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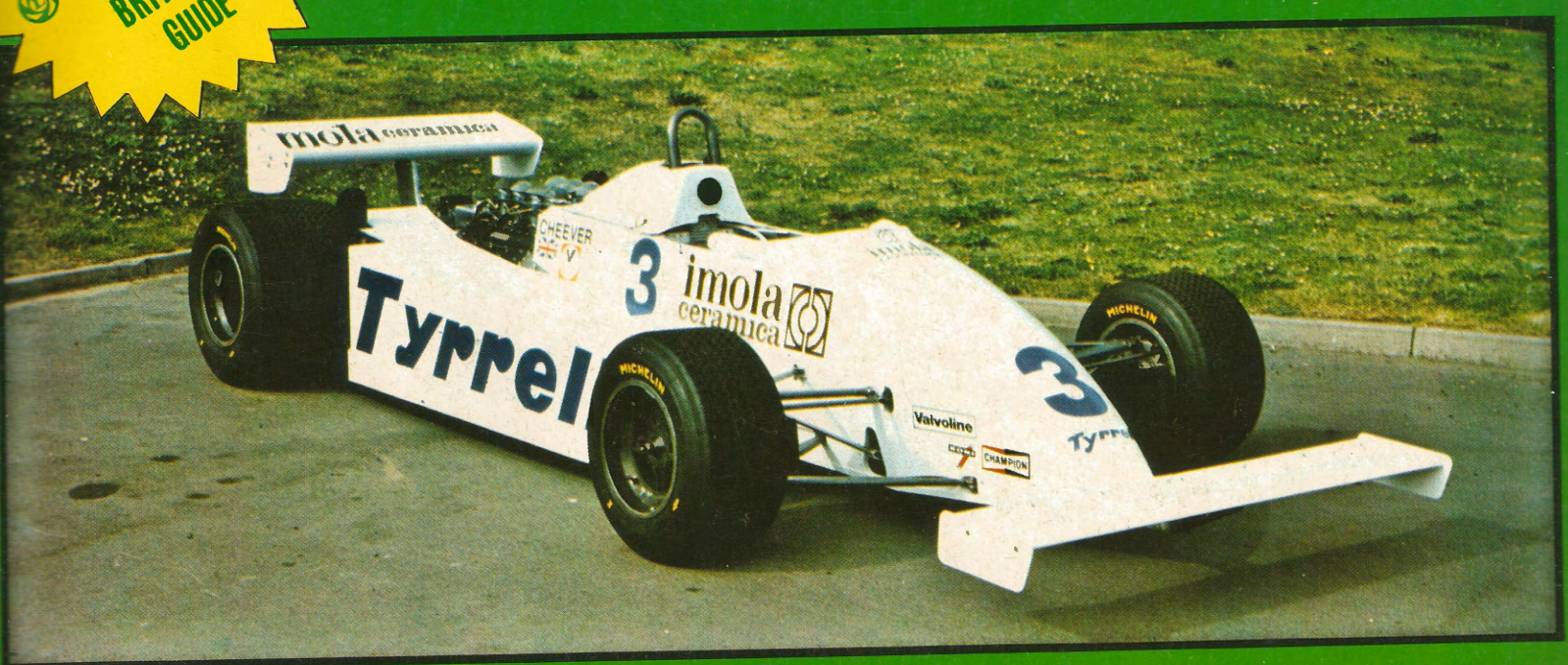
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July 16, 1981 50p



Autosport
Leyland Vehicles
BRITISH GP
GUIDE

Will Lotus race?



New Tyrell for Grand Prix

Inside: Full guide to Silverstone weekend
Lancia win World title □ Jonathon Palmer: F3 star

CHARLES SAWYER HOARE RACING

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July 16, 1981 Vol 84 No 3

FRONT COVER

The British Grand Prix at Silverstone should see the race debut of two new chassis. The bottom picture shows Ken Tyrrell's brand new 011 while the top picture is a car that has been seen before . . . the Lotus 88B. Whether that makes the grid remains to be seen. Photos: Jeff Bloxham.

NEXT WEEK

The most important weekend in British motorsport will be fully covered by AUTOSPORT's team of reporters and photographers — We will have a full report in colour of the Grand Prix, and the supporting programme. Plus all our usual news and features*

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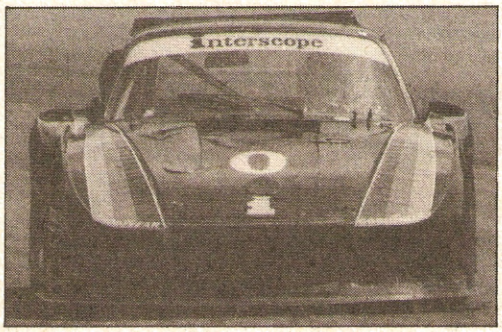
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Our opinions, your letters and dear old Catchpole.

WATKINS GLEN WEC 11



The Glen Six Hours was the final round of the 1981 World Endurance Championship and Lancia went to the States with a slender championship lead. By the end of the weekend they had convincingly done it . . . Lancia Monte Carlos finished a strong 1-2, beating the might of the multitude of Porsche 935s with consummate ease. Quentin Spurring was our man on the spot.

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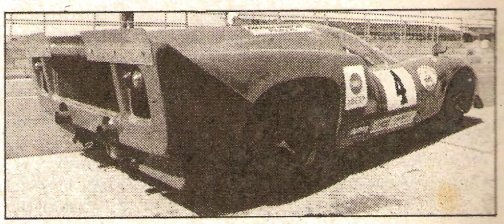
Chris Mason's monthly look north, with reflections on the Scottish hillclimbers, F3 at Cadwell and the impressive Richard Seaman meeting at Mallory.

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The big bangers are back. Thanks to David Piper and Mike Knight, those evocotive sports cars of the sixties and seventies are back. Lola T70, Ferrari 512 and Porsche 917 return to do battle again. Mark Hughes looks at the series and Simon Taylor takes to the tracks in Mike Knight's Lola T70. Super Sports indeed.



JONATHAN PALMER 48

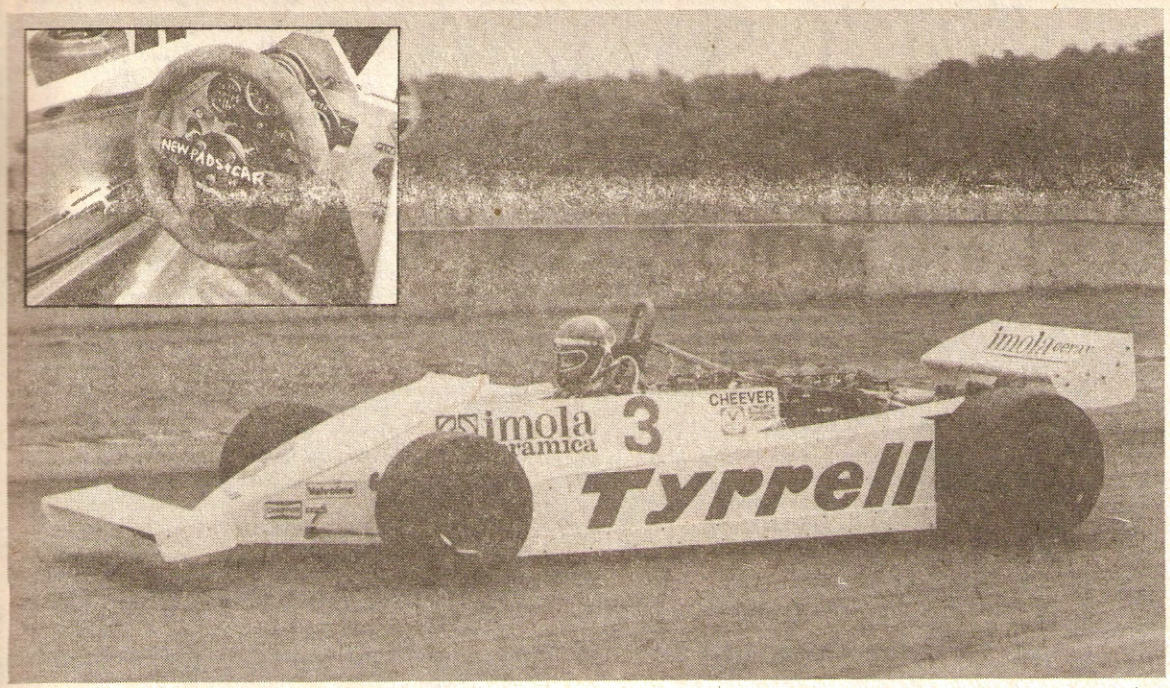
In only his first season of Formula 3 Jonathan Palmer has hit the headlines time and time again . . . he has even been offered a Grand Prix seat on the strength of his performances to date. Jonathan talks to Marcus Pye about his impressions in the F3 arena.

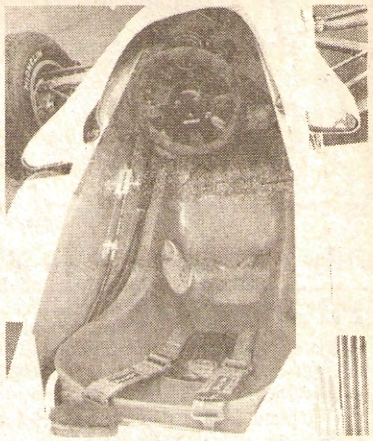
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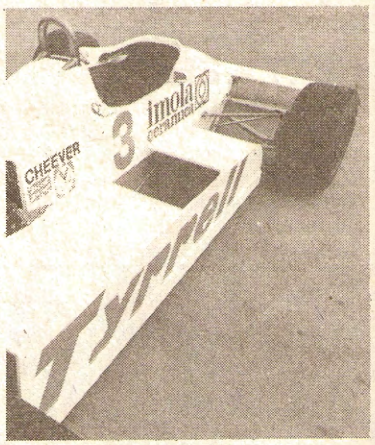
Motor racing reports worldwide — National race meetings at Mallory Park, Brands Hatch, Donington, and Knockhill — Another Mallock Atlantic win — Suzuka F2 — Watkins Glen Super Vee — Super Sports at Falkenberg — Rallying from South Africa — Jeff Churchill wins ATS Stages — Off track round-up . . . Plus details of the coming weekend's motor sports events.

SUPPLEMENT

All you need to know about the Silverstone weekend is contained in our colourful free supplement with team by team guides, driver profiles and interviews with the Williams pair Alan Jones and Carlos Reutemann. Gilles Villeneuve describes a lap of Silverstone and Nigel Mansell talks of life with Lotus.







The new Tyrrell first turned a wheel at Donington Park on Tuesday, where initial testing was carried out by Eddie Cheever. His best time in the Maurice Phillippe designed car was 63.8s, 4secs slower than Nelson Piquet in the Brabham BT49.

