifiers. And we're slow in a straight line because we've got to run so much wing to get some heat into the tyres."

The pity of it was that Villeneuve's time in the Saturday morning untimed session would have been good enough to get him in. In the hurly-burly of the final hour, though, Jacques was not quite able to match it, and was a sorrowful man afterwards. The organisers, too, were mightily disappointed.

## RACE

Despite the hot sun of Saturday, the forecast for race day was not encouraging: rain, they said, for the afternoon. And as morning dawned over old Montreal, their words looked like coming true. The sky was unfriendly, the sidewalks puddled. As midday approached, however, the sun was high, and there it stayed until long after racing was done.

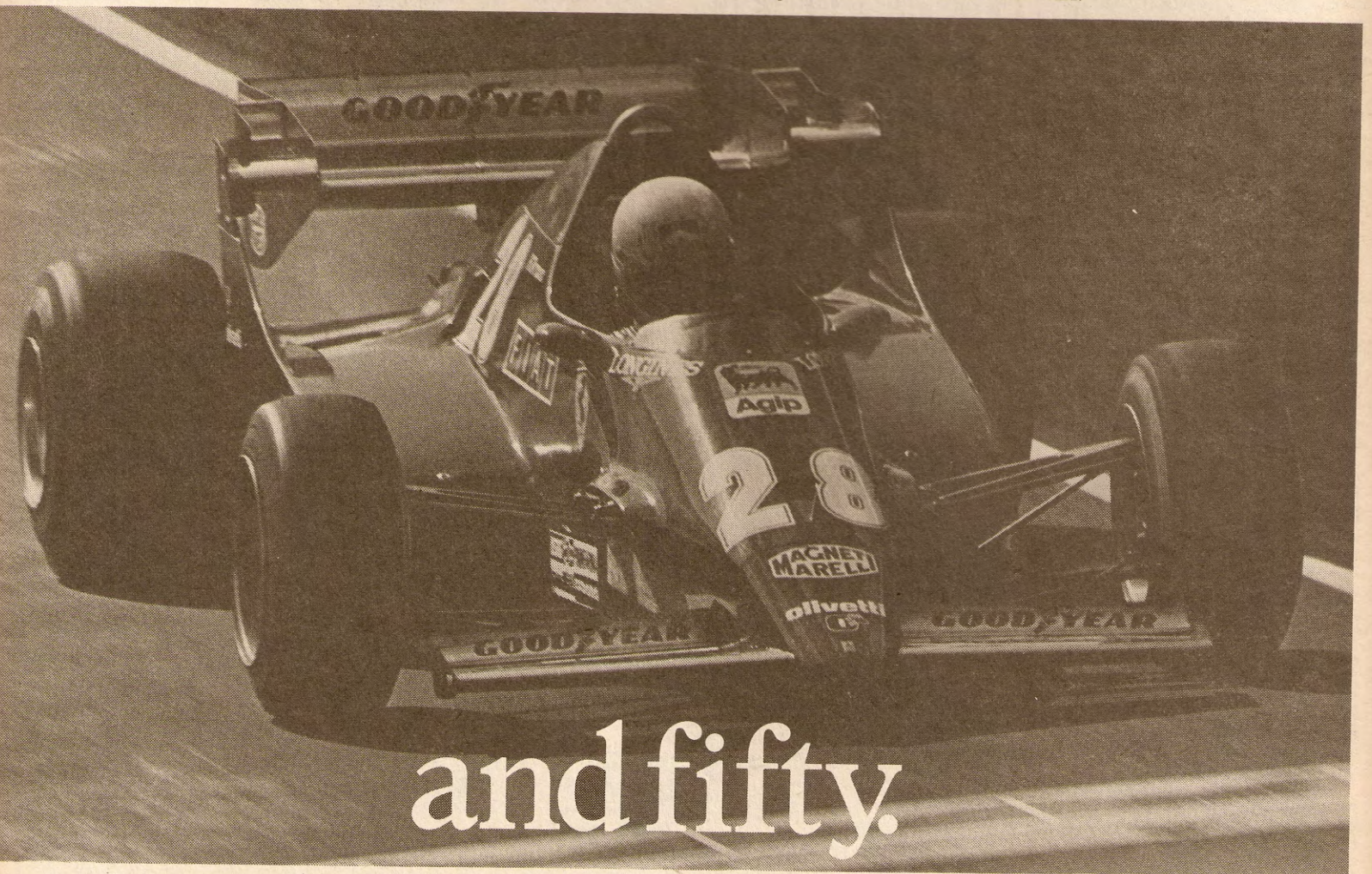
The warm-up brought one or two scares, notably for pole sitter Arnoux, whose Ferrari smoked into its pit, the mechanics immediately setting to work on an engine change. And the same proved necessary for Patrese's Brabham-BMW and Mansell's Lotus. Peter Warr's boys also had to change the turbos on de Angelis's Renault-powered car, their oil seals having been destroyed when the fuel injection pump suddenly seized. It was a busy time.

This was clearly going to be a very hot race, and I remembered Rosberg's words of the day before on the importance of tyre choice. Williams, it seemed certain, would be running on 'B' Goodyears, and Keke had been reasonably confident that Ferrari would have to run As. "Are you going to stop?" I asked Tambay. He nodded. "You'll take a chance on Bs, then?" No, he mouthed, expression



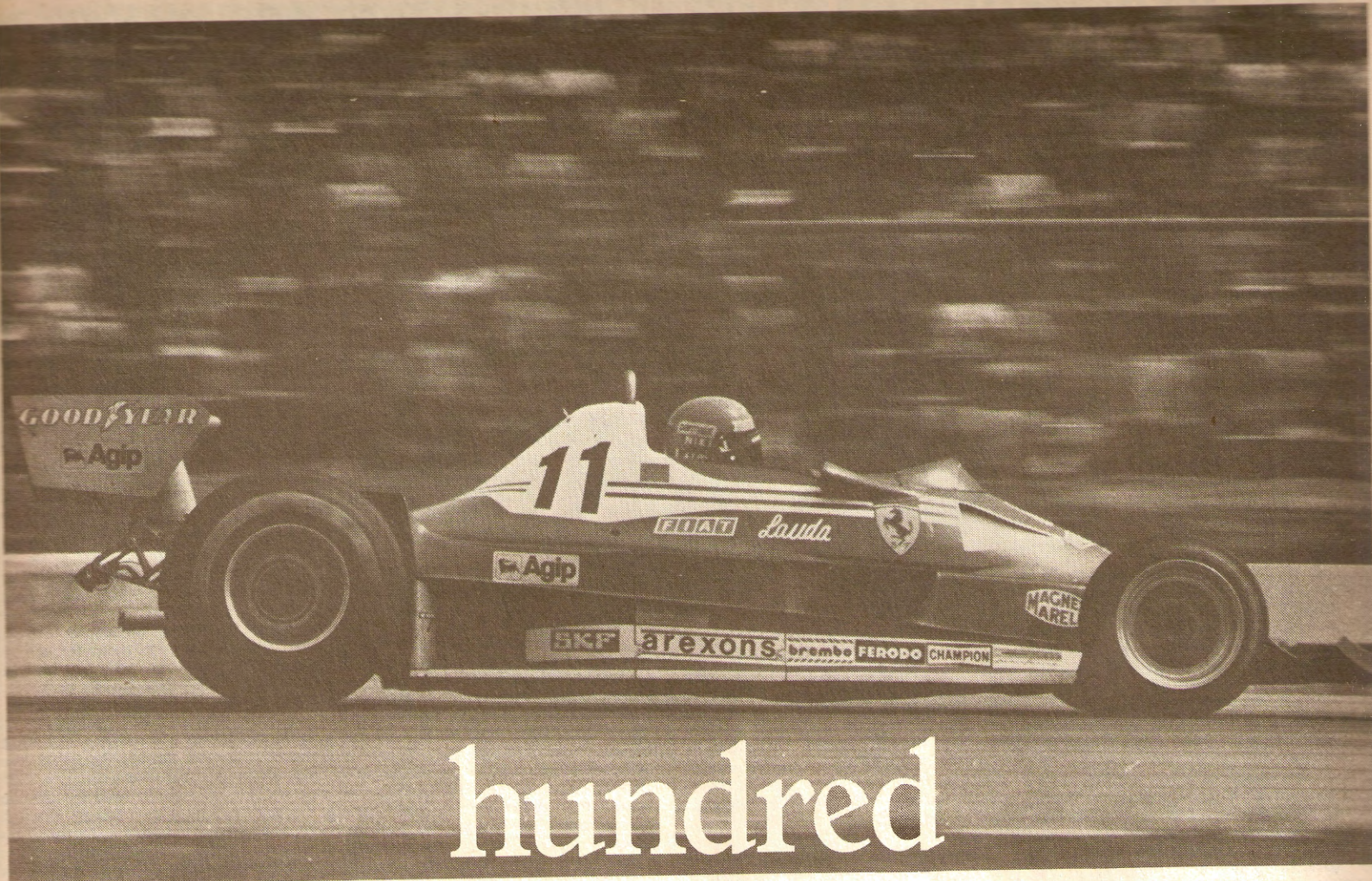
# One

Mexico 1965. Ritchie Ginther scores Goodyear's first Grand Prix win.



# and fifty.

Canada 1983. And René Arnoux's Ferrari clocks up Number 150.



Germany 1977. Niki Lauda's Ferrari makes it 100 victories for our tyres.

Since our first Grand Prix win back in 1965 twelve Formula 1 World Championships have been won on our tyres, ten in the last twelve years.

And that's included an amazing one hundred and fifty race victories.

Our unbeatable experience on the track is reflected in the development of our road tyres.

Tyres like the Goodyear NCT. A low profile, high performance tyre, it can bring out the best in your car.

Just like our tyres did for René in Montreal.

**GOODYEAR**  
Choice of Champions.

# CANADIAN GRAND PRIX

►► dubious, Cs. . . I was amazed at what seemed like an outrageous gamble. Ferrari on softer tyres than Williams?

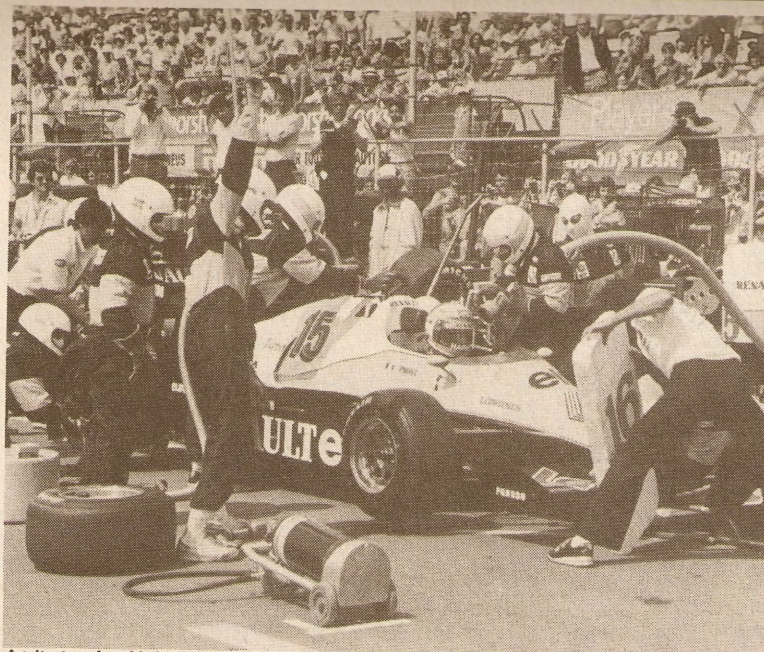
The decision was based upon the belief that the Italian cars, running their colossal table-top rear wings, would slide far less than their lighter, less powerful, rivals, and this would enable their tyres to live for longer. Well, it was a theory arrived at after the morning warm-up (in which Tambay set the best time), and Ferrari obviously have faith in their own judgement, for both their cars went to the grid with Cs all round.

Once on the grid, they had quite a wait. One-thirty, the scheduled start time, came and went, and the whole place was strangely silent, engines shut down, not a word from the PA system. There was an excellent reason for this: there had been a power cut, and that meant no computerised timing and — horror of horrors — no TV. Eventually all was well, however, and the calm tranquility of basking in the sun was rudely interrupted by the whirring of air starters and the urgent, throaty, sound of 26 racing engines. One more parade lap, and they formed up.

At the green Arnoux made a perfect start, the red number 28 rocketing away through the fast swerves and away into the first of 70 laps. From his position on the third row, however, Patrese had made an even better one, so that second place was quickly his. Prost, Piquet and Tambay, the three main World Championship contenders at the present, were taken more than slightly by surprise. Even at the end of the first lap, you somehow felt that this was Arnoux's day. He might not win, being at the mercy of mechanical things, but he would not be passed. After three laps he was more than a second ahead of Patrese.

At this point the Italian's Brabham seemed to be holding up Prost a little, and René was making good his escape. Already free for the rest of the day were Jarier, whose Ligier stripped first gear on the line, and completed only a single slow lap, and the unfortunate Surer, the Arrows trundling into the pits with a broken CWP. Two out, then, in less than a couple of minutes, and very shortly afterwards they were joined by de Angelis's Lotus-Renault, out for the day.

John Watson, now newly honoured, performed his usual trick of climbing up from the back of the grid to take one valuable championship point.



A pit stop for Alain Prost and the Renault team, but Alain had a disappointing race.

with broken throttle linkage.

At five laps the confident Arnoux led by almost three seconds, from Patrese, Piquet (who had moved past an already-troubled Prost), Tambay, Cheever, de Cesaris, Rosberg, Winkelhock, Laffite and Giacomelli. Bruno had started superbly with the Toleman-Hart, running eighth for the first four laps, but now he was starting to fall away. Very soon he would be displaced by team mate Warwick.

On lap 6 Mansell began an automotive rendering of The Ring Cycle, coming in for new tyres. In the course of the afternoon he would run on no fewer than six sets. "After practice they changed the settings on Elio's car, and apparently that helped him. But mine was changed the same way, and it just made the car undrivable. I'm paid to drive racing cars, not death traps, and I can honestly say that the car this afternoon was more dangerous than any I've ever driven. I so nearly hit the barrier one time — flat in

fourth! It was hard to believe there was so little grip. At one point Arnoux lapped me, and I could see the broad strips on his rear tyres. But even with them blistered like that, the Ferrari had so much more grip." Eventually, with Pirellis getting thin on the ground (no play on words intended), Nigel called it an afternoon.

After less than quarter of an hour of racing, the 1983 pattern had been marked out once more. The first six places belonged to the Ferraris, Renaults and Brabham-BMWs. Fifteen seconds later we found de Cesaris's Alfa, long-legged in a straight line but under threat through the turns from Rosberg's terrier-like Williams. Time and again Keke would head down the inside as the two cars hurtled into the final hairpin, only to find the door very firmly shut. We all began to think of Dijon last year, when Rosberg was baulked so stupidly by the Italian and had plenty to say about him afterwards.

Lap 11: the two cars were closer than

ever . . . too close, in fact, for they touched, the Williams momentarily jumping off the deck. Keke hesitated but momentarily before accelerating away, now 10th rather than eighth, for Winkelhock and Laffite, themselves battling close behind, took the opportunity to nip through. Grimly, the World Champion spat on his hands and started all over again. There must, we assumed, be some colourful language inside that white and blue helmet . . .

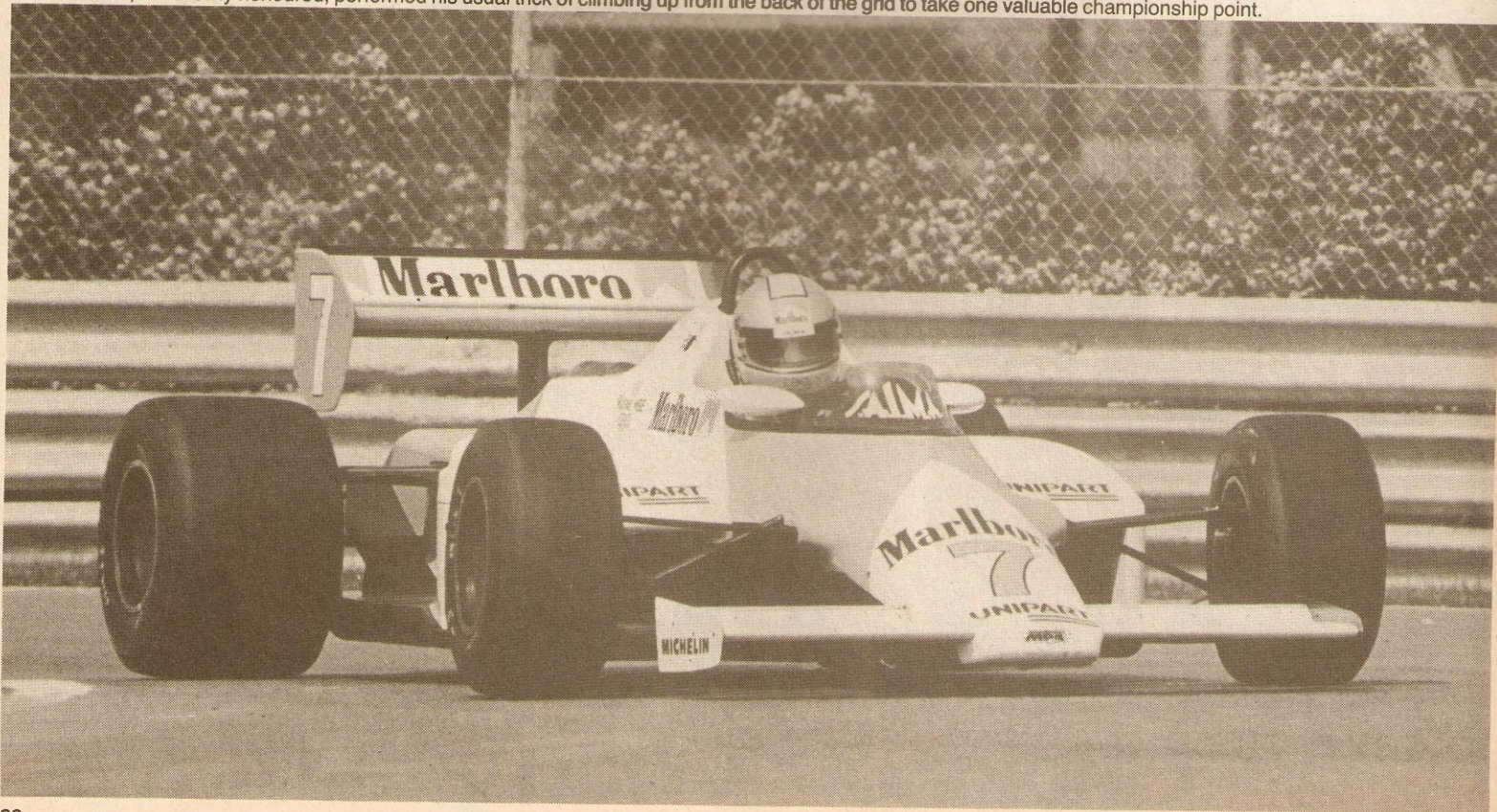
In fact, we were wrong. Frank Williams was angry after the race, saying that de Cesaris had ruined the race, but Rosberg had no such complaint: "He never moved an inch off his line, and the door was open in every corner. I simply didn't have the guts—or the brakes—to take advantage of it. His car braked better than mine . . . The kid was driving absolutely clean—but very hard. You don't drive alongside Andrea unless you know he's going to give you the corner, do you? Finally, I thought I had to make it clear that I was going to pass him one day, so I thought I'd be very clever, leave my front wheel opposite his rear wheel so that even if he decided to turn in, the results would not be so bad for me. Which wasn't true . . ."

Within a few laps Rosberg had repassed Laffite, and soon he was able to get by the Alfa without drama. De Cesaris had the beginnings of an engine problem, which eventually caused his retirement.

After 15 laps Arnoux's lead was almost 10 seconds, and he looked very secure indeed, beyond threat. And that was surprising because everyone had expected Piquet's Brabham to challenge the red cars very seriously. Although Nelson was in third place, he made no serious attempt to displace his team mate, and on lap 16 his race abruptly ended. At the approach to the hairpin there was a more dramatic flame-out than usual from the turbo BMW, and Nelson headed immediately for the pits.

A few laps earlier, to roars of grandstand approval, Tambay had taken the second of the Ferraris past Prost and almost immediately the Renault team leader fell back into the clutches of Cheever, who passed him going by the pits on sheer acceleration.

"It was like the problem I had at





of the luckless Winkelhock and the lacklustre Alfa of Baldi, which toiled around at the back throughout the afternoon.

Nothing should detract from Arnoux's victory, for this was a drive of quality in every respect. From the very start of qualifying he had looked like the man to beat at the Circuit Gilles Villeneuve, dominating both official sessions, and repeating that form in the race, something he by no means always manages to do. This was a flawless drive, and perhaps his first Ferrari victory will remove some of the apparent desperation which has characterised much of his driving this year.

Cheever was delighted with a trouble-free run at last, and well deserved his six points, and Tambay felt good about gaining on his World Championship rivals. Rosberg . . . well, he was in good form afterwards, too, although troubled by a recurrence of the pain in his right foot, which so afflicted him in Las Vegas last year.

"I don't know what the hell it is," he grimaced. "A nerve or something, I suppose. I've had it examined, and they couldn't find anything. Jacques has something similar. For the last 25 laps it felt as if the brake and throttle pedal were red hot."

And there was another man in trouble, too. Giacomelli's Toleman had retired, like Warwick's car, with a blown engine, and Bruno gladly accepted a ride back to the pits on the sidepod of Rosberg's car. "We set off back," reported Keke, "and suddenly I realised he wasn't there any more . . ." The unfortunate 'Panda' had parted company with the Williams at the chicane, and had to be taken off to the hospital for attention to very unpleasant grazes and bruising. How fast were you going, Keke? "Oh, crawling," he replied. "Not more than eight thousand in third . . . no, seriously, I know there is little to hang onto, so I was taking it very easy. I can't imagine how he came off."

Half-term starts now, with the calendar free until mid-July, when the clans gather again at Silverstone. All sorts of new things will be there, including the new, much lighter, Ferrari 126C3. For rival teams, that prospect is a daunting one.

Prost forms the meat in a Brabham-BMW sandwich, although both Patrese (leading) and Piquet were to retire.

Patrick Tambay brought the Ferrari home in a solid third after fuel vaporisation and then blistered tyres slowed him.

His gearbox, it transpired, was gradually shedding ratios, and Riccardo abandoned the struggle after 57 laps, having dropped out of the top six by that time. His dreadful 1983 fortunes continue, and there is not yet a point on his board.

The anticipated Cheever-Tambay dispute never really amounted to anything, Eddie pulling well clear of Patrick in the last 20 laps. "Right after the stops," commented the Renault man, "I had a small engine problem — poor pick-up — for a few laps, but that cleared up OK, and otherwise the car ran perfectly. I was impressed with it today, no doubt about it."

Tambay reckoned he had maltreated his second set of tyres: "I went balls out after the stop" (setting fastest lap along the way) "and I think I blistered the rears, because the car began to oversteer more and more. I couldn't stay with him, and I knew there was no one close behind me. I was taking points off Prost and Piquet, and thought OK, I'll cruise in . . ."

The closing stages of the race were brought alive, however, by an animated scrap between Watson, sixth, and Bout-

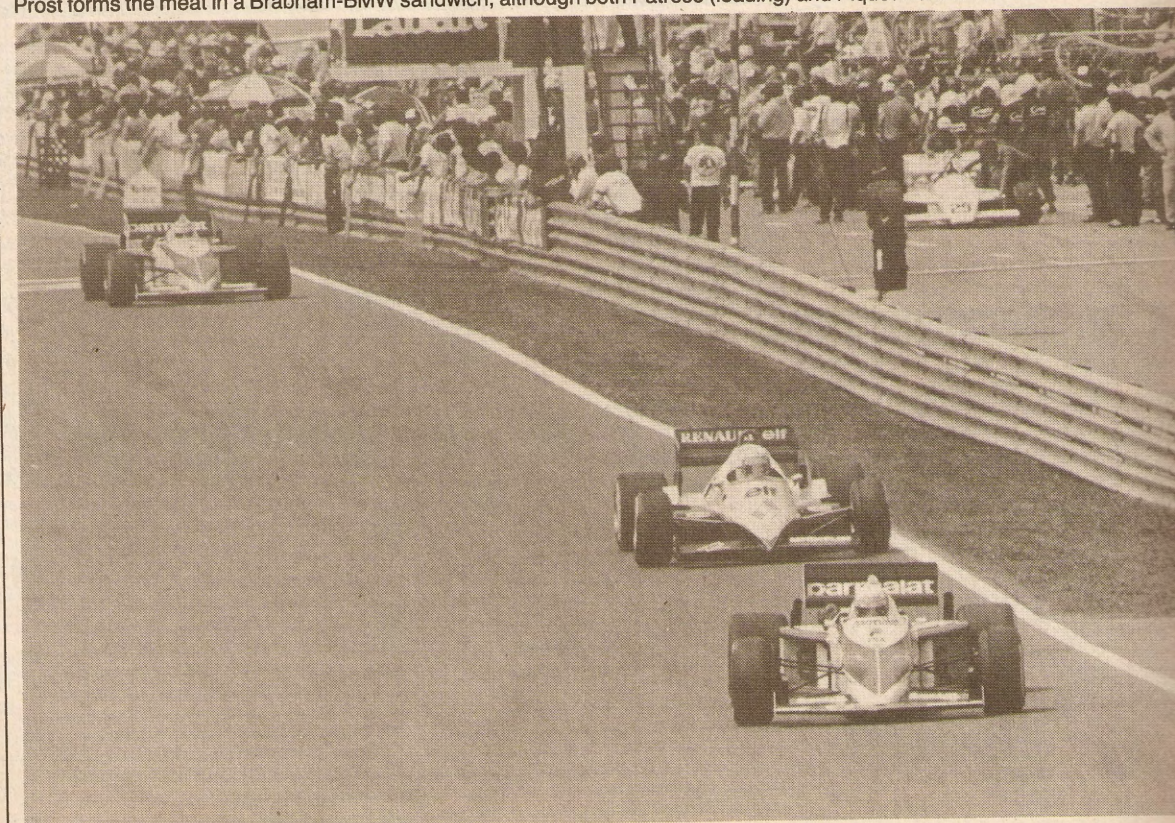
sen, the Belgian newcomer once more impressing everyone with his pace and stamina. Closer and closer came the Arrows to the McLaren, and by lap 60 the two cars were right together. Three laps later, Thierry thought he saw a way by — and the cars touched. After a huge moment, Boutsen succeeded in keeping the A6 on the road, but Watson was gone, taking the championship point with him.

Afterwards John said that his car had been weaving badly under braking during the final laps, and Thierry smiled and that, in John's position, he would have said the same thing!

When Arnoux took the flag, he was 42 seconds ahead of Cheever, with Tambay third and Rosberg fourth, the Finn taking over that place when Prost punctured on lap 55 and had to come in. 'The Professor' finally took fifth place, and was not a happy man afterwards.

Behind Watson and Boutsen we had Alboreto, a winner in Detroit yet an also-ran just seven days later, and Sullivan, who came back well after an early pit stop for a new rear wing. And the last finishers were the sickly ATS-BMW

Prost forms the meat in a Brabham-BMW sandwich, although both Patrese (leading) and Piquet were to retire.



Imola," Alain commented dolefully. "I just lost power — 800 revs down on this morning. As well as that, it was very difficult to get gears while changing down. Not a good race for me. I will be glad to get back to the European circuits . . ."

Tambay, too, had his troubles, the Ferrari misfiring badly under acceleration from the slow corners. It seemed to be worsening, but then suddenly cleared. "I thought it was a problem with the electronic injection, but it was not: it was simply a vapour lock in the fuel system because of the heat . . ."

You may recall that at Monte Carlo the Ferraris appeared with a cockpit-controlled device to bleed the system in such an eventuality. Patrick eventually decided to put it into action: "I wasn't sure that the problem was vapour locking, but by then I'd been passed by Cheever and dropped back quite a way. What the hell, I thought, let's try it. And it worked right away. I just cursed myself for not doing it sooner!"

Lap 30: Arnoux — 10 seconds — Patrese, Cheever, Tambay, Prost (falling away), Rosberg, Laffite, de Cesaris, Watson. John was doing his usual excellent race job, making up places from a lowly grid position in assertive fashion. His team mate, by contrast, had spun into retirement some time earlier. It is now a very long time since Lauda turned in a performance worthy of his name and reputation, and he appears to have no fight in him at all just now. "He's waiting for the turbo," says Ron Dennis. Well, yes, but . . .

The planned pit stops began as half-distance approached, de Cesaris and Warwick coming in on lap 32, Prost on 33, Laffite on 34, and the leading Arnoux on 35. René's stop briefly put Patrese's Brabham in front, but the Ferrari was out of the lead for only five laps altogether. By the 40th it led once more, and now all the front runners had been in. Patrese was back in second, Cheever in third, then Tambay, Prost and Rosberg. Keke's was now the only Williams in the race, for Laffite cruised in after 38 laps, with all the teeth stripped from third gear, as happened to him at Monte Carlo.

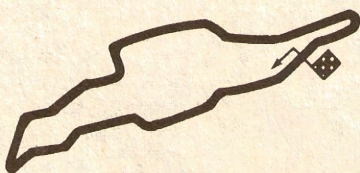
Although Arnoux pulled effortlessly away in the lead, there was for a time the prospect of a splendid fight between the three major turbo teams for second place. Cheever, third, was catching Patrese, and Tambay was catching Cheever. Down and down came the gaps until, on lap 48, white, yellow and red came into the hairpin in line astern. And next time round the Renault and Ferrari had demoted the Brabham-BMW to fourth. Patrese was plainly in trouble, very slow indeed in getting off the turns.

|                 |           |                     |               |                    |                       |
|-----------------|-----------|---------------------|---------------|--------------------|-----------------------|
| WINNER          | R. ARNOUX | in FERRARI 126 C2/B | average speed | 106.044            | mph                   |
| FASTEST LAP     | P. TAMBAY | in FERRARI 126 C2/B | on lap 42     | in 1 m.            | 30.851 s. 108.583 mph |
| EXISTING RECORD | D. PIRONI | in FERRARI 126 C2   | in 1 m.       | 28.323 s.          | 111.681 mph           |
| PREVIOUS RESULT | N. PIQUET | in BRABHAM BT 50    | average speed | 107.932            | mph                   |
| WEATHER         | HOT. DRY. | LENGTH              | 70 laps of    | 2.74 mile circuit, | 191.817 miles         |

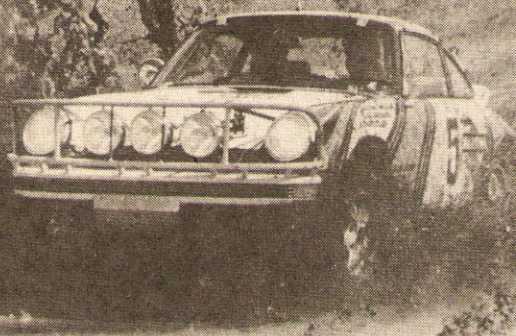
### ENTRIES

| No. | DRIVER        | CAR              | ENTRANT                        | FUEL/OIL    | TYRES | CHASSIS      | ENGINE               |
|-----|---------------|------------------|--------------------------------|-------------|-------|--------------|----------------------|
| 1   | K. ROSBERG    | WILLIAMS FW 08C  | TAG WILLIAMS RACING TEAM       | - MOBIL     | GOOD  | FW 08C -7    | DFV                  |
| 2   | J. LAFFITE    | WILLIAMS FW 08C  | TAG WILLIAMS RACING TEAM       | - MOBIL     | GOOD  | FW 08C -8    | DFV                  |
| 3   | M. ALBORETO   | TYRRELL 011      | BENETTON TYRRELL TEAM          | - VALVOLINE | GOOD  | 011-4        | DFV                  |
| 3T  | M. ALBORETO   | TYRRELL 011      | BENETTON TYRRELL TEAM          | - VALVOLINE | GOOD  | 011-3        | DFV                  |
| 4   | D. SULLIVAN   | TYRRELL 011      | BENETTON TYRRELL TEAM          | - VALVOLINE | GOOD  | 011-5        | DFV                  |
| 5   | N. PIQUET     | BRABHAM BT 52    | FILA SPORT                     | - CASTROL   | MICH  | BT 52-3      | BMW 4-cyl Turbo      |
| 5T  | N. PIQUET     | BRABHAM BT 52    | FILA SPORT                     | - CASTROL   | MICH  | BT 52-4      | BMW 4-cyl Turbo      |
| 6   | R. PATRESE    | BRABHAM BT 52    | FILA SPORT                     | - CASTROL   | MICH  | BT 52-1      | BMW 4-cyl Turbo      |
| 7   | J. WATSON     | MCLAREN MP4/1C   | MARLBORO MCLAREN INTERNATIONAL | - UNIPART   | MICH  | MP4/1C-8     | DFV                  |
| 7T  | J. WATSON     | MCLAREN MP4/1C   | MARLBORO MCLAREN INTERNATIONAL | - UNIPART   | MICH  | MP4/1C-6     | DFV                  |
| 8   | N. LAUDA      | MCLAREN MP4/1C   | MARLBORO MCLAREN INTERNATIONAL | - UNIPART   | MICH  | MP4/1C-7     | DFV                  |
| 9   | M. WINKELHOCK | ATS D6           | TEAM ATS                       | SHELL       | SHELL | D6-02        | BMW 4-cyl Turbo      |
| 9T  | M. WINKELHOCK | ATS D6           | TEAM ATS                       | SHELL       | SHELL | D6-01        | BMW 4-cyl Turbo      |
| 11  | E. DE ANGELIS | LOTUS 93T        | JOHN PLAYER TEAM LOTUS         | ELF         | ELF   | 93T-1        | RENAULT V6 Turbo     |
| 12  | N. MANSELL    | LOTUS 92         | JOHN PLAYER TEAM LOTUS         | ELF         | ELF   | 92-10        | DFV                  |
| 15  | A. PROST      | RENAULT RE 40    | EQUIPE RENAULT-ELF             | ELF         | ELF   | RE 40-03     | RENAULT V6 Turbo     |
| 15T | A. PROST      | RENAULT RE 40    | EQUIPE RENAULT-ELF             | ELF         | ELF   | RE 40-01     | RENAULT V6 Turbo     |
| 16  | E. CHEEVER    | RENAULT RE 40    | EQUIPE RENAULT-ELF             | ELF         | ELF   | RE 40-02     | RENAULT V6 Turbo     |
| 17  | J. VILLENEUVE | RAM 01           | RAM AUTOMOTIVE TEAM MARCH      | - VALVOLINE | PIR   | 01-03        | DFV                  |
| 22  | A. DE CESARIS | ALFA ROMEO 183T  | MARLBORO TEAM EURORACING       | AGIP        | AGIP  | 183T-02      | ALFA V8 Turbo        |
| 23  | M. BALDI      | ALFA ROMEO 183T  | MARLBORO TEAM EURORACING       | AGIP        | AGIP  | 183T-04      | ALFA V8 Turbo        |
| 25  | J.-P. JARIER  | LIGIER JS 21     | LIGIER GITANES                 | ELF         | ELF   | JS 21-04     | DFV                  |
| 26  | R. BOESEL     | LIGIER JS 21     | LIGIER GITANES                 | ELF         | ELF   | JS 21-03     | DFV                  |
| 27  | P. TAMBAY     | FERRARI 126 C2/B | S.p.a. FERRARI S.E.F.A.C.      | AGIP        | AGIP  | 126 C2/B-065 | FERRARI V6 Turbo KKK |
| 27T | P. TAMBAY     | FERRARI 126 C2/B | S.p.a. FERRARI S.E.F.A.C.      | AGIP        | AGIP  | 126 C2/B-063 | FERRARI V6 Turbo KKK |
| 28  | R. ARNOUX     | FERRARI 126 C2/B | S.p.a. FERRARI S.E.F.A.C.      | AGIP        | AGIP  | 126 C2/B-064 | FERRARI V6 Turbo KKK |
| 29  | M. SURER      | ARROWS A6        | ARROWS RACING TEAM             | - VALVOLINE | GOOD  | A6-04        | DFV                  |
| 30  | T. BOUTSEN    | ARROWS A6        | ARROWS RACING TEAM             | - VALVOLINE | GOOD  | A6-03        | DFV                  |
| 31  | C. FABI       | OSELLA FA 10     | OSELLA SQUADRA CORSE           | AGIP        | AGIP  | FA 10-2      | DFV                  |
| 32  | P. GHINZANI   | OSELLA FA 1E     | OSELLA SQUADRA CORSE           | AGIP        | AGIP  | FA 1E-1      | ALFA V12             |
| 33  | R. GUERRERO   | THEODORE N183    | THEODORE RACING                | - VALVOLINE | GOOD  | N183-16      | DFV                  |
| 34  | J. CECOTTO    | THEODORE N183    | THEODORE RACING                | - VALVOLINE | GOOD  | N183-18      | DFV                  |
| 35  | D. WARWICK    | TOLEMAN TG 183 B | CANDY TOLEMAN MOTOR SPORT      | BP          | BP    | TG 183 B-02  | HART 4-cyl Turbo     |
| 35T | D. WARWICK    | TOLEMAN TG 183 B | CANDY TOLEMAN MOTOR SPORT      | BP          | BP    | TG 183 B-01  | HART 4-cyl Turbo     |
| 36  | B. GIACOMELLI | TOLEMAN TG 183 B | CANDY TOLEMAN MOTOR SPORT      | BP          | BP    | TG 183 B-03  | HART 4-cyl Turbo     |

| PRACTICE 1                |               |              | PRACTICE 2                  |               |              | STARTING GRID |              |    |
|---------------------------|---------------|--------------|-----------------------------|---------------|--------------|---------------|--------------|----|
| DATE FRIDAY p.m. JUNE 10. |               |              | DATE SATURDAY p.m. JUNE 11. |               |              |               |              |    |
| WEATHER DULL. SHOWERY.    |               |              | WEATHER HOT. DRY.           |               |              |               |              |    |
| 28                        | R. ARNOUX     | 1m. 28.984s. | 28                          | R. ARNOUX     | 1m. 28.729s. | R. ARNOUX     | 1m. 28.729s. | 28 |
| 27                        | P. TAMBAY     | 1m. 28.992s. | 15                          | A. PROST      | 1m. 28.830s. | A. PROST      | 1m. 28.830s. | 15 |
| 15                        | A. PROST      | 1m. 29.942s. | 5                           | N. PIQUET     | 1m. 28.887s. | N. PIQUET     | 1m. 28.887s. | 5  |
| 16                        | E. CHEEVER    | 1m. 30.255s. | 6                           | R. PATRESE    | 1m. 29.549s. | P. TAMBAY     | 1m. 28.992s. | 27 |
| 5                         | N. PIQUET     | 1m. 30.366s. | 27                          | P. TAMBAY     | 1m. 29.658s. | R. PATRESE    | 1m. 29.549s. | 6  |
| 6                         | R. PATRESE    | 1m. 31.227s. | 16                          | E. CHEEVER    | 1m. 29.863s. | E. CHEEVER    | 1m. 29.863s. | 16 |
| 1                         | K. ROSBERG    | 1m. 31.583s. | 9                           | M. WINKELHOCK | 1m. 30.966s. | M. WINKELHOCK | 1m. 30.966s. | 9  |
| 9                         | M. WINKELHOCK | 1m. 31.756s. | 22                          | A. DE CESARIS | 1m. 31.173s. | A. DE CESARIS | 1m. 31.173s. | 22 |
| 22                        | A. DE CESARIS | 1m. 31.813s. | 1                           | K. ROSBERG    | 1m. 31.480s. | K. ROSBERG    | 1m. 31.480s. | 1  |
| 2                         | J. LAFFITE    | 1m. 32.185s. | 36                          | B. GIACOMELLI | 1m. 31.586s. | B. GIACOMELLI | 1m. 31.586s. | 36 |
| 36                        | B. GIACOMELLI | 1m. 32.208s. | 11                          | E. DE ANGELIS | 1m. 31.822s. | E. DE ANGELIS | 1m. 31.822s. | 11 |
| 35                        | D. WARWICK    | 1m. 32.351s. | 35                          | D. WARWICK    | 1m. 32.116s. | D. WARWICK    | 1m. 32.116s. | 35 |
| 30                        | T. BOUTSEN    | 1m. 32.643s. | 29                          | M. SURER      | 1m. 32.540s. | J. LAFFITE    | 1m. 32.185s. | 2  |
| 29                        | M. SURER      | 1m. 32.931s. | 30                          | T. BOUTSEN    | 1m. 32.576s. | M. SURER      | 1m. 32.540s. | 29 |
| 11                        | E. DE ANGELIS | 1m. 33.231s. | 2                           | J. LAFFITE    | 1m. 32.632s. | T. BOUTSEN    | 1m. 32.576s. | 30 |
| 12                        | N. MANSELL    | 1m. 33.588s. | 25                          | J.-P. JARIER  | 1m. 32.642s. | J.-P. JARIER  | 1m. 32.642s. | 25 |
| 3                         | M. ALBORETO   | 1m. 33.664s. | 3                           | M. ALBORETO   | 1m. 33.175s. | M. ALBORETO   | 1m. 33.175s. | 3  |
| 7                         | J. WATSON     | 1m. 34.008s. | 8                           | N. LAUDA      | 1m. 33.671s. | N. MANSELL    | 1m. 33.588s. | 12 |
| 25                        | J.-P. JARIER  | 1m. 34.403s. | 7                           | J. WATSON     | 1m. 33.705s. | N. LAUDA      | 1m. 33.671s. | 8  |
| 8                         | N. LAUDA      | 1m. 34.452s. | 33                          | R. GUERRERO   | 1m. 33.721s. | J. WATSON     | 1m. 33.705s. | 7  |
| 4                         | D. SULLIVAN   | 1m. 34.680s. | 4                           | D. SULLIVAN   | 1m. 33.791s. | R. GUERRERO   | 1m. 33.721s. | 33 |
| 23                        | M. BALDI      | 1m. 34.967s. | 12                          | N. MANSELL    | 1m. 34.010s. | D. SULLIVAN   | 1m. 33.791s. | 4  |
| 33                        | R. GUERRERO   | 1m. 35.283s. | 26                          | R. BOESEL     | 1m. 34.486s. | J. CECOTTO    | 1m. 34.314s. | 34 |
| 32                        | P. GHINZANI   | 1m. 35.493s. | 31                          | C. FABI       | 1m. 34.544s. | R. BOESEL     | 1m. 34.486s. | 26 |
| 31                        | C. FABI       | 1m. 35.554s. | 23                          | M. BALDI      | 1m. 34.755s. | C. FABI       | 1m. 34.544s. | 31 |
| 34                        | J. CECOTTO    | 1m. 36.260s. | 17                          | J. VILLENEUVE | 1m. 35.133s. | M. BALDI      | 1m. 34.755s. | 23 |
| 17                        | J. VILLENEUVE | 1m. 37.858s. | 32                          | P. GHINZANI   | 1m. 35.171s. |               |              |    |







Bjorn Waldegaard took his Porsche 911 to fourth place on the 1978 Safari Rally for Martini.

