Autosport

A Haymarket publication

April 1, 1982 50p

Pace Petroleum
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NATIONAL RALLY CHAMPIONSHIP

Lotus: 30 years on

Long Beach: Nelson double? □ Brazil in colour
Rodgers Rally action □ Hannu Mikkola column

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Autosport

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April 1, 1982 Vol 86 No 13

FRONT COVER

This year marks the 30th anniversary of the founding of the Lotus Engineering Company, although Colin Chapman had been building Lotuses since 1948. One of the greatest Lotuses, the 72, is pictured in Emerson Fittipaldi's hands heading for victory in the 1972 Rothmans 50,000 race at Brands Hatch.

NEXT WEEK

Full report of Long Beach Grand Prix: another win for Piquet, or will it be Rosberg? — F2 moves to Hockenheim — European F3 from Donington — Armchair Enthusiast — Phoenix CART — Hannu Mikkola's column — Plus all our usual news and features*

*These items correct at time of going to press.

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Eire	Brian Foley
Scotland	Bill Henderson
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LONDON GRAND PRIX 10

The exclusive and sensational story of how every motor racing enthusiast's fantasy is to become a reality: a Grand Prix will be held in London in two years' time! Here's the story of how it all came about . . .

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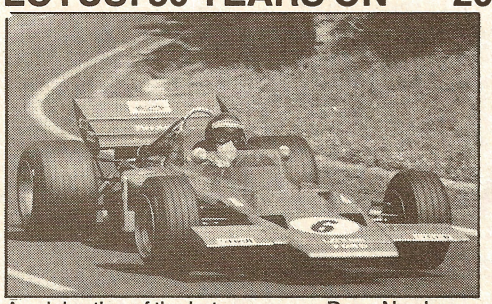
LOTUS: 30 YEARS ON 20



A celebration of the Lotus *marque*: Doug Nye has been delving through his files and conducting some fresh research to produce the definitive guide to Lotus type numbers, all the way from Mark 1 to Type 91 . . .

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The Grand Prix circus moves to the revamped Long Beach street circuit in California for the third round of the World Championship this weekend. Nigel Roebuck reckons that Keke Rosberg could cause a stir, while Mario Andretti could be a dark horse in the other Williams . . .

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Nigel Roebuck's reflections from the Brazilian Grand Prix include some strong comments about how the present Formula 1 cars exhaust their drivers.

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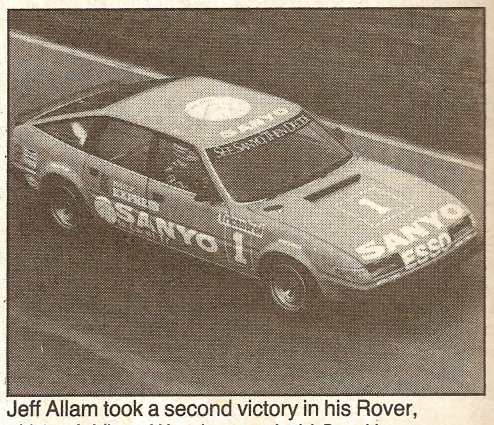

Jeff Allam took a second victory in his Rover, although Vince Woodman upheld Capri honour with second place. Terry Nightingale and Win Percy also won their classes, while Jon Dooley was a surprise winner after Metro mayhem in the 'baby' class. Matthew Carter was at Mallory Park for the second round of the Tricentrol Group 1 championship.

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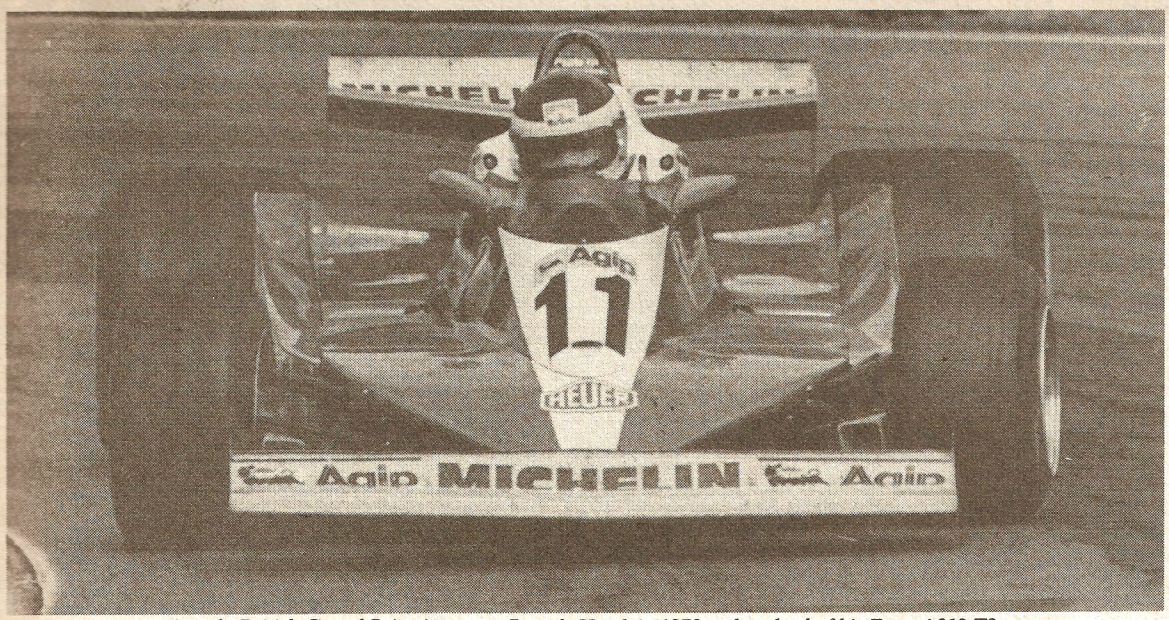
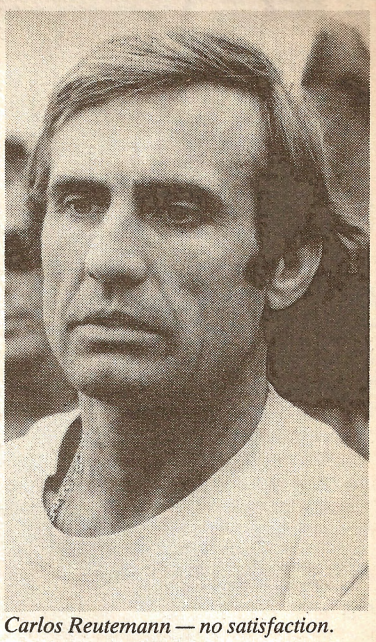
Motor sport reports worldwide — Mears wins CART opener at Phoenix — Larrauri wins 'Ring Euro F3 — National meetings at Silverstone, Oulton Park, Mallory Park and Snetterton — Da Silva's FF2000 double, plus two lap records — Action from Oman — Garrigues to Saby's Renault 5 Turbo — Details of the coming weekend's sport.

CENTRESPREAD

This week's centrespread depicts Nigel Mansell in the Tissot-supported John Player Special Lotus 91, which he took to fifth place in the recent Brazilian Grand Prix. Portraits of Mansell and team-mate Elio de Angelis are inset. Photos: LAT



Carlos Reutemann's only British Grand Prix victory, at Brands Hatch in 1978 at the wheel of his Ferrari 312 T3.



Carlos Reutemann — no satisfaction.

Reutemann retires

'Lole' calls it a day — Andretti takes over Williams drive at Long Beach — Palmer's chance?

Carlos Reutemann has retired from motor racing, and this time we believe his decision to be final. After the Brazilian Grand Prix he told Frank Williams that he was thinking of quitting, and the English team boss lost no time in contacting Mario Andretti, who will return to Formula 1 — on a temporary basis — at Long Beach this weekend.

"There's no point in being upset about it," commented Frank on Monday. "It's yesterday's news now, right? He told me what was on his mind after the race in Rio, and I told him to give me a final decision last Friday, which he did. He called me, and said, 'Frank, I'm out of it. I'm retiring.' So that was the end of that."

Last November, a few days after losing the World Championship to Nelson Piquet by a single point at Las Vegas, Reutemann announced his retirement, but Williams was always hopeful of changing his mind. In this he succeeded, announcing shortly before Christmas that the Argentine would lead his team for 1982. Carlos had always fretted that the team was devoting most of its effort to Alan Jones, and now it seemed that, at last, he was in the position he had always wanted. Why, then, the latest sudden change of mind?

"He told me that he didn't have his heart in it any longer," said Williams. "He drove a superb race for us in South Africa, where he was second, but he just seems to have lost his taste, his hunger, for racing."

In Brazil Reutemann told us that he, like the other Grand Prix drivers, derived no pleasure or satisfaction from driving the current breed of Grand Prix cars. That being the case, it is hardly surprising that, with his 40th birthday approaching, and 146 Grand Prix behind him, Carlos has decided to call it a day. A great racing career is over.

So, for this weekend at least, Mario Andretti is back in Formula 1. "I called Mario last Tuesday," remarked Frank Williams, "and told him the position with Reutemann. He said sure, he'd love to do Long Beach for us, and we confirmed the deal when Carlos gave me his decision."

A season-long contract between Williams and Andretti was, of course, discussed in December, but came to nought when Mario told Frank that the offer had come too late, that he was already too heavily committed to the Patrick Racing Indy team. Was there now any question of further Williams drives for Andretti this year?

"I won't be drawn on that question because I really haven't given it enough thought," answered Frank. "There's no real question of a full season with Mario because he has so many clashing CART races."

The former World Champion would be unable to run at Imola (Atlanta), possibly Monaco (second Indy qualifying weekend), Montreal (Milwaukee), Brands Hatch (Michigan), the Osterreichring (a CART race yet to be announced), Dijon (Riverside) and Las Vegas (Michigan). He would be available for Zolder, Detroit, Jarama, Paul Ricard, Hockenheim and Monza, but we suspect that Williams would prefer to have a fulltime driver alongside Keke Rosberg.

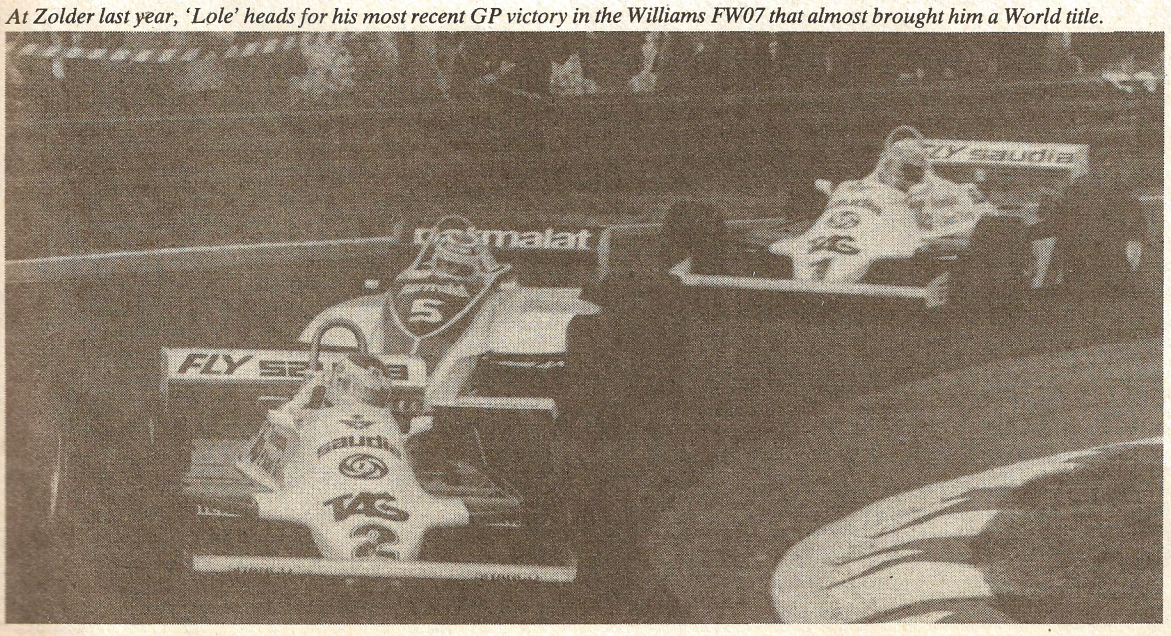
Our American Editor spoke with Andretti at Phoenix last weekend, reporting that Mario is delighted to be running at Long Beach. It seems, however, that the arrangement has "caused a few ruffled feathers" in the Patrick camp, and this could well militate against further Williams drives for Andretti. However, anything is possible, and the American would be an obvious choice for the Detroit Grand Prix.

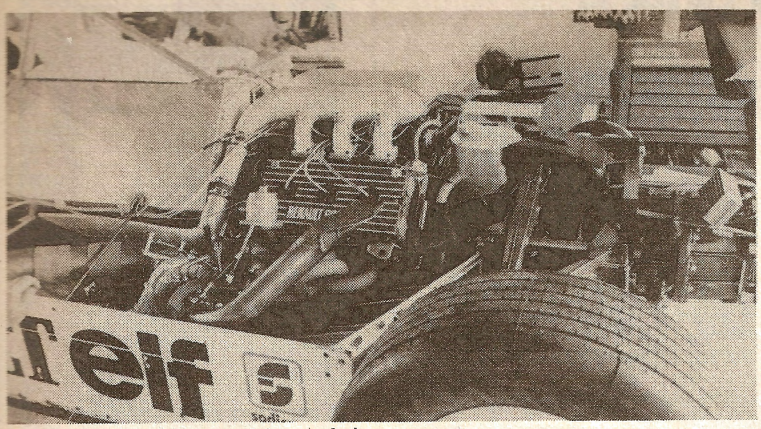
Assuming, therefore, that Andretti cannot undertake anything like a full season, what of Jonathan Palmer, who recently signed a testing contract with the Williams team? "No, that's not the answer," replied Frank. "Jonathan has a firm contract with Ron Tauranac for Formula 2 — and again there are several clashing dates." The Englishman would have to miss Imola (Nurburgring), Zolder (Mugello), Brands Hatch (Mantorp Park) and Hockenheim (Misano). However, the F2 season finishes early this year, on August 7, and it would be no surprise to see Palmer in the team towards the end of the year. Prelude to a full season in 1983.

Williams has always made it clear that his ambition for this season was to win a third successive constructors' title: therefore, it will be important to him to find someone who can consistently score points over the season. Who is available? Jan Lammers, Patrick Tambay . . . or could it be a driver currently contracted to another team, like Derek Warwick?

For the moment, though, the big story is that Carlos Reutemann has raced for the last time. "I have no motivation any more," he said on Monday. "Compared with how I felt a year ago, my heart is not in it. For sure, I don't like these cars, but they are the same for everyone. I know that I have not been driving so well this year, and that I can no longer give everything for my team. At the end of this year, I will leave Cap Ferrat and go back to Argentina . . ."

At Zolder last year, 'Lole' heads for his most recent GP victory in the Williams FW07 that almost brought him a World title.





Renault: making the most of their turbo's power.

Renault go for l'eau weight

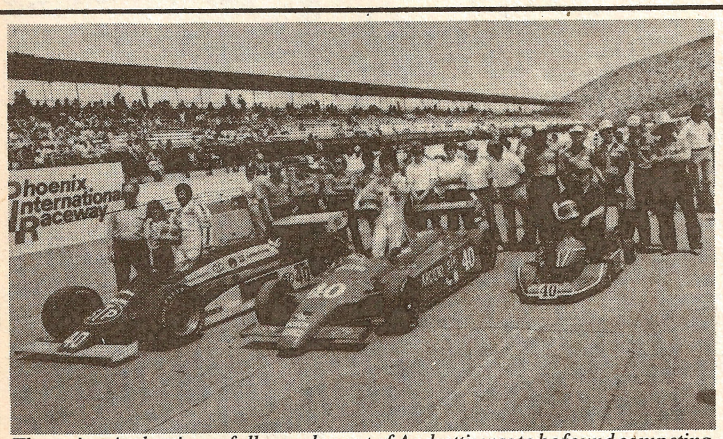
It had to come: for Long Beach the turbocharged Renaults will, like most of the current Grand Prix cars, run under the minimum weight limit. Which is to say that they will be fitted with 'water-cooled brakes.'

Renault Sport issued a statement on Monday, warning of the possible dangers of abolishing the minimum weight limit, which, they said, would serve only to raise cornering speeds still further, and to tempt constructors to build ever lighter cars, which would not necessarily be strong enough.

After the Brazilian Grand Prix, Renault's Jean Sage and Ferrari's Marco Piccinini both protested the Brabham and Williams cars, which had finished first and second in the race. This, they said, was simply to get clarification from FISA on the question of the water tanks. "If they *are* legal, in FISA's view," said Sage, "then we will have them too. We also can build underweight cars . . ."

It now appears that they have. Monday's statement regrets the lack of a swift and firm decision from FISA on this question, and goes on: "Until such time as there is clarification on the question of water tanks, Renault Sport feels constrained to imitate its opponents as of the Long Beach Grand Prix, in order to best conserve its chances in the World Championship."

Clarification on the water tanks is due from FISA before the San Marino Grand Prix on April 25.



The racing Andrettis—a full complement of Andrettis was to be found competing at Phoenix last Sunday: father Mario scored a fine second place in the CART race with the latest Wildcat Mk8B, older son Michael went one better than dad to take the winner's laurels in the Super Vee race with his Ralt RT5 and younger son Jeff was also at work with his kart.

Tambay happy: CanAm furious

An interested spectator at Phoenix was Patrick Tambay, whose wife recently presented him with a daughter. Congratulations all round. Our man in the US reports that Patrick was in very good spirits—"a hundred per cent better since I got away from Formula 1" — and looking forward to running in several championship races this year, in addition to the Indianapolis 500 itself.

Tambay has also been testing his VDS CanAm car recently, at Jim Hall's Rattlesnake Raceway, and is confident of a successful season with it. However, it seems that the CanAm regulars are really furious with the SCCA's recent decision to admit Group C cars to their series, and are threatening not to turn up at the first race unless this is rescinded. The SCCA, for their part, say that it is too late to do that.

It is clear that the CanAm series is again in serious trouble. Indeed, a VDS man said that unless its problems were quickly resolved, his team would abandon CanAm for Indy racing in 1983.

FISA define situation 'normal'

Action is to be taken to clarify the loophole around Formula 1's minimum weight rule, FISA announced this week.

The article which causes the problem is the one which stipulates: "The weight is that of the car in running order with its normal quantity of lubricants and coolants." Until now nobody has been able to agree on the definition of 'normal', and so cars have been filled to the brim with oil, water and fuel to beat the post race weigh-in.

However, after the Formula 1 Commission Technical Group failed to reach agreement in February over the interpretation of the regulation, specifically the word 'normal', FISA informed all the constructors that only a Court of Appeal could settle the dispute, provided that one of the constructors lodged a protest with regard to the decision of the Stewards of the meeting of the Brazilian Grand Prix.

Renault and Ferrari duly obliged with the protest and appeal, and in order to obtain a quick decision in the interest of the championship and, by applying article 184 of the Sporting Code, obtained the agreement of the three countries in question (Brazil, France and Italy) that the appeal be submitted directly before the International Court of Appeal.

At the request of the FISA, this court will sit before April 20 in Paris.

FW08 improves

The new Williams FW08 continues to fly. After its remarkable record-breaking 'shakedown' run at Brands Hatch, the new car was taken to Dijon last week, where it was tested by Keke Rosberg, so far the only man to drive it.

The lap record at Dijon, which stands to Alain Prost's Renault RE30, is 1m 09.14s, set during his victorious drive in last year's French Grand Prix. Pole position for the same race went to René Arnoux's sister car, which lapped in 1m 05.95s on qualifying tyres.

Last Friday Rosberg—on *race* tyres—lapped the FW08 in 1m 03.20s, some indication of the huge escalation in cornering speeds this year. Keke pronounced himself very satisfied with the car.

Slightly quicker even than the Finn was Arnoux, who took his Renault round in 1m 03.07s, this time set on Michelin qualifiers. It represents an average speed of 134.76mph, which compares interestingly his 1981 pole speed of 128.87mph, and the lap record of 122.933mph.

March score in CART

With eight cars out of the 22 on the grid for the opening CART round at Phoenix last weekend, March have certainly established themselves in America, despite it being less than a year since their first car appeared at Indy. However, it wasn't their chassis which were creating the interest at Phoenix so much as their own gearbox.

The original 81C was designed around the slimline Weismann box which enabled them to create the aerodynamic profile which gave last year's car such an immediate advantage. However, the Weismann box proved to be the car's Achilles Heel, and so March embarked on the design and manufacture of their own version which made its debut last weekend, just four months and 16 days from the day it was decided to go ahead with the project.

The prototype box, designed in conjunction with legendary Indy transmission man George Bowers, but built entirely in England, was completed early last week and flown to Phoenix to be used in Pancho Carter's 82C. The car did only 15 laps of practice, but Carter finished the race in sixth place without any hint of trouble during the 200 miles. March's Dave Reeves, who with draughtsman Alan Mertens designed the four-speed gearbox, said on Monday that they were very pleased with the reliability of the new unit and that it was being offered for sale to all their CART customers. The gearbox has been designed to incorporate a fifth gear for wider application at a later date.

Williams comeback for Jones?

A Formula 1 comeback for Alan Jones? On Tuesday the former World Champion said he would not be interested in filling the Williams seat left vacant by the retirement of Carlos Reutemann. At present, he said, he was too involved with his business commitments in Australia.

In a TV interview, however, he added that there was "the distinct possibility" of a return to Formula 1 in 1983, and it is believed that he had a telephone conversation with Frank Williams early this week. Jones's sponsor, Alan Hamilton, says that he believes Alan might return — "if the political climate clears up."

Jones will, incidentally, drive a Porsche 935, and not a 944 Turbo, for Hamilton in the Australian GT and Sports Sedan Championship this season.

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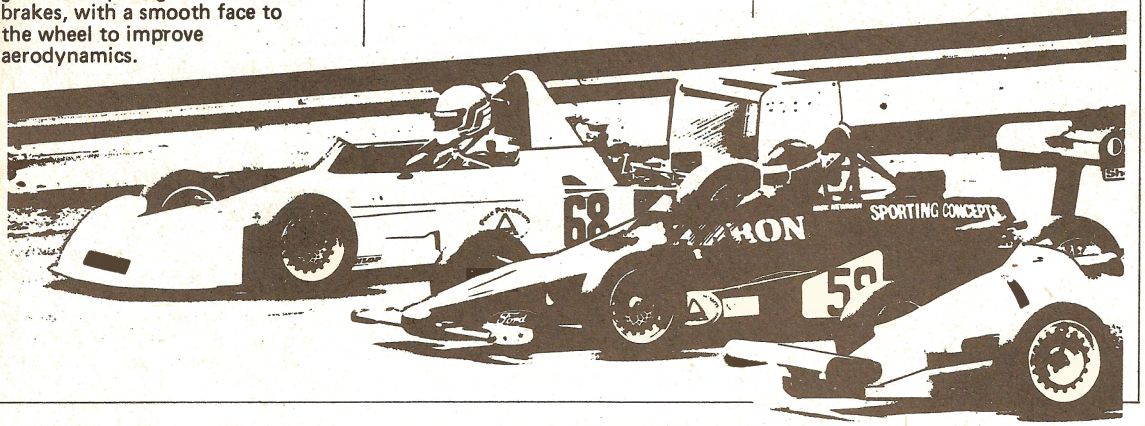


NATIONAL CHAMPIONSHIPS

PACE F2000 CHAMPIONSHIP
1st Tommy Byrne – Van Diemen RF81
2nd Simon Kirby – Royale RP30
3rd Mike Taylor – Royale RP30

RADIO TRENT F2000 CHAMPIONSHIP
1st Mike Taylor – Royale RP30
2nd Frank Bradley – Van Diemen RF81
3rd Russell Spence – Royale RP30

ENGLISH HOT ROD CHAMPIONSHIP
1st Stewart Jackson – Talbot Sunbeam
2nd Nigel Murphy – Ford Escort
3rd Colin Facey – Ford Escort

BRITISH HOT ROD CHAMPIONSHIP
1st Barry Lee – Ford Escort

NATIONAL HOT ROD RPA CHAMPIONSHIP
1st Colin Facey – Ford Escort

NATIONAL HOT ROD CHAMPIONSHIP
1st Pete Stevens – Ford Escort

DERWENT SPORTS 2000 CHAMPIONSHIP
1st John Sheldon – Tiga SC81
2nd Richard Eyres – Tiga SC81
3rd Frank Sytner – Tiga SC81
4th Michael Taylor – Tiga SC81
5th Richard Morgan – Tiga SC80

JOHN WOOLFE RACING ASCAR CHAMPIONSHIP
2nd Jim Mensley – Chevrolet Camaro

MURASPEC FORMULA 4 CHAMPIONSHIP
1st Brian Turner – 1.3 Turner
2nd Cliff Watts – Delta T79

WILLHIRE SPECIAL GT CHAMPIONSHIP
1st Alan Eisner – Chevron B8 up to 2 litre class

ARD GARAGES HALEWOOD STAGES
1st Andy Dawson – Datsun 2.0 Violet Group 4

PIRELLI TOUR OF CUMBRIA
2nd John Buffum – Triumph TR7 V8

FORMULA 1300 CHAMPIONSHIP
2nd David Childs – Centaur 17

SCOTTISH FORMULA 2 SUPERSTOX CHAMPIONSHIP
Les Clark

COCK OF THE NORTH
Les Clark – Formula 2 Superstox

DONNINGTON CLUBMANS SPORTS CAR CHAMPIONSHIP
1st Jim Yardley – Beagle IVB 'A' class

BRITISH TRICENTRAL SALOON CAR CHAMPIONSHIP UP TO 1300cc
2nd Richard Longman – 1.3 Austin Metro
3rd Alan Curnow – 1.3 Austin Metro

BRSCC MODIFIED SPORTS CAR CHAMPIONSHIP
1st overall
John Digby – 1.5 Ginetta G4

PROTECTUL CLUBMANS 'A' CHAMPIONSHIP
2nd Paul Gibson – Mallock U2 Mk23

INTERNATIONAL CHAMPIONSHIPS

WORLD HOT ROD CHAMPIONSHIP
1st Ormond Christie – Colt
2nd Davy Evans – Vauxhall Chevette
3rd Nigel Murphy – Ford Escort
4th Colin Facey – Ford Escort
5th John Edwards – Ford Escort

EUROPEAN HOT ROD CHAMPIONSHIP
1st Ormond Christie – Colt

EUROPEAN F2000 CHAMPIONSHIP
1st Tommy Byrne – Van Diemen RF81
2nd Kristain Nissen – Delta T81
3rd Basil Mann – Delta T81

EUROPEAN F2 STOCKCAR CHAMPIONSHIP
1st George Beckham – Ford

EUROPEAN SUPER ROD CHAMPIONSHIP
1st Gordon Bland – Ford Capri

EUROPEAN E.F.D.A. SPORTS 2000 CHAMPIONSHIP
1st Stanley Dickin – Lola T590
2nd Michael Taylor – Tiga SC81
3rd Frank Sytner – Tiga SC80

WORLD ENDURANCE CHAMPIONSHIP (BRANDS HATCH) SPORTS 2000 CLASS
1st Richard Eyre/Michael Taylor – Tiga SC81

EUROSERIES SPORTS 2000 CHAMPIONSHIP (Nurnberg)
1st John Sheldon – Tiga SC81
3rd Henry Vollenburg – Tiga SC80

INTERNATIONAL CHAMPIONSHIPS BY COUNTRY

USA
NATIONAL CHAMPIONSHIP – ATLANTA
1st Sports Racing (Group C) Tom Foster – Tiga/Cosworth
1st Production Sports (Group E) John O'Steen – Porsche 356
1st Production Sport (Group F) Richard Crisenbery – MG

NORTH PACIFIC CHAMPIONS
1st Sports Racing (Group C) Chuck Billington – Tiga/Cosworth
1st Sports 2000 William Margraf – Tiga SC81

USA
CENTRAL DIVISION CHAMPION
1st Formula F Craig Taylor – Tiga SC81

SOUTH EASTERN CHAMPION
1st Sports 2000 Rex Ramsey – Tiga SC81

SOUTH WESTERN CHAMPION
1st Sports 2000 Linsay White – Tiga SC80

SOUTH PACIFIC CHAMPION
1st Sports 2000 Randy McDaniel – Tiga SC81

FAR EAST
MACAU GRAND PRIX – ACP TROPHY GROUP 1
1st Michael Lieu – BMW 323i

WEST GERMANY
GOLDEN LION F2000 NATIONAL CHAMPION
1st Basil Mann – Delta T81

SWEDEN
SPORT 2000 CHAMPION
Stanley Dickin – Lola T590

SCANDINAVIAN CHAMPIONSHIP
1st Nordic Sports 2000 cup Ingvar Carlsson – Tiga SC80

AUSTRALIA
PRO-AM SERIES
1st Jim Richards – TR7
2nd Bob Morris – TR7
3rd Dick Johnson – TR7

24 HOUR ENDURANCE RECORD – AUSTRALIAN LAND SPEED RECORD
– Audi 5 cyl using 8 x 15

BELGIUM
BENELUX F2000 CHAMPION
1st Basil Mann – Delta T81

BENELUX SPORTS 2000 CHAMPION
1st Ross Desavi – Lola T590

CANADA
NATIONAL GTI CHAMPIONSHIP
1st Mike Atkin – Triumph TR8

CORSICA
TOUR DE CORSE
3rd Tony Pond – Datsun Violet 2.0 (Group 4)

DENMARK
F2000 CHAMPION
Klaus Pedersen – Delta T81

HOLLAND
F2000 CHAMPION
Basil Mann – Delta T81

IRELAND
ALL IRELAND HOT ROD CHAMPION
1st Davy Evans – Vauxhall Chevette
3rd John Edwards – Ford Escort

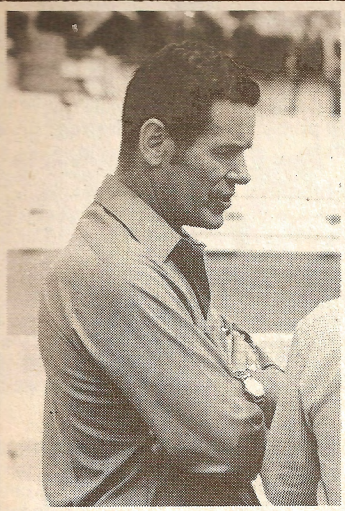
SOUTH AFRICA
SALOON CAR CHAMPIONSHIP (MODIFIED)
1st Colin Clay – Ford Escort
2nd Arnold Chatz – Alfa GTV
1st CLASS B Arnold Chatz – Alfa
1st CLASS C Johan Coetzee – Ford Escort
1st CLASS D Rick Davis – Renault

PORTUGAL
TOUR DE PORTUGAL
3rd Tony Pond – Datsun 160J Group 2

We would like to congratulate Championship Winners for the 1981 season that have won using COMPOMOTIVE WHEELS.

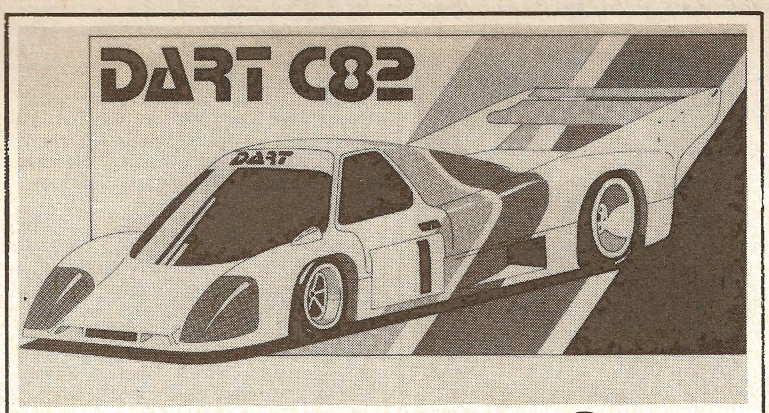
Places: Better Luck for the 1982 season.

COMPOMOTIVE WHEELS



Bobby the manager

An unfamiliar role for Bobby Unser: the 1981 Indianapolis winner was at Phoenix in a managerial capacity, he now looks after Josele Garza's March team.



Another Group C car

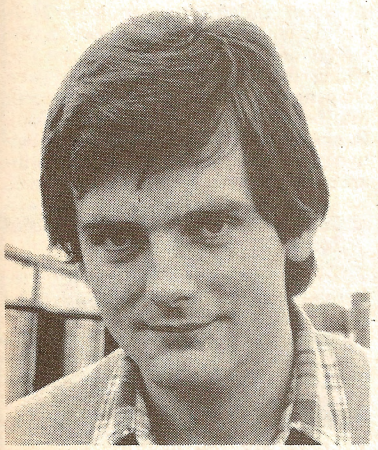
The new Group C regulations have provided the racing car designers of this world with plenty of food for thought, as this latest offering from Scandinavia demonstrates. Constructed by newcomers to the field, Dartmotor Bil AB on the outskirts of Gothenburg, the sleek Dart C82 is powered by no fewer than three 500cc Husqvarna motorcycle engines mated in a common crankcase with forced induction through twin Kühnle, Kopp & Kausch turbochargers. This engine, similar in concept to the unit said to be "under development" for Formula 2 use by Anders Olofsson's team, reputedly develops around 440bhp on the dynamometer, which compares favourably with the 450bhp quoted for the significantly heavier Lancia turbo engine. The Dart is scheduled to complete in selected German championship rounds "with a leading national driver at the wheel", while a sister car, nearing completion, will follow the World Endurance Championship for Makes trail.

Spirit does level best at Silverstone

The Spirit Formula 2 team hurried back to Silverstone last week to make up for the time lost during the wet opening race meeting of the season and came away well satisfied.

Thierry Boutsen lapped the Grand Prix circuit in 1m 16.64s in his Honda-powered car, just over 1.5secs quicker than the previous F2 best ever round the Northamptonshire circuit.

Running with nose fins rather than the original full width front wing, Boutsen reported that the car was finely balanced and the team have decided to stick with this configuration. Lapping in the 1m 16s bracket they found they had a problem with the tread lifting off the front tyres, but running a more conservative Bridgestone they were still able to lap consistently in the mid 1m 17s bracket. The previous best F2 time at Silverstone was 1m 18.2s, set by Jonathan Palmer a fortnight before.



Palmer — best F2 time.

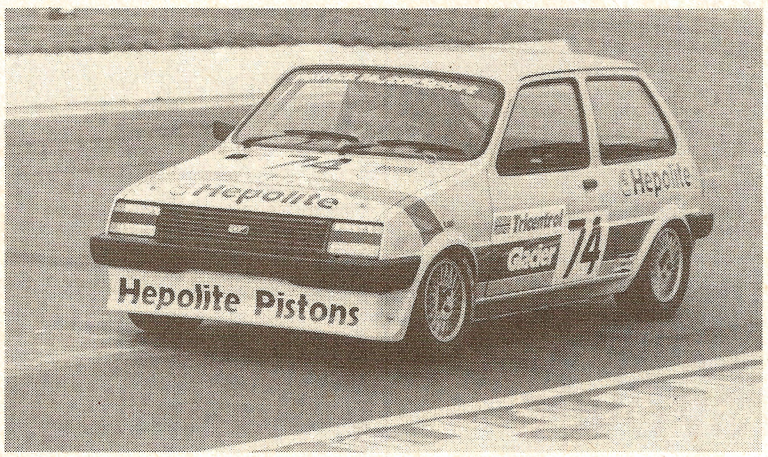
Ralt F2 quick at Goodwood

Jonathan Palmer took a further 0.5sec off the best ever Goodwood Formula 2 time last week. After a quick check over since the Silverstone race, the team took the new RH6/82 chassis to the Sussex circuit for two hours' running on Tuesday afternoon.

The purpose of the the test was to try some rear end modifications, and on used Bridgestone tyres Palmer obliged with a 1m 6.16s lap, 0.5sec quicker than the circuit's best ever, which he set in the old car a couple of weeks before.

"We weren't actually going for times," said Palmer. "We were just evaluating airboxes and springs. Low one-fives are easily on round there in the right conditions."

On Saturday the team were at Donington Park where Kenny Acheson got in a couple of hundred miles of much-needed practice. "It did me a lot of good," said Kenny on Monday, "and we tried out a lot of bits and pieces which will save us time at Hockenheim."



Dry suspension systems for the Metro are definitely legal.

G1 — no protests!

Controversy was thankfully free from Sunday's Group 1 round at Mallory Park. After last week's Metro protest — the McGrath Everest Double Glazing team protested the legality of the Richard Longman works car and the Hepolite machine of Steve Soper — the RAC issued a 'clarification' of the ruling which, in effect, meant that the dry suspension system used by Soper, Longman and Alan Curnow was legal.

Clive Faine of Linden Racing, who runs McGrath's car on a Hydragas set-up, said: "It seems that if we cannot beat them, we'll have to join them. We have started to build a new car with a dry set-up, but it will not be ready until after Easter."

Spanish GP confirmed in June

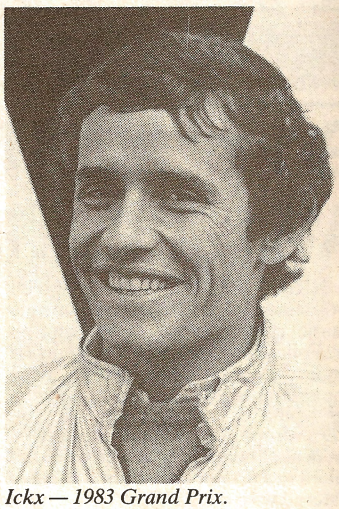
FISA finally confirmed last week that there will be a Spanish Grand Prix this year. Following a decision of the Executive Committee and the Formula 1 Commission, the race has been entered on the calendar for June 27.

Not everyone is overjoyed by the fact that the World Cup is having a weekend off at the time but the organisers are banking on the Tartan Army swelling the crowd . . .

FISA Plenary Conference

The month of April has been put aside by FISA as a decision-making period. All the FISA Commissions met in Paris at the end of last week and early this week; the F1 Technical Committee meets on April 20; the F1 Commission a day later.

The FIA and FISA World Congress meet in Casablanca from April 26 to May 2; the FISA Executive Committee from April 28 to 29 and, the moment we are all waiting for, the Plenary Conference where all the decisions will be made public, will be on May 1.

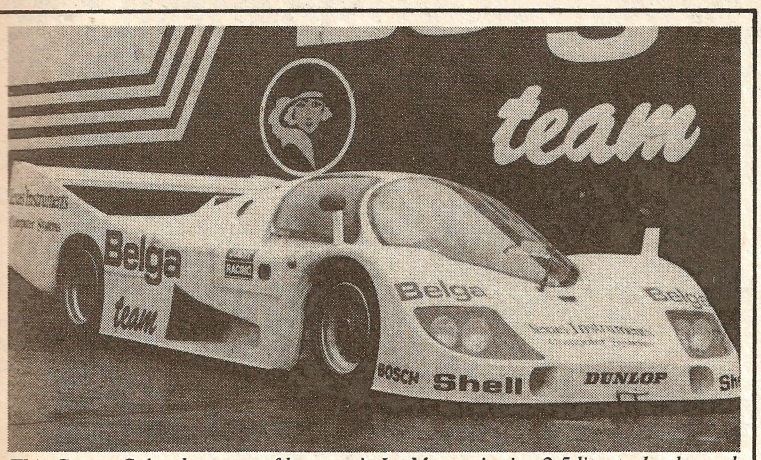


Ickx — 1983 Grand Prix.

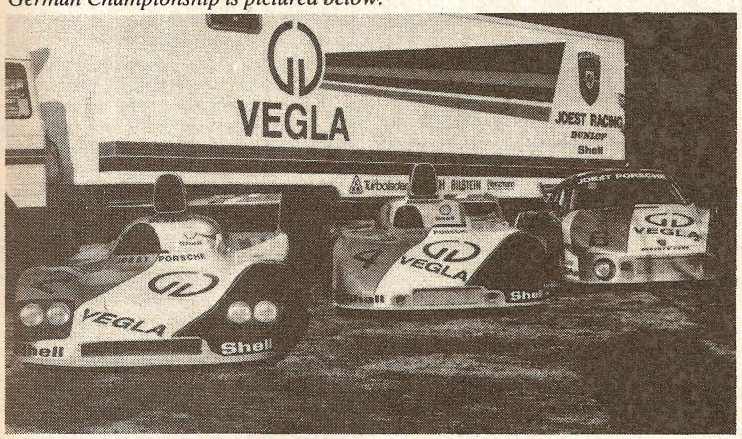
Belgian GP returns to Spa

Excellent news for all red-blooded racing fans is that the new Spa-Francorchamps circuit, which proved such a successful venue for Formula 2 last year, has now been officially 'homologated' as a Grand Prix track. It was examined in February by FISA representatives and Circuit Manager Jacky Ickx was informed last week that it can now be used for the Belgian Grand Prix.

Ickx and his men are now hopeful of staging the race in 1983, for it appears that the Royal Automobile Club of Belgium has now concluded an agreement with Spa and Zolder to hold the Grand Prix on alternative years.



This Group C development of last year's Le Mans winning 2.5 litre turbocharged Porsche 936 has recently been completed at Reinhold Jöst's Austeinach base near Frankfurt, and will be driven in makes rounds of the World Endurance Championship by Belgian brothers Jean-Michel and Philippe Martin. It is thought that a second car will be run for Jöst himself and Jochen Mass. Both cars should appear at the first round at Monza on April 18. Jöst's Vegla supported trio for the German Championship is pictured below.



Go-ahead for UK Atlantic at last . . .

The BRDC and BRSCC have agreed jointly to administer a 10-round Formula Atlantic championship in Britain this year. Following a meeting of drivers and other interested parties in January, when it was announced that a series of Atlantic races would be held this year, despite MCD's dropping of their support, a great deal of behind-the-scenes work has resulted in a proper championship being registered with the RAC.

All rounds of the championship will count towards the final placings and points will be scored on the usual 9-6-4-3-2-1 basis for the top six, with a further point being awarded for fastest lap.

The prize fund for the first six races will be £300; £200; £125; £100; £95; £90; £85; £80; £75; £70 for the top ten finishers. Eligible cars will be restricted to the use of the Ford BDA engine with a maximum 48mm carburettor choke restriction. Specified tyres in wet and dry compounds from M&H are eligible for the whole series, while for the opening three rounds last year's Goodyear's will be permitted.

Dates for the series are:
April 12, Castle Combe (BRSCC); May 3, Silverstone (BRDC); May 31, Mallory Park (BRSCC); June 6, Silverstone (BRSCC); July 3, Aintree (BRSCC); Aug 1, Brands Hatch (BRSCC); Aug 14, Oulton Park (BARC); Aug 30, Mallory Park (BARC); Sep 19, Brands Hatch (BARC); Oct 16, Oulton Park, (BARC).

. . . controversy over world-wide series

BMW Australia are looking closely at involving themselves in Formula Pacific. Dieter Stappert, BMW Motorsport Manager in Germany, admitted on Monday that the Australian arm of the company had asked his department to investigate a 1600cc carburettored version of the Formula 2 engine for use in the new Australian series.

"We are too busy with other things to get involved in Atlantic at the moment," said Stappert, "and anyway we have to wait and see what the rules are going to be in future."

BMW Australia had asked Ron Tauranac to build one of his RT4 chassis to take the engine, but work has stopped for the moment. "With this ludicrous move to switch to 2-litre engines currently being mooted, there was no point in continuing the project," said Tauranac last week. "It is arbitrary attempts to change rules overnight like this that put manufacturers off motor racing" (see page 45).

Briefly . . .

● Omitted from our Silverstone Group 1 report last week was the fact that Alan Curnow's fastest lap in his Datapost Metro constituted a record. No mean feat considering the damp conditions.

● A welcome reappearance to the Group 1 fold at Mallory Park was Graham Goode, who had a good day all told. Masquerading as a media person, he won the Sunbeam ti race at a canter, and then wheeled out his pristine Bestmoor Capri in the Tricentrol race for a superb dice with Charles Sawyer-Hoare and Rad Dougall. He plans to contest as many of the Group 1 rounds as funds permit.

● Keith Greene was a lucky man on Sunday. On his way to Mallory Park to mastermind the Gordon Spice Group 1 Capri effort, he had a fortunate escape when his road Capri was involved in an accident in thick fog.

● Win Percy, having a relatively easy run at the head of the smaller class Group 1 race at Mallory, had more time than most to observe the antics of the Metro men. Of the five entered, no fewer than four went off the circuit at some point. "Every time I went round, it seemed, there were yellow flags and under a pile of mud and dust would be a Metro. I couldn't work it out," said Win.

● James Weaver will contest this weekend's European Formula 3 Championship race at Donington in Eddie Jordan's Ralt-Toyota RT3. James's recent showings in British races — he currently lies second in the Marlboro championship — have attracted some sponsorship from Harvey Pallett of Pallett Construction, while the car will run on Japanese Dunlop tyres.

● Swedish Formula 3 driver Thomas Kaiser will make his F2 debut at Thruxton in the ex-Jim Crawford Toleman-Hart TG280.

● Dr Gianpiero Moretti is expected to debut his Eagle-Chevrolet-powered March 82G Group C car in the German Group 5 championship race at Hockenheim this weekend.

● The RAC's Cecil Mitchell pronounced Tommy Byrne's Hesketh-prepared F3 engine legal on Monday of this week, and is due to inspect Martin Brundle's VW unit today (Thursday). Also pronounced legal were the fuel samples taken from the cars of Byrne and Brundle at the opening meeting.

● Rumour department: while Phoenix buzzed last Sunday with the news of Mario Andretti's Williams drive at Long Beach, there was also the whisper of an F1 contract with McLaren for the American in 1983 . . .

● You have to hand it to that man Ongais. The Hawaiian, who decided against running his Interscope at Phoenix last weekend, has been concentrating on Indianapolis. He has now put in more than 800 miles' testing at the Speedway — with a best lap of 201mph.

● Our zany American Editor tells of two interesting supporting events for the Detroit Grand Prix. Over race weekend, there will be a Librarian's Convention (quiet, please) and a major 'society' wedding, both to be held at the Renaissance Centre — *within* the confines of the circuit! Both, it seems, were booked before the Grand Prix idea was launched.

● Dave Scott was unsure at the beginning of this week whether he will contest Sunday's European Formula 3 Championship counter at Donington Park but, if he does, his Swift Caravans Ralt RT3 will probably be fitted with Bridgestone tyres.

● Industrial Control Services boss Pete Hall has indeed bought the successful Hughes of Beaconsfield Toyota Celica run last year by Chris Hodgetts but, contrary to our rumour last week, Hall *will* drive the car himself. The Toyota is currently being refettled by Andy Rouse at his Southam premises and Hall will make his debut in the Tricentrol British Saloon Car Championship at the Oulton Park Good Friday meeting.

● Former Formula 3 racer John Bright has been working in America for the past year as crew chief for Ralph Kent-Cooke's IMSA GT team, who won last year's Camel crown with Brian Redman as driver. This year, since the retirement of Redman, Kent-Cooke has been driving the Lola T600 with Jim Adams. At Riverside next month, though, Bright will have the first of what he hopes will be a few outings in the car, sharing with its owner. His duties as chief mechanic will be taken over by sometime FF1600 racer Mike Atkins, who, like Bright, hails from Leicester.

● Spanish Formula 3 driver Juan-Carlos Abella recorded a staggering 1m 24.7s lap during testing last week on the Silverstone Grand Prix circuit. The young man from Valencia has been showing increasingly good form in recent Marlboro F3 rounds with his Mick Cook Racing Ralt-VW RT3, despite his relative lack of experience, and this performance will certainly boost his confidence.

LEO BERTORELLI

A road accident has robbed motor sport of one of its wisest and most generous supporters. Leo Bertorelli, co-director and founder of the Alfa Romeo Dealer Team, was on a business trip in his role as Managing Director of Dairy Tops Ice Cream when the accident happened last week. He was in his mid-fifties.

A former rally driver — he had entered the RAC's Golden Jubilee event this month in a Lotus Cortina with old friend Peter Hillyard — he started racing in the late fifties in a team of Peerless cars, but 'discovered' Alfa Romeos when he rallied an Alfa-powered Escort in the late sixties. That flirtation with Alfa Romeo led, before long, to the purchase of a GTAm which he raced and rallied with some success . . . and occasionally used as a road car! A member of the Bertorelli ice cream and restaurant family, Leo became more deeply involved in the *marque* in 1974 when he helped form Squadra Alfa to contest the Tours of Britain held in the mid-seventies.

Squadra Alfa in time became the Dealer Team of which Leo was regarded as something of a father figure . . . the wise sage who had a ready answer to any problem. Although he had cut back on his racing in recent years — his move a couple of years ago to Dairy Tops took much of his time — he could be relied upon to enter the occasional Group 1 race each season. His last outing was in last year's TT at Silverstone.

He was, essentially, a man who enjoyed motor racing as a sport, partaking for the fun of it all. On behalf of his many friends, particularly those in the Dealer Team and the Owners' Club, AUTOSPORT offers its sincere sympathies to his wife Mary and to his family.

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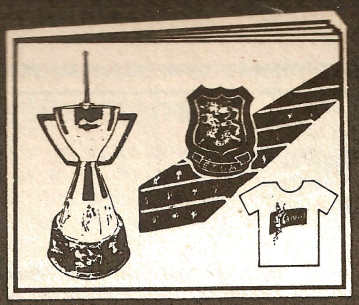

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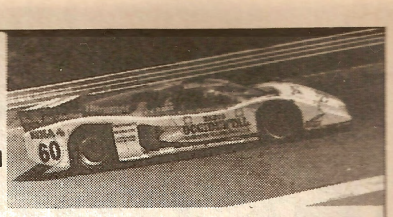

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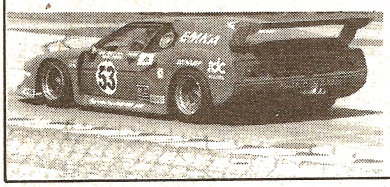

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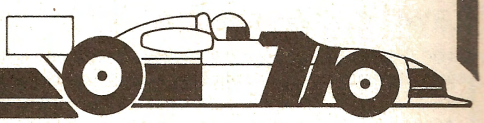

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Escalating costs

The domestic racing season is now one month old. Although a lot can happen between now and October, a number of interesting trends have already emerged amid the 50-plus National championships of 1982. At the top of the tree, Eire's Tommy Byrne has made a tremendous getaway in the Marlboro Formula 3 championship — indeed he and a trio of talented Englishmen are currently heading the field in the face of stern, overseas opposition.

One man who shouild be in F3 — at the very least — is Ayrton da Silva, the sensation of the 1981 FF1600 season and, we are convinced, the most naturally gifted driver to graduate from the karting scene since the late, and sorely missed, Tony Brise. Without the necessary funds to move into F3, da Silva initially decided to 'retire' from the car scene altogether, but happily he has reconsidered and a budget has been worked out for the Brazilian to compete in FF2000.