New Tyrrell 011

Launched at the beginning of this week, the Tyrrell 011 was due to be tested by Eddie Cheever at Donington on Tuesday. If all goes to plan, the American will debut the car at Silverstone this weekend.

"We had wanted to complete the new car for the beginning of this year's European season, back at Imola in May," said Tyrrell on Monday. "This year however, we have received no major sponsorship, which meant that we had to introduce an extremely tight financial planning programme early in the year. One of the things, regretably, which had to give, was the early introduction of 011.

"Our team will continue to receive financial support from Imola Cooperativa Ceramica this year. That involvement, of course, began at the San Marino Grand Prix. All our efforts are now focused on achieving major sponsorship for 1982. We expect the new car to achieve the success necessary to attract major sponsors with sufficient financial support to enable us to field a World Championship winning team next year."

Maurice Phillippe has been at work on the new car for the last eight months, and says that his aims for 011 included improved driver safety, a higher torsional stiffness to counteract the increased demands of aerodynamic and mechanical loads, and improved under-body aerodynamics. The 011 is said to be right down on the minimum weight limit, at 585kgs.

Phillippe has not followed current fashion with the monocoque of the new car: no carbon fibre is used. The sides of the tub are of aluminium/honeycomb sandwich, and the floor has an aluminium outer skin joined to a Kevlar composite inner skin via a Nomex honeycomb core. Bulkheads are aluminium. The team suggest that, despite the absence of carbon fibre, their new monocoque achieves probably a higher torsional stiffness for a given structure weight than any other Formula 1 car.

The front suspension utilises a pull-rod system to operate the inboard spring/damper units. This, it is claimed, has stiffer characteristics than a conventional rocker arm system. Phillippe pioneered the pull-rod system on the Lotus 72.

Fabricated steel alloy front uprights are used on 011, these also stiffer than on previous Tyrrells.

The rear suspension has inboard rear spring/damper units with narrow centreline distance, this permitted by use of the narrow Tyrrell gearbox casing originally developed for the 010 model. Rear uprights and hubs have larger sections than previous ones, and are only marginally heavier.

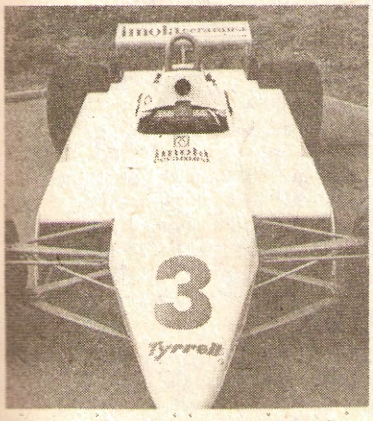
In keeping with Grand Prix racing's current barmy rules, there are of course pneumatic low-rate springs at front and rear, these in conjunction with conventional helical coil springs of either double or single type.

Sidepods and decking are manufactured in aluminium skin and honeycomb sandwich panels "to minimise aeroelastic distortion under load," these again considerably lighter than their equivalents on the 010 cars. The engine/gearbox under cover is also of aluminium and honeycomb sandwich.

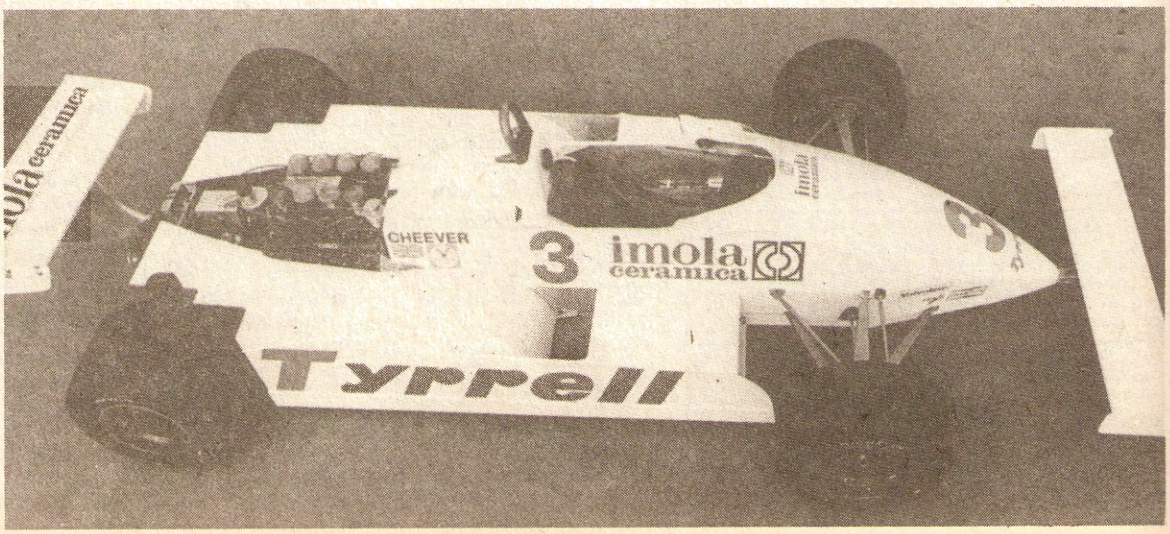
The cast magnesium Tyrrell gearbox casing (with Hewland internals, of course) incorporates the engine oil reservoir, gearbox oil system and sump, spring/damper anchorages, all suspension pickup points and air starter motor mounting. The oil and water rads are in the sidepods, and fuel is carried in a single Kevlar reinforced fabric bag cell with a maximum capacity of 40 gallons.

Overall length is given as 465cms, and the other main dimensions are as follows: overall width: 208cms; overall height: 105cms; front track: 173cms; rear track: 159cms; wheelbase: 269cms; ground clearance: 7.6cms. This last figure, of course, refers to the 011's ground clearance in the pit lane . . .

Front view of the 011 showing full width nose wing, which follows usual practice.



Small and neat, the 011 features a number of changes to improve driver safety, torsional stiffness and under-body aerodynamics, but Phillippe has been able to construct Eddie Cheever's new car right down to the weight limit.



Silverstone latest: Watson quickest!

Thursday and Friday saw some concentrated last minute testing by Grand Prix teams at Silverstone in readiness for this weekend. Thursday turned out to be exclusive for McLaren and Alfa Romeo during which time John Watson was quickest at 1m 13.1s. This time looked unbeatable through most of Friday when Williams, Lotus, March, ATS and Toleman joined in. However, right at the end of the day Watson managed to break into the 1m 12s with the neat Marlboro MP4, recording a 1m 12.96s. The McLaren used Michelin tyres throughout and team director Creighton Brown confirmed that, having considered three offers, they would stay with Michelin for the rest of the year.

Alan Jones was the quickest of the two Williams drivers, setting his 1m 13.21s time very early in the day before embarking on a methodical sorting programme with Goodyear. Carlos Reutemann recorded 1m 13.91s. The team's final preparation for their British GP hat-trick bid took place at Brands Hatch on Wednesday.

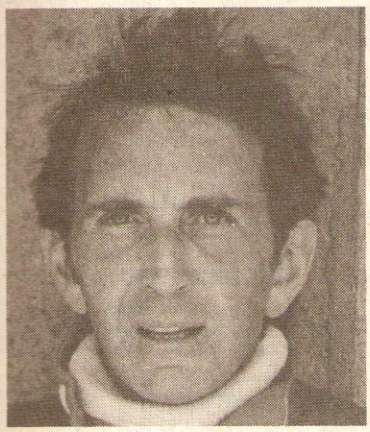
Making consistent progress during the two day session were Alfa Romeo, and Mario Andretti managed to break into the 13s late in the day. The team actually showed him a 1m 13.2s although the general concensus was that 1m 13.76s was more accurate. Bruno Giacomelli managed 1m 14.01s.

Derek Daly had the new lightweight and aerodynamically revised March 811 to try for the first time, and, after wasting the morning running with only half throttle, got it going well in the afternoon to set a 1m 15.49s using Avon race tyres.

Team Lotus had two 88Bs for Nigel Mansell and Elio de Angelis to try and used Goodyear tyres throughout the day. Neither driver was particularly happy with the cars and chances of making real progress were hampered by the process of setting up and sorting out the various Goodyear tyres available. De Angelis's best was 1m 15.59s and Mansell, 1m 16.82s. Their testing continued at Donington early this week. Jan Lammers was back in the ATS cockpit as the team felt that Slim Borgudd's inexperience would not accelerate their development programme. For the time being though Borgudd retains the seat for races. Lammers's best was 1m 17.76s and Borgudd's 1m 19.67s.

Sadly despondent were the Toleman team who were really hoping to be on the qualifying pace at Silverstone. Derek Warwick's lappery was severely restricted by a broken rose-joint at one point and the best he could manage was 1m 19.16s.

Watson — a home win?



Lotus try Goodyear

Although Goodyear's return to Formula 1 racing was only supposed to embrace the Brabham and Williams teams, Lotus spent the whole of last Friday using the Akron tyres at Silverstone and Italian rumour suggests that a firm contract was signed immediately after Dijon.

"We have not made any decision which tyres we will use at Silverstone," said team spokesman Andrew Ferguson on Monday," we are still talking to the companies involved."

With McLaren having allied themselves to Michelin for the rest of the year, it is unlikely that the French company would be willing to take on another contracted team and it would seem that the John Player Lotus 88Bs will be running on Goodyear this weekend.

Lotus were at Silverstone last week with an 88B . . . on Goodyear tyres . . .





Jarier — another chance?

Jarier's F1 Osella

After several days of uncertainty over whether the Osella team would be running one car or two, it has been confirmed that Jean-Pierre Jarier will drive alongside Beppe Gabbiani at Silverstone. It is not known whether or not this will be a one-off drive.

Miguel Angel Guerra had been fit enough to resume his place in the team, but Italian sources suggest that problems existed with Guerra's sponsorship money.

Enzo Osella's current problems do not end there, it would seem. Giorgio Stirano, the designer and main engineer in the team, left last week after a 'communications breakdown' with his boss . . .

Surer stays at Theodore

Theodore Racing's team manager Jo Ramirez was delighted to be able to report at the end of last week that the team had been able to secure Marc Surer's services for the rest of this season.

The talented Swiss driver agreed terms with Teddy Yip in the middle of last week after a series of determined drives for Ensign and a further thoroughly professional debut for Theodore at Dijon.

Theodore will continue to run just one car for the rest of the season and will have a revised lighter but stronger Tony Southgate chassis at Silverstone this weekend when they will also use Avon tyres for the first time.

Alfa Romeo encouraged

The Alfa Romeo drivers came away from their Silverstone test days feeling encouraged. By the end, Mario Andretti had got down to 1m 13.76s, the third fastest time of the session.