# Porsche's rally return

It seems that Porsche, so dominant in Group C racing at the moment, are planning to return to rallying for the 1985 season.

At the company's Research and Development centre near Stuttgart, work is progressing on a new Group B car that we understand to be based on the 911. In rally form it will have four-wheel-drive and a turbocharger with the engine developing anything between 280 and

400bhp. Three versions of the car are expected to be revealed at the Frankfurt Salon in September.

Although Porsche have had some success in recent years through private teams around the world, the last official outing from the factory team on a World Championship rally was in 1978. For the Safari Rally, two cars (sponsored by Martini) were entered, driven by Bjorn Waldegaard and Vic Preston Jnr, Walde-

gaard's car suffered a string of mechanical problems while Preston finished second, behind the Peugeot of Jean-Pierre Nicolas.

Whether or not the work at Weissach heralds a serious return to the sport remains to be seen. Perhaps Porsche are more concerned that rivals Audi are holding an advantage with the success of Quattro.

## Circuit of Ireland changes

Next year's Circuit of Ireland Rally will not visit Killarney. For several years, there has been a feeling that the lengthy and difficult road mileage to the southern town has caused unnecessary problems. The organisers have, therefore, decided to alter the route and the Saturday night halt will now be in Waterford. An official announcement was due to be made at the end of the month but Irish Television revealed the alterations recently. Ulster AC are naturally keeping the details of the changes under wraps but the choice of Waterford will enable them to use a greater variety of roads. The surrounding area is fast and flowing, rather than the twisty roads around the southern part of the country.

## Secret Ford test in Wales

Sources in Wales tell us that two Ford Motorsport service barges were seen there last week. On trailers were a pair of rally cars that 'looked like Sierras'. If they were not the Sierra rally car that is still forecast by many to be the replacement for the RS 1700T, then perhaps they were versions of the Orion that is due for release later this year. Malcolm Wilson would not be drawn on the subject before the Scottish Rally, but he did have that knowing look in his eye . . . . .

AUTOSPORT, JUNE 16, 1983

## Donegal Rally line-up

With the Scottish Rally now over, Bertie Fisher has a race against time to get his Opel Manta 400 ready for its debut on the Donegal Rally this weekend. The Irishman heads the 149 strong entry for the two-day event.

At a press conference last week, Derek McMahon promised that the event would be more like the old rally with a fabulous atmosphere in prospect. On Saturday the event will feature a 'round-the-houses' stage in Ramelton, while the final test of the rally will be run through the town of Letterkenny.

Phil Collins will take his Opel Ascona

400 to Donegal but will be keeping a close watch on Fisher's progress with the Group B car as he is well on the way to building his own.

Further interest from this side of the water will come from John Price in his rebuilt Renault 5 Turbo, Mal Stuart's Talbot Sunbeam Lotus and Cyril Bolton in the TR7 V8.

There are 240 stage miles in a 386 mile route, all in daylight hours, with the finish on Saturday at about 7.30pm. The winner of the event for the last two years, John Lyons, is still suspended but will be driving the course car for the rally.

## Datapoint rescue Everett

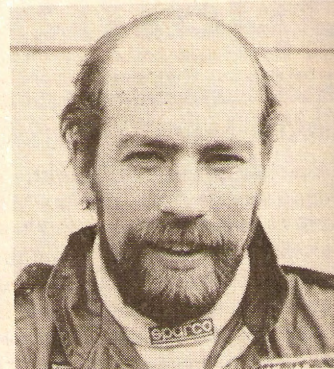
Simon Everett very nearly failed to make the start of this week's Scottish Rally. Only days before the event was due to begin, his planned sponsorship deal fell through and he abandoned any hopes of bringing the Nissan 240RS to the event. In an 11th hour rescue act, however,

Datapoint Computers of Neasden stepped in to provide the necessary funds. "Naturally we were delighted," commented Everett. "We had a new car for the event but there would have been no point in trying to do it in a half-hearted manner."

## Shell Oils RAC Autosport RAC NATIONAL RALLY CHAMPIONSHIP

A completely new format has been devised for the Andrews Heat for Hire Cumbria Rally, the penultimate round of the Shell Oils/AUTOSPORT RAC National Rally Championship, on October 1. A 12 hour format sees the start at midnight on Friday with an 80 mile route giving the national competitors the task of tackling Kielder forest in darkness.

Several new roads are being planned by the organisers and the event should offer a totally new challenge for many competitors. Rally HQ will be the Carlisle Crest Hotel, just off the M6 motorway, and spectators will be catered for with two airfield stages near Carlisle as the Forestry Commission are growing particularly sensitive to spectators in the local forests.



## Collins' Manta 400 progressing

Work is progressing with Phil Collins' Opel Manta 400. The lightweight panels arrived at his Pontifras base this week, suspension parts are already in stock, and the new engine should arrive shortly.

"We are absolutely rushed off our feet at present," commented Collins. "We spent time with Sydney Meeke before the Manx and have waited to see how the works cars survived the first few events. Hopefully, we can produce a competitive car straight away and if so, I shall use it on the Russek. The Ascona is to be driven on the Border Counties by Colin Short and he will rent it for the rest of the year."

## WEEKEND SPORT

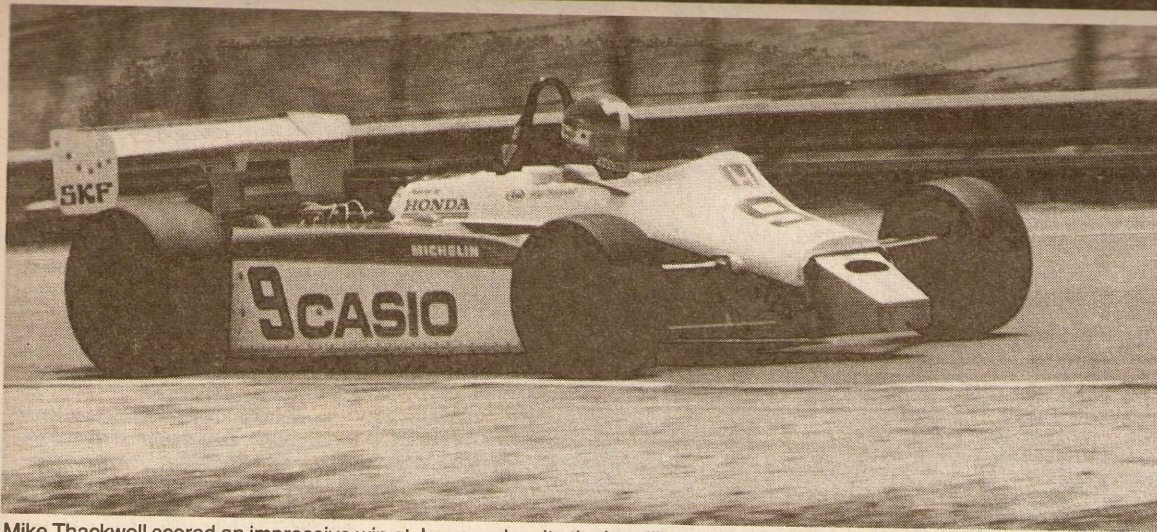
### INTERNATIONAL RALLYING

| Date      | Venue   | Event/Details  |
|-----------|---------|--|
| Jun 16/19 | Rumania | Danube Rally. European Rally Championship (co-eff 2).<br><i>Rather an obscure event in the Euro calendar, this rally tends to be dominated by Eastern European drivers.</i>  |
| Jun 17/19 | Donegal | Donegal Rally. Irish Tarmac Championship, round 2.<br><i>Bertie Fisher gives his new Group B Opel Manta 400 its debut outing on this fast and furious round of the series. Phil Collins will also be there to keep the locals on their toes.</i> |

### NATIONAL RALLYING

| Date      | Venue       | Event/Details  |
|-----------|-------------|--|
| Jun 18/19 | Aberystwyth | Cambrian News Rally (Aberystwyth & DMC).<br><i>Round five of the Motoring News/BTRDA Rally Championship with 135 miles in the lanes of north Wales. Theo Bengry heads the series and will be anxious to do well on this popular event.</i> |

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



Mike Thackwell scored an impressive win at Jarama, despite the handling problems caused by the loss of the Ralt's nose.

## Spanish sunshine

Thackwell and Palmer first and third for Ralt-Honda — Bellof second — Return to Jarama spoiled by protests — Report & photography: IAN PHILLIPS.

"I plan to be up there and in with a chance with 15 laps to go and then start racing to the flag," was the way Mike Thackwell planned his attack on the seventh round of the European F2 championship at Jarama. A tough twisty circuit under a searing sun meant that it was going to be a long, hard race.

Thackwell lost his nose and front wing trying to wrestle second place from Stefan Bellof as early as lap 4. But he didn't give up. A wheel banging match 10 laps later saw him through. Having been fully a second quicker than the field in the warm-up this was one he knew he could win. He caught his Ralt-Honda team mate, poleman Jonathan Palmer, who was soon to have his rear anti-roll bar break, and the two Honda powered cars roared round in impressive formation, both drivers coping well with their induced handling woes. Bellof shadowed the pair throughout and when Palmer's car's fuel system started to fail, Thackwell forced his way through. He took the lead four laps later than he had predicted but then he had not banked on the extra problems created by the early loss of his nose and wing. The front end looked as though it was on ice as he grappled with the understeer, but you could see this was going to be his race. Bellof passed the ailing Palmer and gave chase, his BMW engine just not quite having enough steam left to allow him to make a serious threat. "The hardest drive of my life," summed up Thackwell. "The engine, the tyres and the car were fantastic but after losing the wing it was just bloody hard work."

A long way behind the naturally dejected Palmer in fourth place was Philippe Streiff's AGS which he'd driven strongly throughout but which was being caught rapidly by Alain Ferté's Maurer.

Quique Mansilla did a good job in bringing home the Bridgestone shod James Gresham March into sixth place and he may even end up being pronounced the winner. For an otherwise very satisfactory return to Spain was spoiled over the continued argument over springing systems and an end of race protest by collective March entrants questioned the legality of the dual spring system fitted to the first five cars (see P&P).

### QUALIFYING

Not since 1971 had Jarama come alive to the sound of Formula 2 cars and not since the height of the warring Formula 1 days of 1981 had the circuit seen any international action beyond European Formula 3. You got the impression they were glad to have you back when the gateman proffered a gulp of wine from his communal drinker when ticketless foreigners began to arrive on Friday afternoon.

Situated just outside Madrid, the circuit presented a good challenge to the drivers, the majority of whom were seeing it for the first time. With its variety of corners and up-and-down-dale geography it appealed to all the drivers and certainly F2 cars looked well suited to it.

One aspect that caught everyone unaware was just how hot it was. The centre of Spain is in the middle of a

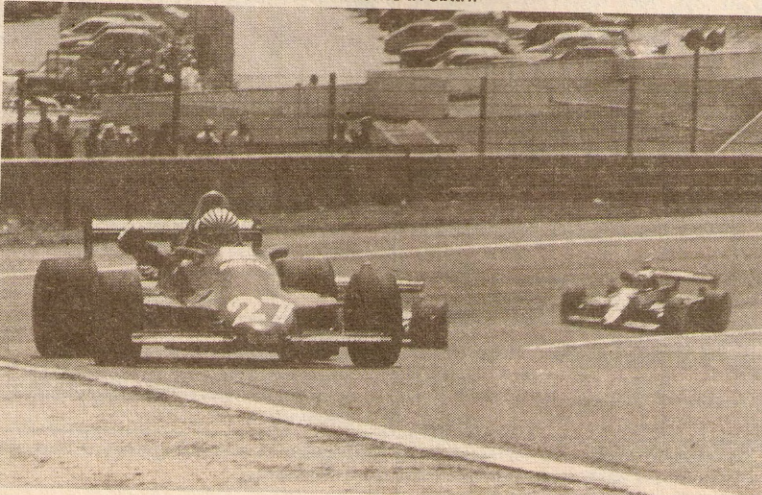
heatwave just now and at times the thermometer was topping the 100 degree mark.

With 11 finishes from 12 car starts the Ralt-Honda team have been very much an ever-present championship threat during the first half of the season, but in Japan they only understand winning and there appeared an even greater urgency in the camp this weekend to establish a position on top. The blue and white Casio cars certainly looked good out on the circuit and very early on in the first — comfortably quickest — cooler session Jonathan Palmer was setting the pace. As early as his fourth lap he'd set a time which would have kept him in the top three; midway through the session he got the clear lap he wanted on his qualifiers and his first pole position of the year was secure. "Basically the balance felt good right from the start and knowing that the track would only get hotter, I went for it right from the start," said Palmer.

And going for it he was. At the very quick double apex right hander on the highest point of the circuit, the Ralt was teetering on the very brink as it oversteered between the two apexes. It was, admitted Palmer, perhaps a little closer to the limit than was ideal but it made great spectating.

The controversial dual springs and cans were back on the Ralts and this time the long threatened March protest materialised with support from others.

Enrique Mansilla was the first March home in sixth.



Palmer ran single springs in the afternoon but after the protest was rejected overnight he was back with twin springs, but no cans, in time for the warm-up. It was a set-up which he reckoned needed some tuning to bring it back to the near perfection of the previous day. This weekend too, the well balanced Ralts were seemingly the happiest team with their Michelins.

Second placed Stefan Bellof was again giving the Maurer everything he had in typical nonchalant style but he was unhappy with the amount of understeer which increased dramatically when he was on a hot lap. In the second session he was a little happier and was second quickest prior to falling off at one of the tight infield corners, luckily bending nothing more than the rear wing.

Becoming more relaxed and confident by the meeting Mike Thackwell was happy enough with his Ralt-Honda in third place. He spun exiting the quick corner mid-way through the session and so decided to do an extra hard tyre run before putting on his qualifiers "and that extra 10 mins made all the difference, we'd lost the best of the track conditions." His car was showering sparks as it crashed on the ground in front of the pits and so he spent the second session in the T-car. In the interests of getting both cars working more efficiently, Ron Tauranac was concentrating his practice time on Palmer's car while Thackwell had Alan Howell and Honda's Momoni Haji engineering his car. They made their point in the warm-up being a full second quicker than the next car and the only one to break 1m 18s.

Happy to be what team manager Hughes de Chaunac described "as the quickest legal car" were the Marlboro Martini Team. The wisdom of their decision to miss the Vallelunga race is now paying off, for the subsequent testing miles have seen both the car and driver, Philippe Alliot, blend together well and this was their most convincing show to date. Alliot's preferred race car was the later pull-rod model although he did do a few laps in the original chassis which initially was bugged with an electrical misfire.

Fastest of the March men was Christian Danner who was happy with his car, built around a new monocoque since Pau. In the quick corner it was most definitely the best balanced of all and one could recall the pinpoint precision of last year's car, which with the latest Michelin constructions hasn't been as easy to attain this year.

The AGS team were included in the anti-double spring protest but the dour Henri Julien shrugged his shoulders and continued quite unmoved. Philippe Streiff was again doing a good job and would probably have wound up higher than sixth had he not run out of fuel when on his qualifiers 15 mins from the end.

Alessandro Nannini's ability continues to be masked by the less than inspiring new Minardi chassis, the car still not handling anywhere near perfectly, but he still managed to post seventh quickest time.

Jo Gartner's little Emco team sped down to Spain straight from Pau and got in a couple of days useful testing with their victorious Spirit-BMW on Bridgestones. "But it is 10 degrees warmer now than it was last week and I think we are getting a little confused," said the Austrian who was again doing a tidy job.

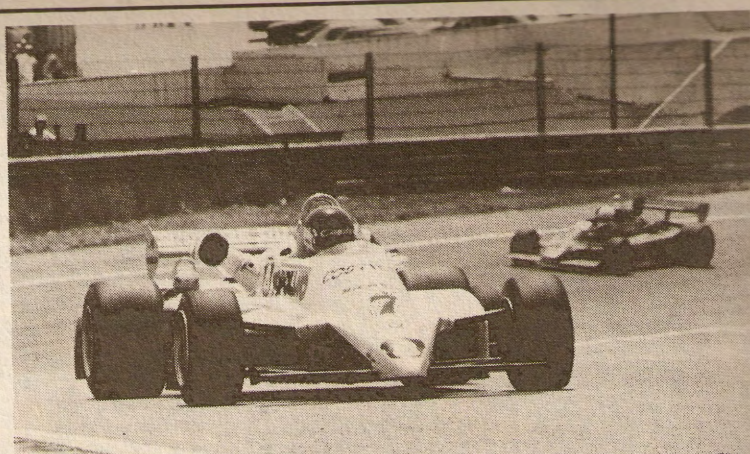
Initially, championship leader Beppe Gabbiani was not happy. His mood wasn't helped by a painful water-on-the-elbow condition but the balance of the Roloil March wasn't right during the quick session. Peter Gethin discovered a duff front shock absorber between sessions and thereafter the confidence came bubbling back and in the afternoon Gabbiani was third quickest.

A political decision saw Kenny Ache-

# QUALIFYING

|                          |                          | Weather: very hot Previous record: 1m28.2s (24.4.68 & 16.5.68) |          |
|--------------------------|--------------------------|--|----------|
| Jonathan Palmer (GB)     | Ralt-Honda RH6 83H       | M  | 1m16.79s |
| Stefan Bellof (D)        | Maurer-BMW/Mader MM83    | M  | 1m16.91s |
| Mike Thackwell (NZ)      | Ralt-Honda RH6 83H       | M  | 1m17.05s |
| Philippe Alliot (F)      | Martini-BMW/Mader 001    | M  | 1m17.25s |
| Christian Danner (D)     | March-BMW/Rosche 832     | M  | 1m17.60s |
| Philippe Streiff (F)     | AGS-BMW/Mader JH19B      | M  | 1m17.84s |
| Alessandro Nannini (I)   | Minardi-BMW/Mader 238    | M  | 1m18.24s |
| Jo Gartner (A)           | Spirit-BMW/Heidegger 201 | B  | 1m18.28s |
| Beppe Gabbiani (I)       | March-BMW/Rosche 832     | M  | 1m18.76s |
| Kenny Acheson (GB)       | Maurer-BMW/Mader MM83    | M  | 1m19.05s |
| Alain Ferté (F)          | Maurer-BMW/Mader MM83    | M  | 1m19.49s |
| Pierre Petit (F)         | Maurer-BMW/Mader MM83    | M  | 1m19.23s |
| Enrique Mansilla (RA)    | March-BMW/Mader 832      | B  | 1m19.29s |
| Roberto del Castello (I) | March-BMW/Heidegger 832  | B  | 1m19.29s |
| Pierre Chauvet (A)       | Spirit-BMW/Heidegger 201 | A  | 1m19.44s |
| Richard Dallest (F)      | Merzario-BMW/Mader M28   | D  | 1m20.19s |
| Patrick Neve (F)         | March-BMW/Rosche 832     | M  | 1m20.36s |
| Guido Dacco (I)          | March-BMW/Heidegger 832  | A  | 1m20.43s |
| Fulvio Ballabio (I)      | AGS-BMW/Mader JH19       | M  | 1m20.51s |
| Rolf Biland (CH)         | March-BMW/Mader 832      | A  | 1m21.06s |
| Aldo Bertuzzi (I)        | March-BMW/Heidegger 832  | A  | 1m21.14s |
| Dave Scott (GB)          | March-BMW/Heidegger 832  | B  | 1m21.42s |
| Emilio de Villota (E)    | Minardi-BMW/Mader 283    | M  | +no time |

+ practised but time disallowed because of skirt infringement  
Tyres: M=Michelin; B=Bridgestone; A=Avon; D=Dunlop



Philippe Streiff struggled home to fourth in the AGS.

son's Paul Owens Maurer running on Michelins for the first time this weekend but it wasn't until the afternoon session that he could really get to grips with the new set-up. Further engine problems meant that he missed the whole of Friday's second session and so hadn't begun to get his ratios or anything else ready in time for the quick session.

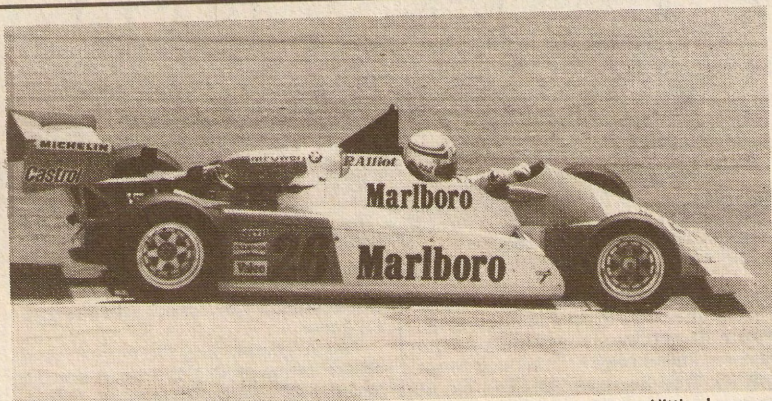
Alain Ferté was another troubled Maurer runner. Having scored two seconds and a win at the circuit in F3 in the preceding years he was perhaps best placed of all in terms of experience, but the understeer troubled him a great deal in the first session. So much so in fact that he went quicker in the second session, the only driver to do so. Pierre Petit, in the team's third car, was just a shade slower but finding the circuit to be very hard work.

Quique Mansilla was back with the James Gresham team but lost valuable time on Friday with the first of two crown wheel failures.

Roberto del Castello was making a tidier job of it than usual and despite just one big spin he equalled Mansilla's best. Pierre Chauvet was the quickest of the Avon runners this time with the second Spirit-BMW while Richard Dallest yet again did heroic things with the Merzario to move it into the middle of the grid.

Patrick Neve joined the works March team for the third time in his career and linked up again with Mike Earle who'd helped him through the experience of Kauhnen F1 and Pilbeam F2 projects. "The car is very good, but I'm a little out of practice," said the Belgian whose last single seater appearance was in the fifth works March at Zolder in 1980.

Guido Dacco was delighted to have his new San Remo March but his Heidegger BMW wasn't up to scratch and he was never able to show his best. Fulvio Ballabio was finding it very hard work in



Alliot lost the rear brakes on lap 11 in the Martini, but the accident caused little damage.

the older AGS while Rolf Biland looked to be over-driving the Hotz March on the Avon crossplies.

Aldo Bertuzzi tried saloon car tactics in his March to which it wasn't suited while poor Dave Scott continued to have problems which prevented him from getting stuck in as we know he can. This time the Heidegger engine was misfiring badly through all the slow corners and it was only after the frustrating practice was over that they were allowed to change it.

Right at the back was Emilio de Villota in the second Minardi hired in Marlboro colours for his home race. He was excluded from the first session for having his skirts too low and never really looked like coming to grips with it at all.

## RACE

Nobody was under any illusions that 65 laps beneath the midday sun was going to be anything but very hard work. Throughout the weekend those drivers in less than peak condition were sprouting plasters and bandages on blistered

hands. This race was going to be the toughest test, probably of the season, for man and machine.

As Palmer led the field onto the dummy grid, Gartner peeled off into the pit lane with a misfire but when the lights flashed green the rest roared off cleanly. Palmer immediately seizing the initiative from Bellof and Thackwell. Behind though, was some early sorting out.

Streiff made a good getaway as did Danner, while Alliot's revs burred and the Martini was quickly swallowed by a most determined Gabbiani and Ferté from a long way back and Nannini too, slotting the Minardi ahead. Mansilla was next up ahead of Acheson, Petit and a fast starting Chauvet. Then came del Castello, Ballabio and Scott, slicing his way through the mish-mash of tail enders.

It didn't take long for the works cars to establish themselves in a position of superiority, Palmer, Bellof, Thackwell safe in the first three places. Streiff and Danner were cruising in fourth and fifth, while Gabbiani's sixth place was under

constant attention from the aggressive Ferté and Nannini with Alliot shadowing the trio.

Palmer was able to edge ever so slightly away up front as Thackwell fought to find a way past Bellof. The second Ralt-Honda was significantly quicker through the twisty infield section behind the pits due to Thackwell taking a Grand Prix video inspired line in the middle harpin. It was here that Bellof chopped him on lap 4, whipping off the blue and white nose. "I thought it was going to be another race going backwards," admitted Thackwell, "but other than the understeer and heavy steering the car still felt good and quick."

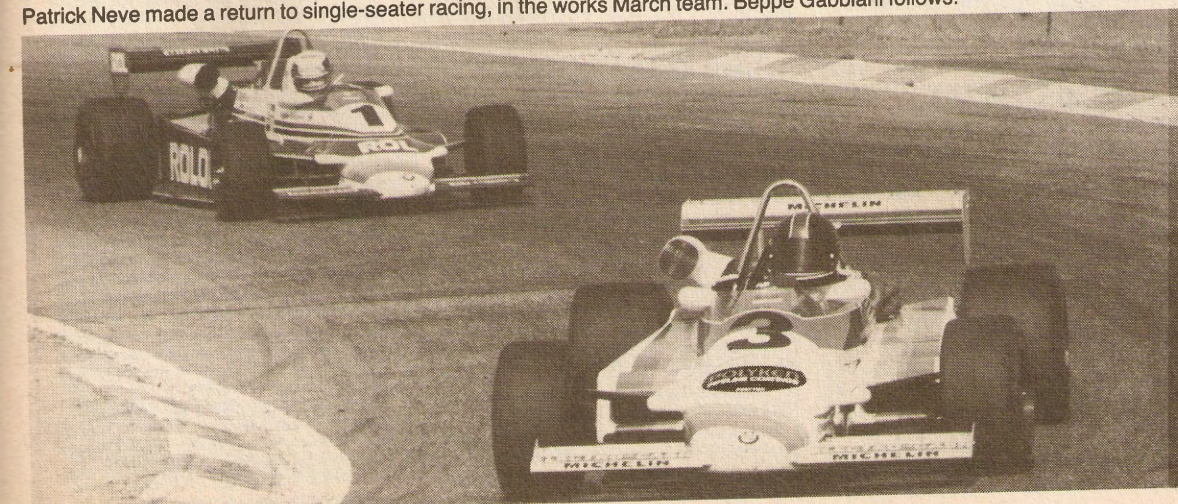
It took him about two laps to re-establish that he was still quicker than the Maurer and in setting a new lap record on lap 8 he started to apply the pressure again. Bellof is as tough as they come though, and wasn't giving an inch. At the same corner where they'd touched earlier, Thackwell dived inside again on lap 13. Witnesses reckoned that wheels touched three times but out of the final corner of the complex the noseless Ralt appeared in front.

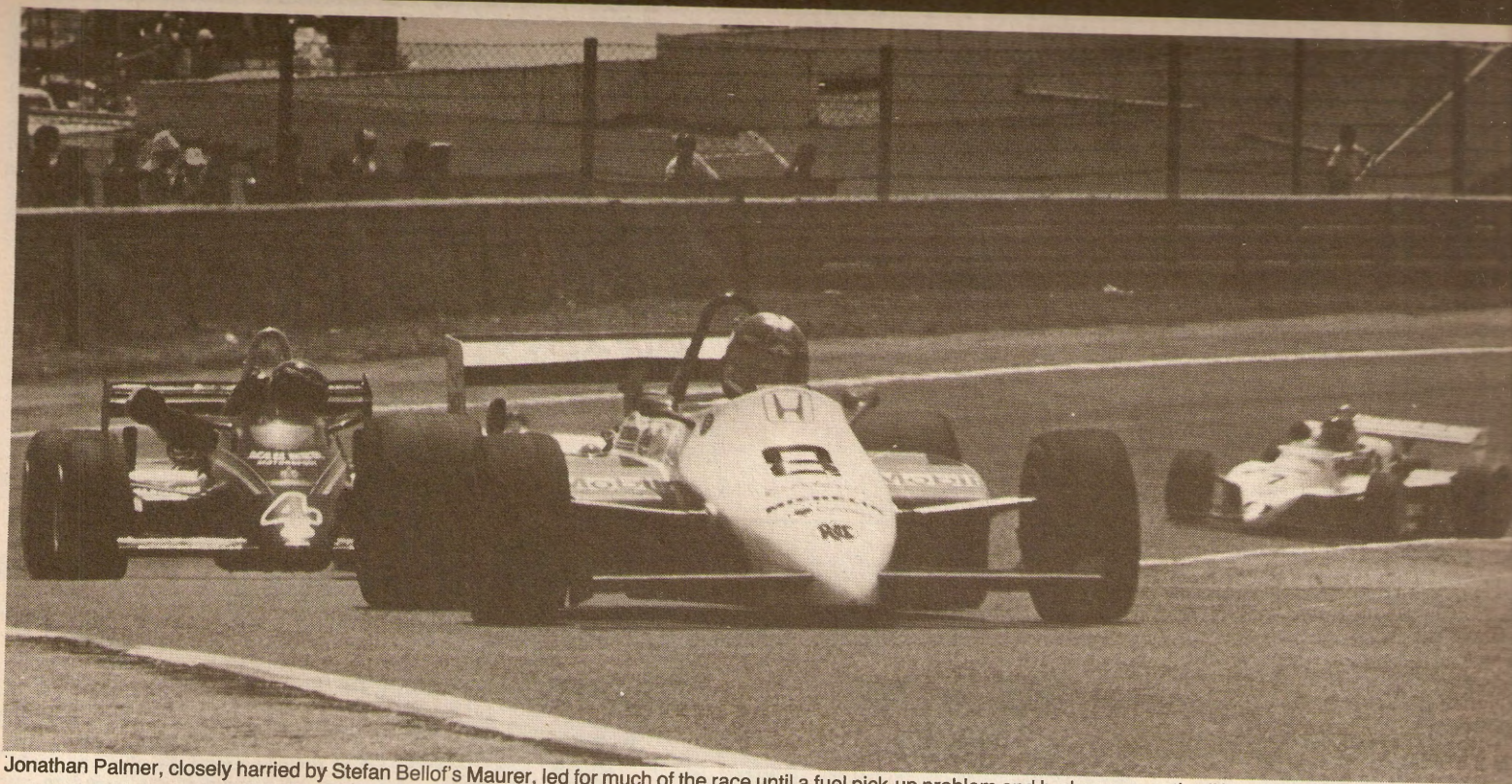
Palmer was a couple of seconds in front, "and quite content to run at a conservative pace and save the tyres". Both Thackwell and Bellof closed in but at this stage nobody looked in a position, or even the mood, to make any further advancement.

By now there was nobody else in the hunt for the lead. Streiff had comfortably settled into fourth place despite having overheated his left rear tyre in the opening laps. Danner had him very much in sight but, aware of potential tyre trouble, wasn't about to mount any sort of a challenge at this stage. His teammate, Gabbiani, was in the same frame of mind and managed to keep his March on the all-important straight and narrow while fending off Ferté and Nannini who were showing little respect for conservation. They lost the shadow of Alliot on lap 11 when the Martini driver had the rear brakes fail at the end of the pit straight which saw the car charge through five layers of catch fencing before coming to a luckily little damaged halt.

Alliot's demise lifted the hectic three way battle between Mansilla, Acheson and Petit into the top 10. Chauvet was 12th with Scott now up to 13th and looking impressive. On the road Gartner was in between them eight laps adrift after tracing a loose ignition pick-up.

As the leaders started to thread their way through the backmarkers, Palmer appeared to have made a small break, but just as this was looking secure, he suffered a big moment into the first corner as the rear anti-roll bar broke. In a flash Thackwell and Bellof were right back on his tail. Both Ralt-Honda drivers were having to apply extra special care





Jonathan Palmer, closely harried by Stefan Bellof's Maurer, led for much of the race until a fuel pick-up problem and broken rear anti-roll bar dropped him to third.

now. It was clear that through the twisty sections Thackwell was the quicker but in the quick corners Palmer could edge away. Luckily for both of them Bellof's BMW couldn't match the Honda's power and for the moment at least, he didn't present a serious threat.

After 20 laps Ferté was starting to turn the heat on Gabbiani for sixth place. He made an enormous lunge around the outside of the first corner on lap 23 and being on the verge of a big accident, had to give best and Nannini went through. The Minardi's life was soon to end though, the throttle linkage breaking on lap 25. So by lap 30, Ferté was back in Gabbiani's mirrors. The championship leader was suffering from a soft brake pedal, so as soon as Ferté made it clear that he was coming in for the kill Beppe waved him through.

Behind them Petit had worked his way clear of Mansilla while poor Acheson was out. He'd made one stab at passing the Argentine but the two touched and the Maurer lost ground. Acheson soon made it back again only to lose it in the quick fourth gear right hander at the top of the circuit. Petit's seventh place lasted until lap 37 when he lost it while lapping Neve's March which had been an early pit caller to investigate understeer.

So by lap 40 the order was Palmer, Thackwell, Bellof, Streiff, Danner, Ferté, Gabbiani, Mansilla, Chauvet, Dallest and Scott, the latter pair locked in furious combat.

At this point Thackwell was really piling on the pressure on Palmer in the twisty section. But round the quick left hander up the hill Palmer, foot flat down, edged away. But exactly on the gear change point under the Dunlop bridge one of the Honda's hiccuped. After two laps it was obviously Palmer and, he said, it was even worse down the straight. Thackwell could now stay on his tail everywhere even though he was having to lift off in all the quick corners. Palmer was really fighting for his place and as he kept Thackwell at bay so Bellof closed in.

For a moment it looked as though the Maurer might get close enough to slipstream his way past both of them. But the little black car was losing ground up the hill out of the final hairpin and was consequently slower through the quick right hander onto the main straight. A

couple of times Palmer weaved in front of Thackwell to try and get that fuel into the system. To get close enough to slipstream past on the straight Thackwell went quicker than he ought in a couple of corners, wrestling the car off the kerbs. Ending the 54th lap he drew alongside just after the pits and side by side they went through turn one. This though was the section where Thackwell was quickest and his advantage took him into the lead and very quickly away from Palmer. Almost immediately Palmer's fuel starvation problem became really acute and it took Bellof only a couple more laps to splice the two seemingly invincible Ralts.

Bellof too, pulled quickly away from the unfortunate Palmer and nibbled into Thackwell's lead, who was visibly applying more power than his understeering Ralt could safely handle. For two laps he was on the absolute edge but it was enough to establish his position. Four seconds with three laps to go and he was safe. In the place where it would have been possible for Bellof to pass, he knew he had the upper hand. Now it was just a matter of hanging on to the chequered flag. "It helped that it clouded over in the second half and stayed cooler," he said still wiping away the sweat and recovering his strength half an hour later. "That was hard work." Hard it was, but satisfying too. He'd not given up for a moment and on this form he is the man every other team fears for the championship.

Bellof too was physically at his limit but his steady persistence proved that he does have a racing brain as well as a lead right foot. Even if he drives Le Mans single-handed he won't raise as much sweat.

For Palmer third place was little recompense. Having led for so long and then to be denied the opportunity to at least fight for his place to the end was cruel.

Streiff nursed his AGS home to fourth place and was never under any serious threat, although Ferté was within 4secs of him at the flag and really tramping on despite increasing understeer. Into a very fine sixth place came Quique Mansilla in the first of the Marches. His Bridgestone tyres had withstood the heat and the pressure well. "There was a little understeer but the traction was good

throughout," he told the happy Japanese.

The Argentine had the biggest hand blister of anybody, the gear linkage having worked loose after 30 laps forcing him to hold the lever in place all the time. The works Marches on their Michelins were in trouble. Danner's fifth place had become distant when de Villota (who amazingly gives his name to a driving school at the circuit) showed a distinct lack of knowledge of any sort of line other than the blocking one. When the German tried to make up the ground lost to Streiff he found his front tyres just falling to pieces. He dropped rapidly down to ninth and six laps from the end Gabbiani got ahead of him for the first time but he too was in the same trouble. The fact that the Michelin shod duel sprung cars ahead of them had relatively no tyre trouble hurt the Marchmen even more. Their collective protest was inevitable.

Amplifying just how serious was the Onyx team's problem was that Richard Dallest was still hammering away between them in eighth place, his Merzario gaining on Gabbiani all the time. While taking nothing away from Dallest's gutsy drive, that is a ridiculous state of affairs by any standards.

After Scott had been passed by Dallest he took a few laps to recover his composure but was hammering his way back up again when his engine went pop (again) five laps from the end.

Biland once more showed real tenacity as a race driver and brought the Avon tyred Hotz car home to a good 10th place.

The rest really were not in it at all. Del Castello's early speed had been replaced by his usual untidiness and he lost laps with spins. Ballabio and de Villota were just slow while Neve found that his three and a half year lay off had sapped the stamina but he was pleased to have made it to the end.

Bertuzzi was disgracefully slow while Gartner matched Mansilla's times and comments in what became an endurance tyre test for Bridgestone. His team-mate, Chauvet, was lucky to escape unhurt when he physically just could not hold on to his Spirit out of the quick uphill lefthander before the bridge.

It was a good hard race but spoiled afterwards by the heartfelt need by Onyx, Gresham, San Remo and Minardi to protest.



Palmer, Thackwell and Bellof celebrate.

## JARAMA (E) European Formula 2 Championship round 7

June 12  
65 laps — 137.475 miles

- 1, Mike Thackwell (Ralt-Honda RH6/83H), 1h 28m 50.80s; 145.305kph;
- 2, Stefan Bellof (Maurer-BMW MM83), 1h 28m 53.16s;
- 3, Jonathan Palmer (Ralt-Honda RH6/83H), 1h 29m 06.29s;
- 4, Philippe Streiff (AGS-BMW JH19B), 1h 29m 25.62s;
- 5, Alain Ferté (Maurer-BMW MM83), 1h 29m 29.99s;
- 6, Enrique Mansilla (March-BMW 832), 1h 29m 43.15s;
- 7, Beppe Gabbiani (March-BMW 832), 1h 29m 59.20s;
- 8, Richard Dallest (Merzario-BMW M28), 1h 30m 06.30s;
- 9, Christian Danner (March-BMW 832), 1h 30m 13.77s;
- 10, Rolf Biland (March-BMW 832), 64 laps; 11, Roberto del Castello (March-BMW 832), 63 laps; 12, Fulvio Ballabio (AGS-BMW JH19), 63 laps; 13, Emilio de Villota (Minardi-BMW 283), not running, 63 laps; 14, Patrick Neve (March-BMW 832), 62 laps; 15, Aldo Bertuzzi (March-BMW 832), 62 laps; 16, Dave Scott (March-BMW 832), 60 laps, not running, engine; 17, Jo Gartner (Spirit-BMW 201), 58 laps.

**Fastest lap:** Thackwell, 1m 20.02s, 149.005kph (record).

**Retirements:** Guido Dacco (March-BMW 832), 56 laps, engine; Pierre Chauvet (Spirit-BMW 201), 47 laps, accident; Pierre Petit (Maurer-BMW MM83), 37 laps, accident; Kenny Acheson (Maurer-BMW MM83), 27 laps, accident; Alessandro Nannini (Minardi-BMW 283), 25 laps, throttle linkage; Philippe Alliot (Martini-BMW 001), 11 laps, accident.

\*Results provisional. First five cars protested for using dual spring systems.

**Provisional championship positions:** 1, Beppe Gabbiani, 36pts; 2, Jonathan Palmer, Mike Thackwell, 29; 4, Stefan Bellof, Christian Danner, 15; 6, Jo Gartner, 12; 7, Thierry Tassin, 10; 8, Alessandro Nannini, 8; 9, Philippe Streiff, 7; 10, Alain Ferté, Kenny Acheson, 4; etc.



Frank Sytner (BMW) and Peter Lovett (Rover) were involved a superb scrap.

## BMW bites back

Sytner's BMW splits Rovers — Debuts, too, from Spice and Brodie — Class wins for Rouse and Hodgetts — Report: MATTHEW CARTER — Photography: JEFF BLOXHAM.

Last year, Sports 2000 driver Frank Sytner decided to have a go in a saloon. He joined the works Rover team, but the season — or rather the small part in which he competed — was a complete disaster. He just could not get on with the car nor, one suspects, the championship.

This weekend, however, Sytner had another go and it might have been a different world. No longer driving a Rover, he turned out to be the toughest opposition the Vitesse drivers have had all season. He started from the outside of the front row and finished the hectic race second on the road, though dropped to third after a 10secs penalty for missing the chicane. Still smarting after the public failure with the Rover last year, Sytner's first post-race comment was: "Well, let's hope that has removed some of the stigma that's been with me since last season." It did.

### QUALIFYING

The car was handling like a pig, understeering everywhere. But the driver had a point to make... As the practice session drew to its close, he was forcing the car to behave, forcing it to oversteer to counter its lemming-like desire to plunge head-first off each corner. It looked untidy and was undoubtedly hard work... but it had the desired effect.

And, as Saturday at Silverstone drew to a close, we looked forward to a race that might be something more than the usual Rover rout. For Frank Sytner's efforts in his BMW 635CSi at last gave the Trimoco Group A series a new look. Simply — for the first time this year — the front row wasn't all-Rover.

For Frank — and indeed most of the other runners the first session had been a washout. Drizzle turned to rain and back to drizzle forcing the Ted Grace-run BMW team to use Pirelli wets for the first time; the team have an exclusive contract to run Pirellis. But the tyres fouled the bodywork and that and the changing conditions never allowed Frank to get into his stride, leaving the BMW dealer and Alpina Concessionaire to eat humble pie behind the MG Metro Turbo.