What a terrible waste of rare skills this has proved to be, yet Ayrton has been able to keep his hand in while F3 team managers renew their search for sponsors in their efforts to run him. Three outstanding victories — indeed whitewashes — from three starts to date simply underline the fact that everyone else is wasting his time — and that is a great pity as support for FF2000 is again very strong.

Formula Ford 1600 looks much more open this year, although grids generally are on the decline — a result of there being too many championships for the current economy to support. The established names in the formula continue to do well — Rick Morris and David Wheeler to name but two — but an influx of British youth (Andrew Gilbert-Scott, David Hunt and Mark Peters) plus the latest band of foreign drivers (Bjorn Langrekken, Mauricio Gugelmin and young Miguel Lopez) are stamping their mark on early-season races.

Historic car racing is enjoying a boom at present with the Atlantic Computer series already under way — with record levels of support — and the Lloyds & Scottish championship due to begin on Easter Monday. Sports 2000 has picked up dramatically in recent weeks in line with tougher policing from within the ranks of the competitors, while touring car racing (topped by the Tricentrol G1 championship) continues to look strong at this level, yet weaker than before on the special saloon and production car scene.

The overall impression now seems to be that finance for racing is as hard as ever to come by, except at the media-orientated Grand Prix 'pinnacle' of the sport. Nonetheless, the national championships will tick-over on a relatively quiet note, with 'low budget' categories once more being likely to flourish.

Correspondence

the editor is not bound to agree with readers' opinions

Lawn-mower racing?

As no doubt most people are aware, the current RAC regulations permit a minimum ground clearance for all circuit cars of 4 cms.

May I request, through your columns, that next year a similar instruction be included for circuit owners to ensure a maximum grass height of 4 cms? I seem to be spending a lot of valuable preparation time removing grass from the inside of my Mallock.

LONDON SW12 JOHN WATSON

Scrap "ground-effect"

That Formula 1 and almost all other Formula racing is currently in deep trouble is a well known fact. It's also clear that many of the problems stem from the rules which lead to the kind of cars we see today. Cars virtually without any suspension movement at all, ridiculous cornering speeds and which have to be driven as if on rails, making them boring for both drivers and spectators.

In my mind the core of the problem is an aerodynamic one, with the cars being so dependent on various aerodynamic devices to perform. In Formula Ford there is a splendid and simple rule saying that all aerodynamic devices designed to increase the cars' downforce are forbidden.

Extend this rule to all the other Formulae and many problems would be solved at once.

First of all concerning speeds, with all the safety aspects would take a jump down, without both ground effect and wings. Secondly, overtaking will be much easier since a car approaching another one from behind won't have any artificial downforce to lose when reaching the turbulence from the car about to be overtaken. Thirdly, the equation of car/driver would be altered in the drivers' favour thereby giving a skilled and talented driver a better chance to make up for a not so good car. And last but not least, without wings etc, the cars would gain a lot in appearance, and for the uninitiated spectator they would be more logical as they would follow the same physical principles as a normal road car, and not be like an upside down aeroplane.

The average spectator today must feel fooled when he or she goes to a race track and sees these absurd vehicles called racing cars with enormous wings, and body work dragging on the road.

So again my word is: forbid all aerodynamic devices intended to generate downforce. Such a rule shouldn't be hard to police, even for FISA, and it would help a lot to save a truely great sport.

HELSINGBORG, SWEDEN SVEN ORUP

Classy Keke

Last Sunday, I watched the televised highlights of the Brazilian Grand Prix, and witnessed one of the smoothest, most exciting displays of driving one could wish to see.

I speak not of the winner, Nelson Piquet, but of Keke Rosberg. His was a drive of total commitment, sheer class, and flawless control. He stood head and shoulders above everyone else in the race. Even Piquet tipped his Goodyear winner's cap to his runner-up!

As an ardent fan of the Finn since his days with Wolf, I am thrilled and delighted to see him achieve the success his talent deserves. The right car at the right time was all he needed. Now he has both, watch out for Keke's long-overdue GP victory.

PERTH, SCOTLAND ROBERT STORIE

Reverse the grid

The opening paragraphs of Nigel Roebuck's Brazilian Grand Prix report illustrate well the current practice problems in Grand Prix racing. I believe I have the solution which will ensure that the right driver/car combination is on pole and will bring back the spectacle for us, the paying spectators.

1. Reduce practice to one day only. This will cut the cost to both teams and spectators.
2. Run the morning practice as an untimed session with anything going — qualifying tyres, increased boost, empty water tanks etc.
3. The afternoon practice is the one that counts and the cars will be run *one at a time* over three laps to set their grid position.
4. The cars will run in reverse order — seeded so that the quickest qualify last, thus "bumping" the others off pole. In this way the spectator will not miss the single flat-out lap from his favourite driver — the commentators can drum up interest and everyone will understand what is happening.
5. At the end of this session the tyres on which the car qualified will either be marked or placed in a separate, guarded, van for use in the race. Simple. An end to three lap specials.
6. The cars could be weighed both before and after the three laps and must be on or above the weight limit on both occasions — they can easily be observed during the short time available for a few laps.

The benefits are obvious. No more traffic problems for the fast men, less cost for everyone, fewer hours working for the mechanics, a much better spectacle for television as we could see the quick laps on Saturday afternoon. There would have to be a contingency for variable conditions, of course.

Naturally this idea will not be adopted — it's too simple and easy to enforce . . .

BLACKHEATH, LONDON DAVID McLAUGHLIN

Thrilling F1 cars

I would like to put forward an alternative view to the one regularly reflected by AUTOSPORT that modern Grand Prix cars are unsafe and unspectacular. I find them thrilling to watch and Grand Prix racing has become statistically safer, which is remarkable because circuit modification is not keeping pace with racing car development.

If the majority of the FISA President's latest proposals are adopted when Formula 1 racing is as competitive and more prestigious than ever before, then the lesson that too many rules are counter-productive has not been learned. Rigid suspension and superfluous cooling systems are a direct result of inappropriate rule-making.

The correct approach is positive legislation of which the latest footwell specifications are a good example. If every car had to carry a bag of eggs (not practical I know, but some form of shock-recording device would do), no legislation on suspension would be needed, and if qualifying times were set over say twenty consecutive laps rather than just one, the problem of qualifying tyres would diminish.

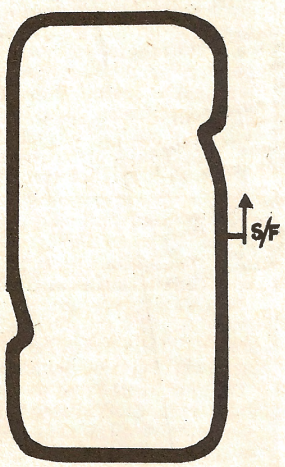
But if the ideal of the F1 car is betrayed, then Grand Prix motor racing could easily become a sporting backwater.

GREENFORD, MIDDLESEX ROBERT HOUSE

Indianapolis threatened?

First came the GPDA's refusal to drive at Spa-Francorchamps and, in turn, the Nürburgring, Mosport and Montjuich. Then came the castration by chicanery of Watkins Glen, Silverstone, Monza, Imola, Zolder and the Osterreichring. Now it seems the PRDA/FISA/FOCA triumvirate has set its sights on one of the few remaining classic motor racing venues: the Indianapolis Motor Speedway.

I have it on good authority that the PRDA/FISA/FOCA consortium is even now drafting a letter to Speedway President John Cooper that includes two non-negotiable demands: first, that the famed three foot strip of bricks marking the start/finish line at "the Brickyard" be repaved in order to alleviate the serious suspension problems caused by the uneven road surface and, secondly, that two minor modifications to the circuit itself be carried out in the interest of safety (see below).



My sources indicate that representatives of the PRDA/FISA/FOCA group plan to present these demands to Mr Cooper at midnight on the evening of May 30, some 12 hours before the start of this year's Indianapolis 500. If the demands are not met, a boycott of the race by PRDA/FISA/FOCA will ensue, doubtless resulting in a devastating loss of attendance at the Indianapolis 500 and the eventual collapse of both the United States Auto Club (USAC) and Championship Auto Racing Teams (CART).

As you can well imagine, racing fans in this country are literally on pins and needles over this affair. For the future of auto racing in the United States, we can only hope that this matter will be settled amicably.

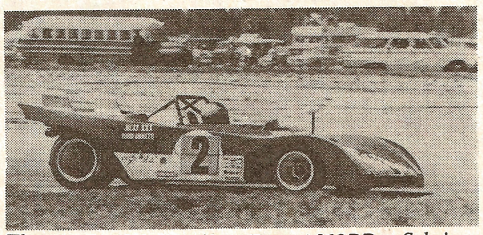
PITTSBURGH, USA

Charles H. Noll
Shadyside Racing

10 Then as now? 25

Pit & Paddock stories 10 years ago (AUTOSPORT, March 30, 1972) . . . Banking was still the province of S2000 sponsorship. Although American Express have just announced their withdrawal from John Kirkpatrick's S2000 racing team (see last week's *Sports Extra*) this time 10 years ago Barclays International were just about to enter the fray by supporting Guy Edwards's 2-litre Lola T290, which was pictured in its new colour scheme . . . Unlike this year, when entries were pitifully low for the Brands Hatch 1000kms, due to the late ratification of the rules by FISA, 10 years ago the entry list was almost full. Heading the list were the three works Ferraris.

On the subject of the Sports Car Championship, Ferraris came 1-2 in the Sebring 12 Hours race. The Ickx/Andretti pairing eventually won in their 312PB, starting from pole position and leading early on until dropping back with a puncture, a defective battery cable and a serious oil leak, but surviving all the same



The winning Ickx/Andretti Ferrari 312PB at Sebring.

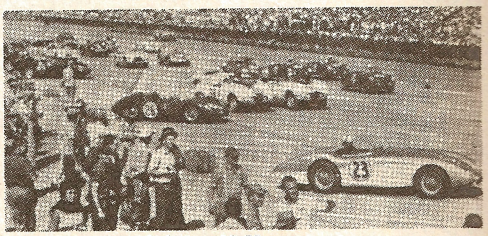
until the chequered flag. The Regazzoni/Redman car led for a while too when the Ickx/Andretti car hit trouble, only to hit problems of its own when the car caught fire and was burnt to a cinder. So it was the Peterson/Schenken car which finally came in second, itself suffering from brake and fuel problems.

The opposition quite literally fell apart. Only one of the four Alfa Romeo's entered finished, coming home third. The Nino Vaccarella/Toine Hezemans Alfa TT only just finished though, limping over the line after suffering many traumas, including two collisions. Peter Revson's car was black flagged for allegedly passing under the yellow flag and in the ensuing "discussion" connected his fist with the marshal's jaw. Revson went back out, but after the little altercation was definitely excluded from the results! And the single Ecurie Bonnier Lola T280 disintegrated as it went round the airfield circuit, but managed to finish, albeit most of the car patched together. Otherwise it was for the Dave Heinz/Bob Johnson Corvette to come home fourth and take class honours.

On the home front, Alan Rollinson won a disappointing round of the Rothmans F5000 Championship, with only seven out of the original 11 cars entered finishing.

Maseratis dominated the Sebring 12 Hours 25 years ago (AUTOSPORT, March 29, 1957). Juan Fangio and Jean Behra, running as a team for the first time in the Maserati equipe proved unassailable in their 4½-litre car, romping away to win at a record speed. To back up their victory, Stirling Moss and Harry Schell in a 3-litre Maserati came home second. Moss drove a superb race, remorselessly carving his way through the field after his car had had problems halfway through the race. Indeed, he overtook the eventual third placed car, the privately entered D-type Jaguar of Mike Hawthorn and Ivor Bueb, during the final hour.

For Ferrari though, the race was something of a disappointment. Although Peter Collins led off at a cracking pace in the works Scuderia, he was overtaken by Behra on the 25th lap, the car slowly falling down the leader board and eventually finishing in sixth place. In fact two American privateers,



The start of the Sebring 12 Hours.

Masten Gregory and Hively brought their Ferrari home in front of the works team in fourth place.

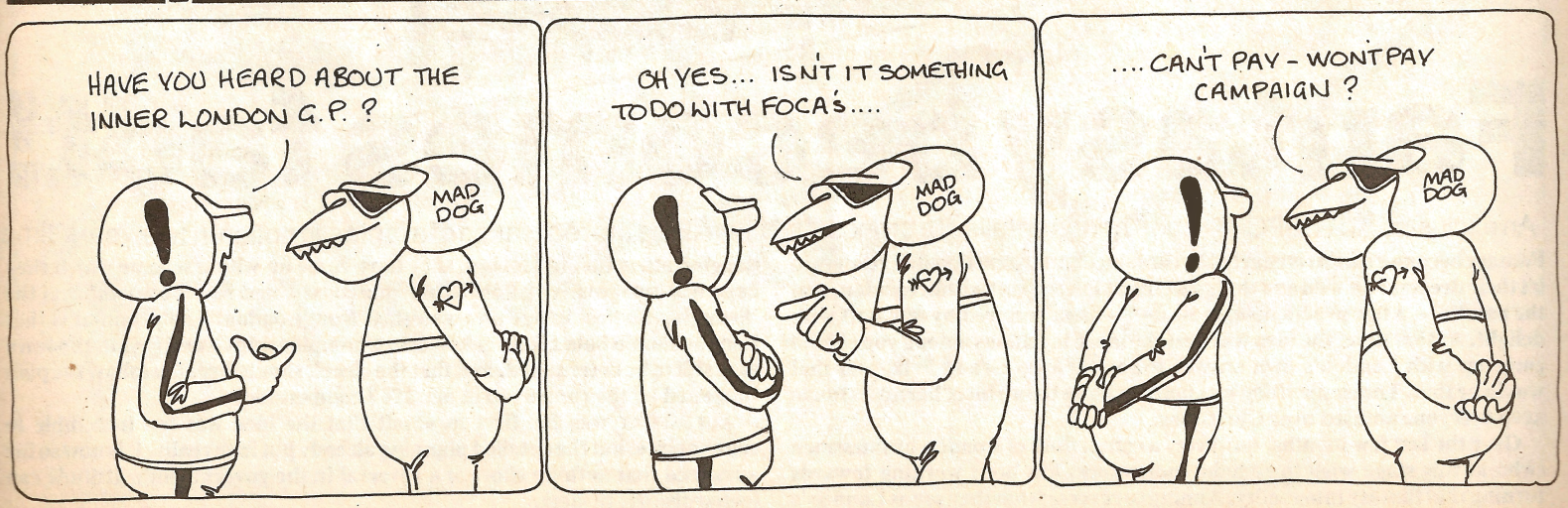
There was another British success apart from Moss's second place and class win, with Colin Chapman bringing his Lotus-Climax home in 17th place and to a victory in the 750-1100cc class. In the Grand Touring categories, American-driven MGA and Triumph TR3 cars took firsts in their respective classes, while one of the new Chevrolet Corvettes took the 3.0-5.0-litre class Grand Touring for Cars.

Turning from Sebring to the Mille Miglia, there was an article on the prepartion by the Rootes Group of two Sunbeam Rapiers for the Sicilian classic. Following their single entry of the year before, the company had decided to field a two car entry to contest the 1600cc class again, althought the cars this year had considerable more bhp, but Rootes were not letting on how much!

Pit & Paddock stories . . . After the Sebring 12 Hours, Fangio might be persuaded to drive a Chevrolet Corvette at Le Mans . . . The film actor, James Robertson Justice, a member of the BRDC and a leading actor in the motor racing film *Checkpoint,* was pictured in his latest purchase, a Mercedes 300SL . . . And the Connaught team of four cars left for Syracuse . . . by Green Line bus!

Catchpole

by Barry Foley



THE LONDON GRAND PRIX

Plan a Grand Prix circuit in Greater London

IF you had absolute freedom to plan a motor racing circuit in Greater London, how would you set about it? Would you go for a "round-the-houses" venue, or incorporate one of London's many open spaces?

You now have your chance to evolve your own idea of a top-class Grand Prix circuit, using existing roads and streets as depicted in maps of the Greater London area. We would suggest the *A to Z in London* as a basis for your project, and would suggest that the total distance of the circuit should be between three and five miles or, if the round-the-houses type is chosen, about two miles.

Grandstands, enclosures, parking spaces, pits and paddocks must be indicated. Access is most important, for what would be the use of having a circuit which would cause major traffic jams? Scoreboards must also be sited, and if necessary places for guard-rails and anti-crash barriers should be suggested.

What must be borne in mind is that, although such circuits will not be possible, you must treat your plan as if full permission had been granted to organize a full-scale Grand Prix in London.

The competition itself is simple enough. Submit a sketch-map of your proposed circuit, along with a short description of why your particular venue has been chosen. Existing streets must not be altered, nor are you permitted to tear down buildings merely to improve your dream circuit. You may, however, construct vehicle and/or pedestrian bridges, should you feel that ingress and egress would thus be improved.

Regulations

All entries must be accompanied by the entrant's correct name and address.

There is no limit to the number of entries to be submitted.

The decision of the editor and the panel of judges will be final. No correspondence concerning this decision can be entered into.

Closing date for entries is January 15, 1968.

No entries will be returned unless accompanied by a stamped addressed envelope.

Prizes

A £20 voucher at Les Leston Ltd.
A £20 voucher at Paddy Hopkirk Ltd.
A pair of Lucas spotlights.
A 5 gallon drum of Duckhams oil, complete with garage trolley and dispensing unit.
A Smiths impulse tachometer.
Two Firestone racing jackets.
Ten one-year subscriptions to AUTOSPORT.

Entries should be addressed to Autosport Plan a Circuit Competition, Haymarket Publishing Group, Gillow House, Winsley St, London, W1.

FANTASY: Jack Brabham tweaks the Brabham-Repco through Speakers' Corner and heads for the Park Straight ahead of Chris Amon's Ferrari during their epic duel for the lead through the London streets. On the next tour Amon made a stop at the pits in Park Lane to refuel, and Brabham spun trying to outbrake a back-marker in the Serpentine Esses, leaving Denny Hulme (McLaren-Ford M7A) to score a narrow victory from Jackie Stewart's Tyrrell Matra-Ford and Jim Clark in the four-wheel-drive Lotus-Ford.

What a challenge! A huge number of readers responded to our competition to design a Grand Prix circuit in Greater London. Little did AUTOSPORT know at the time that this pure fantasy might one day become a reality.

Fantasy becomes fact!

An exclusive AUTOSPORT report brings details of a proposal which will see the realisation of a fantastic notion in two years' time

Fantasy becomes fact! It is nearly 15 years since AUTOSPORT invited readers to let their dreams run wild and design a Grand Prix circuit within London, and the results — a few practicable, most not — were received by our staff with delight. At that time, the idea was that the more ingenious among you should come up with London's own answer to the Monaco Grand Prix, and that would be that. The competition was nothing more than a bit of harmless fun to keep everyone amused over Christmas.

Over the last few months, however, a consortium of London businessmen (who at this stage wish to remain anonymous) has been working towards turning that fantasy into reality. Aiming to reverse what they see as London's flagging attraction to tourists, they have come up with a scheme which they hope will draw many visitors to our capital city, and revive something of the 'Swinging Sixties' image now vanished from London. The proposal is that London should hold a full-scale World Championship Grand Prix in 1984 on a date still to be determined, and that the circuit should broadly follow the plan suggested by the runner-up in our 1967 competition!

AUTOSPORT was the first to admit that the idea was too incredible to contemplate, but the detailed planning already put in to realise it is now so far advanced that nothing short of a reversal in the government's attitude can jeopardise the project.

The logical place to start is with a description of the circuit itself, which anyone who knows central London will find mind-boggling. At five miles long, a single lap will take around three minutes, and the average speed is expected to be something like 110mph. Although there are some frighteningly quick sections on the circuit, the slow, twisting sequences of corners through Trafalgar Square and Hyde Park Corner will keep the lap speed below most contemporary standards, and on a par with the street circuits at Long Beach and Detroit. Most circuit promoters would say that a three minute interval when viewing the leading cars is too long, but it is felt that the difficulty of providing enough good vantage points for a crowd expected to number 200,000 demands a track of this length.

The circuit, designed by Mr J. Nichols of Lambourn, Berks, offers, therefore, the attraction of open stretches through Hyde Park where large numbers of people can be accommodated, as well as ample provision for a pits and paddock area in The Mall and for grandstand seating in Trafalgar Square. Mr Nichols is flattered indeed that his proposal has been adopted, but tenders to six noted architects in London produced nothing better: Mr Nichols's plan, with a few minor revisions, is the best solution to the logistical problems of holding a Grand Prix in the centre of a large city.

A lap of the track will start in The Mall, where sufficient width of road already exists for a half-mile start/finish straight with pits located in the open space on the north side in front of Carlton Gardens. From there the cars will pass through the roundabout in front of Buckingham Palace before heading up Constitution Hill to Hyde Park Corner, briefly up Park Lane and then into Hyde Park. Here the road will need to be widened considerably all the way past the Serpentine as far as the bridge after a 90 degree left-hander, which then leads along a straight, through a left-hand kink, to Queen's Gate Corner. The circuit then continues along Kensington Road, through the underpass beneath Hyde Park Corner and up Piccadilly as far as the Eros Chicane, which follows the normal route for traffic around Piccadilly Circus. After passing down Haymarket, the cars then loop most of the way around Trafalgar Square before rejoining the main straight underneath the treacherously narrow Admiralty Arch, which leads directly to the start/finish.

A driver's view of the loop round Trafalgar Square. The track bends to the right in front of St Martin's-in-the-Fields.

It sounds fraught with problems, but in fact there are only two major hazards which at the moment are requiring a re-think in the present lay-out. The first is the Hyde Park Corner underpass, where Formula 1 cars would be reaching around 150mph . . .

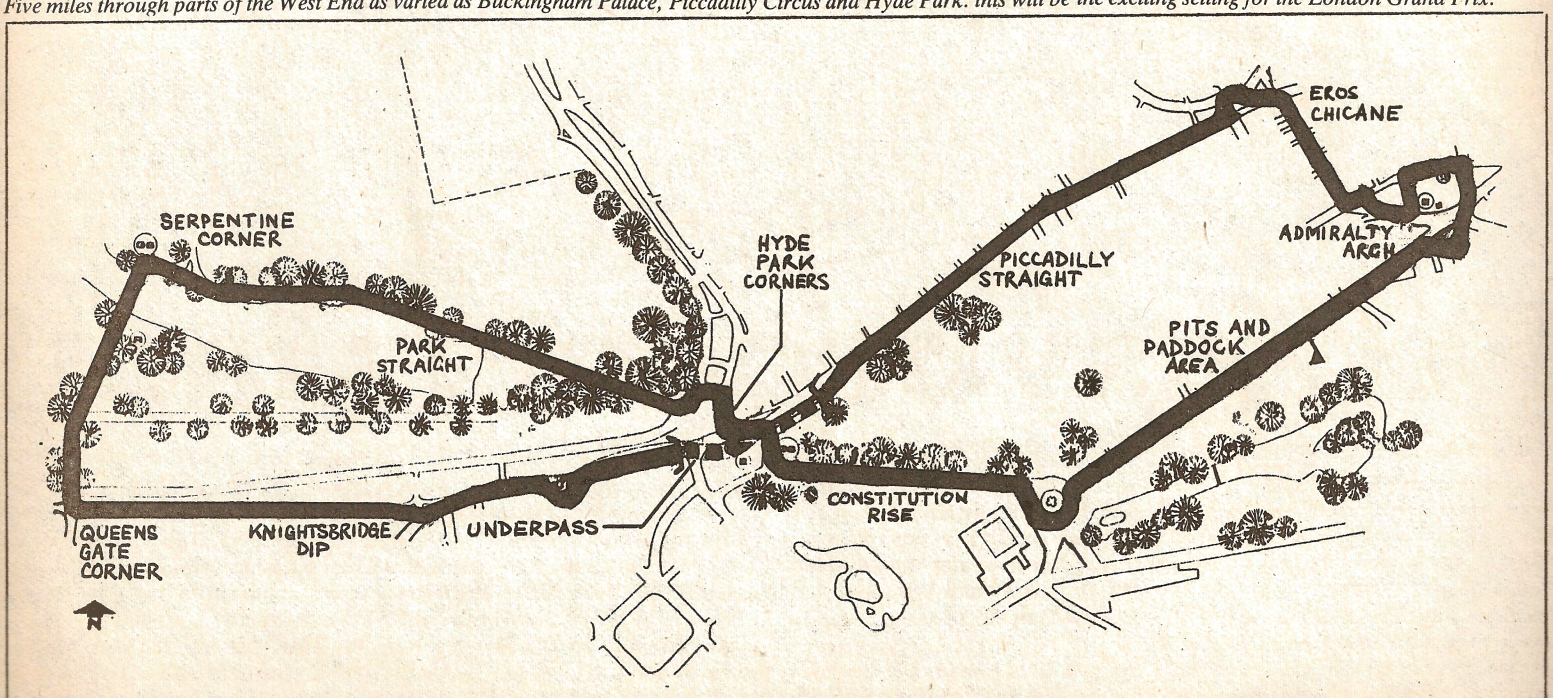
The solution to this, inevitably, will have to be the installation of a chicane before the cars plunge through the 400 yards long tunnel. At the moment, it seems likely that a slow right-left-right flick in front of Hyde Park Corner underground station will be necessary in order to reduce speeds to less than 80mph through the tunnel, but even then this long stretch in the confines of the tunnel poses a safety problem. The solution is expensive, but considered worthwhile: three gaps will be made in the wall between the two carriageways to allow access for fire and ambulance service, with the westbound carriageway being left free for a speedy route to nearby St George's Hospital. With this provision, the tunnel will be less of a potential danger than that at Monte Carlo, where there is no free route for emergency services.

The other problem is at Admiralty Arch, where the width of the road is less than the minimum required by modern day safety standards. Again, the solution is a chicane which will be tight enough to ensure that cars pass through the Arch in single file.

An obvious problem was that the track will run virtually through Buckingham Palace's front garden! The Royal Family have proved, however, very amenable to the plan, their only worry being that the time-honoured tradition of the Changing of the Guards will have to be broken for four days, a situation without precedent. "I think it highly unlikely that the Royal Family will stay in residence while the Grand Prix is on," said a Buckingham Palace spokesman last Friday, "but obviously the Palace will provide a marvellous vantage point for the staff and guests who stay."

The potential for offering a good deal for spectators is enormous in our view. No decisions have yet been taken about where grandstands will be sited, but Serpentine Corner, Eros Chicane, Trafalgar Square and The Mall will all ▶

Five miles through parts of the West End as varied as Buckingham Palace, Piccadilly Circus and Hyde Park: this will be the exciting setting for the London Grand Prix.



Thanks to this engine Ford Fiestas might soon use even less fuel.

Below is the new Ford DFL engine that will power many of the leading contenders in the World Endurance Championship races. Including the Ford C 100.

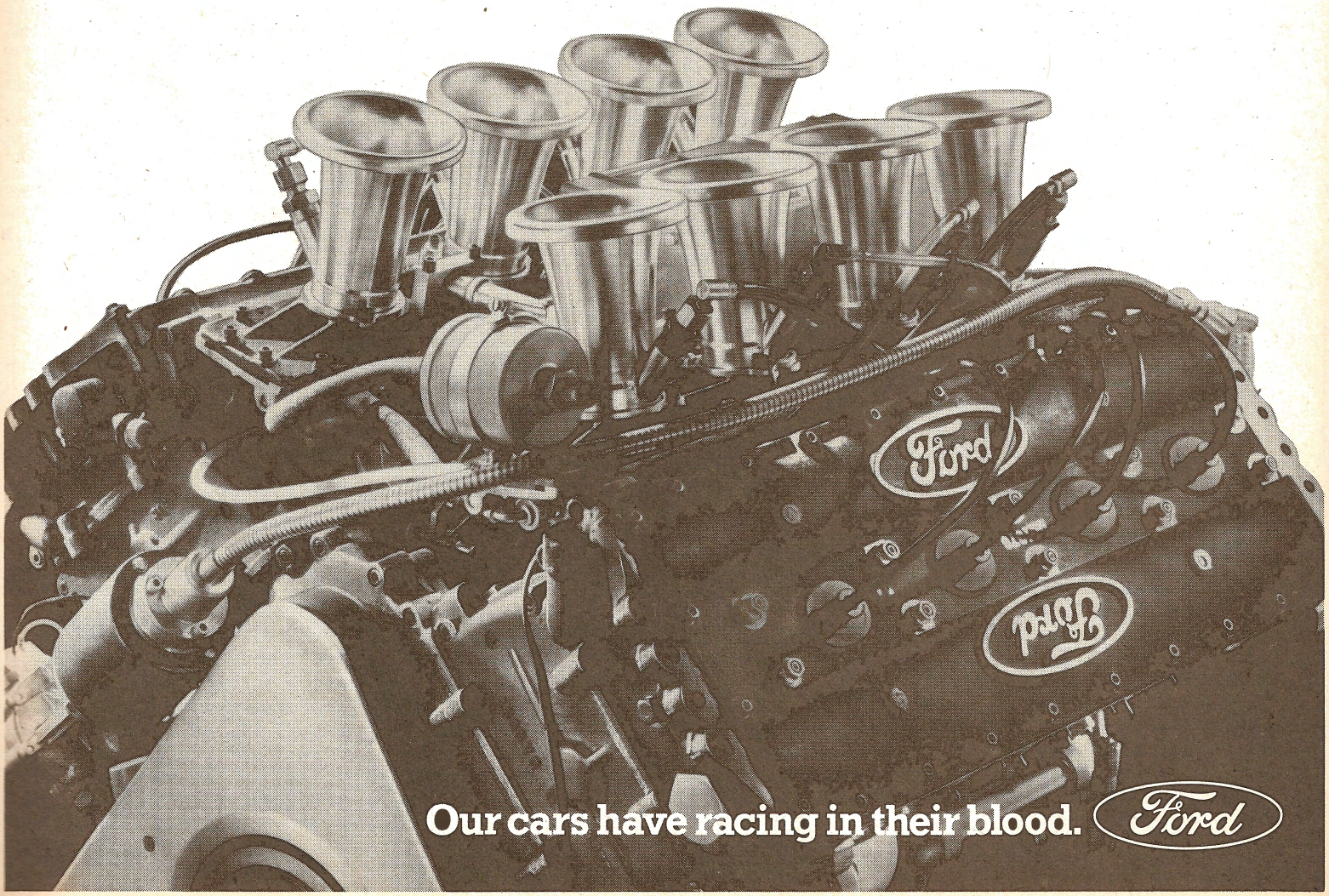
Among many other improvements it's been enlarged to 3.9 litres and now develops 540 bhp at 9500 rpm.

It is being built for Ford under licence by Cosworth Engineering and for the first time in our 20 years relationship with Cosworth, it will carry the Ford oval on its cam covers.

But what's all this got to do with the Ford Fiesta? The answer is that endurance racing is now subject to strict fuel consumption limits.

This makes it especially valuable to Ford in terms of research. Because the experience we glean from developing fuel-efficient racing engines helps us make our production engines more economical too.

You could say we're racing to save fuel.



Our cars have racing in their blood. Ford

Fantasy becomes fact!

continued

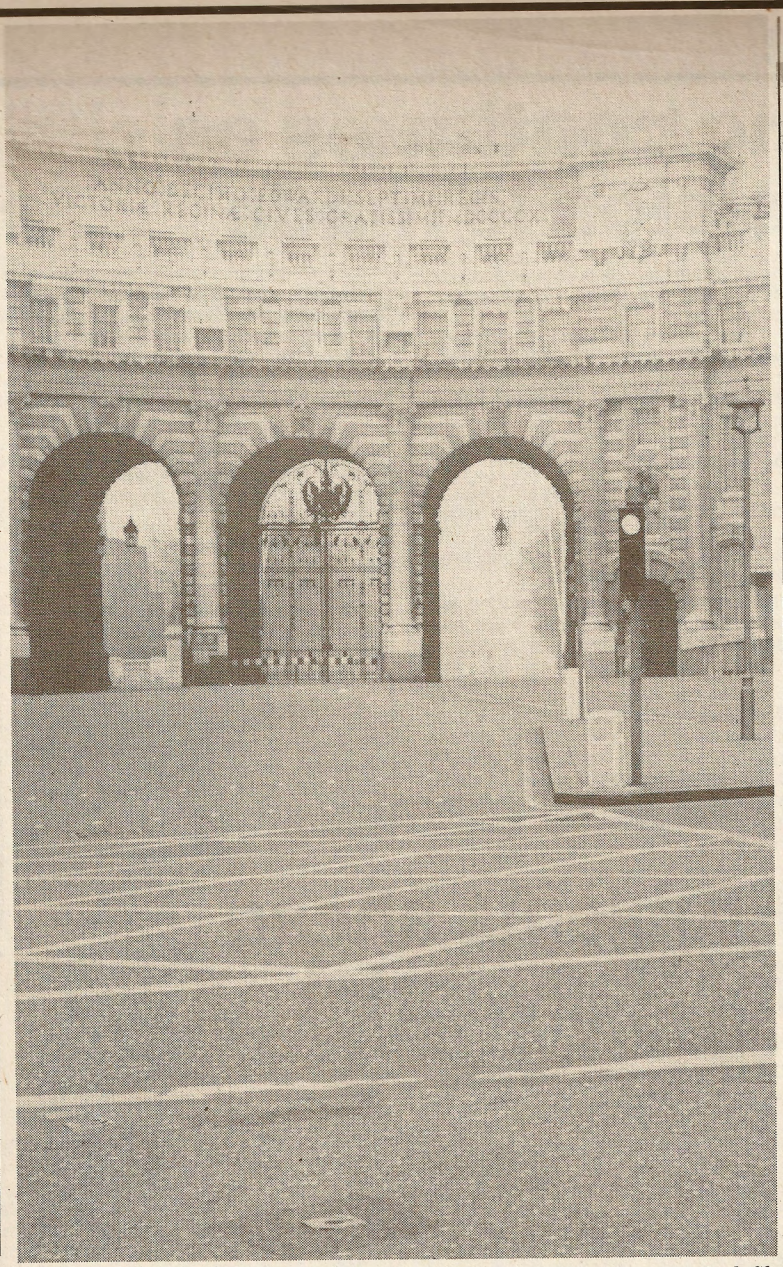
provide good views. The most expensive seats, we are sure, will be at the Eros Chicane, where the only site for a stand will be across the mouth of Shaftesbury Avenue. Get your bookings in quickly. And how about the top of Admiralty Arch for the press box, we say . . .

Apart from widening through Hyde Park, very few changes to the road system will be necessary. The entire circuit will be resurfaced, but at every turn except Serpentine Corner sufficient run-off area already exists. Piccadilly Circus requires the largest run-off, but there is plenty of room south of the Eros statue to arrest a car with brake failure on the 170mph straight. All the traffic lights, bollards and pedestrian islands along Piccadilly will have to be removed, but again these are alterations which can be done before the event without excessive disruption to traffic.

There you are — that is the route of the circuit. It sounds marvellous in theory, but can it work in practice?

The initial planning, of course, has involved lengthy consultation between the bodies who will be responsible for the organisation of this major spectator attraction. That is a task which will undoubtedly reach headache proportion, but the choice of route allows much past experience to be put into practice. The expected crowd will be only a fifth of that which turned out to watch last year's Royal Wedding, and it will be spread over a much larger area. Many of the arrangements used for traffic diversion and car parking on that occasion can be repeated, while spectators will be encouraged to travel to London by public transport to ease congestion on the roads.

The disruption to the normal flow of traffic will last for four days: the roads will have to be closed for a day before practice begins to erect all the safety measures, and then there will be two days of practice and a day for the race, which will take place, against the tradition of Grands Prix in this country, on a Sunday. For that period, through traffic will be re-routed along the Embankment and the Euston ring road, where stringent controls by the Metropolitan Police will ensure that everything flows as smoothly as possible under the circumstances. Car parking should not be a problem, for the huge underground park under Hyde Park and cordoned-off areas in the park itself will provide plenty of space.



Above: One of the biggest headaches during early planning has been caused by Admiralty Arch. The cars will have to pass in single file through the central archway, after a chicane sited roughly where the camera is has slowed them down. Below: After Piccadilly Circus, the track turns southwards down Haymarket. Traffic lights and bollards, of course, will have to be removed.

The political background

Naturally, the suggestion of a London Grand Prix has met with considerable opposition from some Members of Parliament and from the Greater London Council, but the willingness of the consortium putting up the necessary capital has persuaded even the most vociferous opponents that it will be a good thing for London's international standing, both as a centre of commerce and of tourism, if the event takes place. True, the economics have been seen as a risk, but the fact that the GLC will not be funding the venture — and, indeed, stand to gain from it — has silenced most of the critics.

When the scheme was in its infancy, most of the concern was over the residents who might be affected, but the circuit chosen avoids all residential areas apart from the fringes of Mayfair and Belgravia. The only worry now in the GLC is about the repercussions should there be an accident, which explains why the safety arrangements will be some of the most stringent ever seen at a race track, through the streets or otherwise.

When will it happen?

The London Grand Prix is at least two years away, but a date some time in 1984 seems almost certain. To avoid being too close on the calendar to the British Grand Prix (which will be held at Brands Hatch in 1984), a fixture during the early part of the European Grand Prix season, probably in May, seems likely.

Grands Prix have been brought to fruition in a much shorter time than that, and already the plans for the London Grand Prix are well-advanced. It is to the credit of the sponsoring consortium that they are giving themselves plenty of time to get things absolutely right: after all, they have the story of the Birmingham Grand Prix plans of the early 1970s in mind, and are determined to make sure that all the financial and planning problems are solved at an early stage in the process.

As one member of the consortium, the owner of a large hotel chain, explained to us last week, "There are lessons to be learned from previous schemes of this nature both here and abroad, and we are confident that we have thought of all the possible pitfalls. The events will be properly financed, although any additional sponsors will be welcome to join in the venture, and we have successfully negotiated all the planning difficulties. FOCA have given us their full support, and none of the circuit owners have raised any objections. After all, they hope that the publicity which motor racing will gain will boost their own crowds. Several other countries now run two Grands Prix, so we see no reason why a London Grand Prix cannot go hand in hand with the existing races held at Brands Hatch and Silverstone. I think everyone stands to benefit."

If you still remain sceptical about whether the idea can work, be sure that we at AUTOSPORT treated the idea with similar scepticism when we first heard of the plans. It sounds incredible, but think of the spectacle! Whatever Formula 1 cars will be like in two years' time, whether even more absurd projectiles than at present or more sensible machines with power in excess of their roadholding capabilities, we relish the thought of a London Grand Prix.

George Orwell was wrong: roll on 1984 . . . ■

Tyre testing continues as official decision is made

World Champion Ari Vatanen flew to Ireland last week to test the latest Pirelli rubber, and returned home convinced he can win the Circuit of Ireland. The tyre company have developed a brand new cover, evolved from Formula 1 technology which they hope will ensure there is no repeat of last year's disaster, when Michelin shod cars totally dominated the proceedings.

"There is no doubt in my mind that the tyres will be good," commented Vatanen, "We had the chance to try the slicks — they offered excellent grip and seemed to last well. The roads in Ireland are very abrasive, that was the problem in 1981 when it was very hot, but I am sure that will not happen again."

Pirelli's Derek Walters was equally pleased with the progress, "In Formula 1, we are looking for a tyre which copes with the power but it must also be there at the end of the race, there must be as much grip on the last lap as there was on the first. That technology is being used for rallying now."

"The problem last year was really caused by our late involvement, and as the programme was so congested, the team could not spend sufficient time testing."

This year the MCD Services team were determined to give Pirelli every chance to complete testing to their satisfaction. Dave Campion arranged the exercise in a remote part of Ireland, far from the Circuit's route — and was delighted with the progress.

"They really are superbly enthusiastic and the speed at which they develop tyres is truly remarkable. We will have a new car for the rally, and we spent some time tuning it to the new rubber."

This new design and construction will be available to all the Pirelli users, and the Audi team are completing testing of the tyres in Corsica this week.

Meanwhile, Michelin, who supply the Opels and Vauxhalls expected to make the pace over Easter are sticking to their regular products. "We will have the usual range, all tried and tested, and I think everyone is happy with that." The prospects for a close fought Circuit of Ireland are really coming alive.

Following a meeting of the SMMT Tyres Committee on Monday afternoon, the Circuit of Ireland organisers have clarified the position over slick tyres on their Easter event. The meeting outlined a broad definition as to what constitutes a tread pattern.

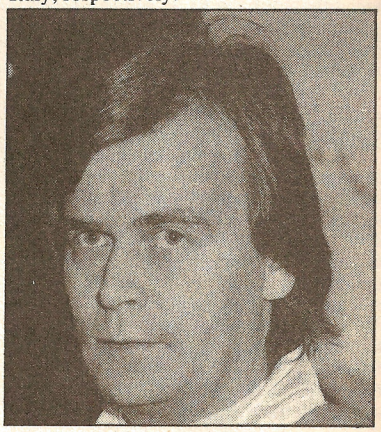
Marshall Allan, Clerk of the Course of the Circuit commented, "We wanted to avoid the hassle at scrutineering, but it is also vital to let competitors know the legal obligations to the road traffic act."

The outline will require grooves 2mm wide, with a minimum depth of 3mm. There must be a gap of 2ins from the sidewall of the tyre to the centre of the first groove, with a maximum gap of 2ins from groove centre to centre across the surface. Grooves must run round the circumference of the tyre.

This effectively means that for an 8ins rim, three grooves will be required and for a 10ins wheel, four grooves. This is approximately the design already used by the leading manufacturers, all of whom were represented at the meeting called by Neil Easson Gibson at the RAC MSA.

Costa in prospect

There is a sensational entry on the Costa Smeralda round of the Euro Series this weekend, headed by Markku Alen's Lancia Rally on its world debut. Behind him however, are all the top Continental names, with a number of British teams challenging the Latin establishment. Jimmy McRae will drive his unusual Boleyn Cattini Opel Ascona 400, while Mike Little Preparations and Chris Sclater Automotive will back the cars of American star John Buffum, and Talbot Italy, respectively.



Alen — Lancia Rally début.

McRae had a dreadful end to his effort on the RACE Rally in Spain recently, retiring near the end while third, and Buffum's last European appearance ended in a Yorkshire ditch during the Mintex. Both will be anxious to score a finish against class opposition in Sardinia; the Scotsman particularly keen to collect points in his bid for the 1982 European Rally Championship.

But besides the works Lancias for Alen, and Attilio Bettega, there is the Nationally run Audi Quattro for youngster Michele Cinotto (no room for a Scandinavian there!) with further Italian competition from 'Tony' in his Opel Ascona 400.

Talbot's are campaigned by Finn Antero Laine (currently banned in his home country; see separate story) Buffum and Ormettzano while 'old' Fiat 131s will appear with Mikael Sundstrom and Hannu Valtaharrju in control. There are at total of 33 foreign drivers on the rally, with 113 on the complete list. The rally starts today (Thursday).

Welsh news

The 1982 Fram Autolite Welsh International Rally will start from Builth Wells at about 9.30pm on Friday May 7, with approximately 24 hours of action over tarmac and forestry roads. Rally headquarters meanwhile will be a few miles up the road at Llandrindod Wells in the Metropole Hotel.

The pre-event formalities are expected to be completed in the South Glamorgan Exhibition Hall, in Builth, where the organisers hope to have comprehensive spectator facilities available. This year the South Wales AC have opted not to use Tynemouth Computer Services to produce results, although they will still be computerised. The prize presentation is expected to take place on Sunday morning.

Co-driver changes

Ari Vatanen is currently trying to find the cash to tackle the Acropolis Rally next month, driving an Escort RS from David Sutton Cars.

"The problem is finding the money, it really is very difficult this year. If it does not happen, then at least it's not the end of the world, but I would certainly like to be there."

Whatever happens on the world scene, at least the World Champion is assured of continued appearances on the British scene with the MCD Services equippe. But his partner on the forthcoming events is not yet finalised as again Peter Bryant is out of the country due to business commitments.

Neil Wilson, who accompanied Vatanen on the Mintex will co-drive on the Circuit of Ireland, but for the Welsh no final plans have been made.

One man who certainly will not be alongside the official Ford contracted driver is the contracted Ford co-driver for the year Phil Short. Short is due to partner Bjorn Waldegaard in the Audi Quattro for the rally, and cleared the drive with Ford at Boreham.

Problems ahead for Rallysprint

The line up for the Pace Petroleum Rallysprint has not yet been finalised, and indeed there is still some confusion about the regulations for the event.

Traditionally an International status event, the promoters considered a National permit for 1982. They quickly returned to International level when the RAC MSA learned of the foreign drivers invited to compete.

But while International events can still accommodate hybrid vehicles, as long as the event does not count for a FISA championship, the RAC are not prepared to allow such vehicles to compete on the Esgair Dafydd hill course, on April 27.

This is a change of attitude from last season when the Ford Cortina XR6 — although not homologated in that form — appeared in action. The specific problem surrounds the Gartrac Escort, although we understand there could be a problem supplying an Ascona 400 and that a Manta 400 could be an easier proposition for Opel. And still no-one can confirm that BP contracted driver Michele Mouton will appear with the British Duckhams suported Quattro. Nick Brittan is expected to finalise details soon, on his return to this country.

Lancia homologated

Cesare Fioro finally saw his Lancia Rally Abarth Martini through homologation channels and into Group B last week, although it was apparently a close vote from the inspectors. Along with the Group B car, the Fiat Ritmo 2 litre was also passed for Group N and both new models will make their debut on the island of Sardinia this weekend, in the Costa Smeralda round of the European Rally Championship.

Hunsruck changes

After several years based in Idar Oberstein, the Hunsruck Rally has now moved to the town of Trier near the German border with Luxembourg and Belgium. The move is designed to improve the facilities available to entrants and spectators, although the rally retains its basic format over the military area of Baumholder.

Practice will only be allowed the day before the rally starts and the organisers also plan to include selectives on the road from headquarters to the special stages. Scrutineering will take place on Thursday July 15, with the start on Friday morning. The finish will be on the night of Saturday July 16 after about 560kms of stages. Further details of the rally, which is a co-efficient 3 round of the Euro series, are available from STH Idar-Oberstein EV, Postfach 122740, D-6580 Idar-Oberstein, West Germany.

BOC out

Amid the festivities at the end of the Rodgers Carpets Rally at the weekend there was one sad note that threatens all branches of the sport. David Hardcastle, manager of the BOC Motorsport Service Team announced that the event was the last outing for the free welding service. Despite being told at the beginning of the year that a full season was possible for the fifth consecutive year, the management of BOC Ltd informed Hardcastle that the Motorsport Team 'no longer fits in with our publicity priorities, either corporately or on a product promotion basis.'

Negotiations have continued in order to preserve this valuable and much respected service to competitors, but so far they have been unsuccessful. Over the past four years the team has helped, on average five competitors on every national round and fourteen on internationals. So successful have they been that many teams unofficially include the BOC team in their service schedule.

Both the overall and Group 1 champions in last year's British national and international championships received help at some time and BOC decals have been carried on most competitors' cars on this year's series.

In announcing the demise of the service, Hardcastle asked that any competitors who felt that it should continue write to the Chief Executive of BOC, Richard Giordano at Hammersmith House, Hammersmith, London.

Brits in Belgium

Terry Pankhurst's effort at the weekend came to an end in Pickering after his Escort RS suffered a split petrol pipe on the previous stage. Until then he had been running in the lower half of the top ten but was making little impression on the leading drivers. Having repaired the pipe, he was faced with a hard drive through the field from 60th place, and decided to retire. The team leaves for Belgium today (Thursday) to practice for the TAC Rally at the weekend.

With the organisers offering attractive rates to foreign crews Pankhurst is not the only British driver in the event. Chris Lord will also be there. Last Saturday the Sunbeam's throttle jammed open in Langdale and he was forced to drive on the ignition key. Unfortunately before he reached the end of the stage he over-revved the engine which has since had a top end rebuild at Mike Little Preparations before being sent out to Belgium.

School closes

Saturday sees the second and final session of the Longton and District MC's Rally School at Oulton Park Circuit. The pupils will assemble at 8.30am for instruction on co-driving, suspension and further laps of the track with the experts.

Tutors for the day will be Mike Stuart, John Taylor and Russell Brookes with Jim Porter doing the co-driving course. Several pupils confessed to having learnt a lot on the first school day as the brave tutors took their lives in their hands by allowing themselves to be driven by the young competitors!

Plains in prospect

After two rounds the position at the top of the Esso/BTRDA rally championship is a close as it could possibly be with two drivers tying for the lead. Last year's champion Trevor Smith took a narrow win on the Dukeries from John Brown but the young northern driver promptly reversed the result on the recent Lakeland Stages and they now share the lead.

With his wider experience, Smith must start as favourite for a second successive Plains win but he will be closely chased by Brown who has impressed so far this season. Robin Farrington may be doubtful of starting as he was one of the many drivers who damaged his car in Yorkshire last weekend.

One addition to the regular crews is the Ford Escort RS of local driver, Roger Chilman who was impressive on the first round of the national series and could well collect a top placing.

With Knutsford and District MC planning to celebrate their Silver Jubilee in fine style, the compact 55 mile event looks set to provide a fitting backdrop to the festivities.

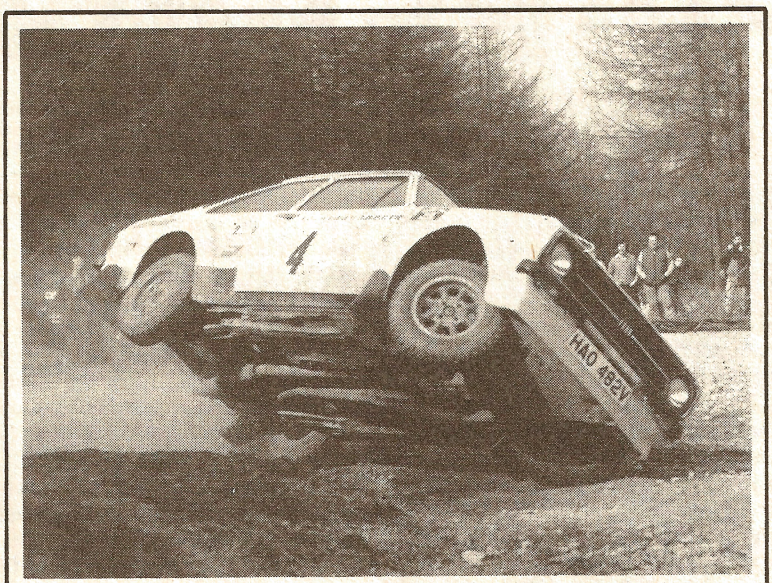
Spectator information:
Start 10.00am: Bear Hotel, Newtown.
SS1/2 Cwmcynydd 1 & 2 (10.45am): Enter forest at 136/050741. Car park on right. NB: This is also competitors entrance. Follow marshals instructions.
SS6 Tarenig 1 (12.28pm): Enter forest at 136/841827.
SS9 Tarenig 2 (3.08pm): As SS6.
SS13 Cwmcynydd 3 (4.59pm): As SS 1/2 but run in reverse direction. NB: Cars will not be allowed out of car park until after stage is closed.
Finish 5.56pm: Bear Hotel, Newtown.