For the British Grand Prix the cars will have revised rear suspension. It will be the last race for the old 179A monocoques. For the German Grand Prix, in two weeks' time, Andretti is expected to have the first of the carbon fibre-monocoqued cars.

Arrows receive F1 tyres from Pirelli

Arrows were testing Pirelli F1 tyres at Donington on Tuesday. After a couple of weeks of pressure the Italian tyre company finally reversed their earlier decision to work exclusively with Toleman this year and give support to Arrows. The Milton Keynes-based team suffered very badly when Michelin decided to concentrate on their contracted teams at Dijon and were anxious to find an alternative rubber supply.

"We will just have to wait and see how it all works out in testing", said team boss Jack Oliver on Monday, "before we can make any decision for the future."

One of the problems of running Pirellis is that they require 15in wheels. Oliver said that the team had enough to cope with Tuesday's test session but it was touch and go if there would be enough rims to go round in time for both cars to be fitted with the radials by the start of practice on Thursday.

The Arrows A3 will again have Dave Wass's new rear suspension fitted for Silverstone, its effectiveness or otherwise having been masked at Dijon by the tyre problem. The team have also taken possession this week of a new development Cosworth DFV engine which, Oliver said, could be worth 5-8bhp although Cosworth refused to tell them what changes had been made to achieve this.

Other Arrows news is that negotiations to try a Lancia turbo engine had "died a death because of a third party putting the block on." This is thought to be Ferrari's insistence that they are the only arm of the Fiat group which competes in Formula 1.

Oliver also stated categorically that Jacques Villeneuve would not drive for the team in North America GPs, contrary to regular rumour.

Ferrari's new wing

Our Italian correspondent reports that Ferrari have, for the moment, anyway, changed the 126C's most elegant feature, its nose section. During tests at Fiorano last week, a Theodore-type nose — with the front wing on top — was used, the drivers apparently finding that it improved the car's downforce.

Gilles Villeneuve took part in the Hockenheim tests last Wednesday, and is believed to have tried an entirely new monocoque. It is not thought that this will be brought to Silverstone, however, although both team cars will have front-end modifications to the existing monocoques.

At Fiorano the cars were run with conventional rear suspension, and in long-wheelbase form. New skirts were tried, and also a revised hydraulic suspension system.

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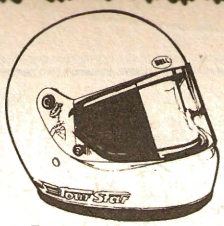
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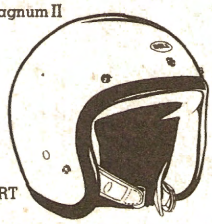
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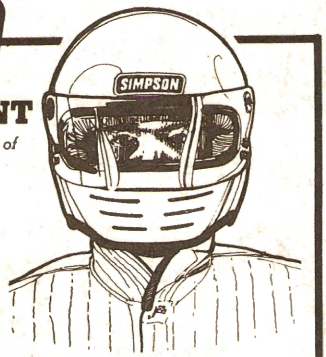
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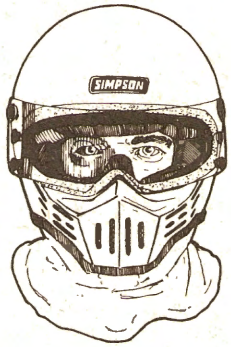
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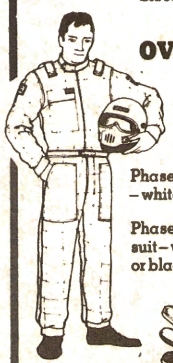
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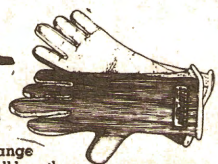
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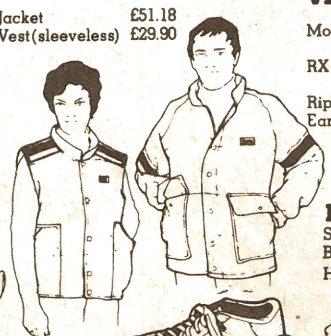
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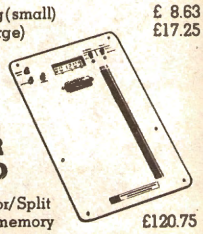




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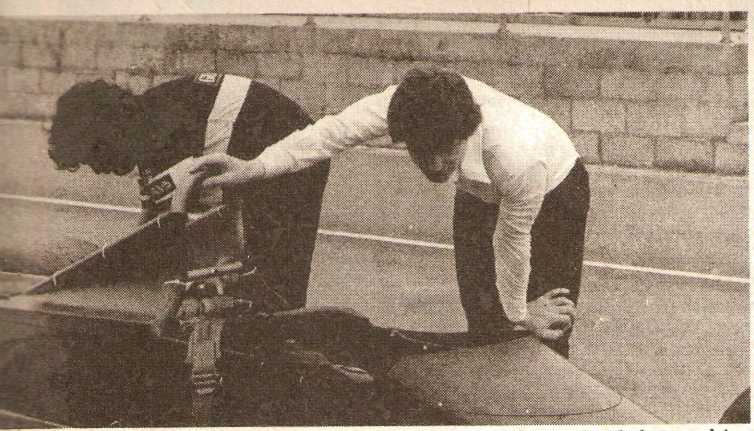
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Jonathan Palmer inspects the cockpit of the Grand Prix car he has decided not to drive

Palmer rejects March GP debut offer

Runaway Marlboro British F3 championship leader Jonathan Palmer last week turned down the opportunity to make his Grand Prix debut at Silverstone this weekend. John Macdonald's March Grand Prix team were given the go-ahead (albeit briefly) last week to run a second car again as Osella were only going to run one car for the rest of the season. Palmer was the team's first choice but after a couple of days deliberation the flying doctor turned down the opportunity. "Obviously I am very flattered to have been asked," said Palmer, "but I don't think I would be able to do the team or myself justice at this late stage. There is no real opportunity for any testing and I think the pressure of making my debut and learning about F1 in front of my home crowd would be too big for it to be successful.

"Also, of course, I would not be able to do the Formala 3 race at the meeting and, although I have had to take out a massive loan to keep the programme going, I think I am obliged to everyone who has helped me this year to compete in the biggest race of the year."

Macdonald was appreciative of Palmer's dilemma and has promised him a test session in the car before the German Grand Prix.

No Brabham-BMW for this weekend?

"We are not even planning to take the car to Silverstone to put on show", said Brabham team manager Herbie Blash on Monday following a national newspaper splash story that the BMW turbo powered car would make its debut this weekend. "Two engines did arrive in England last Friday and the car is having its routine fortnightly test at Donington today, but we have no plans to take it to Silverstone as things stand.

"Nelson will test the Ford powered cars at Donington on Tuesday and obviously if the turbo is a second quicker then we would have to consider taking it." As it happened the turbo blew up after 15 laps on Monday.

It all changed. See panel . . .

Spence to race F3 Magnum

Following a successful test drive at Oulton Park last week, Russell Spence has signed to drive the Magnum 813 at the Grand Prix meeting. The Marlboro British F3 championship round will be the Bradford FF2000 man's first taste of the formula into which he aims to move full time in 1982. Regular sponsors Euroroof, Sam Rhodes builders merchants and his father's R.J. Spence Construction firm are supporting the one-off outings. Russell was originally entered in Mike O'Brien's March.

Automotive Designs racing manager Jim Wright was most impressed with Spence's showing in the Magnum, the test session being filmed for a news item on Yorkshire Television, centreing on the promising and publicity-minded FF2000 regular.

Tassin wins with Toyota

Thierry Tassin's victory in Sunday's round of the Marlboro British Formula 3 Championship at Brands Hatch was scored with a regular Mader-prepared Toyota engine fitted to his Neil Trundle-prepared Belga-Ralt RT3/81, although the personable Belgian was quick to point out afterwards that: "I think I would still have won with the Brabham/Volkswagen engine."

During testing at Silverstone the week before Brands, Tassin was unable to set respectable times — "I was one of the slowest there" — and, rather than risk a poor showing at the weekend, his team decided to revert to a known pattern and so switched back to the Toyota. However, in testing at Brands on Thursday, matters were hardly improved at all. The team therefore returned to their Woking base and effected a complete strip and rebuild of the car prior to Sunday's race.

I think the problems stemmed more from the many engine changes and so on that we have made recently," admitted Tassin, "rather than the engine. We found several things wrong when the car was stripped down but it is much better again now and the car feels very good." Suitably encouraged, Tassin expects to be back with the Brabham-tuned VW engine at Silverstone this coming weekend.

Marlboro F3 test drives

George Macken, managing director of Marlboro UK, said at Silverstone last week that his company would be providing Formula 3 test drives for "the winners of the Marlboro FF championship".

Marlboro, in fact, do not sponsor a Formula Ford championship, but are expected to lend their name to the Formula Ford Festival, and the first three finishers in that will be given the test drives.

Stefan Johansson was to drive the second March at Silverstone this weekend if Osella (or any other team) had no plans to run a second car. March Grand Prix were told last week that Osella were only going to run one car for the rest of the year and that they could run two again. Johansson was with Macdonald at Silverstone last Friday and agreed to drive it. The plans had to be put in abeyance on Monday when Osella changed their minds, but the Swede will be standing by.



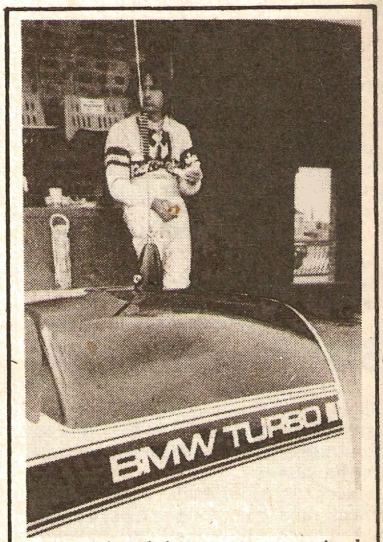


Scott — went for the pole.

Great, Scott!

Sensation of the Brands Hatch Marlboro Formula 3 race last Sunday was most certainly 19-year-old Sussex driver Dave Scott, who qualified brilliantly on pole position and then set fastest race lap on his way to finishing third after a poor start.

The youngster had a couple of seasons racing in Formula Ford behind him before making his F3 debut in last year's season-closing televised Thruxton race in which he took his ex-Roberto Guerrero Argo JM6 to a creditable eighth. This year, Dave began the season by gaining more experience in the Argo and often qualified with times close to those set by Guerrero last year. Recently, however, his small team, run under the Intersport Racing banner by former Lotus mechanic Glenn Waters, have taken delivery of a new Ralt RT3/81 and Dave has suddenly sprung to prominence, finishing sixth, seventh and now third in his three outings with the car. Possessing a smooth and mature style, Scott is most definitely a man to watch.