But in the dry second session it was a different story. True, the left-hand-drive BMW never looked like grabbing pole position — that was championship leader Jeff Allam's province and something he wasn't going to give up — but Sytner was always on for a front row time. Indeed, with but 4 mins left of the session to run, he was in the middle of the front row, the meat in the Rover sandwich. But, in a last ditch effort, Steve Soper first matched, then bettered, Sytner's time to elbow the BMW to the outside of the front row. The margin was less than 0.3sec.

It was a close run thing, though Peter Lovett, in the third works Rover was also trying his hardest to oust the BMW, winding up just 0.02sec behind and thus forcing to start the race from an unfamiliar place on row 2.

Round 6 of the British Saloon Car Championship finally saw the much promised new blood. As well as Sytner there were 'new' faces in the shape of Gordon Spice and Dave Brodie, plus the competition debut of Brodie's Colt Starion Turbo. There were no fewer than nine top class runners, six of them Rovers, and five of those six in the top half-dozen. Behind Lovett, who was troubled by axle tramp under braking during the first session, came Charles Sawyer-Hoare's Esso-backed Vitesse.

Last of the quick Rovers was former Capri pilot Gordon Spice. Having had the Ford carpet pulled from under his feet earlier this season, Gordon decided the best way to keep his hand in would be to return to the Trimoco series in a competitive car. So it was that he drove the British Racing Green Rover of Martin Thomas.

Spice was sixth fastest after a couple of nigglish problems and the last of the top class runners not to be humbled by lower class cars. His closest class rival — Tony Lanfranchi's Opel Monza — was a further two places adrift with the final Rover, that of Dennis Leech, a place further back. The last top class runner, way back in the middle of the Escorts, was the Brodie Colt. Dave missed the first session and gently played his way into the second, the turbocharged 2-litre whispering rather than rasping its way around Silverstone.

Sadly, as there had been an upturn in class A fortunes, so there was a downturn in those of class B. Just three runners made it to Silverstone, the missing

regular being Hamish Irvine's Mazda RX-7.

Poor Jon Dooley's GTV6 seems to be slower as the Andy Rouse car gets quicker, the Dealer Team car suffering numerous niggles that combined to put Dooley more than 2secs behind Rouse.

Behind Dooley, and with the exception of the Colt, it was 1600cc class runners all the way. Heading the pack, and by an unexpected margin of more than 1.3secs, was the John Morris VW Scirocco, although the difference in power between classes B and C can be seen by the gap of nearly 3secs between Dooley and Morris. Less than 1sec separated the next five class runners the order being Richard Longman, Rob Hall, Chris Hodgetts, Alan Curnow and Alan Minshaw or Escort, Escort, Escort, Escort, and Golf, with Brodie sandwiched between Hall and Hodgetts.

After their Thruxton problems — still not resolved (see P&P) — Longman and Curnow played safe and ran rear suspension joints as demanded by the RAC Technical Commission, though not by the FIA Yellow Book. At least that was how Longman saw it.

For Curnow, the session ended badly. he limped back to the paddock with smoke appearing to be pouring off a wheel, but when asked if he had a braking problem he replied: "Braking problem? No, more like a breaking problem." The team set to, to change an engine...

Of the final few, Patrick Watts was next, trying to make the 1300cc Metro feel anything other than lost around Silverstone's wide open spaces, while Andrew Thorpe and Rob Kirby both had Alfad problems. Thorpe's failed in the first session, Kirby's in the second, while the latter was also plagued by a misfire all day.

Between the two black 'Suds came production saloon racer Geoff Kimber-Smith, the latest incumbent of the tardy RZ Racing Toyota Corolla, while Jock Robertson put in an appearance in Julian May's new Escort but did not start having failed to set a time.

### RACE

Some you win, some you lose. At the start of Sunday's 20 lapper, Soper's Vitesse won... and Allam's lost. The 22 car grid were held for what seemed like ages on the red light, and when the green finally flicked on, Soper was away and Allam was stuck. Gradually Jeff's Rover moved off the line but by then the field was flashing past on all sides. It looked as if Allam had fried his clutch, but it transpired that the brakes had locked on. Back in 16th place at the end of the first lap, Jeff had his work cut out.

Soper, on the other hand, had no such problems. A perfect start, a positive first few laps and the race was as good as his. The third member of the front row fared less well than Soper but a whole lot better than Allam. Sytner was engulfed by the second row, though everyone bar Soper

was taken by the black Rover of Leech — from row 4, no less. Leech's start was poetry, for as those on the right tried to find a way around Allam and those on the left worried about Sytner, Leech just got on with it. For part of the first lap the Westcountryman was in second place, but come the end of the lap, Lovett decided his Rover really ought to be the Vitesse following Soper.

As that lap finished, Soper was already pulling out a lead ahead of Lovett and Leech with Sawyer-Hoare heading Rouse, Sytner, Spice, Pond, Dooley and Lanfranchi. There was then a pause before Morris came through to head the 1600cc class, which was already minus two of its runners. Ironically, those two came from the same camp. First to go was Curnow's Escort with a huge oil leak, while Longman retired to the pits with a bent valve.

As has happened often this season, the man at the front had an easy time of it, but there was action aplenty elsewhere. Behind Soper, Lovett was having a job keeping Leech under control, while Sytner and Allam were starting to reassert themselves. At the end of the second lap, the order was Soper, Lovett, Leech, Sytner with Allam, lights ablaze, ahead of the 1600cc class fight in 11th.

Alas for Brodie, his run came to a halt after 3 laps when the oil filter fell off, while there was worse news in store for Allam. Flying over the kerbs with headlights on, it looked as if Jeff might be building up for another of his against-all-odds finishes. But gradually the lights dimmed and the car spluttered to a halt — an alternator failed and the charge (literally) was over.

Allam went out on lap 4 — a bad lap for Austin Rover as it transpired for Sytner, having disposed of Leech, was up with Lovett. Still fighting the BMW, Frank gradually closed on the Rover until the two were running nose to tail. Two laps later and Sytner had done it. Into the chicane Frank took the inside line, locking up the rear wheels and got the corner.

There was more to watch. Rouse had the middle class sewn up, though Pond was happily entertaining and keeping Lanfranchi's Monza at bay, while the 1600cc class battle was superb. Four men — Morris, Hall, Hodgetts and Minshaw — were trading places all the way around the track, while a little further back the Thorpe/Kirby 'Sud pair were scrapping with the Watts Metro. And still the retirements came. Spice's Rover run finished on lap 6 when the gearbox gave up and at half distance Pond retired the overheating MG Turbo.

At half distance the order was Soper, Sytner, Lovett with a pause to Leech (the second quickest man on the track), Sawyer-Hoare, then Rouse, Lanfranchi and Dooley the last of the unlapped runners. Dooley was not to stay the course, his unhappy weekend finishing

### QUALIFYING

|  |         |         |
|--|---------|---------|
| Jeff Allam (3.5 Rover Vitesse).....            | 1:48:35 | 1:39:56 |
| Steve Soper (3.5 Rover Vitesse).....           | 1:48:53 | 1:40:60 |
| Frank Sytner (3.5 BMW 635CSi).....             | 1:50:85 | 1:40:88 |
| Peter Lovett (3.5 Rover Vitesse).....          | 1:50:38 | 1:40:90 |
| Charles Sawyer-Hoare (3.5 Rover Vitesse).....  | 1:49:40 | 1:42:03 |
| Gordon Spice (3.5 Rover Vitesse).....          | 1:50:29 | 1:42:22 |
| Andy Rouse (2.5 Alfa Romeo Alfetta GTV6).....  | 1:51:23 | 1:43:00 |
| Tony Pond (1.3t MG Metro Turbo).....           | 1:50:64 | 1:43:29 |
| Tony Lanfranchi (3.0 Opel Monza).....          | 1:56:42 | 1:43:67 |
| Dennis Leech (3.5 Rover Vitesse).....          | 1:54:50 | 1:43:72 |
| Jon Dooley (2.5 Alfa Romeo Alfetta GTV6).....  | 1:55:97 | 1:45:09 |
| John Morris (1.6 Volkswagen Scirocco GTI)..... | 1:54:31 | 1:47:72 |
| Richard Longman (1.6 Ford Escort RS1600i)..... | 1:56:19 | 1:49:03 |
| Rob Hall (1.6 Ford Escort RS1600i).....        | 1:57:16 | 1:49:07 |
| Dave Brodie (2.0t Colt Starion Turbo).....     | DNP     | 1:49:46 |
| Chris Hodgetts (1.6 Ford Escort RS1600i).....  | 1:55:81 | 1:49:47 |
| Alan Curnow (1.6 Ford Escort RS1600i).....     | 1:56:55 | 1:49:82 |
| Alan Minshaw (1.6 Volkswagen Golf GTI).....    | 1:56:77 | 1:50:00 |
| Patrick Watts (1.3 MG Metro).....              | 2:01:41 | 1:53:48 |
| Andrew Thorpe (1.5 Alfa Romeo 'Sud ti).....    | NT      | 1:54:09 |
| Geoff Kimber-Smith (1.6 Toyota Corolla).....   | 2:03:60 | 1:55:23 |
| Rob Kirby (1.5 Alfa Romeo 'Sud ti).....        | 2:01:80 | 2:16:09 |
| Jock Robertson (1.6 Ford Escort RS1600i).....  | DNP     | NT      |

Soper — championship leader.



four laps later with another broken propshaft.

In the babies, Morris had his hands full of an impressive Hall with Hodgetts and Minshaw in close contention, less than 1sec separating the quartet.

As the front runners started to run into back markers, so the gap, between Sytner and Lovett opened slightly. Lovett's trouble was one of the 'Suds' which was still spending part of its time on three cylinders. As Rob Kirby said: "There's really no way of telling someone behind I'm about to stop coming out of a corner..." The resulting thump as the Alfa and Rover touched exiting the chicane was felt throughout the grandstands!

That problem out of the way, the Rover driver got back on terms with the BMW. Running into Stowe on lap 14 he slipped past, only to be outbraked into the chicane. And so it went on for the rest of the race, until with two laps to go, Sytner's BMW bit back and refused to take the correct course through Woodcote, giving Frank a 10secs penalty for crossing the line.

But still they continued to fight. Lovett got back past on the penultimate lap and was leading as the pair arrived at Woodcote for the last time. "Frank had a mission I guess," said Lovett, reflecting that it was better to finish third on the road, but second after the penalty had been imposed, than the pair ending up in the catchfencing.

Behind the leading trio came Sawyer-Hoare, as Leech's fine run came to an end two laps from home with no drive and a small fire under the car.

Rouse finished fifth, the only class finisher, with a remarkable record fastest lap — at least 2secs quicker than his own team managed to clock him. Lanfranchi picked up sixth with a steady drive and was the last unlappped runner.

The absorbing 1600cc battle lost Rob Hall on lap 15 with a broken alternator belt — poor reward after a fine run, though he did break the lap record — while Minshaw dropped back with gear selection dramas. And that left old rivals Morris and Hodgetts to fight it out to the flag, the victory going to Hodgetts on the last corner of the last lap by 0.25sec. The final class points were picked up by Watts who just managed to bring the Metro home ahead of the 'Suds, while the final runner was Kimber-Smith's Toyota.

## SILVERSTONE (GB)

Jun 12

**Trimoco RAC British Saloon Car Championship, round 6**  
20 laps — 58.64 miles

### Overall

- 1, Steve Soper (3.5 Rover Vitesse), 34m 12.09s, 102.87mph;
- 2, Peter Lovett (3.5 Rover Vitesse), 34m 20.00s;
- 3, Frank Sytner (3.5 BMW 635CSi), 34m 29.77s (inc. 10secs penalty);
- 4, Charles Sawyer-Hoare (3.5 Rover Vitesse), 34m 38.15s;
- 5, Andy Rouse (2.5 Alfa Romeo Alfetta GTV6), 35m 00.09s;
- 6, Tony Lanfranchi (3.0 Opel Monza), 35m 08.23s;
- 7, Chris Hodgetts (1.6 Ford Escort RS1600i), 19 laps;
- 8, John Morris (1.6 Volkswagen Scirocco GTI), 19 laps;
- 9, Alan Minshaw (1.6 Volkswagen Golf GTI), 19 laps;
- 10, Patrick Watts (1.3 MG Metro), 18 laps; etc.

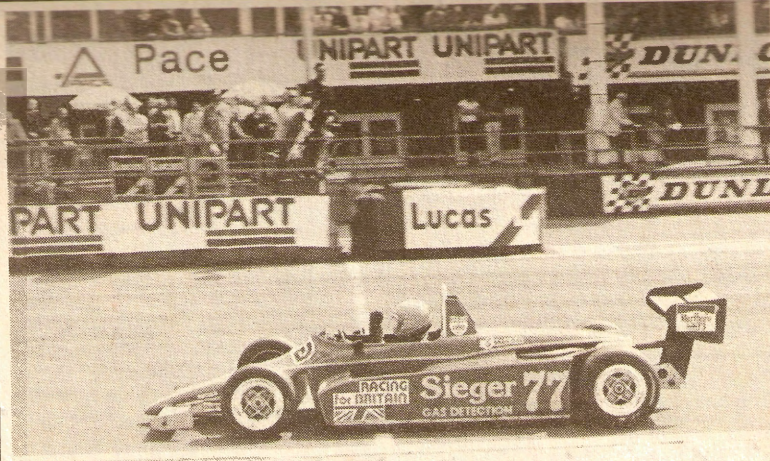
**2501-3500cc:** 1, Soper; 2, Lovett; 3, Sytner; 4, Sawyer-Hoare; 5, Lanfranchi; no other finishers. **Fastest lap:** Soper, 1m 40.21s, 105.33mph (record).

**1601-2500cc:** 1, Rouse, 100.52mph; no other finishers. **Fastest lap:** Rouse, 1m 40.74s, 104.78 (record).

**Up to 1600cc:** 1, Hodgetts, 85.56mph; 2, Morris; 3, Minshaw; 4, Watts; 5, Rob Kirby (1.5 Alfa Romeo Alfasud ti); 6, Andrew Thorpe (1.5 Alfa Romeo Alfasud ti). **Fastest lap:** Rob Hall (1.6 Ford Escort RS1600i), 1m 48.98s, 96.85mph (record).

**Provisional championship positions:** 1, Soper, 37pts; 2, Jeff Allam (3.5 Rover Vitesse), 35; 3, Lovett, 34; 4, Rouse, 27; 5, Hamish Irvine (2.3 Mazda RX-7), 26; 6, Minshaw, 23; etc.

These results are provisional.



Martin Brundle acknowledges the chequered flag after a superb Formula 3 victory.

# Magic Martin

Brundle breaks the spell — Senna da Silva crashes — Sensational Dumfries — Yokohama tyres on top — Berg gains Marlboro 'class' win — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

Last Sunday really was a day to remember for Eddie Jordan Racing. Martin Brundle scored a magnificent overall victory in the Marlboro European Formula 3 Trophy race, while his team-mate, Irishman Tommy Byrne, backed him superbly by taking second place. And, as if not content with that, Canadian Allen Berg, who runs out of the same Silverstone-based stable, gained his first F3 'win' by being the first driver home on the Marlboro Championship regulation Avon tyres.

Victory for Brundle was truly deserved, for he showed fine form throughout the weekend and never put a foot wrong. There were also good performances from Johnny Dumfries, who had been right on the pace during the entire meeting but eventually struck trouble in the race and retired, although not before setting a new F3 lap record, and Ayrton Senna da Silva, who pressured Brundle before a mis-matched tyre caused him finally to crash out of the race. The top European contenders were, frankly, out-run throughout the weekend, although, behind Byrne, Didier Theys, Roberto Ravaglia and Carlos Abella, all in Ralts, scored useful points in heading the Anson of impressive Dane Kris Nissen.

## QUALIFYING

The Silverstone round of the European Championship, in combination with a round of the Marlboro British series, always provides an intriguing tussle in attracting the best drivers from both hard-fought championships, although there was more interest than ever in the entry for this year's race.

The BRDC were inundated with a total of 44 entries, split equally between home-based drivers and continentals, although those chasing Marlboro points would be obliged to use only the regulation Avon rubber throughout the meeting. But Ayrton Senna da Silva was interested only in outright victory and after testing with Yokohama tyres he realised that his only chance of that would be to pass up the opportunity to further increase his Marlboro points tally.

Thus, equipped with the Japanese rubber, it was Ayrton who set the pace in the first practice session on Saturday. In wet conditions, his familiar West Surrey Ralt wound up almost 2secs clear of the rest, led by reigning Marlboro champion Tommy Byrne.

Davy Jones, Martin Brundle, Allen Berg and Calvin Fish, all running well on the standard Avons, filled the next positions on the time sheet, although

their efforts were all rendered irrelevant when the track began to dry out during the early afternoon. The circuit was fully dry by the time the second 45mins session got under way and times soon started to tumble.

It was again Senna da Silva who set the pace, the Brazilian looking as impressive as ever, although with just over a quarter of an hour to go, Brundle made the decision to "go for broke" and bolted on a set of Yokohama tyres. Before he could even set a time, the session was red-flagged while the crashed cars of Mario Hytten (at Copse) and Eric Lang (at Club) were moved to safer positions, but Martin lost no time in getting to the head of the queue for the restart and in the final few minutes of practice reeled off a string of very fast times before just eclipsing Senna da Silva's best. Pole position was his.

Brundle felt that the handling of his car was as near perfect as it could be, although Ayrton Senna da Silva wasn't quite so sure about his mount. Twice during the second session he admitted to coming close to an accident, running wide at Stowe and Club corners and each time all but shaving the catch-fence poles. He could also be seen regularly clipping the Woodcote chicane kerbing, his West Surrey/Banerji car obviously right on the limit of adhesion.

By the end of the day, though, the

Brazilian was in a fairly happy frame of mind and in confident mood for the race. He did, however, find time to congratulate Brundle on winning pole position. "I am very pleased for him because he is a very, very good driver and also because it shows how good the British series is, especially as all the other European drivers are behind us."

Yet another of the regular Marlboro contingent headed row 2 of the grid in the form of Johnny Dumfries with his Dave Morgan-run Graziano Air Cargos/Carrel Ralt-VW. Johnny really set the cat among the pigeons during Friday testing, being fastest of all, although he found his car understeering rather more than he would have liked on Saturday afternoon and so wasn't able to quite match his pace from the day before.

So, three Yokohama-shod cars headed the capacity field with the best of the Michelin runners, John Nielsen, only fourth fastest. "Our tyres are not as good here as the Yokohamas," said the amiable Dane, "but they will probably have to run slightly harder tyres for the race so I think we will be well placed at the end of the race. I'm satisfied."

A new regulation in the European series this year decrees that, as in F2, only 10 tyres may be used throughout the meeting, so this has largely eradicated the farcical, out and out qualifying tyres, at least as far as Michelin are concerned.

Didier Theys was also content with his Ferdinando Ravarotto-run Ralt-Alfa, the Belgian sharing row 3 of the grid with Tommy Byrne. "I spent a lot of time trying out different tyres instead of just getting on and sorting it out," explained the Irishman.

Seventh place on the grid represented a good effort for Spaniard Carlos Abella, back for a run in Neil Trundle's Ralt. This was only his second run of the year (his other one being at Monaco where he failed to qualify), and a comprehensively blown engine saw him miss the end of the afternoon session, just when he had been about to try for a time on some slightly softer 'Yoko' tyres.

Italians Roberto Ravaglia and Pier Luigi Martini both complained, like many of the Europeans, that they simply didn't have enough time to properly dial their cars in to the very fast and deceptively difficult Silverstone circuit — a fair comment — although Kris Nissen ran very impressively in his smart Anson-VW to be fastest non-Ralt.

Nissen was ahead of European points leader Emanuele Pirro, the latter running a brand new Ralt-Alfa to replace that crashed at La Châtre a week earlier. Emanuele had been troubled by an aching shoulder after that crash but felt better after a visit to a specialist and had no complaints during practice, apart from saying that he felt that his Michelin tyres did not allow him to get the best from his Mario Crugnola-run, Valli and Colombo Ralt-Alfa.

Allen Berg qualified alongside on row 6 of the 36-car grid, the Canadian still improving with every outing and being quite happy to be fastest of the Avon runners, five places ahead of David Leslie's Ocean Ajax Magnum and the Team BP Ralt-VW of Calvin Fish. Poor Davy Jones, who had shone in the wet, found himself elbowed all the way down to 23rd place in the dry but hoped that an overnight engine change in his Murray Taylor-run Ralt-VW would improve his lot on race-day.

## RACE

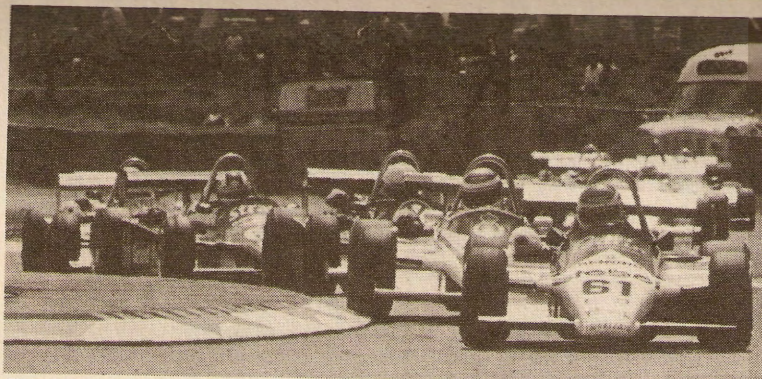
The damp and overcast skies of Saturday happily gave way to bright, clear weather on Sunday morning and a good crowd gathered to watch what promised to be a most interesting race. Before that, though, a half hour warm-up session on Sunday morning allowed several teams

to try various new settings on their cars, dry practice having been severely restricted beforehand. The only major dramas were encountered by Martini, who had an oil pump drive belt break, necessitating a quick engine change, and Pirro, who slid off the circuit at Beckett's. "I think there must have been some oil on the track," said the Roman. Thankfully, though, his car was not badly damaged and all 36 cars were present and correct for the 2.40pm start.

Brundle had been careful not to overtax the clutch and transmission of his car during the final warm-up laps, mindful of several breakages that have recently occurred in Europe, almost certainly as a result of the much stickier tyres, but he made a perfect start from his inside berth on the staggered grid, which, incidentally, reached not far short of the *Daily Express* bridge!

The Englishman's familiar EJ200 Ralt duly headed the field into Copse, harried closely by Senna da Silva and a determined Dumfries, while a tardy getaway by Nielsen allowed both Byrne and Theys to follow the leading trio through.

It seems that every Silverstone European round contains an obligatory first corner fracas, although this time the action was rather less calamitous than usual, a spinning James Weaver being



The early laps provided some excellent racing. Here, Ravaglia heads a Ralt-train.

lucky not to be collected, although several other cars come into light contact and some also had grassy moments before rejoining. One such affected, sadly, was Emanuele Pirro, who pulled in to retire one lap later.

The action from the first few laps was hectic indeed, evoking memories of the marvellous F3 dices of years past, although, gradually, most of the dices evaporated as the race developed. Up at the front, Brundle completed the first lap only narrowly ahead of Senna da Silva and Dumfries, the latter looking particu-

larly strong and even making as if to try and pass the Brazilian at Stowe on lap 3. Ayrton, however, was not in a charitable mood and caused Johnny an almighty moment as he struggled to regain control when edged out well off line.

The Brazilian then had a moment of his own at Club, which allowed Brundle a little breathing space. "I needed that," admitted Martin later, "because I was driving rather harder than I wanted to in those early laps. I couldn't afford to work my tyres too hard."

Senna da Silva had gambled on running three different types of tyre on his WSR Ralt, including a harder 'SH' on the front left against the advice of Yokohama technicians in an effort to ensure that it would still be in a good condition at the end of the race, but he was soon in trouble with excessive oversteer. "After two laps," said Ayrton, "the left rear wasn't working at all. There was just no grip."

On lap 6, with Dumfries already beginning to close in again and by now in an even more determined mood, Ayrton lost control at Club, the white Ralt spinning spectacularly off into the infield. He lost a little time in rejoining but did so in ninth place, just behind a dicing Abella, Nielsen and Nissen, this trio just a little adrift of Ravaglia, who was edging nearer to a closely-matched Byrne and Theys.

Senna worked his way past the two Danes by lap 8 but then his car got the better of him at Woodcote and in a carbon copy of Gilles Villeneuve's 1981 British GP accident, his car flew off backwards into the catch-fencing. For the first time in 11 starts, Ayrton had failed to finish an F3 race. His magnificent reign at last was over.

Senna da Silva's 'off' at Club, however, had also brought problems for Dumfries, who ran over some debris and, incredibly, a huge dent under the footwell of his car bent the pedal assembly so that the throttle was stuck fast against the side of the monocoque... in the wide open position! Driving brilliantly, Dumfries maintained his pursuit of Brundle, staying within 6secs of the leader until finally he missed top gear at Maggott's on lap 14 and, unable to shut the throttle, the engine revved itself to destruction. Thus ended a superb effort and one that earned him the consolation of the Crompton Driver of the Day Award and also a new F3 lap record.

Brundle was therefore left with a huge lead over team-mate Byrne. By now driving well within himself, but with his tyres beginning to go off, Martin reeled off the laps to come home a thoroughly deserved and delighted victor. At last his persistence had paid off and the large crowd showed their approval as he accepted the spoils of victory.

Theys drove a steady race to claim third place, holding off a charging Roberto Ravaglia, while Abella overcame excessive understeer and fading tyres to claim fourth after a fine drive ahead of an equally impressive Nissen, who battled his way past Nielsen to claim

the final championship point. The Anson driver had actually passed Nielsen on lap 8 but had been forced to lift off when Senna da Silva crashed at Woodcote and it took him until lap 17 to repass his compatriot. Without that, he would almost certainly have passed Abella as well.

Bernard Santal had a rather lonely drive into eighth place after Martini spun off, so Ruggero Melgrati and Allen Berg completed the top 10, the Canadian earning the Marlboro class victory.

Davy Jones had been the quickest Avon-shod car, fighting brilliantly up the field after being involved in the first lap incident but having caught Allen, he then made an ill-judged attempt to follow the opportunist Berg past Pascal Fabre's Martini at Beckett's. Jones was tapped into a spin, although he recovered to take second in class ahead of a rather lacklustre Calvin Fish and vastly improved Eric Lang, these two separated by French girl Cathy Muller, running well in Roger Heavens's Ralt-VW. Some way further back, Tony Trevor (Aylwin Ralt) and Mike Blanchet (Tarry Racing March) claimed the final Marlboro points, Blanchet having neatly passed Tim Lee-Davey (Ralt) into Copse on the final lap to score the first point for this enthusiastic little team.

## SILVERSTONE (GB)

Jun 12

### European Formula 3 Championship, round 6 Marlboro British Formula 3 Championship, round 10 20 laps — 58.64 miles

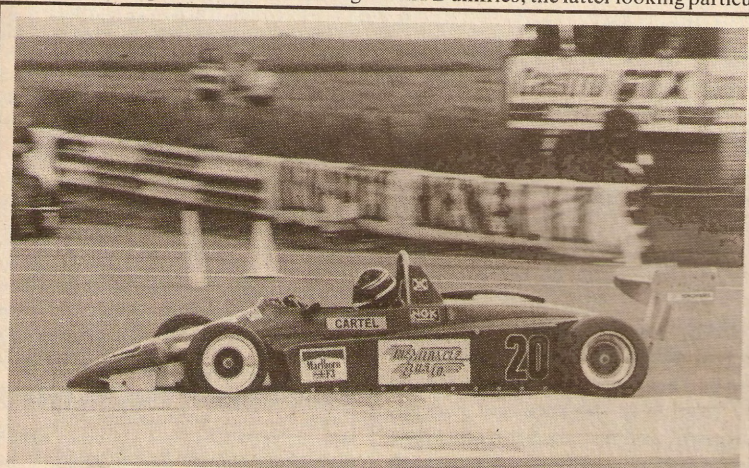
- 1, Martin Brundle (Ralt-Toyota/Novamotor RT3), 28m 44.71s, 122.40mph;
- 2, Tommy Byrne (Ralt-Toyota/Novamotor RT3), 29m 00.55s;
- 3, Didier Theys (Ralt-Alfa Romeo/Novamotor RT3), 29m 03.15s;
- 4, Roberto Ravaglia (Ralt-Alfa Romeo/Novamotor RT3), 29m 03.55s;
- 5, Carlos Abella (Ralt-Toyota/JQFRT3), 29m 08.00s;
- 6, Kris Nissen (Anson-Volkswagen/Brabham SA4), 29m 08.47s;
- 7, John Nielsen (Ralt-Volkswagen/Brabham RT3), 29m 08.96s;
- 8, Bernard Santal (Ralt-Toyota/Novamotor RT3), 29m 18.86s;
- 9, Ruggero Melgrati (Ralt-Alfa Romeo/Novamotor RT3), 29m 26.67s;
- 10, Allen Berg (Ralt-Toyota/Novamotor RT3), 29m 29.72s;
- 11, Pascal Fabre (Martini-Alfa Romeo/Novamotor MK39), 29m 32.60s;
- 12, Richard Trott (Ralt-Toyota/Novamotor RT3), 29m 34.16s;
- 13, Gerhard Berger (Ralt-Alfa Romeo/Novamotor RT3), 29m 35.38s;
- 14, Davy Jones (Ralt-Volkswagen/Nicholson McLaren RT3), 29m 38.10s;
- 15, Cathy Muller (Ralt-Volkswagen/Brabham RT3), 29m 47.77s;
- 16, Calvin Fish (Ralt-Volkswagen/Brabham RT3), 29m 48.08s;
- 17, Eric Lang (Ralt-Volkswagen/Nicholson McLaren RT3), 29m 53.85s;
- 18, Adrian Campos (Avidesa-Alfa Romeo/Novamotor 382), 29m 57.25s;
- 19, Tony Trevor (Ralt-Toyota/Anglia Cars RT3), 30m 07.59s;
- 20, John Bosch (Ralt-Toyota/Novamotor RT3), 30m 18.02s;
- 21, Mike Blanchet (March-Toyota/Nicholson McLaren 813), 19 laps;
- 22, Tim Lee-Davey (Ralt-Toyota/JQF RT3), 19 laps;
- 23, Carlton Tingling (Ralt-Volkswagen/Brabham RT3), 19 laps.

**Fastest lap:** Johnny Dumfries (Ralt-Volkswagen/Brabham RT3), 1m 24.52s, 124.88mph (record).

**Marlboro Championship:** 1, Berg, 119.29mph; 2, Jones; 3, Fish; 4, Lang; 5, Trevor; 6, Blanchet.

**Fastest lap:** Jones, 1m 26.69s, 121.76mph.

**Retirements:** José-Louis Lobell (Avidesa-Alfa Romeo 383), 18 laps, engine; David Leslie (Magnum-Toyota/Robinson 833), 15 laps, engine; Mario Hytten (Ralt-Toyota/Novamotor RT3), 15 laps, engine; Johnny Dumfries, 13 laps, engine; Pier Luigi Martini (Ralt-Alfa Romeo/Novamotor RT3), 10 laps, spun off; Max Busslinger (Ralt-Toyota/Nicholson McLaren RT3), 10 laps, engine; Claudio Langes (Anson-Alfa Romeo SA4), 10 laps, engine; Ayrton Senna da Silva (Ralt-Toyota/Novamotor RT3), 7 laps, accident; Martin Wood (Ralt-Toyota/JQF RT3), 6 laps, accident damage; Enrique Benamo (Ralt-Alfa Romeo RT3), 4 laps, engine; Emanuele Pirro (Ralt-Alfa Romeo RT3), 2 laps, accident damage; James Weaver (Anson-Alfa Romeo/Novamotor SA4), 1 lap, steering trouble; Steve Bradley (Argo-Toyota/Anglia Cars JMX), 0 laps, accident.



Dumfries was one of the stars of the meeting, showing his best form to date.

## QUALIFYING

| First session wet; second session dry |                          | Record: Mauro Baldi (March 813), 1m 25.07s. |                 |
|---------------------------------------|--------------------------|---|-----------------|
| Martin Brundle (GB)                   | Ralt-Toyota RT3/83       | Yokohama                                    | 1:34.76 1:23.99 |
| Ayrton Senna da Silva (BR)            | Ralt-Toyota RT3/83       | Yokohama                                    | 1:32.27 1:24.08 |
| Johnny Dumfries (GB)                  | Ralt-Volkswagen RT3/83   | Yokohama                                    | 1:37.13 1:24.63 |
| John Nielsen (DK)                     | Ralt-Volkswagen RT3/83   | Michelin                                    | 1:37.37 1:25.22 |
| Didier Theys (B)                      | Ralt-Alfa Romeo RT3/83   | Michelin                                    | 1:37.25 1:25.40 |
| Tommy Byrne (IRL)                     | Ralt-Toyota RT3/83       | Yokohama                                    | 1:34.00 1:25.46 |
| Carlos Abella (E)                     | Ralt-Toyota RT3/83       | Yokohama                                    | 1:37.60 1:25.82 |
| Roberto Ravaglia (I)                  | Ralt-Toyota RT3/83       | Michelin                                    | 1:27.16 1:25.87 |
| Pier Luigi Martini (I)                | Ralt-Alfa Romeo RT3/83   | Michelin                                    | 1:36.07 1:26.29 |
| Kris Nissen (DK)                      | Anson-Volkswagen SA4     | Yokohama                                    | 1:36.76 1:26.36 |
| Emanuele Pirro (I)                    | Ralt-Alfa Romeo RT3/83   | Michelin                                    | 1:36.88 1:26.40 |
| Allen Berg (CDN)                      | Ralt-Toyota RT3/83       | Avon (M)                                    | 1:35.29 1:26.48 |
| Bernard Santal (F)                    | Ralt-Toyota RT3/83       | Michelin                                    | 1:37.55 1:26.49 |
| Ruggero Melgrati (I)                  | Ralt-Alfa Romeo RT3/83   | Michelin                                    | 1:37.74 1:26.52 |
| Pascal Fabre (F)                      | Martini-Alfa Romeo MK39  | Michelin                                    | 1:37.41 1:26.57 |
| James Weaver (GB)                     | Anson-Alfa Romeo SA4     | Yokohama                                    | 1:35.88 1:26.59 |
| David Leslie (GB)                     | Magnum-Toyota 833        | Avon (M)                                    | 1:36.77 1:26.70 |
| Calvin Fish (GB)                      | Ralt-Volkswagen RT3/83   | Avon (M)                                    | 1:35.78 1:26.74 |
| John Bosch (NL)                       | Ralt-Toyota RT3/82       | Yokohama                                    | 1:35.83 1:26.75 |
| Richard Trott (GB)                    | Ralt-Toyota RT3/83       | Avon (E)                                    | 1:36.32 1:26.78 |
| Gerhard Berger (A)                    | Ralt-Alfa Romeo RT3/82   | Michelin                                    | 1:37.59 1:26.93 |
| Enrique Benamo (RA)                   | Ralt-Alfa Romeo RT3/83   | Michelin                                    | 1:37.13 1:26.94 |
| Davy Jones (USA)                      | Ralt-Volkswagen RT3/83   | Avon (M)                                    | 1:34.49 1:27.17 |
| Claudio Langes (I)                    | Anson-Alfa Romeo SA4     | Yokohama                                    | 1:36.59 1:27.21 |
| Martin Wood (GB)                      | Ralt-Toyota RT3/82       | Yokohama                                    | 1:37.69 1:27.37 |
| Cathy Muller (F)                      | Ralt-Volkswagen RT3/83   | Michelin                                    | 1:41.10 1:27.43 |
| Max Busslinger (CH)                   | Ralt-Toyota RT3/83       | Yokohama                                    | 1:36.18 1:27.69 |
| Mario Hytten (CH)                     | Ralt-Toyota RT3/83       | Avon (M)                                    | 1:36.00 1:27.76 |
| Jean-Louis Lobell (E)                 | Avidesa-Alfa Romeo 383   | Michelin                                    | 1:38.01 1:27.80 |
| Eric Lang (USA)                       | Ralt-Volkswagen RT3/83   | Avon (M)                                    | 1:36.77 1:27.99 |
| Tony Trevor (GB)                      | Ralt-Toyota RT3/82       | Avon (M)                                    | 1:37.10 1:27.99 |
| Adrian Campos (E)                     | Avidesa-Alfa Romeo 382   | Michelin                                    | 1:38.83 1:28.27 |
| Mike Blanchet (GB)                    | March-Toyota 813B        | Avon (M)                                    | 1:37.96 1:28.91 |
| Tim Lee-Davey (GB)                    | Ralt-Toyota RT3/82       | Avon (M)                                    | 1:40.29 1:29.24 |
| Steve Bradley (GB)                    | Argo-Toyota JMX          | Yokohama                                    | 1:40.94 1:29.61 |
| Carlton Tingling (JA)                 | Ralt-Volkswagen RT3/82   | Avon (M)                                    | 1:38.61 1:29.98 |
| ††Ronnie Grant (GB)                   | Ralt-Volkswagen RT3/82   | Avon (M)                                    | 1:37.97 1:31.32 |
| ††Jeff Ward (GB)                      | Spartan-Volkswagen SE420 | Avon (M)                                    | 1:40.92 1:31.81 |
| ††Gregg Atkinson (GB)                 | March-Toyota 793         | Avon (M)                                    | 1:39.62 1:34.08 |

\*Used Avon (Marlboro-specification) tyres in wet session

†Used Avon (European-specification) tyres in wet session

††Non-starter. Did not qualify



The 928S takes the lead from the pole position with Colin Blower dutifully slotting the 911SC into second.

## Training Tiff

TIFF NEEDELL will be at Le Mans this weekend at the wheel of the EMKA Aston Martin, and to train for the 24 hour marathon he took part in the recent 24 Hour Willhire race at Snetterton in a Porsche 911 SC.

This weekend sees the 51st running of the Le Mans 24 Hours, and I will be hoping for a good finish in the EMKA Aston Martin. I will also be hoping to feel fit and fresh throughout the event, but it's difficult to train your body for a sudden total upset in its normal programme. One method would be to have all-night parties every Saturday for a month — but the alcohol would do more harm, and the neighbours would become decidedly hostile . . . A better idea, I thought, would be to contest the Snetterton 24 Hours, which had its fourth running two weeks ago.

Readers may recall that I had a crack at this event last year in the Monorep Opel Monza (AUTOSPORT, August 12, 1982), and a gearbox problem left us a lowly 13th. So this year I was hoping for better things when I happily accepted the offer of a drive in Colin Blower's BF Goodrich Porsche 911SC.

Blower has been a Production Sportscar stalwart for some 10 years, and his name had become synonymous with TVRs, but he switched to Porsche this year. Colin was the 1980 BRDC Prodsports Champion and that success led him, via the introduction of Jeremy Snook of Julian Beresford Promotions, to gaining the backing of BF Goodrich. BF Goodrich have become famous for producing tyres for the Space Shuttle to land on, but they are equally interested in proving that they can supply tyres for you to drive on — hence their class-winning Porsche 924 entry at Le Mans last year, on road tyres, and their joining with Colin to prove their products in England.

Colin is also still backed by his long-time supporter, racing enthusiast Tim Hall, whose H.J. 'Indestructible' Socks have flanked the Blower machines. I'm now reporting the testing of the tyres while my younger, permanently shoeless, brother has been given the task of testing the human footwear! Extra invaluable support comes from Ferodo and Castrol and, for this weekend, Cibié for some light.

The car itself was bought at the beginning of the year from AFN and was actually their 1981 demonstrator when the improved, 204bhp version of the air-cooled flat-six 2988cc engine was introduced. AFN raced it themselves last year and it now has some 16,000 miles on the clock. AFN rebuilt the engine and transmission before Colin took delivery and, with minimal standard maintenance at his own garage premises, Colin has had

a highly successful 1983, and currently leads the Uniroyal Production Car Championship.

"All round we had an enthusiastic and friendly team, which is the main basic ingredient for enjoying a weekend's motor sport."

Apart from selling Colin the car, AFN also supplied an excellent parts supply back-up for our 24-hour challenge and, moving to the negative side, also the main opposition in the shape of a 4664cc Porsche 928S and an equally hefty driver line-up — still, everyone loves the underdog. Joining Colin and me in the

Colin Blower introduces Tiff to the 911 interior decor.



Goodrich car was another Prodsports stalwart, Malcolm Paul, who had long battled his Morgans against Colin's TVRs and who was runner-up to Colin in the 1980 championship. Malcolm had finished all the previous Snetterton 24-hour races in Morgans, including being part of last year's 'on the track' winning team, so he was our good luck charm — we won't go into Blower's efforts to coax TVR Tasmins to the finish line!

The team was ably managed by Roger Butterworth, who did well to keep control over our crew, who normally make up 90 per cent of Colin's Hinkley garage staff, with John Tearse acting as Roger's 'number one'. All round we had an enthusiastic and friendly team which is the main basic ingredient for enjoying a weekend's motor sport.

Our 911SC was in standard production trim apart from the normal addition of rollover cage and racing seat, the switch to a competition exhaust (silenced precisely to the RAC limit) and the addition of a 26 gallon fuel tank in place of the standard 17½ gallon version. The BF Goodrich T/A High Tech radials — an excellent high-performance option to the perennial P7s — are pumped up from 26psi front, 28 rear, to 38 and 40 for track use, and then you're ready to race.

Our main problem was going to be lack of experience with the car in respect of brake pad lifespan and fuel consumption at our self-imposed 6000rpm rev limit, and 'avoid-using-second-gear' policy.

The weekend began with scrutineering on Friday afternoon, and the only problem was that I had lost my BRSCC membership card for signing on — the event is restricted to club members only. But, as with the rest of the weekend's organisation, Mike Wilds and his team handled this tricky problem with characteristic diplomacy. Friday evening saw an excellent session getting to know the team in a Thetford Chinese restaurant, thus starting my carefully unplanned 24-hours endurance 'high-stamina' diet.

Friday night (10.30pm) was night practice — in the rain! I had driven the car for a dozen laps a couple of weeks earlier, so we all crawled round for the basic three laps, to qualify and called it a day — or was it a night? The lights were not best spread for the oddities of a racing circuit, and realignment kept the team up for an extra half-hour, but basically we were well prepared.

Saturday dawned bright and dry for the timed daylight session in the morning and Weetabix, egg, sausage, bacon and tomato were added to the energy plan — I could have marketed this T-plan diet and made a fortune, but such is my generosity. Colin qualified the car on the front row a second away from big brother, but they were going to have all sorts of brake problems with that ton-and-a-half tank — weren't they?