And so to bed

The Esso/Scottish Rally championship continues at the weekend with the John Wilson's Bedroom Stages Rally, organised by Dunfermline CC. The Gartrac G3 Escort of Donald Heggie heads the full entry of 120 cars, no doubt anxious to change his fortunes of recent weeks having failed to finish on three consecutive events. He is looking for a hat trick of wins.

Ken Wood starts behind Heggie in his Triumph TR7 V8 and will be hope to increase his championship lead, doubtless aware that there are drivers behind that threaten him. Vauxhall Chevettes of Wilson Girvan and Doug Riach follow with Jimmy Horne, who finished second on the Hackle Rally recently, rounding off the top five.

Spectator information:
Start 10.00am: Dunblane Hydro.
SS3 Achray (11.30am): North of Aberfoyle.
SS4 Loch Ard (11.58am): West of Aberfoyle.
SS9 Craigievern (12.55pm).
Rest Halt 1.18pm: Kirkhouse Inn, Strathblane.
SS11 Carron (2.29pm): Spectator area at Eastern end of reservoir.
SS12 Devilla (3.24pm): Car park at southern entrance to forest.
SS13 Blairadam (3.59pm): Enter via cottages on B road south of Kelty.
Finish 5.30pm: Dunblane Hydro.



National champion Bill Dobie's chances of a good result on last weekend's Rodgers Carpets National Rally so nearly came to grief on only the second stage. His Ford Escort RS clipped the bank on the inside of the corner in Guisborough throwing the wheels high in the air. The incident cost about 15 seconds but he continued to claim fourth place. Photo: Nick Ford.

Trouble for Laine

Antero Laine, who was disqualified for an illegal engine on the 1980 RAC Rally, is in trouble in his home country. The scrutineers on the recent Riihimaki Rally in Finland discovered cars using illegal lights and disqualified the three offenders, who then protested. The appeals against the results have now been rejected, and Laine received a three month suspension for his National licence. There is a 4½ month gap before the next championship round, and so his plans are hardly affected.

It means however that Timo Makela is now the overall championship leader ahead of Kyosti Hamalainen, while Hari Vaananen dominates the Group 1 category.

Briefly . . .

● We regret that the *Hannu column* which should have appeared in this issue has had to be postponed until next week.

● The glorious BMW M1 failed to start the Carrigues event at the weekend, apparently due to valve failure in testing. It is now possible Bernard Darniche will start a French national event this weekend!

● Malcolm Wilson is currently on the Continent, but not readying himself for his effort on European events. He is filming with Rothmans Opel in Switzerland, while the team in Cumbria prepare a new car for use on the Criterium Alpin later in April.

● The homologation for the Manta 400, originally intended to carry Opel's hopes in the 1982 World series has been delayed still further. It now appears the car will not be run on International rallies until late summer, and it is possible the début could be the Manx International in September.

● Darryl Weidner's 19th overall on the Rodgers Carpets Rally gave him a 7 point lead in the Malcolm Wilson Stage Rally Championship. Ian Gillespie's Ford Escort 1600 is second with the Toyota of John Saint and the Escort of Martin Atkinson behind. Previous leader John Brown was not competing in Yorkshire and has now dropped to fifth.

● Border MC-Finningley's single venue restricted stage rally, the Border Stages takes place at Lindholme airfield near Doncaster on April 10. The rally offers 50 stage miles at this new venue for an entry fee of £30. Regulations are available now from Liliane Wake, 43 Walbank Road, Armthorpe, Doncaster. Tel: Doncaster 834579.

● Regulations for Whickham & District MC's Easter Stages Rally are now available. The event takes place on April 11 and offers 42 miles of forestry stages for just £32. Further details of the event are available from Mike Rowe, 2 Clockburnsyde Close, Fellside Park, Whickham, Newcastle-upon-Tyne. Tel: 0632 885193.

● Steve Hunt and John Simpson face a busy weekend, as they first contest the Plains Rally, a round of the Esso/*BTRDA* series, before heading south to tackle the Torridge Stages a Devon event the following day. Hunt took 12th place on the Dukeries — the opening round of the Esso championship — but had a troubled time on the Lakeland Stages when the differential on the car fell to bits. Despite this, plus three punctures, and broken screen wipers, they still finished the rally. Simpson is perhaps better known for his exploits in Group 1 Ford Escorts in recent years although he has accompanied Chris Wathen on trips abroad in recent years.

● The superb Rothmans Rally Shows are across the water at the moment for a series of dates due to take place before the 'Circuit' starts. All the usual entertainment will be laid on, including 'Man against Man' (the story of the 1981 Isle of Man classic) and the quiz — containing some humorous moments from recent events. Dates and places are as follows, and in all cases the entertainment starts at about 7.30pm. Thursday April 1, Killyhevlin Hotel, Enniskillen; Friday April 2, Seagoe Hotel, Portadown; Thursday April 8, Conway Hotel, Belfast. Further dates will be announced in the near future.

Kaby drove his Vauxhall Chevette HSR in fine style to lead on all but the first stage and take his second consecutive win.

The carpetbagger

Kaby dominates second round — Patrick scores maximum once more — Dawson débuts new rally car — Gartrac G3 Escort fails again — Mann takes Group 1 honours — Report: KEITH OSWIN — Photography: TONY NORTH.

This year's National Rally Championship moved to the forests of Yorkshire for the second round, the Rodgers Carpets National Forest Rally taking with it the glorious weather that made the opening round in Wales a fortnight earlier so enjoyable. Along with the weather, the competitiveness of the first round was also taken north.

Terry Kaby took his second successive national win in the Blydenstein Racing Vauxhall Chevette HSR with championship leader Malcolm Patrick scoring another maximum to ensure he remains ahead of his rivals. His result was worthy in every sense of the word. Punctures in the Welsh forests had destroyed the Opel Ascona 400's rear springs. Frantic telephone calls and visits to Russelsheim had produced a replacement set but they were not compatible with the front suspension ratings. To finish just 19secs behind Kaby was a truly remarkable performance.

Mike Stuart took third place, putting all his Welsh dramas behind him and enjoying a steady but impressive drive throughout the day to move into a strong championship-chasing third place behind Bill Dobie. The reigning national champion had begun the event shakily with a brief excursion on the second stage that could easily have ended his rally almost before it had begun. Luck was on his side though and he recovered to take fourth place and maintain his defence of the title.

If the story of the first round was punctures then in Yorkshire it was the speed of the cars over the long stages. With the weather having been good for several days before the rally, the stages were dry and dusty. Cars were travelling at incredible speeds and several co-drivers admitted that on the long straights, so prevalent in the Yorkshire forests, they had glanced at the speedometer and regretted doing so!

Once again the battle for Group 1 honours produced what was probably the best competition of the day with places being disputed right up to the end. David Mann took the win but it was Louise Aitken who really impressed most people just snatching second place from Steve King after a closely fought day-long battle.

With just two weeks between the first and second rounds it was predictable that the early momentum would be carried through and this was exactly the case. The competitors now have a month to repair their cars.

As the crews assembled in the car park of the Teesside Post House ready to set forth into the forests of North Yorkshire there was an air of nervous excitement. The only cloud on the otherwise clear horizon was the reputation of the 180 mile route that lay ahead.

For many crews this was their first taste of these classic stages and several could be seen seeking out more experienced crews and listening intently to the advice they had to give. There was discussion too on the gearing of the cars for the notoriously long and fast straights. Was it best to have lots of top end power to give plenty of pace or should the car be set up to react more quickly out of the bends? Amid the last minute activity, the leading crews sat calmly and planned their own strategy. Some were in a better position than others to be optimistic.

Heading the entry on the York MC event was the man who has won this rally for the last two years, Donald Heggie in his Gartrac G3 Escort. Having got 1982 off to a great start by winning the Snowman Rally he has failed to finish on his last two events. In both cases axle failure was the cause of the trouble and the mechanics had toughened up the rear suspension to prevent a recurrence of the problem.

Behind Heggie was the obvious pre-event favourite, Terry Kaby in the Chevette HSR he used on the Gwynedd. No major changes had taken place to the

Andy Dawson came ninth in the Nissan Silvia Turbo.

car since the first round, apart from some slight alterations to the suspension. The development of the car should start in earnest on the Granite City.

Behind Kaby was the Nissan Silvia Turbo of Andy Dawson, making its world début. Prior to the event the car had only completed half a day's testing so there was a lot to learn on the car. "We are only here to see what happens to the car in a competitive situation," said Dawson. "We need to compare its performance against other competitors before we can say how good it is."

Bill Dobie was again in his Escort as there are still parts missing from the Ascona 400 which should have appeared. George Hill was out to erase the memory of his roll on the Gwynedd which, as co-driver Tony Goulding said had, "used up all of their credit in one go". Hill seemed a little apprehensive about the event as the roll was his first *ever* in his long career.

Malcolm Patrick was out to extend his lead in the championship but he too had doubts about the rally ahead. He described the car's rear suspension set up as being like 'liqourice allsorts', and wasn't at all convinced that the car would be driveable. His ever cheerful service crew were facing the prospect of a busy day!

Steve Bannister's choice of differential to give his Escort RS increased top speed was eventually to bring about his downfall as it lost all its oil, finally causing his retirement in Dalby. Ian Cathcart and Chris Lord were both trying to attract better luck than on the last round, and rounding off the top ten was Francis Tuthill, this time in one of the JC Motorsport Hire Escorts, the same car in fact that he used on last year's RAC Rally. The Beetle has been dropped in favour of the Escort and the expression on the crews' faces before the start showed that, as co-driver Flip Kerr said, "We really mean business."

Churchill himself was not competing on the event, as his service barge broke down earlier that week. He was present to supervise the service arrangements for the three car team. Ian Hughes was back in one of the cars thanks to funds raised by his new fan club. He was apprehensive of the forests ahead, not wanting too much top speed to be available. The other team member, Mike Stuart was anxious to erase the memory of the brake problems that ruined the opening round for him. It appears that, when the car was stripped down after the event all that was holding the hub in place was the brake calipers themselves and that he had driven with the car like that for all but the first stage of the event!

Despite his pre-event reservations, Patrick was quickest over the first stage, Ingleby, beating Kaby by just 1sec. On the next stage however Kaby was quicker and took a lead which he was never to lose.

The early stages were already proving to be tricky and several crews reported moments in the first two tests. Robin Darrington, who had done well on the first round put the Escort on its side in Ingleby and removed much of the glass in the process. With 12 stages still to go, he was lucky that the sun was shining!

Early sensation of the first round, Alan Edwards, was already showing that he has the speed to stay among the front runners, setting second fastest time behind Kaby on Guisborough to take third place. Sadly, he was not to repeat the performance, crashing out of the event in Wykeham.

"Guisborough always catches them out," commented John Taylor as the cars arrived at the first service halt. The amount of work being done bore that statement out fully.

Heggie was having trouble, with the rear end of the Gartrac car bouncing down the track causing him to lose time. He also had the plug on the intercom fall out and until co-driver George Dean could replace it he was having to drive with no help at all from the left hand seat.

Dawson's car was proving to be "very interesting", lots of oversteer being the main cause for complaint. A look at the rear tyres told a different story. The fast dry surface had ripped out every other block on the Dunlops that were really designed for muddy conditions. A change to more suitable rubber was required. Wheels and tyres were destined to be changed throughout the day, the car getting quicker when narrower wheels were fitted. Patrick too was complaining of oversteer.

George Hill was well off the pace in the early stages and when he spun and stalled the Chevette in Guisborough it must have seemed as though his luck was out again. Dobie was the luckiest of all the top runners when he hit a bump very hard at the hairpin near the end of Guisborough. The rear of the car was thrown high ▶

Group A

Once again the classes for Group A cars were poorly supported with the Avenger of Bob Sutcliffe the only contender for the under 1600cc class. The car finished in 45th position.

Things were slightly better in the over 1600cc class with the Ford Escort RS2000s of Merv White and Peter McDonald ready to do battle with one another. Unfortunately only the latter finished, in 51st place, White retiring on the second stage. In the 1300cc class the Citroen Visa of John Weatherley and Rick Smith overcame their early roll to take the award from the Escort of Robert Phillips. This was a very reassuring result for the team who admitted that although they were still learning about the car they were 'doing it the hard way'.

Steve Fairlie and Dave Wilford again took the under 1600cc class despite a whole series of problems. Having had a brief off in Guisborough they lost the use of the Escort's starter motor for four stages, broke a strut in Dalby and went backwards up a firebreak in Cropton. That lost the class lead briefly to the Talbot Sunbeam of Stewart Robertson. They recovered and made up the time on the last two stages, eventually taking the class win by just 5secs.

After rolling and smashing his windscreen, Weatherley still won his class.

Group 1

Following the trend set on the Gwynedd the Group 1 competition on the Rodgers Carpets Rally provided some of the best action of the day.

David Mann took an early lead which he was never to lose, finishing in 13th place overall, 34 secs ahead of Louise Aitken, who was also in a Ford Escort RS2000. By SS3 the placings had a familiar look about them with Aitken, Steve King and George Gass all grouped together and chasing Mann. Winner of the first round, Steve Green was hoping that he could keep up the challenge but this wasn't to be his rally. An early spin on Pirelli tyres into a bank saw him take a maximum on SS 2 but he was forced to retire on the fifth stage. He put his Escort into a hole at speed, an excursion that broke co-driver Steve Davies's collar bone.

Mark Lovell was another driver hoping for a good run over the unfamiliar territory but he too had an early accident. He rolled the car on the second stage and was forced to continue with no glass. Despite the fine weather the crew arrived at the finish looking cold and miserable having suffered with an under-powered car due to airflow problems brought about by the roll. They lost nearly 1000rpm from the all-important top speed and struggled throughout the rest of the rally.

By the halfway stage of the event Aitken and King were having a real battle, swapping times and never more than 3secs apart. George Gass, who nearly won in Wales caught the group but couldn't get past, having to settle for fourth place at the end. An off in Staindale cost the Scot 20secs when he was trying to split Aitken and King.

As the cars went into Dalby, Mann was 7secs from Aitken who in turn held a scant 2secs lead from King. The young shepherdess has often been overlooked in the past but so far this season she has forced people to sit up and take notice. This group of competitors were having a really close battle of their own just outside the top ten with no room for error.

With three stages to go King's Avenger had just pulled ahead of Aitken but a spin in Cropton cost him 10secs and handed second place to the girls. The contest was so close that there was no way that King could catch up again and had to settle for third.

Gass was lying one place behind King. Andrew Wood had also become more competitive in the latter part of the event but it was too late to change the leading positions and he took fifth.

John Taylor, who has been looking after Aitken's MCD car and assisting the Group 1 competitors was delighted with their performance. "These young drivers are really very pleasing to watch," he said. "They have an awful lot of ability and are really going well." He certainly had a big smile on his face for most of the day!

Perhaps the most telling comment came from Steve King at the finish when he said of Louise Aitken, "We've tended to ignore her in the past but not any more. Obviously I am sorry to be beaten but she really is a very good driver."

Louise Aitken achieved a good second place in Group 1.

continued

in the air and nearly went over. Dobie said afterwards, "If I wasn't heavier than Dilys then the car would probably not have landed back on its wheels!" As it was he lost about 15secs although it was only his pride that was damaged in the incident.

Bannister was already in trouble when he rolled heavily on the same stage and landed in a boggy patch. With no spectators available, co-driver John Robinson had to race back along the track to get help. By the time he returned and the car was on its way again, they had lost some 15mins and fourth place.

John Weatherley's hopes of a good run to make up for the accident on the Gwynedd appeared to be dashed when the Citroën Visa again went off the road, this time on the very first stage. A series of kinks got the car out of sequence and before Weatherley could bring the car under control again it had clipped a bank and rolled. Thankfully this time the damage was not so serious, a dented roof and missing windscreen the only major damage. It was disheartening though for Chris Sclater whose mechanics had worked hard to repair the car in time for the event.

The stages in Wykeham, Langdale, Bickley and Staindale were next before the cars could receive more service.

Mike Stuart had been having oil pressure problems on the early stages with oil blowing out of the breather into the car. With these solved he set about making up the lost time and did so with a vengeance. Second quickest on Wykeham and Langdale took him into second place. He then moved ahead of Patrick with fastest time on Bickley. As the crews went into Staindale, Kaby led followed by Stuart with Patrick just 2secs behind.

With memories of the place-swapping on the Gwynedd fresh in his mind, Patrick immediately set about an attack. He was growing more accustomed to the erratic handling of the car, something which had caused a brief off in Langdale, denting the rear nearside corner, and promptly set fastest time in Staindale moving ahead of Stuart again, by 2 secs. Although no-one realised at the time, the top five places were already settled. The speed of the cars and the determination to score championship points meant that the rest of the event was anything but predictable.

At the Dalby fire tower service area Heggie was missing. He was seen in Wykeham with a steaming car which subsequently turned out to be a blown head gasket. Yet again he had failed to score championship points and perhaps his home event next month will be the turning point for the Scotsman's luck?

With 20mins of service time available Patrick took the opportunity to remove the rear anti-roll bar in the Ascona 400 now sporting the colours of new sponsor Evans/Halshaw, a national GM main dealer. With the work completed the Birmingham dentist was much happier with the car and shared fastest time with Kaby on the first Dalby stage.

Chris Lord had stopped in Langdale after the throttle jammed open on his Talbot Sunbeam Lotus forcing him to drive on the ignition key. Unfortunately in trying to change gear he over revved the engine and ended his rally there and then.

Dobie spent a long time in service changing his gearbox which had been making the wrong noises. Already 5 points behind Patrick in the championship points the reigning champion was taking no chances. Kaby too changed the gearbox in the Chevette the old one also making strange noises. The box had been left in the car for several events to see how long it would last. It was now time to change.

Dawson was now getting to grips with the big Silvia (the car is nearly 2 feet longer than the Violet) and was swapping times with Cathcart. His biggest problem now was the turbocharger, which kept cutting in fiercely just when he least needed it. If it happened halfway through a long fast corner the resulting oversteer was spectacular from the outside but rather disconcerting for the crew.

As the cars went into Dalby the leading positions were: Kaby, 35m24s; Patrick, 35m42s; Stuart, 35m46s; Dobie, 36m09s and Tuthill 36m20s.

Tuthill had recaptured his lost form and was enjoying a trouble free run. Ian Hughes in the other Churchill car was lying just outside the top ten but the long Dalby stage saw him move up to sixth having solved his brake problem.

Yuk Hodgson was out of the event after a massive moment in Staindale. His sorry looking Triumph TR7 V8 was towed into the Dalby service area with the front end badly damaged. He had spun into a ditch, the momentum carried him back onto the track and he continued spinning before coming to rest off the track. It was a sad end to the jovial Yorkshireman's rally but he retained his humour at the finish, recounting the details of the moment with glee.

Cathcart had a fright in Dalby when he hit a pheasant at speed, shattering the windscreen and leaving co-driver Dave West with awful visibility problems. Phil Collins was getting into his stride as the event moved into the second half but had the axle move in its casing. That resulted in some rapid welding after Dalby and the repair lasted for the next three stages but had to be repeated before the final two in Wass and Boltby. Despite this, the Welshman set top three times over the final three stages to snatch sixth overall by just 1sec from Ian Hughes on the very last stage.

With no more than 6secs separating the top ten fastest times on stages 9 and 10 the scene was set for a late charge, but it wasn't to be. Dobie managed to find a fraction extra speed to hold off Tuthill who had threatened to catch him. Dawson was really trying, with the car reasonably set up for the stages, but it was too late to catch the leading runners. Instead he chipped away at Cathcart, drawing level with the Irishman on Wass and finishing with the same total penalties. Both men set the same time on the first stage and it was left to the second, where Cathcart had beaten the Datsun man by 4secs to give himself the advantage on the 'Furthest cleanest, principle. Dawson said after the event: "We are happy enough with the car after its first outing. There were problems but we know about them and can now start to sort the car out."

Cathcart had not felt at home with the Ascona 400 for most of the day but towards the end was getting quicker and finished a somewhat happier man. Patrick's similar car became quicker as the day wore on and he too was a lot happier at the finish than he was at the start. Justifiably, as he has now taken maximum points on both rounds to take a healthy 14 point lead to Scotland for the next round. Mike Stuart got the result that he deserved with a fine drive throughout the day. He did however have a problem in Dalby when the circlip holding the gear lever in place came out and the lever worked loose. The resulting loss of time enabled Patrick to take 13secs from him.

With Dobie and Tuthill finishing in fourth and fifth places respectively Collins's axle held together to enable him to take sixth ahead of Hughes. Perhaps the happiest man at the finish was George Hill who, after his spin on stage 2 had worked his way through the field from 33rd to finish 10th and claim 8 points in the championship.

Perhaps the Rodgers Carpets Rally wasn't as fraught as the Gwynedd, but the sheer speed of the action made one forget about that. Terry Kaby collected his second win of the season but if Malcolm Patrick can obtain the spares he needs then there would be a change at the top. ■

RODGERS CARPETS NATIONAL FOREST RALLY

Pace/Autosport RAC National Rally championship, round 2

1, Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 73m02s;
2, Malcolm Patrick/Phil Short (Opel Ascona 400), 73m21s;
3, Mike Stuart/Frank Rowlands (Ford Escort RS), 73m58s;
4, Bill Dobie/Dilys Rogers (Ford Escort RS), 74m24s;
5, Francis Tuthill/Flip Kerr (Ford Escort RS), 74m40s;
6, Phil Collins/Rob Savage (Ford Escort RS), 74m52s;
7, Ian Hughes/Alistair Roberts (Ford Escort RS), 74m53s; 8, Ian Cathcart/Dave West (Opel Ascona 400), 75m30s; 9, Andy Dawson/Kevin Gormley (Nissan Silvia Turbo), 75m30s; 10, George Hill/Tony Goulding (Vauxhall Chevette HS), 76m21s.

Class 1 (Group A up to 1600cc): Rob Sutcliffe/Ian Whitley (Talbot Avenger) 81m57s.
Class 2 (Group A over 1600cc): Peter McDonald/David Crawley (Ford Escort RS2000) 86m44s.
Class 3 (Group 1): David Mann/Neil Parsons (Ford Escort RS2000), 78m25s; Louise Aitken/Ellen Morgan (Ford Escort RS2000), 78m59s; Steve King/David Taylor (Talbot Avenger), 79m08s.
Class 4 (up to 1300cc): John Weatherley/Rick Smith (Citroen Visa), 84m43s; Robert Philips/Alastair Beacon (Ford Escort), 85m30s; John Waghorn/Michael Smith (Citroen Visa), 86m23s.
Class 5 (1300cc to 1600cc): Steve Fairlie/Dave Wilford (Ford Escort), 80m40s; Stewart Robertson/Lawrence Clark (Talbot Sunbeam), 80m45s; Brian Richmond/Ross McNeill (Mazda), 81m49s.
Class 6 (over 1600cc): No award
Starters/finishers: 95/65
Rally Leaders: Patrick SS1, Kaby SS2 to SS13.
Leading retirements: Donald Heggie (Gartrac G3 Escort), head gasket, 2 stages completed; Steve Bannister (Ford Escort RS), differential, 6 stages; Chris Lord (Talbot Sunbeam Lotus), engine, 4 stages.

Malcolm Patrick took maximum points again to head the championship

Best Special Stage Times

SS1, Ingleby (2m30s): Patrick, 3m26s; Kaby, 3m27s; Heggie, 3m30s; Bannister, 3m30s; Edwards, 3m33s; Jackson, 3m34s.
SS2, Guisborough (5m00s): Kaby, 6m09s; Edwards, 6m11s; Patrick, 6m12s; Pankhurst, 6m13s; Tuthill, 6m14s; Hughes, 6m14s.
SS3, Wykeham (8m00s): Kaby, 9m09s; Stuart, 9m13s; Patrick, 9m16s; Dobie, 9m16s; Collins, 9m18s; Worswick, 9m19s.
SS4 Langdale (6m00s): Kaby, 7m42s; Stuart, 7m45s; Hughes, 7m52s; Patrick, 7m52s; Cathcart, 7m53s; Dawson, 7m53s.
SS5, Bichley (1m30s): Stuart, 2m27s, Bannister, 2m29s; Kaby, 2m29s; Patrick, 2m30s; Tuthill, 2m32s; Worswick, 2m34s.
SS6, Staindale (5m00s): Patrick, 6m26s; Worswick, 6m30s; Stuart, 6m32s; Tuthill, 6m33s; Dobie, 6m33s.
SS7, Dalby 1 (2m30s): Patrick, 3m28s; Kaby, 3m28s; Worswick, 3m30s; Tuthill, 3m31s; Cathcart, 3m31s; Collins, 3m32s.
SS8, Dalby 2 (10m00s): Kaby, 12m22s; Patrick, 12m25s; Stuart, 12m35s; Dobie, 12m36s; Tuthill, 12m36s; Hughes, 12m37s.
SS9, Pickering (2m30s): Patrick, 4m11s; Hughes, 4m11s; Kaby, 4m12s; Cathcart, 4m13s; Collins, 4m13s; Tuthill, 4m13s.
SS10, Newton (2m30s): Hughes, 3m29s; Dobie, 3m30s; Patrick, 3m30s; Tuthill, 3m31s; Kaby, 3m31s; Collins, 3m31s.
SS11, Cropton (5m00s): Patrick, 7m03s; Collins, 7m09s; Kaby, 7m10s; Tuthill, 7m11s; Hughes, 7m11s; Stuart, 7m13s.
SS12, Wass (1m30s): Kaby, 2m35s; Stuart, 2m38s; Collins, 2m39s; Patrick, 2m40s; Dawson, 2m40s; Dobie, 2m40s.
SS13, Boltby (3m00s): Kaby, 4m20s; Patrick, 4m22s; Collins, 4m24s; Hughes, 4m25s; Dobie, 4m26s; Stuart, 4m27s.

Mike Stuart drove superbly after early problems to finish third.

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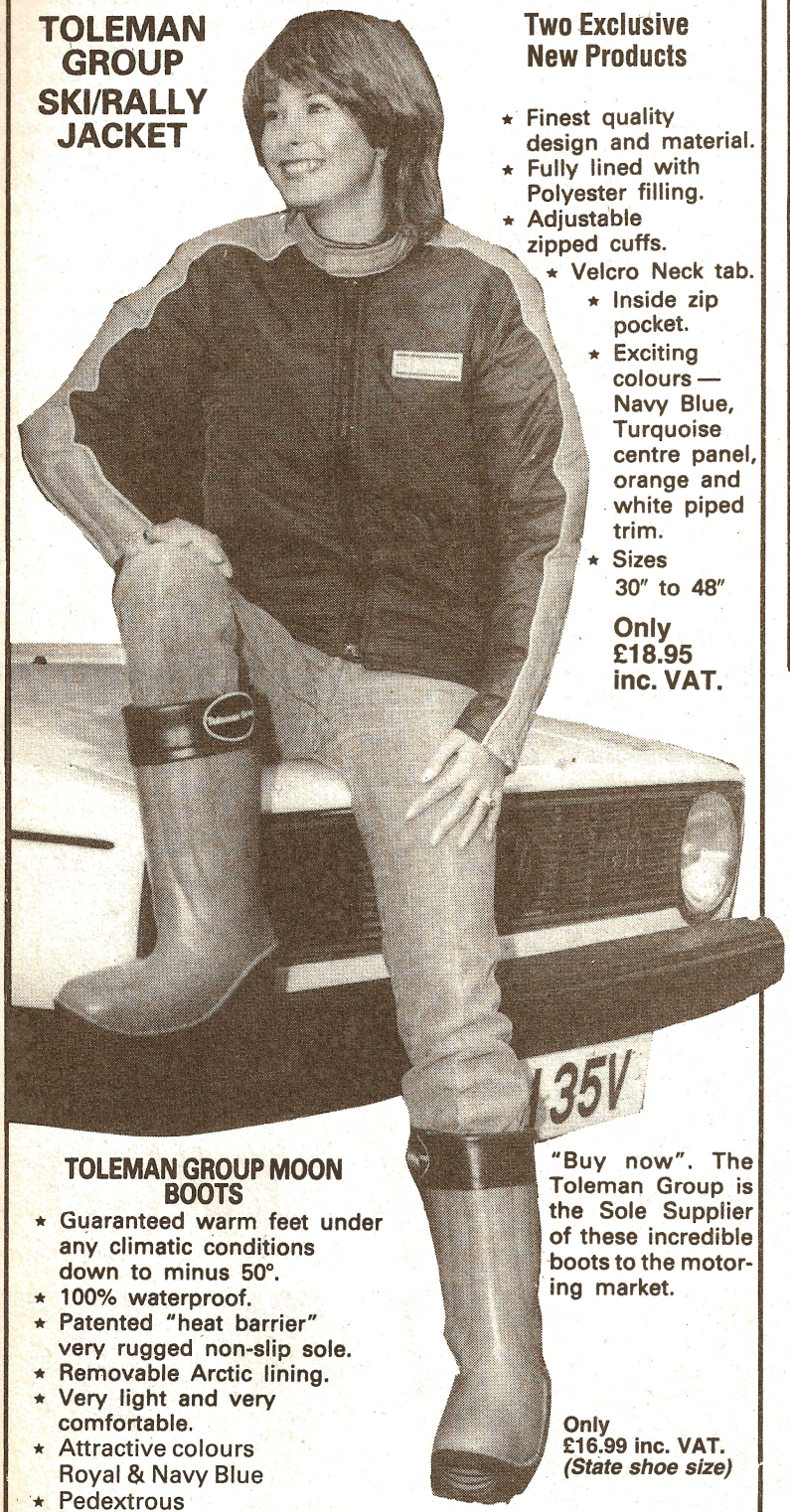

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Lotus: 30 years on

The numbers game

Thirty years on DOUG NYE has some special observations about the fabulously successful Lotus marque.

In retrospect, it can be difficult to trace the origins of any company which has flourished to become a great name. Such is the case with Lotus: the birth is well-documented, but the problem is to determine exactly when the company began. After all, Colin Chapman started out in the smallest conceivable way by modifying Austin 7s, and at which stage the first Austin 7 he laid his hands upon (the car which he re-registered to '0X 9292') became a Lotus remains a muddle.

Subsequent Chapman designs moved gradually away from the Austin 7 theme, and by Mark 4 Chapman had become deeply involved in new design work, and the company manufacturing Lotus cars had been officially born on January 1, 1952. It was entitled the Lotus Engineering Company.

Thirty years have passed since the conception of the Lotus company, and Chapman has now reached Type 91 in his numbering sequence. His latest Formula 1 car incorporates the very latest carbonfibre technology, and its first outing in Brazil recently hinted that it may soon be a winner, and may follow in the footsteps of countless classics which have delighted Lotus fans over the years.

One of the fascinations for all Lotus enthusiasts is the numbering system, which is so complex as almost to defy most people's memories. In providing a definitive guide to Lotus type numbers, as well as in recording many of the extraordinary incidents in Lotus's history, the next eight pages, we hope, will be a treat to devotees of the marque.

Mark I

In October 1947 His Majesty's Government cancelled the basic petrol ration. Private motoring collapsed and wheeler-dealing businesses collapsed with it. One such was being run at that time by Colin Chapman and Colin Dare, two London University students who at that time were holding around £900-worth of severely used cars. Eventually they were cleared for £400, but one stuck and couldn't be moved. It was a 1930 Austin 7 fabric saloon, registered 'PK 3493'.

Chapman decided to build himself a special to heal his wounds, and the ancient Austin was to provide its basis. It was stripped, the chassis members boxed for extra rigidity, and with spasmodic assistance from Colin Dare and neighbour Rodney Nuckey, and paintwork by his girl-friend Hazel Williams, Colin Chapman built up the car with a stressed-skin open body formed from sheet marine ply. Once complete the transformed 'PK 3493' was re-registered 'OX 9292' and rather than call it just another 'Austin Special' its creator chose the name 'Lotus'. The car achieved early success in Trials in the Spring of 1948. To improve it the front axle beam was divided and pivoted in the centre to give independent front suspension. Ford steel wheels replaced the Austin spoked type at the rear to carry wider tyres and improve traction.

Mark 2

An improved special for Trials, circuit and road use, built in 1949 when Chapman had just joined the 750 Motor Club and was flight training with the RAF. The car first ran with a Ford 8 engine, later replaced by 1172cc Ford 10. Registration was 'LJH 702', and after its first competitive outings late in 1949 the car was fitted with a shapely alloy nose cowl, enclosing steering headlights which shone through the grille. Colin won a terrific scratch race at Silverstone from Dudley Geoghegan's Type 37 Bugatti. Mark 2 was sold to Mike Lawson for Trials in 1951, Colin competing in Mark 1 which he had retained before it too was sold, to the North. In 1957 Mark 2 'starred' in the Boulting Brothers film *Brothers in Law*.

Mark 3

To complete in 750 Formula, Austin 7-based racing, Colin bought a £15 1930 7 Saloon. It was stripped, boxed and stiffened with tubular cross-members, and was completed as the Lotus Mark 3 with help from 750MC members Michael and Nigel Allen. The Allens embarked upon construction of two similar cars for themselves. Colin moved his chassis into their garden workshop in Vallance Road, Wood Green, for completion alongside their's.

His was the furthest advanced, and since a serious attack upon the 750 Championship was envisaged, all concentrated upon its completion. By the end of 1951 the Allen frames had been stripped to keep Chapman's racing! Alloy body weighed only 65lbs complete with framing, a three main bearing engine was fitted and Colin devised his famous scheme to 'de-siamese' the standard head ports, achieving fantastic power by A7 standards.

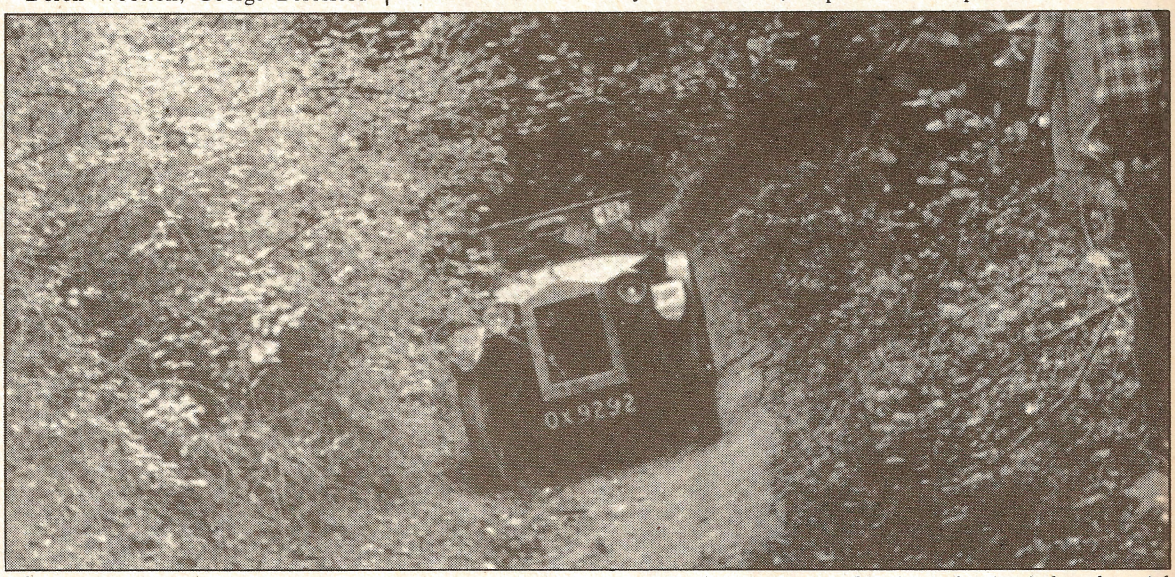
Derek Wootton, George Beresford and Ken Hawes helped the 'Team' and Mark 3 achieved terrific success with a top speed around 95mph. Mark 3 was registered 'LMU 3', and was later sold to J. B. Davidson. To raise funds, one Allen chassis was completed for Adam Currie as the Mark 3B, registered 'ONK 408'. More 750MC club members wanted Lotus replicas, and in November 1951 Mike Lawson commissioned a new Trials car to replace the outclassed Mark 2 . . .

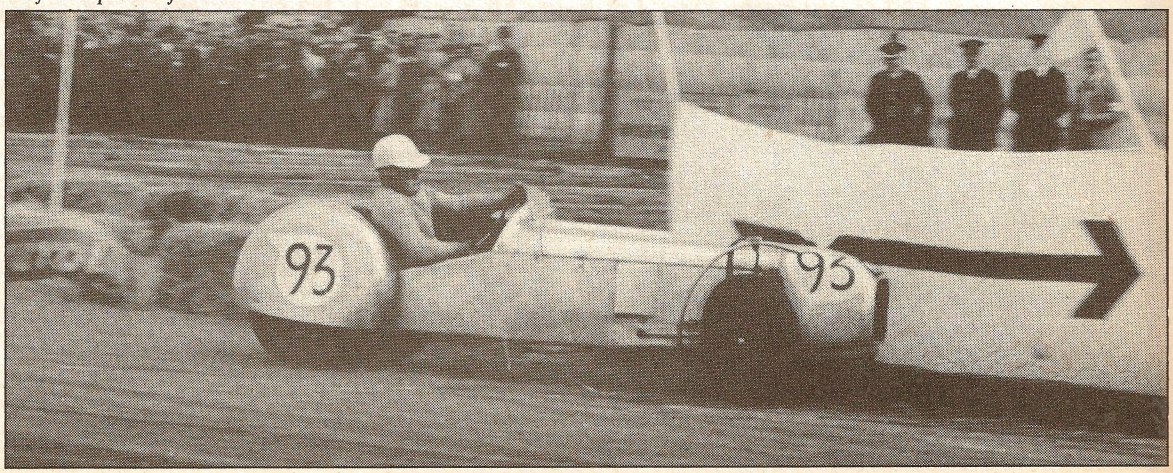
Mark 4

Colin set up shop in the stables behind his father's hostelry in Tottenham Lane, Hornsey. Michael Allen become a partner in the venture and they took over the two remaining Mark 3 chassis. On January 1, 1952 the Lotus Engineering Company was born. Michael Allen worked full time, Colin part-time, still employed by British Aluminium. Lotus Engineering made and supplied many 750 Formula parts while Mark 4 was designed and built, using A7 frame and 1172cc Ford engine, plus road equipment which was subsequently ditched as Trials opposition began to be trailered to the meetings . . . Registered 'LMU 4'.

Mark 5

Never built, intended to be the first 100mph 750 Formula car, with radical suspension developments.





Above: Lotus 1 — the very first Lotus to achieve success for Chapman in Trails in the Spring of 1948 was this Austin based special registered '0X 9292'. Below Lotus 6 — with its home-built chassis structure of welded steel tube and aluminium stress panels, this was the first departure from Austin basics.

Mark 6

If Lotus Engineering was to progress it obviously needed a quantity production model, and this was it. No longer tied to the Austin 7 chassis frame for Formula acceptance, Colin set about designing the lightest, strongest chassis structure he could. The result was a spaceframe of welded steel tube with riveted-on aluminium stress panels to add rigidity. The bare frame weighed only 55lbs, and with all necessary brackets and stress panels still only 90lbs. The Mark 6 was to be offered as a self-assembly kit, using off-the-shelf Ford suspension, brakes, gearbox, back axle and wheels. The first two employees, John Teychenne and Mike Madan, joined Allen at this time. The first Mark 6 had a solid beam front axle and lofty ground clearance and was sold for Trials use to Sinclair Sweeny, registered 'HEL 46'.

The production Mark 6 used a split Ford axle beam with low centre pivot to provide swing-axle independent front suspension. The Ford Consul engine was fitted, pulled below 1500cc. The prototype was destroyed in a road accident and Lotus reduced to near bankruptcy, their employees having to go . . . Finances recovered but Michael Allen decided to pull out and took the remains of the Mark 6 as his 50 per cent . . .

Early in 1953 Colin built-up eight Mark 6 kits virtually single-handed. They emerged in private hands with Ford 10, MG and other engines fitted. De Havilland engineer Mike Costin wanted Mark 6 number '9', and became Lotus Technical Director. The Costin-assembled Mark 6-Ford 10 was to be raced by Chapman registered '1611 H'. The little company grew, and Mark 6 production continued to the end of 1955 when around 110 had been built. The Mark 6 chassis number sequence is partly duplicated by the much later Type 16 F1/F2 car run.

Mark 7

Originally commissioned by the Clairmonte brothers, this was to have been a Formula 2 racing car powered by a 2-litre ERA engine, using De Dion rear end, double-wishbone front. But the engine was damaged and only the chassis unit was delivered, and the number set aside for a production replacement for the Mark 6. The chassis later appeared with 2-litre Lea-Francis engine as the Clairmonte Special. The definitive Lotus Seven made its bow at the 1957 Earl's Court Motor Show as a spaceframe kit-car for road and race use, with coil-and-wishbone IFS, coil-sprung live rear axle and Mark 6-style boxy body. Too familiar to need much introduction. The type was revised and improved several times; Series 1 ran to 1960 when about 242 had been built. Series 2 used lightened spaceframe, 13ins instead of 15ins wheels etc, ran to 1968, approximately 1,350 cars built. Series 3 modernised car ran 1968-70, around 350-off, Series IV Tupperware moulded car 1970-73 around 1,000 built. Overall, Lotus say some 3,300 were built by them. Tube-frame cars are still in production today as the 'Caterham 7', and they are as much fun as ever. Like the 6s, a considerable number of 7s may well have been completed outside Lotus . . . contemporaneously that is, unlike the historic sports and single-seater cars which have started being replicated in recent years.

Mark 8

This was the first aerodynamic envelope-bodied Lotus sports-racing car. The Mark 6 encountered an aerodynamic brick wall at high-speed and Mike Costin's aerodynamicist brother Frank was enlisted to solve the problem. In January 1954 work began on the Lotus Mark 8. Colin's design thoughts were drafted and detailed by Peter Ross and 'Mac' Mackintosh. The new spaceframe full-width chassis weighed only 35lbs, but it was more frame than space. Ian Smith told a Lotus story that the engine took 12 man-hours to remove and 24 hours to reinstall!

Tottenham Lane was engaged in Mark 6 production while the principals wrestled with the Mark 8 sports-racer. Prototype car registered 'SAR 5', using divided front axle suspension, de Dion rear, with drum brakes inboard at that end. 1467cc MG engine fitted, 85bhp for under-10cwt car and Costin-designed Williams & Pritchard-made alloy body gave 125mph. Colin led first race before retirement with blown head gasket after crash on way there. Subsequently very successful.

First two production Mark 8s sold to Nigel Allen and Dan Margulies with more practical engine bay layout. John Coombs ordered a car and fitted expensive 1500cc Connaught engine, which made it the fastest 1½-litre in Britain. Others went to Dick Steed, 'Tip' Cunane and Brian Naylor who fitted only the third Climax sohc four-cylinder engine to be released for use in a competition car. 'SAR 5' sold to Austin Nurse for 1955 while Colin married Hazel on October 16, 1954. Mark 8 production totalled ten cars.

Mark 9

The company was bulging with work, and on January 1, 1955, Colin Chapman and Mike Costin began full-time employment at Tottenham Lane. Colin was meanwhile designing a smaller-engined successor to the Mark 8 which was to be called Mark 9, using the Coventry Climax 1100cc FWA sohc four-cylinder engine.

It was a smaller, stiffer, more compact Mark 8 with even more-graceful Frank Costin-designed envelope bodywork. The Mark 9 'Club' used a Ford 10 back axle on coil-springs and Climax or Ford 10 power, while the Mark 9 'Le Mans' followed Team Lotus participating at the Sarthe and was aimed at serious International competition with Climax power and de Dion rear end. Colin raced the works MG-engined Mark 9 '9 EHX', Peter Jopp a works Climax car 'XPE 8'. They interchanged with 'XPE 6'. On the startline the works car weighed only 9¼cwt. The Le Mans entry was 'XPE 6', FWA-engined, driven by Chapman/Ron Flockhart. It led its class before Colin ran into the Arnage sand and reversed out against the direction of the race, and was disqualified. It seems a total of 23 Mark 9s were built.

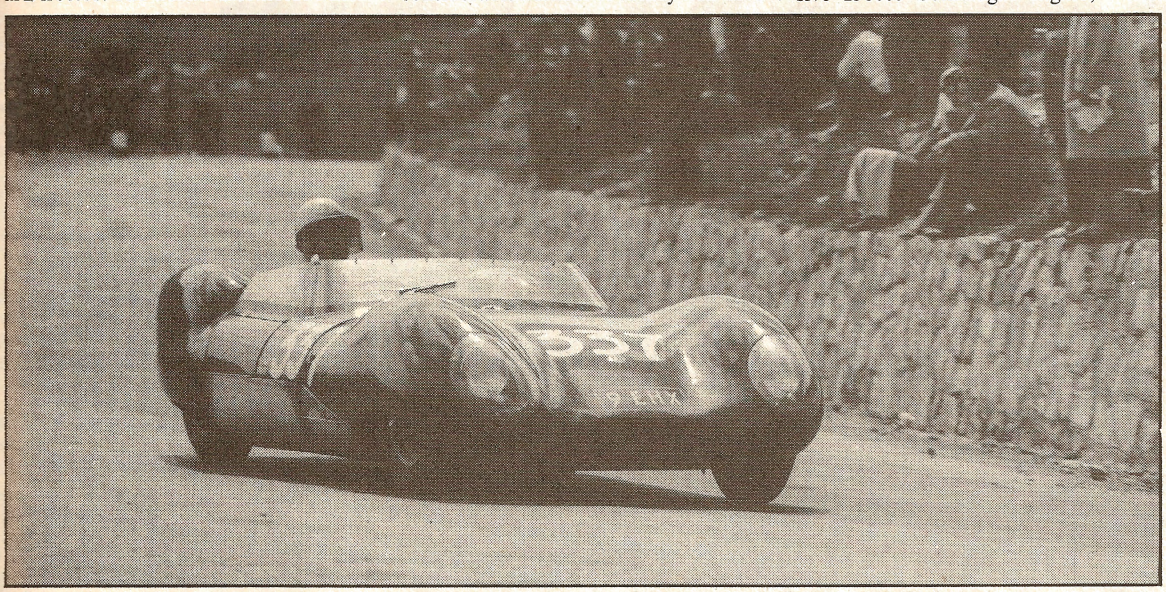
Mark 10

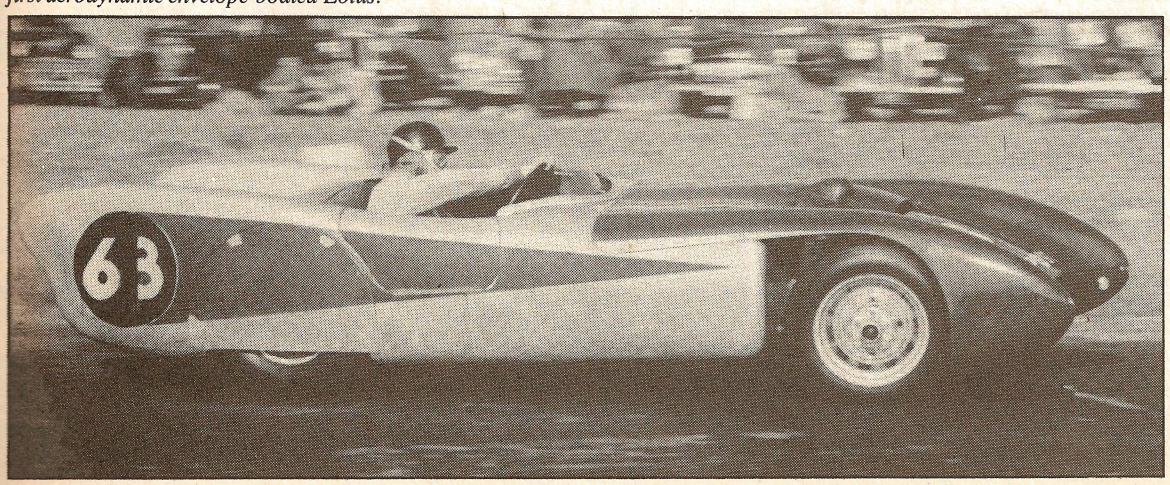
Mike Anthony wanted a Mark 8 capable of running a 2-litre six-cylinder Bristol engine. Peter Scott-Russell and Cliff Davis also showed interest, and the Mark 10 resulted, with a bulging engine cowl to accommodate the BMW-derived engine. Anthony's was 'PCD13', Scott-Russell's 'JBW 648', Davis's 'NOY 1'. Actor James Dean ordered a sister car to be fitted in the US with an Offy four-cylinder, but was killed before its completion. Mike Young ran a Mark 10-Connaught and George Nixon fitted a 1500cc fuel-injected Turner engine. Seven were built.

Mark Eleven

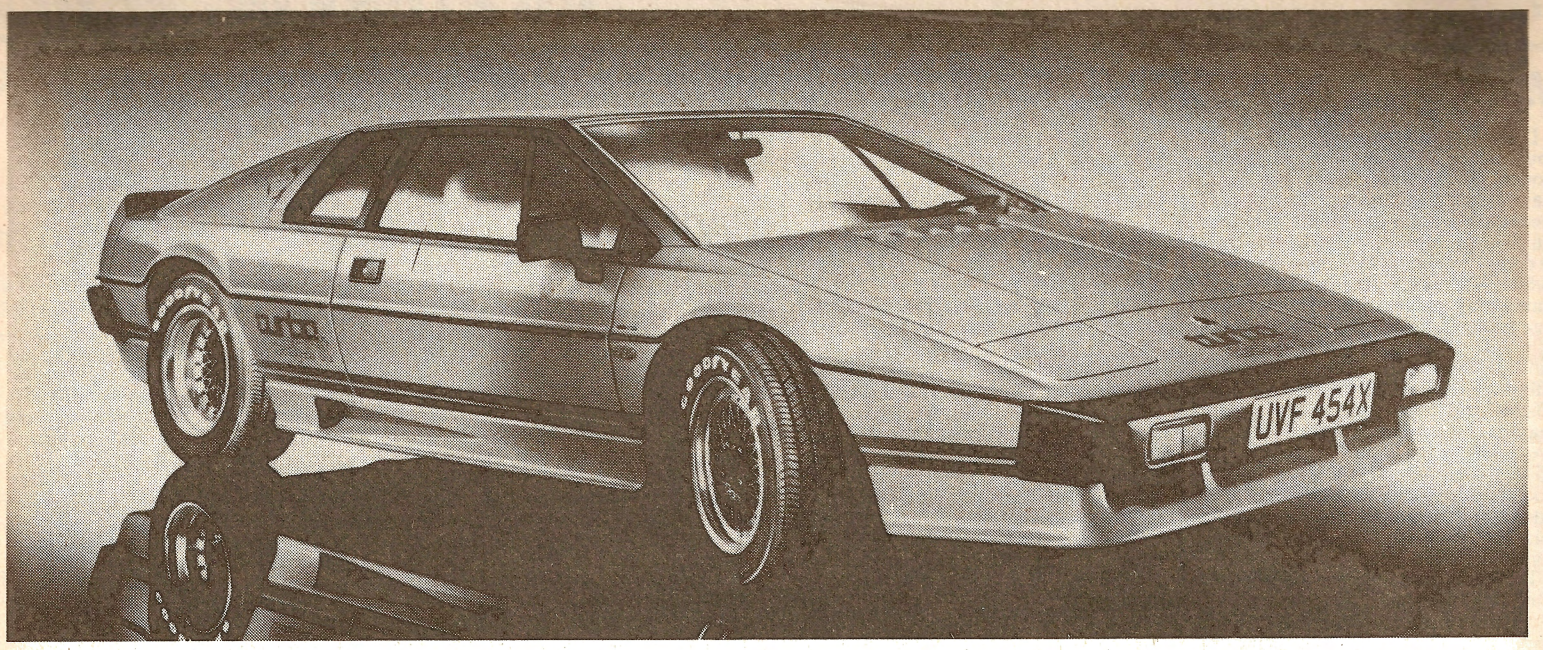
This is the epochal mainly 1100cc Climax-engined car which swept all before it until the arrival of the Lola Mark 1s in 1959. Its body was Frank Costin's most gorgeous design, the frame was a developed Mark 9 with stressed alloy skinning to add stiffness and save weight, and the split swing axle front suspension design was retained with de Dion rear end in improved form. The 1500cc Climax engine could be fitted, and 'Club', 'Le Mans' and 'Sports' Elevens were catalogued after the type's introduction in 1956.