As we closed for press we received news that the Brabham-BMW BT49C will definitely appear at Silverstone and, if successful in practice, will make its race debut. Nelson Piquet (above) tested the four-cylinder BMW turbo powered car at Donington on Tuesday, recording a best time of 61.06s. The car was painted in Brabham's official colours and completed a large number of laps without drama, apart from a minor electrical problem in the morning. Piquet also tried the Cosworth-engined car, his best time in this being 59.87s.

Pirelli's Goodwood test for F2 onslaught

The leading Formula 2 teams were at Goodwood last Thursday testing Pirelli's latest tyres in preparation for the final five rounds of the closely fought European Formula 2 championship.

However none of those present came away feeling that they were in any better position to challenge the Bridgestone superiority which became apparent in the last two races. Pirelli produced two new tyres for the day and Stefan Johansson's 'base' time of 1m 8.6s set early in the day on known tyres, was only beaten by a fraction late in the day by the unlikely figure of Christian Danner in his Boss March. In the excitement of it all Danner got carried away shortly afterwards and went off in a big way just after Madgwick. Luckily he escaped unharmed and the March once again showed its immense strength in such situations.

Johansson's efforts in the Docking Spitzley Marlboro Toleman were ruined in the afternoon by metering unit problems. Corrado Fabi was also present but was never able really to get going, recording a best of 1m 9.0s, while Eje Elgh's quickest in the championship leading Maurer was 1m 9.2s.

The times basically were slow, the best ever F2 time being a 1m 6.9s by Brian Henton last year. A high 1m 7s is more realistic though and Riccardo Paletti did a best ever on M&Hs last week of 1m 8.1s in the Onyx March.

On Monday Thierry Boutsen tested four new construction Bridgestones on his March, recording a best of 1m 8.2s. The compounds, though, were too soft for the very hot conditions although they blistered after 25 laps unlike the Pirellis which tested for just six.

Ongais: on the way to recovery

Although Danny Ongais's original estimate for a return to racing (at the Michigan 500 — to be run on Sunday!) was more than a little optimistic, the Hawaiian is making good progress, and doctors now express confidence that he will make a full recovery.

Ongais suffered multiple injuries in his appalling accident in the Indianapolis 500, but his internal injuries proved to be far less serious than was first feared. It will, however, be some time before his badly broken legs are in full working order again.

The cast was removed from his left leg last week, and his right leg is being treated by electric impulse. "His bones have gone together well, but it will be six months before he's fully fit," says our American Editor. At the moment it is hoped that he may be able to drive the Interscope Porsche in the final IMSA race of the season, at Daytona in December.

Garza's split

Indianapolis sensation Josele Garza has parted company from Dave Psachie, the team manager of the Mexican's championship team.

Since Indy, the team has been having a difficult time, qualifying well back in the field at both Milwaukee and Atlanta. They also became enmeshed in the political rows over the Pocono 500. At Watkins Glen last weekend, however, Garza gave his reason for firing Psachie as "He wants to build a car for Indy next year, and that's taking up all his time."

Garza will drive in the Michigan 500 this weekend, but team mate Geoff Brabham will have to miss it because of his 60-day ban from CART events. This was incurred because the Australian took part in the non-CART race at Pocono (finishing second to A. J. Foyt). He will drive for the team in selected CART races later this year.

Andretti doubtful at Michigan

An impressive entry of 55 cars (and 43 drivers) has been received for Sunday's inaugural Michigan 500. All the usual CART stars will be there, but there is a question mark over the presence of Mario Andretti.

We understand that there is some question of Andretti driving for Alfa Romeo in Saturday's British Grand Prix, then leaving immediately for the States to drive his Wildcat in Sunday's 500-miler! The Michigan event is not an FIA race, so the rule about drivers competing in events on consecutive days would not apply. Steve Krisiloff has been nominated to qualify the car, and will race it if Andretti decides not to run.

A. J. Foyt will not be taking part. Apparently the Texan filed an entry, but cannot use his NASCAR licence for this race, due to its non-FIA status. Only CART members may run, and it seems that AJ was unwilling to become one . . .

Riley's F3 outing

Talented New Zealander Brett Riley will drive the Dave Price Racing March 813 usually pedalled by Philippe Colonna at this weekend's British Grand Prix meeting. Brett was to have used the car at Brands Hatch last Sunday in order to gain some practice — he has raced only once this season — although engine problems during the week left him without a car. At the last minute, he arranged to hire Eddie Jordan's Ralt RT3 and used it to good effect, setting third fastest race lap on his way to seventh place, just behind the similar car of Raul Boesel. The March will be fitted with a Hesketh Engines developed Toyota for this weekend.

Incidentally, Dave Price was quick to inform us at the weekend that it was Colonna, using Avon tyres, who finished third in the F3 event supporting the recent French Grand Prix at Dijon and not Pascal Fabre, who was fourth.

Briefly . . .

● In Italy they're saying that Goodyear are hoping to woo Ferrari away from Michelin for 1982 . . .

● Lola are currently building a new T850 F2 car for the Docking-Spitzley team, replacing the car in which Kenny Acheson had his accident at Pau, incorporating development ideas for 1982 especially on the aerodynamics.

● Japanese F2 driver Keiji Matsumoto is hoping to hire a March-BMW 812 for the Spa and Donington European championship races. The car will use Japanese Dunlop tyres. It is now unlikely that Heroes Racing will bring their Bridgestone shod Toleman over for Kazuyoshi Hoshino as sponsorship has not been forthcoming.

● The RAC have pointed out that the British Grand Prix will be on July 18 next year, not July 25 as announced by FISA in their provisional list. We have been unable to get the full corrected list from FISA due to public holidays in France.

● Unipart will be giving Jonathan Palmer some much needed extra sponsorship for his West Surrey Engineering F3 at Silverstone this weekend.

● Not only England's top racing driver but also a promising golfer, Nigel Mansell finished second in a ProAm event at The Belfry State Express classic tournament last week partnered by top professional Maurice Bembridge.

● Corals odds for the British GP prior to practice were; 4-1, John Watson; 9-2, Alain Prost; 5-1, Nelson Piquet; 11-2, Alan Jones and Carlos Reutemann; 7-1, Gilles Villeneuve and René Arnoux; 10-1, Jacques Laffite; 12-1, Didier Pironi.

● The Mallory Park test day scheduled for July 29 has been switched to July 30, with the afternoon reserved exclusively for Formula 3 cars.

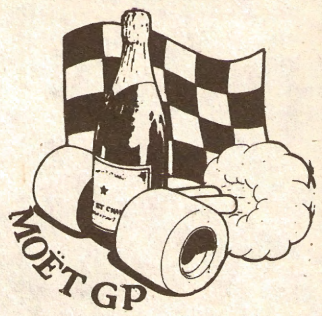
● Former McLaren and Brabham engineer Alistair Caldwell has taken over the team manager's hot seat at ATS. His first meeting with the team will be at Silverstone this weekend.

● James Hunt was to have driven the Marlboro McLaren MP4 at Silverstone last week for a BBC film, which would have been his first drive in a single seater since he retired two years ago. Stories as to why it didn't happen range from the fact that he was physically too big for the car or that it wasn't financially viable for him.

● Spectating at the Silverstone F1 test day last week was legendary Indy crew chief George Bignotti who was in England to order a new March Indy car for Tom Sneva. Bignotti spent much of his time inspecting the Lotus 88Bs.

Bignotti — flying visit.





If you're very quick — and very lucky with the PO — you still have time to enter for the British Grand Prix round of the Moët et Chandon *competition.*

Who will win at Silverstone on Saturday? Most of the money at present is on Nelson Piquet, John Watson and the Renault pair, with the two Williams drivers next in line. The 1979 race was won by Clay Regazzoni's Williams FW07 at 138.80mph. Send your postcards in haste to AUTOSPORT *Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.*

● Bernard Devaney will drive Markus Hotz's F2 March-BMW 812 at Donington on August 16.

● Mexican Formula Atlantic champion Miguel Muniz-Rizo will drive Bertram Schaffer's Ralt RT2 in the European F2 championship rounds at Spa and Donington.

● Happily released from hospital last Friday was Kenny Acheson, who is now recuperating in Ireland.

● Derek Daly's Guinness March will have co-sponsorship for the British GP from 100 Wheels, a company importing Brazilian built wheels to England and headed by Roger Springett who formerly sponsored an Aurora Shadow.

● The RAC Technical Commission will be making a final check on the block of the Rover 3500 V8 engine used by Peter Lovett in the Tricentrol Championship round at Silverstone on 21 June. This can only be done when the block is stripped bare of all other components and, for the convenience of the entrants, the necessary inspection is being held in abeyance until the engine is next due for full overhaul.

● We learned after our Grand Prix supplement went to press that the Marsh Plant Hire Lola T70 would be driven by Gerry Marshall, not by Richard Bond, in the Minolta Super Sports Trophy at Silverstone on Friday.

● Thorbjörn Carlsson and Thomas Kaiser will be running new Ralt RT3s at Silverstone this weekend, not RT1s as our entry list suggests.

● Automotive Designs who were hoping to run Jim Walsh in F3 prior to the Irish star's dreadful FF1600 shunt, subsequently nominated John Village to drive their Magnum 813 at Silverstone. As Russell Spence has now hired the chassis the former Euro FF1600 champion may now be seen in a March.

● We omitted to credit the following for photographs used on our Longines Super Poster: John Dunbar (LAT), Charles Knight, John Townsend, Sporting Pictures (UK) Ltd, Scandinavian Racing Press.

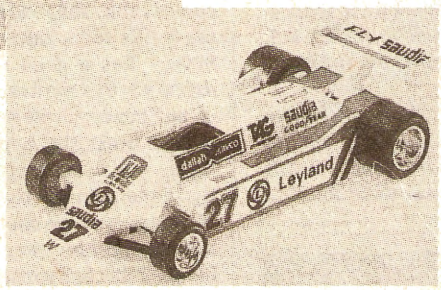
● An error crept into the results of the World Endurance Championship race at Enna-Pergusa on June 28. In fourth place should have been the Porsche 934 of Angelo Pallavicini/Edgar Dören.