The weather was perfect and we relaxed before the classic 4.00pm start with cold salad and rolls prepared by our weekend caterers, Sue and Karen. Sue's special home-made cakes ruined my carefully built-up stamina diet! On the serious side, I did begin sucking through my first pack of 'Dextrosol' tablets, which is a habit I've long had — I've no idea if they actually help, but the brain thinks they will, and they do taste rather nice.

On the dot of 4.00pm, the 20-car field rumbled through Russell for the rolling start and the long haul began. Contrary to our expectations, the AFN 928 immediately settled into a 1m 22s lap rate, while Colin played with Gerry Marshall's Capri for a quarter of an hour before settling to our dutiful second place and a 1m 24s scheduled pace — we would more than make up the time, we reckoned, when they had those lengthy pit stops. However, they didn't have any problems on their first stop after two hours and our Goodrich 911 merely got back on the same lap as big brother. We didn't take the lead. No panic: there was a long way to go . . .

After nearly three hours, Colin came in to hand over to me. Our long-range tank hopefully enabled us to have four stops fewer than the 928, gaining us some 16 mins or 12 laps. On the circuit, I settled into my three-hour session and enjoyed the endurance satisfaction, not one of outright speed but one of consistent lapping and knowing in your own mind that you're not unduly straining the car. (It's easy to tell the team manager that you weren't overdoing it, but then some idiot goes and prints a photograph of yourself, all sideways and over the kerbs.)

Snetterton is always a challenging circuit, be the event a sprint or an endurance race. Riches in the

Porsche was fairly straightforward, fourth gear exiting at 5000rpm displaying the 911's favourite characteristic of mild power understeer: always wary of the fact that, if you've got the power on too early and the understeer is threatening to take you straight off at the exit, then a lift off the throttle will provoke sudden and sometimes dramatic oversteer! This is a general problem that is hard to cure within the regulations of production racing, and therefore a problem that makes the 911 a tricky machine to drive at the limit. I had imagined this to be all foot-to-the-floor, with glorious opposite-lock power slides. Wrong. . .

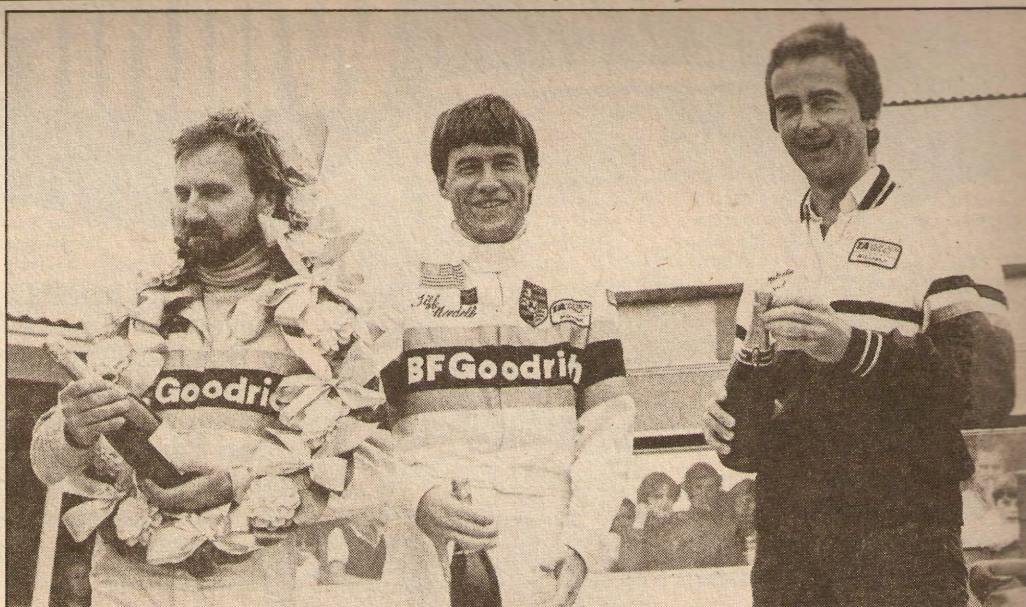
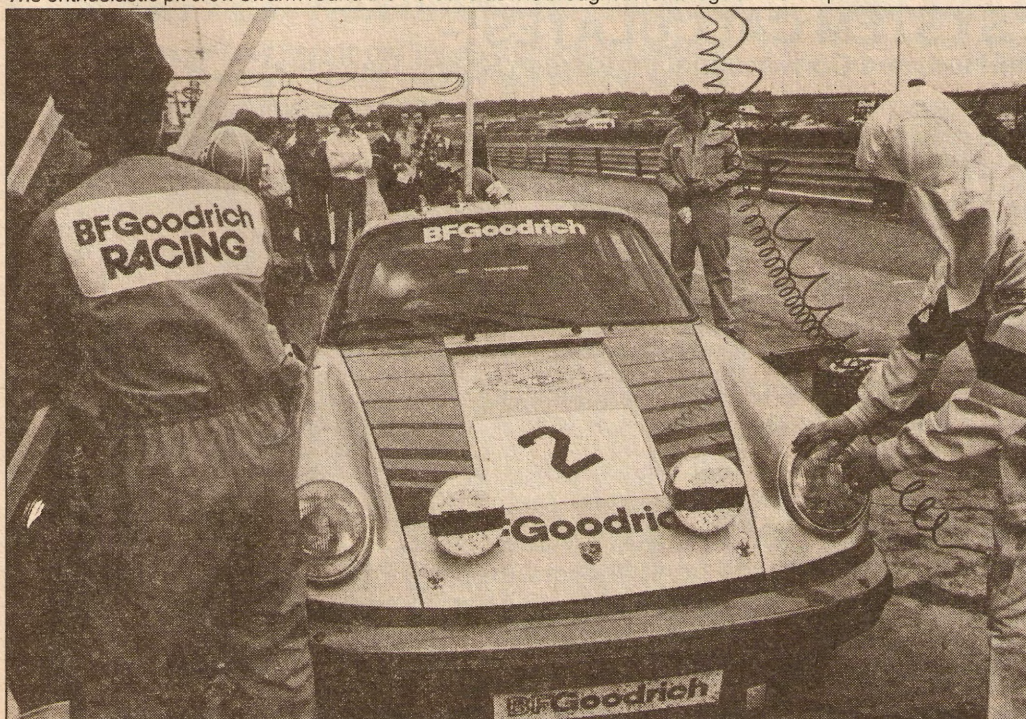
"... only occasionally was it necessary to bound over the penalty kerbs when an over ambitious entry speed had been taken."

After Riches, a short blast down to Sear where we used third gear, in place of the 'sprint' choice of second, in an effort to save on clutch and gearbox wear. Exiting at just 4000rpm, it was important not to fall off the edge of the road (literally) and drop down from the racing surface onto some of the rough airstrip which forms the base of the track — most of the Formula Ford boys spend all day off on this prized piece of extra 'track', but it's not a good idea for 24 hours. Up to fourth and fifth down the long back straight, and then long gentle braking and one change from fifth, straight to third for the Esses complex. Exit the right of the Esses, almost off the cam at 3600rpm, and accelerate hard up to the unnamed 'bomb hole' in front of the grandstand — my favourite Snetterton corner. It took a good lift in the Porsche before turning in and then flooring the throttle once inside the 'crater', exiting at 5700rpm still in third, and then snatching fourth for Coram.

Coram, like Riches, really showed the handling characteristics of the 911, which develops a distinct dislike for too much throttle too soon, which would create too much understeer, which meant lifting off, which meant a snap to oversteer — I'll leave it to your imagination. Despite all that, the Porsche had good steering feedback and I always felt at one with it, despite the constant correction demanded. After Coram, Russell was the only obstacle between us and completing another lap and, after a short squeeze of the brakes, this was happily negotiated in fourth — held since Coram — and only occasionally was it necessary to bound over the 'penalty' kerbs when an over-ambitious entry speed had been taken.

So I continued, awaiting the arrival of the 928 in my mirrors, but it never came — hope upon hope. There had been a small blunder in the AFN pit and Phil Dowsett had taken off dragging jacks, airlines and

The enthusiastic pit crew swarm round the Porsche as it is brought in for a regular fuel stop.



Blower, Needell and Paul — a satisfactory third place for the BF Goodrich team.

wheelnut 'guns' behind him. It gave me a lead of two laps, but it was to be AFN's only hiccup.

Then, at 8.30pm, halfway through my stint, I ran out of brakes. The very efficient brake fluid level light had winked for half an hour as the pads wore down, and the fluid followed. When the light remained on, and the pedal became spongy, I had to go in for pads that would last one and a half stints unless we eased up further.

Out with the new pads, and a new plan had to be devised. Ease up further, or go faster and take pads every three hours. The decision was soon made for us.

A vibration at the rear told the tale of a failing constant-velocity joint on the driveshaft. The rubber boot had split and the bearing was dry. I was sent out to cruise a few more laps while Malcolm's roadgoing 911SC — which had already donated its wheels — lost one of its driveshafts. We lost our lead (and a total of 26 laps) to leave us in 12th place. Now it would be flat out to the finish. Malcolm took over and I looked up my next course on the T-plan diet — two homemade hamburgers with mustard and tomato sauce.

It was now around 10.30pm. I was due back in the car around 4am, so it was snooze time — I never really sleep during 24-hour races, I just take a doze here and there. My girlfriend Patsy and I retired to the luxury of BMW reclining seats and the strains of Grace Jones — for Patsy to listen to and me to fall asleep to, because our music tastes differ, to say the least! And sleep I did, still

dressed in head-to-toe Nomex until 3am.

A good splash of cold water and I reported for action. Colin was blazing around to good effect and we'd clawed back a few laps on our second place target — one Opel Monza of notorious history! The AFN Porsche had to be out of range unless the clockwork spring broke, but the Monza was in sight. The mathematics of the chase were almost impossible to work out. We could lap 3 or 4 secs a lap faster, but then our stops would take much longer than the Opel's.

I ignored the maths and disappeared into the night — always an enjoyable stint, be it Le Mans or Snetterton. I gradually worked my times down to regular 1m 22s with occasional dips into the 21s, but still the time gained on the track was being lost with our brake pad changes — 4 secs a lap for three hours gains about 9 mins, just leaving a net gain of about three laps after our pad changes. We were closing, but not fast enough.

After a very satisfying stint that took me through a bright-red sunrise and into the early morning, I retired to the monotonous Miss Jones just as the smell of egg and bacon was beginning to waft around the paddock. I was past food, and Patsy, who had done the timing during my stint, was even too tired to appreciate her favourite tape.

I reawoke around 11.00am feeling hot and uncomfortable. The team had plenty of caravans for sleeping but no, I was only going to have a doze for a few minutes! A lesson for Le Mans: when considering dozing, plan for sleeping! A splash, shave and a chicken sandwich — the diet going steadily downhill — was all I could be bothered with, and then I was on for the last 3½ hours.

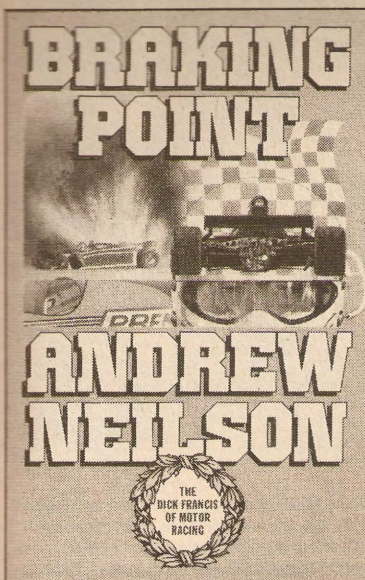
The Opel was in trouble with sagging suspension; it was tired, but not beaten. I had to turn a 12-lap deficit into nothing in three hours, equal to making up 16 mins or 8secs a lap. It obviously wasn't on, but I wasn't going to give them a chance to take things too easy with their limping machine. I passed the Monza nine times, with John Cleland and then Steve Soper obviously highly amused by my chase but worried — no!

And so the fourth Willhire 24 Hour Race came to a close, with the 928 ticking up its 995th lap, a distance of some 1900 miles. The Opel was an excellent second, 28 laps in arrears, and we were three laps further adrift.

I do feel that this is a very underrated event, and Roger Williams of Willhire is determined to raise its status in the future. A couple of 928s, a couple of 911s and half a dozen mixed Capris and Opels could make a real race of it, and I'd be only too happy to enjoy the relaxed rivalry at Snetterton for a third time.

My thanks to BF Goodrich, whose tyres never faltered, to all the marshals whose arms never faltered, and to all the teams whose enthusiasm never faltered. Special thanks to Colin, Roger and their crew, plus Rhiannon and Darrell, with Patsy, who kept our stopwatches rolling. Now, if the team I drove for last year beat me this year, the team I drove for this year should beat me next year: so, if I drive for the same team next year, I should beat myself. . . Any offers? ■

## BOOKS



**BRAKING POINT**  
By Andrew Neilson  
Published by W H Allen  
Hardback, 207pp, £7.95.

There are not very many novels based around the world of motor racing. Alistair McLean had a go in the early seventies and even he couldn't make it work, so it is not really surprising that Andrew Neilson's first attempt at becoming 'the Dick Francis of

motor racing' is not the best seller that W.H. Allen might have hoped for.

Former Clubmans driver Neilson has made a brave attempt to write a thriller based around the world of Grand Prix racing but he has suffered two basic faults: firstly he seems to have been unable to decide whether the book should be totally fictitious or should be based around actual Grand Prix teams and personalities. As it is, we are presented with a curious mixture of fact and fiction that doesn't quite gel.

For example, there is the rugged Australian former driver turned team manager, Joe Rackam (Jack Brabham?) and the two motor racing journals, *Motoring Week* (*Motoring News*?) and *Autonews* (*Autosport*?). Geddit? The book is full of such suspicious associations that I feel to be both unnecessary and unwise.

Secondly, because the book is a thriller it pinpoints all the unpleasant aspects of our sport and infers that most of the people within are prime candidates for a holiday behind bars. Surely, for a first book the author could have written on a more light hearted tone or produced an adventure story rather than one that leaves our sport teetering on the brink of disrepute?

*Braking Point* is written in a slightly confused style and gave me a deal of trouble deciding the market level that the author was aiming for. The first half is written *a la Boys Own Weekly*, appearing to be suited to young teenagers, while mid stream we are plunged into a somewhat steamy sex scene that would cheerfully grace the pages of Harold Robins' latest tome.

Neilson should be commended for tackling a difficult task in the first place, but I think his publisher might have given him a little more guidance on the 'form' of this particular genre

before inflicting *Braking Point* on us.

Despite all this I hope that the author will continue undeterred to present further novels on the subject of motor racing. In my opinion it could win a very valuable place in a currently unimaginative thriller market place. I look forward to the return of our up and coming Grand Prix star/hero Guy Taylor and his girlfriend Holly West (even if her father is an old crook!) but next time I hope to read more of his exploits on the track and adventures appertaining thereto, rather than Holly's seductive exploits to keep the slightly gauche Guy out of the wrong bedrooms and onto the race circuit.

PJH



## FERRARI, THE ROAD & RACING CARS

By Godfrey Eaton  
Published by Haynes  
Publishing Group  
(Foulis Imprint)  
255pp.

One of those semi-glossy coffee table books that doesn't quite reach the mark, is how one is tempted to describe this American import by Haynes, at first glance.

The title alone will be enough to attract the thousands of Ferrari fans who are bound to buy this book but I think that a more accurate title of *Ferrari the Significant Road and Racing Cars* might have been closer to the truth. Not all models are touched on in the book, and some are rather more affectionately recalled than others, by Godfrey Eaton. The chapter dealing with the single seater racing cars is particularly disappointing, but perhaps this is because the Americans do no appreciate Grand Prix racing cars in the same way that we do.

I always feel that the quality of a book should reflect the quality of the car it is describing; hence one would expect a volume on Porsches to be close to perfection, whereas a recent history of BL one might expect that the odd page could be missing or the type illegible. Following this argument, I would expect a book about Ferrari to be of top quality. Not so this particular tome. Many of the monochrome illustrations are rather poor, when there must surely be a vast pool of reference to draw from. Some of the colour photographs are very good, others average. The overall is unspectacular and the layout of the book and choice of typeface is somewhat clumsy for such a refined subject. PJH

## GRAND PRIX ENTERPRISES.

### RUNNERS-UP

**Back off me man, like I don't dig loud noises ...**  
Arp Paxton of Hitchin, Hertfordshire.

**Are you sure you want them pierced?**  
Glen Whiston of Crawley, Sussex.

**You have a moth ball in this hand and a moth ball in that hand. What have you got? A bloody big moth.**  
Ian Shaw of Redhill, Surrey.

**It's amazing, I knew Mercedes were thorough but I never believed they drilled your head to save weight.**  
Robert Branch of Stoke on Trent.

**I can follow it better without Murray Walker's commentary.**  
K Youens of Lympington, Hampshire.

**'Bernie' she said, 'give Mark a drive for the rest of the year and you can be Lord Ecclestone by Christmas'.**  
Gordon Morris of Winsley, Wiltshire.

**No, I said Lauda.**  
David Ross of Richmond, Surrey.

**No Bernie, I don't care how much you offer, I'm not going to make a comeback.**  
DJ Scotford of Folkestone, Kent.

**I don't need you to bend my ear, look I can bend it myself.**  
Gerry Faloon of Belfast, Northern Ireland.

**That's funny, I could have sworn I saw daylight.**  
Chris Wells of Ryde, Isle of Wight.

**Gi's job, goongi's a job.**  
Alan Batt of Watley's End, Bristol.

**You keep your hair on and I'll get ready to catch your teeth.**  
M Spencer of Arnold, Nottingham.

**Look Juan, it'll cost you £2 million to drive for us in stead of Hector, interested?**  
Wayne Stancliffe of Huddersfield, Yorkshire.

**Move your little finger again, yes, I can see it moving from this side.**  
David Lynch of Chiswell, Essex.

### MAY CAPTION COMPETITION

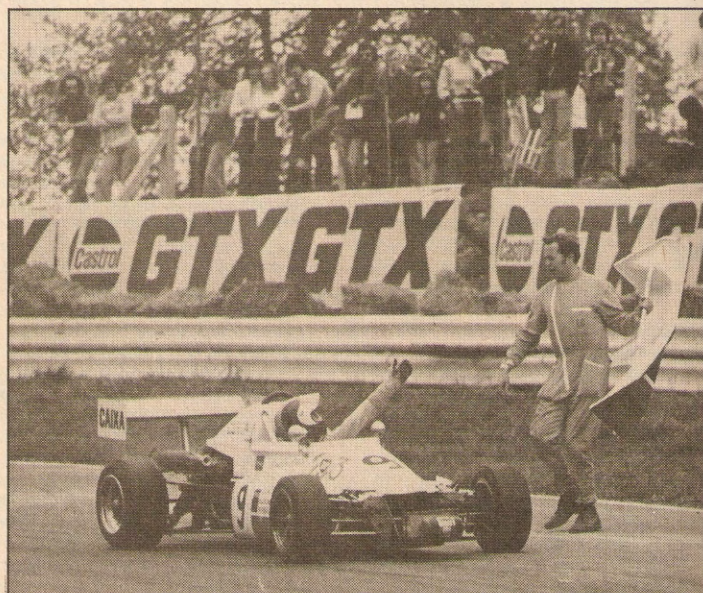
And what you see here in my hands is your firm contract to drive a Brabham at next year's Race of Champions.

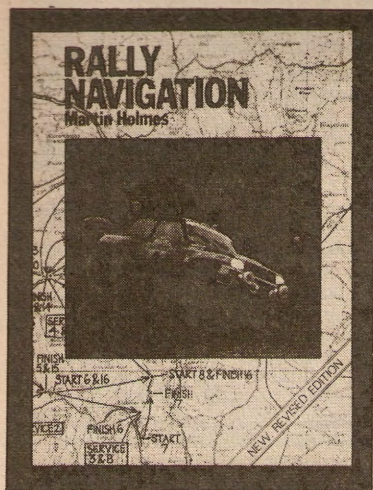


Adrian I Brodtkin of London N2 OE

### JUNE CAPTION COMPETITION

Adrian Brodtkin wins a fabulous Grand Prix Enterprises race/rally jacket for his winning caption (left). All you have to do to win the same is write a humorous caption to the picture below.





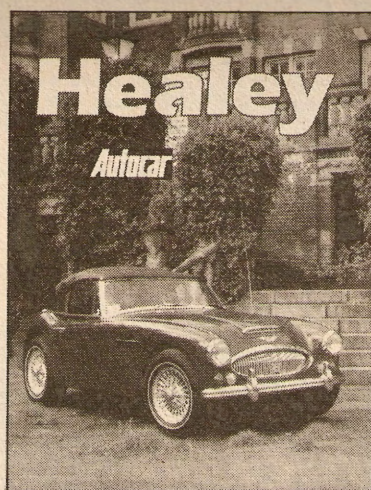
**RALLY NAVIGATION**  
By Martin Holmes  
Published by GT Foulis  
Hardback £6.95

I well recall the enjoyment that I gained from reading the first edition of *Rally Navigation*. Now, some eighty years later, the book has been revised so that it is still just as valid and enjoyable.

Very much the definitive guide to the subject, Martin Holmes has managed to impart his understanding and unashamed enjoyment of the sport to the printed word. Many parts of this book remain unaltered from the original—testimony to the way that some things never change—but in general it has been tidied and updated in line with rallying's evolution process.

All aspects of the navigator/co-driver's role are covered but this is no bland text book. Although it needs to be studied carefully, the volume remains very readable, both to the active participant as well as the casual observer who wishes to improve his or her understanding of the sport. Once read, the book should be placed on the shelf and referred to from time to time as a valuable refresher course.

KO



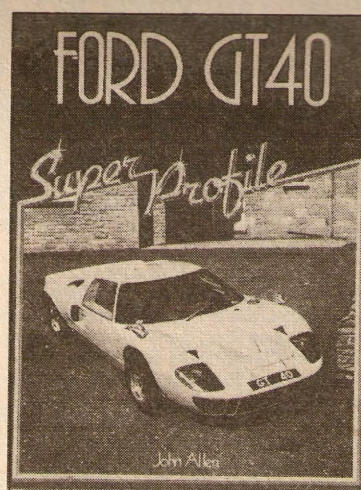
**HEALEY**  
*Autocar*  
Road Tests  
By Temple Press  
160pp. £7.95

Another series to be enlarged this month is this useful (for owners) series of reprints that Temple Press compile in conjunction with *Autocar*.

An absolute must here for all Austin Healey owners, especially those owners who carry out their own restoration. This is an interesting series of books from a reference point of view but it does have its pit-falls, perhaps the biggest being the rather poor quality of some of the reprinted material. In some places this can be so thin that the printed words can barely be read. It may add an air of authenticity to the product, but I think that for practical reasons this should be improved. After all, if one is dealing with old cars then the readership is likely to have a fairly high percentage of elderly people whose eyesight will not be strong, so there is a good argument for clear printed matter.

All in all a reasonable package, it is always interesting to read some years later what the experts thought of various products at the time of their launch.

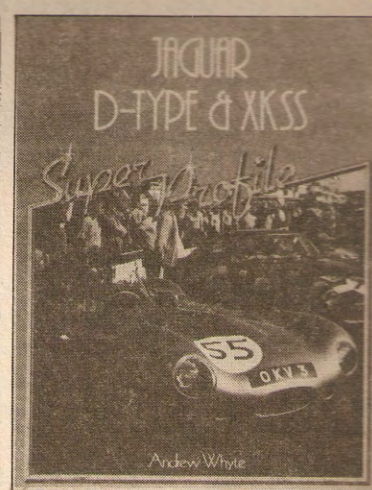
PJH



**SUPER PROFILES**  
Published by Haynes  
Publishing Group  
56pp

Haynes Publishing have recently extended their interesting series *Super Profile* by adding the GT40, Frogeye Sprite and Jaguar D Type & XKSS to the list. John Allen has undertaken his first book to write about the GT40, and a most competent job he has done too. The Frogeye Sprites have been dealt with most lovingly by Frogeye 'surgeon' Lindsay Porter, and that well-known Jaguar exponent Andrew Whyte has been chosen as the man most well qualified to write about his life's love. All are well worth adding to your bookshelf, if you own the previous six volumes you should be building a most worthy collection of road tests and photographs by now.

PJH



McComb is the obvious choice to write about MGs, his real love, and he covers the subject with affection. The final book covers those magnificent Chevrolet Corvettes — Thomas Falconer has been given the labour of love here and he does a splendid job indeed. All the books retail at £6.95, whether you collect this series or not there has to be something in this selection for everybody.

PJH

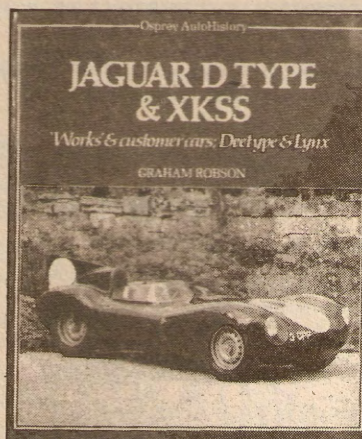


**COLLECTOR'S GUIDE, THE CORVETTES.**  
By Richard Langworth.  
Published by Motor Racing Publications Ltd.  
Hardback, 144pp, £8.95.

The second book on the fabulous Chevrolet Corvette comes this month from London Publishers Motor Racing Publications for whom author Richard Langworth has done a splendid job in collecting together all the facts and figures about America's most famous sports car. Details of the spectacular new version are included.

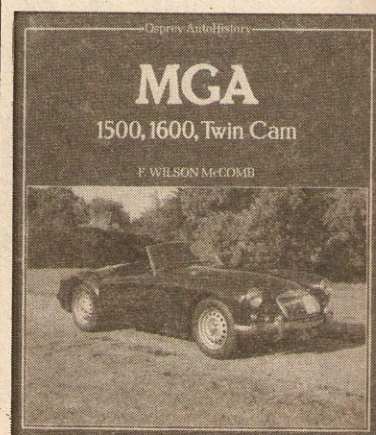
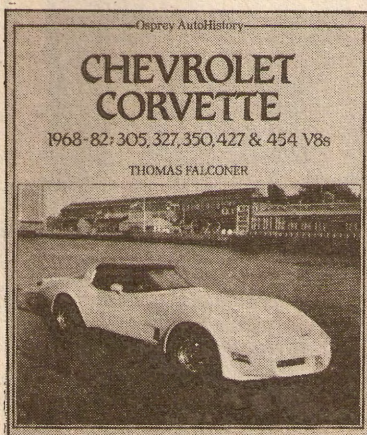
Next year the Corvette celebrates its 21st birthday; it may not have been on the market in the same guise all those years but any car that has been able to maintain its position in the US car market for so long, without being axed by the relentless corporations that govern the automobile industry in America, certainly deserves a stupendous coming of age party. Perhaps this book (and the other volume on the Chevrolet Corvette reviewed in these pages) will help to pave the way for a real appreciation of a fabulous all American sports car.

PJH



**AUTO HISTORY SERIES**  
Published by Osprey Publications  
135pp. £6.95

Osprey Publications have expanded their *Auto History* series with three new titles: Jaguar D Type & XKSS — Graham Robson has covered these marvellous Jaguars with customary aplomb. MGA — F Wilson



## GRAND PRIX ENTERPRISES.

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

MY CAPTION IS:

NAME

ADDRESS

Cut out the completed coupon and send it to Grand Prix Enterprises Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Friday July 9.

## BRIEFLY

■ Recently (*Armchair Enthusiast*, April 7) we reviewed the *Ordnance Survey Road Atlas of Great Britain*. This hardback version retailed at £7.95. For those of you who prefer a cheaper version, Temple press have produced a large format paperback edition of the atlas. The new edition contains the same detailed information and retails at £3.25.

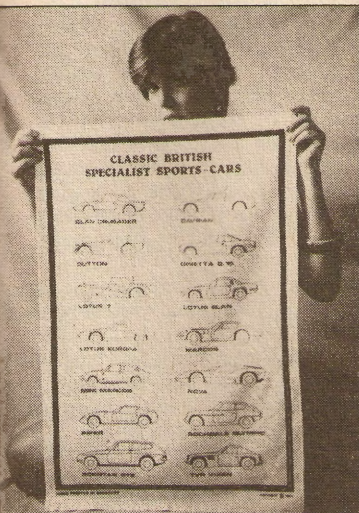
■ Quadrant Video are offering one of the best price deals for motor racing videos at present. For £19.50 (plus £1.00 P&P) you can purchase any of their motor racing videos, including *Grand Prix* from 1970-1979 and *Rallying from the 1950s*. If all six GP tapes are purchased you will be offered a title called *Above All* absolutely free. Quadrant Video are at: Surrey House, Throwley Way, Sutton, Surrey SM1 4QQ.

■ Lombard North Central are offering on free loan, to recognised motor clubs, the film of the 1982 Lombard RAC Rally. Titled *Four on Four*, the colour film describes Hannu Mikkola's win in the Audi Quattro. All you have to do is pop into your local Lombard branch and ask. They are in the Yellow Pages...



■ Another company making good use of the aerobatic media is Lonsdale Cars. The up-from-down-under-car company has chosen a most suitable medium to get across their name, as pilot Vic Norman spends most of his flying time upside down in his attractive Zivko Z50L. Vic can also be seen racing his fabulous BRM P25 in historic events throughout Europe when he is not flying.

■ National Motor Museum dates to remember this month: June 19, Mini Cooper Rally; June 25/26, Austin Healey Rally. Both weekends are well worth a visit by the sound of things.



■ An interesting new item of motoring paraphernalia is this tea towel depicting a dozen classic British sports cars. Designed by Peter and Charlotte Hingston, it has been screen-printed by hand for Claymore Design, from whom it is available by mail order only at a cost of £2.50 including postage (£1.00 extra to overseas addresses). Claymore Design are at 5 The Roundel, Auchterarder, Perthshire PH3 1PU. Peter Hingston, incidentally, may be known to you as the author of the 'Guide to Buying a Used Sports Car'.

AUTOSPORT, JUNE 16, 1983

## VIDEOS

Motor Sport Video Productions have released three films so far this year to continue the range of VISA tapes. The last two films have been produced by PMA Video who recently took over the production and distribution of the product. A new reproduction technique has already seen better quality and in general the films have seen much improvement over the earlier, rather amateurish offerings.

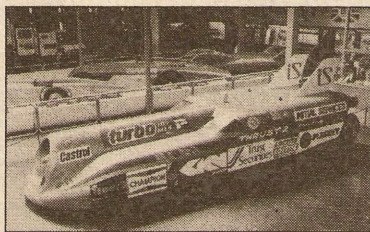
VISA 5 covers the Monte Carlo, Boucles de Spa and Swedish Rallies. A wide range of events indeed and a worthwhile look at the varying aspects of the sport. The glamour of Monte Carlo contrasts well with the stark countryside of Belgium and the snow of Sweden. While many will already know what they expect from the traditional opening round of the World Championship, the insight into Spa is a revelation and in Sweden the film takes a close look at the British Junior Team's efforts.

VISA 6 is the first of the PMA Video produced tapes. Sadly the company could not show how good their reproduction techniques are as the Mintex Rally was run in thick fog! The other rally on the film is the Portuguese event. Plenty of local colour and well chosen vantage points make this a worthwhile tape.

Safari, Wales and Corsica are the featured events on the latest tape, VISA 7. Released this month, the film is clearly the best yet. Well shot, despite difficult conditions in Kenya, with a good soundtrack, the film shows the very varied content of top class rallying. Dust and heat in Kenya, rain and mud in Wales and then the fast tarmac of Corsica. The film is let down by a rather bland commentary—perhaps someone more in tune with events should take over—but otherwise it is very enjoyable.

All of the VTV/VISA range of tapes are available from PMA Video at the lower price of £19.95 and in both VHS and Beta formats. PMA Video can be found at Jupiter House, High Street, Tattenhall, Chester CH39PX. Tel: 0829 70888. KO

## BRIEFLY



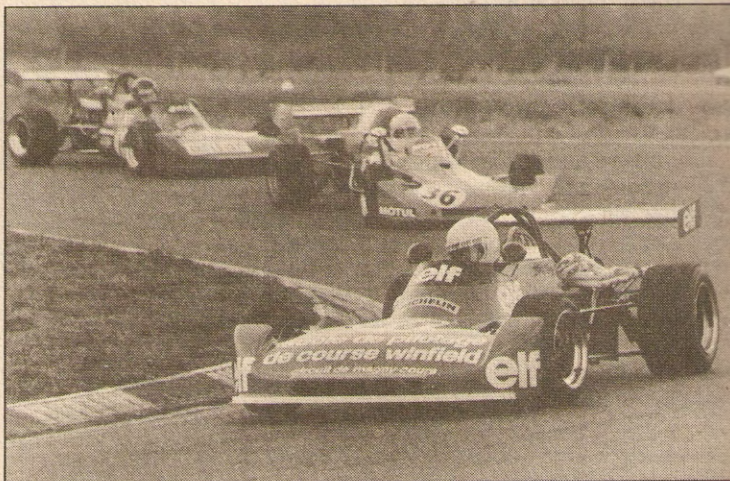
■ Britain's World Land Speed Record changer, Thrust 2, is now on display at the National Motor Museum at Beaulieu. In July the Rolls-Royce Avon powered jetcar will be driven by Richard Noble in an attack on the world record, currently held by American Gary Gabelich at 622.417 mph. There are temporarily five land speed record cars under the one roof at Beaulieu.

■ A couple of interesting miniatures were obtained recently from the Japanese Tomica company via Gary Hames of The Toy Exchange in Southampton (0703) 787913 who stocks the entire 1/76 scale range. The pair we chose were the Porsche 935 DRM car in Kraus HiFi colours and the intriguing Renoma-backed Dome Toyota Celica *langheck* which failed to qualify at Le Mans in 1980. A Gelo-run Kraus 935—though not the Moby Dick-style car modelled—led that year's 24 hour race with the brilliant Bob Wollek at the wheel so followers of the Frenchman's varied career might like to buy this model. Both cars cost £1.75 and, like everything from Hames, is available on mail order.

■ Reigning National Slot Car Team Champions (The North London Society of Model Engineers) are in the process of completing a brand new track and hope to start racing again this month. If anyone is considering starting a new club, NLSME can supply them with their old track and will help them to set it up. Interested parties should contact Ian Fisher at 106 Chester Drive, North Harrow, tel 01-866 8571.

## Who, What, Where, When?

# PAGE & MOY LTD



Congratulations this month go to Norwich, Norfolk where Sally Ann Elvin resides, she correctly spotted the following information from the May picture, below:

**Who:** Vic Elford  
**What:** Alfa Romeo T33/3TT  
**Where:** Sebring 12 Hours  
**When:** March 25, 1972

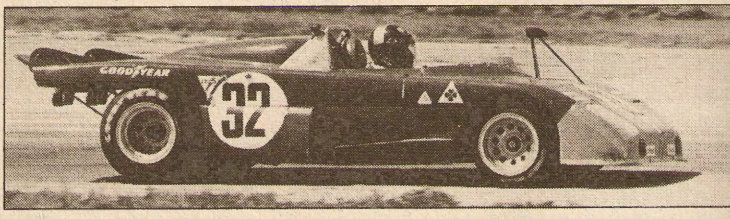
All entrants were able to identify the car correctly and consequently the right year was also noted but many entries fell down on the location and the driver. The confusing aspect being that Andrea de Adamich's and Vic Elford's helmets can look rather similar in a black and white photograph when caught from a side view. Had the picture been taken head on, one would have noticed the distinctive club badge that adorned the front of Elford's helmet.

Vic Elford had driven for various Porsche teams for four years but was lured by

Autodelta in 1972 to do battle with the fabulous Ferrari 312P cars. In the American races Elford was partnered by the Austrian Dr Helmut Marko, who was at the wheel at Sebring when the engine gave up the ghost in the Alfa while holding third place.

We considered this picture to be of particular interest because Elford was due to drive a few weeks ago at the final Nurburgring sports car event. As it is, maybe we can extend a warm welcome back to Vic Elford to the world of sports car racing.

For the June Who, What, Where, When? competition all you have to do is spot the correct answers in relation to the photograph above and send your answers, on post cards only please, to Who, What, Where, When? AUTOSPORT Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, to arrive in the office no later than the last Friday in June. No clues needed this time.



## MODEL

### NEW CORGI

Corgi have introduced a couple of new models to tempt the racing enthusiast this month; a very attractive BASF BMW M1 and one of last season's ETC-contending Jaguar XJSs. Both are actually revised versions of existing releases and are competitively priced at £2.99 apiece. The red BMW coupe is highlighted by the striking 'spool' livery of the German cassette company for whom Hans-Joachim Stuck drove regularly after the untimely death of Hans-Georg Buerger.

Markedly better than Corgi's original M1 (and anonymous in yellow 'make believe' colours) the colourful BASF car should be a popular addition to toybox or serious collection. The Jaguar, merely a Motul-bedecked version of the black road car, retains standard trim but nonetheless it is good to see Corgi taking an interest in racing models once more. Their other releases of late have mainly been promotional-type models of significant new road cars such as the Ford Sierra and MG Maestro although some nice 'Classics' including NUB 120, Ian Appleyard's Alpine rally-winning Jaguar XK120, are also available.

### LANCIA RALLY 037

One of the first batch of releases by the Portuguese Vitesse company is a 1/43 scale model of Lancia's potent Martini Rally 037. The company has obviously gone to great lengths to capture the lines of the stubby Lancia and their patience has been rewarded with a very neat, accurate, bodysell. A little more care in the reproduction of the wheels and engine detail—the supercharged 2-litre unit is visible through the rear window—would, however, have transformed an already excellent model into a showstopper...

The low-slung tarmac rally/racer comes beautifully packaged in its basic white livery. All the Martini stripes and identification transfers are applied from a crisp and bright decal sheet from Cartograf, the Italian concern which is the acknowledged market-leader in its field. Decals to make the Markku Alen/Ikka Kivimaki car or the Attilio Bettega/maurizio Perissinot version from last year's Tour de Corse are included in the very reasonable price of £4.99. A selection of spotlamps, mirrors and windscreen wipers also comes with the model.

# An Irishman at Indy

DEREK DALY reflects on the month of May spent in Indiana building up to the Indy 500 race itself in June.

My original reaction to spending virtually the whole month of May preparing for one race was certainly not ecstasy. It seemed to be such a waste of time and money. But very quickly I realised that everything about the Indianapolis Motor Speedway is just that bit different.

It is a huge motor racing facility, but one that only hosts just one race each year. It has an organising club which definitely has its own unique style, and there are the incredibly enthusiastic fans, who seem to get their pleasure from seeing the cars rush down the pit straight and have the commentator tell them what speed they are doing, or who just like to roll in the mud in the snakepit, inside Turn One. It was a very different scene, and I found it fascinating.

USAC is very safety conscious. Hence the Rookie orientation test. I was amused at some of the comments at the original drivers' meeting.

Coming from a road racing background, where the highest average speeds are around 150mph, I chuckled to myself when Roger McCluskey, USAC director of competitions, said that if we were running a slow race at around the 180mph mark, then we were to stay off the race track in the turns, and only use the warm-up strips inside the track. I loved his parting comment, which was, "Remember, fellas, if you're draftin' in these ground-effect cars, the only thing that's workin' well is your heart!"

I think that the present group of rookies know what the game is all about, but the USAC safety net should be spread over a wider area. Bob Harkey (55 years old) should never have ended up in the local hospital, because he should never have been allowed onto the track in the first place. It is presently too easy and too dangerous just to arrive and become part of the biggest motor show in the world.

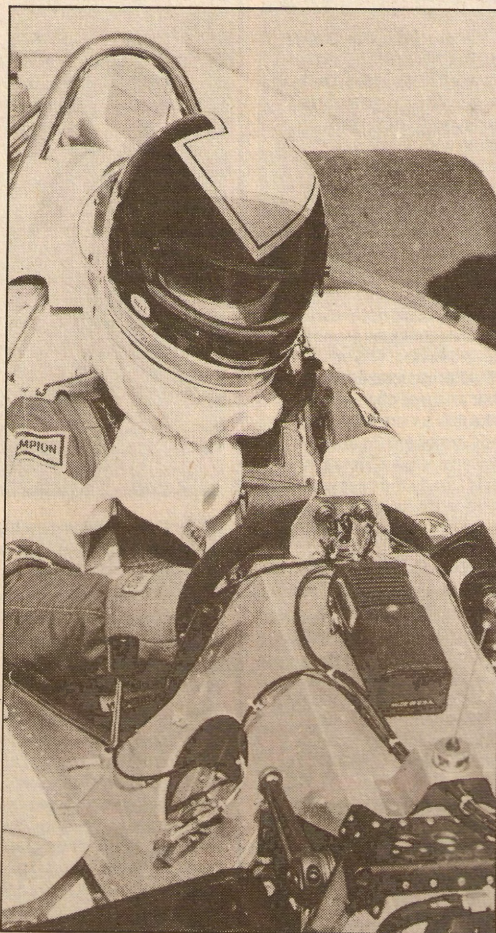
When I arrived at the Speedway, I walked up through Gasoline Alley, down the pit lane, up into the vast grandstand, looked around — and felt a little disappointed. It seemed so ordinary. There were no advertising hoardings, no flags, no colour on the circuit. In fact, nothing that gave me the racing feeling. I missed the buzz. But 450,000 people on race day did, however, make a little difference.

At Phoenix, I had got great pleasure from the sheer acceleration, but there is none of that at Indy. The sensation is far less than I expected. The greatest speed sensation is when you switch from Turn Four into the pit lane for a rapid pitstop. The first time I did it, I was almost out of control on the bumps. I was trying to calculate just how far past my pit I would eventually stop, and whether there would still be just me in the cockpit when I did stop.

You need a lot of confidence in the car to go fast at Indy. For some reason the wall at Turn Three seemed to me to be nearer (and harder) than at anywhere else. Turn Three also seemed tighter but, as soon as the car began to feel good, that passed. When first lapping at over 200mph and just brushing the walls, there is also an almost spooky feeling of satisfaction.