It was with the Eleven that the now vibrantly well-established Lotus Engineering Co Ltd broke with its early habit of naming its models by Mark numbers, sometimes rendered in Roman numerals, sometimes normally. Colin foresaw the possibility of 'Mark' numbers reaching astronomical proportions, and the suggestion that a Mark 11 Lotus was a mere 'improvement' of the basic Mark 1 was in any case a billion miles from the truth. 'Lotus Eleven' tripped off the tongue as a new model name, as 'Lotus Elite' shortly would, but hereafter *Type* rather than *Mark* numberings were





Above: Lotus Eleven — this 1100cc Coventry Climax engined car swept all before it in sports car racing in the late fifties. Former AUTOSPORT Managing Editor Gregor Grant is pictured on the 1956 Mille Miglia. Below: Lotus 8 — John Coombs at Snetterton in the first aerodynamic envelope-bodied Lotus.



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GOODYEAR

Lotus: 30 years on

The numbers game
continued

adopted when there was no suitabiy euphonious name to be applied. The Lotus Eleven was a monster success and about 270 were built by the works, around 200 Series 1s and 70 Series 2s, wishbone suspension cars. Today the number seems to be growing as every month passes . . .

Type 12

The first Lotus single-seater, built for 1500cc Formula 2 racing, introduced in 1956 but not raced until 1957, and uprated with 1960cc and eventually 2207cc Climax FPF twin-cam four-cylinder engines to give Team Lotus their Formula 1 début. Graham Hill made the first appearance driving in the F1 BRDC International Trophy at Silverstone, May 3, 1958, and in subsequent events. The cars never won in F2 but showed promise in F1 despite their low power — only 194bhp at most. Twelve cars were built, chassis number '350' to '361' inclusive.

Type 13

Called the Eleven Series 2 for superstitious reasons . . .

Type 14 Elite

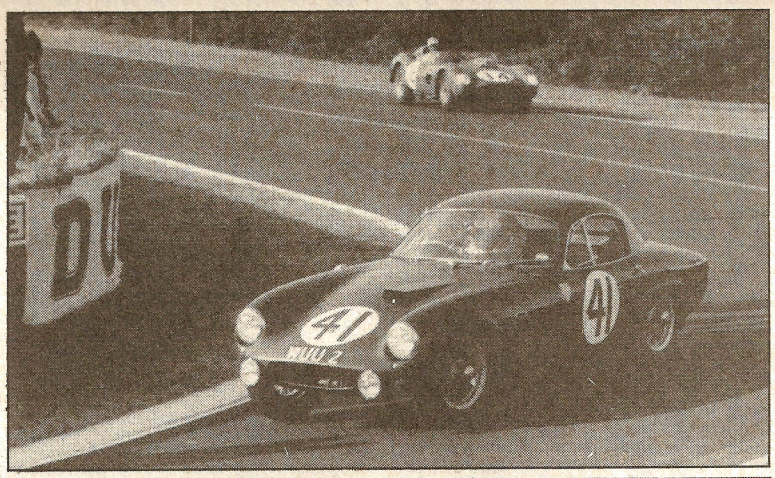
That marvellously daring design, the world's first glass-fibre moulded monocoque Grand Touring coupé, introduced at the Earl's Court Motor Show of 1956 but not ready for full-scale production until 1958-59, when Lotus took over a new factory at Delamare Road, Cheshunt, Hertfordshire. The Elite was so expensive to produce it came close to ruining its creators, but the cars were fabulously successful in small-capacity GT racing and the surviving road and race Elites are much loved today, Peter Kirwan-Taylor's timeless styling being one of the most graceful automotive shapes ever devised. Production ceased in September 1963, officially at 990, but 1,030 body/chassis units have been accounted for by independent research. Who cares? It could not have been too many, for the Elite was and remains delightful.

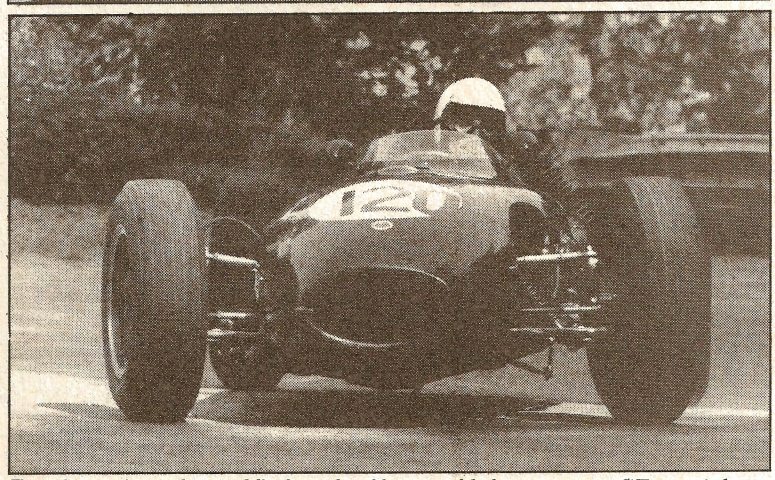
Type 15

The new 1958 sports-racing car was aimed at Le Mans, and was smaller than the Eleven, used the Lotus positive-stop five-speed gearbox introduced on the single-seat F2 Type 12, and 1.5, 2.0 and 2.2-litre Climax FPF twin-cam engines, canted up front to lower the bonnet line. The spaceframe was typically Chapman, and the Type 12 and 14 wishbone-and-coil spring front suspension replaced the Eleven swing axle design. In the British Empire Trophy race at Oulton Park three Lotus 15s led, each with the registration '001 MH' . . . Happy days. The first prototype car appears to have been un-numbered, and 29 Type 15 numbers were issued. Thirty cars in all?

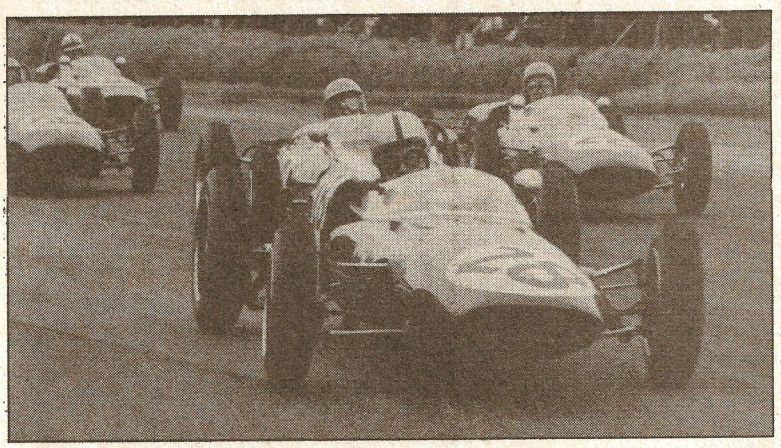
Type 16

The 'Mini-Vanwall' Frank Costin-bodied F2 and interim F1 car introduced at the French GP meeting, Reims-Gueux in mid-summer 1958, using the Lotus 'queerbox' transmission, lay-down Climax FPF engine and offset drive-line alongside the driver — strut-type rear suspension *à la* type 12 and Elite. Very fragile, very unsuccessful cars, until rediscovered for historic racing use. Eight cars built as full 16s, plus Anthony Brooke's F1/F2 'special' built up on a 16 frame.





Top: Lotus 14 — the world's first glassfibre moulded monocoque GT coupé, better known as the Elite, at Le Mans in 1959. Above: Lotus 16 — unsuccessful in their day, these fragile F1 machines have enjoyed success in more recent historic events. John Roberts is pictured hillclimbing his car. Below: Lotus 20 — a Formula Junior field is led by Jim Russell in one of the Chapman designs which dominated the category in 1961. Bottom: Lotus 18 — this chunky mid-engined F1 car gave Stirling Moss one of his finest victories in the 1961 Monaco Grand Prix.



Type 17

In an effort to stave-off the 1100cc Lolas with their fantasically good handling, the tiny 17 sports-racer was developed with strut-type suspension all round, its pretty if less well-balanced body styling than the Eleven being produced in-house by new design-engineer Len Terry. The car was a pig and became most unpopular, until transformed by double-wishbone suspension. It was the last front-engined Lotus sports-racer. Twenty-three were built.

Type 18

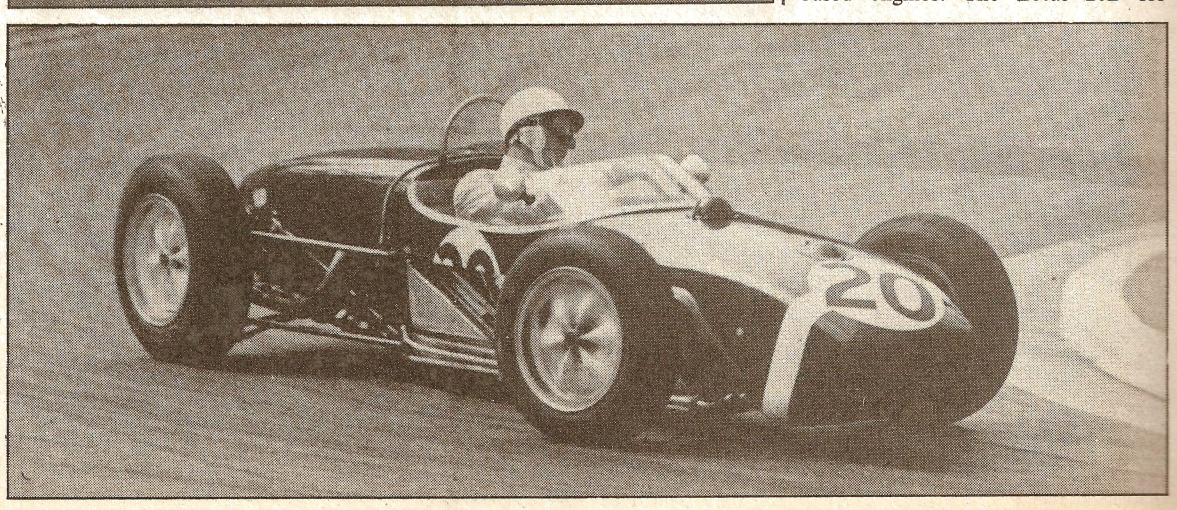
Another transcendent Lotus, the mid-engined, spaceframe, biscuit-box bodied single-seater which out-Coopered Cooper and swept the board in 1960 Formula Junior, Formula 2 and Formula 1 form except in World Championship events, where Cooper clung on. The Type 18 sold in huge numbers in that one season, production reaching 125 in simple FJ form, while at least 31 F1/F2 chassis were built, their numbers running from '369' to '376', then in the production series from '900' to '919' with at least one known duplication. Which often happens in the Lotus story . . .

Type 19

A widened 18 to form a mid-engined sports-racing car for 1960-61, handsome, terrifically fast and with 2.0 and 2.5-litre Climax FPF four-cylinder engines dominant in British sports car racing, if harder pressed against the heavy metal in the US and Canada. Sixteen of these cars were built, plus the 19B Ford V8 car built for Dan Gurney and his Arciero Brothers sponsors.

Type 20

The 1961 Formula Junior replacement for the 18, enclosing a lighter chassis in much more elegant moulded glass-fibre body panelling, still — like the 18 — employing the half-shafts as lateral location for the rear wheels in partnership with low-slung bottom wishbones. Utterly dominant in the Formula, using Cosworth-developed Ford 105E-based engines. The Lotus 20B for



Lotus: 30 years on

The numbers game
continued

American sale with 1500cc Ford power was a direct derivation, production of these models combined totalling 118.

Type 21

The svelte Climax 1500cc four-cylinder FPF Mark 2-engined 1961 Formula 1 car used as a stop-gap before the promised Coventry-Climax and BRM V8 units became available, with inboard front springs and double wishbone/link rear end. Team Lotus used eight of these cars, driven notably by Innes Ireland, Jimmy Clark and Trevor Taylor during the season, while three more were built up for Rob Walker-Stirling Moss, Jack Brabham and Aldo Scirbante (South African entrant) for driver Neville Lederle. Also used in Tasman series with 2.5/2.7-litre Climax power. Numbers '930' to '939' and '952'.

Type 22

The 1962 F3 car which again swept all before it, but for the new marque of Brabham . . . Twin-cam 1594cc Ford engines used in Libre versions. Another good seller, 77-off.

Type 23

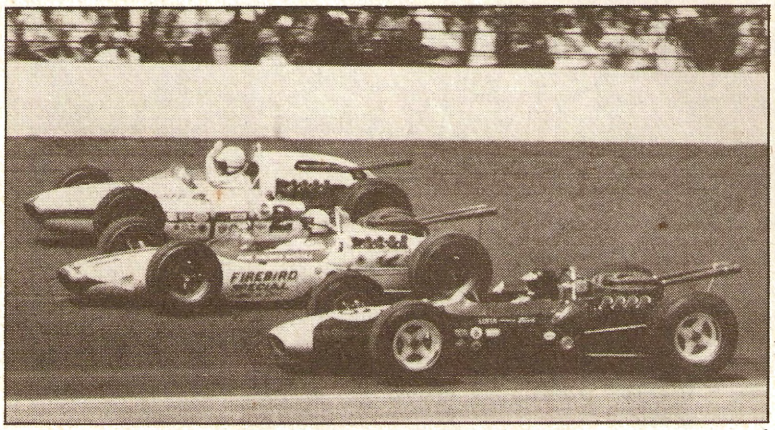
The small-capacity mid-engined sports racing car released in 1962 and produced until 1966 in various forms including the bigger-engined 23B designed for twin-cam Ford power, or similar, and the 23C with Lotus 41 F3 wheels, 19 suspension, big tanks and wider bodywork. No less than 131 mainly 1100cc Type 23s and 23Bs were built, and six of the so-called 23Cs which Lotus do not list as such.

Type 24

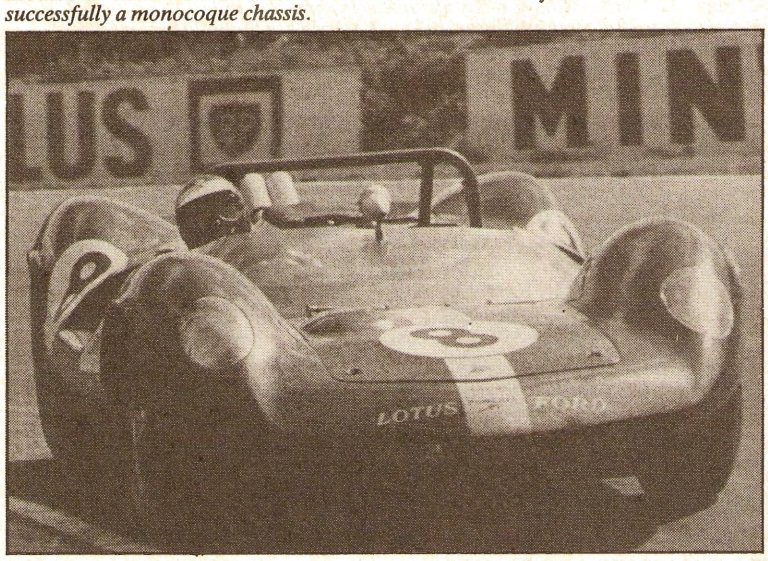
The last spaceframe Formula 1 Lotus, virtually a 21 developed for the Climax or BRM V8 engine and sold widely to private F1 teams in 1962, many of whom did not suspect the advent of the monocoque 25! At least 12 Type 24s were built by Lotus, numbers '940' to '951', and at least four more are know to have been built contemporaneously by customer teams. Three were Team Lotus works cars.

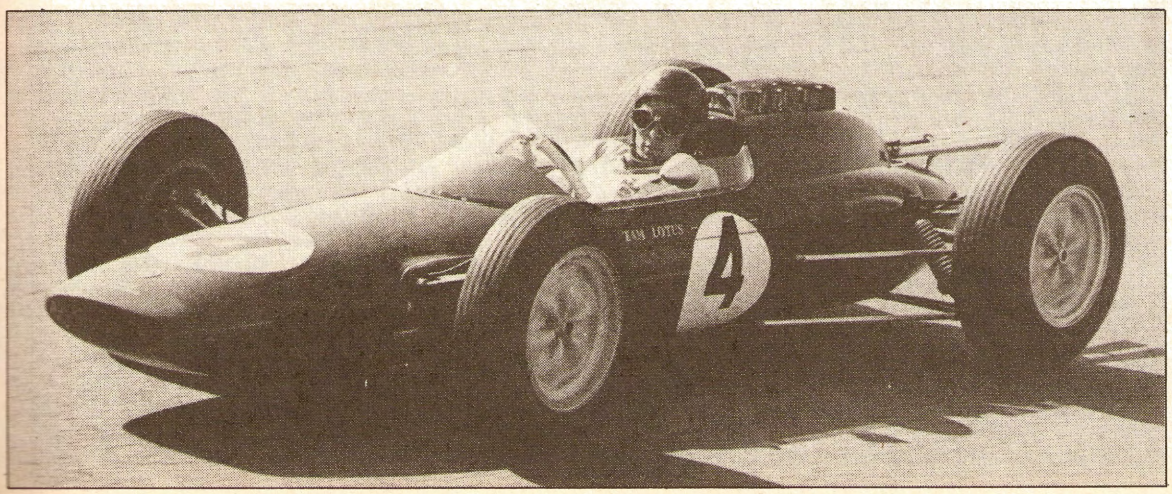
Type 25

Need I say more? The first successful monocoque construction Grand Prix car, Climax V8-engined from its inception in 1962, later used BRM V8 power in the private Parnell team from 1964. Seven cars built, numbered 'R1' to — guess what — 'R7' . . . 25B, C, D, etc, usual development variants during active life.



Top: Lotus 28 — a man of many talents, Jim Clark tweaks his Lotus twin-cam engined Cortina through South Bank at Brands Hatch. Above: Lotus 34 — the works Indy effort with this car in 1964 was thwarted by defective Dunlop tyres. Below: Lotus 40 — the famous Lotus 30 "with ten more mistakes." Bottom: Lotus 25 — this beautiful car which debuted at Zandvoort in Clark's hands in 1962 was the first F1 machine to use successfully a monocoque chassis.





Type 26 Elan

Replacement for the critically-costly Elite, backbone-chassised and Ford twin-cam powered. That splendid little car, the first Lotus convertible to enter large series production. 12,224 of all types were built until cessation in 1973.

Type 26R Competition Elan

Specially developed for racing use and sold widely both at home and in Europe, USA, Canada, Far East and Australia, South Africa etc. Offered in Series 1 and Series 2 form, production reaching 52 of the former and probably 45 of the latter.

Type 27

Initially unsuccessful attempt at a first monocoque Formula Junior car introduced in 1963 using glass-fibre tub panelling, quickly replaced by alloy skinning, whereupon it began winning consistently.

Type 28

The Lotus-Cortina saloon using the Lotus twin-cam headed Ford engine originally designed on Chapman's commission by Harry Mundy. Racing Lotus-Cortinas were built by Lotus Components Ltd, the Group competition production wing, and a total 97 of these were produced.

Type 29

The 4.2-litre Ford stock-block engined Indianapolis racer for 1963, based upon the Lotus 25-type monocoque layout with offset suspension for left-turn only cornering. Jimmy Clark placed second in the '500', very nearly won. Three cars built.

Type 30

Lotus's response to the Lola involvement in Ford's GT project, providing a mid-engined backbone-chassised sports-racing car to accept Ford V8 power. A very controversial motor car, by common consent not man enough for the job in Series 1 form. The S2 was much improved, as I found when I track-tested one recently, but the damage had been done to the type's reputation. Production of S1s reached 23, S2s only ten (1964-65).

Type 31

Spaceframe Formula 3 car developed for the new 1964 1-litre class, based on the old Type 22 design dusted-off. Twelve built.

Type 32

1964 F2 car using monocoque chassis with Cosworth's new 1-litre SCA engine. A very handsome and svelte little car which won many races. Twelve off. 32B used 2.5-litre FPF engine for Clark in 1965 Tasman Championship, which he won. ▶

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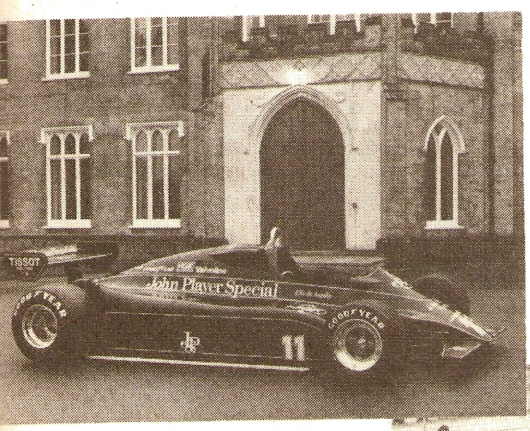

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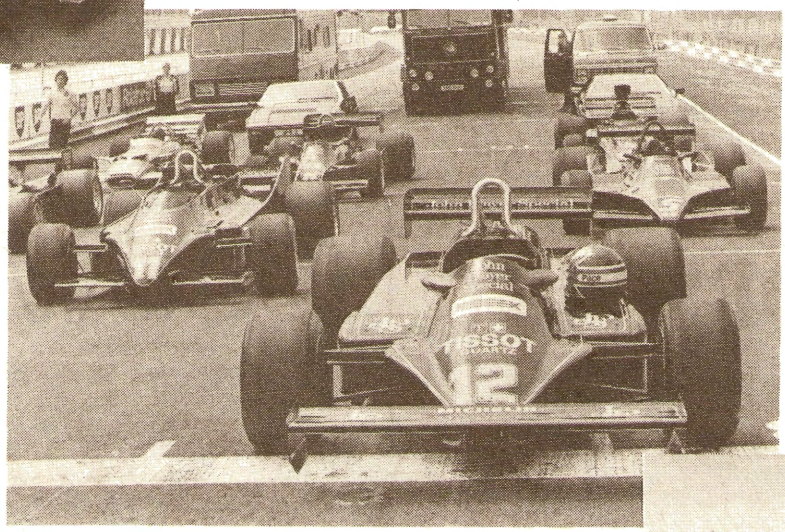

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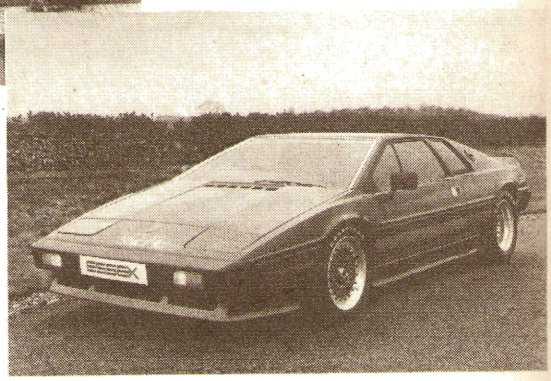

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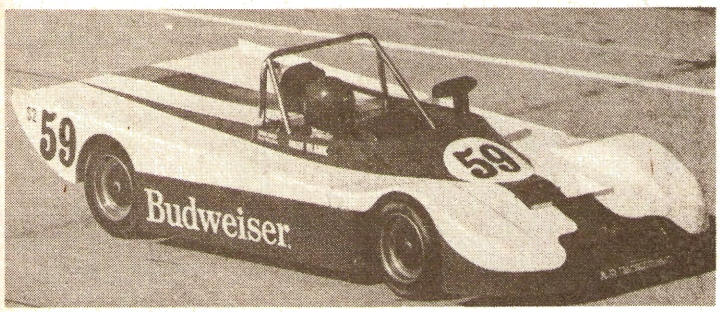

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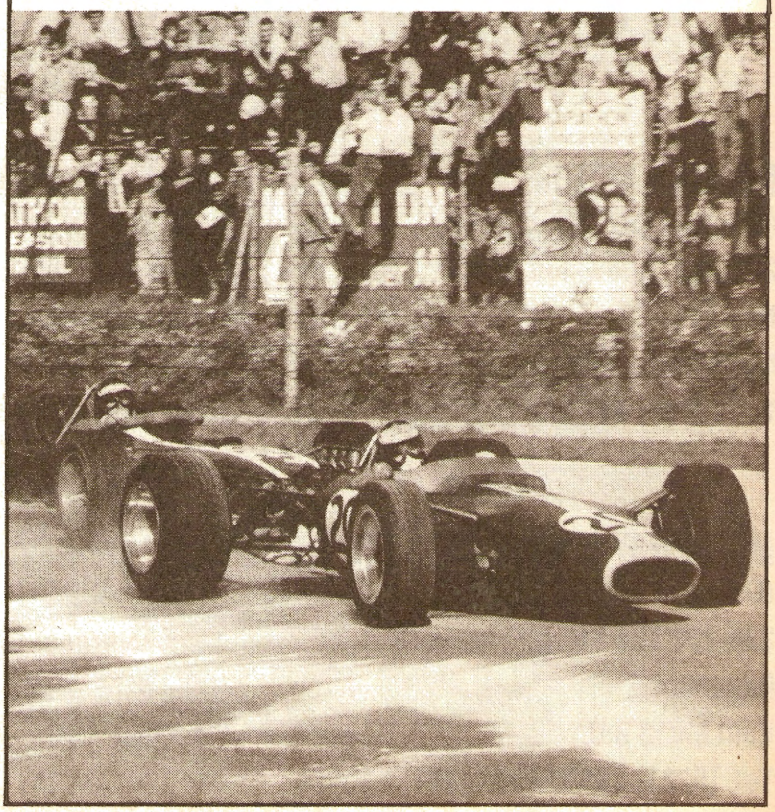


Lotus: 30 years on

The numbers game

continued

Type 33

The 1964-65 successor to the Formula 1 25s, with suspension revised to accommodate the new-fangled generation of broad-tread racing tyres, with World Championship success. Seven Type 33s were built, including one rebuilt from 25 'R4' by Reg Parnell Racing Ltd, and the Type 39 special chassis intended for the stillborn flat-16 Climax 1½-litre F1 engine in 1965. See later.

Chassis numbers 'R8' to 'R14', the latter being Jim Clark's special 1966 car built for the 2-litre Climax engine which took Team Lotus into the new 3-litre Formula. 'R14' won the 1967 Tasman Championship driven by Jimmy Clark.

Type 34

1964 Indy car using Ford four-cam V8, chances wrecked by defective Dunlop tyres in '500'. Three built. Successful in private hands in 1964-65.

Type 35

1965 F2/3/B monocoque developed from Lotus 27/32 series, more handsome but not more successful in competition, although 22 were built.

Type 36

Elan fixed-head Coupé with detail bodywork and trim revisions.

Type 37

The 'Three-Seven' Clubman's Formula sports car with independent rear suspension. A highly successful one-off forerunner of what might have been an impressive production run.

Lotus 47 — a successful twin-cam racing version of the roadgoing Europa.

Type 38

Len Terry-designed 1965 Indy car with fully enclosed monocoque chassis unlike the open-topped bath-tub type of all earlier Lotus tubs. With 500bhp Ford four-cam engine Jimmy won the '500' at last, and the 38s ran on into following seasons. At least six built, maybe seven.

Type 39

See Type 33. Car modified by Maurice Phillippe, new Chief Designer under Chapman, to carry tube-frame rear bay supporting 2.5 Climax FPF four-cylinder engine for Jimmy in 1966 Tasman Championship. One-off.

Type 40

The famous 1965 "Lotus 30 with ten more mistakes", beefed-up "like Quo Vadis" for 5.8-litre Ford V8 engine, around 410bhp. Three built.

Type 41

Marking Lotus resurgence against the Brabhams in 1966 Formula 3 racing, a spaceframe chassis with wide-track suspension and good looks. Production reached 61, Lotus being based at Hethel Aerodrome, Norfolk, by this time.

Type 41B

F2 spaceframe car run by Lotus Components for Jack Oliver in 1967 with Cosworth FVA 1600cc engine. Type number also allocated to US Formula B cars.

Type 41C

F3 spaceframe developed for 1967-68 using modified front suspension etc.

Type 42

1966 Indy car intended for BRM H16 4.2-litre engine which didn't get that far. One car fitted with Ford V8 engine for 1967 '500' as the Type 42F. Two 42s were built.

Type 43

The 1966-67 F1 cars with 3-litre BRM H16-cylinder power. The first Lotuses, with the Type 42, to feature truncated monocoque fuselages using the engine and gearbox as the rear part of the chassis structure, accepting rear suspension loads. Two off.

Type 44

To my eye the most beautiful Lotus single-seater ever made, with the possible exception of the Type 79. Formula 2 monocoque car for 1966, based on 35 with 41 wide-track suspension. Three off.

Type 45

Elan drophead Coupé replacing Lotus 26 and known as the Series 3, or Elan S3.

Type 46

The Renault-engined Europa mid-engined GT production car as originated for export only in 1967-68. 9,230 Europas of all types were built.

Type 47

1594cc Lotus-Ford twin-cam engined version of the 46 for racing only, 165bhp. In production 1967, 55 built.

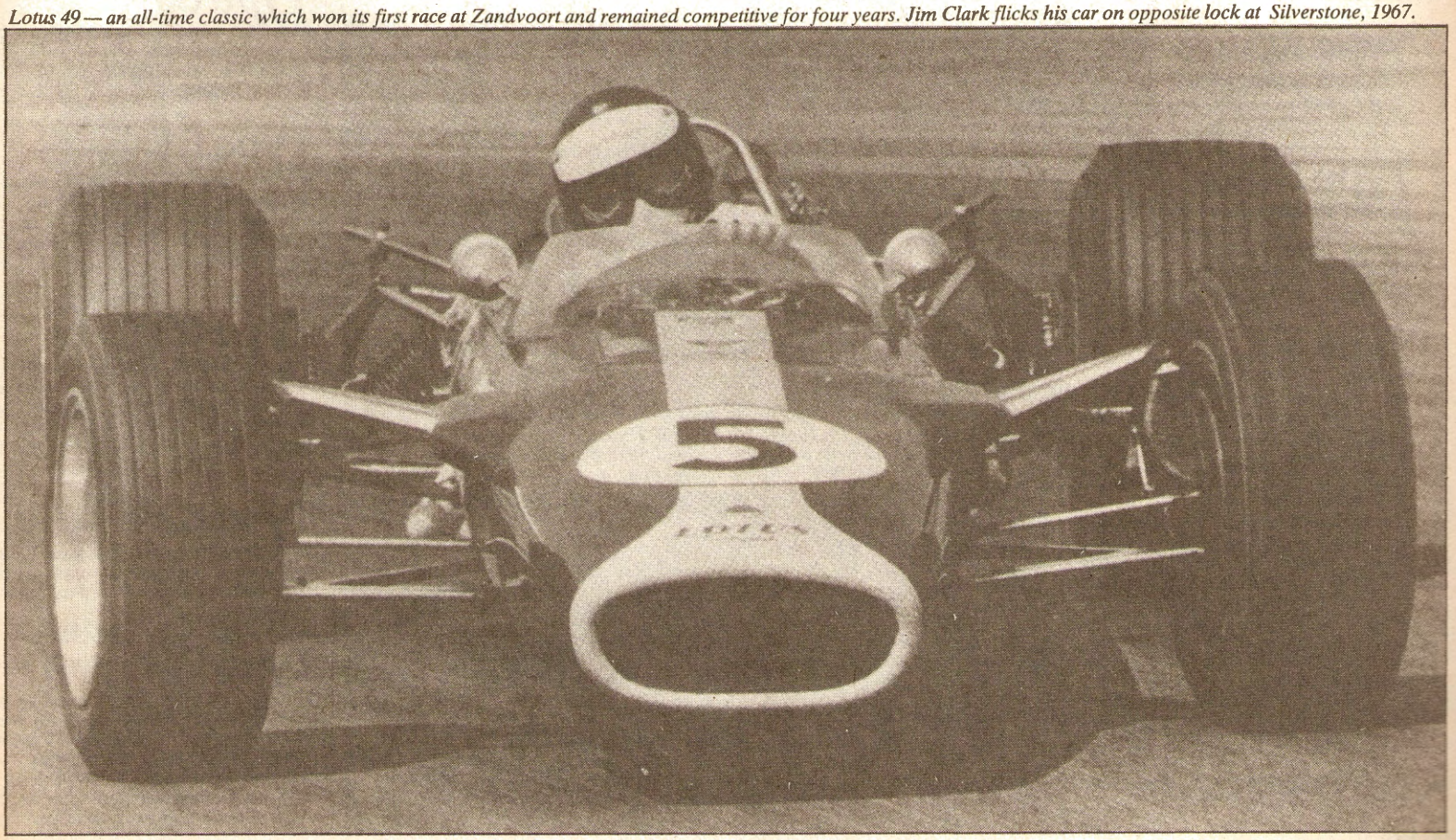
Type 48

Full-monocoque 1600cc Formula 2 car with tubular engine bay, run in Team Lotus green and yellow in 1967 — Gold Leaf Team Lotus fag packet colours in 1968. Four cars built, and Jim Clark died in one of them . . .

Type 49

The truncated monocoque Formula 1 car for 1967 which introduced the Cosworth-Ford DFV V8 engine to Grand Prix racing with a victorious début, in Jim Clark's hands, at Zandvoort. The standard setter of its time, its impact perhaps even greater than the Type 25, although

Lotus 49 — an all-time classic which won its first race at Zandvoort and remained competitive for four years. Jim Clark flicks his car on opposite lock at Silverstone, 1967.



Lotus: 30 years on

The numbers game

continued

apart from the engine it was not so innovative. Indeed Colin looked upon it as "a good simple chassis which wouldn't give us problems while the engine was sorted out"...

In 1968 the 49B appeared to use wider, stickier tyres and aerofoil aids, it was retained through 1969 in modified form and into 1970 the 49C appeared with revised front suspension and 13ins wheels. Graham Hill won his 1968 World Championship in 49 and 49B cars.

Twelve Type 49 numbers were allocated, 'R1' being rebuilt as 49B 'R9', 'R2' as 49B 'R10' and 'R5' as 49B 'R11'. The 49T variant was a Tasman Championship model powered by the 2.5-litre DFW version of the Cosworth DFV V8. Clark won the title with it in 1968.

Type 50

Elan Plus-2 Coupé, introduced at the Motor Show 1967, Weber carburetted Lotus-Ford twin-cam engine with small Stromberg batch late in 1968. Lotus Plus-2S version was introduced in June 1969. Total production was 5,200 according to Lotus records.

Type 51

Spaceframe Formula Ford single-seater introduced for 1967 based upon the trusty old Type 22/31 series design. 218 built, so no rarity today . . . Type 51A run included for 1968 Formula Ford.

Type 52

1968 Lotus Europa prototype fitted with a twin-cam engine. It was aimed at the home market but the project was shelved, a Europa TC finally being released in 1971.

Type 53

A Lotus Components sports-racing car project, derived from the 23-series design. Project shelved.

Type 54

The Europa S2 production mid-engined coupé, 1968. Featured detachable — as opposed to bonded-in — backbone chassis plus improved trim and equipment.

Type 55

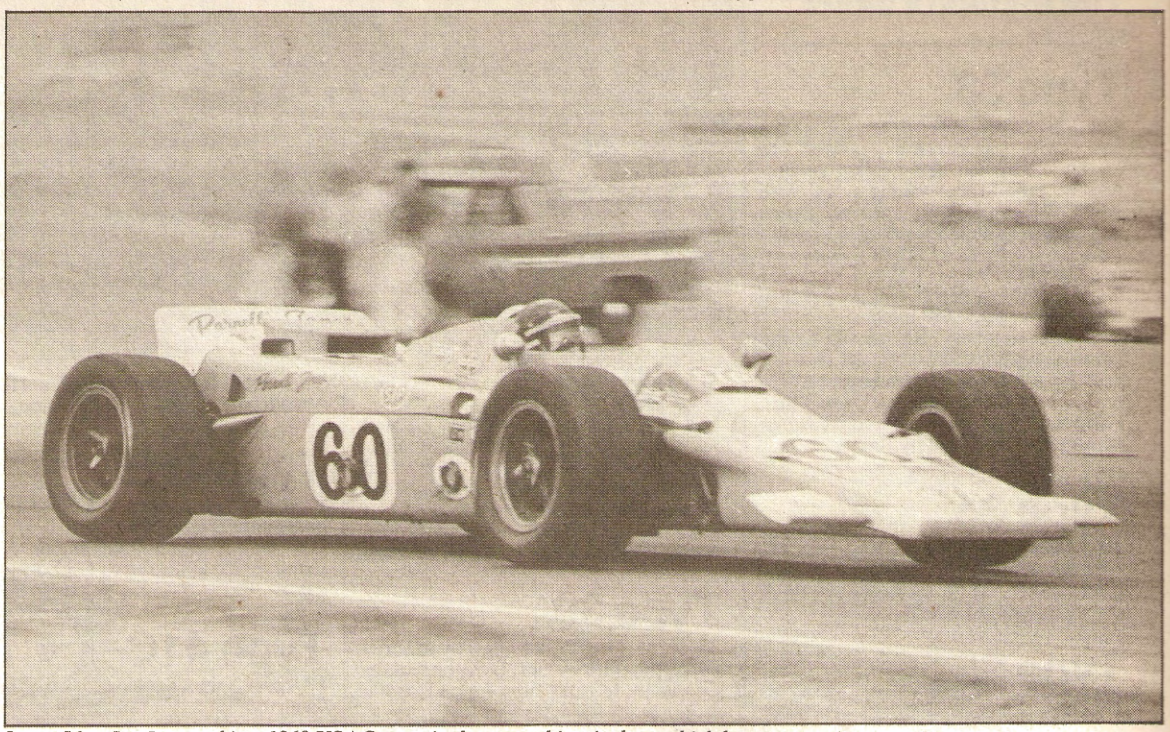
Formula 3 Lotus '41X' with wedge-shaped body profile developed for Gold Leaf Team Lotus use, driven by John Miles. One-off, 1968.

Type 56

The stunning door-stop; wedge-profiled 1968 Indy gas turbine four-wheel-drive car using Pratt & Whitney power, run in STP dayglo orange cars at the Speedway and elsewhere in the USAC Championship Trail. Joe Leonard and Art Pollard dominated race until last laps when fuel pump fail-safes failed and the engines died. Graham Hill's car lost a wheel and crashed. Mike Spence killed in a 56 during pre-qualifying. Four cars built.

Type 56B

Slow-developing Formula 1 gas turbine 3-litre equivalent version of the Indy 56s, with four-wheel drive, ran Gold Leaf colours before ending its days gold-painted and on show today at the superb Donington Collection near Derby. Raced by Fittipaldi, Dave Walker, Reine Wisell. One-off, 1971.



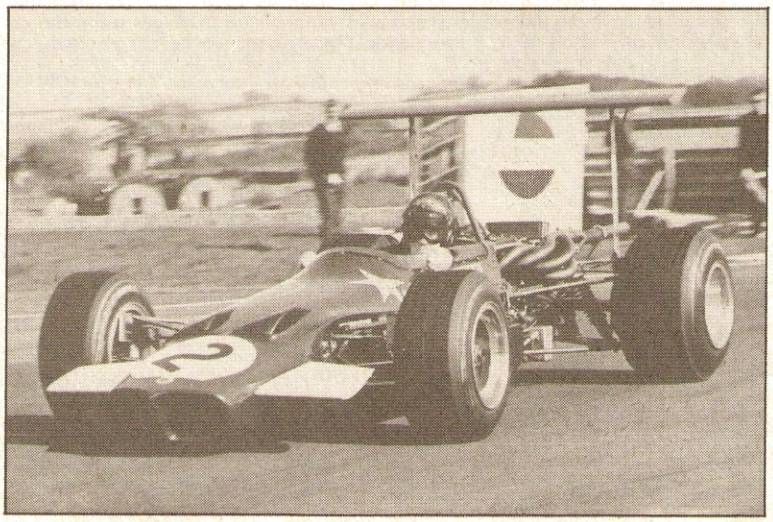
Lotus 56 — Joe Leonard in a 1968 USAC event in the gas turbine 4wd car which later matured into an F1 car.

Type 57

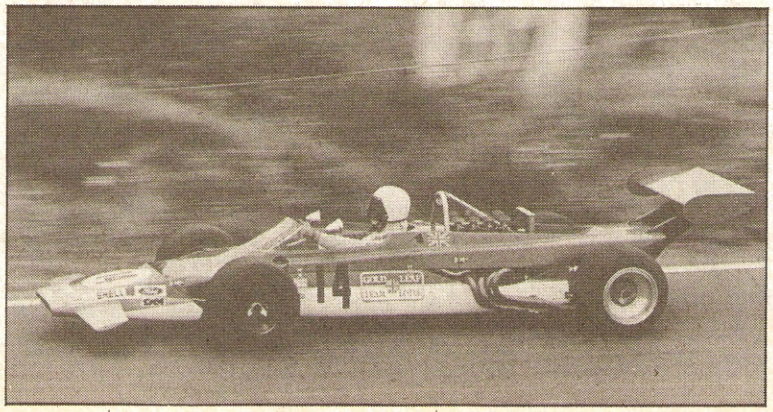
Obscure F2 1600cc design study completed early in 1968 with de Dion front suspension system, Gold Leaf livery. Was to have been tested by Clark on his return from Hockenheim, '68 . . . Lotus 72-shaped wedge car.

Type 58

The 57 uprated for test purposes as a Formula 1 prototype, powered by the only good Cosworth V8 available at the time, a 2.5-litre DFW. Modified rear end to take ZF gearbox. Graham Hill tested it, didn't like it, and the de Dion idea was shelved. This car is being restored today at Ketteringham for the Lotus Collection.



Above: Lotus 59 — Jochen Rindt wins the 1969 Thruxton Easter Monday Formula 2 race. Below: Lotus 63 — the expensive 4wd failure, practised complete with stretched wings by John Miles at the 1969 British Grand Prix.



Type 59

1969 Formula 2/3/B spaceframe racing car with the distinctive plug-ugly divided nose inlet. The 59B name was applied to the F2/B variants.

Type 60

Lotus 7 Series IV. Lotus Components/Lotus Racing built 430 by 1971 when production was transferred to Lotus Cars, at Hethel.

Type 61

1969 Formula Ford spaceframe with wedge-shape bodywork. 248 built. One was given as an AUTOSPORT competition prize: Tiff Neddell won it. Type 61M 'modified' car for 1970-71, lower frontal area.

Type 62

Tubular framed Europa Coupé with 1990cc 220bhp slant-four engine developed by Lotus from a Vauxhall base, known as the 'LV220/240' series. Two cars built, raced in Gold Leaf colours, 1969.

Type 63

The expensive error. Formula 1 four-wheel-drive Cosworth-powered cars for 1969, which flopped. Based on Type 56 experience.

Type 64

The most complex racing Lotuses built at their time, 1969 Indy cars with four-wheel-drive and turbocharged Ford V8 power. Some 530bhp from 2605cc, four cars built. Andretti set record times in Indy practice until rear hub failed and his car was destroyed in a lurid accident. New parts could not be made in time so ▶

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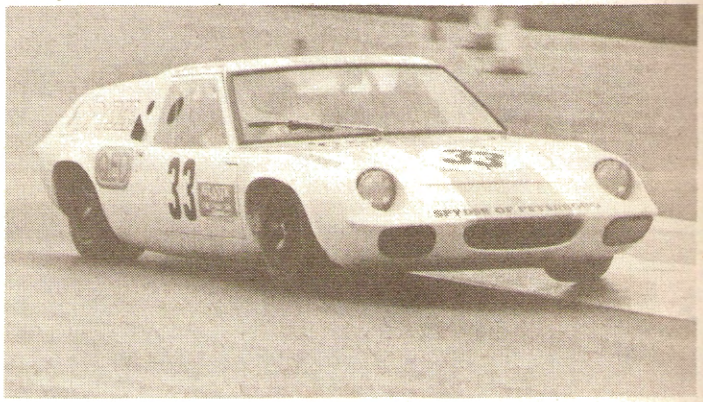

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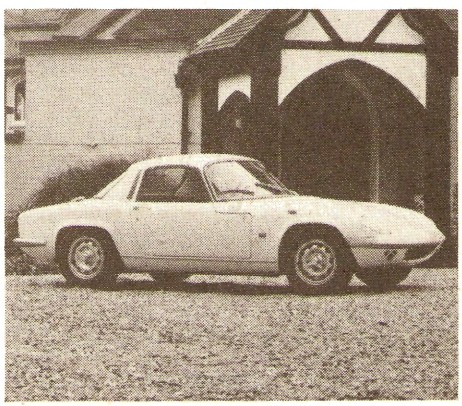

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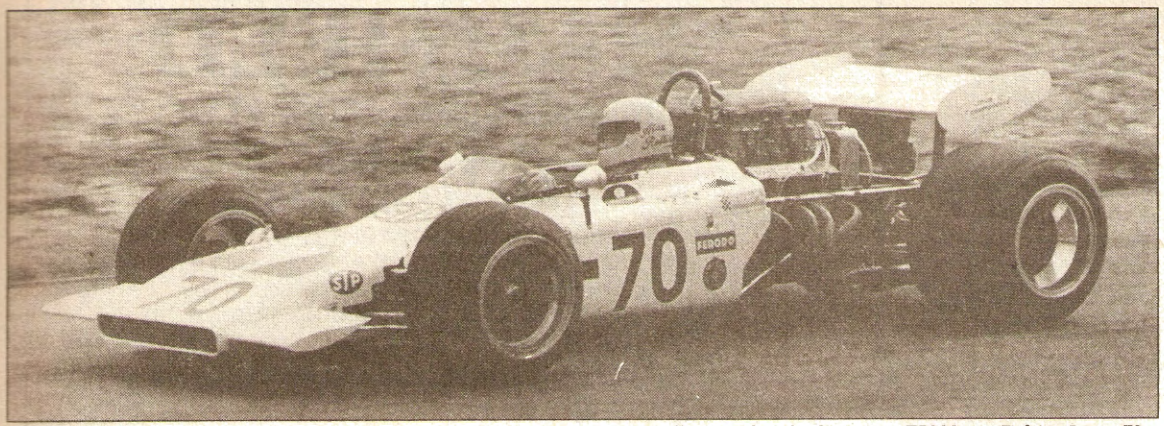
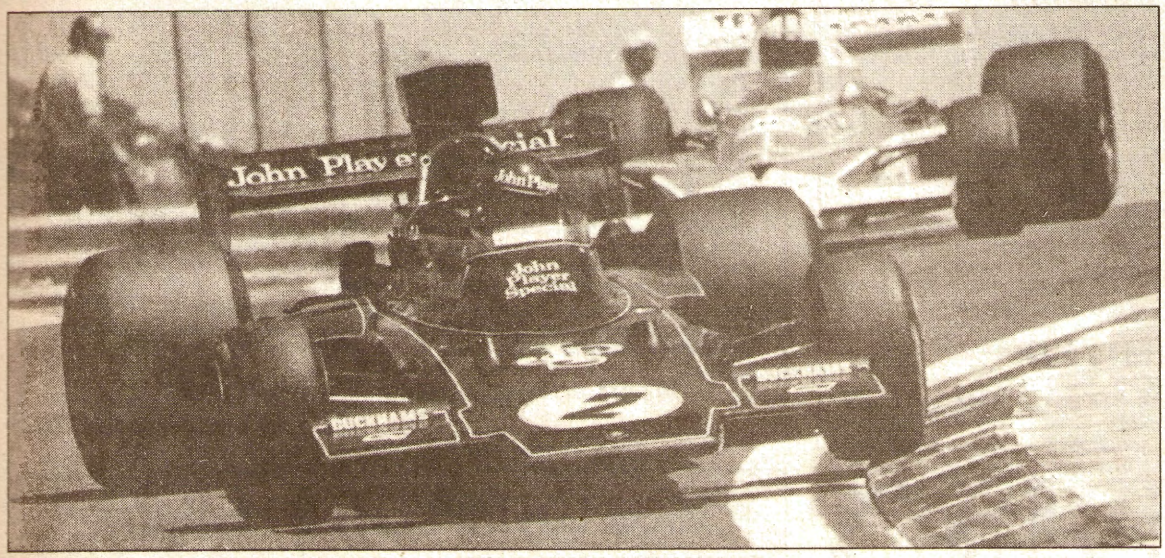
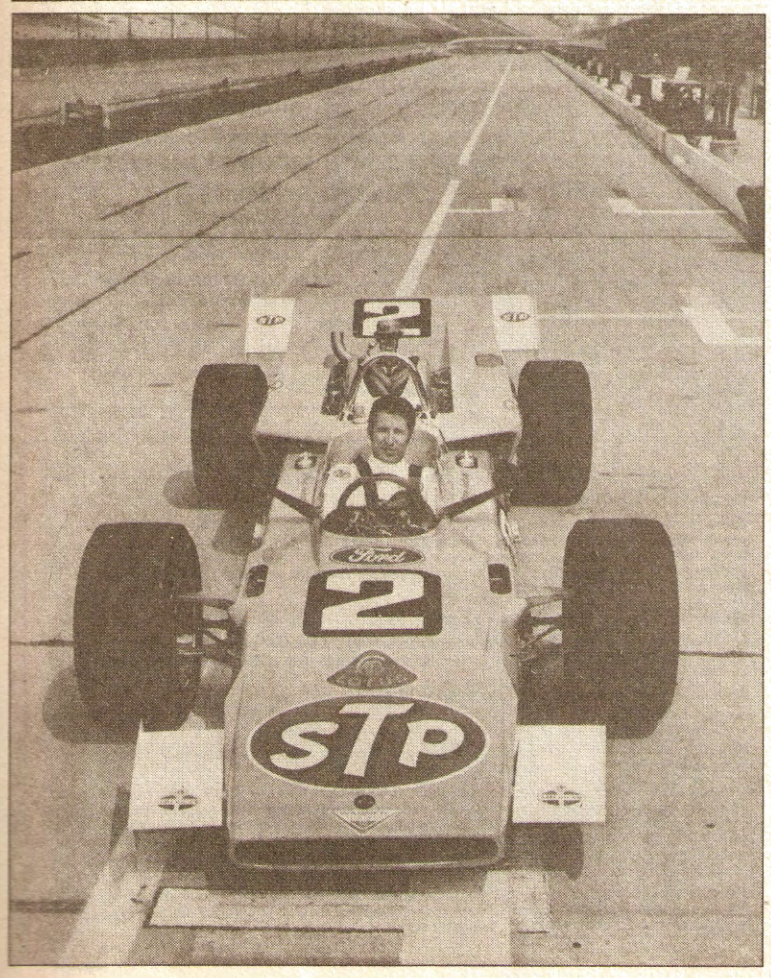
Lotus: 30 years on



Above: Lotus 70 — Alan Rollinson at Oulton Park, 1970, in what was generally considered to be a nasty F5000 car. Below: Lotus 72 — a true classic with the fabulous Ronnie Peterson driving. Bottom: Lotus 64 — Andretti in a complex car which never raced.