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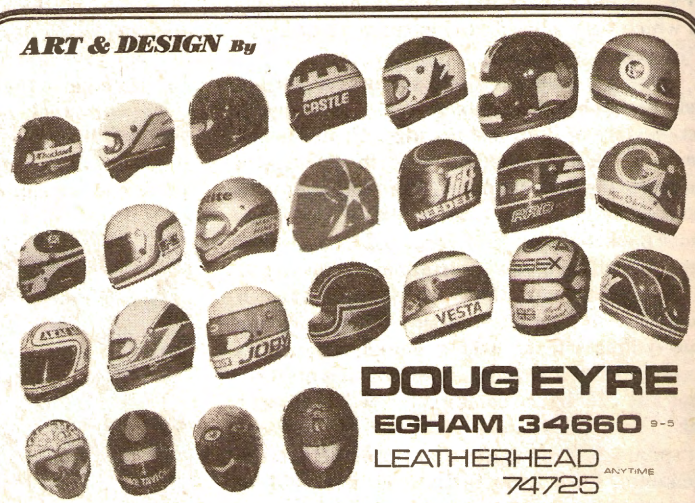
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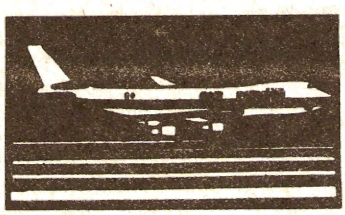
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Your one chance this year

Since the British Grand Prix was last run at Silverstone, in 1979, there has been much to lament in the path followed by Formula 1, particularly the apparently endless battle between FISA and FOCA which so disfigured last season and winter.

Nor has this year been without its problems and political squabbles — controversies over the Lotus 88, over the introduction of hydro-pneumatic suspension systems, over the decision by all Grand Prix teams to ignore the regulations to which they agreed during the writing of the Concorde Agreement.

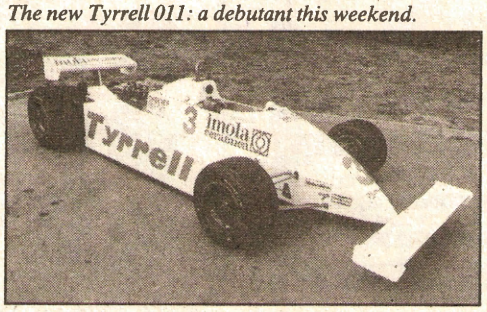
In the last couple of months, however, Grand Prix racing has done a great deal to clean up its act, restore to itself lost prestige. Crowds have been dwindling steadily, but in France, a fortnight ago, perhaps we saw the start of a reversal of the decline in attendances. Dijon was more packed than ever before, and we hope that the same will be true of Silverstone this weekend.

The signs are that we should have a magnificient race on Saturday. Two years ago the Williams team held a dominant position throughout qualifying and race, but it is unlikely that any car/driver combination will run away this time. Some feel that Nelson Piquet's Brabham will have an edge, others that the Renaults, fresh from their home win, will be unstoppable around this quickest of all current Formula 1 tracks. And there are some who reckon that all will come right for John Watson and McLaren. Four potential winners there, then, and that takes no account of Williams, sure to come good when it matters, or Ferrari, hampered by a poor chassis but bolstered by a magnificent engine, or Talbot-Ligier, improving with every race. It all looks very open.

All this is leading up to one thing: be there. In these times, British enthusiasts have but one chance a year to watch the world's best drivers at their work, and we beg you not to pass it up. Through all its strife, Grand Prix racing remains the pinnacle of the sport.

On this weekend's horizon, however, loom two possible sources of trouble. Colin Chapman is committed to running the Lotus 88Bs at this race, and we can only hope that scrutineering does not prove to be an ugly repeat of Long Beach, Rio and Buenos Aires. And then there is the question of the drivers' dissatisfaction with their current status within the sport, their desire for a voice among the rulemakers, their disgust at the fines imposed upon some of their number after the startline fracas at Zolder. Jean-Marie Balestre has until tomorrow (Friday) to answer them.

The new Tyrrell 011: a debutant this weekend.



If the drivers' demands are not met, it is conceivable that some sort of action may be taken, its form uncertain at this time. AUTOSPORT has a good deal of sympathy for the drivers in this matter, and we feel sure that most of our readers will feel the same way. We can only express the hope that they will not risk losing this by staging some form of demonstration or delaying tactics on Saturday, should their demands not be met. British enthusiasts are knowledgeable; they can appreciate what is involved here. Bearing in mind the current state of the country in which they live, however, there can be no surer way for the drivers to alienate them than by indulging in some form of 'demo.' So long as they refrain from the tactics of the street, they will keep the support of everyone.

However, let us hope that these possible problems do not arise, that we can all enjoy a day of pure sport on Saturday, unsullied by controversy — or bad weather. Don't miss it!

Correspondence

the editor is not bound to agree with readers' opinions

Hard sell needed

I was very interested to read the letter from Jon Clark in the July 2 AUTOSPORT, and in particular his request in the last paragraph, for practical suggestions on how to bring back entrants, sponsors and, more important, paying customers to club motor racing.

If promoters want more customers through their turnstiles, they must advertise their meetings. I live mid-way between Mallory Park and Donington Park, and only the latter invest in advertising in such a way as to reach a wide cross-section of the public, some of whom have never attended a motor race.

I do not see Mallory Park doing the same. Consequence? Every meeting this season has been poorly attended. They are not reaching the family man who wants an afternoon out. If promoters want some of his leisure time and money, they must compete with trips to the seaside, stately homes, safari parks and cricket matches. The motoring press must also take some of the blame. Not always do they indicate starting times and admission prices.

On the subject of admission prices, these also, need reviewing in these harder times. Let's start by singling out this year's Grand Prix at Silverstone. £23 for a grandstand seat? Ludicrous and greedy. If a family of four has to drive up to 50 miles, with petrol, programme and refreshments, that's £90 for two hours of racing!

The promoter must also look at family groups; these are the customers of tomorrow. Take three local meetings last weekend (July 4/5).

Mallory Park — a very ordinary club meeting. Admission, adults £2.50, children £1.00. Total cost for a family of four, £7.00.

Donington Park — better than average, 14-race programme. Adults £3.00, children free. Total cost, £6.00.

Silverstone — Marlboro F3 plus good club races. Adults £2.50, children free. Total, £5.00.

I think that MCD have got their sums wrong, and this was reflected in the fact that the Mallory competitors almost outnumbered the spectators.

Promoters must also look at Paddock Transfer charges. As an add-on cost, they are too high. They must give the public a chance to take photographs, talk to the drivers and for boys to obtain autographs.

Viewing facilities must also be looked at if the circuits are to attract more customers. I went to Donington for an excellent meeting, but the size of the crowd was for below expectations. Why? Because one can't see anything!

Mr Wheatcroft and the priveleged motoring press may think it a "super" circuit. It may be a drivers' circuit, beautiful it is, but a spectator viewing circuit it isn't. Mr Wheatcroft ought to walk round his circuit with a ten-year-old and ask him at what points he can see over the top of his concrete walls! Instead, he demolishes his three grandstands.

Let's look at television. Promoters must offer some televising of club meetings. Formula 1 is not good television. It is processional and lacking in incident. FF1600, FF2000 and Metro Challenge cars are not. That's what would show the masses what their local Sunday afternoon meeting is all about. Look what TV has done for snooker, darts and showjumping. It would also increase sponsorship, and the lack of that is a growing problem. A prospective sponsor would have to think twice if he were reaching 8 million people on a Sunday afternoon instead of 1000 at a live meeting.

Finally promoters must get to the public. They are selling a commodity — so sell it!

We have the best club racing in the world. Ask da Silva, Toledano, Mansilla, Boesel, Moreno, etc, etc, etc. It is tragic to see all the effort put in by drivers, mechanics and marshals being appreciated by so few people, and it's not their fault. They give all every weekend for the likes of me.

LOUGHBOROUGH, LEICS. P. T. BOWDEN

Is Enna worth it?

I congratulate Guy Edwards, Emilio de Villota and Lola on their victory in the 6 Hours race at Enna on June 28, but even *they* cannot have been overjoyed when they had a mere 11 opponents, four of which fell by the wayside.

And yet in the same issue of AUTOSPORT we read that this race is to be included in the 1982 World Endurance Championship yet again. On past performance it has no right to be, in my opinion. No one can tell me that the points gained in such a race bear comparison with, say, Le Mans or Nürburgring.

Meanwhile, it is very pleasing to see the Spa race back in the series once more. Like you, I just regret the circuit has gone the way it has, and the way the Nürburgring looks like going.

Incidentally, in your follow-up story on Le Mans this year you suggested that Ian Bracey's Ibec team was the only all-British entry. Have you forgotten the Dorset Racing De Cadenet, which continues to wear British Racing Green?

BRAINTREE, ESSEX. BRIAN JOSCELYNE
Dorset Racing

A FISA Endurance Racing spokesman tells us that Enna has only a provisional entry in the 1982 FIA Drivers series, as a third event in Italy. It is probable that FISA will keep that country down to two events, at Monza and Imola. When I wrote "all-British" I meant 100% British — DRA had a driver from Eire. — Ed.

Despicable behaviour

Like the other Le Mans fans, we congratulate and applaud all the British drivers and teams for their supreme efforts this year. However, we witnessed a very sour incident after the race. We were resting our sore feet alongside the ACO when our attention was drawn to a group of Britons mouthing obscenities. To our astonishment two of them sidled up to the World

Wildlife Fund stall and proceeded to steal two large cuddly toys. The method was to knock the item to the ground, drop a jumper over it then pick both items up together. When I realised what was happening I suggested to the second thief he put it back but he laughed and ran off. Incensed, I alerted the stallholder and a man set off in pursuit of the thief but whether or not he was caught I don't know. Robbery is a despicable crime but to rob a charity makes it doubly abhorrent, in my opinion.

According to their luggage labels, this group was travelling with one of our biggest motor racing tour operators, so presumably they would call themselves ardent fans. But I would suggest to them that by their actions at Le Mans they insulted the bravery and skill of the very driver they were claiming to be supporting with their fanatical flag waving. I don't think the driver would want to know them.

If they have any consciences I'm sure the World Wildlife Fund, c/o ACO, Le Mans would be pleased to receive a donation from them.

COWES, ISLE OF WIGHT — F S MILLS

Touraco defence

With reference to the Dunlop-AUTOSPORT piece in *Sports Extra* (July 9), I would like to make a point clear.

Mark Peters passed 14 cars during the race before coming up to Tony Allinson, whom he could not get past, and never did! The reason he could not pass was that Allinson visibly pulled away from the Lola on the straights, only to be caught up by Peters on the corners. This prompted Team Touraco/Mark Peters to lodge a protest against Allinson's engine (our first protest in 4½ years.) The main reason for protesting was the fact that there *are* illegal engines in Formula Ford and we feel that it is about time something was done. If we feel any engine is illegal, whether in the points or not, we shall protest it!