My first 200mph lap was better for the team than for me. The 200mph lap is a definite 'magic barrier' and, for my team's quest for sponsorship, it was important to get into the club as quickly as possible. I knew I was on a quick lap when I saw the yellow light in Turn Four. With no danger to anyone, I finished my lap but technically broke the rules. We ended up with fastest time of the day, and all the media attention that goes with it. But unfortunately DD was hit for a \$500 fine. USAC said it was to help me get the point about the yellow light. I got the point.

I have never seen so many drivers injured at one race meeting as there were in the first two weeks of testing. Five drivers ended up with broken bones, and most of them didn't know what happened. An interesting point



Derek Daly in the cockpit of the Wysard March. is that nobody was injured in a March.

Some Indycar teams are now finding themselves on the Formula 1 type testing trail. It's interesting to note that the first two rows on this year's grid represented the teams who did most running prior to qualification. There is no magic formula for success in racing. It is hard work and testing that brings results. Because of a severe engine shortage, I managed about 16 quick laps in the second week of testing, and consequently a lot of work had to be done in the race.

Drivers' meetings were the order of the days just prior to the big event. Some were serious, and some purely for the benefit of the public. The most interesting meeting was the final rookie meeting hosted by Johnny Rutherford (complete with legs in plaster), Al Unser Snr and Pancho Carter. I was amazed how much these three wanted to help the new boys. I think that the speeds at Indy are so great that making the rookies as competent as possible is a lot safer for the veterans.

During the meeting a lot of time was taken explaining that, when you walk out and see the grandstands full, it will make the place seem much smaller, and when you drive it will not even seem like the same race track. Well, I must have had my mind on other things, because the crowd did not have any special effect on me, and the only thing different about the track was the paper bags and rubbish that was flying around in Turn Four.

Teo Fabi and myself were first and second fastest in race trim during the final runs on Carburation Day so I was feeling pretty good about the race.

While charging into Turn One on the first lap, I was waiting for the severe 'traffic' turbulence that was forecast at the drivers' meetings. But it didn't come. Gently through One and Two, I thought that for sure I would get it down the back straight. But no. The greater speeds did not seem to produce any more turbulence problems than Formula 1 cars so, after the first lap, I began to get to work.

Although Indy is regarded as a one-groove race track, the aprons (warm-up strips, inside all corners) give you a variety of ideas for passing other cars. I would say that almost every car in the race suffered from acute understeer, but I was amazed how few people used the aprons. Using the apron is almost a road racing way to tackle a handling problem. The apron gives you an apex to use, rather than running in the groove which was too slippery. At Turn Two, regularly I would have the left front wheel bouncing along the grass verge, with a lot more grip than on the groove.

However, Turn Four always provided me with the most surprises. For some reason, the apron inside Four would cause me to understeer badly on one lap, and the next lap I would come through sideways when in the middle of a pack of cars! It really was quite entertaining. I doubt if I have ever passed as many cars in one 25-lap sprint as I did before my first pitstop. Accelerating out of Turns Two and Four and slipstreaming past other cars was almost a part of every lap. Very few of the American drivers seemed to know how to drive with understeer, which made passing relatively easy.

My first pitstop came on lap 27. This was to be my first ever pitstop for fuel. I vividly remember entering the pit lane and desperately seeking out my crew. The team manager was on the radio to me as if I was taking my first driving lesson: "Okay, DD, nice and easy, bring her on in, out of gear, foot on the brakes, take it easy . . ." After about 22secs, the tone on the radio changed: "Gas that mother!"

The pitstops were almost frustrating. At one point I came out after a stop and sprinted for about eight laps to catch a group of cars, then spent another 10 laps passing them, and was just settling into a groove to catch another group when the pit countdown started again. I would prefer to have longer stints between stops.

Running a race like this, you have an enormous amount of time to think about strategy. Because of the long straights and the yellows, I also found that I was constantly talking on the radio to my pit about the handling of the car, and getting all sorts of race information. The main discussions would be about the next pitstop, and the changes I wanted to make to the car.

On lap 129, when I was lying eighth, a hand grenade went off in the engine. My chance to get my name on the Borg Warner Trophy will have to wait until at least 1984.

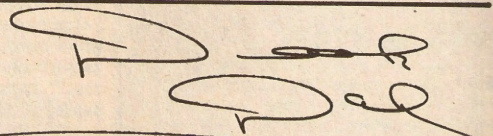
I didn't win the Rookie of the Year Award but, when you see the past winners (Josele Garza, Howdy Holmes, Jim Hickman etc) you realise that it's probably a better omen not to. Dare I say that it's just like the Grovewood Awards: the people who *almost* won it went further down the road.

Driving at Indy is physically a lot easier than Formula 1. After two hours, I just about had a sweat up.

I enjoyed my first Indy 500 enough to want to do it again, and the month of May left me with some lasting impressions. Professionalism is trying to take a grasp, but USAC is trying to hold on to tradition. Fabi's reception after his pole position qualifying run was simply fantastic, and the amount of damaged drivers patrolling Gasoline Alley (both past and present) is unique to Indy.

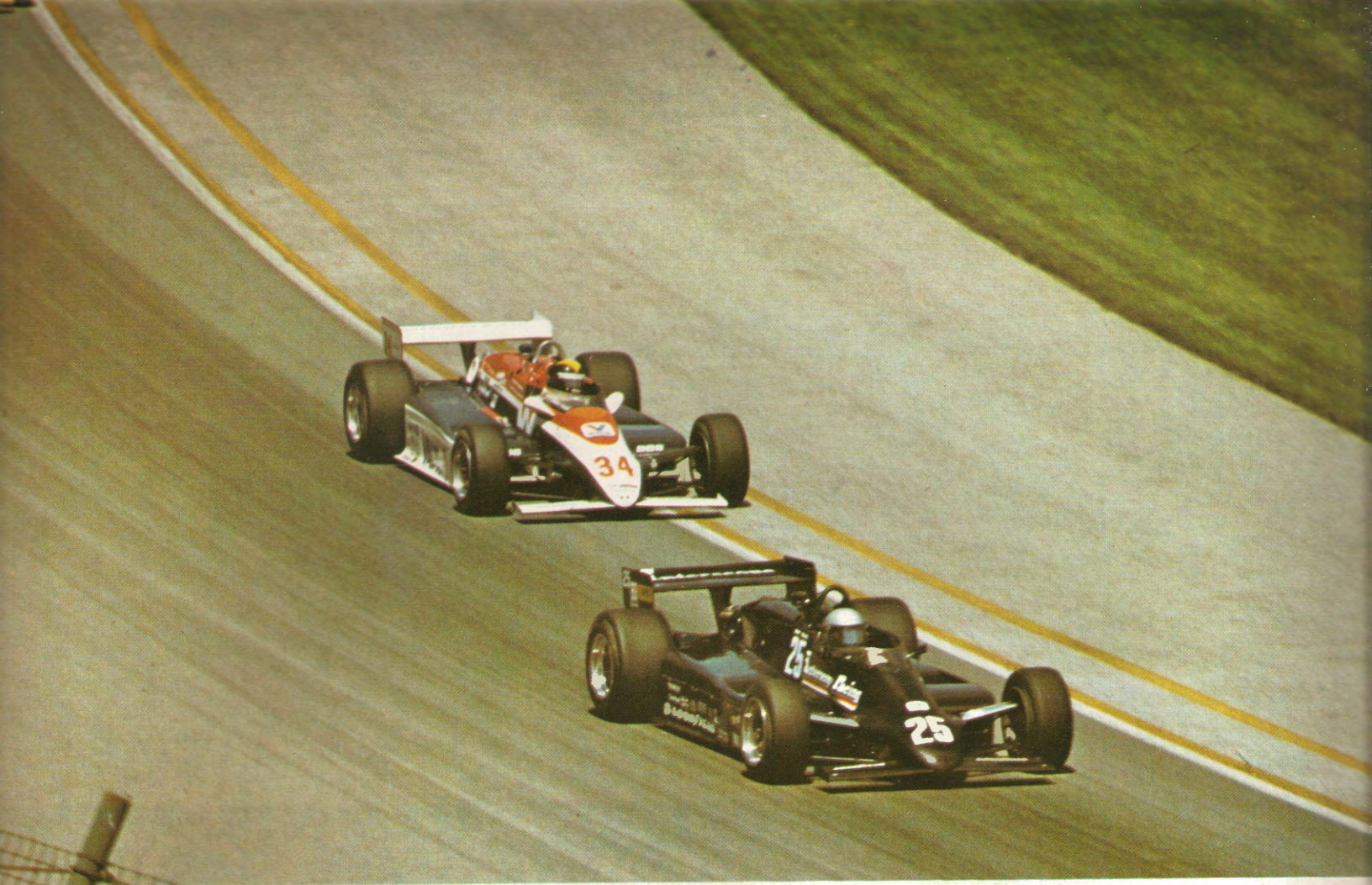
A month is a long time to spend at one track but, as my team manager said at the beginning, "It will be over before you know it."

He was right. Formula 1 team managers would find it immensely frustrating but, once you decide that you will contest the race, part of your team's equipment has to be a lot of patience and a relaxed attitude.



## FACING PAGE

Top: Derek Daly dives his March down towards the apron in an attempt to overtake the similar car of Danny Ongais. Bottom: The all important pit crew at work on Rick Mears's Penske during the race at Indy in front of the 450,000 capacity crowd. Photos: Jeff Hutchinson.





Patrick Tambay skims the armco at Monaco. Can he and Arnoux provide Ferrari with another Constructors Cup in '83? Photo: Jeff Bloxham.

## Creation of a legend

MARK HUGHES reports from Modena on how Ferrari is leaving the recession behind on both road and track.

Driver, engineer, industrialist, innovator, team manager. Enzo Ferrari is all of those things, a legend in his own lifetime. Remarkably alert at the age of 85, he is still the active boss of the empire he established 36 years ago, still building for the race track and the road the most exciting cars in the world. He works seven days a week at something he loves, and has become a man of almost papal stature. He was born at the same time as the motor car and before the first aircraft flew, yet his life is

devoted to creating machines which are among the most technologically marvellous to have existed.

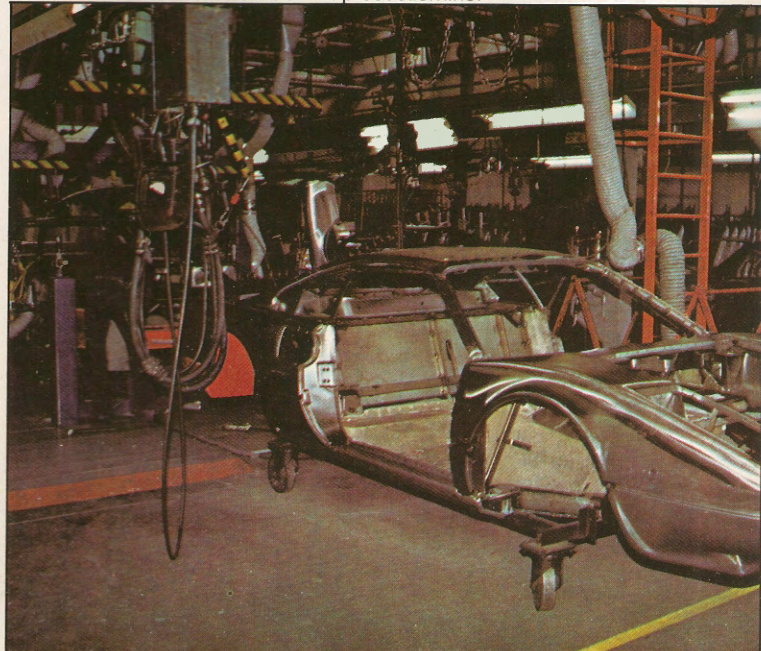
"The most exciting thing in my life," he said two weeks ago in the air-conditioned calm of his office in Maranello, "is being able to create something living from raw materials. From nothing arises something useful. Building a car is like bringing up a son. You teach and feed him with great care so that one day you may say with pride: 'He is my son.'"

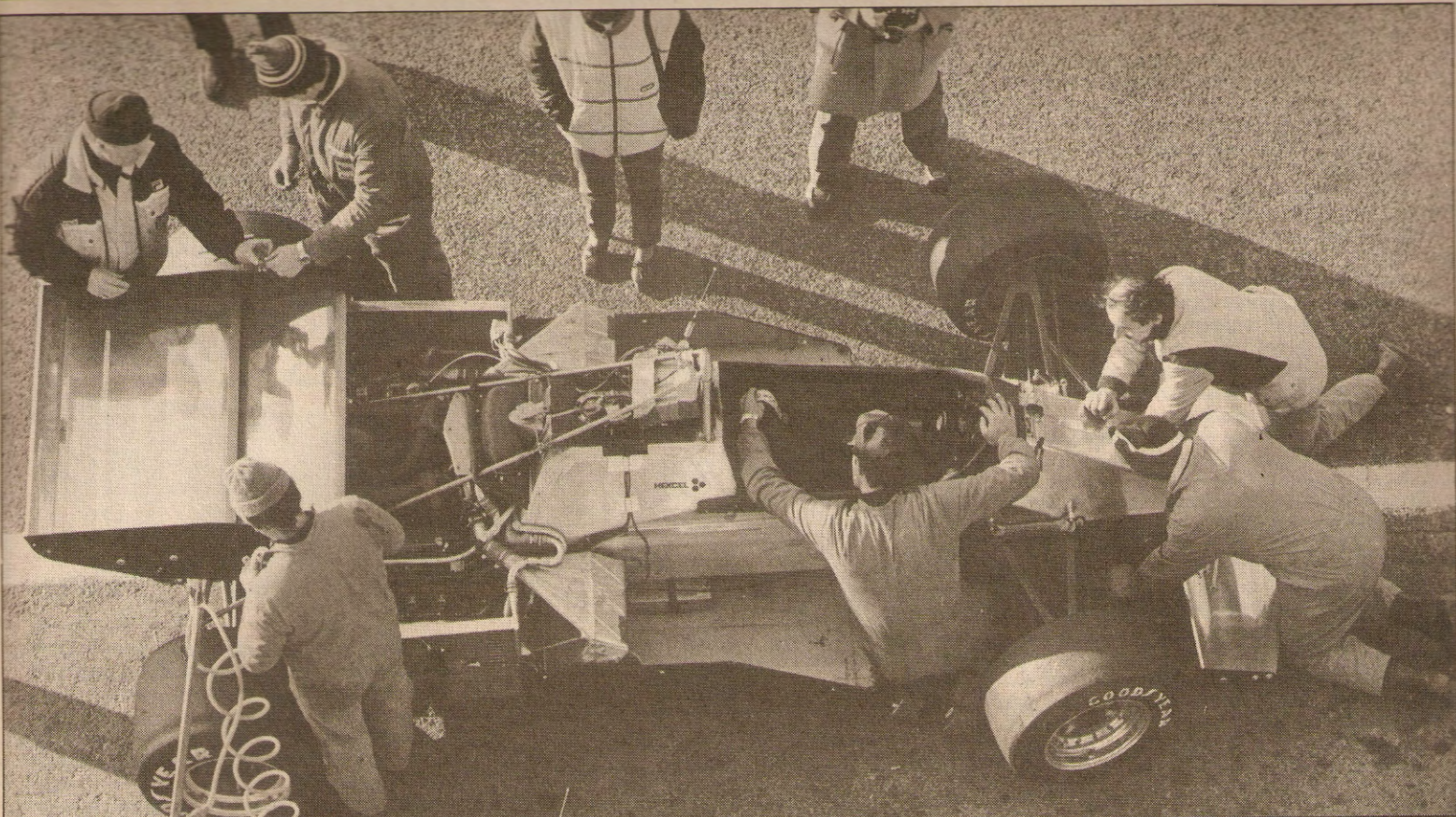
Since Ferrari production began in 1947, he has reared over 30,000 sons, more than half of them still living. Ferrari has won 24 World Championship titles in Formula 1 and sports car racing, and his cars have won more than 5000 races. His company is more successful today than ever before, remaining firmly at the top of F1 with the 1982 Constructors Cup to its credit, and weathering the recession with a peak annual production of 2565 road cars in 1981.

Ferrari 308GTBs, in distinctive Maranello red, await final assembly.



One of Enzo's 'sons' is created on the production line.





Ferrari engineers carry out development work on the 126C2 during the winter months at Paul Ricard, the latest car is under construction at Maranello at present.

To many car enthusiasts, Modena is the Vatican of the motor industry. Enzo Ferrari was born there in 1898 on February 18 (although his birth was recorded two days later when the snows had thawed enough to allow his parents to get to the registry office), has always had his roots there, and founded his industrial empire there after the Second World War. So evident is the Ferrari name that visiting Modena is like making a pilgrimage: shops, garages, bars and restaurants are full of reminders—signed photographs, flags, stickers—that you are somewhere special. Even the Modena telephone directory contains hundreds of Ferraris, but then the name, which means Smith, is one of the commonest in Italy . . .

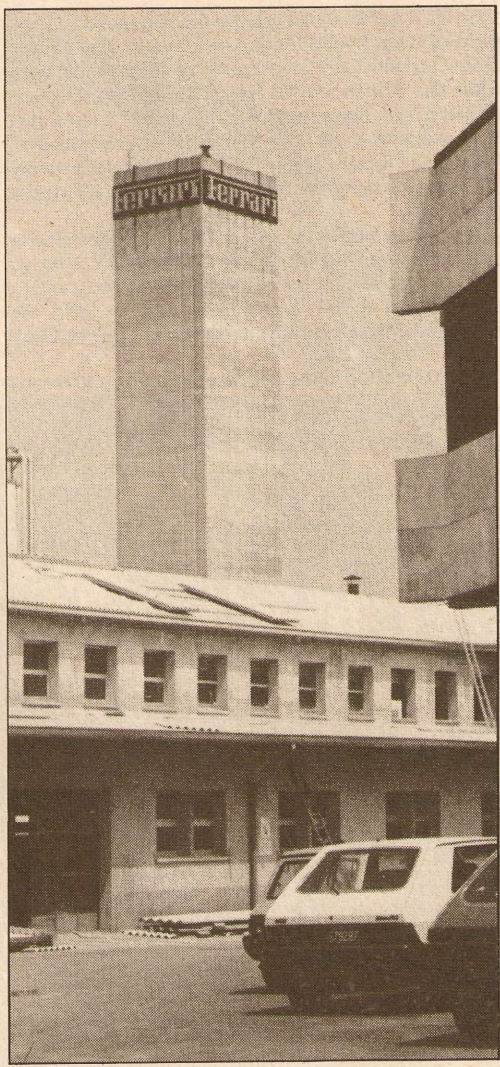
The factory's home is 10 miles outside Modena in the small, picturesque town of Maranello, a location which came about during the war when Mussolini embarked on a policy of industrial decentralisation to spread the country's manufacturing capacity thinly through the countryside to reduce its vulnerability to bombing. Ferrari owned a plot of land on the outskirts of Maranello, and here the empire grew.

Most of the manufacturing capacity today is in this small area straddling a main road, with the famous Fiorano test track just a few hundred yards away. The Racing Department used to lie among the factory units on the original site, but is now positioned across the road adjacent to Fiorano. The only part of Ferrari not contained in this area is the bodyshell plant, the *Carrozzeria Scaglietti*, in Modena. This was where I began my recent visit.

## Scaglietti

This is the factory where 90 per cent of Ferrari road cars start their life, the other 10 per cent being the 400i range which have their bodyshells built at Pininfarina. There are two buildings on the site—one a shabby little factory, the other a huge modern structure towering over it. The contrast indicates the significance of one of the landmarks of Ferrari's history, for the new building is one of the many improvements which came with the association with Fiat in 1969. Far from detracting, as was feared, from the image and quality of Ferrari's cars, Fiat's 50 per cent ownership of the company has given it greater strength. Without this manufacturing giant's considerable investment in new factories and machinery, it is doubtful that Ferrari would be in such a strong

Below: Part of the Maranello factory complex with the old racing department in the centre foreground.



position now.

Arriving outside the Scaglietti gates, however, I wondered whether the Fiat influence was entirely bountiful, for at 10.30 in the morning the factory was idle, the workforce having downed tools for one of the half-hour wildcat strikes which plague Italian industry. "Yes, here you see one of our most successful exports," explained Head of Production Ing Andrea Catanzano, briefly bewildered about how he was going to show our party how a Ferrari bodyshell is built.

The strike, I hasten to add, has nothing to do with labour relations within Ferrari, since the demonstration was in fact one of solidarity with the car industry as a whole over an unsigned wages agreement dating back to January 1982. "It's a very frustrating problem," says Ferrari President Giovanni Squazzini, "for we are losing seven per cent of our production while these strikes continue. We have one most days, even though labour relations are very good at Ferrari."

At 11.00 the noise started. The pressing, welding, machining and riveting of a body shop makes it an infernally noisy place, even though only 50 shells are made each week by the 300 workers. Although the system works very much on a production line basis, each man and woman (and there was a good proportion of women on the factory floor) having assigned tasks in the process, those figures mean that each shell has more than six months of one person's labour lavished upon it. The factory is capable of producing more in the future, but for the moment Ferrari are content to allow demand to outstrip supply, some of the spare capacity at Scaglietti being taken up with the production of tractor cabins for Fiat. It must be galling for all the new operatives to start working on mundane tractors, but all the good ones soon graduate to working on the real thing.

One technical word kept cropping up during our tour—zincrox. Ferrari are extremely proud of this new material, which has been developed as part of a drive to increase the longevity of their cars. Like other Italian manufacturers, Ferrari have become very conscious of corrosion, and intense research has gone into this new zinc/chrome/chrome oxide coated steel from which all cars will be made by the start of 1984. Even though zincrox costs 20 per cent more to produce than conventional steel, several other manufacturers are showing such interest that Ferrari stand to do well out of

the new technology, whose value has been tested by more than 1000 hours in salt chambers.

Each shell contains 2400 parts. A simple item like the fuel tank, for example, contains 30 pressings to form all the baffles and casing. It is time consuming with all the welding involved, as well as the need for delays between many of the production stages to allow the steel to relax and lose tension so that the final structure is perfectly stressed. While spaceframe construction is still followed, new materials are used increasingly, plastics and carbon fibres featuring in many of the concealed panels for both lightness and durability. Attention to detail focusses particularly on areas susceptible to corrosion, adhesive layers of zinc being used to protect the steel at points like door hinges. With zincro on the way, however, many of these little details will be redundant, so the extra cost of this universal material will be offset by speedier production.

Twelve days after the first parts are assembled, the complete shell reaches the end of the line and waits to be meticulously checked, polished ready for painting, and coated with a special anti-corrosive Agip oil. From there they will travel at the rate of 10 a day to Maranello.

## Maranello

All painting, engine/transmission production and final assembly is in the care of the 1000 strong workforce on the road car lines at Maranello. There is also a foundry making parts for racing as well as road cars.

At all stages of production at Maranello there is a blend of ancient and modern. While Ferrari know that there is no substitute for craftsmanship, automation is on the increase with outdated machinery gradually being replaced by computerised alternatives. The machining of cylinder blocks and heads has been taken over by fully automatic Mandelli units, and during our visit the installation of a further three was in progress. At the same time, however, the heads then passed into the care of a highly trained man with a hammer for the valve seats to be located, for only by sound and touch can this job be done properly. Such massive investment in machinery, of course, has to be repaid as quickly as possible, so the Mandelli units work 24 hours a day under the supervision of one man.

With four different engines in the model range, engine assembly occupies at least half of the space in the main assembly line area. All these engines can claim to be hand built, and most of their content is produced within the factory. The four engines are the 2.0 V8 turbo (for the Italian market only), the 3.0 V8 'Quattrovalvole' (the four valves per cylinder layout is a direct descendant of racing practice), the gorgeous 4.8 V12 and the awesome 5.0 flat-12 — V8s account for 80 per cent of the 50 engines a week production.

Each completed engine is run in one of the dynamometer rooms for at least an hour before it is mated with the transmission (always through a British Borg & Beck clutch) and mounted in a chassis. Torque, power, fuel consumption and oil pressure readings must meet the required standard. Roughly one in every 10 engines is given an exhaustive 12 hour run as part of the quality control procedure, and if anything is found to be amiss there are, according to Ing Catanzano, "major repercussions". It is now 11 months since the last sub-standard engine was found, its slightly low power output being traced to a soft camshaft follower.

Having come through the huge paint shop — a labour intensive place where those tractor cabs receive as good a coat of paint as a £40,000 BB512i! — the bodyshells join the beginning of the production line for the installation in turn of suspension, engine/transmission units, instruments, interior trim, seats and so on. A delightful sight for bemused British eyes was the 'tailor' in the leather room wielding his scalpel over beautiful Connolly hides.

All through these stages every inch of the cars' bodywork (at least half of them, of course, painted scarlet!) is protected by adhesive plastic which is peeled off only when they go to the finishing shop. This last stage of the production process is more like a hospital than a car factory. You enter through a doorway with a vibrating mat to polish the soles of your shoes to find a room full of white-coated surgeons applying wax and polish, and technicians checking and re-checking all the



Smoothing the body welds on the bare bones of a Ferrari 308GTS.

systems. Much of this seems futile, you think, for what can possibly have escaped the notice of all the quality control inspectors back on the main assembly line?

**"If more cars were available to us we would certainly sell them, but part of the attraction of owning a Ferrari is its scarcity."**

So it is that 10 cars a day leave the Maranello factory, eight of them bound for export markets. The United States accounts for 35 per cent of total production, while the British arm of Ferrari, Maranello Concessionaires Ltd, takes roughly 10 per cent. "If more cars were available to us," says Maranello Concessionaires' Managing Director Shaun Bealey, "we could certainly sell them, but part of the attraction of owning a Ferrari is its scarcity."

Ing Squazzini enlarged on this Ferrari philosophy of not over-supplying the market: "We don't want to increase production too much because we want to maintain our specific sector of the market. Yes, the factory is capable of producing more cars, but we think

our limit is between 2500-3000. We would risk sacrificing our high quality if we went over this level."

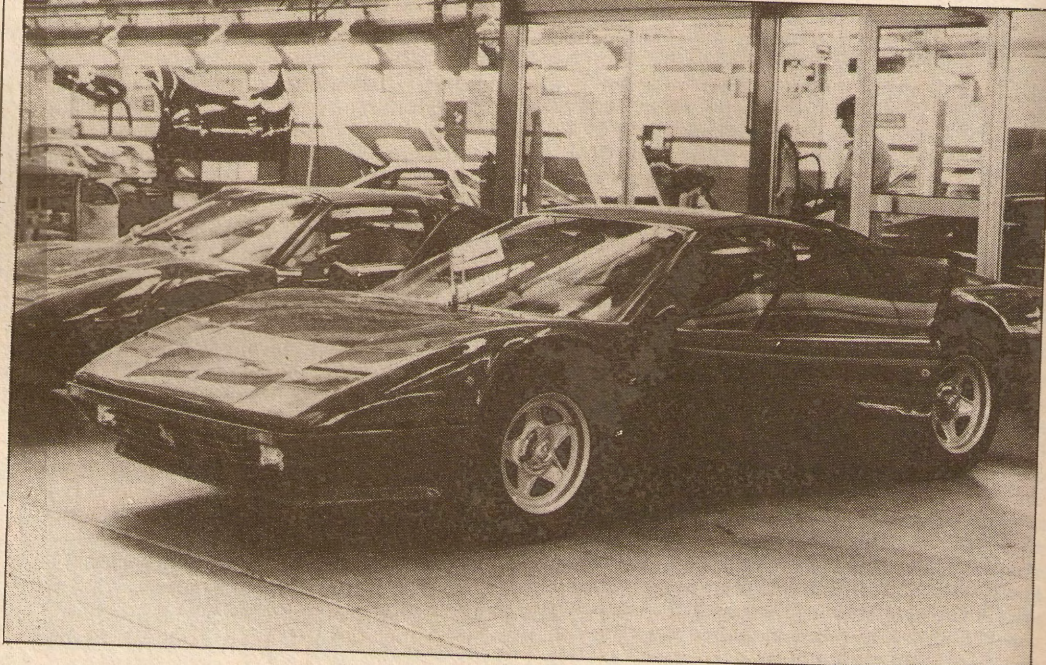
But for the losses caused by strikes, Ferrari would be producing more cars today than ever before. In 1982 the total was 2209, down from the all-time peak of 2565 in 1981. In the 36 years since road car manufacture began, the numbers produced have shown a steady increase: the total was just three in 1947, exceeded 100 for the first time in 1957, reached a 1000 in 1971 (two years after the Fiat link-up) and climbed above 2000 in 1979. Only in the aftermath of the oil crisis was there any significant reversal, but production recovered completely within four years.

The emphasis of the Ferrari operation is on quality and technology — "these are my two priorities," says Ing Catanzano — to prove that the world's most stylish cars are also among the best engineered. While Ferrari have benefited from injections of Fiat lire, this foster parent company also gains from technological advances in areas like metallurgy and new materials. Like Porsche and Lotus, Ferrari *does* use its racing expertise to improve the quality of its road cars.

Racing is also the company's single form of advertising, the millions of lire they invest in the Formula 1 programme being regarded almost as their advertising budget. Fiat does not pay for the racing, and, despite the cost of it, Ferrari does make a profit.

Ferrari executives were understandably cagey about

Cars are finished in the spotless polishing and cleaning area where they are given a final check.



revealing what may be in the pipeline for future road car production, but there are certainly new models under study. Rumours that the next significant newcomer is to be a four door model were confirmed by Ing Squazzini: "Yes, there is one under development, but I cannot say when it will appear because we will put it on the market only when the time is right. We are convinced we must enter the market with a big, sporting limousine, and this car will probably have the V12 engine which some people tell us is to be phased out! We have to maintain the Ferrari concept of an automobile which is speedy, yes, but also has acceleration, quality and fine styling. We shall continue our present exclusivity both in terms of production levels and the type of car we produce. We shall certainly not produce a smaller car for a bigger market."

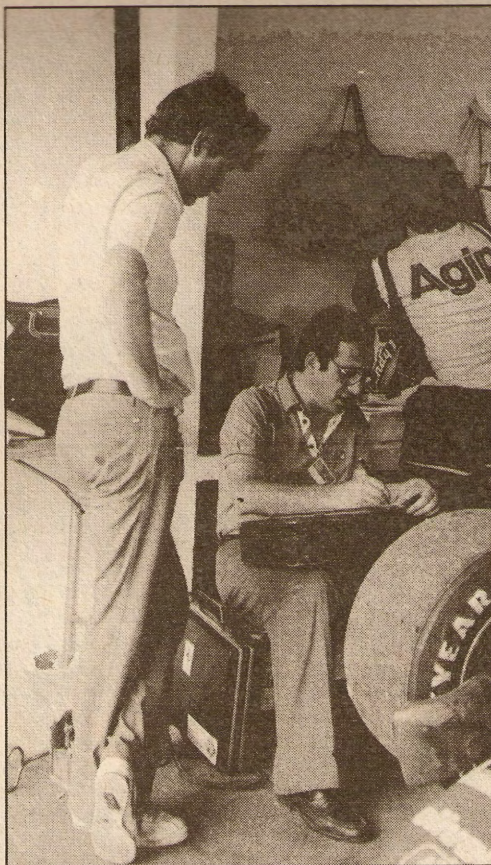
One other hint at future things is the news that Ferrari are building what they term 'a racing car for the road'. As far as can be gathered a 200 production run is planned for a mid-engined car adopting the famous GTO designation. It sounds like a Group B programme, so is there a new sports car racing programme on the way to complement Lancia's Group C efforts with their Ferrari-engined car?

## The Racing Department

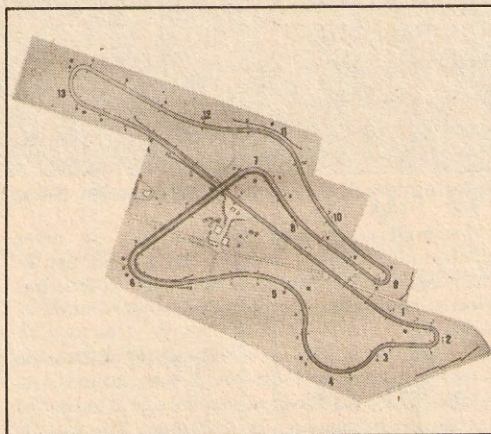
The other side of Ferrari, of course, is its truly incredible Racing Department, which occupies a huge sprawl of offices and workshops across the road from the production factories, and employs 200 people. It is a hallowed place to which few people gain admittance, a world of secrets which at the time of our visit, Ing Squazzini explained, meant that the doors would have to be kept closed. The new car, the 126C3, was too much in evidence even though all the current cars were away in Detroit. The 'ground crew' of the Racing Department is roughly 170 of those 200, and they, under the design direction of Harvey Postlethwaite, were working on a design bristling with composite materials which should be seen for the first time at Silverstone next month.

The door to Enzo Ferrari's office, however, was not kept closed. He was in and happy to see us once a final briefing with Mauro Forghieri about Detroit was over. You hear stories of having to wait for several hours before someone tells you that Mr Ferrari is, after all, unavailable, but we loitered outside an innocuous door for no more than five minutes before Forghieri emerged, his meeting finished. The Commendatore was sitting at the end of a highly polished conference table at one end of a large, sparse room, his tidy desk at the other end clear apart from two telephones, his connection with the outside world. When the racing team is at a Grand Prix, Ferrari acts as team manager over the telephone.

Immaculately dressed, he looked at least a decade younger than his 85 years. As usual, his eyes were sheltered behind dark glasses. Racing mementoes are



Above: Harvey Postlethwaite and Mauro Forghieri have a splendid working relationship, Harvey is currently working flat out on the creation of the new Formula 1 car. Below: The map of Fiorano that adorns the wall of Enzo Ferrari's office.



few in this room. Two pictures hang on the wall, one a portrait photograph of Dino, his son, and the other a painting of a 312P on the Targa Florio. On a cabinet by his desk are two statuettes of the *Cavallino Rampante* — the Prancing Horse — in glass and in black.

He responded politely to questioning from our party on themes which by now must be very tedious to him. "Which is my favourite Ferrari? Why, the one which is still to be made . . . You cannot say who is the best driver of all time because the cars and racing conditions have changed so much, but among many names I have a special regard for Tazio Nuvolari and Stirling Moss . . . There have been so many great drivers in my team that I could not name anyone as the best: Fangio, Ascari, Villorresi, Musso, Hawthorn, Collins, Lauda, Villeneuve . . . Are the drivers too well paid? Well, you should put this question to their union . . . The reason why I don't like to have Italian drivers in my team goes back to 1958 when the Italian newspaper said that I was a devil eating my own sons . . ."

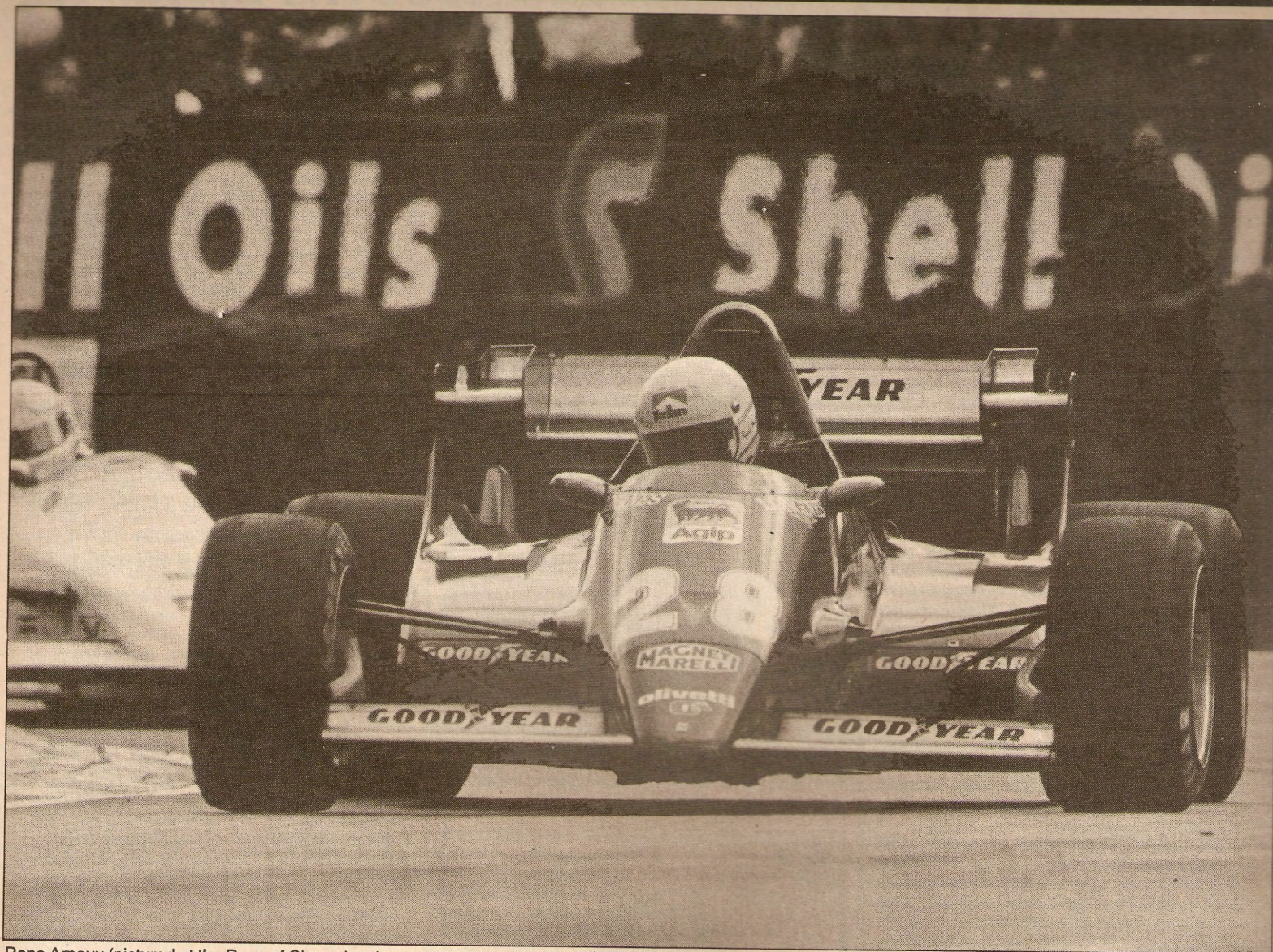
"I might be forced to leave F1 if it becomes transformed too much from a technical exercise into a show, Bernie Ecclestone has intelligently move forward the complex of interests in F1, but he is leaving behind its sporting value."

As his sharpness at his annual news conferences shows. Enzo Ferrari delights in being outspoken, and in mellow mood on this day he was eager to talk about his view of Formula 1 today. "I might be forced to leave Formula 1 if it becomes transformed too much from a technical exercise into a show. Bernie Ecclestone has intelligently moved forward the complex of interests in Formula 1, but he is leaving behind its sporting value. Motor racing should be a sport between drivers and manufacturers, with companies like Ferrari being involved for technical advancement. Don't forget that the automobile was born with racing, and the continuing technical progress is its main point. Once everyone was in racing for the technical reasons, but now too many sponsors and advertising men are there to make money.

"But there is still much technical value for us in Formula 1. With the turbo engine we have learned how to produce 475bhp per litre from an engine — at the beginning of the 3-litre formula we obtained only 175bhp per litre. Always those of us who build racing cars have been learning how to use lighter and stronger metals, and now we are moving further with the development of new plastic and carbonfibre materials."

The Fiorano test track and steering pad form a marvellous backdrop to the awesome power of the magnificent Ferrari 400i.





Rene Arnoux (pictured at the Race of Champions) scored Ferrari's latest Grand Prix win at the Canadian GP just last weekend.

Ferrari's words were translated into English by Ing Squazzini, but the occasional flickering smile showed that his grasp of English was good enough to understand many of the questions without help. Towards the end of our half hour with him, Ferrari was getting into his stride, but it was towards the end of the day and time was pressing for both he and Ing Squazzini. There were handshakes all round and we left.

The other element of the Racing Department which is no secret is Harvey Postlethwaite's involvement. Contrary to an Italian press rumour which AUTOSPORT reported a month ago, Harvey is happy at Ferrari and deeply involved in the creation of the C3. Over dinner he explained the pleasures of working in such a tight organisation where each man has his own precisely defined job to get done, and it is clear he is now an integral and dedicated part of the operation. That dedication, he said, went so far that he would be getting to the factory at 6.00 the following morning to supervise the oven baking of the first C3's composite monocoque...

## Harvee

His Italian colleagues marvel at the speed 'Harvee' — in his case they have to abandon their custom of addressing by surname only because Postlethwaite is such a mouthful! — has picked up the Italian language. He loves living in Modena, his wife and two and half year old son have settled well, and he thrives on the hard work. His relationship with the 'Old Man', he says, is good, and Mr Ferrari still treats him well after the recent discovery of Spitfire bullets in the roof of the old Racing Department building!

All that remained to conclude my visit to Ferrari was to see the amazing testing facility at Fiorano. Although

it was built more than 10 years ago, no other manufacturer involved in facing has a track like it. While Porsche has Weissach and Alfa Romeo has Balocco, neither has the electronic sophistication of Fiorano.

sightseeing trip in itself as we turned out of the main Maranello gates down *Viale Dino Ferrari*, turned again into *Via Gilles Villeneuve* and saw the sign at the end of the road announcing *La pista di Fiorano*. This was the back way in, but on the other side of the track the main road runs close by... so that's why our friends at Autosprint get so many scoop pictures!

The layout is in a figure of eight, and was designed to incorporate characteristics of many of the world's great circuits. Thus there are two Monaco hairpins (one to the right, the other to the left), sweeping Monza or Silverstone bends, and, over the bridge, two sloping curves and a 'yump' reminiscent of the Nürburgring. "No," said Marketing Director Luca Matteone, "we are not going to re-design this part of the track!"

The length is 1.8 miles containing 14 curves with radii varying between 15 and 404 yards, and the best lap ever recorded was a René Arnoux flyer in a 1982 ground effect C2 at 1m 07.35s, which means a speed of well over 100mph. My few laps in a BB512i driven by Chief Test Driver Giancarlo Benuzzi were some 40secs off that pace, but good enough to get the feel of the circuit.