The numbers game
continued

cars scratched from race, Hill and Rindt losing their drives. Andretti took out Granatelli's ancient Hawk-Ford, and won. Four off, one can be seen today at Donington.

Type 65
1970 Federal-body regulations Europa for US market.

Type 66
Not disclosed by Lotus, for reasons best known to them . . .

Type 67
Proposed 1970 Tasman car, but Championship regs changed to admit Formula 5000 and car not built.

Type 68
Prototype Formula A/5000 single-seater, with wedge profile built in 1969 for 480bhp, 4945cc 'Boss' Ford V8 engine, subsequently developed as the Type 70 production F5000 car for 1970, tail radiators re-sited in the nose. One-off.

Type 69
1970 F2/3 car developed from the successful 59 series, in part, for the F2 cars used monocoque chassis nacelles with tube engine bays, and the F3s were pure spaceframes — also used in Formula Ford, etc. Very confusing. Fifty-seven were built.

Type 70
Like the 30/40s really, an unsuccessful Lotus with an American V8 engine. The wedge-shaped definitive Formula A/5000 car for 1970. Seven built, and by general consent, a nasty car.

Type 71
Like the 66, still not disclosed by Lotus.

Type 72
The epochal torsion bar suspended, wedge-profile 1970 Formula 1 car with hip radiators and all-inboard brakes which taught the Formula 1 world all about low unsprung weight and the ability to make soft, sticky tyre compounds survive race distance. Carried Jochen Rindt to his World Championship in 1970, but he lost his life in one.

World Championship double with Fittipaldi in 1972, plus Constructors' title for third time in 1973. The car which introduced black and gold John Player Special livery to the circuits, and Ronnie Peterson to Grand Prix victory. A total of 'nine' cars were built, numbered '72/1' to '72/6', then renumbered 'JPS-1', 'JPS-2' etc retrospectively, and theoretically in the case of cars long since destroyed or sold out of Team hands. '72/1' was rebuilt as '72/4' which was the private Rob Walker team late-'70 car for Graham Hill.

Type 73
Formula 3 car driven by Tony Trimmer and Bernard Vermilio in Team colours, 1973, later converted to F2 use with Nova 2-litre engine for testing. Two off. Not a success . . .

Type 74
This number is applied both to the Team Lotus F2 Texaco Star single-seat project of 1973 for which two chassis were built, and to Lotus Cars' Twin-Cam Europa production model.

Type 75
The revived Lotus Elite with its completely new styling and Lotus-made engine. Up to Spring 1982 Lotus Elite production in this series totalled 2,820.

Type 76
Another dual-purpose serial, used by Team Lotus for the unsuccessful 1974 intended replacement for the ageing Type 72s. Also known as the John Player Special Mark I, chassis numbers were 'JPS-9' and 'JPS-10', only the two built. They were as heavy as the 72s, worse to handle, and less reliable. You can't win 'em all . . . The Lotus Cars Type 76, however, is the highly attractive and successful fast-back Eclat version of the road-going Elite. To Spring 1982, Eclat production stood at 1,757.

Type 77
The 'adjustacar' experimental Formula 1 design evolved to replace the 72 and unfortunate 76 in 1976. Three cars were built, numbered 'JPS-11', '12 and '14 — no 13 of course — and they formed the

John Player Special Mark IIs so far as Colin and his sponsors were concerned. The car developed to a pitch which brought Team back to GP success after the lean 1975 season, Andretti winning in Japan.

Type 78

Perhaps the greatest Lotus land-mark car of all time, that which introduced 'ground effects' management to racing car design, in 1977. The John Player Special Mark III. Four cars were built, numbered 'JPS-15'-'JPS-18' and gained dominance if dogged by mechanical failures.

Type 79

Black beauty, the John Player Special Mark IV for 1978 in which Andretti and Peterson slaughtered all opposition. The most handsome Grand Prix Lotus ever built. Five cars were built into 1979 when they carried green Lotus colours with Martini sponsorship. Gave Andretti his World Championship title and Lotus their seventh Constructors' Championship success. Numbers 'JPS-19' to 'JPS-22' and '79/5'. Lotus Cars used this Type 79 serial number for their production Esprit Series 1.

Type 80

The 1979 Formula 1 hope with extended ground-effect under-wings extending around the gearbox. Proved an unmanageable device, persistently 'porpoised'. Two cars built initially, ran in only three events, salvaged third place in the Spanish GP, Andretti driving. A third car has since been built up from spares, largely exhibition use.

Type 81

The 1980-81 Essex-sponsored Formula 1 cars, four of which have been built. Number also used by Lotus Cars for the Sunbeam saloon car project with Talbot.

Type 82

The production Turbo Esprit, introduced in 1980. The most stunning production Lotus ever built.

Type 83

Series II production Elite 1980.

Type 84

Series II production Eclat 1980.

Type 85

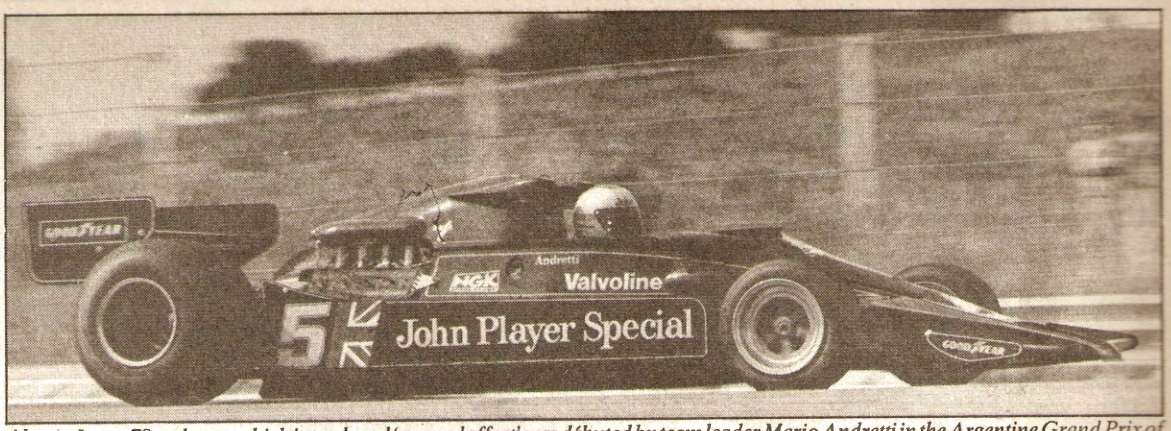
Series III Esprit, production of this model (all types) reaching 2,511 by Spring 1980.

Type 86

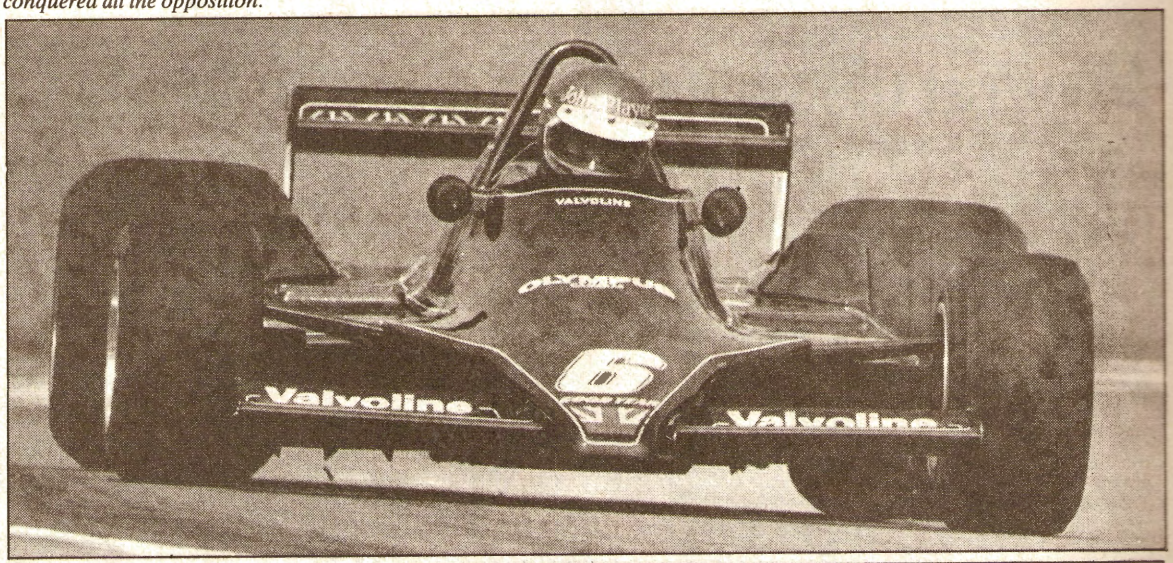
The first 'dual-chassis' ground-effects Formula 1 car intended to insulate the driver from hard-riding aerodynamically-loaded car behaviour. First conceived at Ricard-Castellet in October 1979 tests, drawn by end of that year, completed October 1980 and tested at Jarama in November. One-off.

Type 87

Schemed as conventional car in the first half of 1980 with Type 88 running gear enclosed in conventional Type 87 body.



Above: Lotus 78—the car which introduced 'ground effect' was débuted by team leader Mario Andretti in the Argentine Grand Prix of 1977. Below: Lotus 79—Ronnie Peterson in 'Black Beauty' at Brands Hatch in 1978, the year when this Colin Chapman masterpiece conquered all the opposition.



Type 88 took precedence. 87 was resurrected when the 88 ran foul of the regulations. In original form the 87 was schemed to match fully-skirted regs promulgated by the Constructors' still-born WFMS race series rules. Four 87s exist today, two converted to 87Bs with lower weight and 15 instead of 13ins front wheels for '82, and there is also a fifth chassis converted to 88 'dual' specification.

Type 88

An improved and lightened 'dual-chassis' development of the Type 86, whose trials and tribulations are recent history . . . Two 88s exist, including the 87-chassised model mentioned above.

Type 89

Forthcoming project, not disclosed.

Type 90

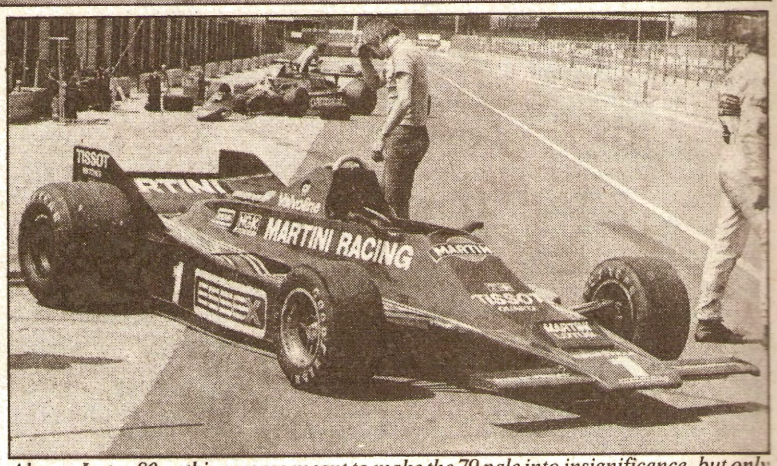
Forthcoming project, not disclosed.

Type 91

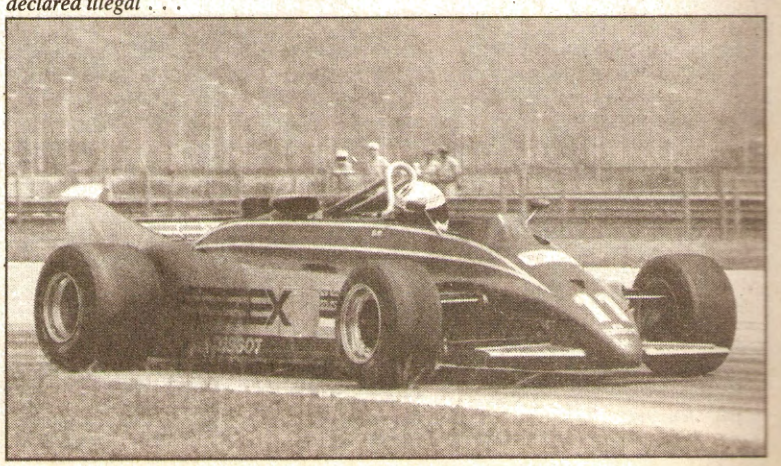
The current 1982 Formula 1 design; the first-off car using the same Kevlar-carbon fibre monocoque structure as the Type 87B. To keep the chassis numbers in sequence, the first-off Type 91 is actually numbered '91/6'. Two 91s exist at the time of writing and a third will be complete early this month.

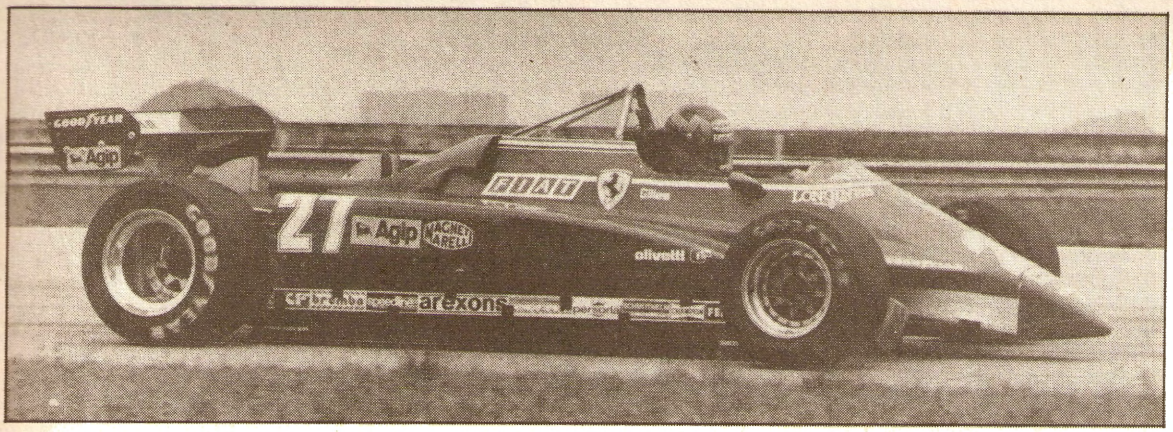
Type 92

Ash, that would be telling . . . ■



Above: Lotus 80—this car was meant to make the 79 pale into insignificance, but only three races were run before the 80 was dismissed as a failure. Below: Lotus 88—another Chapman innovation. Elio de Angelis is pictured in the 'dual-chassis' car which FISA declared illegal . . .





Gilles Villeneuve led the Brazilian race and he won the US Grand Prix West in 1979, what chance or a repeat performance this Sunday?

US GRAND PRIX WEST

Down at the beach

NIGEL ROEBUCK previews this weekend's Long Beach Grand Prix

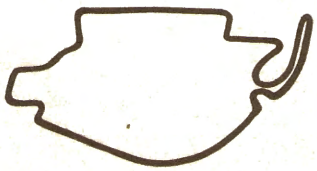
LONG BEACH, CALIFORNIA

2.13 miles (3.42 kms)
Lap record: Nelson Piquet (Brabham BT49), 1m18.830s, 91.094mph.

TIMETABLE
Practice

Friday	10.00-11.30 (untimed)
	13.00-14.00
Saturday	10.00-11.30 (untimed)
	13.00-14.00
Sunday	10.00-10.30 (warm-up)
Race (75.5 laps, 160.81 miles)	
Sunday	13.00-15.00

All these times are local and 8 hours behind GMT.
This means that the Grand Prix is due to start at 22.00



BROADCASTING
Radio 2 MW

Saturday	17.30 approx. (practice news)
Sunday	23.02 (progress report)
	24.00 (race results)

BBC2 TV

Monday	19.10-19.45

PREVIOUS WINNERS

Year	Driver	Nat	Car	Speed
1976	Clay Regazzoni	CH	Ferrari 312T	85.572mph
1977	Mario Andretti	USA	JPS-Ford	96.889mph
1978	Carlos Reutemann	RA	Ferrari 312T3	87.096mph
1979	Gilles Villeneuve	CDN	Ferrari 312T	87.808mph
1980	Nelson Piquet	BR	Brabham BT49	88.047mph
1981	Alan Jones	AUS	Williams FW07C	87.600mph

GRAND PRIX FORM GUIDE

Last six Grands Prix						Driver	Nat	Car
2	6	5	5	R	1	Nelson Piquet	BR	Brabham-Ford BT49C
R	R	R	11	R	R	Riccardo Patrese	I	Brabham-Ford BT49C
9	R	11	R	7	6	Michele Alboreto	I	Tyrrell-Ford 011
10	R	R	NQ	16	9	Slim Borgudd	S	Tyrrell Ford 011
R	R	R	R	—	—	Mario Andretti	USA	Williams-Ford FW07C
NQ	NQ	NQ	10	5	2	Keke Rosberg	SF	Williams-Ford FW07C
R	R	2	7	6	4	John Watson	GB	McLaren-Ford MP4B
—	—	—	—	4	R	Niki Lauda	A	McLaren-Ford MP4B
6	R	R	R	9	R	Eliseo Salazar	RCH	ATS-Ford D5
—	—	—	—	10	7	Manfred Winkelhock	D	ATS-Ford D5
5	4	6	R	8	R	Elio de Angelis	I	Lotus-Ford 91
R	R	R	4	R	5	Nigel Mansell	GB	Lotus-Ford 91
—	—	—	—	—	NQ	Roberto Guerrero	CO	Ensign-Ford N181
1	1	R	2	1	3	Alain Prost	F	Renault RE30B
R	R	R	R	3	R	René Arnoux	F	Renault RE30B
—	—	—	—	12	10	Jochen Mass	D	March-Ford 821
—	—	—	—	—	R	Raul Boesel	BR	March-Ford 821
NQ	NQ	NQ	NQ	17	R	Chico Serra	BR	Fittipaldi-Ford F8D
NS	7	R	12	13	R	Andrea de Cesaris	I	Alfa Romeo 182
R	8	4	3	11	R	Bruno Giacomelli	I	Alfa Romeo 182
R	R	R	R	R	R	Eddie Cheever	USA	Talbot-Ligier-Matra JS17B
R	R	1	6	R	R	Jacques Laffite	F	Talbot-Ligier-Matra JS17B
R	R	3	R	R	R	Gilles Villeneuve	CDN	Ferrari 126C2
R	5	R	9	18	8	Didier Pironi	F	Ferrari 126C2
NQ	NQ	NQ	NQ	—	NQ	Brian Henton	GB	Arrows-Ford A4
—	—	—	—	NQ	12	Mauro Baldi	I	Arrows-Ford A4
R	9	R	R	R	11	Jean Pierre Jarier	F	Osella-Ford FA1D
—	—	—	—	NQ	NQ	Riccardo Paletti	I	Osella-Ford FA1D
R	R	8	NQ	14	R	Derek Daly	IRL	Theodore-Ford TYQ2
NQ	NQ	NQ	R	R	NQ	Derek Warwick	GB	Toleman-Hart TG181
—	—	—	—	NQ	NQ	Teo Fabi	I	Toleman-Hart TG181

Christopher Robin Pook will have been delighted by the big news which broke at the weekend: Mario Andretti *will* be in the Long Beach Grand Prix, after all, replacing Carlos Reutemann, who has announced his retirement from motor racing (see *Pit & Paddock*).

The former World Champion's presence will do nothing but good for the gate, but it is a shame that Reutemann's skills, always seen at their best at Long Beach, are lost. Andretti will partner

Mario Andretti — Williams FW07 outing.

Keke Rosberg, of course, and this race will almost certainly mark the last appearance of the now legendary Williams FW07s.

Frank's cars finished one-two in California 12 months ago, and must be highly favoured this weekend. Serious opposition? From Brabham, certainly. Nelson Piquet won at Long Beach two years ago, and is always a factor there. And Riccardo Patrese started the 1981 race from the pole.

How will the turbos go? Renault have yet to shine anywhere on a street-circuit, but their throttle response is much improved these days, and remember that Alain Prost finished second in the Las Vegas car park last October. He and Rene Arnoux will be difficult to pass, and could be more of a factor than many expect. Similarly, Gilles Villeneuve (another former Long Beach winner) and Didier Pironi will have the Ferraris stoked up in qualifying, but the C2s have shown themselves to be hungry for tyres.

Both Lotus drivers have the Long Beach knack, and I expect the 91s to figure strongly. Nigel Mansell reckons that this is a race he can win, and anyone who saw him through the swerves at Monaco last year would go along with that. And the other team which comes strongly into the reckoning is McLaren, with Niki Lauda and John Watson both very likely to finish in the money.

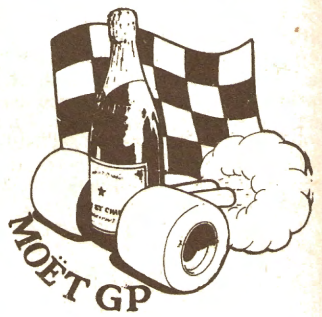
Andretti for Reutemann is the only driver change on the Long Beach card, and no new cars are scheduled to appear. Other entries include Michele Alboreto and Slim Borgudd (Tyrrell), Manfred Winkelhock and Eliseo Salazar (ATS), Roberto Guerrero (Ensign), Jochen Mass and Raul Boesel (March), Chico Serra (Fittipaldi), Andrea de Cesaris and Bruno Giacomelli (Alfa Romeo), Jacques Laffite and Eddie Cheever (Ligier), Brian Henton and Mauro Baldi (Arrows), Jean-Pierre Jarier (Osella), Derek Daly (Theodore), Derek Warwick and Teo Fabi (Toleman). ■

WORLD CHAMPIONSHIP

Alain Prost	13
Nelson Piquet	9
Keke Rosberg	8
Carlos Reutemann	6
René Arnoux	4
John Watson	4
Niki Lauda	3
Nigel Mansell	2
Michele Alboreto	1

CONSTRUCTORS CUP

Renault	17
Williams-Ford	14
McLaren-Ford	7
Brabham-Ford	9
Lotus-Ford	2
Tyrrell-Ford	1



The US Grand Prix West could be one of the hardest race results to predict this year, particularly since the circuit has been considerably altered from the track used last season.

For your information, Alan Jones was the victor in 1981 at a speed of 87.6mph but remember that the race was run before the cars were returned to full ground effect. So the cars will be faster but the track will be slower, you pays your money and you take your choice . . .

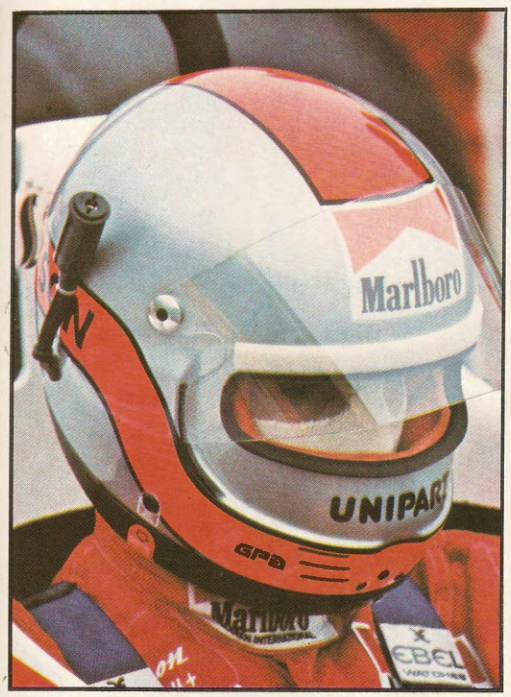
The new circuit extensions have made the track approximately 0.2 of a mile longer, and lap speeds are expected to drop by about 5mph or more. As the circus does not have the opportunity of testing at the west coast venue there really are very few pointers to go by.

Send your predictions to AUTOSPORT Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

Facing Page
What price the rubber-hungry Ferrari 126Cs in Long Beach? The Alfa-Romeos are also among the dark horses for glory on the West Coast. John Watson has finished in the money twice this year, maybe he can get even further up the scale on the beach. Derek Daly is long over-due for a result in the new Theodore.

Marlboro
23
Agip

Ferrari
GOODYEAR
Agip
Agip
olivetti


Marlboro
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THEODORE
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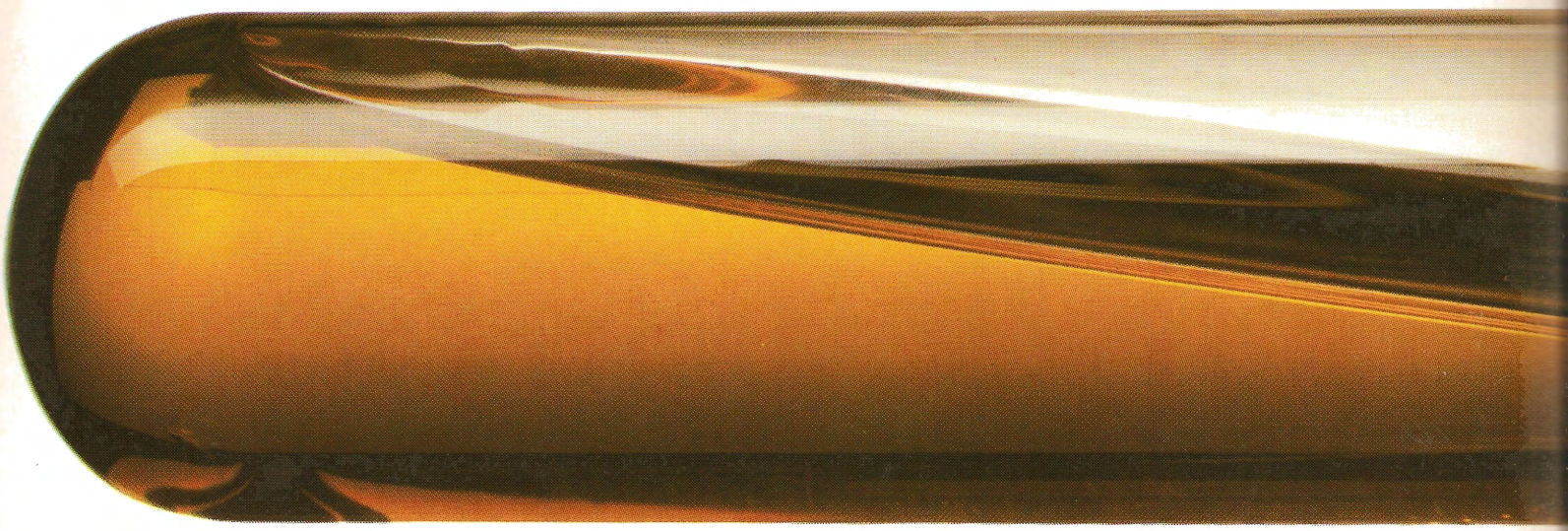

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To Shell Oils, a rally car is simply a test tube on wheels. A test tube for proving in practice what our scientists tell us in theory.

Work starts with a laboratory stage that lasts about three years, testing at temperatures from −30°C to 250°C.

From the test tube, new oils are driven 6½ million miles in stationary test engines and real cars.

Work on new oils takes place at Thornton Research Centre, near Chester. And last year, Thornton's efforts made us successful in rallying.

Shell Oils took the World Manufacturer's Championship with Talbot, and the British Championship was won with Vauxhall and Opel.

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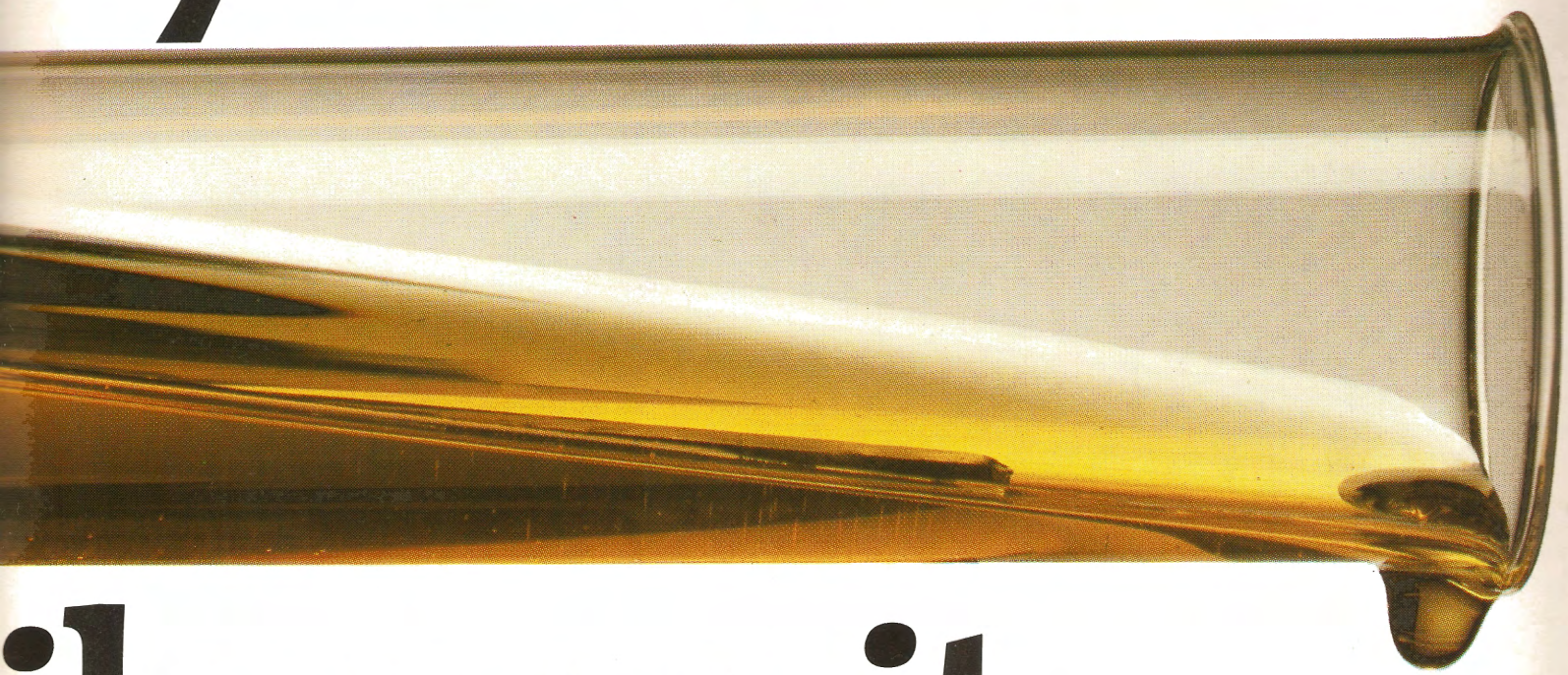


ils see it.

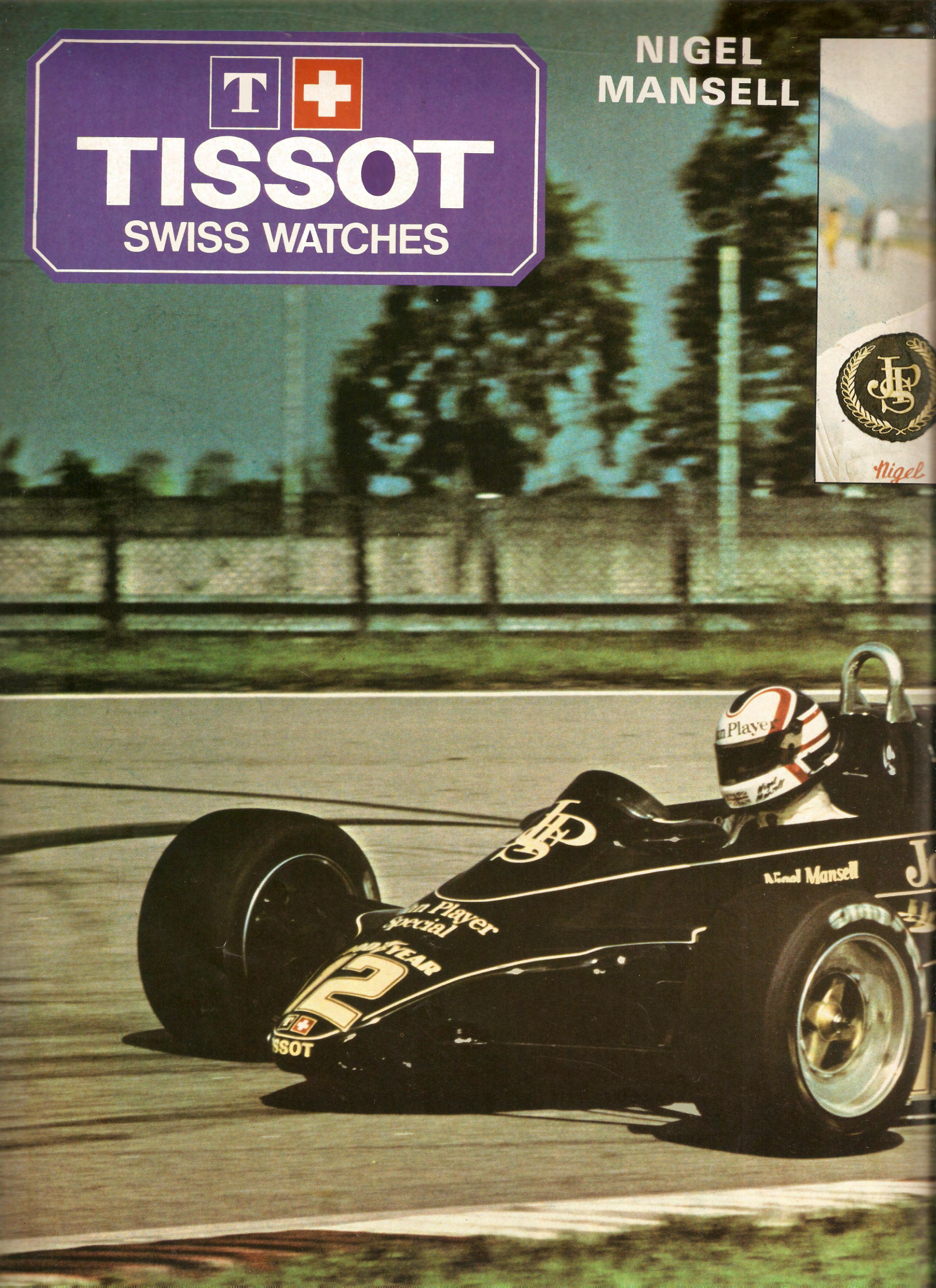
This year, we're out with the same running mates, and we're all set to do it again.

All Shell Oils meet the high standards that have made us successful in motor sport.

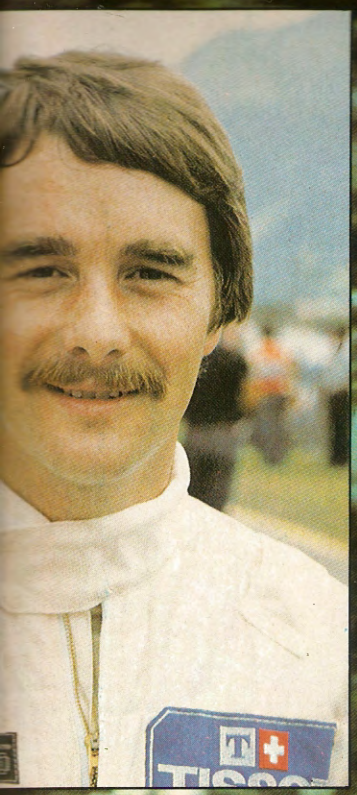
And because we give our oils such a rough ride, you can be sure of a smoother one.

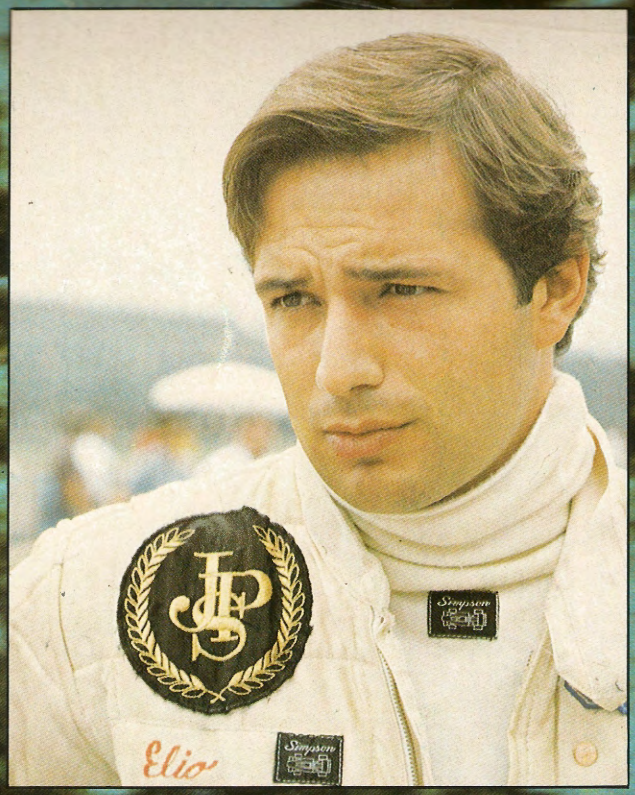
Shell Oils

No oils are driven harder.


TISSOT
SWISS WATCHES
NIGEL
MANSELL
Nigel
Nigel Mansell
Special
2

ELIO de ANGELIS





Autosport

Wasps rou

They've heard it's got a 2.2 Lotus engine.

They can see the speedo clocks 140.

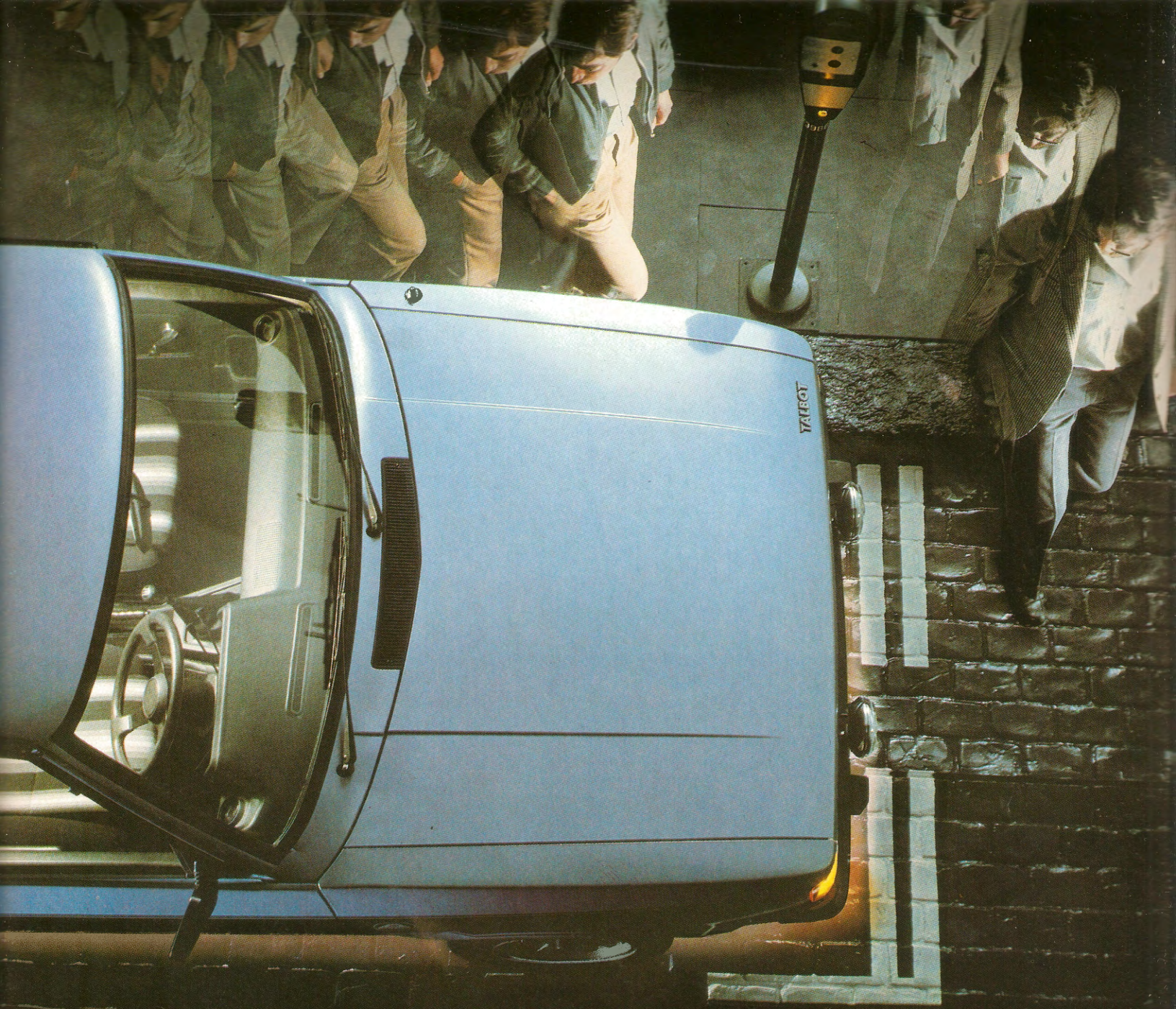
They're told it reaches 60 from a standing start in a distinctly unsluggish 6.8* secs.

They can finger the alloy wheels and moonstone blue paintwork.

But only you know what it's really like to drive.

For the name and address of your local Talbot dealer see Yellow Pages.

* Motor Magazine.



nd a jam jar.

At which point all they'll smell is the exhaust.
If they're lucky.

The New Talbot Sunbeam Lotus.

TALBOT

ON THE MOVE

Marlboro
Marlboro
23

FIAT
27
Agip
MAGNETI MARELLI
LONGINES
GOODYEAR
arexons
brembo
SKF
PIENNE
BAZZI
CHAMPION

Fifth Column

BY NIGEL ROEBUCK

Qualifying: a joke

As a race, there is no doubt that the Brazilian Grand Prix — the first half of it, anyway — was a great success, the nimble (Nimble — the lighter loaf. Geddit?) Brabham and Williams of Nelson Piquet and Keke Rosberg fighting with Gilles Villeneuve's turbo Ferrari. I watched Piquet's BT49D, the only leading car *with* front wings, not losing that much to the French-Canadian down the straight, and wondered anew about the supposed iniquity of the equivalence formula. When you keep in mind all the additional problems of running a turbo — greater weight, heavier fuel load, higher tyre wear, inferior throttle response — you wonder if all the fuss is really justified.

It was good that race day turned out well, for the two days of qualifying were diabolical. Most of the time, the drivers stood around and sweated. Each had, after all, but two sets of Q-tyres, and each was good for only one *really* quick lap. Hence, you had to pick your moment. You needed that track to be as quiet as possible because you couldn't afford to sacrifice a lap. If Joe Soap wandered across your path, too bad. You kept your boot in it, hoped he might glance in his mirrors . . .

Timed practice, as it is today, with qualifying tyres permitted and only two sets per driver, has therefore achieved two undesirable aims: it is at once unnecessarily risky for the driver and monumentally tedious for the spectator. But who cares? Let's be realistic about this. TV is there only for Sunday, right?

Time was when any enthusiast worth the name treated a Grand Prix meeting as a three-day business, with the days of qualifying a necessary and exciting build-up to the race. You savoured the last few minutes of the final session, when all the aces hurled themselves into the fray for one last balls-out lap. You strained to hear the commentator's voice as he announced a last minute improvement for Jochen Rindt or Jimmy Clark, chewed your nails in anticipation as Ronnie dug deeper into his courage and reflexes, pitched that black and gold blur into attitudes exotic even by his own previous standard. At the end of practice, you were trembling.

This was the theatre of Grand Prix racing, a most vital element, and one which is being eroded. Perhaps that Madison Avenue zombie was right after all: "You can fool all the people all the time if the advertising is right and the budget is big enough." People do still come to watch practice, when all is said and done. They did so in Brazil, even if they hissed and catcalled every time proceedings were halted, which was every time someone spun, which was often.

The closing minutes of qualifying in Rio were still. The stars had done their thing earlier on. Tyres were used up. The grid was set.

The point of all this is that practice and the race have become entirely divorced. To get your grid position, you run qualifiers which, on an abrasive surface like that at Rio, give you four miles of useful service. After that, chuck 'em away. Your car is set up entirely differently. Draw in your breath, grasp the wheel firmly (none of your finger-tip artistry in the cars of today!), and hope for the best.

Nelson Piquet set the fastest lap of the race, with a time half a second slower than *anyone* went in practice. Villeneuve's Ferrari, which led the first half of the race, had a fastest race lap *nine and a half seconds* off its qualifying time!

Ban qualifying tyres, you say, and most of the pit lane would agree with you, but how to enforce the rule? That's what they all say, and they're right. There's always integrity, of course, but that's like the John Cleese sketch where the merchant banker is asked to contribute to a charity. He looks blank, uncomprehending. "What's the dividend?" he asks. "Well, there is no dividend. It's a charity. A gift . . ." comes the reply. "Ah, yes, a gift!" Pause. "What is that, actually . . .?"

Ken Tyrrell has a good idea: abolish timed practice. All the constructors have been asked to make suggestions about the next Formula 1, which will come into being in 1985. Tyrrell suggests a single untimed session, for setting up, on Saturday afternoon, with the following day's grid decided by the finishing order of the previous race.

The idea is not as odd as it seems at first sight. It would reduce everyone's costs — hotels, engines, spares — considerably, and it would eliminate any question of gumball tyres for qualifying. And think of the early laps, as the aces who retired early last time carve through the drones. I watched Mario Andretti do that at Indianapolis last year, and that on its own made the trip worthwhile. But Ken is not optimistic that his scheme will be accepted.

Spectators — who?

"You want to know what it's like to drive a modern Formula 1 car?" said Nigel Mansell, after the Brazilian Grand Prix. "Well, I'll show you." With that, the Lotus man rolled down his sock to reveal a mass of lumps and bruises, as if someone had been at work on his shins with a hammer. "That," he went on, "is what happens when you go over bumps. Your legs get shaken all over the place."

This, the first *Fifth Column* of the 1982 season, follows a well-trod path, as certain people will doubtless remind me in Long Beach. I fervently believe that the modern Grand Prix car — with skirts and without suspension — is an expensive piece of nonsense, which does nobody any good, and I shall continue to thump this particular tub until: (a) the cars become sensible again, devices to be driven, rather than endured; or (b) I become totally disillusioned with it all, and go off to devote myself to good works or growing vegetables.

Can anyone tell me where lies the merit in a 'car' which batters its occupant, exposes him to lateral g-forces which cause his vision to blur, requires him to have muscles like Garth simply to turn the steering wheel — and which still contrives to look boring? Constantly we hear the cry for greater safety in motor racing, and constantly the changing face of the sport is introducing *fresh* dangers. Thanks to the qualifying tyre rule, we have drivers taking ridiculous risks during practice. Thanks to the weakness of FISA against what Patrick Head calls "outside forces," we have cars which induce a fit young man like Riccardo Patrese to black out after driving one for 100 miles. Can you imagine the consequences of the Italian's yonderly spinning around if half a dozen cars had been close behind him? Do we have to have someone die before changes are made?

The problem is, of course, that while everyone agrees that changes *must* be made, no two people appear able to agree on *how* they should be made. Some constructors want to see turbos banned on the grounds that the cars approach the corners too quickly; some think that tyre widths should be reduced, some that the plan area of the car should be diminished, others that flat-bottomed cars should be mandatory.

Gordon Murray: "I certainly believe that cornering speeds are getting out of hand, but I don't think that reducing the plan area will solve the problem. The only way to cut cornering speeds, in my opinion, is to reduce the actual area available for the creation of downforce. If we had pencil-slim cars, as in the old days, it would be mighty hard to get any downforce out of them. But the drivers wouldn't like them because they're less safe in the event of a shunt. I would advocate a reduction in the width of the sidepod, together with narrower tyres. And I think that hand in hand with that should also be some sort of power restriction."

Murray reckons that flat-bottomed cars is not the way to go, and Frank Dernie of Williams goes along with that: "Even with flat-bottomed cars, we'd find a way of getting ground effect. That's our job, after all. In fact, I've already tried a couple of ideas on those lines . . ."

The drivers are obviously a little more united, although not totally so. "No one outside of Formula 1 can know how bad these things are to drive," remarked Gilles Villeneuve! "There is a moment, going over a bump and turning into a corner at the same time, where you lose vision. You don't black out exactly," (this was after practice, before the Patrese incident) "but everything goes blurred. The g-forces are unbelievable. Steering is like being in a big truck with the power steering not working. And you can't slide them, first because it's not efficient, loses you time, and second, because you don't have the balls to do it. The cars are too twitchy for that.

"After a while, your sides ache, your head aches, and you become consciously aware of not enjoying driving a racing car. You know, I think I'm one of the guys who *likes* driving, who really enjoys it normally. So if I'm feeling this way, you can imagine how some of the other people feel about it.

"Tomorrow, after the race, people are going to be bitching like hell about fatigue and so on. But then we'll go to Long Beach and Imola and Monaco, where the g-forces will be less, and the thing will get forgotten. Zolder, I guess, will be quite a good killer, Brands Hatch will be *something else*, and who can imagine how it will be in Austria . . ."

Villeneuve then went on to talk about a forgotten subject: the public. Their interest is something which passionately concerns him.

"The crowd is losing out, and that is really bad. OK, we don't get any pleasure from driving these cars, but forget about that. We're paid to do it, and people will say, 'Even if it hurts, drive it.' I understand that. But if we went round the corner 20mph slower, the public wouldn't even see it. And if the cars were *driveable*, they would like that. Overtaking is 'ard because the braking zone has disappeared. You lift, point it into the corner, dab the brakes as you go towards the apex.