Allinson's engine *was* declared illegal as he had no provisions for sealing his engine, therefore he has been excluded from the results in both the Dunlop-AUTOSPORT race and the Bernard Hunter race. This then means that Mark Peters was seventh, Robert Meaton eighth, Michael Spivey ninth and Chris Bullimore 10th. Confirmed by the BRSCC.

LONG EATON, NOTTS — GRAEME GLEW, *Team Touraco*

Quel sun-tan!

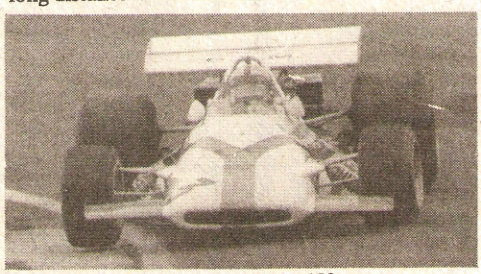
Much as I enjoyed the television coverage of the French Grand Prix being won and lost by Prost and Piquet, my one real disappointment was to be denied the chance of seeing in glowing colour the BBC's magic link with Dijon's prevailing weather conditions. You've guessed it — Murray Walker's bare arm!

SHEPRETH, HERTS — ROD WILLIAMS

What about his bald patch! — Ed

10 Then as now? 25

Ten years ago this week (AUTOSPORT, July 15, 1971) we had to report the death of that great and popular Mexican driver, Pedro Rodriguez. Killed in an Interserie race at the Norisring, Rodriguez was one of those rare drivers who had become an absolutely essential part of motor racing, one whose loss was particularly hard to accept. Number one driver with both the BRM Formula 1 team and the JW/Gulf Porsche 917 team, he had carved an incredible reputation, and was noted especially as the very best long distance driver available.



Pedro Rodriguez and the BRM P153.

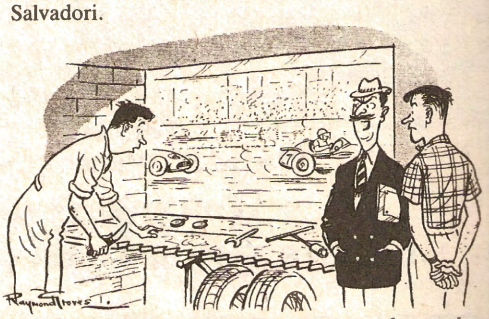
Rodriguez would be missed by the crowds at the British Grand Prix, which was previewed that week. Called the Woolmark British GP, the race was to be held at Silverstone, and the big question was whether Jackie Stewart could extent his 14 points World Championship lead at home. Two British drivers, Derek Bell and Jack Oliver, were having their first Formula 1 outings of the year, in Surtees and McLaren respectively. As ever in recent memory, all grandstand seats were sold, but basic admission on raceday could have been yours for just £1.20. Considering that it costs £9.00 for exactly the same facilities this year (an increase of 750%), one wonders where all the extra cash goes . . .

The Leinster Trophy race at Mondello Park saw John Watson (Brabham BT30/36) win, for the second time, from Peter Westbury (Brabham BT36), despite finishing second to the latter in the second heat. The crowd's favourite was Brian Nelson, who flung his Crosslé 18F about with great abandon to finish third.

Back in the days when international racing graced Croft, the BARC organised a splendid meeting which drew 6000 spectators. Top of the bill was a Formula 3 race won by Dave Walker (Lotus 69) from James Hunt (March 713M) and Barrie Maskell (Chevron B18), with Jody Scheckter finishing a creditable 13th in the under-powered EMC run by Dr Ehrlich. The Jock Leith Trophy for Sports Cars was won by John Miles's Chevron B19 from the similar car of John Lepp, while that regular pair, Frank Gardner and Brian Muir, dominated the RAC Touring Car Championship event.

Twenty-five years ago this week (AUTOSPORT, July 13, 1956) the 11th British Grand Prix at Silverstone had attracted the best entry of the season so far, with 31 cars due to appear. Favourites, despite the fact that we said that sheer speed did not count for much at Silverstone, were the Ferraris, which had dominated at Rheims. With 285bhp on tap, the Lancia V8 engined machines of Fangio, Collins, Castellotti and de Portago had the straight-line speed, but, just like this year, the handling of the Ferraris left much to be desired. The main challenge was expected to come from Moss's Maserati, the Englishman being expected to have the edge over team-mates Behra and Perdisa on his home circuit, while Schell's Vanwall and the BRMs of Hawthorn and Brooks would also be competitive.

British cars had very nearly brought off a double victory at the Rouen Grand Prix. Colin Chapman headed a Lotus one-two-three in the 1500cc sports car race, but, in the larger capacity race, Moss was not quite able to catch Castellotti's Ferrari in the closing stages. Behra brought his Maserati home third from two more Aston Martins in the hands of Brooks and Salvadori.



"Well I think it's a damned crazy way to keep a lap chart."

The new Mallory Park circuit hosted another meeting, which, like the first day's racing a month earlier, was a great success. The main race, for *Formule Libre*, saw the outright lap record broken by the first two finishers, winner Bob Gerard (Cooper Bristol) and Bruce Halford (Maserati) leaving the new record at 57.4s (84.67mph). The Formula 3 final was a remarkable race: Jim Russell led for 11 of the 12 laps from a swarm of 500cc machines behind, but, on the last lap, Stuart Lewis-Evans made a tremendous effort to dead heat with Russell.

EX179, the beautifully streamlined MG which had set international class records at Utah in 1954, would be returning in modified form for further record attempts on the famous salt flats. Drivers were to be Johnny Lockett and either Ken Miles or David Ash, and would be master-mind George Eyston.

Catchpole

by Barry Foley



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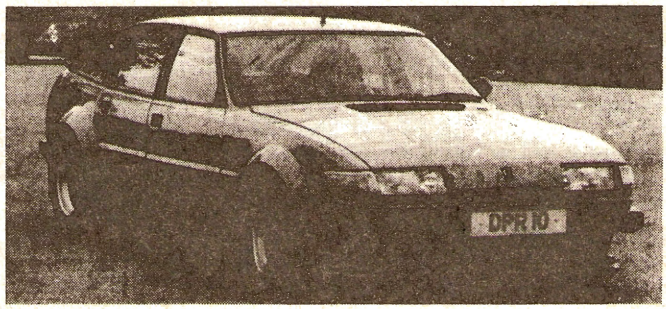
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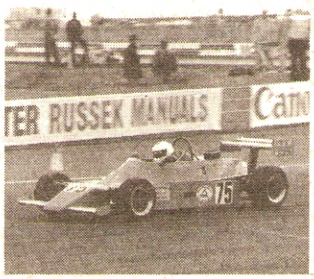
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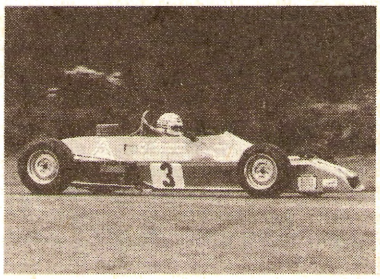
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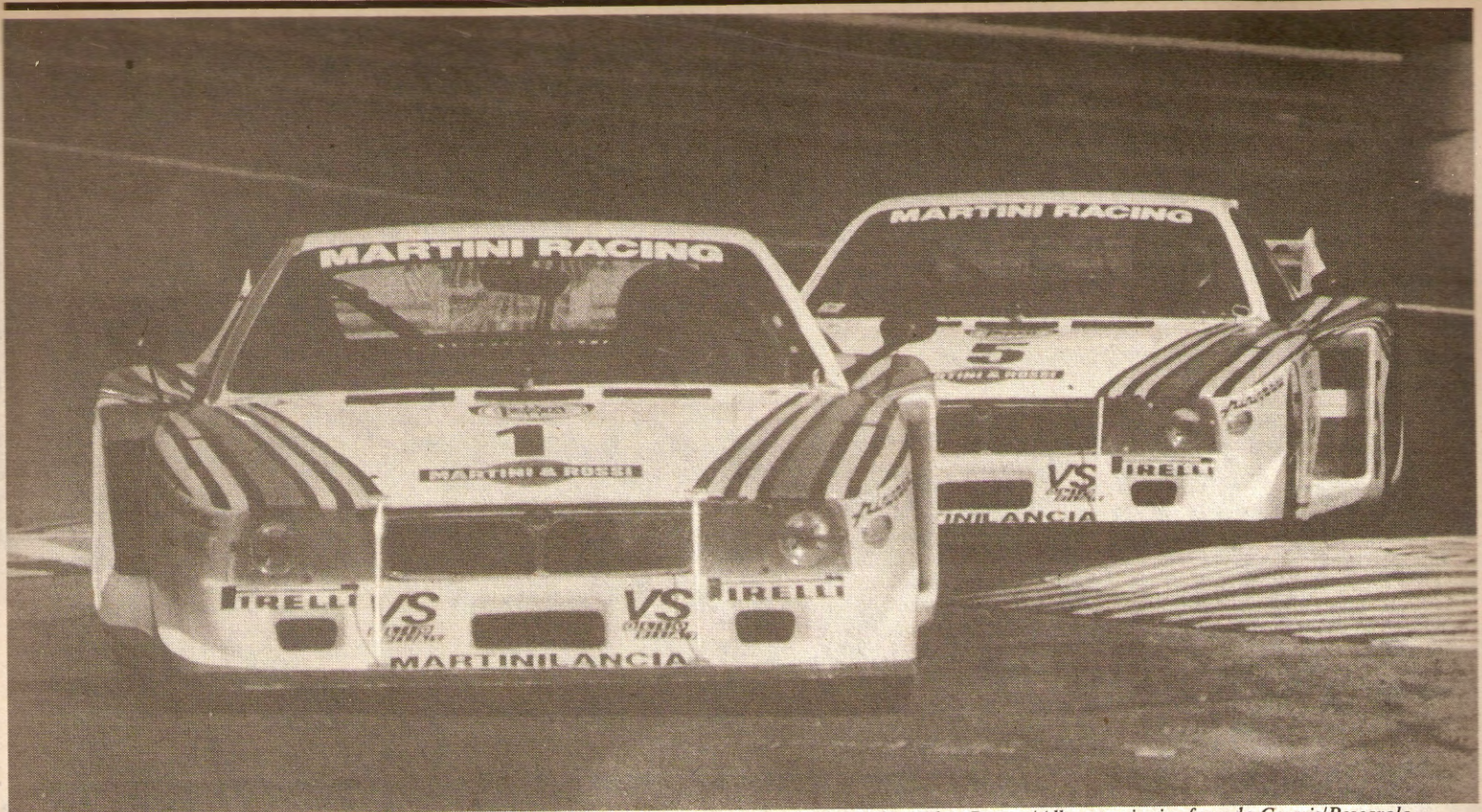




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The Martini Lancia team made up for its failure in the Daytona 24 Hours by finishing first and second at Watkins Glen, Patrese/Alboreto winning from de Cesaris/Pescarolo.