What is so special about Fiorano is the Longines/Olivetti electronic measuring equipment and the closed circuit television. There are 44 sensors round the circuit, most of them sited at roughly 50 yard intervals on the bends. During the course of a lap a car breaks the timing beam at each of these points, and a computer in the control room simultaneously prints out each of the elapsed times. Careful study of the read-out, therefore, allows the engineers to assess the effect of every minor

change through all of the corners. In theory, it would be possible to have the F1 cars properly set up by the time they arrive at each Grand Prix track.

The only wild card in the whole scientific exercise is the driver, and this is where Patrick Tambay's supreme consistency in pounding round the track has been of great value this year. Apparently the times show that on some corners Arnoux is consistently quicker, while Tambay is better on others.

## Video observation

On top of all this, there are 14 video cameras (one on each corner) so that a car's behaviour can also be seen. Looking at the bank of screens in the control room, I was a trifle confused to see a man on a bicycle going for a hot lap... he stopped half way round to get on with scything the grass, not turning a hair as squealing road cars opposite-locked five yards behind his back...

As you read this, the new C3 is probably blasting round on its way to completing many race distances before it even appears at Silverstone. With a test track of such sophistication right on the Racing Department's doorstep, one begins to wonder why Ferrari don't win every time out.

Enzo Ferrari has created a legend at Maranello, but it is abundantly clear that he has no intention of either gently retiring or resting on his laurels. Such is the scale of investment for a company which builds just 2500 cars a year and runs a two car racing team that a great deal of thinking is going on about the company's future.

For the moment the Formula 1 programme is still technically rewarding, and there remain plenty of souls anxious to own a legendary motor car. Having created this unique name, Ferrari's task for the future, in the words of President Ing Giovanni Squazzini, "is to maintain and expand that legend."



Group 1 racing is proving extremely popular in South Africa. Here, Hepburn (Mazda RX-7) leads Paolo and Giorgio Cavalieri (Alfa GTV6s) at Welkom.

## Optimistic outlook

With winter beginning to settle in over the drought ravaged country, the effects of the recessionary period still very much apparent in the business sector, and the new constitutional proposals being hotly argued in parliament, it is scarcely surprising that the average South African is feeling a touch pessimistic about life at the moment.

This feeling, fortunately, does not hold true as far as motor racing is concerned. For the first time in a long while, there is a definite air of optimism brought about by a growing re-acceptance of the sport by the general public. This has happened before, but significantly, continues a trend back to motor sport which started some two years ago and has grown to the point where sponsors, such as Gunston cigarettes, have been lured back into the game.

The dramatic increase in crowd figures at Kyalami (and other circuits) caused an argument among all branches of the sport as to who was mainly responsible for the turn. What cannot be argued though, is the change in organisational attitude and the uplifted standard of racing overall. This, perhaps, is the real reason behind the crowd figures.

South Africa's premier formula, the Sigma Series, is at the half-way mark and, in the six heats run so far, has provided a standard of competition better than the spectators have seen for many years. At the close of last season the series — basically Formula Atlantic cars modified to accept the Mazda rotary engine — produced a situation where three drivers were in a position to win the title at the final race at Kyalami. That, more than anything else, gave the public the confidence to support the sport and, when the facts started fuelling the rumours, there was a large crowd at the gate for the first event of the season. The biggest rumour of them all concerned Ian Scheckter's return (once again) to racing with Gunston backing.

Graham Duxbury attracted money from Fabergé to run his car in Brut colours and several other new names put in their appearance on the sides of the cars — definitely a healthy sign, particularly with the recession at its peak. Also, there were enough cars making it to the startline for the authorities to run a split championship, giving the older, non-wing, cars something to aim at, and an incentive to new drivers.

The situation stands at the moment with Ian Scheckter leading the Sigma Series by 30 points from Graham Duxbury, a deficit that is going to be extremely difficult to overcome in the remaining six rounds. However, Duxbury does not appear upset by this points difference and says he is pinning his hopes on the modifications the team is currently doing on his March to bring it up to 832 spec, and in line with Scheckter's car.

When the season started, it brought with it a proposed ruling that from 1984 cars eligible for the Sigma Series had to be a minimum of a year old in

Europe before they could be imported to South Africa. The idea behind this was to curb the massive expenditure of the big sponsors — largely the reason for the failure of the original Atlantic series. Just how effective this regulation will be remains to be seen!

## Klomfass returns

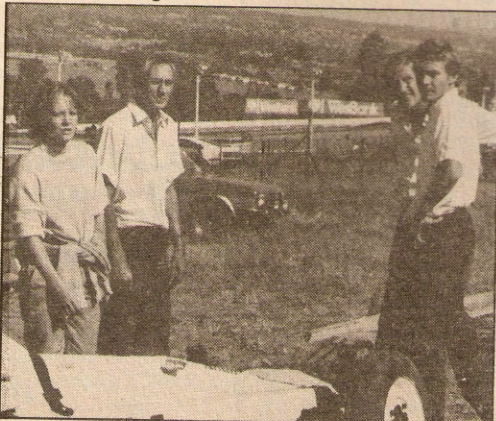
During the Christmas holidays last year, Roy Klomfass was involved in a motor accident — he was pitched out of a dune buggy on the beach — and cracked his skull. Mel Lahner's Rack-Rite team have apparently retained his services and, according to Lahner, Klomfass has been passed fit by the doctors pending a final checkup within the next month. Klomfass's return to racing can only add vigour to the situation, especially if Lahner's conviction regarding the ability of his Lant is well founded.

When Trevor van Rooyen destroyed his Lant in the final race of the season last year, and threw away the chance of the championship, he and Lahner parted company. Until two months ago, TVR was without a drive, but in a shakeup which left several people scratching their heads in bewilderment and a sour taste in some mouths, the DAW team axed Bernard Tilanus and the very promising Braam Smith, handing over Tilanus's car to TVR. "We felt it was the best for us," was the only thing DAW's Jeff Wibersky had to say.

At the same time, Lahner hauled in the reins on the Rack-Rite team. "We need the time to consolidate and do some proper testing so that we can go out with cars properly prepared and fully competitive," said Lahner. "I intend running about six cars by the end of the season, all of which will be able to take on the Marches and the Maurers. I also plan to build up the team with some top quality drivers, and have been speaking to Mike White and Mike Hoffmann among others."

Lahner also blamed the Kyalami officials for his withdrawal because of the ruling introduced at the track prohibiting drivers not in possession of Class A competition licenses from practising. "This means my son Gavin, who has a Restricted license at the moment, cannot do the race necessary to get the Class A license. He is allowed to practise and race in Welkom, so any racing the team does do for a while will be there — which is where I intend doing all my testing."

The Mann family. Glenda and father on the left with Basil on the far right.



## Saloon expansion

When Gunston brought their money back into racing they did so in a big way, taking Scheckter's car and both the BMW 535is of Tony Viana and Fanie Els. They recognised the one form of racing that has, ever since its inception, captured the imagination of the spectator.

Group 1 started life as standard production car racing, complete with standard, locally manufactured, road tyres. As time and entries progressed, so the rules were altered to provide safer and more spectacular racing. The upshot is a formula which is unique to South Africa and which falls somewhere between production cars and the former Group 1 known to British fans.

It is highly likely that by the end of this season a formulated plan of progress will have been established to control the formula, which is now becoming a little unwieldy as more and more specialist 'manufacturers' — such as Basil Green — turn out performance variations within the existing homologation regulations. The probable direction Group 1 will take will be into the nearest internationally recognised formula. This will both stabilise racing locally and promote opportunities for international meetings.

Already, forward planning is being done for a revival of the old Springbok Series — limited to Group 1 cars — with the idea that, in the next two years or so, overseas drivers will be able to compete here in their own vehicles imported for the purpose.

## Ray right

Due to a lack of promotion within the Formula Ford Association itself, this formula has suffered somewhat in recent months with reduced entries at race meetings, although the standard of racing has not declined. Currently, the championship, which annually carries with it the Driver to Europe Award that set Jody Scheckter and Desiré Wilson on their way to success, is a three-cornered contest between Roley Noffke, JJ van Rooyen and Matt Keyser.

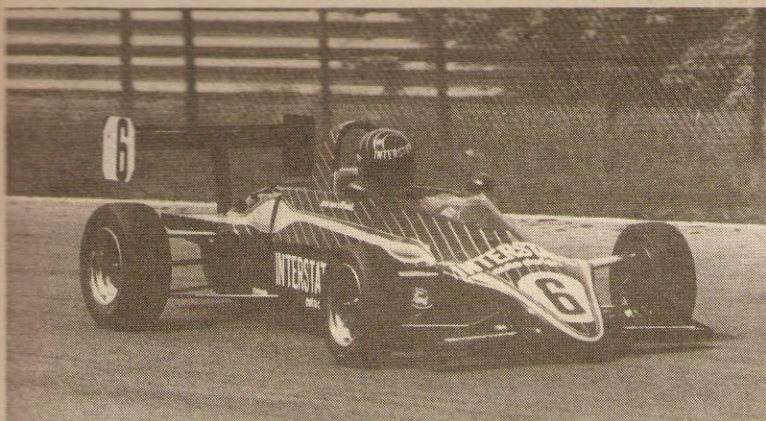
Noffke has taken his Ray 83F to two wins and three second places so far, giving him 36 points and a lead of eight points over JJ van Rooyen (Hawke DL17). He in turn, has a 10 points cushion over Matt Keyser. Keyser, a recent addition to the Sigma Series ranks, did not run the last meeting at Kyalami and will probably not take part in any further FF rounds this year that clash with the Sigma Series.

## Another Mann

Still a form of racing that attracts large entries and plenty of enthusiasm from the crowds, Formula Vee in South Africa is very much a drivers' championship, with all the cars running on the same Firestone rubber.

Geoff Thornton (Mantis Vee) is the man to beat at the moment. He currently has 30 points against the 15 of Gawie Gouws (Impala Vee) and the 10 of Stan Levin (S & J Mk1).

Adding a touch of glamour to the formula is Glenda Mann, sister of Basil Mann who started his racing career in South Africa in this formula before moving on to run an FF as well. Basil, incidentally, is without any drive at the moment, but has an eye open for a drive in a Sigma Series car and possibly a run in a Group 1 car.



Van Silfhout's imaginatively-liveried Interstate Reynard won at Zolder.

## Reynard's FF2000 pacemakers

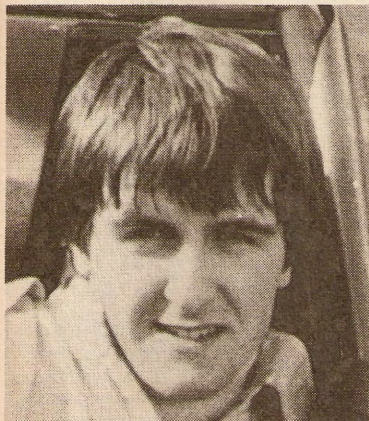
Reynard 83SF chassis currently lead the British, Dutch, Benelux, Canadian and DRC Donington FF2000 championships although confusion still reigns in the EFDA Euroseries following a string of eligibility protests, centring on the German Zagk engines.

Tim Davies (Penistone Racing) and Mike 'Fulmar' Taylor head the national points table while, on the North American continent, Peter Lockhart is on top with his John Powell Motorsport entry.

In Europe, FF1600 graduate Jaap van Silfhout is the top Reynard representa-

tive, his pristine 83SF sponsored and run by brother Henk's Interstate Auto Design company which manufactures custom styling components for BMW and Mercedes cars.

Van Silfhout's car, powered by a Dutch Carly Motors engine, has already won five 2-litre races this season.



Martin Donnelly — back to square one.

## Donnelly loses his Elf points

The Elf FF2000 championship points standings in Ireland have been turned upside down this week following an inspection of the Zagk engine used to date by Martin Donnelly, undefeated in the series so far.

Donnelly's sponsor Frank Nolan voluntarily submitted the German-built power unit to the RAC Technical Commission who found it to substantially contravene the technical regulations in a similar manner to the Zagks stripped recently at the Nurburgring.

Having bought the engine — which won the Cadwell Park British championship round as well — in good faith, Nolan's team have agreed to surrender all 48 points gained to date. Crossle drivers Colin Lees and Dennis McGall from Ulster now share the championship lead on 26 points apiece, five clear of Brendan McKenna's Van Diemen.

AUTOSPORT, JUNE 16, 1983

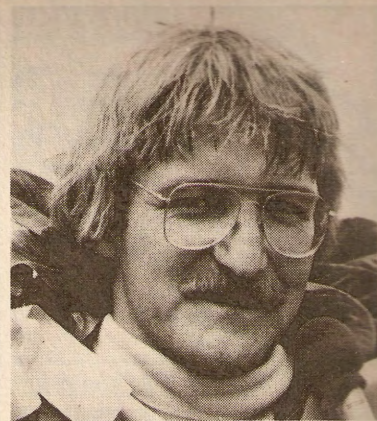
## Smith in the Pipeline

After the recent second round of the RAC Sprint Leaders championship at Lydden last month Mike Smith took the lead of the series in Chris Paterson's Delta T79/82. Smith, who has been involved in motor sport as a team manager and competitor for many years, also runs Jackie Epstein's original prototype Lola T490 S2000 chassis in the BARC/Pace championship.

Both cars are sponsored by Pipeline Induction Heat Ltd, the High Wycombe firm which supplies rapid heating equipment to onshore and offshore pipe-laying contractors worldwide. The company also backs Tony Lanfranchi's Group A Opel Monza on the circuits.

Smith, a director of the company, spends a lot of time abroad but hopes to compete in all sprint rounds this season.

The Smith/Paterson Delta.



Hoy — Dutch clubmans favourite.

## Clubmen in the dunes

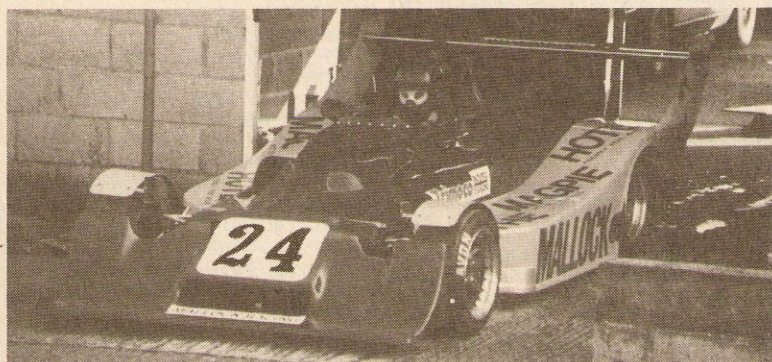
Exciting news for clubmans sports car competitors is that the proposed race at Zandvoort this season is definitely taking place on July 31. After protracted negotiations with the Dutch organisers, the Clubmans Register is taking a full field of cars to the seaside circuit, to compete for the Exposystems trophy.

Most of the top A-sport drivers have confirmed their intentions to compete. A trio, no less, of Vision chassis has been entered for Paul Gibson, Martin White and A.N. Other while Mallock aces Wilberforce Hoy, Vernon Davies, Creighton Brown, John Fyda and Kenny Allen are also making the trip. Any B-sport drivers wishing to go should call Val Adaway for full details on 0933 677705 as soon as possible.

## Big break for Coopers?

Enthusiastic Cornish FF1600 supporters Trevor and Betty Cooper have decided to sell their Norton Flypresses concern in order to allow sons Martin (23) and Alan (18) to pursue their racing activities on a full-time basis.

Martin and Alan both run Royales, an RP33M and an RP26 respectively, with their own engines under the ACE banner. The pair will compete principally in RAC and Castle Combe events and, say Mum and Dad "They've got two years, make or break!"



Callum MacGregor tests the works U2 at Silverstone prior to his Trimoco race.

## MacGregor in print

Sunbury clubmans driver Callum MacGregor has done a deal to run the works Mallock U2 Mk24B in selected A-sport events with backing from Wheeler, Cross and Dean Ltd, the Redditch print and promotions firm.

The rapid young Scot was due to drive the car — which finished fourth in the recent Thundersports event at Brands Hatch crewed by Dick Mallock and Colin Fisher — at Silverstone last weekend in the Trimoco championship race (see *Sportscard*).

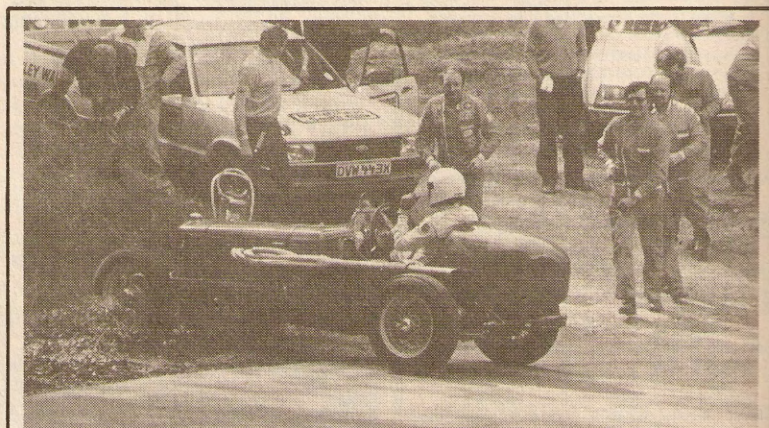
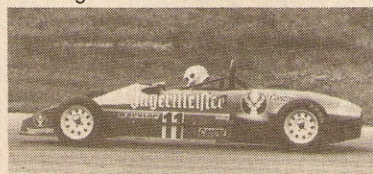
Continued support from Brian

Horne's motor racing-oriented hostelry, The Magpie Hotel in Old Sunbury, has made the deal easier on MacGregor's pocket, too. Further support is being actively sought for a full programme.

## Lola girl

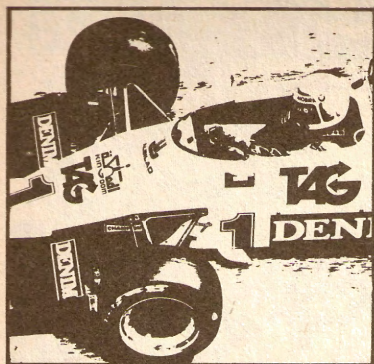
Currently competing in selected European FF1600 events is 18-year-old Beate Nodes whose Jägermeister-sponsored Lola T642E appeared at Zolder a fortnight ago. The German girl was, apparently, well up at the Nurburgring WEC meeting's Formula Ford support race too. On that occasion she was one of two ladies in a highly competitive field.

The Jägermeister Lola of Beate Nodes.



## Dungworth's Shelsley

Former Waring & Gillow Pilbeam stalwart Malcolm Dungworth turned up at Shelsley Walsh a fortnight ago with an immaculate Riley 9-12/4 which he conducted with great gusto on the Worcestershire hill. Alas an oil leak onto the rear tyres caused a dramatic spin at the Esses but happily neither car nor driver was damaged in the incident.



## INTERNATIONAL RACES

### DETROIT MONDIAL

## Good Garza

Mexican Josele Garza scored a surprise victory in the fifth round of the North American Cup series at Detroit on June 4. His Alan McCall-run Ralt was on hand to take the lead when race leader Roberto Moreno struck trouble with about 10 of the race's 40 laps to run.

Brazilian Moreno had qualified his Ocean Motors RT4 on pole position, both practice sessions having been held in, at best, damp conditions, and he duly took off at the start. The man expected to be his nearest challenger, Michael Andretti, had qualified only sixth after suffering gearbox trouble, but worse was to come when he spun off on the first lap while trying to force his way to the front.

Michael rejoined at the back and charged rapidly through in impressive style. By half-way he was back on Moreno's tail but he then clipped a wall and broke his Ralt American RT4's rear suspension. Moreno was left a clear leader until his engine began to sound rough and both Garza and Mark Moore (MDB Systems Ralt) closed in. On lap 32, Garza went through into the lead, while Moore, in trying to follow suit, came into contact with Moreno, forcing the Brazilian into the wall.

Moore continued unabated but was unable to find a way past Garza, these two finishing well clear of Dan Marvin, who was similarly clear of a dicing John David Briggs and Mike Rosen, who changed places on the final lap.

### DETROIT (USA)

#### Jun 5 North American Cup, round 5 40 laps — 97.599 miles

- 1, Josele Garza (Ralt RT4), 1h 19m 14.986s, 73.893 mph;
  - 2, Mark Moore (Ralt RT4), 1h 19m 15.902s;
  - 3, Dan Marvin (Ralt RT4), 1h 20m 29.181s;
  - 4, John David Briggs (Ralt RT4), 1h 20m 49.170s;
  - 5, Mike Rosen (Ralt RT4), 1h 20m 49.629s;
  - 6, Rogelio Rodriguez (Ralt RT4), 39 laps; etc.
- Fastest lap:** Michael Andretti (Ralt RT4), 1m 55.558s, 76.013mph.

### RIVERSIDE NASCAR

## Ricky right

Ricky Rudd scored his long overdue maiden NASCAR Winston Cup race victory at Riverside on June 5, emerging from a gruelling 95-lap event run in very warm conditions to lead Bill Elliott's Ford across the line by 7secs.

Rudd, aged 26, from Virginia, has been a front-runner throughout the year in Richard Childress's Piedmont Airlines Chevrolet, actually qualifying on pole position for the first three races, but this

was the first time in 160 NASCAR starts that he had led across the finishing line.

Elliott's second placing in the Melling Tool Ford means that he takes over second place in the points standings from Harry Gant, who finished third in his Skoal Bandit Buick. Making it a good day also for Ford, Dale Earnhardt and Dick Brooks filled out the top five placings in their T-birds with Kyle Petty (7-Eleven Pontiac) and Darrell Waltrip (Pepsi Challenger Buick) next up, the latter struggling with steering trouble throughout the afternoon and making several unscheduled pitstops. In all, 31 laps of the race were run under caution flags, many of the incidents due to a portion of the track surface breaking up. Tim Richmond was one to suffer as a result, retiring after a second off-course excursion, while points leader Bobby Allison also lost time, finally winding up a lowly 22nd, some eight laps behind the leaders.

JOHN ZIMMERMANN

### RIVERSIDE (USA)

Jun 5

#### Budweiser 400 NASCAR Winston Cup Grand National Championship, round 13 95 laps — 400 miles

- 1, Ricky Rudd (Chevrolet Monte Carlo), 2h49m35s, 88.063mph;
- 2, Bill Elliott (Ford Thunderbird), 2h49m42s;
- 3, Harry Gant (Buick Regal), 95 laps;
- 4, Dale Earnhardt (Ford Thunderbird), 95 laps;
- 5, Dick Brooks (Ford Thunderbird), 95 laps;
- 6, Kyle Petty (Pontiac Grand Prix), 95 laps;
- 7, Darrell Waltrip (Chevrolet Monte Carlo), 95 laps;
- 8, Morgan Shepherd (Buick Regal), 95 laps;
- 9, Bill Schmitt (Chevrolet Monte Carlo), 94 laps;
- 10, Richard Petty (Pontiac Grand Prix), 93 laps.

### POCONO NASCAR

## Another for Allison

It was a long, hot day of racing at the Pocono International Raceway on Sunday. Eventually, though, the Van Scoy Diamond 500 race, round 14 of the NASCAR Winston Cup Grand National Championship, was won by Bobby Allison's Miller Beer Buick Regal, the veteran Alabaman outpacing and outlasting the field to further increase his points advantage.

Darrell Waltrip had claimed his third pole position of the year but from the start it was Ricky Rudd who showed first; his Piedmont Airlines Pontiac running strongly at the head of a fascinating 17-car draft.

By half way, though, it was clear that Allison had the strongest car and after Harry Gant and Neil Bonnett retired with valve and brake problems respectively it was left for Allison to cruise in ahead of Waltrip, who hadn't really been

on the same pace but had come through as a result of a consistent drive and good pit-work. Richard Petty made a late stop for fuel but claimed third place after Tim Richmond and Bill Elliott ran out of fuel on the final lap, although they recovered to fourth and sixth, sandwiching Benny Parsons.

GREG RICKES

### POCONO (USA)

Jun 12

#### Van Scoy Diamond 500 NASCAR Winston Cup Grand National Championship, round 14 200 laps — 500 miles

- 1, Bobby Allison (Buick Regal), 200 laps, 128.636mph;
  - 2, Darrell Waltrip (Chevrolet Monte Carlo), 200 laps;
  - 3, Richard Petty (Pontiac Grand Prix), 200 laps;
  - 4, Tim Richmond (Pontiac Grand Prix), 199 laps;
  - 5, Benny Parsons (Buick Regal), 199 laps;
  - 6, Bill Elliott (Ford Thunderbird), 199 laps; etc.
- Championship positions:** 1, Allison, 2163pts; 2, Petty and Elliott, 2000; 4, Waltrip, 1984; 5, Neil Bonnett, 1956; 6, Harry Gant, 1949, etc. **Next round:** Jun 19, Michigan.

### BRNO ETC

## BMW 3, Jaguar 3

The TWR/Motul Jaguar team made it three wins apiece for themselves and BMW by scoring again at the classic Brno street circuit in Czechoslovakia last Sunday. Victory for Tom Walkinshaw/Chuck Nicholson means that the Scot has now moved into the lead of the European Touring Car Drivers' Championship by one point over Dieter Quester, whose Schnitzer BMW finished second.

In fact, Tom might have been able to pull out a larger lead had not his Jaguar team-mate Pierre Dieudonné been forced to make a late pit stop with a broken rear suspension when running right behind his team leader in impressive style. The two Jaguars made for a spectacular sight as they sped round the demanding Czech circuit, easily drawing away from their pursuers, and they were just steadying themselves for a blanket finish when Dieudonné, with two laps to go radioed in to the TWR team manager Paul Davies; "I've got a puncture! Right rear!"

Minutes later, the Belgian cruised gently into the pits but a close inspection revealed nothing amiss and he was sent on his way again, although by now he was down in sixth position. After the race, a broken rose joint was discovered.

The two Jaguars had been in control from the outset, taking off from their positions on the front row and never being challenged by the horde of BMWs. By the time Walkinshaw made his first

stop, after 17 laps, the two cars were around 10secs apart and although local hero Zdenek Voitech briefly held second in his 635CSI, his glory didn't last long before a failed Pirelli tyre sent him crashing into the barriers and out of the race. Voitech admitted later that he had stayed out too long on the tyre, which had overheated.

Helmut Kelleners/Umberto Grano were also out of luck, posting their first ETC retirement since Vallelunga in 1981 when a broken crankshaft oil seal let fuel into the clutch and eventually made it impossible to change gear.

A superb early battle between BMWs of Quester, Walter Brun — happily recovered from his recent Nürnberg crash but still feeling the effects — Michel Delcourt, René Hollinger and Grano was gradually whittled down to just two cars, those of Quester, shared with Hans Heyer, and Brun, with Hans Stuck, finally being separated by a mere 0.62sec after three and a half hours racing!

Giorgio Francia/Marco Micangeli brought the only surviving Alfa Romeo GTV6 to their third successive class victory, finishing 11th overall, while the surprisingly rapid Volkswagen Golf of Axel Huweler/Alfons Hohenester finally claimed the small class ahead of the Audi of Peter Seikel/Lothar Schorg and the Belgian VW Club Scirocco of Daniel Herregods/Willi Bergmeister, although the similar car of Philippe Menage/Alan Thibaut, who are both very well placed in the points standings, retired with clutch failure.

JURGEN STIFTSCHRAUBE



Walkinshaw — new ETC leader

### BRNO (CZ)

Jun 12

#### European Touring Car Championship, round 6 56 laps — 375.2 miles

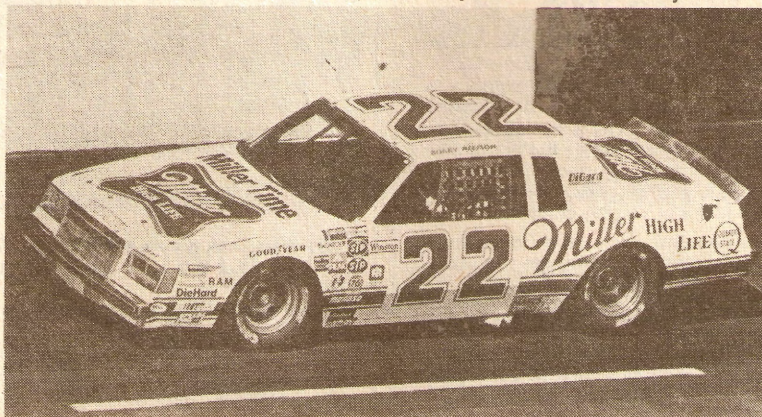
- 1, Tom Walkinshaw/Chuck Nicholson (5.3 Jaguar XJ-S), 3h31m14.23s, 106.92mph;
  - 2, Dieter Quester/Hans Heyer (3.5 BMW 635CSI), 55 laps;
  - 3, Hans Stuck/Walter Brun (3.5 BMW 635CSI), 55 laps;
  - 4, Michel Delcourt/Dany Swyssen (3.5 BMW 635CSI), 55 laps;
  - 5, Walter Nussbaumer/Herbert Hartge (3.5 BMW 635CSI), 55 laps;
  - 6, Enzo Calderari/Pierre Dieudonné (5.3 Jaguar XJ-S), 55 laps;
  - 7, Marco Vanoli/René Hollinger (3.5 BMW 635CSI), 54 laps;
  - 8, Jean-Louis Bos/Christian Dübey/Jean Krucker (3.5 BMW 635CSI), 54 laps;
  - 9, Dominique Fornage/Christian Dorche (3.5 BMW 635CSI), 54 laps;
  - 10, Giuseppe Brioza/Hans-Jürgen Dürig/Urs Knecht (3.5 BMW 635CSI), 53 laps; etc.
- Fastest lap:** Nicholson, 3m39.18s, 111.49mph.

**Class winners — Division 1 (up to 1600cc):** Axel Huweler/Alfons Hohenester (1.6 Volkswagen Golf GTI), 51 laps; **Division 2 (1601-2500cc):** Giorgio Francia/Marco Micangeli (2.5 Alfa Romeo GTV6), 52 laps; **Division 3 (over 2500cc):** Walkinshaw/Nicholson.

**Championship positions:** 1, Walkinshaw, 105pts; 2, Quester, 104; 3, Helmut Kelleners/Umberto Grano, 86; 5, Peter Seikel/Lothar Schorg, Francia/Micangeli, 82 etc.

**Next round:** Jun 26, Österreichring (A).

Bobby Allison's Buick Regal ran strongly to victory at Pocono last Sunday.





Roberto Moreno, along with Michael Andretti, has been the class of the Mondial field.

## MILWAUKEE CART

# Al amid acrimony

Al Unser Sr topped his two second placings so far in this year's CART PPG Indy Car World series by winning last Sunday's Rex Mays 150 at Milwaukee, although his victory was somewhat fortunate, being awarded as a result of the exclusion at post-race scrutineering of Tom Sneva's Bignotti-Cotter/Texaco Star March. The Indianapolis winner again ran superbly last weekend, holding off Al Unser's Penske by 1sec at the flag, only to have the result taken away from him when his car's skirts were found to be fractionally too low on one side. The team have appealed against his exclusion.

Provisionally, therefore, the Penske team have scored a resounding 1-2 result, Rick Mears following Unser home, although it was clear throughout the meeting that the Marches held a slight advantage. At the end of qualifying, just as at Indy, rookie Teo Fabi had been impressively fastest, despite having never even been to the track before. The Italian was fast from the word go, lapping spectacularly as he learned the racing line, and ended up with a 26.259sec lap in his Forsythe Racing 83C.

Grid times proved to be very close at the unbanked, 1-mile speedway, particularly the group from third to 14th fastest, who were covered by a hair over 0.5sec!

Reigning Champion Mears qualified alongside on the front row, while Bobby Rahal's Red Roof Inns March had another of the Bicester cars for company on row two, that of Patrick Racing's Gordon Johncock. The STP-liveried car was in fact that driven at Indy by Danny Ongais and Gordon was much happier with the car than his own Wildcat, which he handed over for the gritty Ongais to qualify seventh. Further down the order, Mario Andretti seemed to be making progress with the Newman-Haas Lola, although Bill Alsup's new Argo was beset by engine trouble and Derek Daly was unfortunate not able to make the race as his team's only engine blew up during practice.

Fabi and Mears made the early running in the 150-lap race, although it wasn't long before Sneva worked his way up into contention. On laps 33 and 39 respectively, he drove his March round the outside of Mears and then Fabi to assume the lead, although he was never able to pull out much of a lead.

Already out at this point were Johncock, whose engine expired after only six laps and Kevin Cogan (oil pressure), while Andretti ran fairly well until a broken water pipe forced him out.

Most of the leading teams had been

## QUALIFYING

|                       |              |        |
|-----------------------|--------------|--------|
| Teo Fabi (I)          | March 83C    | 26.259 |
| Rick Mears (USA)      | Penske PC11  | 26.423 |
| Bobby Rahal (USA)     | March 83C    | 26.745 |
| Gordon Johncock (USA) | March 83C    | 26.763 |
| Tom Sneva (USA)       | March 83C    | 26.841 |
| Al Unser Sr (USA)     | Penske PC11  | 26.899 |
| Danny Ongais (USA)    | Wildcat Mk9  | 27.108 |
| Roger Mears (USA)     | Penske PC10  | 27.127 |
| Howdy Holmes (USA)    | March 83C    | 27.190 |
| Pete Halsmer (USA)    | Penske PC10B | 27.192 |
| Kevin Cogan (USA)     | March 83C    | 27.199 |
| Mario Andretti (USA)  | Lola T700    | 27.208 |
| Pancho Carter (USA)   | March 82C    | 27.265 |
| Al Unser Jr (USA)     | March 83C    | 27.278 |
| Mike Mosley (USA)     | March 83C    | 27.358 |

hoping to make it through this race with only one pitstop, but Sneva put himself at a slight disadvantage by making his first stop for fuel after only 71 laps. Fabi, Unser and Mears, on the other hand, all made it past the half-way point before coming in, although Fabi soon started to drop back a little as he was troubled by an overheating engine as well as a sore neck.

On lap 100, Pancho Carter brought out the yellow flags with a big spin at Turn 4, which enabled Sneva to nip in for a fuel top-up, but on the restart it was Unser who took up running and he began to edge away from the pursuing March. Gradually, Sneva began to work away at Al's lead and by lap 126 they were together. After a thrilling battle, with seven laps to go, they swooped either side of Mike Mosley's March and Sneva was able to take the lead. By the end, he held a meagre 1sec advantage over the Penske, with Mears some further 10secs back in third place having had to make a stop for a cut tyre. Fabi soldiered on to finish one lap down in fourth place, which became third after Sneva's exclusion, while Mosley, complaining of poor throttle response, Rahal, who was penalised a lap for running over another team's air hose during a chaotic pit-stop, and Howdy Holmes completed the top six.

## MILWAUKEE (USA) Jun 12 Rex Mays 150 CART/PPG Indy Car World Series, round 3 150 laps — 150 miles

|   |  |
|---|--|
| 1, Al Unser Sr (Penske-Cosworth DFX PC11), 1h 17m 43s, 115.805mph;  |  |
| 2, Rick Mears (Penske-Cosworth DFX PC11), 1h 17m 53s;   |  |
| 3, Teo Fabi (March-Cosworth DFX 83C), 149 laps;   |  |
| 4, Mike Mosley (March-Cosworth DFX 83C), 148 laps;  |  |
| 5, Bobby Rahal (March-Cosworth DFX 83C), 147 laps;  |  |
| 6, Howdy Holmes (March-Cosworth DFX 83C), 147 laps;   |  |
| 7, Roger Mears (Penske-Cosworth DFX PC10), 147 laps; 8, Pete Halsmer (Penske-Cosworth DFX PC10B), 146 laps; 9, Tony Bettenhausen (March-Cosworth DFX 83C), 145 laps; 10, Dick Simon (March-Cosworth DFX 83C), 144 laps; etc. These results are provisional. |  |

## MONTREAL MONDIAL

# More Moreno

Another processional North American Cup Formula Mondial race last weekend provided a second clear victory for Roberto Moreno's Ocean Motors-prepared Ralt RT4. The Brazilian was never challenged throughout the long, 37-lap race and ended up more than 32secs clear of Michael Andretti's similar CGI/Electrolux RT4.

Andretti had started from eighth place on the grid, following a brush with a guard rail in qualifying, but swiftly scythed his way into second place, where he stayed. Dave McMillan drove a good race in the pretty Dart 83M to claim third, ahead of the Ralts of Dan Marvin and Detroit winner Josele Garza.

## MONTREAL (CDN)

Jun 11

### North American Cup, round 6 37 laps — 101.39 miles

- 1, Roberto Moreno (Ralt RT4), 1h 02m 12.382s, 97.79mph;
- 2, Michael Andretti (Ralt RT4), 1h 02m 44.392s;
- 3, Dave McMillan (Dart 83M), 1h 02m 52.139s;
- 4, Dan Marvin (Ralt RT4), 1h 03m 1.969s;
- 5, Josele Garza (Ralt RT4), 1h 03m 16.856s;
- 6, John David Briggs (Ralt RT4), 1h 03m 32.907s; etc.

Fastest lap: Moreno, 1m 39.554s, 99.09mph.

## PORTLAND TRANSAM

# Willy T on top

Black American racer Willy T Ribbs has been threatening all season to win a Budweiser TransAm event, and at Portland on Sunday he managed it, driving a fine race to pip Greg Pickett by only 0.6secs.

The two De Atley Motorsports Camaros of David Hobbs and Ribbs took off into the lead from the start, immediately pulling away from the pack until half distance, when Hobbs felt a vibration from the back of his car and made for the pits. A quick inspection revealed nothing amiss, so he rejoined almost a full lap behind Ribbs. A caution period a little later enabled Hobbs to close up slightly and on the resumption he charged up to fourth position, thus maintaining his championship lead.

Ribbs, however, came under pressure from Greg Pickett's Corvette, which charged on in the later stages but was unable to find a way past. Tom Gloy's Mercury Capri, which ran second until a stop to change tyres, finally finished third ahead of Hobbs and pole winner Gene Felton, whose Pontiac TransAm's engine was showing signs of being hard worked of late.

BILL MITCHELL

## PORTLAND (USA)

Jun 12

### SCCA Budweiser Trans Am Championship, round 4 52 laps — 99.58 miles

- 1, Willy T Ribbs (Chevrolet Camaro), 1h 06m 45.5s, 89.498mph;
- 2, Greg Pickett (Chevrolet Corvette), 1h 06m 46.1s;
- 3, Tom Gloy (Mercury Capri), 52 laps;
- 4, David Hobbs (Chevrolet Camaro), 52 laps;
- 5, Gene Felton (Pontiac TransAm), 52 laps;
- 6, Frank Leary (Pontiac TransAm), 52 laps; etc.

Fastest lap: Hobbs, 1m 10.8s, 97.36mph (record).

## ROUEN F3/SALOONS

# Ferté's fourth

Michel Ferté extended his lead in the French Formula 3 Championship on Sunday by taking his works ORECA/Marlboro Martini-Alfa Romeo to a clear victory at the superb Rouen-les-Essarts circuit, while René Metge triumphed in the Production Group A race, his Marlboro Rover fighting up from a poor start.

In the F3 race, pole winner Patrick Gonin retired his Martini almost straight away with a failed clutch, so François Hesnault, who had been fastest in the first session with his Saudi Airlines Ralt-VW, took up the running and began to edge away from Ferté and Marc Sourd (gsi Ralt-VW). After five laps, though, Hesnault picked up a slow puncture and although he managed to reach the end of the race, despite a quick spin, he had dropped to third place.

Olivier Grouillard, who emerged unscathed from an horrific accident in practice, retired from the race with ignition trouble on his Martini, so Gilles Lempereur (Ralt-VW) claimed fourth ahead of the Avia La Châtre Anson of Philippe Huat.

Metge's tardy start from pole position in the saloon race allowed the Marlboro Alfa Romeo GTVs of Dany Snobeck and Alain Cudini to take up the running, although Metge worked his way neatly back through to the front in what turned out to be a rather processional race, aided when the gearbox in Snobeck's car failed with three laps to go.

ANDY MILLER

## ROUEN (F)

Jun 12

### French Formula 3 Championship, round 8 20 laps — 68.8 miles

- 1, Michel Ferté (Martini-Alfa Romeo MK39), 39m06.43s, 105.81mph;
- 2, Marc Sourd (Ralt-Volkswagen RT3), 39m09.76s;
- 3, François Hesnault (Ralt-Volkswagen RT3), 39m27.37s;
- 4, Gilles Lempereur (Ralt-Volkswagen RT3), 39m59.40s;
- 5, Philippe Huat (Anson-Toyota SA4), 40m00.8s;
- 6, Claude Marq (Martini-Alfa Romeo Mk34), 40m00.80s; etc.

Fastest lap: Sourd, 1m56.09s, 106.81mph (record).

Championship positions: 1, Ferté, 102pts; 2, Sourd, 85; 3, Hesnault, 82; 4, Patrick Gonin (Martini), 53; 5, Olivier Grouillard (Martini), 49; 6, Frédéric Delavallade (Martini), 34; etc. Next round: Sep 4, Nogaro.

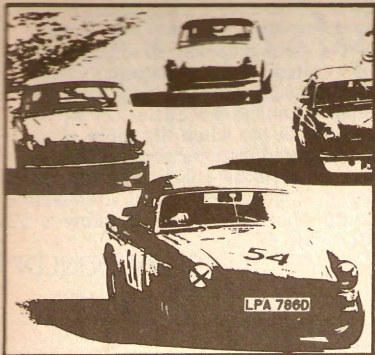


Metge's winning Marlboro Rover.

### French Production Group A Championship, round 8 15 laps — 51.6 miles

- 1, René Metge (3.5 Rover Vitesse), 33m11.24s, 93.40mph;
- 2, Alain Cudini (2.5 Alfa Romeo GTV6), 33m17.2s;
- 3, Jean-Pierre Malcher (3.5 BMW 635CSi), 33m27.8s;
- 4, Jean-Pierre Beltoise (2.2 Peugeot 505), 34m01.0s;
- 5, Lucien Guitteny (2.8 BMW 528i), 34m06.2s;
- 6, Gérard Bleynie (2.8 BMW 528i), 34m23.2s; etc.

Fastest lap: Dany Snobeck (2.5 Alfa Romeo GTV6), 2m10.7s, 94.84mph.