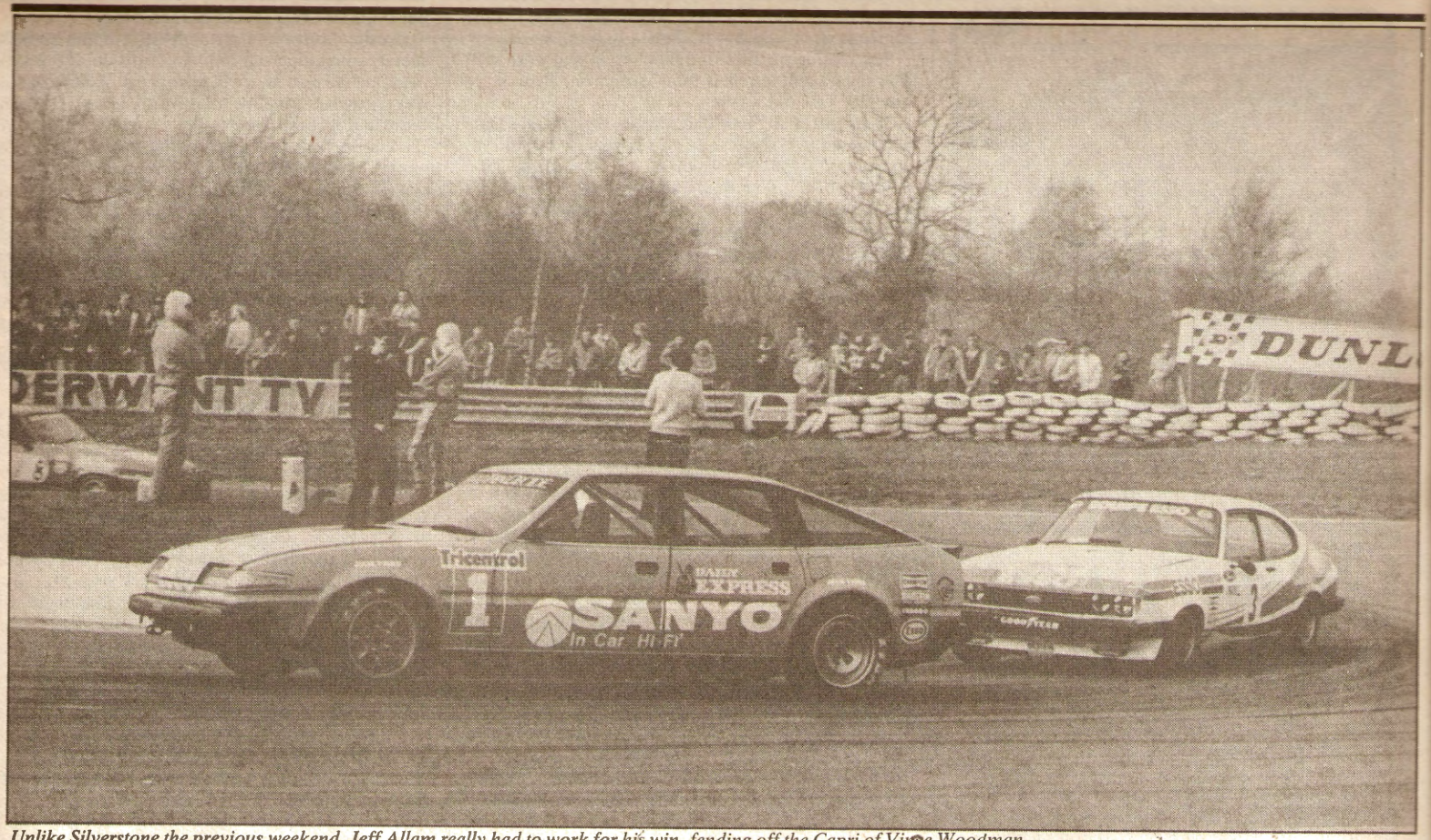
"The ideal for me would be something like a McLaren M23 with a 5-litre engine, 800 horsepower, 21ins rear tyres. I'm not in favour of narrower tyres because you need a lot of rubber to slow you if you spin. And you need a lot of power to unstick big tyres. And that would be a ☆☆☆☆☆☆☆ great spectacle, I can tell you. Corners would come down a gear, and we could get the things sideways. People still talk about Ronnie Peterson in a Lotus 72, and I understand that. I'm with them. That's the kind of entertainment I want to give to the crowds. Smoke the tyres! Yeah!

"Why are we so concerned about straightline speed? Formula 1 is very slow on the straight, slower by far than CART or NASCAR, even CanAm. Reducing power is just a political argument used by people like Balestre. It's the cornering speeds — particularly the corner *approach* speeds — which are out of hand because we hardly have to brake any more. Look at Pironi's accident at Ricard: through the catch fence, over the guardrail, across the dirt bank, onto the spectator fence. If that had been the race, he would have killed spectators, for sure, and we *cannot* risk that.

"We must have cars with no seal to the ground. Flat-bottomed cars are not enough. They'll find a way round it. Of course the aerodynamicists don't like the thought of no more ground effect, but the public don't come to see aerodynamic brilliance. They come to be entertained, to see a spectacle, not to watch cars that look like the drivers are bedding the brakes in!"

Racing people constantly accuse journalists of being too pro-Villeneuve. What amazes me is that they should wonder why. ■

Facing page
Top: Alfa Romeo . . . or McClaren? It is difficult to tell the difference between the McClaren MP4 and this car, one of the new Alfa romeo 181s with Bruno Giacommelli at the wheel. Bottom: Bottom. Photos: International Press Agency.



Unlike Silverstone the previous weekend, Jeff Allam really had to work for his win, fending off the Capri of Vince Woodman.

Flying high

Allam and Rover win again — Capris close — Nightingale and Percy take classes — Dooley defeats Metros — Report: MATTHEW CARTER — Photography: JEFF BLOXHAM.

If the Rover can win at Mallory Park, then the Rover can win anywhere. That, in a nutshell, is the conclusion reached after watching Jeff Allam put on a masterly performance in a car not at all suited to the circuit.

But, unlike at Silverstone last week, this was no walk over. Allam had to work hard for his win, coming under strong pressure from the Capri of Vince Woodman with the similar cars of Gordon Spice and Andy Rouse not far behind. There may not have been many starters in the larger class split race, but all were flying . . . but then the day was sponsored by Caribbean Airways.

Down in the smaller classes, Win Percy again sewed up the 1600cc honours, but in the tiddlers it was the case of Metro mayhem . . . of the five entered no fewer than four hit trouble, leaving the class to a surprised and delighted Jon Dooley. He had entered his Alfasud for the race in place of the troublesome GTV6, hoping to pick up a few points. He was the last person expecting a win.

Although grids were uncharacteristically small for Tricentrol Group 1 events, the racing was good, the sun was shining, and — oh joy — there were no protests.

G1 TRICENTROL SALOONS — MALLORY PARK — 2

ENTRY & PRACTICE

Mallory Park has never been kind to the Rovers, a handful of fifth places is the best the V8 beast can show for its trips to the lakeside circuit. But things have changed since the car's last visit to Mallory. The Rover is now a winner . . . and on a circuit that is known to favour the lighter, nimbler Capris, the Rover had to put up a good showing. There would be no excuses.

In common with most of the leading teams, the Sanyo-backed 'works' Rovers made the trip to Mallory a day early. Tight timing on Sunday — not helped by lingering fog — would mean the G1 cars would only get one timed practice session. Saturday testing, therefore, was all-important, even though a plethora of engine blow-ups meant the team was treading an uncomfortable tight rope . . . no testing meant Jeff Allam would have too much to do in that single session, but any testing mishap would have given the hard-worked mechanics all sorts of problems they could do without.

As ever, compromise was the only solution. Number one driver Jeff Allam tested, number two man Frank Sytner had to make do with just Sunday's timed runs. However badly the compromise affected Sytner, Saturday testing certainly helped Allam. At the end of the session he had manhandled the Rover to his second pole position of the season . . . no mean feat when the three top Capri men were hungry for revenge.

Now back on Dunlops — and with a new soft race compound at their disposal — the red Shell/*Daily Mirror* cars of Gordon Spice and Andy Rouse and the white Esso machine of Vince Woodman were snapping at Rover's heels. Also new this year are demon Neil Brown engines said to give an extra 20bhp over last year's units . . . at the moment, however, those new engines are quick but fragile. Still there was hope. By the time the dust had settled, just 0.33s covered the top four men in the order Allam, Spice, Woodman, Rouse. A race was on the cards, even if the Fords had to use last year's 'safer' engines.

The second wave was headed by Rad Dougall's Patrick MotorSport Rover with occasional Capri competitor Graham Goode in his always immaculate Bestmoor Computers car and Charles Sawyer-Hoare *Daily Mirror* machine following.

Poor old Frank Sytner. "When I joined the team, Tom Walkinshaw said I would need three or four races to get to know the car before I could get up there to back

QUALIFYING

Classes A & B

Jeff Allam (3.5 Rover V8)	50.54s
Gordon Spice (3.0 Ford Capri)	50.67s
Vince Woodman (3.0 Ford Capri)	50.76s
Andy Rouse (3.0 Ford Capri)	50.87s
Rad Dougall (3.5 Rover V8)	51.28s
Graham Goode (3.0 Ford Capri)	51.73s
Charles Sawyer-Hoare (3.0 Ford Capri)	51.98s
Frank Sytner (3.5 Rover V8)	52.19s
Terry Nightingale (2.3 Mazda RX-7)	53.93s
James Burrows (2.0 Toyota Celica)	54.51s
Hamish Irvine (2.0 Triumph Dolomite Sprint)	54.90s
Mike Buckley (2.0 Ford Escort RS2000)	55.89s

Fastest qualifier of the tiddlers was Richard Longman

Classes C & D

Win Percy (1.6 Toyota)	52.01s
John Morris (1.6 VW Golf GTi)	52.63s
Tony Lanfranchi (1.6 VW Scirocco GTi)	53.53s
Richard Longman (1.3 Austin Metro)	53.91s
Steve Soper (1.3 Austin Metro)	54.08s
Robin Brundle (1.6 Audi 80GLE)	54.23s
Alan Curnow (1.3 Austin Metro)	54.47s
Andrew Thorpe (1.5 Alfasud Sprint)	55.15s
John Tait (1.6 Toyota Corolla)	55.26s
Neil McGrath (1.3 Austin Metro)	55.86s
Jon Dooley (1.3 Alfa Romeo Alfasud ti)	55.89s
*Jock Robertson (1.6 Ford Fiesta)	56.18s
Roger Saunders (1.3 Austin Metro)	56.70s
Terry Watts (1.6 Talbot Sunbeam ti)	57.70s
*Stewart Fowler (1.3 Ford Fiesta)	64.72s
Rob Kirby (1.3 Alfa Romeo Alfasud ti)	NT

*Did not start

up Jeff. I didn't believe him at the time . . ." Sytner, whose testing has been hampered by poor weather and whose racing experience with the car is virtually nil, was more than 1.5secs adrift of Allam, and in the absence of Dennis Leach the slowest Rover.

With the Mallory Park round of the championship being split, as usual, into two races, there were no 1600cc class interlopers out to embarrass the bigger class cars, so the rest of the small grid was made up of 2500cc class contenders. They were headed by Terry Nightingale's ex-works Mazda RX-7, a car proving itself to be something of a handful. "We have springs that are too stiff and the car is bouncing all over the place, I just hope I can keep it on the island," he said.

Perhaps the biggest surprise of class B — lacking Jon Dooley's Alfetta GTV6, the Gordon Bruce Mazda and the promised Tony Dickinson Escort RS2000 — was that James Burrows finally got the 2-litre Celica to move. It wasn't the slowest car in the class by a long way.

There was no real surprises in the 1600cc class. Win Percy's Hughes of Beaconsfield Corolla, in its simple but effective livery, was way ahead of the rest and reporting no problems, with John Morris (Morris Vulcan Golf) and Tony Lanfranchi (Shell VW Scirocco) tagging along. With Morris battling with a braking problem — boiling fluid is not the best way to peace of mind on a circuit that is no demanding on brakes — and Lanfranchi still trying to solve a handling problem, it looked as if the class leader was going to have an easy passage. Not so the baby class leader. Richard Longman's little red post box headed the class, certainly, but Steve Soper wasn't far behind, even if his yellow Hepolite Metro was going "as fast as I can get it to go."

Longman's Datapost Metro team-mate Alan Curnow was also in touch, but split by the recalcitrant Audi 80 of Robin Brundle, though the next Metro in the class — there were five entered in all — was some way back behind the Alfasud Sprint of Andrew Thorpe and John Tait's improving Toyota Corolla, both from the 1600cc class.

McGrath Everest Double Glazing car was one of five Metros entered in the class and still using Hydragas suspension, a set-up the team are going to abandon following last week's protests and subsequent RAC 'clarification' (see *Pit & Paddock*). Metros may be *de rigueur* in the baby class, but never underestimate the Alfa Romeo Dealer Team. Realising there is still much work to be done on his new Alfetta GTV6, Jon Dooley dusted off his trusty championship class winning Sud ti and took that to Mallory for an outing.

RACE ONE

With only 12 starters, the big class race looked bleak. But then as Gordy Spice said: "It only takes two cars to make a race . . ." How right he was.

As the cars readied themselves for the off, Spice's team-manager Keith Greene — happily uninjured in a road accident in the fog on the way to the circuit — gambled on tyres. With the lasting ability of the new Dunlops something of an unknown quantity, he put the Spice car on a combination of those and last year's harder rubber, while he kept the Rouse car on the newer tyres all round. While the Capris used Dunlops, it was Avons for the Rovers, the Dougall car sporting Melksham rubber for the first time.

Before the off Vince had been unhappy. "The outside of the front row is hopeless. Unless I can get a really demon start I haven't a hope of staying in touch with Jeff." True to his word, Vince was third into Gerard's having to tuck in behind Allam and Spice.

Tyre and gearbox trouble contributed to Rad Dougall's spin at the hairpin.

The smaller race easily fell to the talent of Win Percy in the Toyota Corolla.

But after the off Rouse was the unhappy man. On the line his plugs oiled up and as the lights changed he stuttered off in clouds of blue smoke being passed by the class B boys; the indignity of it all. By the end of the first lap he was ninth, but as the plugs cleared he started flying. At the front Allam led, enjoying (if that's the word) a couple of cars length buffer between him and the battling Capris of Spice and Woodman. But it was already hard work.

Vince, driving better this year than ever, was getting frustrated. He could see the blue Rover getting slightly away, but he was being held up by Spice. Gordy's troubles were simple — massive understeer caused by those harder tyres. On lap 9 (and after a couple gentle nudges from the Esso car) Spice let Woodman past and Jeff's slender lead was almost immediately gobbled up. If a Rover was going to win, its pilot was going to have to work for it.

Behind the leading battle, Rouse was scything through the field. From his first lap ninth, he was fifth by lap 4 and fourth two laps later, catching and passing a scrapping Nightingale and Irvine, a lonely Sytner, and tightly matched Goode, Sawyer-Hoare and Dougall on his way. Fourth was, however, to mark the end of his progress up the field. His press-on performance had rooted those tyres, and he was having trouble with a boiling engine.

At the front Spice dropped out of serious contention — though always there to benefit from mistakes — leaving Woodman to harry the young Allam, always close but never quite close enough to mount a serious charge. Theirs was a tremendous scrap, both men thoroughly exhausted after 25 gruelling laps . . . if Vince had been able to get by Gordy a little earlier or those demon engines were available, it might have been a different story. As it was the Rover got its victory, though some measure of how tough the fight had been, can be judged from the fact that both Allam and Woodman shared a record fastest lap.

Behind the leading four came Sawyer-Hoare and Goode who had had an entertaining fight with Dougall's Rover, until the latter dropped out with a combination of tyre and gearbox troubles which had helped cause a spin at the hairpin. Tyre troubles caused Sytner's weekend misery to get worse, Frank pitting with a deflating Dunlop and rejoining to finish behind the Mazda/Dolomite dice that headed the 2500cc class. Nightingale, therefore, took maximum points again but was aware throughout the race that it was his old car breathing down his neck.

RACE TWO

By contrast at the front of the smaller class race it was a foregone conclusion, with the top three repeating their practice form — once Morris had overcome a poor start and got by Lanfranchi to set off in a vain attempt to catch the winning Win.

No, the real small class action was happening behind. With 14 starters making the grid — gone home had the two troublesome Ford Fiestas of Jock Robertson and Stewart Fowler, but Rob Kirby had persuaded the Alfasud into life — it seemed that there were Metros everywhere. At the end of the first lap there were a pair up in fourth and fifth place, Longman heading Soper, and with others holding third, fifth and sixth in class. Dooley's Alfasud was the only interloper.

But things began to go wrong for the Metro men. First of all Curnow, involved in a splendid dice involving Andrew Thorpe's Sud Sprint and the well driven Brundle Audi, left his braking a little too late at the hairpin and bounced off the backside of one of his rivals breaking his headlamp glass. The irony of it all was that it was team-mate and class leader Longman who picked up the glass and a subsequent puncture.

Longman's tyre went at half distance at Gerard's, pitching him into the mud and dust. He limped round for new rubber in a (successful) bid to get a point for fastest lap, but he was effectively out of the running. And then there were four. The next to go was Curnow himself. Curnow, concentrating on a gearbox problem that had allowed Dooley past, simply failed to see Thorpe's Sud Sprint alongside and the pair tangled. And then there were three.

Now, leading the class comfortably was Steve Soper. "I dropped 1000rpm, started to take things easy, conserving the car for a finish, when suddenly I was in the barrier," said Steve.

A disbelieving Soper got out of the car to discover his front nearside wheel nuts had sheared. And then there were two — and the Dooley 'Sud in the class lead. The Metro mayhem was not over, however. Fourth and last Metro to hit troube was Neil McGrath, whose car suffered another driveshaft failure, giving a repeat performance of practice. And then there was one. Roger Saunders in his Wadham Stringer-backed car finished a delighted second in class behind Dooley with Longman four laps behind, but with a record fastest lap.

In the top class behind Percy (another to take a record lap) Morris and Lanfranchi, came Brundle — "The season's only two races old but our results are not far off what the works team managed all last year. There's still a lot more to come from the car, and from me, but it's fun so far." Behind young Robin came one of the elder statesmen of the series, John Tait, looking far happier in his new Corolla than he ever did in his venerable Celica of old. Final 1600cc points scorer was Terry Watts (Talbot Sunbeam ti).

Dooley could not believe his luck. An unexpected class win was just the boost the team needed, even if winter modifications made to the car were limited to a wash (no polish) and the removal of rust from the brake discs! "They mature with age, you see," said Dooley, patting his car on its nose and looking over to Kirby's new machine that had retired with a large hole through its new block. Percy, on the other hand, knew he was going to win. "That car is fantastic. I reckon you could take that to Oulton untouched and it will go well straight off the transporter." But Win is playing a waiting game, knowing that once Lanfranchi's Scirocco is sorted, his job might be a little more difficult.

The Easter holiday sees two rounds of the Tricentrol championship, the first at Oulton. If the Rover can win at Mallory, the Rover can . . .

MALLORY PARK (GB)
Mar 28
Tricentrol RAC British Saloon Car Championship, round 2
25 laps — 33.75 miles

Classes A & B, Overall
1, Jeff Allam (3.5 Rover V8), 21m 31.65s, 94.07mph;
2, Vince Woodman (3.0 Ford Capri), 21m 32.05s;
3, Gordon Spice (3.0 Ford Capri), 21m 32.96s;
4, Andy Rouse (3.0 Ford Capri), 21m 41.92s;
5, Charles Sawyer-Hoare (3.0 Ford Capri), 21m 55.55s;
6, Graham Goode (3.0 Ford Capri), 22m 07.44s;
7, Terry Nightingale (2.3 Mazda RX-7), 24 laps;
8, Hamish Irvine (2.0 Triumph Dolomite Sprint), 24 laps; 9, Frank Sytner (3.5 Rover V8), 23 laps;
10, James Burrows (2.0 Toyota Celica), 23 laps.
2501-3500cc: 1, Allam; 2, Woodman; 3, Spice.
Fastest lap: Allam and Woodman, 50.83s, 95.61mph **(record).**
1601-2500cc: 1, Nightingale, 86.85mph; 2, Irvine; 3, Burrows. **Fastest lap:** Nightingale, 54.85s, 88.61mph.

Classes C & D Overall
1, Win Percy (1.6 Toyota Celica), 22m 23.85s, 90.41mph;
2, John Morris (1.6 VW Golf GTi), 22m 32.61s;
3, Tony Lanfranchi (1.6 VW Scirocco GTi), 22m 37.16s;
4, Robin Brundle (1.6 Audi 80GLE), 23m 06.33s;
5, John Tait (1.6 Toyota Celica), 24 laps;
6, Jon Dooley (1.3 Alfa Romeo Alfasud ti), 24 laps;
7, Roger Saunders (1.3 Austin Metro), 24 laps;
8, Terry Watts (1.6 Talbot Sunbeam ti), 23 laps; 9, Richard Longman (1.3 Austin Metro), 20 laps; no other finishers.
1301-1600: 1, Percy; 2, Morris; 3, Lanfranchi. **Fastest lap:** Percy, 52.18s, 93.14mph **(record).**
Up to 1300cc: 1, Dooley, 86.23mph; 2, Saunders; 3, Longman. **Fastest lap:** Longman, 54.09s, 89.85mph.

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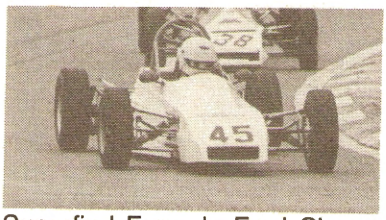

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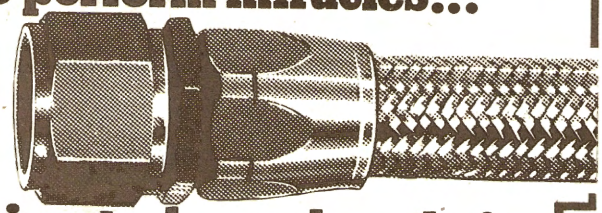

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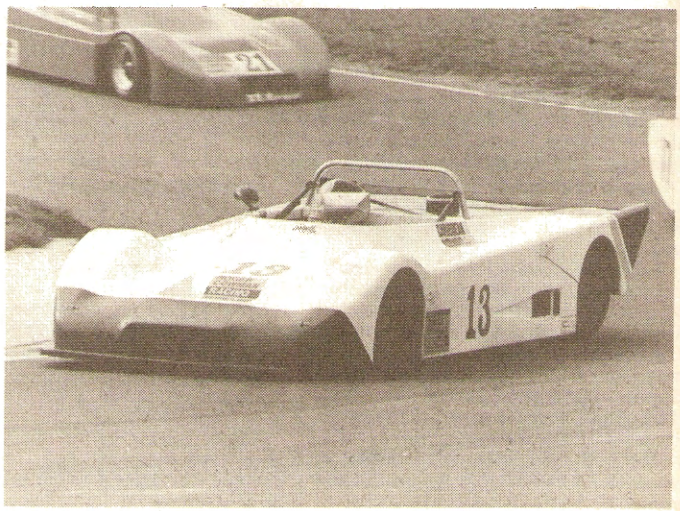

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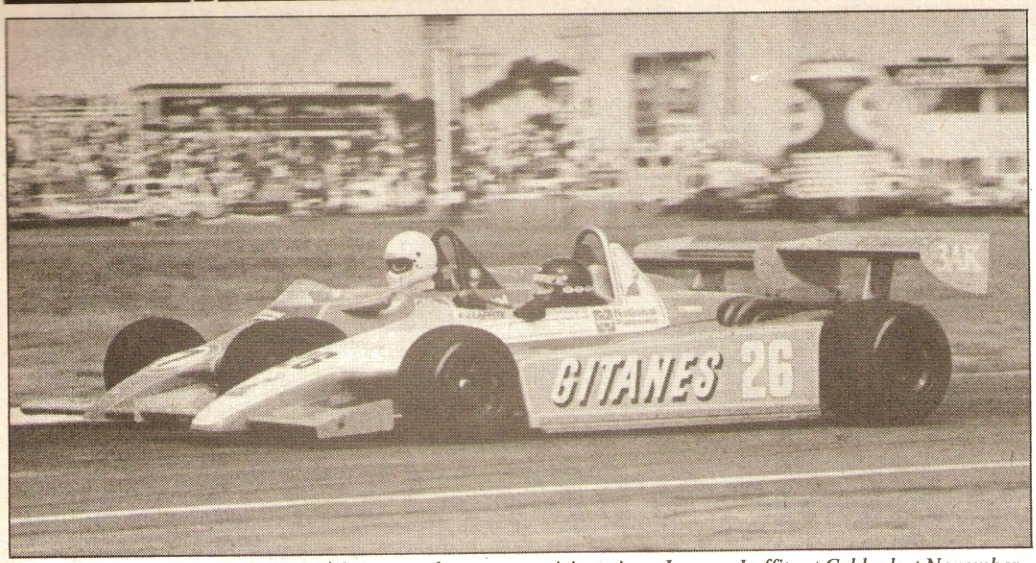


The sort of formula that Grand Prix drivers are happy to participate in — Jacques Laffite at Calder last November.

Atlantic — what future?

RON TAURANAC, in conversation with IAN PHILLIPS, looks at the problems involved in running a World Championship for Formula Atlantic cars.

The supporting race for the Long Beach Grand Prix next weekend is the opening round of the North American Formula Atlantic Championship. It's the highlight of the well-supported, very competitive North American series. It is road racing that people can afford. The same basic rules apply in Australia, New Zealand, Japan, Malyasia and Britain; ironically the name Atlantic and the current regulations were devised in Britain as a derivative of America's Formula B yet we are the only country not to be running a major national championship for the cars.

In the Far East there is a tiny Island called Macau which holds an annual motor racing extravaganza through its streets and Formula Pacific, as they call Atlantic over there, is the feature race.

One of the many people to take advantage of the organisers generosity at Macau last year was none other than Jean-Marie Balestre, President of FISA, who pronounced himself impressed with the cars and racing and demanded of one of his henchmen to find a way for FISA to have their own Atlantic championship.

The result, just one month later, was that Balestre announced at the December FISA Plenary Conference a Formula Atlantic/Pacific Championship *Mondiale* starting in 1983. Details of this proposed World Championship were scant but it was to run to 2-litre regulations and embrace all countries running Atlantic/Pacific races. Two litres? Yes, despite the fact that for 10 years the Formula has survived and thrived as a 1600cc formula, FISA have announced that their championship will be for cars with 2000cc to play with.

Canadian FISA Committee member Bob Hanna was charged with forming a sub-committee to devise the details of the new *Mondiale* series. Its members, P Taylor (Canada), K Suzuki (Japan), J Roxburgh (Australia), G Couzens (USA), D Romer (Canada), R Frost (New Zealand) and D Ongaro (GB) will be meeting this weekend at Long Beach to finalise their plans. Frost and Hanna will then seek ratification at the Spring Plenary in Casablanca later this month.

One person who is strongly opposed to any major changes to the regulations is Ralt cars chief Ron Tauranac. He currently produces the most popular Atlantic/Pacific chassis and probably 95 per cent of all new cars racing in the formula, world-wide, are Ralt RT4s.

"I am all in favour of a championship embracing all the countries currently running Atlantic or Pacific but the instigators seem to have gone into the area of romance as far as the regulations are concerned.

"Instead of accepting that, with a few anomolies, the current regulations are just fine, they somehow think they can run a World Championship financed by the engine manufacturers. They seem to think they can take a certain number of dollars off these manufacturers to support the championship. But at the moment the manufacturers involved don't produce a 2-litre engine or certainly not a racing version and in some cases don't even have 2-litre production engines suitable for modifying."

One of the anomolies Tauranac refers to is that the Ford Cosworth BDA, which has been the mainstay of British and American Atlantic, runs to a restricted valve size. The Formula Pacific countries in the Far East permit Datsun and Toyota engines with unrestricted valve size. Tauranac feels that the championship would be best served by bringing these engines into line with each other rather than the switch to 2-litre units.

"There is nothing wrong with the current engines. They are relatively inexpensive, produce enough power and there are plenty of them. I have got no fixed ideas on how they should be brought into line although the manufacturers may have. What they have got to do is see if the Datsun or Toyota engines could run to the restricted BDA valve size. If they can't then they would have to let the BDA go to bigger valves and either put a restriction on them or allow it to be free. It doesn't really matter, what is important is that more than one engine is permissable and they are all equal.

"The new regulations, which I have seen, have specifically mentioned 2-litre engines but haven't specified if they will be racing engines, four cylinder maximum, production-based or what. Maybe the Committee understand among themselves. But why change? History relates that new formulae based around engines which don't exist take years to get off the ground. The 2-litre F2 and F3 were classic examples. You must have the engine before the championship and I feel that any change in the Atlantic regulations now would kill it stone dead."

As well as the proposed engine changes, the investigating Committee also seem to have their own ideas on skirt rules, which Tauranac is against too.

"Instead of adopting the universal rule which applies to F2/F3/Atlantic/Pacific/SuperVee and so on at the moment, they are seeking to introduce a regulation which restricts skirts to being 1 cm above a transverse line at any point along the car. This was proposed at an F2 Constructors meeting three years ago and thrown out. There is one sound reason for it as far as I can see, the rest are non-valid.

"The sound reason is that it is viable and easy to check in scrutineering.

"Believe it or not there were plans to introduce this new ruling in America this year from January 1, with no notice. The Americans were led to believe, by somebody mixed up with FISA, that it wouldn't make any difference and that it was just a question of moving the skirt up three quarters of an inch and that it wouldn't make any different. I contend that that's not the case.

"If you just raise the skirt you lose a certain amount of down-force. If you lose down-force you need to go to softer springs and roll bars and alter the dampers. It is a new era, but the Americans were going to introduce it without any sort of testing by the manufacturers. I had no facility for testing it during the winter and so everyone was faced with doing their own thing. The Americans are always worried about litigation after accidents and realised it was potentially dangerous so at the last minute they threw it out.

"These sort of ideas should be tested in the summer and introduced as per the normal procedure: i.e. two years after the next January 1. What the rule makers don't understand is that even such a thing as raising the skirts by a centimetre could result in a 50 per cent redesign of the car. It requires a lead time and will always result in increased cost."

But how come such a change could be pushed through onto the Americans?

"Someone in FISA said it was going to happen in F2 and F3 and therefore they would have to fall in line because Atlantic/Pacific runs to F2 regulations. What they didn't say was that without 100 per cent agreement from the manufacturers such a change couldn't be introduced for two years.

"I objected strongly on a matter of principle because there is no way it was a safety measure. The current formula is as safe as you can get — or at least there is no record to suggest otherwise. Dallara in Italy also objected. They failed to acknowledge my objections and treated Dallara as an obscure manufacturer who didn't count. That's not right, he's been around a long time and knows the score.

"I don't mind if it is one centimetre up or down. But the ruling must be consistent and observe the mandatory period of notice."

The only other differences between the various national Atlantic/Pacific series are that the Americans run their rear wing 100 cms back instead of the more normal 80 cms and there is a slight variation in minimum weight limits both of which are easily overcome."

It appears to be obvious that the only real stumbling block to a uniform regulation to embrace a World Championship is the 1600cc engine valve size, the rest of the anomolies are easily taken care of by the manufacturers themselves. There is no need for FISA intervention or parochial decisions. As Tauranac sums up it is an ideal formula for a non-European international championship which is affordable by countries without great affluence or vast manufacturer influence.

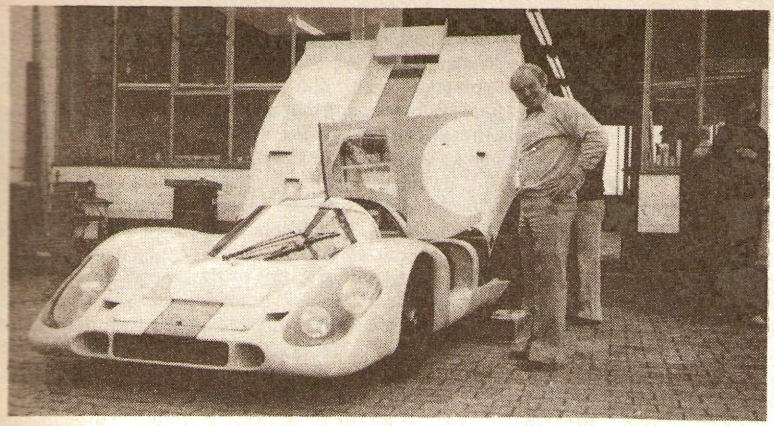
"The success of Atlantic/Pacific is that it is competitive and relatively cheap. It's not possible for big budgeted teams to buy an advantage — with control tyres the only difference possible is a maximum 5bhp engine discrepancy. It is so equal that with the right enticement, even Formula 1 drivers are happy to compete knowing they are in with a chance.

"Any changes now would be immoral. People have spent a lot of money buying cars which should see them through a lifetime's racing. Any change in the regulations would mean I would have to do a new car. The Australians, for instance, who for the first time in their history have a viable single seater formula, couldn't afford to change chassis *en mass*. A couple of people probably could and so overnight the open competitiveness has gone.

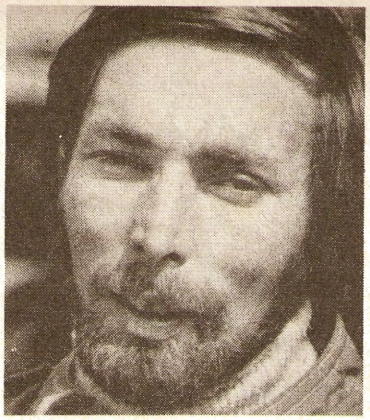
"Maybe the Americans or Japanese could afford a change — and I believe it is the Japanese who are really pushing for 2-litres — but there is no good reason for any change.

"FISA have an almost perfect set of regulations ready made to launch what would be a welcome World Championship. They should get it off the ground as it is and then introduce changes progressively and with the usual amount of notice.

"If they opt for two litres and other chassis changes, they will kill the series before it starts." ■



John Piper admires the Stoic Racing 917 at Kremer's Cologne workshops



Jurgen Barth — race outing at Brands

Barth to drive Stoic 917?

One of the most recent registrations for the Atlantic Computers Historic Special GT championship is Stoic Racing's superb Porsche 917 which has undergone a complete rebuild and restoration programme at Kremer's factory in Cologne since last season. The Stoic Porsche returned to Germany early last year as a reference work during the construction of the Kremer brothers's own 917 replica which appeared at Le Mans and Brands Hatch.

John Piper will drive the original Gulf-liveried 917 in selected Atlantic races and the Super Sports series although Porsche factory engineer Jurgen Barth has agreed to test the car beforehand at the Nurburgring.

AC defend marque honours

The Robin Hamilton Inter-Marque Challenge which proved so popular last season, is to continue in 1982 with full RAC championship status. The inaugural series was settled in favour of the AC Owners' Club only at the final round and this season's competition promises to be just as exciting. Six rounds will be run, the first at this weekend's JDC meeting at Silverstone. Aston Martins, Jaguars and Porsches will take on the mighty AC Cobras in teams of six cars.

Martin Colvill, The Hon Amschel Rothschild, John Atkins, Des Cassidy and Steve Hitchins represent the Cobra register on Saturday. The Aston team also looks particularly strong.

Turbo mania

Some people will go to great lengths, it seems, merely to take part in the BARC's Monroe Production saloon championship rounds! Surrey resident Albert Mirko trailed his ex-Mike Bennion Saab 99 Turbo to Oulton Park for Saturday's race, only to suspected piston failure.

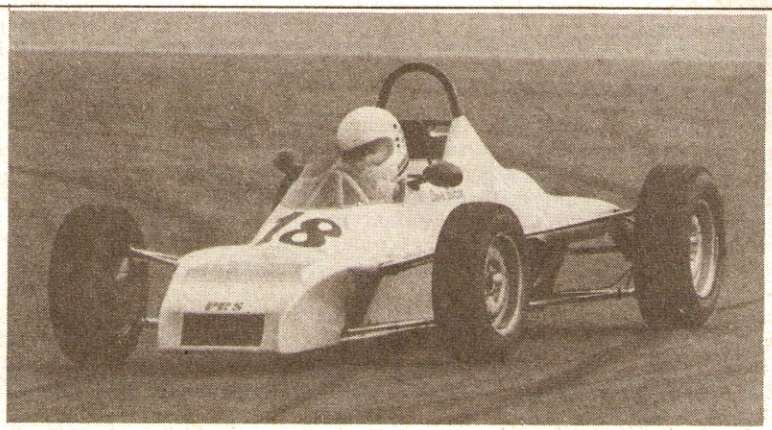
Closer inspection revealed a badly damaged cylinder head too so a non-start looked inevitable. Unabashed, Mr Mirko set off for the local Saab dealer and, after a reputed £7000 had changed hands, returned with a second-hand 99 Turbo. The road version's engine was then switched to the race car enabling Albert to compete.

John Booth — Euroseries FF2000.

Brits chase EFDA points

A strong contingent of British-based competitors will be taking part in EFDA's Euroseries FF1600 and FF2000 events this season. Britons will be among the leading 2-litre drivers who are taking in the round at Zolder on April 18, notably the Penistone pair — Russell Spence and John Booth.

Gregg Atkinson is following Benelux regional FF1600 events with his modified Agent while Don Hardman is taking his Royale over when finance allows.



Motasport International's attractive PRS was on the pace at Silverstone.

Promising PRS debut

Pro Racing Services' new 82F FF1600 chassis had a promising British debut at Silverstone on Sunday with 19-year-old David Button at the wheel of Motasport International's Scholar-powered car. Following a shakedown test at Mallory Park 10 days previously, Dave and the Hollman brothers's team ran the striking yellow car at Donington before preparing for the opening P&O Ferries/BARC championship event at the weekend.

A few minor revisions were made to the car in the light of development experience and Dave did a good job to qualify fifth. Button ran with the leading bunch throughout, keeping sensibly out of trouble, to score a similar placing in the race. A fresh engine will be installed next time out . . .

Chris to Continue

Wiltshireman Chris Marsh had a torrid time on the Grand Prix circuit at Silverstone during the International Trophy meeting last month, his smart Van Diemen-Nelson RF82 finishing the Esso FF1600 final enmeshed in the catch-fencing at Becketts. On his first visit to the full circuit the unsponsored Marsh did well to run with the leaders in the main race before tangling with reigning champion John Village.

Chris was knocked unconscious in the shunt — a fence post having caught him on the head — but swift action by the marshals, Silverstone's rescue crew and the St John Ambulance staff extricated him with little more than a stiff neck.

Fish forms new team

Calvin Fish and his father Roy have formed a new team in association with Royale Racing to offer spares and service to customers of the Bedfordshire marque. Based at Snetterton, Calvin Fish Racing will receive full backing from Alan Cornock and Bob Marston at the works.

Aalco go Bananas

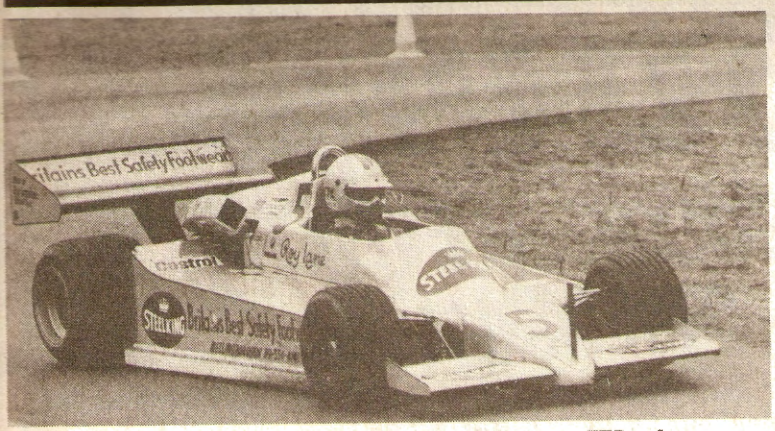
Aalco, the nationwide metal and plastics stockholders, have joined forced with Cardiff wine bar Bananas, to sponsor the peculiar looking but effective 'Wolseley Hornet' of Viv 'Buster' Wallace. The silver and mauve-liveried machine won the 1000cc class of the Wendy Wools special saloon championship at Silverstone on Sunday and finished runner-up to Tony Dickinson's misfiring Skoda.

Ian Taylor shows off part of his school fleet at its Thruxton base.

Fleet additions

The Ian Taylor Racing Drivers School at Thruxton recently took delivery of three brand new Lancia Beta Coupes to complement their fleet of Tiga FF1600 and Sports 2000 chassis.

Taylor, a former British racing champion in FF1600, FF2000, Sports 2000 and F3, is offering a wide range of 'business days' this year in addition to his excellent three-day racing courses and 'open days', the first of which takes place on April 14. Blue Circle and City Business machines have taken advantage of Ian's company outings in recent weeks.



Prepared by Roy and Anthony Lane, the Steel King Pilbeam set FTD at Loton.

Roy T. Lane — 20 years in the sport.

Lane's Philbeam — BMW

One of the most popular personalities in the hillclimb fraternity, Roy Lane is embarking on his 21st season of motor sport with a unique BMW-powered Pilbeam chassis.

Originally designed as Onyx Race Engineering's F2 circuit car, the Pilbeam passed through the hands of several hillclimbers before being acquired by the Warwick engineer last year. To make it nimbler than before, John Thompson of TC Prototypes in Woolaston has shortened the monocoque and completed the new engine installation while Mike Pilbeam has supplied his latest MP50 suspension and bodywork.

Euroracing's Ken Horton has reworked the 2.3-litre BMW engine, fitting bigger valves and revised fuel injection. Steel King safety footwear are sponsoring Lane for the third season. An FTD first time out at Loton Park bodes well for the former RAC champion's 25-meeting programme in 1982.

As well as backing the series, Bobcat will support Anthony Wolfe's Mustang.

Bobcat back ASCAR

American Saloon Car Auto Racing has gained a new lease of life with the announcement that Southern Mechanical Handling Ltd is to promote Clark Equipment's range of Bobcat skid steer loading shovels through the Geoff Oliver-administered ASCAR series, now in its third year. Aston Martin V8 models will be invited to compete against the assorted American cars in a 10-round championship.

The Bobcat ASCAR Challenge will visit five circuits and a minimum of £350 prize money will be paid at each round.

Leading contenders for the Bobcat ASCAR title include current champion Jon Fletcher, Jim Mensley, Brian Rice and Ricky Fagan (Camaros), Anthony Wolfe's neat Bobcat Mustang and David Howes's ex-G2 Javelin.

Donington GT opener

Most of the country's leading 'Super Saloon' and modsports competitors are gathering at Donington Park this weekend for the opening round of the *MN*-supported GT championship.

George 'Welly' Potter's much-improved Lotus Esprit-Chevrolet takes on Mick Hill's familiar Skoda-Pheonix in the battle of the 7-litre monsters although the dispute for outright victory is also likely to embrace the quickest machinery from the 3600cc and 2-litre classes.

Undoubtedly the most interesting newcomer is Jeff Wilson's magnificent Chevron B30-based BMW M1 clone while Tony Sugden's Esprit turbo and the normally aspirated versions of Pat Thomas and John Bothamley should pose major threats. Watch too for Alastair Lyall's Lotus Elan-BDX and Jim McGaughay's Renault 5 Turbo-BMW.

Sugden — back with the Esprit.

Hardman's surprise

Perennial hard-trier Don Hardman was surprised to learn last week that he had been re-instated as winner of the BRSCC FF1600 event at Mallory Park on November 9 last year. Walter Warwick's new Reynard was first to the flag but inquiries originated by the Scrutineers into the legality of the FF82's body work led to the Northerner's exclusion.

Last month Warwick was given back his win but a subsequent appeal has put the laurels irrevocably back around Hardman's neck. "I've actually received the prize money now so I suppose that is that", said a bemused Hardman at Mallory on Sunday.

MAE '81

One-litre F3 'screamers' are back! The current levels of interest in the Monoposto Club's Gates-Varley Historic F3 championship has prompted Holbay Racing Engines to offer their Ford-MAE power units once more.

Palmer to aid Evans

Jonathan Palmer was at Silverstone on Sunday, not as a driver but to advise novice Formula Fordster Gary Evans, a close friend of the family. Gary's father, who runs the Exclusive Cleaning Group, is assisting Jonathan's efforts in F2 so the Doctor was only too pleased to lend a hand within the Rushen Green Racing pit. Evans qualified very well for the P&O round but alas his Van Diemen fell foul of the melee at Copse on the opening lap.

Briefly. . . .

● Winchester Ford dealers UBM are running a new Fiesta XR2 in this year's BRSCC championship for Jenny Adams who — as Jenny Watson — is well-known for her FF1600 exploits in recent seasons. The New Zealander's husband Nick, a former Grovewood award winner, will also contest the series for another main dealer.

● Dutchman Hendrik ten Cate, who went well in Formula Ford with an old Crosslé last season, has graduated to FF2000 this year with a Delta to be run by Frits van Amersfoort. Ten Cate finished third at Zolder on his first 2-litre outing, just behind Cor Euser and Basil Mann.

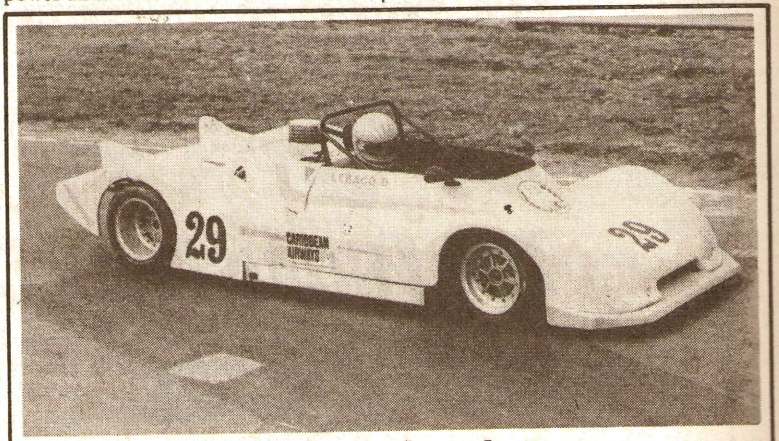
● Entries are still available for the Eight Clubs race meeting at Silverstone on April 24. Three high-speed trials plus handicaps and scratch events will be run on the same bill as 750F and F1300 championship rounds. Peter Burnham is the Secretary to contact at 67 Eaton Avenue, High Wycombe, Bucks.

● The Shepshed Racing Syndicate, founded in 1974, is fielding Castle Donington's Martin Bates in the Radio Brent FF2000 championship.

● Humbrol Car Care are sponsoring Castle Combe local Charles Tilley's move into FF2000 this season with a Royale RP30. The project will promote Humbrol's range of touch-up paints in particular.

● Special saloon stalwart John Schneider was out at Goodwood last week testing a Delta T78 FF2000 chassis. The London fashion designer reverts to his Chrysler Imp at Donington on Sunday.

● Ian Jacob's Matra Simca Bagheera makes its production GT debut at Donington this weekend after its testing roll at Brands recently.



Latest from Lebacq

Automobiles Lebacq arrived at Mallory Park last weekend with yet another unconventional machine for the company's Belgian founder to drive. Over the past couple of seasons, Daniel Lebacq has produced several Sports 2000 and Formula Atlantic devices although he has seldom started a race. The interesting Titan-powered S2000 car expired on the warm-up lap for Sunday's British championship counter.

Castrol

ADDITIONAL ASSOCIATED EVENTS
9th April - 31st May

9 APRIL
Clawthorpe. **Easter '82 with Cumbrian and Castrol 4WD Event**
Club: Cumbrian Rover Owners' Club.
Venue: New Biggin, Clawthorpe, Cumbria.
Starts: 10.00.

11 APRIL
Salisbury Plain. **Morning Star Motors Chieftain Rally in association with Castrol**
Club: Bath Motor Club Ltd.
Venue: Salisbury Plain.
Starts: 08.30.

12 APRIL
Amen Corner. **Castrol Fun Day Race Meeting**
Club: Nottingham Grasstrack Car Club.
Venue: Amen Corner, 2 miles south Ollorton roundabout on A614.
Starts: 13.00.

18 APRIL
Barkway. **Castrol Spring Meeting**
Club: Cambridge Kart Club.
Venue: Nuthampstead, near Barkway, Herts.
Practice: 11.30.
Starts: 14.00.

Stevenage. **Castrol Town Centre Autotest**
Club: Falcon Motor Club.
Venue: Car park, rear of British Home Stores, Stevenage, Herts.
Starts: 11.00.

2 MAY
Ashbourne. **Castrol Pennine Autograss Championship Cup Round**
Club: Pennine Autograss Club.
Venue: Darley Moor Raceway, near Ashbourne, Derbys.
Practice: 11.00.
Starts: 14.00.

Stratford-on-Avon. **League Championship in association with Castrol**
Club: Evesham Autograss Club Ltd.
Venue: Dodwell Farm, Stratford-on-Avon (Stratford-Evesham Rd.).
Starts: 12.00.

3 MAY
Windermere. **Castrol/May Day 4WD Trial**
Club: Westmorland Motor Club Ltd.
Venue: Garburn, near Windermere.
Starts: 11.00.

9 MAY
Felixstowe. **Felixstowe Autotests in association with Castrol**
Club: Eastern Counties Motor Club Ltd.
Venue: Langer Park Service Station, Langer Road, Felixstowe.
Starts: 10.00.

15 MAY
Alnwick. **Castrol Cheviot Enduro**
Club: North of Tyne Schools Karting Association.
Venue: Brunton Circuit, Brunton, near Alnwick, Northumberland.
Practice: Morning.
Starts: 12.00.

22 MAY
Tarporley. **John Graveley Sprint in association with Castrol**
Club: Lancashire and Cheshire Car Club.
Venue: Oulton Park, Little Budworth, near Tarporley, Cheshire.
Practice: 10.00.
Starts: 13.00.

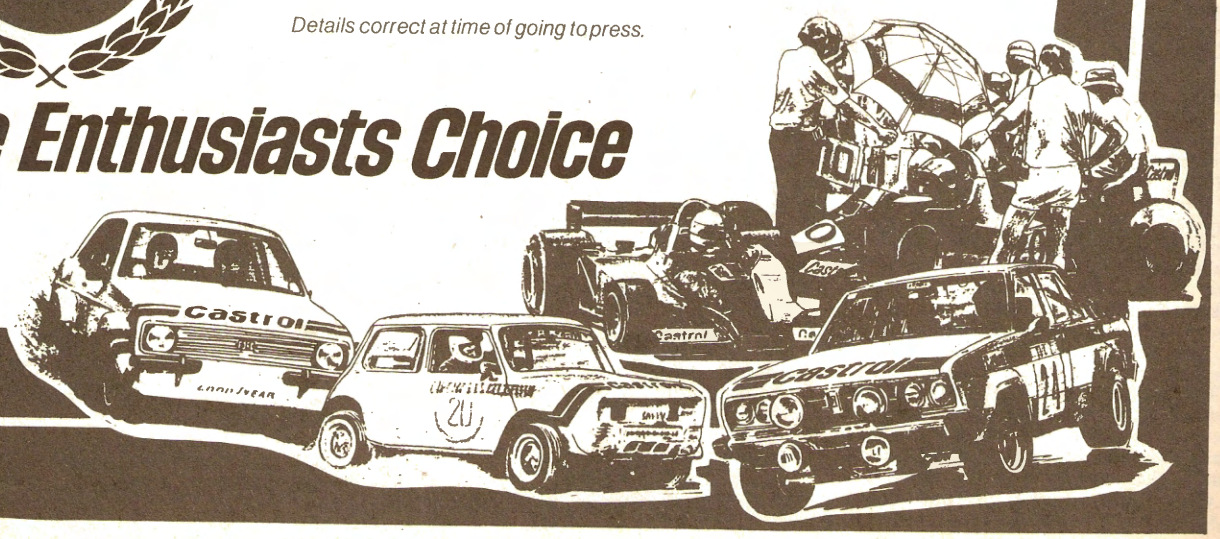
30 MAY
Filey. **East Coast Castrol Autograss Meeting**
Club: East Coast Autograss Club.
Venue: Saxdale House Farm, Hunmanby, Filey, N. Yorks.
Practice: 12.00.
Starts: 14.00.