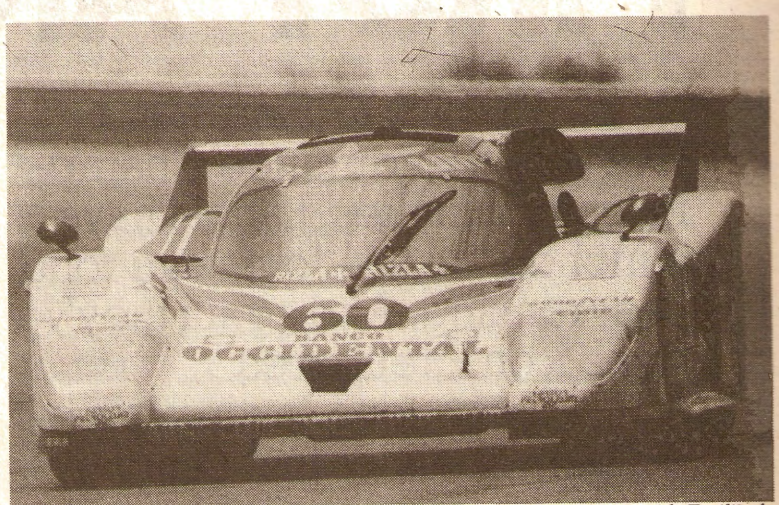
Montecarlo or bust

Lancia clinch World Endurance Championship with one-two victory — Many IMSA Porsche 935s retire, leaving Mears/Rutherford third — Lola T600 flips out of lead — Hobbs/Surer BMW also leads — Report: QUENTIN SPURRING — Photography: PAUL WEBB and DAVID HUTSON.

The works Martini-Lancia team brought its Group 5 Montecarlos to Watkins Glen last weekend to clinch the 1981 World Endurance Championship of Makes — and carried it off in unexpectedly spectacular style. Two of the Pirelli shod Montecarlos, driven by Riccardo Patrese/Michele Alboreto and Henri Pescarolo/Andrea de Cesaris, finished first and second in a hot, gruelling six-hour race which produced a very high mortality rate among the American entered Porsche 935s. As far as the reputations for reliability are concerned, the roles were dramatically reversed last Sunday in upstate New York.

One of the Porsches, crewed by Rick Mears/Johnny Rutherford with entrant Bob Garretson, survived to finish third overall, but a second successive Makes title was on its way to Turin, the margin still a scant but sufficient 2½ points.

The early stages of the race featured many lead changes, but all the front running cars except the clockwork Lancias were delayed or fell by the wayside. Guy Edwards was lucky to escape unharmed in a nasty accident which severely damaged the Ultramar Lola T600 while it was leading. As the fastest Porsches wilted with turbo, tyre and fuel problems, the David Hobbs/Marc Surer BMW M1 hit the front, only to go out with engine failure. Only ten cars survived.



Guy Edwards was at the wheel of the Ultramar Lola T600 he shares with Emilio de Villota when it crashed out of the lead, flipping alarmingly after sliding over a kerb.

ENTRY & PRACTICE

Watkins Glen brought the second opportunity within the short Makes series for the American-based IMSA GT championship teams to show their pace, and in the USA there is far greater variation on the Porsche 935 theme than in Europe. It must be said that the greater monetary rewards to be had by running 935s in the USA have created noticeably higher standards of professionalism and competitiveness.

Momo steering wheels magnate Gianpiero Moretti, for example, has taken 935 development a stage further (albeit by stepping back three years) by importing from Germany the immaculate Reinhold Jöst replica of the charismatic works 'Moby Dick' 935-78, the car which hit 243mph down the Mulsanne Straight in 1978. Spectacularly sponsored by *Penthouse* magazine, with all that this entails, and equipped with the latest factory engine kit from Stuttgart, the car has air tunnel sidepods incorporating more than enough ground-effect to make a substantial improvement in downforce.

More effective yet is the standard shape 935 built by Atlanta-based JLP racing. Another car with the latest development engine — a 3.2-litre designed to run high boost for long periods, with stronger cylinder heads, pistons, cylinders and conrods, a bigger oil pump, a bigger fan and faster fan drive, and bigger turbos — the JLP entry is a full spaceframe chassis. Apart from the weight saving, the JLP car scores because its construction has allowed a higher floor sill, and the whole width of the car has been used to install a ground-effect air tunnel. At circuits like the Glen, the John Paul 935 may be the fastest 935 ever built.

Reigning IMSA GT champion John Fitzpatrick, now based in California, confirmed that even the smaller air tunnels built into his car and Moretti's made a substantial difference here. Fitz's car is the Kremer K3 which made such an impressive debut at Silverstone in 1980 in the colours of Jagermeister, one of only three such development machines from the Cologne factory. The John Fitzpatrick racing team, using a 3-litre power plant for the 6 Hours (the team will run one of the new motors for the rest of the IMSA series), had to rebuild the back end of the car after Fitz's accident at Daytona the weekend before.

The third of these very fast K3-80 cars is the new one actually entered by Kremer at Le Mans last month, which led the race briefly in the hands of Ted Field. The second, delivered last January in time for Daytona, is run by Field's California-based Interscope team in the IMSA series. It has the new high-boost 3.2, but the team has not bothered to modify the sides to fit air tunnels. Nevertheless it was Bill Whittington who dared to screw up the boost to attain a 112mph pole.

Now no longer working with Cooke- ▶



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PIRELLI



continued

Woods Racing, the Bob Garretson team was here with its IMSA GT 'sprint' 935 K3 driven by Indycar aces Johnny Rutherford and Rick Mears. Bob Akin, still smarting from his last-lap retirement at Le Mans, was giving his new K3 its second outing, and also newly returned from a European foray was Preston Henn, whose ex-Fitzpatrick K3 is still in transit, but who was running a US sprint car in the livery of Thunderbird Swap Shop. Air Florida-sponsored Irish driver Vivian Candy was having a run in Akin's Coca Cola entry.

The Bayside Disposal Porsche of Bruce Leven, co-driven by Paul Revere victor Hurley Haywood and equipped with the latest engine conversion, and the older car of Canadian entrant Ludwig Heimrath brought the total of 935s at this race to ten, none of them from Europe. And there were spare cars in the garage area, too. . .

Opposing the Porsches in the over 2-litre Group 5 class were two BMW M1 entries. Steve O'Rourke brought over the Michael Cane Racing prepared EMKA machine, bringing Le Mans winner Derek Bell back down to earth, while fellow Briton David Hobbs was paired with Marc Surer in another converted Procar. Extensively lightened (by 200lbs) with revised suspension and very wide G5 bodywork, this is the car built as an interim entry at the beginning of the year while the BMW North America team was awaiting delivery of its prototype M1C, although it had never before been raced in G5 trim. In the last of the four 60mins qualifying sessions, Hobbs misjudged the silly chicane, and the car landed heavily after a short, sharp flight over the kerbing, requiring both front and rear rebuilds before race day. Reliant on running longer between refuelling stops with their normally aspirated straight-sixes, both the M1s nevertheless needed more power, although the American built car proved to be far the faster and was on the pace of some of the 935s. The EMKA machine was the solitary car on Dunlops in a field dominated by Goodyear.

The third tyre company represented, Pirelli, were here with their Italian partners Lancia to clinch the 1981 World Championship. With its 2½ point lead over Porsche, Cesare Fiorio's Martini sponsored works team was again taking no risks, running all three of its sharp turbo Montecarlo entries with the well proven 1.4 engines to be sure of those 2-litre Group 5 points. With the rigours of Le Mans successfully behind him, however, Fiorio had refitted the transverse four-cylinder engines with their regular six-hour boost pressures, and they were once more producing upwards of 410bhp. The winners overall here in 1980, in the rain, the Lancias showed that they were quite capable of running at the front by getting right in among the Porsches during qualifying. Eddie Cheever was testing the new Tyrrell over the weekend, and his place was taken in the team by Henri Pescarolo, the Frenchman bringing his wealth of experience to Fiorio's youthful Italian driver line-up.

Pirelli were playing a major role in Lancia's effort, supplying the new P7 'Supersoft' tyres to the team, the latest development of the 'Corsa' radial theme with a more flexible carcass construction partly of rubberised steel cord and partly of the ICI fibre 'Kevlar'.

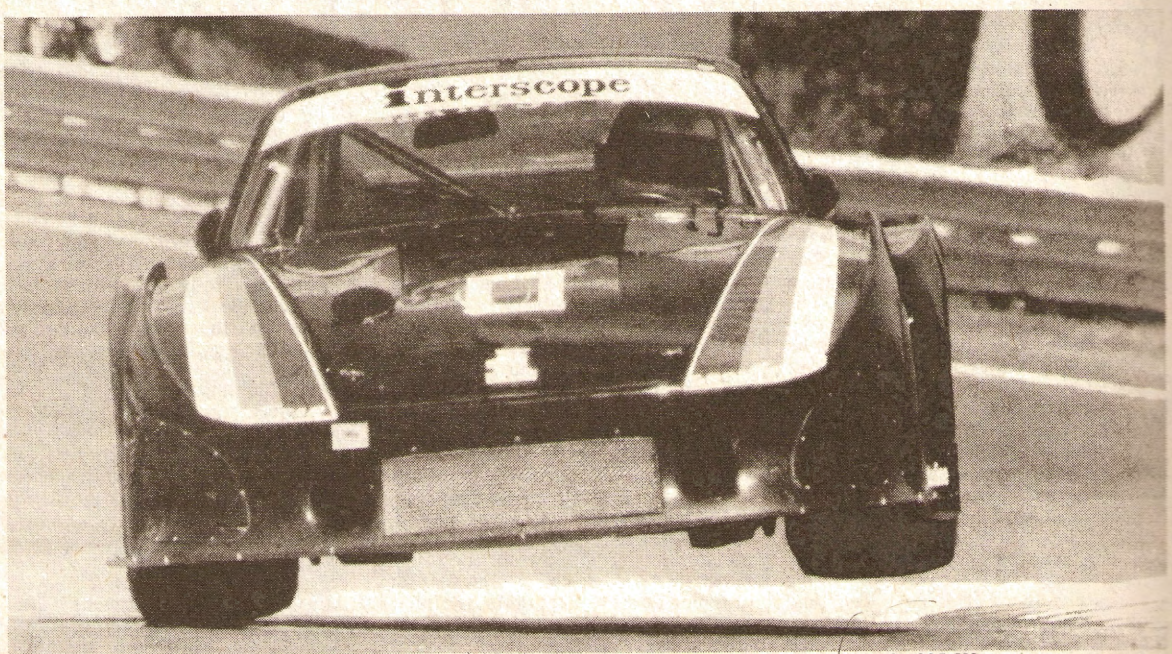
The third European team to make the trip to the Glen was Ian Dawson's busily scheduled GRID Racing, fresh, if that is the right word, from its victory at Enna. Life here was difficult for the Banco Occidental/Ultramar backed semi-works team, whose drivers had never before seen Watkins Glen, because valuable practice time on the first day was lost because of a fuel tank leak; Guy Edwards and Emilio de Villota had to wait until Saturday morning before getting to see the track from the cockpit. A replacement tank was flown in from the Chicago factory of US Lola agent Carl Haas, and fitted in time for Villota, although not quite with the right gear ratios, to set a respectable seventh fastest time on which Edwards, troubled later on by a misfire by the newly rebuilt Ford-Cosworth DFL Le Mans engine, could not improve. Dawson was hoping to take his Lola over the hour between pitstops, running maybe 15mins longer than the fastest Porsche but about the same as the economical single-turbo Lancias. With more suitable gearing for race day, normal aspiration and full ground-effect, there was the feeling that the T600 was going to be right up there at the finish.