## NATIONAL RACES

### SNETTERTON

# Super Sala

Although the Esso Formula Ford Championship contenders only visit Snetterton once a season, it is always a welcome situation; this year was no different. With a wealth of talent in its ranks — as rich as any other leading FF1600 series — their qualifying round produced a close, exciting race fought out in fine spirit. It provided an excellent start to the BRSCC's racing for the Willhire 24 hour weekend.

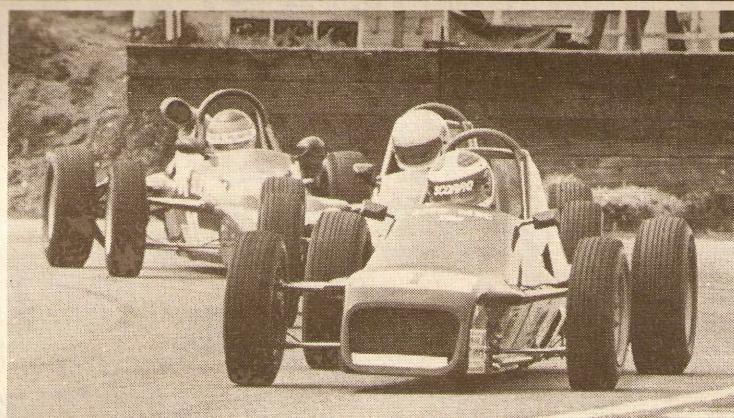
Five cars had soon broken clear of the pack to form a battling front running group. Mostly the Van Diemen of Maurizio Sandro Sala was out front and indeed the Brazilian eventually scored another victory to further extend his points lead in the championship but throughout the 10-lapper he was forced to work very hard for his success.

Initially, Sandro Sala's immediate challenge came from Rotherham's John Booth, also in a Van Diemen. Booth squeezed inside his rival at Riches on the third lap to snatch a brief lead before being repassed at the end of the long Revett straight. Booth kept the pressure on Sandro Sala until lap 6 when a moment at Sear dropped him to the rear of the quintet. Keith Fine (Royale) had headed Spaniard Antonio Albacete and Andy Wallace, both in Van Diemens, in close pursuit of the leaders but he too was delayed so that Wallace emerged in second spot and began to hound Sandro Sala. Wallace briefly found a way past, taking advantage of a backmarker at Russell, but Sandro Sala was soon ahead again. Thereafter, he defended his advantage very firmly and as the pair exited the final corner he almost forced Wallace onto the grass. Fine took third from Albacete and a recovering John Booth.

Next onto the track were the Modified Saloons for their BRSCC championship round. 'Skid' Scarborough conserved himself for his drive in the Willhire 24 hours and lapped his 3.0 Ford Capri just fast enough to stay clear of Mark Hales's loud Ford Escort. Hales was shadowed early in the race by Richard Williamson's Ford Escort RS which later dropped away although not before Richard had equalled Scarborough's fastest lap. First and second men were class winners as was Rob McIntyre (1.3 Mini), after John Hopwood — happily without hurt — had wrecked his Metro against the Russell barriers.

Paul Sleeman drove his Rostron to victory in the Pre '74 FF1600 race to achieve a hat-trick of wins in the category at Snetterton this season. With Peter Lawrence absent from the large 26 car grid, Peter Hancock looked set to assume second place in the points standing but an 'off' at the Esses on the second tour dropped him to fifth in the results.

ANDY LEEDER



Sandro Sala, Booth and Fine dispute the lead during their FF1600 battle.

### SNETTERTON (GB), Jun 4, BRSCC

**Esso FF1600 championship race (10 laps):** 1, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 12m15.7s, 93.80mph; 2, Andy Wallace (Van Diemen-Minister RF83), 12m15.8s; 3, Keith Fine (Royale-Auriga RP33M), 12m17.1s; 4, Antonio Albacete (Van Diemen-Scholar RS83), 12m18.7s; 5, John Booth (Van Diemen-Gatmo RF83), 12m22.7s; 6, Peter Sneller (Zeus-Auriga ZR1), 12m25.2s. **Fastest lap:** Wallace, 1m11.7s, 96.25mph.

**BRSCC Modified Saloon car championship race (10 laps) — Overall:** 1, Graham Scarborough (3.0 Ford Capri), 12m50.1s, 89.61mph; 2, Mark Hales (2.0 Ford Escort), 12m51.4s; 3, Richard Williamson (2.0 Ford Escort RS Pinto), 12m56.9s; 4, Brian Chatfield (1.6 Ford Escort), 13m29s. **2001-4000cc:** 1, Scarborough; 2, Milton Bishop (3.0 Ford Capri); no other starters. **Fastest lap:** Scarborough, 1m15.8s, 91.04mph. **1301-2000cc:** 1, Hales, 89.46mph; 2, Williamson; 3, Chatfield. **Fastest lap:** Williamson, 1m15.8s, 91.04mph. **1001-1301:** 1, Rob McIntyre (McIntyre Mini), 13m02.5s, 79.37mph; no other finishers. **Fastest lap:** McIntyre, 1m24.7s, 81.48mph. **Up to 1000cc** No entries.

**Pre '74 Formula Ford 1600 championship race (10 laps):** 1, Paul Sleeman (Rostron-Minister CT3), 12m46.9s, 89.99mph; 2, Chris Woodcock (Dulon-Auriga MP15), 12m49.4s; 3, David Porter (Elden-Minister Mk10C), 12m54.4s; 4, Gareth Lloyd (Dulon-Rowland MP15), 13m11.6s; 5, Peter Hancock (Merlyn-Minister Mk20A), 13m16.7s; 6, Andy Parham (Hawke-Auriga DL11), 13m24.4s. **Fastest lap:** Sleeman, 1m15.2s, 91.77mph.

### LYDDEN HILL

# White-wash

To slee, in certain parts of the country, is a dialect word meaning to slay; so a sleeman is a slayer or conqueror. That being so, Paul Sleeman is very well named, for, the day after scoring another Pre-'74 FF1600 win, he swept to his 50th Lydden victory on Sunday. Not content with that, he scored his 51st in the *Formule Libre* race, lapping all but one of the other competitors. Brian Davis vied for the headlines, reducing the FF2000 lap record still further, it now standing at 42.9s, a full second under the time that Richard Trott set when the pukka National contenders last visited the circuit.

After the opening kart race, won by Alan Eastwood, the Marchant and Cox FF1600 regulars lined up with Dennis Humphries making the best use of his front row start to take his Tankerton Garage Royale RP26 into the lead. And there he stayed for several laps, defying all the pressure that Paul Sleeman (Rostron CT3) and Derek May (Van Diemen DM83) could apply until, eventually, he slid a little wide at the Hairpin and Sleeman was through, followed shortly after by May. Humphries retained a well-deserved third until the end, not far ahead of another good scrap involving Nigel Fright (Ray 80F) and Steve Brown (Elden Mk 21), which finished in that order.

Another good grid of cars contested the Flint Motor Engineers FF2000 race, although Julian Cutler sadly had to be pushed from his front-row slot with a broken driveshaft. This gave Roger White the opportunity to give Delta a debut British win for their new T83. As the cars sped across the line at the end of the first lap, a wheel shot off Steve Holland's Wimhurst and disappeared into the trees, the car coming to rest against the bank. No one was hurt. Back on the track, White was consolidating his advantage, John Dickinson being his nearest challenger, handling his Reynard SF77D very nicely. The Royale RP30 of Paul Rowsell put Dickinson under con-

siderable pressure, but it was Rowsell who gave way first, spinning at Pits. This gave Brian Davis the chance to close, and he had caught but not passed the older Reynard by the finish, setting a new class record on the way. Tony Hancock (Reynard SF80) had his best FF2000 result to date on his fleet way to fourth place, ahead of championship sponsor Tony Howard (Delta) and Rowsell.

The Special Saloons had one of their bad days. Once Michael Law's Stiletto had stopped while well in the lead, it was just left to Steve Harman to power his Imp past Ernie Wood's Stiletto and that

was it, for these were the only two finishers. Brian Wright had retired his interesting Viva HA with an awful misfire and Grenville Griffiths, making a return to racing, retired Rich Wager's Mini Miglia. Griffiths, it seems, intends to race in Thundersports later this season, in a Lancia Stratos. . .

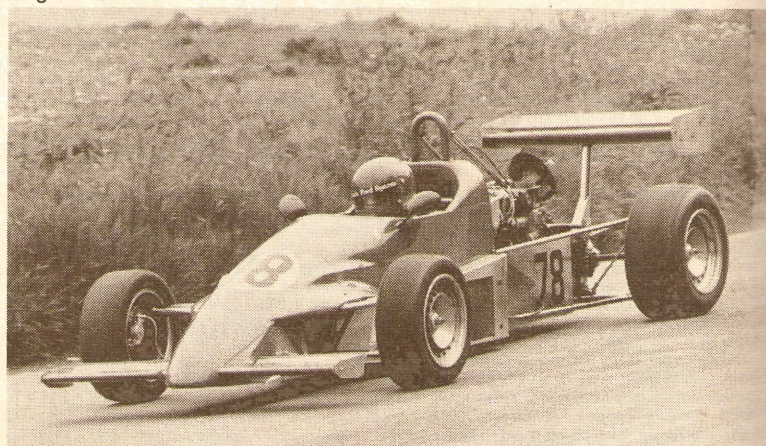
The Mini Sevens were much better, though Chris Gould and Barbara Cowell had the first two positions well sewn up from the off. The fun was all behind them, Ralph Budd trying to catch his fellow ex-Mini Rodder, but finding that Colin Rodger was in the way. This little duel ended with Budd doing a nose-stand on the infield after taking Pits a little too quickly. Behind Rodger, Steve Mole and the spectacular Nick Watson had fairly lonely races, while Geoff Baker was sixth after a good dice with John Denyer.

After Graham Steer had guided his kart to a good win, the elements then decided to take a hand, thunder and lightning enveloping the circuit yet again this year. With the rain streaming down, a fair grid of Mini Miglias splashed away, Keith Padmore proving to be at home in the diabolical conditions, sloshing through the ever-deepening puddles to an easy win. Brian Brady thought he'd mastered the conditions as well, but he fell foul of the Chessons lake and rolled spectacularly when he aquaplaned head-first into the bank, while Robert Morris used his rallycross experience in coping with the conditions to come home third ahead of former F1300 driver John Palmer.

Once the thunderclaps had finished applauding Padmore around his victory lap, a rather depleted *Formule Libre* grid was despatched on its way, Paul Sleeman finishing the day as he started it, with a win. Some way behind the March 713S at the close, Peter Daniels nevertheless drove well in his recently purchased ex-Jeff Williams Ralt RT1. John Bullock made his visit from Loughborough worthwhile, bringing his black Royale RP30 into third ahead of Dave Connor (Royale RP26), and Melvyn Coon (Mallock).

GRAHAM NIGHTINGALE

Roger White scored a fine first win for the new Delta T83 FF2000 car.



### LYDDEN HILL (GB), Jun 5, Astra MC

**Marchant and Cox FF1600 Championship race (12 laps):** 1, Paul Sleeman (Rostron CT3), 9m 19.3s, 77.24mph; 2, Derek May (Van Diemen DM83); 3, Dennis Humphries (Royale RP26); 4, Nigel Fright (Ray 80F); 5, Steve Brown (Elden 21); 6, Dave Connor (Royale RP26). **Fastest lap:** May and Fright, 45.6s, 78.95mph.

**Flint Motor Engineers FF2000 Championship race (12 laps):** 1, Roger White (Delta T83), 8m 45.5s, 82.20mph; 2, John Dickinson (Reynard SF77D); 3, Brian Davis (Royale RP30); 4, Tony Hancock (Reynard SF80); 5, Tony Howard (Delta TS82/3); 6, Paul Rowsell (Royale RP30). **Fastest lap:** Davis, 42.9s, 83.91mph (record).

**Special Saloons race (12 laps):** 1, Steve Harman (1.0 Imp), 10m 56.7s, 65.71mph; 2, Ernie Woods (1.0 Sunbeam Stiletto). No other finishers. **Fastest lap:** Harman, 51.3s, 70.15mph.

**Southern Mini Seven Championship race (12 laps):** 1, Chris Gould, 10m 47.9s, 66.68mph; 2, Barbara Cowell; 3, Colin Rodger; 4, Steve Mole; 5, Nick Watson; 6, Geoff Baker. **Fastest lap:** Gould, 53.2s, 67.67mph.

**Southern Mini Miglia Championship race (12 laps):** 1, Keith Padmore, 12m 38.4s, 56.96mph; 2, Alan Shields; 3, Robert Morris; 4, John Palmer; 5, Peter Moore; 6, Peter Major. **Fastest lap:** Padmore, 59.8s, 60.02mph.

**Formule Libre race (12 laps):** 1, Paul Sleeman (2.0 March 713S), 10m 39.0s, 67.61mph; 2, Peter Daniels (2.0 Ralt RT1-Toyota); 3, John Bullock (2.0 Royale RP30); 4, Dave Connor (1.6 Royale RP26); 5, Melvyn Coon (1.7 Mallock); 6, Bob Kirk (2.0 Lola T580). **Fastest lap:** Sleeman, 51.7s, 69.63mph.

**KNOCKHILL (GB), Jun 5, SCCC**

**Formula Ford 1600 race (10 laps):** 1, Iain Gardner (Crossle-Minister 50F), 10m 31.1s, 73.58mph; 2, Harvey Gillanders (Van Diemen-Nelson RF82), 10m 32.9s; 3, Lance Gauld (PRS-Auriga 82F), 10m 37.7s; 4, Cliff Harper (Hawke-Minister DL15), 10m 39.2s; 5, David Robertson (Van Diemen-Scholar), 10m 40.8s; 6, Gordon Melvin (PRS RH01), 10m 44.8s. **Fastest lap:** Gillanders, 1m 01.3s, 75.75mph.

**GT Cars (12 laps) — overall:** 1, Jim McGaughey (2.0 Renault 5T), 11m 34.9s, 80.85mph; 2, Kenny Coleman (1.0 Davrian), 12m 14.6s; 3, Bob Milne (1.0 Davrian-Imp), 11m 46.5s; 4, James Argo (1.3 Mini), 12m 08.2s. **Up to 1000cc:** 1, Coleman; 2, Milne; no other finishers. **Over 1000cc:** 1, McGaughey; 2, Argo; 3, Stan Share (1.2 Clan Crusader).

**Sports & Clubmans Cars (10 laps):** 1, John Fyda (1.7 Malloc U2-Agra Mk 24B), 9m 14.1s, 84.46mph; 2, Laurence Jacobsen (2.0 Chevron B60), 9m 56.8s; 3, Bill Drummond (1.7 Malloc U2 Mk 20), 10m 18.0s; 4, John North (1.6 Malloc U2 Mk 11/24), 9m 42.0s; 5, Keith Bowmaker (2.0 Lola T492), 9m 43.4s; 6, Kevin McCormick (1.6 Malloc U2 Mk 20B). **Fastest lap:** Fyda, 54.1s, 86.51mph.

**Marlboro Formula Ford 1600 Championship race (12 laps):** 1, Tom Brown (Van Diemen-Scholar RF80), 12m 04.2s, 76.95mph; 2, Chic Stenhouse (Van Diemen-Scholar RF81), 12m 10.8s; 3, Rby Low (PRS-Minister 79F), 12m 11.2s; 4, Colin Birkbeck (Royale RP31M), 12m 24.1s; 5, Stuart Roden (Van Diemen-Minister RF80), 12m 27.4s; 6, Neil Cochrane (Crossle 30F), 12m 34.8s. **Fastest lap:** Low, 59.5s, 78.66mph.

**Formula Libre race (15 laps):** 1, David Duffield (2.0 Ralt RT4), 12m 59.6s, 90.05mph; 2, George McMillan (2.0 Ralt RT2), 13m 00.4s; 3, John Fyda (1.7 Malloc U2-Agra Mk 24B), 13m 39.3s; 4, Laurence Jacobsen (2.0 Chevron B60), 13m 45.2s; 5, John Clark (2.0 Chevron B54), 13m 48.5s; 6, John North (1.6 Malloc U2 Mk 11/24), 13m 52.6s. **Fastest lap:** Duffield, 50.6s, 92.49mph.

**Road race (6 laps):** 1, David Nisbet (1.6 Caterham), 7m 05.9s, 65.93mph; 2, Sid Harrison (Clan Crusader), 7m 08.6s; 3, Bob Harkness (1.6 Hillman Avenger), 7m 15.9s; 4, Jim McKee (1.4 Renault 5), 7m 25.6s; 5, Howard Fowler (3.0 Ford Capri X), 7m 31.7s; 6, Olly Ross (1.4 Renault 5), 7m 41.5s. **Fastest lap:** Nisbet, 1m 07.5s, 68.65mph.

was still ahead at the flag. This left Stuart Roden to campaign a lonely fourth place, but was then reeled in and passed by the Royale of Colin Birkbeck.

The Ralt train of David Duffield and George McMillan tore off the Libre grid, the Money Concepts RT4 keeping the Bass Rock Garage RT2 about a couple of lengths behind to win their 12-lapper. John Fyda was the only unlapped runner, finishing about 40secs in arrears. Jacobsen again campaigned the blue Chevron B60 to keep the sinister black Chevron B54 of John Clark 3secs behind, the latter making amends for earlier brake problems.

To complete the offering, a Road Race over six laps was contested by nine starters, from which Sid Harrison stroked his Clan Crusader to the front, hotly disputed by the Caterham 7 of David Nisbet, which eased ahead on the second lap. Close behind, Bob Harkness hurled his Avenger at the corners to the huge delight of the spectators, but while Jim McKee (Renault 5) and Howard Fowler (Capri X) appeared more circumspect, Olly Ross saved rubber cornering his Renault 5 on three and even two wheels; fine entertainment to complete the meeting.

**BILL HENDERSON**

**MONDELLO PARK****Demolition day**

Mark Galvin scored his first Elf 2000 Championship race win at the Co Kildare MC's Whit Monday 'Opel Day' at Mondello Park, taking the lead in his Argo JM14 after Joey Greenan and Martin Donnelly had a coming together, and when Donnelly and John McCracken had another such incident. Lorcan Johnson won the 1300cc prod-saloon race in the Rathmines Motors Opel Kadett SR, an appropriate touch on this 'Opel Day' which was supported by General Motors through the Marketing Division and Dealer Opel Team Ireland, and included a display and parade of the latest Opel models.

However, it was more like a 'Demolition Day' for the meeting was charged with really spectacular incidents, the first of which was a quite spine chilling series of rolls that took Noel Roddy's Crosslé 40F out of the first race, a Silkolene FF1600 Championship round. A seven-car pile up at Shell corner caused the Shell Oils FF1600 Championship round to be stopped, and Denis Sheehan won the re-started race in his Royale RP33.

Joey Greenan led the FF2000 race for

five laps, but in a tangle with Donnelly's Van Diemen RF83 at Esso the Delta T81 went into the bank and a right rear corner was promptly removed. McCracken challenged Donnelly at Dunlop, the two cars touched and Galvin took the advantage to lead in the neat Argo JM14. McCracken battled on with the front of his Van Diemen RF82 damaged, Donnelly (running an old but legal engine from Nolan's RF82 raced last year by P. J. Fallon) fell back to retire with a punctured tyre on lap 10.

Galvin took the Pernod Trophy by a clear 5secs, McCracken was unchallenged for second, and Denis McGall in a Crosslé 51F held off a strong attack by Brendan McKenna in an RF82 for third, with race sponsor Chris Murphy fifth in the Pernod Van Diemen RF82.

Alan Kelly won the Irish Nationwide Building Society FF1600 Championship round, taking the lead in his Zanussi Van Diemen RF82 when Peter McAleer's Crosslé 50F broke a driveshaft on lap 13 of the 15 lapper. Vivion Daly came through the field to take second in his Reynard FF83, but he left it too late to bid for first, finishing just 0.2sec down. There was a 7.2secs gap back to third man Cliff Dempsey, and Anthony Murray recovered from a first lap spin to finish fifth behind Mick Merrigan, the reigning champion posting a really powerful performance when others might not have bothered.

Colm Bermingham won that re-started Silkolene race in the Stillorgan Bowling Centre Crosslé 32F, and Paul Deneveny was the Formula VW race winner in his new Sheane. And there was also a Formula Atlantic race for the very first time this year. Okay, so six starters and four finishers do not make up much of a motor race on paper, but the Atlantics sounded great and at least Gary Gibson, Paraic Mooney, Dan Daly and Tom O'Leary did lay on an entertaining scrap for the opening laps. O'Leary retired after leading for two laps, engine builder Daly retired on lap 5, and Gibson won pretty easily from Mooney and Pat Fitzpatrick. Fintan Cunningham was fourth in his Chevron B27, perhaps a little subdued after rolling the works MG Metro in the previous prod-saloon race!

Lorcan Johnson got away from the pack to maintain a dominant lead throughout the 1300cc Ashmore Ryder prod-saloon race, with Des Cullen second in a similar Kadett SR and pressurised all the way by the Alfasud ti of John Burns. The second and third men were given identical race times and Shane O'Brien closed to within 0.8sec in another Kadett SR. Cunningham's Austin Rover Ireland-entered MG Metro was unceremoniously punted onto its side at Shell in a third lap traffic incident; and on the last lap, Pat Murphy metal-balled his Ford Fiesta in a massive series of flips at Esso!

The race for the bigger prod-saloons was pretty much a processional parade of 3-litre Ford Capris, in the usual order of Derek Shortall, Brian Tuite and Norman Williams. Eddie Regan closed on Williams after taking the similar Escort RS2000 of John Wood, but a driver of his calibre is only wasting his time in a 2-litre car against the big guns.

Dick Smyth and Stuart Cosgrave raced away from the rest in the Mini 850 race. Centre of interest in the GT race was the way out VW Scirocco 'Superlooon' of Scottish driver Angus Young. The ultra-low car with its almost mid-mounted F3 spec engine trailed the 1.3 MG Midget of Morgan Dempsey until half distance, and Dempsey had to stand on the brakes to avoid tee-boning the VW as Young tried to take the lead at Duckhams. Young's manoeuvre lost him too much ground to get back in the race with Dempsey, the winner lapping the sadly small field.

**BRIAN FOLEY**

**MONDELLO PARK (IRL), Jun 6, Co Kildare MC**

**Pernod Trophy FF2000 Elf Championship race (15 laps):** 1, Mark Galvin (Argo JM14), 14m 47.4s, 75.47mph; 2, John McCracken (Van Diemen RF82), 14m 55.4s; 3, Dennis McGall (Crosslé 51F), 14m 58.0s; 4, Brendan McKenna (Van Diemen RF82), 14m 58.6s; 5, Chris Murphy (Van Diemen RF82), 15m 01.0s; 6, Harry Johnston (Crosslé 46F), 15m 03.0s.

**Irish Nationwide FF1600 Championship race (15 laps):** 1, Alan Kelly (Van Diemen RF82), 15m 55.4s, 70.00mph; 2, Vivion Daly (Reynard FF83), 15m 55.6s; 3, Cliff Dempsey (Crosslé 32F), 16m 02.8s; 4, Michael Merrigan (Crosslé 32F), 16m 06.8s; 5, Anthony Murray (Crosslé 40F), 16m 07.4s; 6, Bob Scanlon (Van Diemen RF81), 16m 10.0s.

**Shell Oils FF1600 Championship race (10 laps):** 1, Denis Sheehan (Royale RP33), 10m 52.4s, 68.42mph; 2, Alan Hick (Crosslé 32F), 11m 01.0s; 3, Kevin Byrne (Crosslé 35F), 11m 05.2s; 4, Philip Hughes (Crosslé 32F), 11m 15.8s; 5, Maurice Kavanagh (Crosslé 32F), 11m 20.8s; 6, Eamonn Henry (Crosslé 45F), 11m 29.0s.

**Silkolene FF1600 Championship race (10 laps):** 1, Colm Bermingham (Crosslé 32F), 11m 02.4s, 67.40mph; 2, Alan Hick (Crosslé 32F), 11m 03.0s; 3, Philip Hughes (Crosslé 32F), 11m 05.2s; 4, Kevin Byrne (Crosslé 35F), 11m 10.4s; 5, Niall Kennedy (Van Diemen RF80), 11m 15.2s; 6, Maurice Kavanagh (Crosslé 32F), 11m 19.0s.

**Atlantic race (10 laps):** 1, Gary Gibson (Chevron), 9m 52.8s, 75.30mph; 2, Paraic Mooney (March), 10m 02.2s; 3, Pat Fitzpatrick (Chevron), 10m 03.4s; 4, Fintan Cunningham (Chevron), 10m 14.2s.

**Grange Motors/MDL FVee Championship round (10 laps):** 1, Paul Deneveny (Sheane), 11m 21.6s, 65.49mph; 2, Edwin Rynhart (Project), 11m 42.6s; 3, Peadar O'Brien (Allmac), 11m 48.2s; 4, Liam O'Sullivan (Sheane), 11m 49.8s; 5, David Kidd (Project), 11m 53.4s; 6, Tony Dowling (Sheane), 11m 53.8s.

**Austin Rover Ireland Mini 850 Championship race (10 laps):** 1, Dick Smyth, 12m 37.0s, 58.94mph; 2, Stuart Cosgrave, 12m 37.6s; 3, John Kane, 12m 53.8s; 4, Ian Averill, 12m 55.8s; 5, Tom Kinsella, 13m 06.6s; 6, Tony Fingleton, 13m 18.4s.

**Ashmore Ryder Prod-Saloon Championship race up to 1300cc (10 laps):** 1, Lorcan Johnson (1.3 Opel Kadett SR), 12m 27.0s, 59.76mph; 2, Des Cullen (1.3 Opel Kadett SR), 12m 30.0s; 3, John Burns (1.3 Alfasud ti), 12m 32.0s; 4, Shane O'Brien (1.3 Opel Kadett SR), 12m 32.8s; 5, Dermot Carroll (1.3 Fiat 3P), 12m 40.0s; 6, Alan Murray (1.3 Alfasud ti), 12m 40.8s.

**Ashmore Ryder Prod-Saloon Championship race for 1301-2000cc; 2001-3500cc (10 laps):** 1, Derek Shortall (3.0 Ford Capri), 11m 46.2s, 63.21mph; 2, Brian Tuite (3.0 Ford Capri), 11m 46.6s; 3, Norman Williams (3.0 Ford Capri), 12m 05.4s; 4, Eddie Regan (Ford Escort RS2000), 12m 05.6s; 5, John Wood (Ford Escort RS2000), 12m 09.4s.

**IRDA GT Championship race (10 laps):** 1, Morgan Dempsey (1.3 MG Midget), 11m 05.0s, 67.13mph; 2, Michael O'Neill (1.3 MG Midget), 11m 21.0s, 9 laps; 3, Peter Kendrick (1.3 Mini), 9 laps; 4, Angus Young (1.3 VW Scirocco 'Superlooon'), 9 laps; 5, Brian Brophy (1.3 MG Midget), 9 laps.

**RACING DISPLAYS  
BRITISH FF2000  
CHAMPIONSHIP**

**After eight rounds:**

1, Tim Davies (Reynard 83SF), 103pts; 2, Mauricio Gugelmin (Van Diemen RF83), 102; 3, Mike Taylor (Reynard 83SF), 68; 4, Rick Morris (Van Diemen RF83), 56; 5, Anthony Reid (Argo JM14), 47; 6, Julian Bailey (Reynard 83SF), 40, etc. **Next round:** Jun 18, Oulton Park.



**Andrew Gilbert-Scott**

**P&O FERRIES FF1600  
CHAMPIONSHIP**

**After eight rounds:**

1, Andrew Gilbert-Scott (Lola T642E), 39pts; 2, Andy Middlehurst (Van Diemen RF83), 35; 3, Peter Hardman (Van Diemen RF83), 32; 4, Keith Fine (Royale RP33M), 25; 5, John Booth (Van Diemen RF83), 21; 6, Allard Kalf (Spartan SE316), 11; etc. **Next round:** Jun 19, Snetterton.

**CHAMPION OF BRANDS'  
FF1600 SERIES**

**After nine rounds:**

1, Karl Jones (Ray 80F) and John Oxborrow (Ray 82F), 107pts; 3, Trevor Stiles (Van Diemen RF80), 100; 4, Ted Whitbourn (Ray 80/81F), 51; 5, Colin Stancombe (Lola T640E), 49; 6, Chris Hall (Jamun FFT11), 48; etc. **Next round:** Brands Hatch Jun 26.



**Perry McCarthy**

**DUNLOP-AUTOSPORT  
'STAR OF TOMORROW'  
FF1600 CHAMPIONSHIP**

**After six rounds**

1, Perry McCarthy (Van Diemen RF83), 46pts; 2, John Robinson (Ray 83F), 32; 3, Peter Stimpson (Van Diemen RF82), 25; 4, Bernard Horwood (Lola T642E), 23; 5, Rick Shortle (Getem GD113), 16; 6, John 'Brolly' Booth (Crosslé 45F/Van Diemen RF83), 15; **Next round:** Jul 9, Castle Combe.

**PRE '74 FF1600  
CHAMPIONSHIP**

**After six rounds:**

1, Paul Sleeman (Rostron CT3), 56pts; 2, Chris Woodcock (Dulon MP15), 35; 3, Peter Hancock (Merlyn Mk20A), 32; 4, Peter Lawrence (Royale RP3A), 31; 5, David Putor (Elden Mk10C), 30; 6, Chris Whittingham (Dulon MP15), 24; etc. **Next round:** Jun 26, Snetterton.

## MONROE PRODUCTION SALOON CHAMPIONSHIP

After seven rounds — overall:

1, Gerry Marshall (Ford Capri), 27pts; 2, Sharon Nicholson (Opel Kadett), John Llewellyn (VW Golf GTI) and Tony Lanfranchi (Opel Monza), 14; 5, Norris Miles (Alfa Romeo GTV6), 12; 6, Malcolm Prior (Ford Capri), 6; etc. **Next round:** Jun 19, Snetterton.

## RENAULT 5 CHALLENGE

After six rounds:

1, Russell Martin, 50pts; 2, David Kay, 35; 3, Andy Paget, 29; 4, Phil Wight, 23; 5, Neville Knight, Rob Morgan and John Hammersley, 22; etc. **Next round:** Jun 19, Cadwell Park.

## NATIONAL MINI MIGLIA CHALLENGE

After five rounds:

1, Chris Lewis, 48pts; 2, Stephen Hall, 40; 3, Mike Fry, 38; 4, Miles Johnston, 20; 5, Chris Hampshire, 19; 6, John Davies, 18; etc. **Next round:** Jun 19, Cadwell Park.

## WENDY WOOLS SPECIAL SALOON CHAMPIONSHIP

After eight rounds — overall:

1, Ginger Marshall (Reliant Kitten), 36pts; 2, Peter Baldwin (Mini-Ford) and Barry Reece (Hillman California), 24; 4, Pat Mannion (Sunbeam Stiletto), 22; 5, Tony Bridge (Sunbeam Stiletto) and Richard Harris (Maguire Imp), 10; etc. **Next round:** Jun 19, Snetterton.



Graham Scarborough

## MODIFIED SALOON CAR CHALLENGE

After seven rounds — overall:

1, Graham Scarborough (Ford Capri), 27pts; 2, John Hopwood (MG Metro), 22; 3, Mark Hales (Ford Escort RS2000), 20; 4, Richard Williamson (Ford Escort RS2000), 19; 5, Brian Chatfield (Ford Escort Sport), 11; 6, Geoff Thomas (VW Golf GTI), Rob McIntyre (Mini Cooper S), Milton Bishop (Ford Capri), Pete Briers (Ford Capri), Steven McHale (VW Scirocco) and Bill Griffin (BMW 323i), 10; etc. **Next round:** Jun 26, Brands Hatch.

## OCEANAIR CLUBMANS CHAMPIONSHIP

After six rounds:

1, Phil Clark (Mallock U2 Mk18D), 26pts; 2, Guy Woodward (Mallock U2 Mk24B), 25; 3, Mike Donovan (Phantom P82), 20; 4, Malcolm Jackson (Mallock U2 Mk20B), 19; 5, Paul Webb (Mallock U2 Mk23/21), 13; 6, Gary White (Mallock U2 Mk21B), 11; etc. **Next round:** Jun 19, Snetterton.

## DELLORTO RELIANT 750F CHAMPIONSHIP

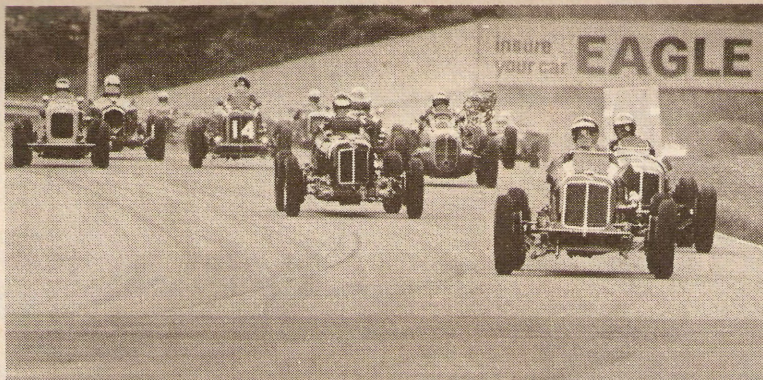
After six rounds:

1, Mick Harris (Dart Mk4/5), 51pts; 2, Simon Fry (Nimrod Mk2), 41; 3, Peter Woodcock (Centaur Mk16), 33; 4, David Storey (Centaur Mk18), 32; 5, Bob Simpson (SS Reliant), 27; 6, Dick Harvey (Dart Mk6), 17; etc. **Next round:** Jul 2, Oulton Park.

## STP MODIFIED SPORTS CHAMPIONSHIP

After seven rounds — overall:

1, John Digby (Ginetta G4), 25; 2, Rob Cox (Caterham Super 7), 24; 3, Richard Gamble (Marcos GT), 16; 4, Robert Speak (Lotus Elan), 11; 5, John Foran (Davrian Mk8) and Pat Longhurst (Davrian Mk8), 6; etc. **Next round:** Jun 19, Lydden Hill.



The ERAs of Morris, Lindsay and Green head a fabulous Historic Trophy race.

## OULTON PARK

# Footitt's fifth

Despite the rather damp conditions, the Vintage Sports Car Club's ever popular Richard Seaman Memorial Trophy meeting drew a good attendance at Oulton Park on Saturday. Martin Morris increased his tally of wins in the Historic race to nine at the wheel of his ERA R11B and Ron Footitt notched up his fifth victory in the vintage Seaman in his rapid AC/GN Cognac Special. The day's other principal contest, the Allcomer's Scratch race went to Willie Green in Anthony Bamford's Ferrari Dino after an exciting struggle with Roddy MacPherson's Cooper-Bristol, the latter having the consolation of storming to victory from scratch in the traditional closing handicap race.

Although the field for the 33rd running of the Richard Seaman Memorial Vintage Trophy race had lost several potential front-runners from the entry there was still plenty of action. Ron Footitt took immediate command in the AC/GN ahead of Peter Morley's Bentley-Napier, Alain de Cadenet in Dan Margulies' Maserati 8C, Gordon Russell's 8-litre Bentley and Randall Stewart's 4½-litre Bentley. While Footitt concentrated on opening up his lead, the Maserati dropped down to sixth place on the second tour and de Cadenet's forceful drive culminating in second place on the last lap then became a highlight of the

race. Morley, Russell and Stewart kept close company for a time, the Bentley Napier closing the gap on Footitt slightly as the Cognac Special began lapping the slower cars but then Morley overcooked it at Lodge and spun to a halt almost blocking the track.

With a lot of effort and spurred on by Morley's exhortations to push, the marshals got him back in the race just in front of Jonty Williamson's impressive Delage Land Speed car and Tom Threlfall's McDowell-Ford American speedway racer. Morley finished in fifth place, the plumes of smoke from the rear tyres as he accelerated down Deer Leap in the closing laps being a sight that will not be soon forgotten.

The Seaman Historic Trophy race is becoming something of a two-horse race between Patrick Lindsay and Martin Morris, whose ERA's have won nine of the last 10 races. This time it was Morris in R11B who was in command by the end of the opening lap although Lindsay in R5B, 'Remus', was not far behind and they both had Willie Green in Anthony Bamford's ERA R4D to contend with. On a track which was now dry after a morning's rain, Morris began to pull away and Green slipped past Lindsay on the fifth lap as they went into Old Hall.

Although the black ERA looked like it was going to make an impression on Morris's lead, the latter responded and maintained his advantage while Lindsay's exit from the race was presaged on lap 8 by huge clouds of smoke from R5B's exhausts as a piston or at least the rings gave up the ghost. This left Bill Black's Alfa Romeo Tipo B in a comfortable third place followed by Bill Morris in his 1½-litre ERA, 'Hanuman'. Chris Mann (Alfa Romeo) and Guy Smith (Frazer

Nash) were next a lap behind Morris who now has nine wins to his credit in this event.

With more rain soaking the track, Bruce Halford's Lotus 16 sat on pole for the Cheshire Building Society Allcomers Race alongside Willie Green who had elected to drive the Ferrari Dino rather than the Bamford Maserati 250F, and Chris Mann, also Lotus 16 mounted. Behind these three on the grid but leading the field into Old Hall was Patrick Lindsay who was having a chance to sample Martin's ERA R11B. Lindsay's lead lasted for about half a lap before the Ferrari went by, followed on lap 4 by MacPherson's Cooper-Bristol. Alan Cottam's Connaught occupying a lonely fourth place well ahead of the two Lotus 16's at this stage.

While Lindsay coped with masses of understeer on the damp track, the race developed into a duel between Green and MacPherson, the Cooper going ahead on lap 9. It wasn't until the penultimate lap that Green made a determined move and retook the lead but there was no doubting how hard both drivers were trying as the Cooper and Ferrari slithered around and out of the corners. Halford was recovering well from his tardy start and managed to displace Cottam from fourth place by the close, David Vine's Cooper Bristol completing the top six.

In the only other scratch race, John Turner repeated his win of last year in the 500cc racing car event over eight laps. Turner was unchallenged but there was plenty of action behind him. Edward Lewis brought his Mk8 Cooper up to a good second place having passed Giles's earlier Cooper when the latter dropped out at Deer Leap. As Giles was pulling up, Garner spun his Cooper Mk8 at Lodge and Wright managed to swerve round him only to spin himself, leaving the marshals with three stricken 500's in a very short space of track. Fortunately it was soon sorted out with Wright and Garner following Turner and Lewis in a Cooper domination ahead of the Heyward Comet of Fitzgerald and the Kieft of Tibenham.

The rest of the meeting was made up of handicap events in true VSCC style. The first of these, over five laps, went to Cann's Aston Martin 15/98 which moved up well from mid-field as did the next three finishers, Richardson's Riley Brooklands, the Trice of W. S. Gordon and Leigh's Frazer Nash TT Replica.

The Riley Snipe of N. H. S. Lees overcame its 40 sec handicap to take the next one ahead of Kirkpatrick's Frazer Nash which scored the first of its three second places during the day. D. Ellison (Riley 12/4), who had set fastest lap in the first handicap, was third ahead of Richard Campbell's Fiat Balilla-engined Austin 7 to which a new gearbox had been fitted overnight and which further rewarded this attention with fastest lap in the race. Kieron White's journey from Ireland was rewarded with a win in the six-lap handicap race at the wheel of his Riley Brooklands, his lead from the limit start being simply enormous until the closing lap by which time Kirkpatrick (Frazer Nash) and scratch-man Tom Threlfall, in his distinctive McDowell-Ford, had carved their way through the dense field and were bearing down on the Riley at an ever increasing rate.

Mid-field starters again dominated the third 5-lap event, Gordon's The Trice crossing the line ahead of Cann's Aston Martin and MacKinnon's Riley 9 with McBeath bringing his Austin 7 home in fourth place. The closing 5-lapper is the one which pits the racers against the sports cars and this year it saw Roddy MacPherson slice through the whole field to win in his glorious Cooper Bristol from the Frazer Nash of Kirkpatrick.

PETER McFADYEN

## OULTON PARK (GB), Jun 11, VSCC

**Handicap race (5 laps):** 1, M. Cann (2.0 Aston Martin 15/98), 9m 53.5s, 52.83mph; 2, T. Richardson (1.1 Riley Brooklands), 9m 57.2s; 3, W.S. Gordon (1.1 The Trice), 9m 57.4s; 4, J. MacDonald (1.1 Lagonda Rapier), 10m 05.7s. **Fastest lap:** D. Ellison (1.5 Riley 12/4), 1m 42.9s, 57.86mph.

**Scratch Race for 500cc Racing Cars (8 laps):** 1, J. Turner (Cooper MkIX), 13m 02.9s, 60.84mph; 2, E. Lewis (Cooper MkVIII), 13m 09.6s; 3, R. Wright (Cooper MkV), 13m 50.8s; 4, A. Garner (Cooper MkVIII), 14m 04.7s. **Fastest lap:** Lewis, 1m 35.0s, 62.67mph.

**Richard Seaman Vintage Memorial Trophy race (16 laps):** 1, Ron Footitt (2.0 AC/GN), 23m 11.5s, 68.46mph; 2, Alain de Cadenet (2.5s Maserati 8C), 23m 48.4s; 3, Randall Stewart (4.4 Bentley 3/4½), 23m 51.1s; 4, Gordon Russell (8.0 Bentley), 23m 54.0s; 5, Peter Morley (24.0 Bentley-Napier), 24m 17.9s; 6, Guy Smith (1.5 Frazer Nash Super Sports), 24m 19.7s. **Fastest lap:** Footitt, 1m 23.9s, 70.97mph. **Handicap result:** 1, Chris Mann (3.0 Alfa Romeo); 2, Kieron White (1.1 Riley Brooklands); 3, Kenneth Neve (3.3 Humber TT).

**Handicap race (5 laps):** 1, N.H.S. Lees (1.5 Riley Snipe), 8m 29.3s; 2, W.J. Kirkpatrick (2.0 Frazer Nash TT Rep.), 8m 34.0s; 3, D. Ellison (1.5 Riley 12/4), 8m 34.4s; 4, R.J. Campbell (1.1 Austin-Fiat), 8m 39.1s. **Fastest lap:** Campbell, 1m 29.1s, 66.82mph.