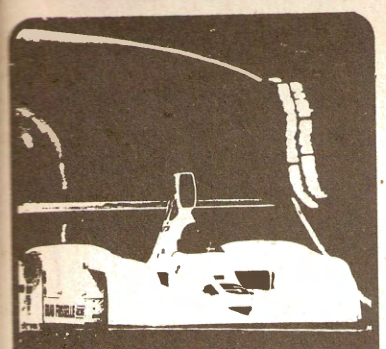
Stratford-on-Avon. **League Championship Meeting in association with Castrol**
Club: Evesham Autograss Club Ltd.
Venue: Dodwell Farm, Stratford-on-Avon (Stratford-Evesham Rd.).

31 MAY
Amen Corner. **Castrol/League Points Meeting**
Club: Nottingham Grasstrack Car Club.
Venue: Amen Corner, 2 miles south Ollorton roundabout on A614.
Starts: 13.00.

Details correct at time of going to press.

The Enthusiasts Choice





International Races

PHOENIX CART

More Mears

Before last weekend, a works-entered Penske had never won an Indy-car race at the 1-mile Phoenix oval in Arizona. Rick Mears, however, put the story right on Sunday by scoring a dominant victory in his new Gould Charge PC10, beginning the defence of his CART/PPG Indy-Car World Series crown in the best possible manner.

The Californian was comfortably fastest throughout the weekend, qualifying on pole position with a new record official time of 23.977s, an average of 150.143mph. During the previous week's testing, Mears had lapped even faster, recording a shattering 23.2s, thus eclipsing the promising form of Mario Andretti, who had circulated his Wildcat in 23.6s.

On qualifying day, Andretti was using a brand new STP-Wildcat chassis and this, he felt was not quite as good as his test car. Mario therefore wound up only fifth on the grid, although team-mate Gordon Johncock underlined the effectiveness of the latest Wildcat by setting second best time at 24.243s.

Third position on the grid was taken by the second works Penske, now in the capable hands of Kevin Cogan, while Al Unser ran well in his new Longhorn LR03 to complete row two on the 22-strong grid.

Behind Andretti, Johnny Rutherford was still relying on his trusty Chaparral 2K, recording sixth fastest time ahead of the first March, driven by Geoffrey Brabham.

The race saw Gordon Johncock get the jump at the start, his Wildcat nosing ahead as the green flag was waved and taking the lead into the first Turn. Mears slotted in behind the STP car and these two soon began inching away from the rest of the field, who were led by Al Unser's promising Longhorn.

On lap 4, Mears dived down inside Johncock at the fourth turn, emerging ahead for the first time as they swept into another lap. He immediately pulled out a discernible advantage. Before long, it was clear that Johncock had a problem as he fell further away from the leading Penske. Also in trouble was Unser, who dived into the pits on lap 14 with his engine cover ablaze, due to having been fitted too close to the hard-working turbo unit. New car problems.

Tom Sneva (March 81C) took advantage of these two drivers' delays and, having had a troubled practice himself, moved up to second place on lap 20, some 7secs adrift of Mears.

In the middle part of the race, Josele Garza and Geoff Brabham moved their respective Marches into challenging positions but both were out soon into the final quarter of the race and it was Andretti who came through to follow Mears to the finish.

Cogan fell a lap behind just before the final yellow period some seven laps from the end, but still took a worthy third, while Rutherford brought the Chaparral home fourth, just unable to match the pace of the more modern machinery in front. Next up was Johncock, struggling with a badly matched set of tyres on his Wildcat, three laps down on Mears and just ahead of Pancho Carter's brand new March 82C, which ran well for most of the race until being slowed by an engine problem towards the end. Tom Sneva's fine early run was brought to a halt when an air jack jammed during a tyre change, the March losing five laps while repairs were effected.

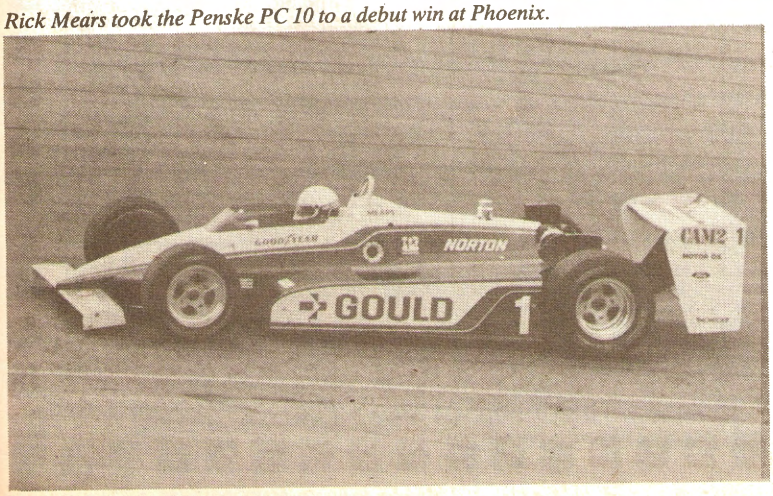
Full report next week.

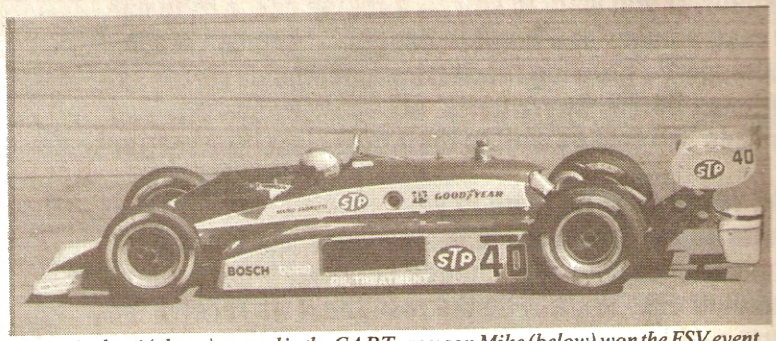
GORDON KIRBY

PHOENIX (USA)
Mar 28
Kraco Stereo 150
CART/PPG Indy-Car World Series, round 1
150 laps — 150 miles

1, Rick Mears (Penske-Cosworth DFX PC10), 1hr 15m 48.231s, 118.727mph;
2, Mario Andretti (Wildcat-Cosworth DFX Mk8B), 1hr 15m 52.4s;
3, Kevin Cogan (Penske-Cosworth DFX PC10), 149 laps;
4, Johnny Rutherford (Chaparral-Cosworth DFX 2K), 149 laps;
5, Gordon Johncock (Wildcat-Cosworth DFX Mk8B), 147 laps;
6, Pancho Carter (March-Cosworth DFX 82C), 147 laps; etc.

Rick Mears took the Penske PC 10 to a debut win at Phoenix.





Mario Andretti (above) second in the CART race; son Mike (below) won the FSV event.

PHOENIX FSV

Andretti alone

Last weekend's opening Robert Bosch Formula Super Vee event of the American season provided proof, if any be needed, that young Mike Andretti is going to be a very hard man to beat. He qualified Frank Arciero's year-old Ralt RT5 on the front of the grid, just behind reigning champion Al Unser Jnr, but lost no time at all in taking the lead, eventually winning by a massive 16secs.

Andretti was helped by having last year's runner-up Pete Halsmer as his team manager and soon showed that this pre-season testing times had been no fluke. He took the lead on the outside line into the first corner and soon began to edge away from Unser's brand new, '82-specification RT5. The champion, though, was being hampered by a misfiring engine, caused by the electronic fuel metering unit slipping onto full rich. The Galles Racing RT5 dropped further and further behind Andretti's victorious car before retiring on the final lap having run out of fuel.

The rest of the field were rather lackluste, no-one coming close to matching Andretti or Unser, and it was Bob Cicconi who came through to claim second place ahead of Jerrill Rice, both in Ralts, of course, while Unser was still classified fourth.

GORDON KIRBY

PHOENIX (USA)
Mar 27
Robert Bosch/VW Super Vee Championship, round 1
60 laps — 60 miles

1, Mike Andretti (Ralt RT5), 28m 39.0s, 125.654mph;
2, Bob Cicconi (Ralt RT5), 28m 55.0s;
3, Jerrill Rice (Ralt RT5), 60 laps;
4, Al Unser Jnr (Ralt RT5), 59 laps, DNF;
5, Mike Rosen (Ralt RT5), 59 laps;
6, Greg Atwell (Ralt RT5), 59 laps;
7, Jerry Knapp (Ralt RT5), 59 laps; 8, Ed Pimm (Ralt RT5), 59 laps; 9, Brad Murphey (Ralt RT5), 58 laps; 10, George Bullard (March 81SV), 58 laps; etc.

ROCKINGHAM NASCAR

Birthday boy

Cale Yarborough celebrated his 42nd birthday last Saturday by winning the Carolina 500 at Rockingham. The former 3-time NASCAR Grand National champion ran strongly throughout the day with MC Anderson's Buick Regal and finally came home a whole lap ahead of the consistent Terry Labonte.

For most of the race, Yarborough and Parsons were among a leading group that also comprised Labonte and Bobby Allison, although all were involved in a multi-car accident some 48 laps from the end when another car, the Pontiac of Gary Balough, suffered a suspension breakage just in front of them. Everyone took avoiding action, but Waltrip was the only one to hit the wall. Even that didn't stop him, though, Waltrip extricating the car and carrying on to pick up valuable points for a seventh place finish.

Yarborough was the first to recover from the mass spinnage, and he went on to win by a lap from Labonte, Parsons and Allison. Neil Bonnett's miserable run continued when his Wood Brothers Ford expired after 386 laps, while father and son Petty both retired a good deal earlier, as did Dale Earnhardt.

GORDON KIRBY

ROCKINGHAM (USA)
Mar 27
Carolina 500
NASCAR Winston Cup Grand National Championship, round 5
492 laps — 500 miles

1, Cale Yarborough (Buick Regal), 492 laps, 108.992mph;
2, Terry Labonte (Chevrolet Malibu), 491 laps;
3, Benny Parsons (Pontiac Grand Le Mans), 491 laps;
4, Bobby Allison (Chevrolet Malibu), 491 laps;
5, Morgan Shepherd (Buick Regal), 489 laps;
6, Joe Millikan (Pontiac Grand Prix), 489 laps;
7, Darrell Waltrip (Buick Regal), 489 laps; 8, Harry Gant (Buick Regal), 488 laps; 9, Buddy Arrington (Dodge), 471 laps; 10, JD McDuffie (Pontiac Grand Prix), 458 laps; etc.

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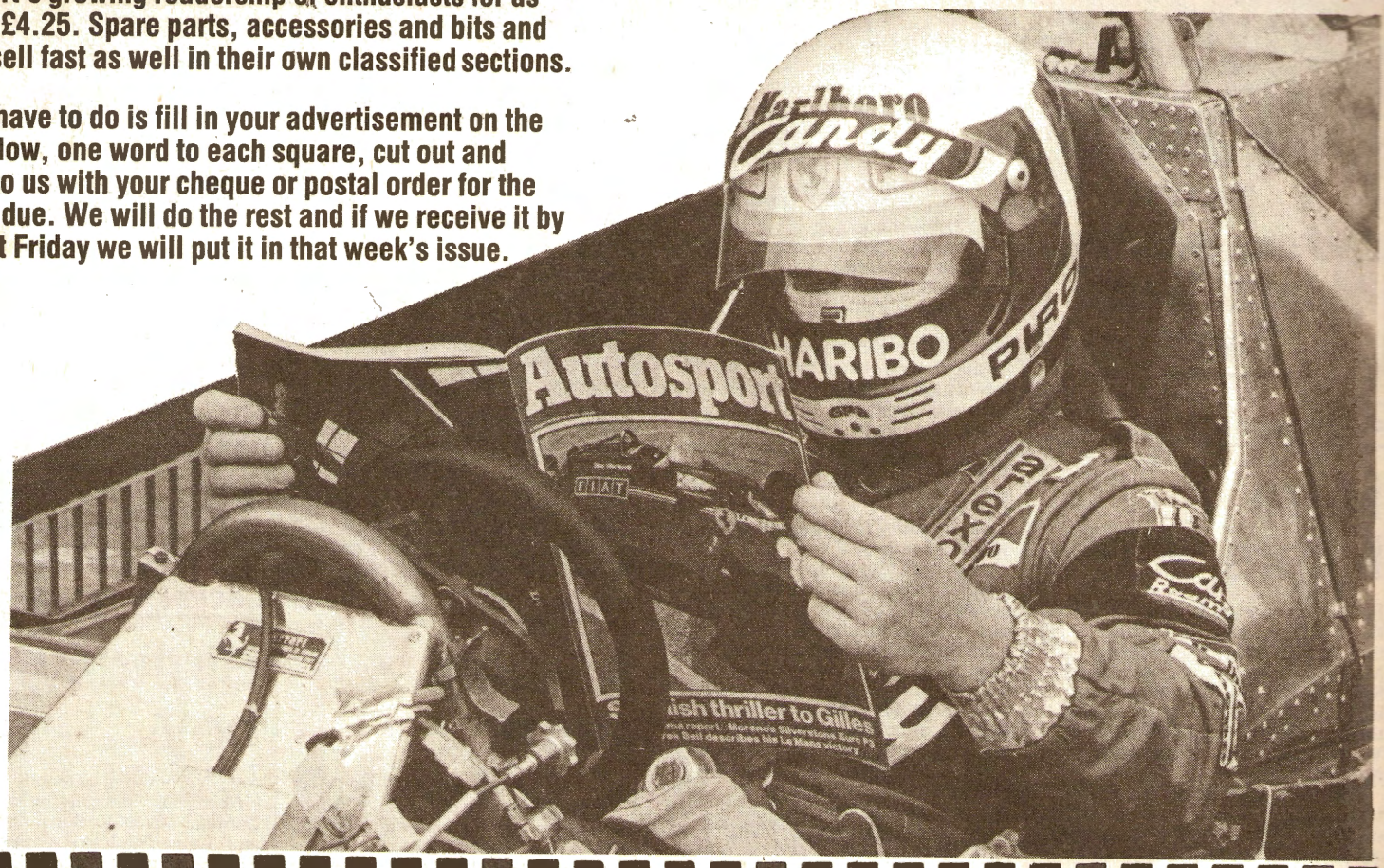

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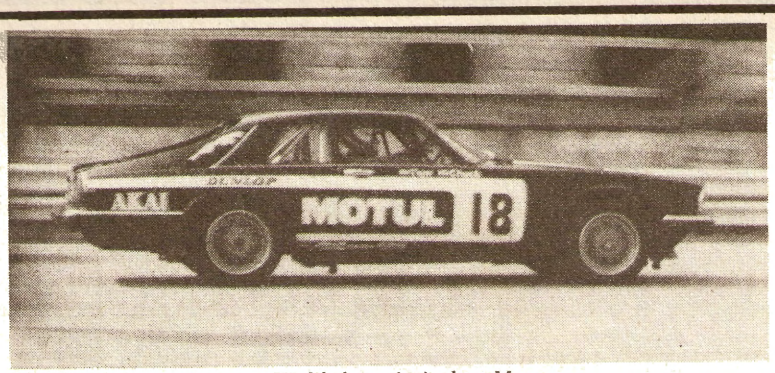


TWR's new Group A Jaguar XJ-S led convincingly at Monza.

Reigning ETC Champions Umberto Grano and Helmut Kelleners began the new season as they intend to continue by taking their Eggenberger MotorSport BMW 528i to victory at Monza two weeks ago. The Swiss tuning concern also claimed second place with an identical BMW driven by Italians Marco Vanoei/Enzo Calderari. The car which created most impression, however, was Tom Walkinshaw's Jaguar XJ-S, which the Scot shared with Chuck Nicholson. They led comfortably after the first hour until being sidelined with a gearbox problem.

The event, which was the first to be run under the new FISA Group A regulations, attracted a good entry of 38 cars to the Italian 'Motordrome', although practice form showed little deviation from the norm as Kelleners placed his new BMW on pole position with a lap in 2m 11.5s. Walkinshaw/Nicholson displayed the potency of their new mount alongside on the front row of the grid, while third fastest time was set by another British crew, Holman Blackman/David Palmer in the former's Mazda RX-7. Vanoli/Calderari were next fastest in the second of the Eggenberger BMWs ahead of the fastest Audi, Willi Bermeister/Manfred Trint's 2-litre Coupe, and a third 528i BMW driven by Eddy Joosen/Dirk Vermeersch.

Just before the start, Blackburn's Mazda refused to fire up and was forced to start from the pit-lane, but Walkinshaw had no such trouble with his Jag and duly rocketed away into the lead. The Motul/Akai-supported car soon began to edge away, Walkinshaw driving conservatively but at the same time making sure that he held a handy cushion over the BMW Italia/Enny Bee-Emm. At around the one-hour mark, though, disaster struck in the form of a back-marker, who waved the race leader past only to move over sharply as they both swept into one of the chicanes. Walkinshaw was forced over the kerbs and, unfortunately, an oil union pipe leading to the gearbox oil cooler was broken, allowing the lubricant to leak out. The car was brought back to the pits and repairs effected but the team's other driver, Chuck Nicholson soon began to experience difficulties and he eventually retired after another dozen laps.

By this time, Blackburn had hauled his Mazda all the way up to ninth place after his initial delay. The car lost more time, though, as the car again refused to start after the refuelling and driver change pit-stop, Palmer losing around three laps before he was able to rejoin the race.

All of this left the race to the BMWs, Kelleners/Grano duly reeling off the remainder of the 500km event, although Vanoli/Calderari were never far behind. Joosen/Vermeersch also ran well in their Juma racing 528i, finishing on the same lap as the other two, while Bergmeister/Trint revelled in another faultless run with their Audi to claim fourth place overall ahead of the first of several interesting Alfa Romeo GTV6s in the race, driven by Italian ladies Lella Lombardi/Anna Cambiaghi.

Palmer's Mazda clawed its way back into contention towards the end of the race but picked up a puncture in the closing laps and so dropped back to seventh place after a second pit stop.

MONZA (I)
Mar 2
European Touring Car Championship, round 1
87 laps — 500 kilometres

1, Umberto Grano/Helmut Kelleners (2.8 BMW 528i), 3h 17m 18.69s, 95.35mph;
2, Marco Vanoli/Enzo Calderari (2.8 BMW 528i), 3h 18m 23.82s;
3, Eddy Joosen/Dirk Vermeersch (2.8 BMW 528i), 3h 18m 53.15s;
4, Willi Bergmeister/Manfred Trint (2.0 Audi Coupe), 86 laps;
5, Anna Cambiaghi/Lella Lombardi (2.5 Alfa Romeo Alfetta GTV6), 85 laps;
6, Maurizio Micangeli/Gianfranco Brancatelli (2.5 Alfa Romeo Alfetta GTV6), 82 laps;
7, Holman Blackburn/David Palmer (2.3 Mazda RX-7), 82 laps; 8, Rinaldo Drovandi/Pieroluigi Menes (2.5 Alfa Romeo Alfetta GTV6), 81 laps; 9, Marcello Gallo/Paolo Pozzi (1.9 Opel Kadett GT/E), 80 laps; etc.

Over 2500cc: 1, Grano/Kelleners; 2, Vanoli/Calderari; 3, Joosen/Vermeersch. **Fastest lap:** Tom Walkinshaw/Chuck Nicholson (5.3 Jaguar XJ-S), 2m 12.15s, 98.18mph. **1601-2300cc:** 1, Bergmeister/Trint; 2, Cambiaghi/Lombardi; 3, Micangeli/Brancatelli. **Fastest lap:** Blackburn/Palmer, 2m 15.77s, 95.56mph. **Up to 1600cc;** 1, Dagmar Suster/Francesco Jerancic (1.6 Audi 80 GLE).

Fastest lap; Suster/Jerancic, 2m 26.57s, 88.52mph.

NURBURGRING F3

Oscar nomination

The second round of the European Formula 3 Championship, held on the short Nurburgring loop last weekend, ran pretty much to form with Argentine Oscar Ruben Larrauri taking a clear victory for Paulo Pavanello's Marlboro Euroracing team. Just as in the opening round in Italy two weeks previously, Larrauri led throughout the 43-lap final, taking the flag almost four seconds clear of the best Martini-Alfa driver, who this week proved to be Alain Ferté. The star of the race, however, was European Formula Super Vee champion John Nielsen, who rocketed through the field after a poor start to finish third, taking fastest lap on the way.

Nielsen had proved the competitiveness of his VW/Brabham Ralt RT3 during practice, lapping swiftly and consistently, even though he was pipped to fastest overall time by pre-event favourite Oscar Larrauri. Both men, needless to say, were running Michelin tyres, as were all the competitive runners, Roberto Ravaglia's Pirelli-shod Dallara providing the nearest challenge to the French rubber.

The first heat served to underline the Michelin monopoly as Larrauri and Ferté headed off into the lead, leaving Didier Theys (Racing for Zolder Martini) in a distant third place. Swiss Bruno Eichmann ran well in Bertram Schafer's Ralt RT3, running Avon rubber, but found his nearside front tyre wearing badly even in this 21-lapper and was unable to challenge Theys in the closing stages.

Heat Two saw John Nielsen making good use of his pole position by rocketing the Ralt-VW into a clear lead and eventually winning by 2.17s from the Martini-Alfa of Philippe Alliot. Automobiles Martini have found some speed with their troublesome new car since the first round but intend trying out some still harder springs on the MK37 prior to visiting Donington for round 3. Alliot nevertheless finished over 7secs clear of Ravaglia's lead Trivellato-Dallara, while Emanuele Pirro could manage only fourth place in the second of the Euroracing chassis.

The final saw Nielsen sitting confidently on pole position due to having set the fastest heat time, with Larrauri alongside. When the green lights flashed, though, the Ralt-VW refused to pick up cleanly and then stripped first gear before John could stagger away towards the South Curve. At the end of lap 1, Larrauri and Ferté already held a comfortable lead, while Nielsen, fighting hard, came round in a lowly 17th position.

Initially, Pirro led the chase of teammate Larrauri and Ferté, with Alliot and Eichmann close behind. Nielsen, however, charged superbly through the field and swept through into third place at half-distance, leaving the Italian to fend off a determined late charge from the Martini of Theys. Eichmann had earlier crashed his Ralt at the North Curve after his tyres chunked badly, while Alliot struggled with the poor handling capabilities of his Martini and was almost caught at the end by Ravaglia's Dallara, which was also hampered by inconsistent handling. Paulo Giangrossi brought his Ralt-Alfa into eighth place, running Pirelli tyres this week, while the similiarly-shod second Dallara of Claudio Langes finished ninth ahead of Swede Thorbjorn Carlsson (Ralt).

WOLFGANG MONSEHR/
TIM TYLER

Oscar Larrauri — second win.

European Formula 3 Championship

After two of 15 rounds

1 Oscar Larrauri (Euroracing 101)	18
2 Emanuele Pirro (Euroracing 101)	9
Alain Ferté (Martini MK37)	9
4 Didier Theys (Martini MK37)	6
5 John Nielsen (Ralt RT3)	4
6 Roberto Ravaglia (Dallara 382)	2

Next round: Apr 4, Donington Park.

NURBURGRING (D)
Mar 28
European Formula 3 Championship, round 2/German Formula 3 Championship, round 1
43 laps — 61.24 miles

1, Oscar Ruben Larrauri (Euroracing-Alfa Romeo 101), 37m 18.68s, 98.49mph;
2, Alain Ferté (Martini-Alfa Romeo MK37), 37m 22.30s;
3, John Nielsen (Ralt-Volkswagen RT3/82), 37m 23.21s;
4, Emanuele Pirro (Euroracing-Alfa Romeo 101), 37m 30.19s;
5, Didier Theys (Martini-Alfa Romeo MK37), 37m 30.56s;
6, Philippe Alliot (Martini-Alfa Romeo MK37), 37m 36.72s;
7, Roberto Ravaglia (Dallara-Alfa Romeo 382), 37m 37.17s; 8, Paulo Giangrossi (Ralt-Alfa Romeo RT3), 37m 41.24s; 9, Claudio Langes (Dallara-Alfa Romeo 382), 38m 01.37s; 10, Thorbjorn Carlsson (Ralt-Toyota RT3), 38m 05.73s; etc.

Fastest lap: Nielsen, 51.44s, 99.67mph.

Heat One (21 laps): 1, Larrauri, 18m 16.26s; 98.21mph; 2, Ferté, 18m 16.84s; 3, Theys, 18m 27.48s; 4, Bruno Eichmann (Ralt-Toyota RT3), 18m 29.88s; 5, Jo Zeller (March-Toyota 793), 18m 31.06s; 6, Jackob Bordoli (Martini-Toyota MK31), 18m 31.64s; etc. **Fastest Lap:** Larrauri, 51.46s, 99.34mph.

Heat Two (21 laps): 1, Nielsen, 18m 14.85s, 98.34mph; 2, Alliot, 18m 17.02s; 3, Ravaglia, 18m 24.69s; 4, Pirro, 18m 29.32s; 5, Carlsson 18m 37.73s; 6, Hans-Peter Pandur (Ralt-Toyota RT3), 18m 41.91s; etc. **Fastest lap:** Nielsen, 51.44s, 99.67mph.

SUZUKA

Untouchable Nakajima

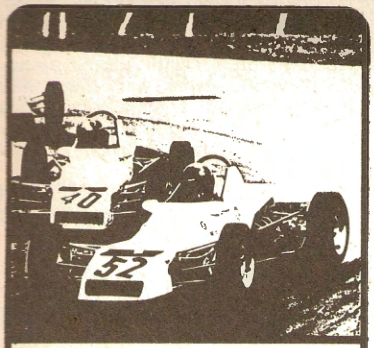
Satoru Nakajima dominated the first round of the Japanese 1982 Formula 2 series, in his JPS liveried March-Honda 812, on March 14. Keijo Matsumoto started from pole on the 14-car grid that included Mike Thackwell and Johnny Cecotto from Europe.

The race proved somewhat unexciting as the Honda powered March of Nakajima emerged far more powerful than any of the BMW or Hart engined machines. Kazuyoshi Hoshino and Matsumoto were the only men to come anywhere near the JPS March, which finished 8secs clear at the culmination of 30 laps.

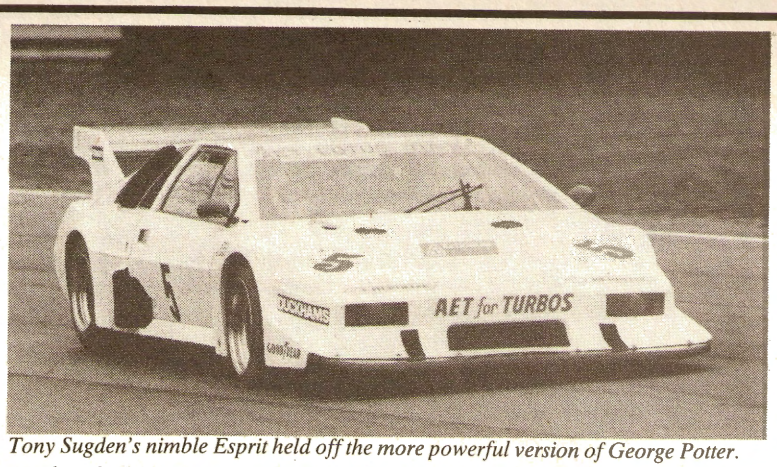
KUNIHIKO AKAI

SUZUKA (J)
Mar 14
Japanese F2 Championship round 1

1, Satoru Nakajima (March-Honda 812) 56m 40.65s;
2, Keijo Matsumoto (March-BMW 822) 56m 49.97s;
3, Kazuyoshi Hoshino (Toleman-BMW T850) 57m 9.20s;
4, Kenji Takahashi (March-BMW 822) 57m 17.55s;
5, Naohiro Fujita (March-BMW 822) 57m 18.23s;
6, Johnny Cecotto (March-BMW 812) 57m 57.04s.



National Races



Tony Sugden's nimble Esprit held off the more powerful version of George Potter.

OULTON PARK

Ayrton again

Another forceful drive by Ayrton da Silva in his Rushen Green Van Diemen at Oulton Park on Saturday, saw the young Brazilian not only maintain his perfect score in the Pace British 2000 Championship, but also set a new lap record, 0.2s below the mark set by Mike White more than two full seasons ago. Lap records also fell in the Modified Saloons and Pre '74 FF1600 classes and, by virtue of being a new category to Oulton, fastest laps in all four classes of the BRSCC Northern GT race constituted new records.

Chuck Nicholson, fresh from his Monza drive in Tom Walkinshaw's Jaguar XJ-S, was keeping his hand in, as he modestly put it, by tackling the Triple C Modified Saloon Car Challenge at the wheel of a Mazda RX7 which he comfortably put on pole. At the start, however, Richard Williamson's Escort RS2000 was briefly in the lead before the Mazda swept by, Nicholson going on to a good win and setting a new class lap record in the process. Williamson was a steady second while, behind him, John Markey's Capri was displaced from third spot by Derrick Brunt's rapid Vauxhall Magnum which had already passed Mark Hales's 3.5-litre Rover. The Rover did not have a trouble free race and finished in sixth place, behind 1-litre class winner, Paul Storr in his Talbot Imp. Geoff Thomas, whose VW GTI had occupied third place on the grid, retired smokily to the paddock early in the proceedings. Robert McIntyre took the remaining class honours in his 1293 Cooper S, one of eight drivers in whose cars the Scrutineers found minor 'irregularities' to be corrected before future rounds.

Da silva was comfortably fastest in practice ahead of Calvin Fish and Frank Bradley for the FF2000 race and he rocketted away when the lights turned to green. By the time the others had got into the groove, he was already well clear. Roy Goof and David Sutherland tangled at the first corner and Chris Williams pulled his Royale up at Lodge to have a fire extinguished as the leaders began lap two.

Behind da Silva, Fish established himself in second while Mike 'Fulmar' Taylor, whose greatest efforts are being directed at the Sports 2000 series this year, had his similar Royale in third. Bradley, meanwhile, had had a severe attack of 'brain-fade' and selected second gear for the start which he therefore made rather slowly. Having got over this, he was going well and had closed on John Booth's Penistone Van Diemen when these two tangled at Druids and both retired as a result. Booth's teammate, Russell Spence who had been relieved to find himself no lower than the second row of the grid after tyre problems in practice, brought the final laps to life as he closed on Taylor and challenged for third place, finishing a tenth of a second down at the flag. Martin Ochiltree brought his Reynard home fifth, having emerged, as did sixth placed Julian Morley, from a large and closely matched group.

Gerry Marshall led the opening lap of the Production Saloon race, his Capri 2.8i holding off Tony Lanfranchi's Opel Monza, Graham Scarborough at the wheel of Marshall's 1981 3-litre Capri and David Yates's Capri 2.8i. Scarborough, who had been on pole, moved past the Opel on the second lap and began to challenge Marshall, Yates at the same time moving onto Lanfranchi's tail. Shortly after half-distance, Scarborough took the lead and pulled away slightly, going on to win from Marshall, Lanfranchi and Yates, the last-named crossing the line with a dead engine. Martin Williams held a comfortable fifth place throughout in his Celica, winning the 2300cc division while John Llewellyn took the 1600cc class honours in his VW Scirocco. The debut of the Fiesta XR2 was short lived as Richard Stoodley retired to the pits after one lap, the car having already survived a testing accident and a blown engine during practice.

The day's biggest entry came in the BRSCC Pre '74 FF1600 Challenge opening round. The Merlyn Mk20A of Peter Hancock had been fastest in practice but it was second fastest man, Steve Bradley, who took the lead from the start. Bradley dominated the race, setting a new class lap record in the process, although Hancock did not let him get far away and also set a time well inside the old lap record. Gareth Lloyd and Peter Rogers were next up while Chris Woodcock came up strongly from a lowly grid position to take fifth place from Ian Millward.

A smaller field of more modern Formula Fords came out next to contest the opening round of the 'Champion of Oulton' series. From the outside of the front row, Richard Peacock detached himself from the field to emerge a very happy winner in his County TV Service Crossle 25F. Behind the Aintree racing school proprietor, Tony Allinson brought his Van Diemen into second place with Walter Warwick fighting his way up to third. Local man, David Mellor, was next home ahead of the second Allinson brother, Martin, and another local, Chris Latham.

Completing the programme was the second round of the BRSCC Northern GT Challenge, Tony Sugden having put the AET Lotus Esprit on pole, the 2-litre car being some 3.6secs faster than George 'Welly' Potter's 7-litre Alan Smith Chevvy-engined version of the same car. With Potter's potential for a fast start, Sugden was not taking anything for granted for he knew the Swinton Insurance car would be difficult to pass once it was in front. He needn't have worried as the two Esprits were able to romp away in their practice order, Sugden's the more nimble car on the corners and Potter's making a superb spectacle as it growled away from the turns. Tony Bridge held third in his Mk8 Davrian, setting fastest lap in the 1-litre class before retiring out at Foster's and leaving the class to John Foran's Mk7 version. Terry Carthy took over Bridge's third place and led the 1500cc class home in his Clan Crusader.

PETER McFADYEN

OULTON PARK, (GB) Mar 27, BRSCC

Cars and Car Conversions Modified Saloon Car Challenge race (10 laps): Overall and 1301-4000cc: 1, Chuck Nicholson (2.3 Mazda RX7), 12m 02.0s, 82.47mph; 2, Richard Williamson (2.1 Ford RS2000), 12m 11.3s; 3, Derrick Brunt (2.3 Vauxhall Magnum), 12m 19.3s; 4, John Markey (3.0 Ford Capri), 12m 21.1s. **Fastest lap:** Nicholson, 1m 10.9s, 83.98mph **(Record). 1001-1300cc:** 1, Robert McIntyre (1.3 Leyland Cooper S), 12m 47.5s, 77.5mph; 2, Paul Craymer (1.3 Leyland Mini); no other finishers. **Fastest lap:** McIntyre, 1m 14.6s, 79.82mph. **851-1000cc:** 1, Paul Storr (998 Talbot Imp), 12m 37.1s, 78.65mph; 2, Richard Finney (998 Hillman Imp); 3, Barry Robinson (998 Sunbeam Stiletto). **Fastest lap:** Storr, 1m 13.6s, 80.90mph.

Pace British 2000 Championship race (15 laps): 1, Ayrton da Silva (Van Diemen-Nelson RF82), 15m 37.6s, 95.26mph; 2, Calvin Fish (Royale-Nelson RP32M), 15m 47.7s; 3, Mike 'Fulmar' Taylor (Royale-Nelson RP32M), 15m 52.0s; 4, Russell Spence (Van Diemen-Nelson RF82), 15m 52.1s; 5, Martin Ochiltree (Reynard-Titan SF82), 16m 14.0s; 6, Julian Morley (Royale-Neil Brown RP30), 16m 19.5s. **Fastest lap:** da Silva, 1m 01.3s, 97.14mph **(Record).**

BRSCC Production Saloon Car Challenge race (10 laps): Overall and 2301-3500cc: 1, Graham Scarborough (3.0 Ford Capri), 13m 07.5s, 75.61mph; 2, Gerry Marshall (2.8 Ford Capri), 13m 09.7s; 3, Tony Lanfranchi (3.0 Opel Monza), 13m 17.9s; 4, David Yates (2.8 Ford Capri), 13m 28.5s. **Fastest lap:** Scarborough, 1m 17.4s, 76.93mph. **1601-2300cc:** 1, Martin Williams (2.0 Toyota Celica), 13m 44.5s, 72.22mph; 2, Ken Crofton (2.0 Triumph Dolomite Sprint); 3, David Scriven (2.0 Triumph Dolomite). **Fastest lap:** Williams, 1m 19.4s, 74.99mph. **Up to 1600cc:** 1, John Llewellyn (1.6 VW Scirocco), 13m 34.3s, 73.12mph; 2, Steven McHale (1.6 VW Scirocco GLI); no other finishers. **Fastest lap:** Llewellyn, 1m 19.9s, 74.52mph.

BRSCC Pre '74 Formula Ford 1600 Challenge race (10 laps): 1, Steve Bradley (Van Diemen-RS Engines RF73), 11m 48.8s, 84.01mph; 2, Peter Hancock (Merlyn-Minister Mk20A), 11m 51.7s; 3, Gareth Lloyd (Dulon-Rowland MP15), 11m 56.2s; 4, Peter Rogers (Merlyn-Hansen Mk20A), 11m 57.3s; 5, Chris Woodcock (Dulon-Auriga MP15), 12m 11.7s; 6, Ian Millward (Lola-Ford T204), 12m 18.6s. **Fastest lap:** Bradley, 1m 09.3s, 85.93mph **(Record).**

'Champion of Oulton' Formula Ford 1600 Series race (10 laps): 1, Richard Peacock (Crossle-Aldon 25F), 11m 32.7s, 85.96mph; 2, Tony Allinson (Van Diemen-Ford RF 81), 11m 34.2s; 3, Walter Warwick (Reynard-Scholar 82FF), 11m 35.8s; 4, David Mellor (Crossle-Scolar 45F), 11m 37.1s; 5, Martin Allinson (Van Diemen-Ford RF81), 11m 37.4s; 6, Chris Latham (Royale-Minister RP26), 11m 48.3s. **Fastest lap:** Warwick, 1m 07.8s, 87.82mph.

BRSCC Northern GT Challenge race (10 laps): Overall: 1, Tony Sugden (2.0 AET Lotus Esprit), 10m 58.4s, 90.44mph; 2, George 'Welly' Potter (7.2 Lotus Esprit), 11m 12.1s; 3, Terry Carthy (1.2 Clan Crusader), 9 laps; 4, John Foran (1.0 Davrian 7A), 9 laps. **Over 3600cc (inc. F1 engines):** 1, Potter, 88.59mph; no other starters. **Fastest lap:** Potter, 1m 05.3s, 91.19mph **(Establishes record). 2001-3600cc (exc. F1 engines):** 1, Sugden; no other starters. **Fastest lap:** Sugden, 1m 03.9s, 93.18mph **(Establishes record). 1001-1500cc:** 1, Carthy, 11m 36.7s (9 laps), 76.92mph; 2, Iain Gorrie (1.4 GTM); 3, Jim Radcliffe (1.3 Ford Anglia). **Fastest lap:** Carthy, 1m 12.4s, 82.24mph **(Establishes record). Up to 1000cc:** 1, Foran, 13m 30.6s (9 laps), 66.11mph; no other finishers. **Fastest lap:** Tony Bridge (1.0 Davrian Mk8), 1m 09.7s, 85.43mph **(Establishes record).**

MALLORY PARK

Flying Fulmar

Four splendid supporting races opened the Mallory motor racing season and proved at least equal to the two feature Tricentrol races as far as entertainment value was concerned. Dense morning fog held up practice for well over an hour and caused the race programme to be delayed. But BRSCC Midland Centre organisers—competent as ever—got on with the job and, in improving conditions, finished virtually on schedule.

The programme opener was a 10-lap, short circuit Shell Super Sunbeam race for invited jounalists or their representatives. And despite the fact that no less than £500 was at stake—to go to a charity of the victor's choice — the race proved one of the cleanest and most exciting celebrity races ever staged at the midland circuit. Not unnaturally, three racing drivers occupied the front row. Terry Stone was in pole position, local saloon car ace Graham Goode was next up and Rod Gretton was outside front.

Stone got clean away from pole while Goode suffered some "startline brain-fade" and only just managed to slot into second spot. To overcome some mechanical malady, Gretton had arranged to start from the pit lane; so third place was initially occupied by *Radio Hallam*'s Mike Rouse with a very able-looking Brian Conway from *Radio Leicester* in fourth. The first positional change came on lap 3 when Conway disposed of Rouse to take a well-deserved third place. A lap later Goode executed a superb manoeuvre at Parnell's Bend to wrest the lead from Stone. After this, the race settled down, except that Conway lost top gear and dropped to sixth. At the flag, Goode was less than a fifth of a second ahead of Stone with Mike Rouse just holding off Rod Gretton to take third spot. Goode's win means a local Muscular Dystrophy group are suddenly £500 nearer their much-needed new minibus.

On pole for the Staw Elf Renault 5 Challenge was Paul Longfield, already leading the series by one point. And the second round proved no problem for the Droitwich driver. He was a clear 0.3sec quicker than any of his rivals in practice

The early lead S2000 battle headed by John Morrison's March 82S.

MALLORY PARK (GB), Mar 27, BRSCC

Shell Super Sunbeam Race (Oval Circuit) (10 laps) 1, Graham Goode 7m 27.77s, 80.40mph; 2, Terry Stone 7m 27.94s; 3, Mike Rouse 7m 35.99s; 4, Rod Gretton 7m 37.60s; 5, Terry Grimwood 7m 38.60s; 6, Brian Conway 7m 39.11s. **Fastest lap:** Goode 43.86s, 82.08mph, **(record).**

Staw Elf Renault 5 Challenge (10 laps): 1, Paul Longfield 10m 37.19s, 76.27mph; 2, Stephen Smith 10m 39.91s; 3, Russell Martin 10m 40.40s; 4, Brian Farminer 10m 41.25s; 5, David Salter 10m 41.29s; 6, John Hammersley 10m 41.91s; **Fastest lap:** Farminer 1m 02.15s, 78.20mph.

British Sports 2000 Championship (20 laps): 1, Mike Taylor (Royale S2000M Nelson) 16m 01.85s, 101.06mph; 2, John Morrison (March 82S Neil Brown) 16m 06.54s; 3, Jeremy Rossiter (Royale S2000M Brown) 16m 13.10s; 4, David Sutherland (Royale S2000M Brown) 16m 13.32s; 5, Peter Hall (Lola T492) 16m 31.50s; 6, Alan Siderov (Lola T592 Titan) 16m 38.76s; **Fastest lap:** Taylor 47.30s, 102.75mph.

Townsend Thoresen FF1600 championship (15 laps): 1, Bjorn Langrekken (Van Diemen RF82 Auriga), 12m 45.77s, 92.20mph; 2, Andrew Gilbert-Scott (Reynard FF82 Minister) 12m 46.32s; 3, Mark Peters (Royale RP31 Auriga) 12m 52.92s; 4, Mauricio Gugelmin (Van Diemen RF82) 12m 53.19s; 5, Rick Morris (Royale RP31 Nelson) 12m 53.40s; 6, Mike Thompson (Quest Minister) 12m 56.93s; **Fastest lap:** Gilbert-Scott 49.94s, 97.39mph.

and, after ten smoothly driven laps, was approximately 3 secs in front. Behind the untroubled Longfield there was tremendous excitement involving Stephen Smith, Russell Martin, Dave Salter and Brian Farminer. Smith occupied second spot throughout, hounded by the others. Farminer, second in the series, had not practised well and started from the third row of the grid. At the end of the first lap, however, he'd made fourth, only to drop to a poor sixth a lap later while the others lapped in typical Renault close-formation. The order remained the same until lap 8 when Farminer suddenly found some extra horsepower and clawed back to fourth, taking fastest lap in the process.

Round 3 of the 1982 British Sports 2000 Championship was sponsored by Caribbean Airways, who were also giving away sunshine holidays. On pole position was Mike 'Fulmar' Taylor (Royale S2000M) with John Morrison occupying the other front-row spot on the 2 x 2 grid. On row 2 sat Richard Eyre's Tiga SC81 and the Lola T590X of Geoff Farmer. At the start, Morrison's Lola T492 got the drop and Richard Eyre followed him through to second place, with the slow-starting Taylor relegated to third. On the 10th lap at Gerard's Bend, Taylor inched to third and Richard Eyre and Geoff Farmer collided. Eyre hit the bank, fortunately without injury, and retired while Farmer continued for a short while, only to be black-flagged for trailing bodywork. This incident meant Taylor was a clear second and within striking distance of the leader, Morrison, who he took two laps later. Third was Jeremy Rossiter (Richard Dutton Royale S2000M) who had a superb, race-long scrap with the similar car of David Sutherland. This 5th-place battle became, with the demise of Eyre and Farmer, a struggle for third and valuable series points.

Brilliant Norwegian, Bjorn Langrekken (Van Diemen RF82) started the 15-lap Townsend Thoresen FF1600 Championship race from pole and led for almost the entire race. The only other driver to stay with him was Cookham's Andrew Gilbert-Scott (Reynard FF82) who led for just over a lap and kept on Langrekken's tail throughout this splendid race. Behind the two leaders, another fine scrap for third involved the Royale RP31M cars of Rick Morris and Mark Peters and the Van Diemen RF82 of Mauricio Gugelmin. Langrekken cruised home just 0.6sec ahead of Gilbert-Scott, while Gugelmin got the better of Morris and hung on to take fourth.

GEOFF JOHNSON

SNETTERTON

Fast as a fish

Norfolk had basked in warm spring sunshine for almost a week but when competitors, marshals and officials arrived early last Sunday to open Snetterton's motor racing year they found the circuit shrouded in thick mist. Racing in the six events was exciting and often close which, together with the smooth running of the programme, did much to further dispel the greyness of the day. It was good to be back.

The risk of the fog descending again was real and the BARC, under Clerk of the Course, Rick Gorne, decided to lesson the chances of part of the meeting being abandoned by beginning racing before the scheduled start time, immediately after the delayed practice sessions. As the Clubmans 'A' cars assembled for the first race the sun broke through the damp cloud barrier. On pole and causing something of a surprise by being there was Will Hoy. For only his second race, he had practiced his Mallock Mk20B inside the lap record. Alongside the newcomer were Dave Orbell, Mallock Mk16, and Richard Groombridge in the Ellova-Gryphon he shares with Sid Marler. In the race these three soon outpaced the others with Orbell leading from Hoy and Groombridge. Hoy was in a determined mood and swept inside Orbell at Riches on lap 3; sadly it all went wrong for Will two corners later when he over-steered wide, exiting the complex, and spun gently into the barrier allowing Dave to resume at the front. Orbell, in fine form ran out an easy winner by 20s from Groombridge as Hoy retired directly into the paddock with damaged bodywork. Jon Britton was a distant third in his Mallock Mk23 as he passed the similar but ailing car of Paul Gibson.

The Junior FF series' in recent years have proved immensely popular and are now very definitely the lowest rung of the long climb up the motor racing ladder. This year BP are sponsoring the BARC Junior championship — a continuation of the long association between the two and a logical extension of the 'back British' policy of BP.

From the green light, it was Paul Mather who led the jostling full field of cars into the first corner, in his Royale RP26 with poleman Kevin Haddock (Sparton) in behind him. At the completion of the first lap five cars constituted the leading group; Haddock ahead of Mather with Andy Middlehurst (Van Diemen RF82), Steve Kempton (Royale RP29) and Mark Newby (RP31M) close behind, the latter the front-runner of the large five-car Team Touraco contingent. On lap two Mather repassed Haddock and held the lead for three more tours before Haddock again ousted him, this time to gradually ease away from his rivals and dominate the remainder of the 15 laps. Middlehurst and Kempton further demoted Mather in quick succession at half distance but before Steve could mount a challenge for second spot he made a brief mistake and Newby relieved him of third place. Newby then kept up the challenge on Middlehurst but on the penultimate lap he was trapped behind a back-marker allowing Kempton to regain third. Predictably, for a Junior category at the beginning of the season, there was considerable carnage; all the cars involved in the anticipated first corner incidents resumed undamaged but Russell proved a particularly difficult proposition and claimed four victims before the close.

From pole position for the MG Owners Club race John Hewitt was able to dictate the pace of the 12 lapper to win comfortably in his MGB. Initially, there was a tussle between Barry Sidery-Smith and Grahame Davis, in their MGB GTV8s, but Davis soon had an advantage and the runner-up slot in his possession. Enlivening the proceedings was Tony Binnington (MGB) who after a disastrous first few laps drove spiritedly through to fourth place, failing to catch Sidery-Smith by a length. Into fifth came Doug McLay's MGB, only half a length ahead of Steve Clayton's MGA after a race-long duel.

The standard class was led throughout by Jim Bayman whose task was made easier when likely challengers Bill Hewitt (brother of John) and Julius Thurgood collided and delayed themselves at the first corner.

The first round of the Formula Talbot Challenge followed the pattern set in previous seasons — a six-car entry had reduced itself to only four by the end of practice but the leading runners redeemed the situation to produce an exciting and very close contest.

This time the front runners were Jeff Ward and Sean Walker, both in Spartons; they swapped the lead frequently, often twice a lap, with Ward usually leading across the start/finish line; the climax came not at the end of the race but a lap early. Walker exited Russell very close behind Ward; Jeff moved to the inside against the pit barrier forcing Walker to the outside. Indeed Sean led by taking the outside line into Riches but was wide and on the marbles and on the way out he spun violently. Sean recovered very quickly without stopping but victory was deservedly Jeff's.

At 15 laps the Mini Miglia Challenge race was marginal on fuel for many of the field. Rick Cutting led the first lap but spun at the complex second time around to resume in 11th place. His recovery was then the outstanding feature of the race. Just after half distance Rick had progressed to fifth overall and was catching the leaders at about a second a lap but this remarkable performance came to nought against the Riches bank. At the front of the field Mike Fry and Chris Hampshire passed the lead back and forth until Chris's car broke a rocker shaft on the penultimate lap and Mike took his second win of the season from two races. On the final lap Chris Lewis found a way past John Simpson to snatch second.

The Champion of Snetterton FF1600 series got off to a quiet start with only nine takers for the opening round. David Harper (Royale) led initially but a missed gear change allowed Mark Newby through to win. Third place was the subject of an intense scrap between Simon Davey (Van Diemen RF78/79) and John Bosch (Van Diemen RF82). The honours finally went to Davey after Bosch spun into the path of the unfortunate Peter Hardman whose car was wrecked against the pit lane armco.

ANDY LEEDER

SNETTERTON (GB), Mar 28, BARC

BARC Clubmans 'A' championship race (12 laps): 1, Dave Orbell (Mallock U2Mk16 Orbell) 13m14.0s, 104.30mph; 2, Richard Groombridge (Ellova-Gryphon Hart), 13m35.2s; 3, Jon Britton (Mallock Mk23B Nicholson) 14m 08.0s; 4, Paul Gibson (Mallock U2 Mk23B Titan) 14m 21.4s; 5, Hugh Chamberlain (Mallock U2 Mk20B Chamberlain) 13m 19.1s; 6, Colin Fisher (Mallock Mk23/24 Chamberlain) 13m 51.1s. **Fastest lap:** Orbell, 1m05.1s, 106.01mph (record).

BP Superfind Junior Formula Ford 1600 championship race (15 laps): 1, Kevin Haddock (Sparton FF82) 18m38.1s, 92.58mph, 2, Andy Middlehurst (Van Diemen RF82 Minister) 18m41.5s; 3, Steve Kempton (Royale RP29 Boss) 18m 45.4s; 4, Mark Newby (Royale RP31M Auriga) 18m46s; 5, Peter Hardman (Royale RP29 Auriga) 18m55.3s; 6, Stephen Barnes (Van Diemen RF80 Scholar) 18m59.5s. **Fastest lap:** Kempton, 1m12.5s, 95.19mph.