**Richard Seaman Memorial Historic Trophy Race (16 laps):** 1, Martin Morris (2.0s ERA R11B), 20m 08.8s, 78.81mph; 2, Willie Green (2.0s ERA R4D), 20m 34.0s; 3, Bill Black (3.2s Alfa Romeo Tipo B), 20m 56.4s; 4, Bill Morris (1.5s ERA R12B), 21m 35.8s; 5, Chris Mann (2.9s Alfa Romeo Tipo B), 15 laps; 6, Guy Smith (3.5 Frazer Nash), 15 laps. **Fastest lap:** Martin Morris, 1m 14.2s, 80.24mph. **Handicap result:** 1, F. Cockman (1.5 Riley Snipe); 2, W. Tomkins (2.8 Riley Clifford Special); 3, Black.

**Handicap race (6 laps):** 1, K. White (1.1 Riley Brooklands), 10m 15.0s; W.J. Kirkpatrick (2.0 Frazer Nash TT Replica), 10m 19.2s; 3, T.J. Threlfall (3.5 McDowell-Ford), 10m 20.5s; 4, N.D. Hall (4.5 Lagonda LG45), 10m 21.9s. **Fastest lap:** Threlfall, 1m 27.0s, 68.44mph.

**The Cheshire Building Society Allcomers Race (16 laps):** 1, Willie Green (2.5 Ferrari Dino), 23m 22.9s, 67.19mph; 2, Roddy MacPherson (2.0 Cooper Bristol Mk2), 23m 23.9s; 3, Hon. Patrick Lindsay (2.0s ERA R11B), 23m 42.6s; 4, Bruce Halford (2.5 Lotus 16), 23m 43.1s; 5, Alan Cottam (2.0 Connaught AL 10), 23m 49.9s; 6, David Vine (2.0 Cooper Bristol), 24m 05.8s. **Fastest lap:** Halford, 1m 25.1s, 69.96mph. **Class winners:** Green; MacPherson; Frank Lockhart (2.6 Rover Special); O. Robinson (2.0 Cooper Bristol Mk 2).

**Handicap race (5 laps):** 1, W.S. Gordon (1.1 The Trice), 9m 43.6s, 54.26mph; 2, M. Cann (2.0 Aston Martin 15/98), 9m 44.0s; 3, J.A.W. MacKinnon (1.1 Riley Nine), 9m 45.1s; 4, A. McBeath (747 Austin 7), 9m 51.2s. **Fastest lap:** D. Lake (1.3 MG N Magnette), 1m 45.5s, 56.40mph.

**Handicap race (5 laps):** 1, R.J.S. MacPherson (2.0 Cooper Bristol Mk2), 8m 08.0s, 70.38mph; 2, W.J. Kirkpatrick (2.0 Frazer Nash TT Rep.), 8m 11.0s; 3, D.B. Smith (2.0 Frazer Nash), 8m 18.2s; 4, G. Smith (3.5 Frazer Nash), 8m 20.8s. **Fastest lap:** MacPherson, 1m 21.4s, 73.14mph.



Miles, Yates and Davids in close company at the Woodcote chicane.

## SILVERSTONE

# Callum collects

An excellent programme of supporting events were laid on by the British Racing Drivers' Club at their Marlboro European F3 Trophy meeting at Silverstone last Sunday, offering great value for money for the 6,000-strong crowd. Fine weather on race day further added to the occasion on which noteworthy victories were earned by Andrew Gilbert-Scott (RAC FF1600), Ian Taylor (Sports FF1600), Maurizio Sandro Sala (Esso FF1600), Tony Lanfranchi (Prodsports/saloons) and Callum MacGregor (Trimoco Clubmans), the latter scoring a deserved first ever race win after a couple of the perhaps more fancied runners struck trouble.

The full day's racing was opened at 12.30pm by a round of the RAC British FF1600 Championship. Saturday's wet practice had seen Maurizio Sandro Sala's Madgwick Motorsport Van Diemen just qualify ahead of Andrew Gilbert-Scott's Pegasus Motorsport Lola but warm and sunny conditions on race day saw AG-S continue his magnificent run of success this year as he ran away to another clear victory. His only moment of anguish came at the end of the first lap when a crowded moment at the chicane saw him tapped from behind by the similar Lola of John Pratt. The rear bodywork of the leader's car was knocked loose and flew alarmingly off the car, while the nosecone of Pratt's car was also dislodged, giving him increasing understeer as the race wore on.

AG-S, however, was unaffected and as he strode impressively clear to his 11th victory of the year, also establishing a new lap record, he left his fellow Lola driver to do battle with Sandro Sala. These two changed places a couple of times in mid-race before the Brazilian was able to edge clear. In turn, Pratt fell back into the clutches of Andy Wallace (Visual Art Group/BRP Van Diemen), who just took the place on the final lap. Another close battle for the next positions lost John Booth (Van Diemen), John Village and David Button (Royales) but still saw some close racing as works Van Diemen driver Mark Peters came through to pip works Royale pilot Keith Fine and the second Madgwick Van Diemen of Antonio Albacete.

Will Hoy had qualified his Reid Wines/Hillson and Twigden Mallock over 2secs faster than the rest of the Trimoco Clubmans field and duly led away from the start before a broken nose section caused him a frightening moment as he sped under the Daily Express bridge. "It just flicked sharp left," exclaimed Hoy later, "at about 150mph..." Thus, series leader Creight-

on Brown (Sonneborne & Reick U2) took over in a lead which, with Hoy's retirement after another cautious lap, he increased comfortably until the eighth lap when a plug lead came loose. This allowed a dicing Callum MacGregor (works Mallock) and Paul Gibson (Vision) to close in and then go past on the following lap. Gibson had briefly usurped MacGregor on lap 5 but the Mallock driver was ahead again two laps later and, with Brown's problem, he held on to score his maiden victory. Gibson had to be content with another second placing, just 0.61sec behind, while a disgruntled Brown finished third, still clear of Vernon Davies's U2.

Further entertainment was provided by the B-Sport competitors, who were led most of the distance by Kevin Buley (Jester Racing U2). The Sunbury driver celebrated his 38th birthday in style on practice day by qualifying fastest, but he was eventually overhauled by the experienced Malcolm Jackson, whose more tidy lines in his successful U2 finally earned victory by over 2secs. Gary White and Barry Webb were also embroiled in the leading battle in their U2s but after surviving a very 'hairy' moment at Woodcote when Jackson nearly lost control of his U2, White then spun off at Copse, while Webb was unable to keep pace and eventually finished a sound third.

The GPI British Sports 2000 race was enlivened considerably by the appearance of Richard Morgan in a brand new Plygrange-supported March 83S. Despite having never sat in the car before last Wednesday, Morgan qualified on pole position ahead of Ian Taylor's Tiga and the Aquila of Mike O'Brien. These were soon joined by the Royale of David Sutherland, this quartet establishing themselves clear of John Bright, the former F3 man 'guesting' in Graham Rose's works-run Royale, who was then caught by the similar car of Stephen Grigg.

By lap 3, surprisingly, Taylor had dropped to the tail of the leading group. "I got caught out trying to think about how I could pass the others," admitted Ian later, "and I just got caught napping." The former champion lost little time getting back into the contest though, and scythed neatly past Sutherland at Copse on lap 4. Three laps later, Taylor took advantage of a backmarker at Woodcote to slip past the Aquila, while on lap 10 he fought alongside the leading March at Beckett's. The two cars rounded the corner side-by-side with Taylor squeezing out Morgan on the exit and going on to win yet another Sports 2000 race. O'Brien slipped back in third place as the race neared its end but he still kept series leader Sutherland at bay, while Grigg held on ahead of Bright for fifth place. Next home was John 'Pancho' Webb, a clear winner of the Pre 1980 class, his nearest challenger, Peter Hall, having pulled off after 10 laps.

Practice for the Esso FF1600 round had a familiar ring about it with Maurizio

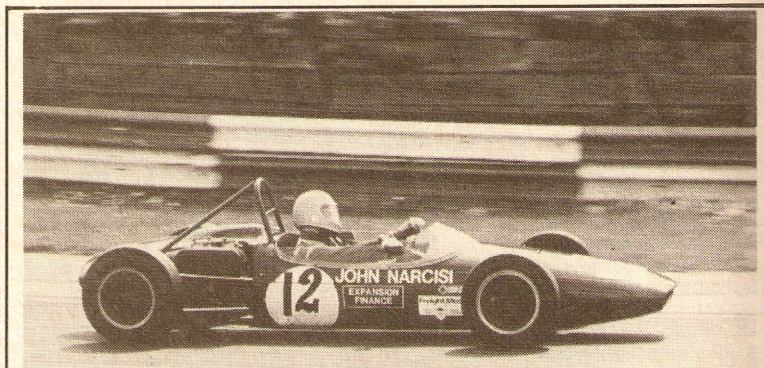
Sandro Sala and Andy Wallace alongside on the front row of the grid although they were soon split up when the Brazilian scorched into an early lead and Wallace fell back into the pursuing pack. Sandro Sala, indeed, lost no time in making the race his own, running clear of the main pack even by the end of the first lap and then easily maintaining a clear cushion over the rest to score his fifth win of the year and thereby extend his already sizeable championship lead. A huge squabble over second place lost John Village with an 'assisted' spin at Woodcote on the second lap, this enabling Keith Fine and Antonio Albacete to draw clear, although they were soon joined by John 'butcher' Booth's Van Diemen. John's spectacular progress saw him aviating over the kerbing on at least every other lap, just to keep the large crowd well-entertained, although these tactics eventually earned him a 10secs penalty. In the end, Fine just managed to hold at bay Booth and Albacete at the flag, although Booth's penalty saw him drop behind a rather subdued Wallace and David Button's Royale in the final results.

The closing Uniroyal Production Saloon and sports car event brought out a full grid of assorted cars and provided a fitting end to an excellent day's racing. Gerry Marshall, from pole position, romped away from the field with Pete Hall's ICS Lotus Esprit Turbo, easily out-pacing the AFN Porsche 928S of Tony Lanfranchi until lap 4 when

terminal engine trouble saw the big man limping pitwards with the rear of the previously immaculate car engulfed in smoke and even flames. On his demise, therefore, 'Lankers' took yet another overall victory as Colin Blower, in the Porsche 911SC used by Tony last year, couldn't keep pace with the larger engined car. These two left the others literally miles behind, Chris Ashmore eventually bringing his 911SC home in third position just ahead of a fine saloon car battle between Norris Miles (Alfa GTV6), David Yates (Ford Capri 2.8i), Colin Davids (BMW 3.0 Si) and Pete Hall (Opel Commodore).

Kiwi Miles actually managed to hold the upper hand throughout, hanging on to win by less than 1sec from Yates, who just managed to pip Davids after a fine scrap and, falling back slightly at the end. Hall. Next up was the middle saloon class winner, John Llewellyn, although he only gained the place after rather rudely punting Terry Stone's tatty Toyota Celica out of the way at Woodcote on the last lap. Other good class tussles were resolved in favour of Bruce Kennedy (Fiat X1/9) over Peter Hiley's Midget and Maynard Soares (Caterham Super 7) after Ian Jacobs's Jensen Healey retired, while a good turn out of TR Register cars sadly lost several of their number due to various afflictions, including David Slavin, who crashed spectacularly, and, happily without injury, at Woodcote.

JEREMY SHAW



## BRANDS HATCH

The Atlantic Computer Leasing Raceday at Brands Hatch saw a fine day's racing at the Kentish circuit. One of the winners was John Narcisi (Brabham BT6), pictured above, in the Pre '65 Single Seaters category. Full report next week.

## SILVERSTONE (GB), Jun 12, BRDC

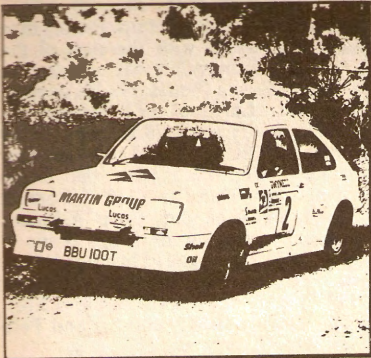
**RAC British Formula Ford 1600 championship race (10 laps):** 1, Andrew Gilbert-Scott (Lola-Minister T642E), 16m54.80s, 104.01mph; 2, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 17m02.54s; 3, Andy Wallace (Van Diemen-Minister RF83), 17m08.14s; 4, John Pratt (Lola-Minister T642E), 17m08.28s; 5, Mark Peters (Van Diemen-Gätko RF83), 17m17.76s; 6, Keith Fine (Royale-Auriga RP33M), 17m17.87s. **Fastest lap:** Gilbert-Scott, 1m40.23s, 105.31mph (record).

**Trimoco Clubmans Sports Championship race (10 laps) — overall and Fully modified cars:** 1, Callum MacGregor (Mallock U2-Chamberlain Mk24B), 15m19.20s, 114.83mph; 2, Paul Gibson (Vision-Chamberlain FC01), 15m19.81s; 3, Creighton Brown (Mallock U2-Hart Mk24B), 15m28.42s; 4, Vernon Davies (Mallock U2-Chamberlain Mk20B), 15m35.61s. **Fastest lap:** Brown, 1m30.08s; 117.18mph. **Formula Ford-engined cars:** 1, Malcolm Jackson (Mallock U2-Scholar Mk20B), 9laps, 102.66mph; 2, Kevin Buley (Mallock U2-Minister Mk20B), 9 laps; 3, Barry Webb (Mallock U2-Chamberlain Mk23/21), 9 laps. **Fastest lap:** Jackson, 1m40.09s, 105.46mph.

**Grand Prix International/British Sports 2000 Championship race (12 laps):** 1, Ian Taylor (Tiga-Nelson SC83), 19m09.65, 110.17mph; 2, Richard Morgan (March-Nelson 83S), 19m11.00s; 3, Mike O'Brien (Aquila-Neil Brown RO83S), 19m14.38s; 4, David Sutherland (Royale-Neil Brown S2000M), 19m15.73s; 5, Stephen Grigg (Royale-Neil Brown S2000M), 19m29.11s; 6, John Bright (Royale-Nelson S2000M), 19m29.87s. **Fastest lap:** Taylor, 1m34.29s, 119.94mph. **Pre 1980 cars:** 1, John Webb (Tiga-Adelphi SC79), 19m45.84, 106.81mph; 2, Andreas Kramer (Tiga-Auriga SC79), 20m49.77s; 3, Evan Clements (Lola-Holbay T492), 20m52.01s. **Fastest lap:** West, 1m37.67s, 108.07mph.

**Esso Formula Ford 1600 Championship race (10 laps):** 1, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 17m03.80s, 103.10mph; 2, Keith Fine (Royale-Auriga RP33M), 17m11.04s; 3, Antonio Albacete (Van Diemen-Scholar RF83), 17m11.68s; 4, Andy Wallace (Van Diemen-Minister RF83), 17m17.53s; 5, David Button (Royale-Nelson RP33M), 17m 18.75s; 6, John Booth (Van Diemen-Gätko RF83), 17m21.29s, (including 10 secs penalty). **Fastest lap:** Booth, 1m40.79s, 104.721mph.

**Uniroyal Production Sports and Saloon Championship race (10 laps) — overall:** 1, Tony Lanfranchi (4.7 Porsche 928S), 18m52.14s, 93.23mph; 2, Colin Blower (3.0 Porsche 911SC), 19m01.26s; 3, Chris Ashmore (3.0 Porsche 911SC), 19m58.04s; 4, Norris Miles (2.5 Alfa Romeo GTV6), 19m59.44s. **Sports cars, over 2500cc:** 1, Lanfranchi; 2, Blower; 3, Ashmore. **Fastest lap:** Gerry Marshall (2.2 Lotus Esprit Turbo), 1m48.49s, 97.70mph (record). **1501-2500cc:** 1, Maynard Soares (1.6 Caterham Super 7), 20m40.49s, 85.09mph; 2, Richard Marrant (2.5 Triumph TR6), 20m49.64s; 3, Geoff Mansfield (2.2 Triumph TR3A), 9 laps. **Fastest lap:** Soares, 1m59.71s, 88.17mph (record). **Up to 1500cc:** 1, Bruce Kennedy (1.5 Fiat X1/9), 9 laps, 79.82mph; 2, Peter Hiley (1.5 MG Midget), 9 laps; 3, Garry Stone (1.3 MG Midget), 9 laps. **Fastest lap:** Kennedy, 2m09.67s, 81.40mph. **Saloon cars, 2301-3000cc:** 1, John Llewellyn (1.8 Volkswagen Golf GTI), 10m11.55s, 87.12mph; 2, Terry Stone (2.0 Toyota Celica), 20m13.56; 3, Trevor Scarborough (2.0 Triumph Dolomite Sprint), 20m33.98s. **Fastest lap:** Llewellyn 1m59.23s, 88.53mph (record). **Up to 1600cc:** 1, Nick Staveley (1.6 Volkswagen Scirocco GLI), 9 laps, 83.41mph; No other starters. **Fastest lap:** Staveley, 2m02.6s, 86.03mph (record).



## NATIONAL RALLIES

### KENTDALE TROPHY RALLY

## Blue John

A slick Kentdale Trophy Rally, organised by Blue Ramblers MC, contained 10 competitive sections in a 130-mile route and was won by the Ford RS2000 of John Heward and former *MN* champion John Millington, having driven most of the first half with reduced lighting after an electrical problem. Less than 1min behind came novices Tony Ritson/Roy Garner, whose local knowledge and an exceptionally well-prepared 1600cc Escort enabled them to score second place from start number 46.

The Cumbria-based rally attracted many entries from regular ANECC crews as the north-east is starved of road events for three months. Dave Garth/Kevin Savage taking third place in the Skipper of Darlington Escort, losing second place after being baulked by a non-competing car. The two favourites, Ian Joel (Escort) and Mal Graham (Datsun), were split by only 3secs on SS1 but both retired on the next section, Joel with a broken steering column and Graham aquaplaning off the concrete in Leases Ford and losing 18mins. The rally was run to a very high standard and included some roads unused for over 10 years, these having been obtained only through intensive local PR.

DAVE ORRICK

### KENTDALE TROPHY RALLY

#### Jun 11/12

- 1, John Heward/John Millington (2.0 Ford Escort RS2000), 19m 53s;
- 2, Tony Ritson/Roy Garner (1.6 Ford Escort), 20m 42s;
- 3, Dave Garth/Kevin Savage (2.0 Ford Escort), 21m 34s;
- 4, Ken Skidmore/Dave Barritt (2.0 Ford Escort RS2000), 22m 01s;
- 5, Ian Lumley/Neil Parkin (1.8 MGB GT), 23m 52s;
- 6, Stuart Orrick/Dave Whyatt (2.0 Ford Escort RS2000), 24m 38s.

### TSH STAGES RALLY

## Cornish capers

Andy Miers/Steve Jones took a well deserved win on the TSH Stages, organised jointly last weekend by the Torbay and South Hams MCs. The event started from Liskeard at the unusual hour of 6pm with crews tackling 30 miles of Cornish forestry before the 1am finish. Leading away the crews on this Rallysport/Lada Challenge round were local crew Ray and Steve Radford in their RS1800, although it was number two seed Andy Miers who set the pace right from the word go with Brian Moore and

Brian Dicker challenging hard until they rolled on stage 5.

Steve Hunt was going well with a Tony Maslen hire car but found his first taste of left hand drive motoring somewhat exciting as did Mark Jephcot/Russell Fisher who retired their Lada when the front suspension parted company. Les Hurdley put in a polished performance in his 1300cc Escort to take his fifth consecutive championship class win and establish himself firmly at the top of the Rallysport series, although he was pushed hard by the Astra of Rob Stoneman.

Forceful driving by Mark Lovell in his XR3 Turbo saw him finish an excellent third overall, the fast, flowing stages being well suited to his car.

JOHN SIMPSON



Andy Miers — set the pace.

### TSH STAGES RALLY (GB)

#### Jun 11/12

#### Rallysport/Lada Challenge

- 1, Andy Miers/Steve Jones (Ford Escort RS2000), 33m54s;
  - 2, Ray Radford/Steve Radford (Ford Escort RS1800), 34m19s;
  - 3, Mark Lovell/Peter Davis (Ford Escort XR3 Turbo), 34m52s;
  - 4, Roy Gillingham/Peter Egerton (Triumph TR7 V8), 35m13s;
  - 5, Clive White/Colin Dymond (Opel Ascona 400), 35m47s;
  - 6, Jeremy Easson/Tony Smith (Ford Escort RS2000), 35m52s
- Lada Challenge: 1, Tony Baines (29th o/a).

### CHARTIST RALLY

## Home rule

The battle of the front runners was quickly resolved on Newport CC's Chartist Rally, which started with 70 cars from the Raglan Autoway Services on Saturday. By the end of the second selective, local crew Steve Davies and Nicky Grist were over 1 min ahead of Mick Briant and Dave Kirkham in their RS2000.

With the Peter Vaughan/Peter Watts and Dave Pitcher/Tony Greenwood combinations non starting, and last year's winners Kim Kirk/Sarah Coldwell retiring their Fiat at halfway, the question at petrol was whether the experience of Briant could overcome a deficit of 1m 36s and the obvious advantage of the local knowledge of Davies. They could not get ahead but local crews were not having it all their own way in this ASWMC championship round as the results clearly showed.

COLIN JACKSON

### CHARTIST RALLY (GB)

#### Jun 4/5

- 1, S Davies/N Grist (Ford Escort RS2000), 12m 00s;
- 2, M Briant/D Kirkham (Ford Escort RS2000), 15m 44s;
- 3, A Ravenhill/P Watkins (Ford Escort), 16m 42s;
- 4, C Edwards/G Allen (Talbot Avenger), 17m 57s;
- 5, J Todd/P Carter (Ford Escort RS2000), 17m 58s;
- 6, D Wilkes/S Slade (Vauxhall Chevette), 18m 17s.



## OFF-TRACK SPORT

### HOT RODS

## England first

Captained by Barry Lee, England scraped home the winners in the first-ever England versus Northern Ireland International team event at the Ballymena Showground in Co. Antrim on Saturday, June 4.

Sponsored by JPS — the company's first involvement with Hot Rod racing — eight English drivers made the trip, including Mick Collard, George Polley and Pete Stevens, while the strong Irish challenge was headed by World Champion Davy Evans, Ormond Christie, Norman Woolsey and Leslie Dallas.

All 16 drivers contested two inverted heats, the result of which decided the Final grid positions. With rain falling for heat one, Peter Grimer took a handsome win for the English over Christie, but the Irish hit back through Leslie Dallas, who won race two from Lee and Evans. Christie was the man on the move in the 60-lap final, scoring a well-calculated victory over the impressive Polley, from Evans and Lee. Despite Christie's win though, the English team emerged the victors by 68 points to 65.

### BALLYMENA (GB)

Jun 4

#### England v Northern Ireland

#### Hot Rod International

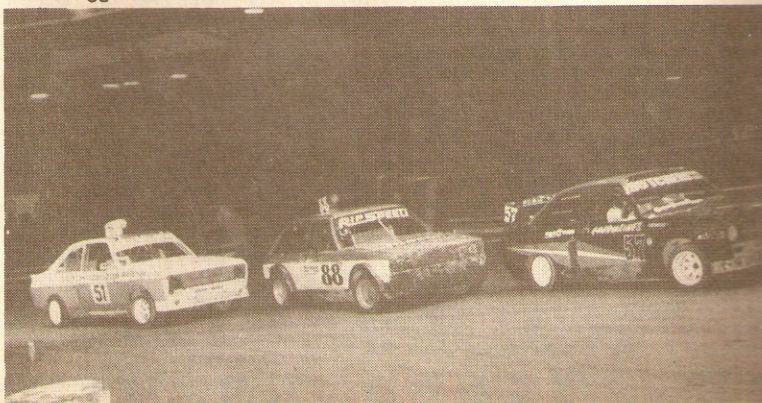
- 1, Ormond Christie (Toyota Starlet); 2, George Polley (Ford Escort); 3, Davy Evans (Vauxhall Chevette); 4, Barry Lee (Ford Escort); 5, Leslie Dallas (Ford Escort); 6, Peter Grimer (Ford Escort).

### HOT RODS

## Griggs' semi

Chris Griggs, Paul Grimer and Mick Collard booked their tickets to next month's World Championship when they came through a gruelling day to pick up

Chris Griggs's Sunbeam is the meat in the Ford Escort sandwich at Northampton.



the three places on offer at the sunny Northampton Semi Final on June 5. No less than 60 drivers put in an appearance in the hope of qualifying, and certainly Grimer and Collard were well-rewarded, following their rush back from Northern Ireland where they had been competing in the International event.

ANN NEAL

### NORTHAMPTON (GB)

Jun 5

#### World Hot Rod Semi Final

- 1, Chris Griggs (Talbot Sunbeam); 2, Paul Grimer (Ford Escort); 3, Mick Collard (Ford Escort); 4, Neil Facey (Ford Escort); 5, Mick Cannon (Ford Escort); 6, Leon Smith (Ford Escort).

### ISLE OF ARRAN FESTIVAL

## Blair enough

The grandly named Isle of Arran Motor Festival, organised each year by East Ayrshire CC was held on June 4/5 featured three days of autotests on various field and outfield surfaces at different venues all over the island. This light hearted and very social event is reminiscent of the older days of motor sport before professionalism and custom built cars took out a lot of the fun. Keith Blair survived the rigorous parties to take his sixth successive overall win on the series of tests driving his 1275cc Mini with Richard Ellis in another Mini taking second. Bob Baillie and Middleton Bruce were first overall in the sports car section with their shared Sprite and the TR register won the *marque* award from Morgan Owners.

JOHN FIFE

### RALLYSPRINT

## Frankly Francis

David Francis (Ford Escort RS) took the lion's share of the IR£1000 on the John Player Rallysprint, organised by Omagh MC in Moffatts Quarry. Francis led throughout the slickly run event but Ronnie White, in his hybrid Fiesta, closed the gap to just 0.5sec on the final run.

Sensation of the event was Ken Irwin in his 1600cc Sunbeam who took third overall on his way to a class win. Rallycross star, Dennis Biggerstaff was fourth in a lightweight Mini with Hugh O'Brien in his Escort RS fifth. Bertie Fisher drove his 1982 Escort on the event, finishing just outside the top 10.

BRIAN PATTERSON



## OFF-TRACK SPORT

### RUMSTER HILLCLIMB

## Jack the lad

As the competitors headed north through torrential rain on Saturday, June 4, it seemed that Caithness Car Club's BP Oil/William Dunnet hillclimb at Rums-ter was to be yet another in the succession of wet hillclimbs. But, as everyone arrived at the track on Sunday morning, the sky was cloudless.

The road saloons opened the event with Graham Kinghorn providing the main talking point with two consistent record-breaking runs in his Escort RS2000, Kinghorn finally eclipsing John Cleland's five-year-old record.



Allen — leads Championship.

Not so fortunate was George Ritchie, who failed to take Alex Graham's 1980 record by just 0.02sec in his Ginetta G15. The other record to be broken (changes of class definitions meant new records being established in the special saloon and modsports classes) was that in the Clubmans and sports racing class. Kenny Allen, driving the Agra Mallock 42 Mk24B lowered his 1981 record by 0.41sec.

The Mallock driver also set second fastest time behind Jimmy Jack's March 782. The 1981 Scottish Champion was somewhat puzzled by the fact that the March was almost a second off his previous best in the same car.

On his final run of the day, Bill Lord, sharing the driving of the Jimmy Jack March for this year's championship, saw the opportunity to go for BTJ and set off the line in over-eager style, losing time with a dramatic sideways slide, to stop the clocks just 0.08sec behind the record-breaking Mallock.

With the next round being at Doune on June 18/19, Kenny Allen still leads the championship but with one more scoring round than the March duo. All of which makes the championship particularly open this year with Alex Graham, Bill Lord and Jimmy Jack still strong contenders for the 1983 title.

KEN McEWEN

### RUMSTER (GB)

May 29

### Grampian TV Scottish Hillclimb Championship, round 4

BTD: Jimmy Jack (2.5 March 782), 26.58s.

**Class winners:** Jim Crow (Mini), 35.06s; George Smith (Ford Escort Mexico), 33.39s; Graham Kinghorn (Ford Escort RS2000), 32.63s (record); Donald Laing (Mini Turbo), 30.75s (record); William Bremner (Ford Escort), 34.50s (record); George Ritchie (Ginetta G15S), 33.13s; Graham Wight (Marlin), 35.77s; Sandy Donaldson (Dutton), 32.29s (record); Alistair Jack (Dutton), 33.87s (record); Kenny Allen (Mallock U2 Mk24B), 26.98s (record); Andrew Paterson (Hawke DL19b), 30.62s; Bill Lord (2.5 March 782), 27.06s; David Finlayson (Triumph TR5), 41.36s; George Coghill (Lotus Esprit), 29.65s.

**Championship positions:** 1, Kenny Allen, 58pts; 2, Alex Graham, 42; 3, Jimmy Jack, 41; 4, Alistair Jack, 40; 5, Tommy McKay, 39; 6, Bill Lord, 38.

**Road Car Championship:** 1, Tommy McKay, 39pts; 2, George Smith and George Ritchie, 37; 4, Allan Gibson, Graham Kinghorn and Jim Westwater, 36. **Next round,** Jun 18/19 Doune.

### HAREWOOD

## Harewood Highspot

For the third round of the Shell Oil Harewood Hillclimb Championship and the seventh qualifier for the BARC series the Yorkshire Centre of the BARC attracted a full entry, produced superb weather, much improved paddock facilities and, above all, a top class meeting. With several records falling in the classes the crowd were really kept on their toes, but the highspot of the day came from the very last run of the meeting. The man who produced it, Roy Lane, achieved a most incredible record for, by snatching victory from the grasp of Martin Bolsover, the Warwick driver recorded his 20th outright win at the Yorkshire venue.

As ever the touring cars proved to be most watchable, with the Terminal System Services Hillman Imp of Dave Allen maintaining the upper hand in the first category, while Neil Turner (Cooper S) produced a personal best performance on the hill to take class 2 and close to within half a second of Nicky Porter's long standing class record. A tremendous battle raged in class 3 with the spoils finally falling to the Chevette of Mike Kerr at 46.03s by half a second from the well driven Escort of Mike Brown.

As at Shelsley, Alastair Cobb set his seal on the small special saloon car class demolishing Charles Barter's record on the way to a comprehensive victory over the rest of the pack which was headed by Mervyn Brake; despite fouling a plug and missing his second run Brian Walker maintained his BARC championship lead with a first run record breaking climb of 42.03s.

Once again the Midget of Rick Price proved unassailable in the first marque sports car class, but in the middle division last month's result was reversed as the Europa of Graham Oates held at bay the hard charging Elan of Des Richardson by a mere 0.17sec. John Swift's Ferrari 308GTB again captured the poorly supported large marque class while Bob Dayson produced a fiery climb in the venerable Turner MkII to clinch the first mod sports car class from the ever improving William Pearson (ex-John Foran Davrian). The reigning BARC Champion Paul Tankard hurtled his TVR Tuscan up the hill in great style to clinch his own record by a whisker to 42.29s.

A massive Clubmans field produced plenty of thrills with David Grace leading the way on the first runs, but status quo

was restored later in the day as the Harper brothers again made their impression felt, Peter leading the way by a quarter of a second from Ray. A totally revitalised Bill Wood really set the tarmac alight with his Mallock BDA to clinch the small sports racing car class at 40.39s ahead of Charles Wardle, who borrowed Alex Graham's version and, as at Shelsley, rapidly adapted to the strange car.

The Guyson Pilbeam of Tim Thomson easily clinched the large sports racing car class from the McLaren of George Tatham but the Formula Ford class was a really close affair with the record being taken to pieces. At the end of the day it had been reduced by 2.75secs and stood yet again to Tony Harris at the wheel of Rob Marsh's Lola T200, but he was hard pushed by Simon Clark (Van Diemen).

As expected, Charles Barter and the Delta T824 dominated the 1100cc single seater class, nibbling away at David Gould's record but just missing the mark as they easily headed the Lola T580H of Paul Bennison. Chris Seaman again worked the oracle by thrusting his Brabham BT30 to a fine victory in the next class holding off the Waring and Gillow/Crown Furnishings March 772 of Rodney Eyles by just over a second, while W & G mechanic Steve Oyibo finished just a further 0.3sec down.

It was Roy Lane who led the way with the Steel King Pilbeam in the class runs at 38.47s, just 0.07sec clear of Martin Bolsover's Guyson version, Martin having elected not to practice in a bid to save the engine for the rest of the season. The perennial battle between the Pilbeams of Jim Thomson and John Meredith for third place finally fell to the latter on this occasion by just 0.17sec.

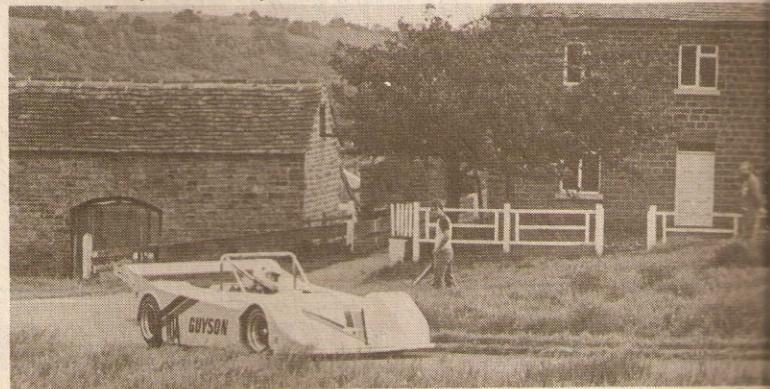
Haydn Spedding repeated last month's result by easily wiping up the Classic Car Class with his Jaguar E, while his co-driver for the day Chris Mason came through well for third place on corrected times behind Colin Elstrop's well driven Triumph GT6. The new class for Jowett Jupiter cars saw Geoff McAuley well in command to set the class record at a commendable 59.64s while the first of the MG classes saw the Midget of David Farrar demolish the class record with a more than spirited climb at 53.69s.

The next class provided Rick Price with his second victory of the day, this time at 50.96s, a second clear of Dave Bennett's similar car while Phil Morris proved an easy winner of the MGB division. The final two classes of the day saw good wins for the MG/TC of Richard Green and the MGB of Rick Hockney thus wetting the appetite for the dual championship runs which closed the meeting contained, with Charles Barter electing not to run, 12 cars.

It was the two sports racing cars of Alex Graham and Tim Thomson which just failed to feature in the top 10 overall at the end of the day, 10th place being claimed by Chris Seaman, charging as hard as ever with the Brabham and failing by only 0.08sec to catch the on form David Grace (U2). The Harper brothers repeated their class positions with Peter snatching seventh place by 0.2sec from Ray. Charles Wardle really hurtled Alex Graham's U2 up the hill to claim a fine sixth place in the borrowed car, nearly matching Bill Wood who again just maintained the upper hand and secured a well earned fifth place at 40.15s, his new found confidence in the car showing. Messrs Thomson and Meredith were at it again in the run-off but his time the positions were reversed, although both failed to improve on the second runs. Jim's first effort in the Guyson car at 39.00s was enough to fend off the Cheltenham Cameras/Minolta man by 0.32sec. It was Roy Lane who again led the way on the first runs, improving to 38.13s to head Martin Bolsover by 0.6sec. Bolsover, despite fighting a gearbox problem, threw caution to the winds on the second run with a true champion's effort and produced the first sub 38secs run of the day, 37.95s. Could Lane reply and take an historic 20th win at Harewood? Roy tigered the immaculate Pilbeam taking the tightest possible line on the approach to Orchard, powered on early through Farmhouse and as he rushed up the straight there was no doubt he was going for it as hard as he knew, across the line, a slight delay, the crowd waited with bated breath for the time: it came, 37.69s. Roy had done it and the whole of Harewood erupted as he wrote a piece of hillclimb history.

ROBIN BOUCHER

Tim Thomson just failed to get within the Top 10 with his purposeful new Pilbeam.



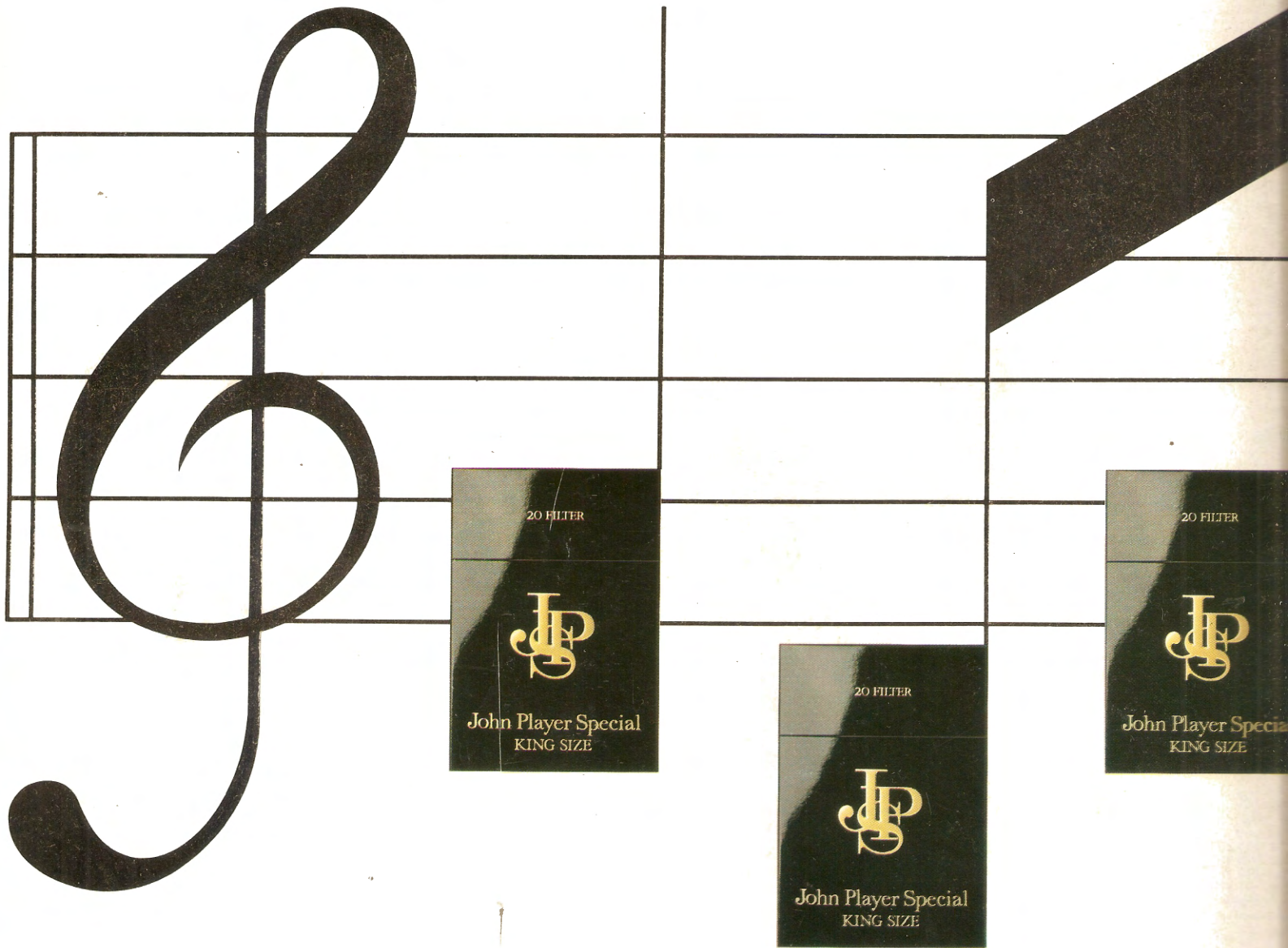
### HAREWOOD (GB), June 12, BARC (Yorkshire Centre) BARC Hillclimb Championship, round 7 Shell Super Oil Harewood Hillclimb Championship, round 3

BTD: Roy Lane (2.7 Pilbeam BMW MP51) 37.9s

**Championship Run-Offs Combined:** 1, Lane 37.69s; 2, Martin Bolsover (2.8 Pilbeam Hart MP51), 37.95s; Jim Thomson (2.5 Pilbeam Hart MP40RC), 39.00s; 4, John Meredith (3.3 Pilbeam DFL MP22), 39.32s; 5, Bill Wood (1.6 Mallock U2 BDA Mk18), 40.15s; a6, Charles Wardle (1.6 Mallock U2 BDA Mk20), 40.34s; 7, Peter Harper (1.7 Mallock U2 Chamberlain Mk21), 40.75s; 8, Ray Harper (1.7 Mallock U2 Chamberlain Mk21), 40.98s; 9, David Grace (1.7 Mallock U2 Ford Mk14/18), 41.29s; 10, Chris Seaman (1.6 Brabham FVA BT30), 41.47s; 11, Tim Thomson (2.5 Pilbeam Hart MP43 TSR), 41.97s; 12, Alex Graham (1.6 Mallock U2 BDA Mk20), 41.64s.

**Class winners:** Dave Allen (1.0 Hillman Imp), 50.69s; Neil Turner (1.3 Mini Cooper S), 47.60s; Mike Kerr (2.3 Vauxhall Chevette HSR), 46.03s; Alastair Cobb (1.3 Skoda Ford S110R), 42.64s (established record); Brian Walker (2.5 Skoda Hart S110R), 42.03s (established record); Rick Price (1.3 MG Midget), 51.31s; Graham Oates (1.6 Lotus Europa), 46.60s; John Swift (3.0 Ferrari 308 GTB), 49.48s; Bob Dayson (1.6 Turner Cosworth MkII), 44.61s; Paul Tankard (4.7 TVR Tuscan), 42.29s (establishes record); Peter Harper 41.18s; Wood 40.39s; Tim Thomson 41.96s; Tony Harris (1.6 Lola Ford T200), 46.34s; Lane 38.47s; Haydn Spedding (4.2 Jaguar E), 47.09s; Geoff McAuley (1.5 Jowett Jupiter), 59.64s (established); David Farrar (1.3 MG Midget), 53.69 (established record); Price 59.96; Phil Morris (1.8 MGB), 55.31s; Richard Green (1.5 MG TC), 54.79; Rick Hockney (1.9 MGB), 53.66s.

# Play it Black



MIDDLE TAR As defined by H. M. Government  
DANGER: Government Health WARNING:  
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH

5/11/75