BARC/MGOC Racing championship race (12 laps): Overall and Modified class: 1, John Hewitt (MGB) 17m49.3s, 77.45mph; 2, Grahame Davis (MGB GT V8) 17m53.3s; 3, Barry Sidery-Smith (MGB GT V8) 17m53.8s; 4, Anthony Binnington (MGB) 17m54s. **Fastest lap:** Hewitt, 1m26.4s, 79.88mph. **Standard class:** 1, Jim Baynam (MGB) 19m17s,71.58mph; 2, N. Christensen (Midget); 3, Craig Hewett (Midget). **Fastest lap:** Baynam 1m34.6s, 72.95mph.

Formula Talbot challenge race (10 laps): 1, Jeff Ward (Sparton FT80 Greetham, 11m43s, 98.17mph; 2, Sean Walker (Sparton FT81 Greetham) 11m52s; 3, Tony Kenworthy (Sparton JDT80 Rowland) 12m28.5s (inc 10s penalty); 4, Tim Barry (Wimhurst LT81 Rowland) 12m43.4s. **Fastest lap:** Walker, 1m08.3s, 101.04mph.

Mini Miglia challenge race (15 laps): 1, Mike Fry, 21m04.1, 81.89mph; 2, Chris Lewis; 21m10.3s; 3, John Simpson, 21m10.7s; 4, Gordon Pocock, 21m27.8s; 5, Jonathan Lewis, 21m28.1s; 6, Peter Calver, 21m37.3s. **Fastest lap:** Rick Cutting, 1m22.5s, 83.65mph.

Champion of Snetterton Formula Ford 1600 championship race (12 laps): 1, Mark Newby (Royale RP31M Auriga) 15m 06.6s, 91.35mph; 2, David Harper (Royale RP26 Nelson) 15m08.7s; 3, Simon Davey (Van Diemen RF78/79 Alan Smith) 15m16.7s; 4, John Bosch (Van Diemen RF81 Minister) 15m 18.6s; 5, Peter Stimpson (Royale RP31M Auriga) 15m43.2s; 6, Bernard Horwood (Van Diemen RF81 Auriga) 15m43.7s. **Fastest lap:** Bosch, 1m13.6s, 93.77mph.

SILVERSTONE

Walking on Ayrton

In fine, warmish but overcast weather, the BARC ran a seven-race programme at Silverstone last Sunday with the feature race of the day being a Pace British 2000 round. Once again Ayrton da Silva (Van Diemen RF82) dominated the practice session and the 15-lapper, taking the flag over 17secs (!) ahead of Colin Jacks's Reynard — and setting a new lap record in the process. Other winners were Mike Donovan (Mallock Mk21M) in the Oceanair Clubmans round, Gerry Marshall (2.8i Capri) after a close Monroe prodsaloon race with Graham Scarborough's 3-litre version and Tony Dickinson (2.0 Skoda) in the Wendy Wools Special Saloons, while STP honours went to Rob Cox-Allison's new Caterham Super 7. A fraught P&O Ferries FF1600 counter went to David Wheeler after a spectacular incident at Woodcote on lap seven, and the closing Mini Seven Challenge race turned into a dodgem contest won by Nigel Gaymer.

Phil Brown (Mallock Mk23) led from the start of the Clubmans race, but only until lap four when Mike Donovan (Mallock Mk21M) found a way past. Brown then came under attack from Malcolm Jackson (Mallock Mk20B), who finally took second place on the last lap. Fourth went to Guy Woodward (Mallock Mk24) after a race-long dice with the Centaur Mk14X of Dave Orchard, whilst Martin Wood (Mallock Mk22) just held off Arthur Dickens (Mallock Mk18B) to claim sixth.

Having sold Graham Scarborough parts from his 1981 3-litre Capri, Gerry Marshall has found that his new 2.8 Injection version is not yet quite as fast; the result is some close Monroe prod saloon racing. At first, Scarborough led Marshall, Adam McMillan (BMW 323i) and John Cleland (Opel Monza) but on lap 2 at Woodcote, Marshall slipped past Scarborough to lead by a fraction. Marshall and Scarborough then spent the rest of the race changing places continuously with the 2.8i just having the edge at the final bend and being ahead across the line. The Opel soon deposed the BMW for third place and almost caught second-placed Scarborough on the run to the flag. Martin Williams ran fifth throughout to take a class win in his Toyota Celica.

The classes for the up to 1300cc runners in the Wendy Wools Special Saloon Championship seem to attract the most entries again this year and with only a 2-litre Fiesta against him in the large class, the only real competition for Tony Dickinson (2.0 Skoda Hart) should have come from Peter Baldwin's 1.3 Mini BDA. In practice, Baldwin was just 0.1sec faster than the Skoda but, as the lights signalled the start of the race, Baldwin was sidelined with a mechanical problem and, despite a misfire in the later stages, Dickinson cruised home an easy winner. Viv Wallace (1.0 Hornet) had a couple of laps in second place until the Fiesta got past but the Ford device retired after a couple of laps and the Aalco/Bananas car regained the position. Behind Wallace came Barry Reece (831cc Californian), who stormed through from the back of the grid, gaining a new lap record for the 850cc class as well as heading home Michael Law's 1-litre Stiletto.

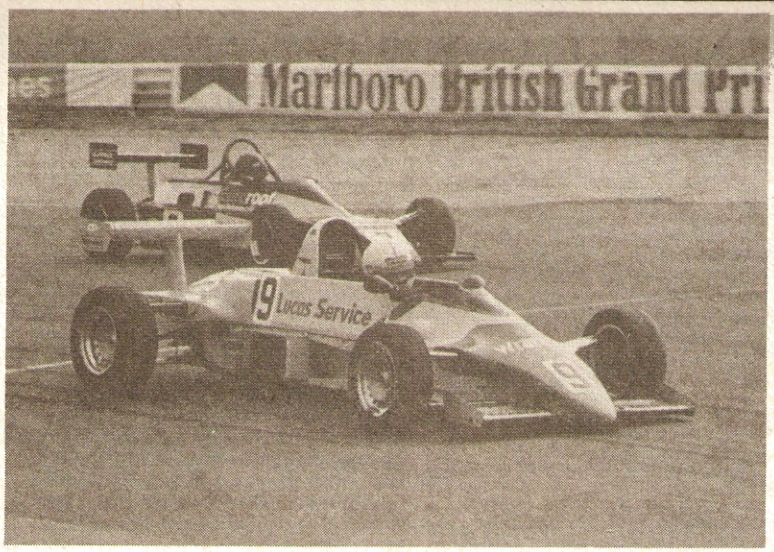
As previously related, the Rushen Green Van Diemen RF82 of Ayrton da Silva is the car to beat in FF2000 this year. In practice da Silva was a full 0.9s quicker than anyone else and he duly went off into the distance to win the race by over 17secs; coming on top of a similar performance at Oulton Park the day before, there seems to be little more to say about the Brazilian's talent. The real racing took place behind da Silva, and Colin Jack (Reynard SF 82) held second place for most of the race, except for a couple of laps when Russell Spence (Van Diemen RF82) got past early on. Jack fought back, though, to retake runner-up spot and hold it to the flag. Calvin Fish (Royale RP32M), Frank Bradley (Van Diemen RF82) and Victor Rosso (Van Diemen RF82) ran close together throughout, being covered by under 1sec at the finish, while Tim Davies (Reynard SF82), Martin Ochiltree (Reynard SF82) and John Booth (Van Diemen RF82) finished in similarly close order.

Like the earlier Special Saloon event, the STP Modsports race result was never seriously in doubt once the race started. Rob Cox-Allison, in his new for '82 version of the Caterham Super 7, was 2secs a lap faster than John Digby's Ginetta G4, and he stroked to a clear overall win. Digby looked safe in second but came under some intense pressure from Costas Los in the Fiat X1/9 after the latter had overcome a lowly grid position and moved through the field in the opening laps.

As has become almost usual in FF1600 so far this season, there was a small entry for the P&O Ferries championship race. David Hunt (Arable Aids Van Diemen RF82) was quickest in practice but it was Gianfranco Cané (works Van Diemen RF82) who pulled into the lead at the start, followed by Warren Briggs (Hansen Engines Royale RP31M) and Paul Bishop (Reynard SF82). By lap four, Cané still held a tenuous lead, followed by David Wheeler (SDC Royale RP31M), Michael Lopez (Van Diemen RF82), John Village (Crompton Royale RP31M), Bishop, Briggs, David Button (first time out in the Motasport International PRS 82F) and Hunt, all running very close. Briggs moved back to second at Woodcote on lap five, but Village took over the place on the next lap and started to pressure Cané for the lead. As the field streamed into Woodcote on lap 7, Village held a narrow lead until Cané's car rode up over the Royale and both cars spun into retirement. As the drivers disembarked, it appeared as if some rather more physical contact may be about to occur, but sanity, thankfully, prevailed. The remaining laps were almost as close as before but the Woodcote incident had taken a lot of fire out of the race and Wheeler went on to take the flag ahead of Hunt, these two having pulled away a little from Bishop, Briggs and Button, who all crossed the line within 0.4s.

If the FF1600 race had got the crowd cheering, then the Mini Seven Challenge race had the grandstands going wild. Gerald Dale led the early going but was soon passed by Mark Cinnamon, who lasted until lap 6 when he retired, the lead then going to Nigel Gaymer from Chris Gould, Dale and Dick Robinson. Gaymer fell back to sixth as Dale took the lead and Robinson moved to second in front of Gould, Derek Miller and Peter Allen. On lap 9, it was Gould who took over, holding off Dale, Gaymer and Robinson with the rest hovering in close attendance. Through Woodcote on the last lap, though, with the flag in sight, Gaymer came back to win with Dale and Gould trailing a little. Robinson had retired on the last lap but Miller and Allen staged a dead-heat for fourth.

PAUL BOOTHROYD



Colin Jack (9) drove superbly in the Pace 2000 event, holding off Russell Spence.

SILVERSTONE (GB), Mar 28, BARC.

Oceanair Clubmans Sports Championship Race (10 laps): 1, Mike Donovan (Mallock U2-Minister Mk21M), 10m23.7s, 92.82mph; 2, Malcolm Jackson (Mallock U2-Jackson Mk20B), 10m27.8s; 3, Phil Brown (Mallock U2-Minister Mk23), 10m28.5s; 4, Guy Woodward (Mallock U2-Scholar Mk 24), 10m31.2s; 5, Dave Orchard (Centaur-Ford Mk14X), 10m32.7s; 6, Martin Wood (Mallock U2-Nelson Mk22), 10m37.9s. **Fastest lap:** Donovan, 1m01.2s. 94.59mph.

Monroe Production Saloon Championship Race (10 laps) — overall and 2301-3000cc: 1, Gerry Marshall (2.8i Ford Capri), 12m13.4s, 78.93mph; 2, Graham Scarborough (3.0 Ford Capri), 12m13.9s, 3, John Cleland (3.0 Opel Monza), 12m14.0s, 4, Adam MacMillan (2.3 BMW 323i), 12m14.6s. **Fastest lap:** Marshall, 1m12.2s, 80.18mph. **1601-2300cc:** 1,Martin Williams (2.0 Toyota Celica), 77.48mph; 2, Pete Walters (2.0 Triumph Dolomite Sprint); 3, Richard Jenkins (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m13.5s, 78.76mph. **1301-1600cc:** 1, John Llewellyn (1.6 VW Scirocco), 76.60mph; 2, John Cooper (1.4 Renault 5 Gordini); no other starters. **Fastest lap:** Llewellyn, 1m14.1s, 78.12mph. **Up to 1300cc:** 1, Timothy Driver (1.3 Honda Civic), 66.92mph; no other starters. **Fastest lap:** Driver, 1m23.9s, 69.00mph.

Wendy Wools Special Saloon Championship Race (10 laps) — overall: 1, Tony Dickinson (2.0 Skoda Hart 130RS), 10m41.7s, 90.21mph; 2, Viv Wallace (1.0 Maquire Hornet), 11m03.0s; 3, Barry Reece (831 Chosen Californian), 11m12.0s; 4, Michael Law (1.0 Sunbeam Bevan Stiletto), 11m12.4s. **1301-3500cc:** 1, Dickinson; no further finishers. **Fastest lap:** Dickinson, 1m00.0s, 95.05mph. **1001-1300cc:** 1, Douglas Lague (1.3 Mini), 82.91mph; 2, Owl Hurst (1.3 Mini); no other finishers. **Fastest lap:** Hurst 1m06.6s, 86.92mph. **850-1000cc:** 1, Wallace 87.31mph; 2, Law; 3, Richard Le Marquand (1.0 Imp). **Fastest lap:** Wallace 1m05.2s, 88.79mph. **Up to 850cc:** 1, Reece 86.14mph; 2, Bill Richards (850 Mini); no other finishers. **Fastest lap:** Reece, 1m05.1s, 89.92mph **(Record).**

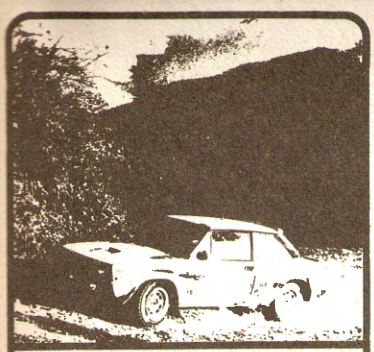
Pace British 2000 Race (15 laps): 1, Ayrton da Silva (Van Diemen-Nelson RF82), 14m30.8s, 99.72mph; 2, Colin Jack (Reynard-Swindon SF82), 14m47.9s; 3, Russell Spence (Van Diemen-Nelson RF82), 14m49.3s; 4, Calvin Fish (Royale-Nelson RP32M), 14m50.9s; 5, Frank Bradley (Van Diemen-Neil Brown RF82), 14m51.5s; 6, Victor Rosso (Van Diemen-Neil Brown RF82), 14m51.8s. **Fastest lap:** da Silva 57.5s, 100.67mph. **(Record).**

STP Modified Sports Car Championship Race (10 laps) — overall: 1, Rob Cox-Allison (1.8 Caterham Super 7), 10m41.2s, 90.28mph; 2, John Digby (1.5 Ginetta G4), 11m08.4s; 3, Costas Los (1.5 Fiat X1/9), 11m08.8s; 4, Reg Woodcock (2.5 Triumph TR5), 11m23.8s. **Over 2000cc:** 1, Woodcock, 1m06.1s, 87.58mph; no other starters. **Fastest lap:** Woodcock, 1m 06.1s, 87.58mph. **1501-2000cc:** 1, Cox-Allison; no other starters. **Fastest lap:** Cox-Allison, 1m01.0s, 94.90mph. **1151-1500cc:** 1, Digby, 86.61mph; 2, Los; 3, Garry Wilson (1.5 Lenham Le Mans Coupe); no other finishers. **Fastest lap:** Digby, 1m03.7s 91.88mph. **Up to 1150cc:** 1, Pat Longhurst (1.1 Davrian Mk6), 84.31mph; 2, Brian Kippax (1.1 Davrian Mk7); 3, R. Harris (1.0 Davrian Mk5). **Fastest lap:** Kippax, 1m04.5s, 89.75mph.

P&O Ferries FF1600 Championship Race (10 laps): 1, David Wheeler (Royale-Auriga RP31M), 10m48.4s, 89.28mph; 2, David Hunt (Van Diemen-Auriga RF82), 10m48.9s; 3, Paul Bishop (Reynard-Auriga SF82), 10m50.8s; 4, Warren Briggs (Royale-Hansen RP31M), 10m51.0s; 5, David Button (PRS Scholar 82F), 10m51.2s; 6, David Newall (Tiga-Ford FF77), 11m16.4s. **Fastest lap:** John Village (Royale-Nelson RP31M), 1m03.1s, 91.74mph.

National Mini Seven Challenge Race (10 laps): 1, Nigel Gaymer (Boopspeed Mini), 13m07.9s, 73.47mph; 2, Gerald Dale (Funneltune Mini), 13m08.3s; 3, Chris Gould (Gould Mini), 13m08.6s; 4, Derek Miller (Funneltune Mini), 13m11.2s; 5, Peter Allen (Inland Revenue Special), 13m11.2s; 6, Richard Watkinson (Funneltune Mini), 13m11.4s. **Fastest lap:** Allen, 1m16.8s, 75.38mph.

A late-braking Gerry Marshall on the way to his first win of the year.



International Rallies

Bruno Saby began the defence of his title with a win.

OMAN RALLY

Lancer's luck

The Oman International Rally was the first ever FISA Championship Rally to be held in the continent of Asia, and maintained its suspense throughout.

Based on open-road sections timed to the minute without any special stages, the rally used roads which were substantially altered from those originally intended, following unusually heavy rainstorms two weeks before the event. All the competitors came from the Gulf states (the event also counted as the final round in the Gulf Championship), but both Datsun and Toyota factories supplied cars for the event.

The official Datsun Violet GTS suffered an engine failure the week before the event and was hastily changed to a Silvia Group 2 by fitting a replacement 8-valve engine. This failed on the first competitive section of the rally, while the official Toyota, driven by local driver Hamoud Al Said was delayed by a punctured tyre which was almost impossible to change. Al Said finally finished fifth.

The rally was held almost entirely at night. Starting each day at 4pm, the rally used a spectator stage during daylight, in the hills south of Muscat, before heading further into the hinterland for the longer sections. It was on this first stage that Abdulla Lamki's works Datsun Silvia came to an end.

Once the rally was in the night, Farouk Issa Barwani put up best time on the first two competitive sections before a rock damaged his sump too badly to be able to continue.

Walles was troubled by the dust of the Toyota which had started 3mins ahead of him, and departed from the next control 1min early to avoid this problem. Then he went off the road and lost 30mins with front suspension trouble. Skennerton then began to pull away consistently with his Mitsubishi until the return to Muscat for the rest halt, when he was 1min in front of Al Hajiri's Datsun.

Skennerton's tyre problems got worse during the second half, and this let Al Hajiri into the lead a couple of times, so that they were equal on penalties with the final competitive section of 43kms left. Skennerton's luck held, he survived this section with no more problems, and with a 2min advantage over the Datsun. Walles' luck however did not hold: he had rear suspension troubles and had to retire, though his victory in the Gulf series was assured.

MARTIN HOLMES

1st INTERNATIONAL OMAN RALLY
Mar 17-19
Pan-African Championship round 2

1, Alan Skennerton/David Otter (Mitsubishi Lancer), 1h 26m;
2, Said Al Hajiri/Salim Al-Harthy (Datsun 160J), 1h 28m;
3, Said Khalifa/Fahad Mubarak Al-Hinai (Daihatsu Charmant), 1h 33m;
4, Jaber Talib Al Marri/Mohammed Ahmed (Toyota Celica), 1h 35m;
5, Hamoud Al Said/Lesley Baylis (Toyota Celica), 1h 43m;
6, Joyce Sutherland/Sally Faassen (Datsun 160J) 2h 12m.

RALLYE DES GARRIGUES

Soaking Saby

Heavy rain and snow decimated the Rallye des Garrigues, causing the cancellation of the majority of the scheduled stages and leaving the event with only 100kms of its original 246kms stage-length. It was Bruno Saby (Renault 5 Turbo) who made the most of what was left, scoring his first victory in defence of his 1981 title 1m 33s ahead of the Porsche 911SC of Jacques Almeras.

The rally was due to start with 90kms of tarmac stages before two loose stages and a night's rest halt at Nimes. The following day's programme was made up of eight loose stages. Heavy snow in the Cevennes Mountains and a competitor's car blocking the route reduced the number of tarmac stages to two (24kms total). Almeras and Saby were fastest but Jean-Luc Therier (Renault 5 Turbo) retired with clutch problems.

The first of the two loose evening stages saw Maurice Chomat take fastest time in his Citroen Visa, 27secs quicker than second fastest Touren (R5 Turbo). Chomat later rolled twice.

It was Saby in front at the end of the first day, just less than 1min ahead of Chomat who was 5secs in front of Almeras.

The first loose stage of the following day was cancelled due to flooding but Saby was again quickest on the second in front of Almeras and eventual Group B winner, Christian Rio, in the other official Citroen Visa, while Chomat rolled losing 5mins to the leaders.

Group N was eventually won by Jacques Dubert (Peugeot 104 ZS), Jean Claude Sola winning Group 2 in his Renault 5 Alpine and Sebastian Couloumies once again took Group A in his Opel Manta after a close fight with Alain Errani's similar car.

CHRIS WILLIAMS

RALLYE DES GARRIGUES (F)
Mar 26/28
European Rally Championship round 11 coeff 1

1, Bruno Saby/Francoise Sappey (Renault 5 Turbo), 1h 24m 00s;
2, Jacques Almeras/Pierre Thimonier (Porsche 911SC), 1h 25m 33s;
3, Christian Rio/Andree Tabet (Citroen Visa Super), 1h 27m 30s;
4, Bernard Beguin/Jean-Francois Fauchille (Porsche 911SC), 1h 27m 47s;
5, Francois Chatriot/Anick Peuvergne (Renault 5 Turbo), 1h 28m 32s;
6, Jean-Claude Dayraut/Austruy (Porsche 911SC), 1h 29m 48s;

WESTLAND RALLY

Champion return

Current New Zealand rally champion, Aucklander Jim Donald, is restricting his rallying this year and it is unlikely that he will defend his title in the four-round national series. However, to keep his hand in for the Motogard Rally in June, he brought his Sanyo Ford Escort RS to the South Island for the Westland Rally, on March 20, and clearly showed that a lay-off during the summer had done him no harm at all.

Relishing the unfamiliar roads inland from Greymouth to Hokitika, he won each of the seven special stages that totalled 102 miles and finished a convincing winner, 6mins clear of Carl Rabbidge in a 2.0 Datsun 120Y. Local driver Noel Thompson showed the way home to the more highly favoured visitors by finishing third in his Escort 1600 ahead of Dave Parkes (Escort 1600).

Seeded No 1, Donald had a trouble-free run, but those behind him were handicapped by the dust that proved a problem for Aucklander Paul Adams (Toyota Starlet) who missed a corner and slid sideways until the car struck a rock and tipped on its side. Adams and co-driver Jim Scott soon righted the Starlet, but a flooded engine forced them to retire.

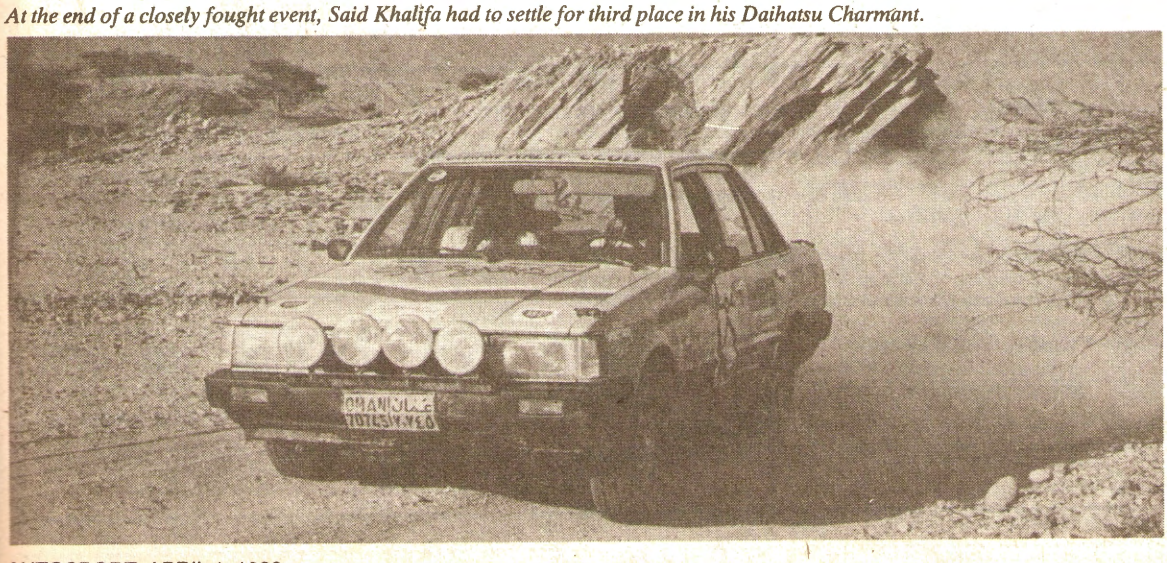
Of the 62 cars that started the rally only 35 finished, mechanical troubles and offs on the unfamiliar and dusty roads being the main reasons for retirements. Luckiest man in the rally was Dunedin newcomer Ross Grundy (Datsun Sunny) who, half-way through the first stage, toppled off the road and down a 200ft cliff. The car was a write-off but Grundy and his co-driver were miraculously unhurt.

PETER GREENSLADE

WESTLAND RALLY (NZ)
Mar 20

1, Jim Donald/Kevin Lancaster (Escort RS), 119m 14s;
2, C. Rabbidge (2.0 Datsun 120Y), 125m 14s;
3, N. Thomson/G. Hughes (Escort 1600), 127m 12s;
4, D. Parkes/S. Green (Escort 1600), 127m 15s;
5, G. Crawford/A. Graeve (Mazda RX323), 127m 26s;
6, T. Blair/G. Watson (Datsun 1200), 130m 51s.

At the end of a closely fought event, Said Khalifa had to settle for third place in his Daihatsu Charmant.



Weekend Sport

INTERNATIONAL EVENTS

Date	Venue	Event/Details
Apr 2/3/4	Long Beach, California, USA	Long Beach Grand Prix — Formula 1 World Championship, round 3 *Last year, the Long Beach Grand Prix opened the World Championship season and provided an impressive 1-2 result for the Williams team. Keke Rosberg showed at Rio that the FWO7C chassis is still a major force and the Finn's local knowledge — he has a flat in Los Angeles — could lead him to his maiden GP victory. Remember, too, that Riccardo Patrese qualified his Arrows on pole position. What will he do in the Brabham? Full preview on page 32.*
Apr 3/4	Hockenheim, Germany	European Formula 2 Championship, round 2 *Following the thrilling season-opener at Silverstone a couple of weeks ago, the F2 circus re-groups in Germany for round 2. Stefan Bellof will be keen to follow up his magnificent first round victory on home ground with his Maurer, although will face strong opposition again from the similar car of fellow countryman Frank Jelinski, not to mention the strong Ralt, Spirit and Toleman teams.*
Apr 3/4	Donington Park, England	European Formula 3 Championship, round 3 *The entry for this once popular championship is disappointingly small but respected Euro-series front-runners Oscar Larrauri and Emanuele Pirro (Euro-racing Alfa-101s) will face the strong three-car Martini-Alfa line-up of Didier Theys, Alain Ferté and Philippe Alliot as well as the pair of pretty Dallaras for Roberto Ravaglia and Claudio Langes. Also there will be Britons James Weaver Dave Scott, and local men Tony Trevor and Ian Shaw, while Kurt Thiim is down to drive Gerard Racing's year-old March 813.*
Apr 3/4	Vallelunga, Italy	European Touring Car Championship, round 2 *The new Jaguar XJ-S of Tom Walkinshaw/Chuck Nicholson was out of luck in the first round at Monza recently, leading comfortably until falling foul of a slower car during lappery, but the team have already served notice of their intensions.*
Apr 4	Monza, Italy	FIA International Historic Championship, round 1
Apr 4	Varano, Italy	Italian Formula 3 Championship, round 2 *With the European F3 contenders otherwise engaged at Donington, the Italian Pirelli-tyred runners battle it out on their own around the tight Varano circuit near Parma. Guido Cappellotto will start as a clear favourite in his Ralt-Alfa.*
Apr 4	Road Atlanta, Georgia, USA	IMSA Camel GT Championship, round 3 *The first of the IMSA 'sprint' events, with a full field of GTX cars racing over 150 miles. The father and son John Paul team, on their home circuit, will be chasing their third straight win of the year.*
Apr 4	Darlington, South Carolina, USA	NASCAR Winston Cup Grand National Championship, round 6 *The CRC Chemicals Rebel 500 sees the NASCAR competitors taking in their fourth race in as many weekends.*
Apr 4	Ledenon, nr Nimes, France	French Formula 3 Championship, round 2/French Production Championship, round 3 *Pierre Petit seeks his second victory in his Dave Price-run Ralt RT3, facing a concerted challenge from a batch of new Martini MK37s. In the Production (Group 1/A) Championship race on the same day, the likes of Jean-Pierre Malcher, Xavier Lapeyre, Claude Ballot-Lena (BMWs), René Metge (Rover V8) and Jean-Pierre Beltoise (Peugoet 505) continue their rivalry.*
Apr 4	Lakeside, Australia	Australian Touring Car Championship, round 5 *Ford Falcons versus Holden Commodores versus Chevrolet Camaros versus Mazda RX-7s as the Australian saloon series continues at the Queensland Lakeside track.*

NATIONAL RACING

Date	Venue	Event/Details
Apr 3	Silverstone, nr Towcester, Northants	AMOC Thoroughbred Sports, Seldon Classic Sports cars, HSCC Post-Historic Sports, Classic Saloons, Gates-Varley Formula Junior, Robin Hamilton Inter-marqué (Jaguar DC) *The JDC have assembled an excellent entry for their 9-race programme on Saturday, commencing with a round of the Robin Hamilton Inter-Marqué Challenge races, followed by an all-Jaguar affair which has attracted a super selection of the Coventry-built cars.Practice for the meeting will start at 09.00 and the first race at 13.45.*
Apr 3/4	Donington Park, nr Derby	European F3, Pace British 2000, Donington FF1600, *Motoring News* Donington GT, Donington Production GT, Staw Elf Renault 5, Unipart Metro, MGCC B/C/V8 (DRC) *Over 250 entries will converge on Donington this weekend for the midland circuit's first meeting of the year. European F3 heads the bill but eight other events, most of them fully-subscribed, will provide a feast of entertainment. Official practice starts at 10.00 on Saturday with qualification races from 17.15, while the main action on Sunday starts with practice from 09.00 and racing from 12.50.*
Apr 4	Brands Hatch, nr Dartford, Kent	Champion of Brands Hatch FF1600, BP Superfind FF1600 Junior, BARC Clubmans A, STP Modsports, Wendy Wools Special Saloons, Mini Miglia, Historic Handicap, BARC/MGOC Racing Championship (BARC) *The BARC make their second visit of the season to Brands Hatch, putting on a mixed bag of eight races. Close action should be assured from the first Champion of Brands Hatch FF1600 race, the series with a £1,000 end-of-season award, while other FF1600 cars will be out for a round of the BARC/BP Superfind Junior series. The Wendy Wools Special Saloon event will give Alan Humberstone a chance to wrest back his 1300cc class clap record. After practice from 10.30, racing will start at 14.30.*
Apr 4	Lydden Hill, nr Canterbury, Kent	Marchant & Cox FF1600, Lydden F Libre, Bob Kirk Special Saloons, Hot-rods (Astra MC) *The first of Lydden's popular 'Festival of Motor Sport' attractions takes place this weekend with three 'proper' motor races, catering for the local championships, and a wide selection of Hot-Rod, Mini-Rods, in which the rapid Barbara Cowell (British European and World Mini-Rod champion last year) will be competing, and the new Formula Saloon Stox. Practice at 12.30 and the first race at 14.00½.*

INTERNATIONAL RALLYING

Apr 1/3	Italy	Rallye Costa Smerelda — European Rally Championship, round 12 (co-eff 3)
Apr 2/4	Germany	Saarland Rally — European Rally Championship, round 13 (co-eff 1)

NATIONAL RALLYING

Apr 3	Newtown, Powys	Plains National Rally — Esso/BTRDA Gold Star Rally Championship, round 3
Apr 3/4	Douglas Seaton Ltd, Yeovil (MR183/549/155)	Avalon Rally (Yeovil CC). Start 24.00
Apr 3/4	Main Road Garages, Long Sutton (MR131/443/224)	East Elloe Libra Rally (East Elloe MC). Start: 23.00
Apr 3/4	Ranchway Service Station, Dunstable Beds	Cibie Three Counties Rally (Chess Valley MC). Start: 23.00
Apr 3/4	Dutton James Garage, St Helens, Lancs.	Dutton James Trophy Rally (St Helens MC).
Apr 3/4	The Black Lion Royal Hotel, Lampeter, Dyfed	Sarn Helen Rally (Lampeter & DMC). Start: 23.00
Apr 3/4	Swindon, Wilts	Shellsport Highwayman Rally (Swindon Phoenix CC). Start: 22.00
Apr 4	Dunblone Hydro Hotel, Inverness	The John Wilson's Bedroom Stages Rally — Esso Scottish Rally Championship, round 3 (Dunfermline CC).
Apr 4	Holsworthy Cattle Market	Torridge Forest Stages Rally (Holsworthy MC)

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.

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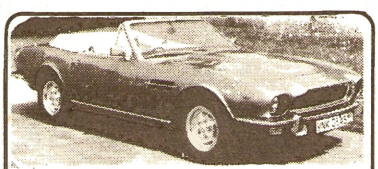

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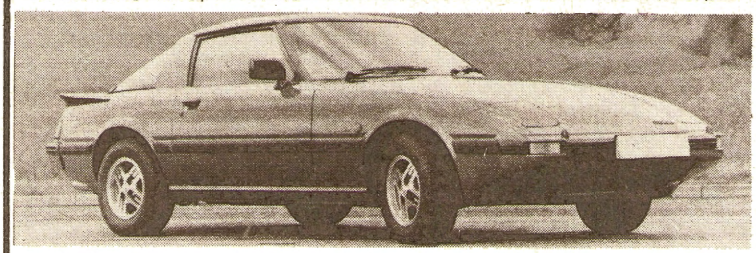

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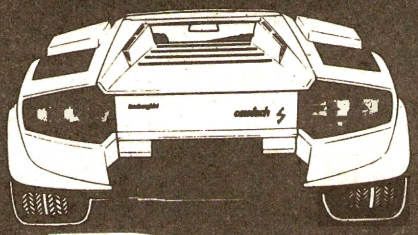

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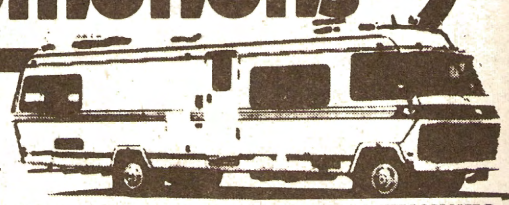

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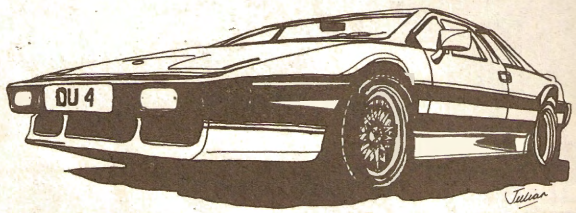

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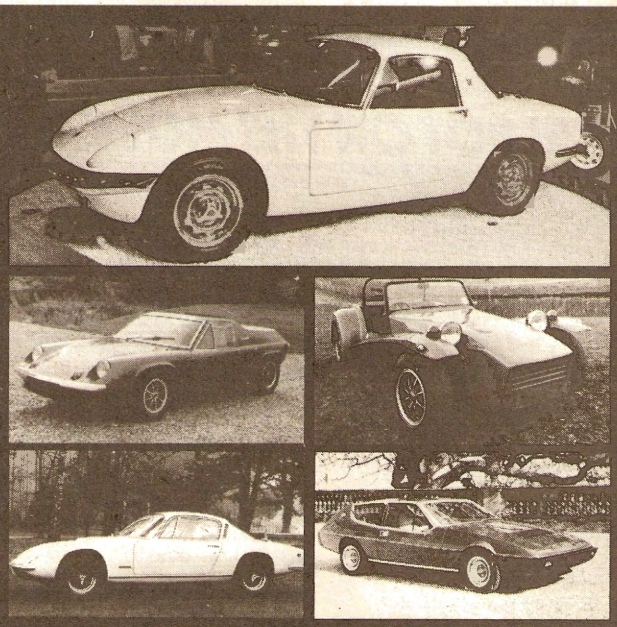

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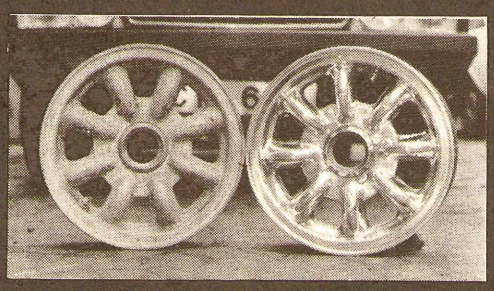

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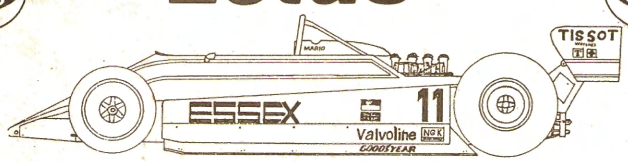

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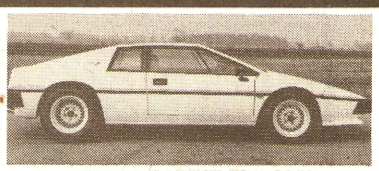

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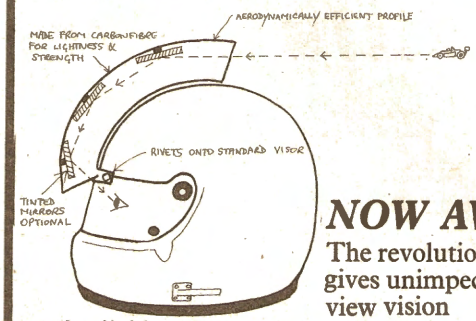

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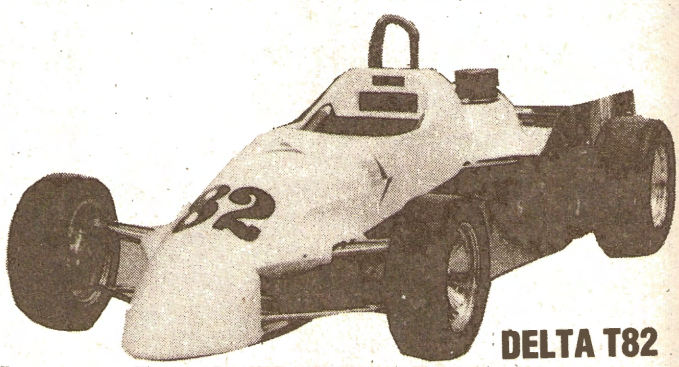

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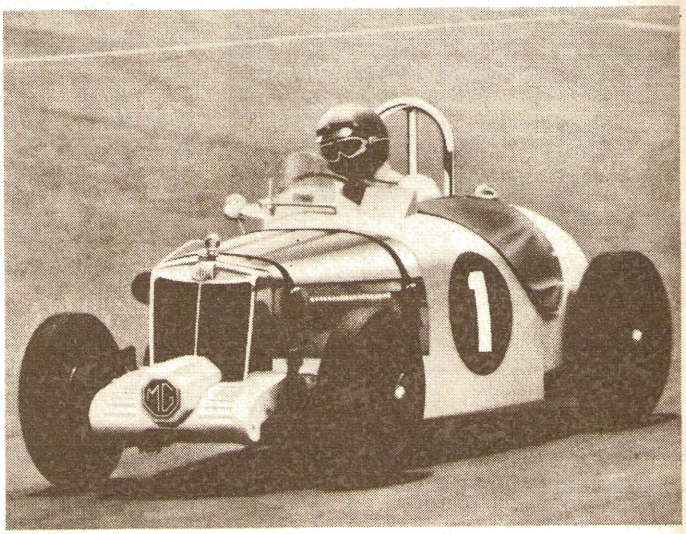

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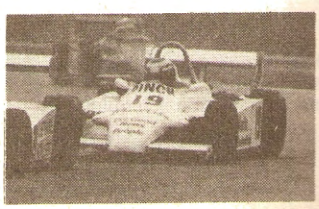

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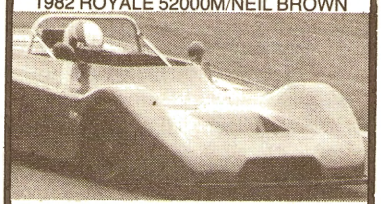

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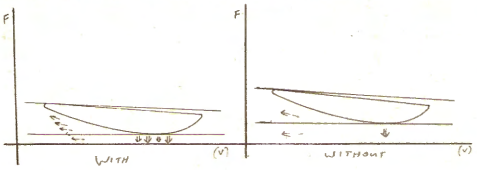

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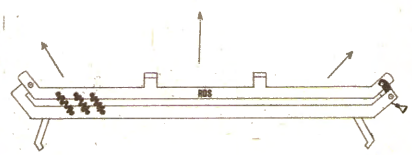

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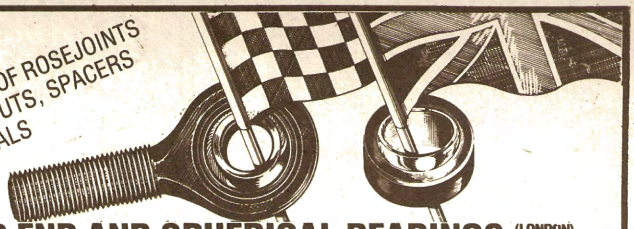

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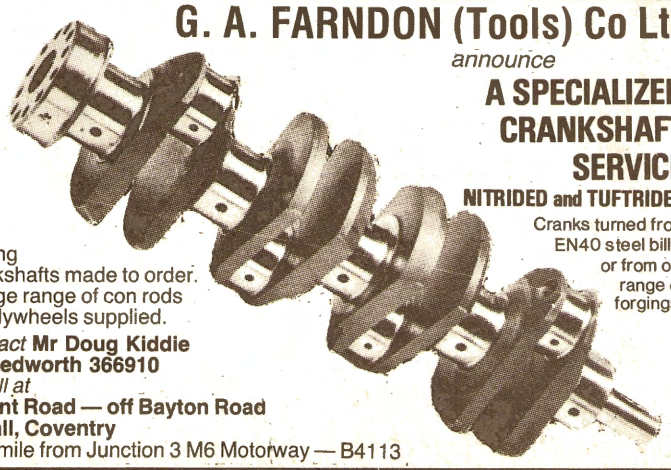

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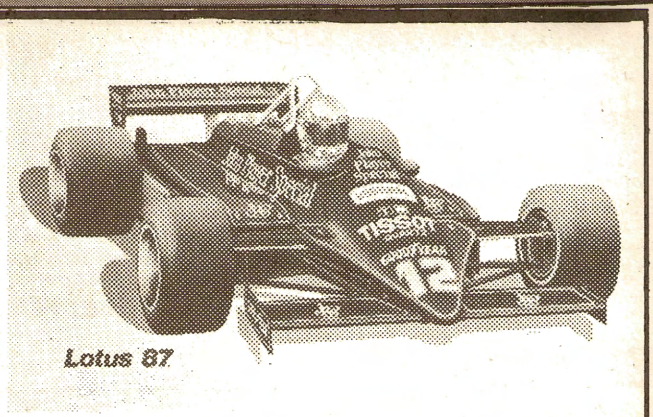

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It goes without saying that your secretarial skills, (typing, audio/shorthand, telex and telephone) are excellent and that you have some book-keeping knowledge. I need someone who is free to work odd hours at short notice and a current driving licence is essential.

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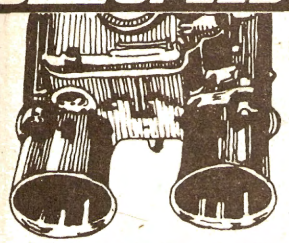

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SP1 3SQ. Tel: 0722 21833/6

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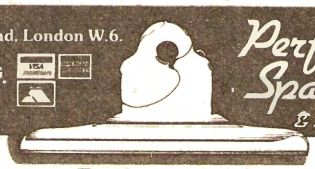

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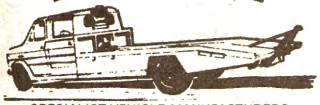

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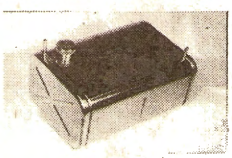

4-gallon foam-filled fuel tank £54
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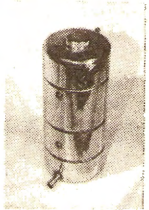

Polished aluminium dry sump oil tank with rubber mountings. 1¾ gallons £48

Ford Escort Dry Sump oil tank as used on works cars 2½ gallons £52

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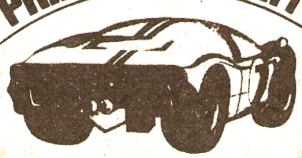

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REMOTE MOUNTED, BELT DRIVEN, GEAR TYPE OIL PUMP, AS SHOWN, PUMPING:—

3.5 gls per 1000 rpm per stage ..... **£300.00 plus VAT**
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As fitted to 1st, 3rd and 4th place cars in 1980 RAC Rally.

Most suitable for 2 to 7 litre engines where high oil flow is required under extreme conditions, especially where high oil temp, and long suction lines are standard.

Mounting brackets and drive pulley systems available for:—
Lotus turbo block (with integral sump.)
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Cast light alloy double scavenge dry sumps available now for the Lotus 2 and 2.2 litre engines, fitted with removable baffle plates and scav. filters.
2 litre, double scavenge, single trough alloy sump **£90.00**
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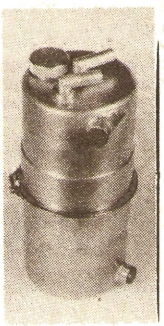
For further details of equipment availability call **Danbury 2787**

AT LAST – an oil tank that can be dismantled for cleaning – available in two sizes
6.5" dia x 14" deep 9" x 16" deep



FEATURES: Metal spun, 16SWG tanks top and bottom with spun up flanges, sealing with an 'O' ring, the two tanks being secured together with an aeroquip stainless steel clamp.
The two internal baffles are secured to a centre column which can be removed when the tank is dismantled.
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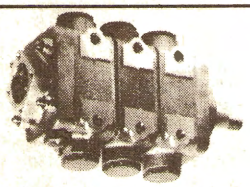

ONE, TWO OR THREE STAGE, REMOTE MOUNTED, BELT DRIVEN, 1.35 or 2.2 GLS PER 000 RPM PUMP.

Three stage 1.35 ..... **£152.00**
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A rotor type pump with capacity to dry sump up to nd including most 2 L. engines and some 2500 L ngines depending on oil flow required.
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Complete system for Ford Fiesta 1300 and 1600 ..... **£980.00**
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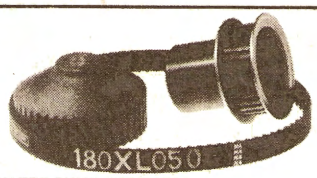

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£22.00 plus VAT

Can be supplied with 30/34 and a 30/40 ratio. Steel or aluminium crank and water pump pulley, with ½" and ⅝" bore water pump pulleys.

CAMBER GAUGE.
£47.00 plus VAT

Camber gauge box in hardwood
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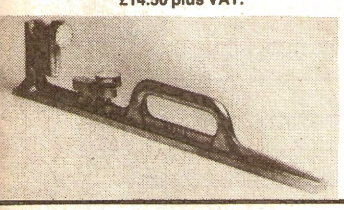

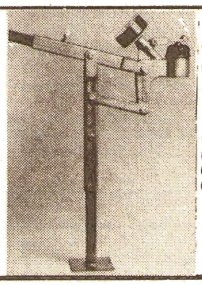

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Can be supplied reading from
0-400lbs
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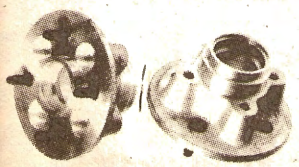
Can be supplied to fit Vitesse and Herald axles with 3.75", 4", 4.25" and 4.5" PCD.



LIGHT WEIGHT, HELICAL TOOTHED RACK AND PINION
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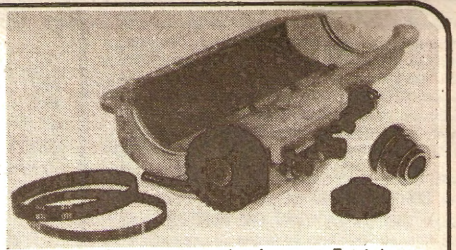
Can be supplied in batches or on a one off basis as required, to drawing.

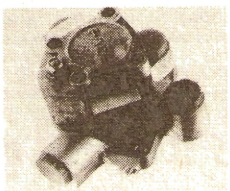
FORD PINTO 2000 DRY SUMP KIT



Features:-
4¾" deep, twin scavenge, cast alloy dry sump pan with removable alloy baffle plate, gauze filters and filter shrouds.
Sump also incorporates mounting point for pump.
Available with modified trough to fit in Ford Escorts

PUMP

Three stage. One pressure, double scavenge. Gear type for greater top end performance. Front stage pressure pump. Easily reached adjustable pressure relief valve. Scavenge outlets connected internally. Suction hoses from sump ¾" i.d. Complete with pulleys, belts and water pump drive. Clearance under pump and pulley to bottom of sump — 1". Tacho cable drive on rear of pump. Pump belt tension adjusted with special packing shims (supplied). Complete with all hoses and hardware.
£340 plus VAT

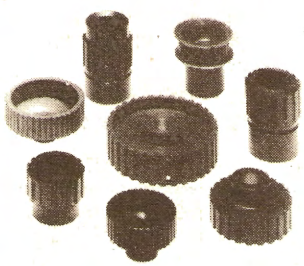


5 PORT DRY SUMP OIL PUMP, £85 plus VAT

FEATURES:—
Gravity die cast stages for non-porous castings.
Machined on CNC mill for high degree of accuracy.
Centreless ground drive shaft.
Inlet Outlet ports tapped ⅞" NF or BSP as required.
Standard ⅝" pressure and ⅞" scavenge rotors.
Case hardened relief valve.
Precision ground separator plate.
Note: Each pump is tested for pressure and flow at 90°C, before despatch.

5 Port Dry Sump Oil Pump with integral Tacho drive. £120.00

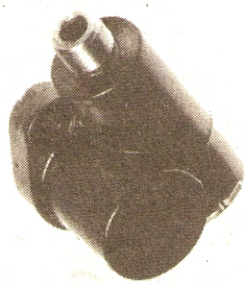
Features:
As 5 port dry oil pump.
MEASURES 4.187" from mounting face to outer point of pump.



And I can now supply POLYVEE pulleys to requirements

TOOTHED BELT DRIVE PULLEYS.

I can now gear cut your blanks or supply complete pulleys as required, with L section (⅜" pitch) and XL section (⅛" pitch) up to 7" dia. and 1.375" thick, in aluminium or steel.



RIGHT ANGLE TACHO DRIVE GEARBOX, 2-1 RATIO, REVERSING AND NON-REVERSING.
£30.80 plus VAT.

Directly interchangeable with Smith unit.

ALSO AVAILABLE.

Complete Ford 1600 dry sump kit including two stage pump bracket, pulleys and belt including water pump drive, less sump **£164.00**
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Ford 1600 dry sump pans, single scavenge **£50.00**
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