The rest of the field was made up of the usual IMSA mixture, running in this SCCA sanctioned event, including two of the Porsche 924 Carrera GTR 'customer' cars (both with the latest engines).

QUALIFYING

Ted Field (USA)/Bill Whittington (USA)	G5	3.2 Porsche 935 K3/80 tc	1:48.583
John Paul Jnr (USA)/John Paul Snr (USA)	G5	3.2 Porsche 935 tc	1:48.836
Gian piero Moretti (USA)/Bobby Rahal (USA)	G5	3.2 Porsche 935 tc	1:49.271
Riccardo Patrese (I)/Michele Alboreto (I)	G5	1.4 Lancia Beta Montecarlo tc	1:51.161
Bruce Leven (USA)/Hurley Haywood (USA)	G5	3.2 Porsche 935 tc	1:51.547
Andrea de Cesaris (I)/Henri Pescarolo (F)	G5	1.4 Lancia Beta Montecarlo tc	1:52.206
Emilio de Villota (E)/Guy Edwards (GB)	G5/75	3.3 Lola-Cosworth T600	1:53.367
Piercarlo Ghinzani (I)/Beppe Gabbiani (I)	G5	1.4 Lancia Beta Montecarlo tc	1:53.394
David Hobbs (GB)/Marc Surer (CH)	G5	3.5 BMW M1	1:54.358
Bob Akin (USA)/Craig Siebert (USA)/Vivian Candy (IRL)	G5	3.2 Porsche 935 tc	1:55.196
Rick Mears (USA)/Johnny Rutherford (USA)	G5	3.2 Porsche 935 tc	1:55.370
Ludwig Heimrath Snr (CDN)/Ludwig Heimrath Jnr (CDN)	G5	3.0 Porsche 935	1:56.317
John Fitzpatrick (GB)/Jim Busby (USA)	G5	3.0 Porsche 935 K3/80 tc	1:58.093
Derek Bell (GB)/Steve O'Rourke (GB)	G5	3.5 BMW M1	1:58.201
Preston Henn (USA)/Dale Whittington (USA)/Marty Hinze (USA)	G5	3.2 Porsche 935 K3 tc	1:58.323
Bill Hagan (USA)/Bill Cooper (USA)	AAGT	6.5 Chevrolet Camaro	2:02.488
Tom Frank (USA)/Dave Heinze (USA)	GTO	5.7 Chevrolet Camaro	2:04.918
Tom Winters (USA)/Bob Bergstrum (USA)	GTO	2.0 Porsche Carrera GTR tc	2:05.179
Chet Vincentz (USA)/Lance van Every (USA)/John Wood (USA)	GTO	3.0 Porsche 934 tc	2:05.232
Paul Miller (USA)/Kenper Miller (USA)	GTO	2.0 Porsche Carrera GTR tc	2:05.996

28 cars qualified. Four more excluded under FISA qualifying rules



By screwing up the boost, Bill Whittington was able to take pole at 112mph in this Interscope Porsche 935 K3.

RACE

"Warm-up" is right. As the cars went out for the race morning untimed practice, the temperature was rising, and as the start approached upstate New York was sweltering in the heat which had persisted throughout the qualifying days. Race morning was a disaster for the JLP team, which lost the engine in its ground-effect 935, and went into a hasty engine change in the pits. The start was delayed in the hope that the blue car could be readied, but as the pace car pulled off at 11.14am the Porsche was still stationary. John Paul Jnr joined the race on the fifth lap.

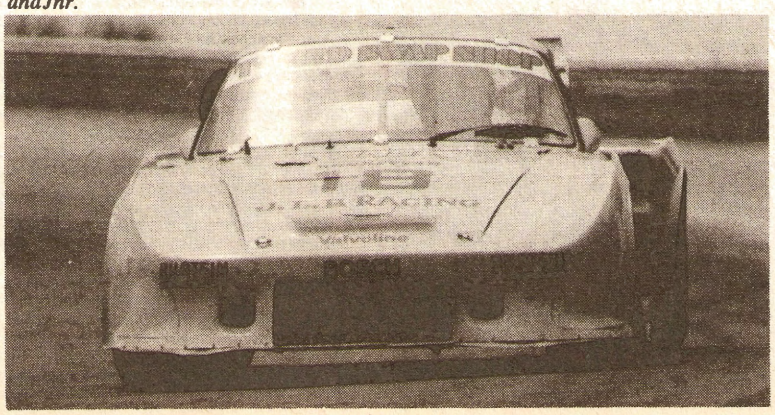
Field in the pole position car put the power down hard as he came through the last turn behind the pace car, and was already strongly in the lead as the 29-car field accelerated past the pits and downhill into Turn One. As they completed the opening lap, Moretti was hard on his heels in the 'Moby Dick', chased by Haywood, Patrese in the first Lancia, de Villota in the Lola, a charging Fitzpatrick, Akin, Ghinzani, de Cesaris, Mears and Hobbs in the Kenwood Stereo Mi, Heinrath and Bell in the EMKA BMW.

Monstering the leader mercilessly, Moretti found a way past on the second lap, and the red and black 935s pulled clear of the rest. Fitzpatrick and de Villota shook off the little Lancias and moved into third and fourth places as Haywood, the Bayside 935 smoking badly, pitted on lap 5, to lose 25mins replacing a turbocharger. In his efforts to catch Moretti and Field, Fitz indulged in a harmless spin at the last turn.

The unlucky EMKA team, smitten by an engine failure in the last two hours at Le Mans, failed to last even half an hour at the Glen, Bell taking a long walk back to the pits after the engine had dropped a valve.

At 20 laps, Moretti had lapped all the nine other cars and held a 3secs lead over Field, who was 20secs in front of Fitzpatrick. Next came de Villota, Ghinzani, Patrese, Akin, de Cesaris, and Mears. The first major refuelling stop came three laps later, after 45mins, as Moretti dived in for fuel, two new tyres and Bobby Rahal. But Rahal was out for only one lap before pitting once more, a flat on one of the tyres the team did not change. Thereafter, the Momo/*Penthouse* team found the Glen inexplicably hard on tyres, and Moretti/Rahal were also suffering from intermittent fuel injection. ▶

JLP Racing's 935 was the second fastest car at the Glen, in the hands of John Pauls, Snr and Jnr.



continued

Field spent only 5mins in the lead until he too made his first routine stop, handing the front running spot to Fitzpatrick, who came in on lap 30 to give the lead to the British Lola T600. De Villota, however, stayed out only for three more laps before he pitted simultaneously with the Patrese Lancia, which was running third amid the first batch of fuel stops.

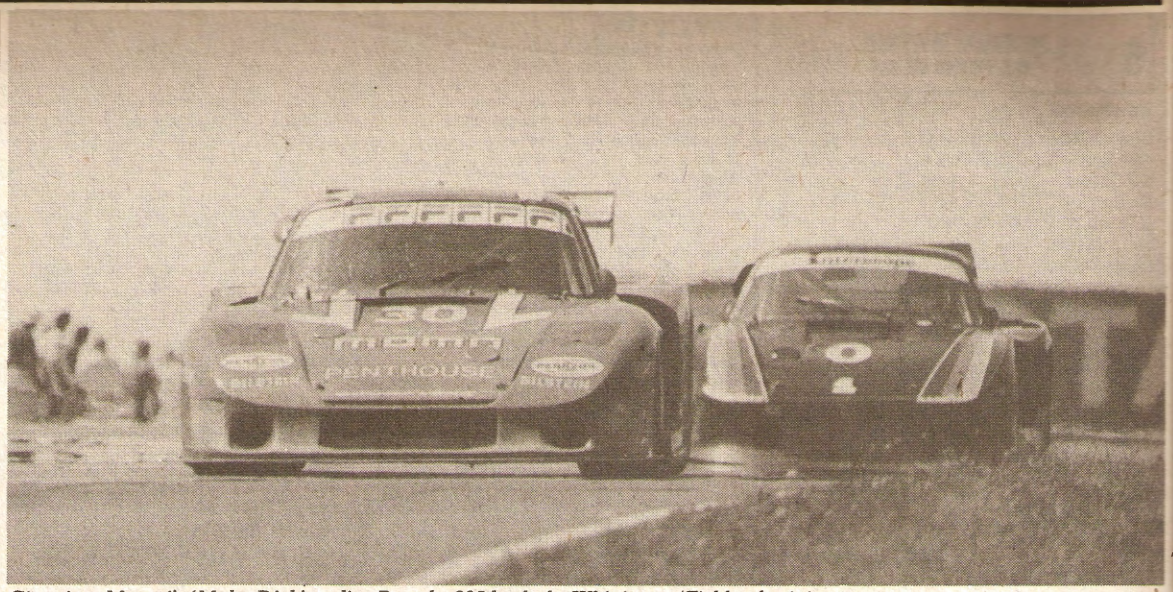
Running fourth was Ghinzani in his Montecarlo, but the car ran out of brakes going into the Turn One righthander, shuddering straight on into the catchfencing. The wire fence was pushed under the car and became snagged on the clutch, and Piercarlo had to extricate the Lancia and drive it almost a full lap back to the pits, trailing 35ft of catchfencing behind it. Fifteen minutes were lost while the brakes were attended to, two flat tyres replaced, and damage to the left front bodywork and radiator repaired.

After the first routine stops, then, Bill Whittington held the lead with the Interscope K3-80, followed by Alboreto in the lead Lancia, Rahal, Edwards in the Lola and Busby in Fitz's Sachs K3-80, whose pace had been eased because it was running 15deg too hot. The Haywood/Leven Porsche was out of contention now, after a second turbo failure, while the fast John Paul 935 never made an impression before retiring with a broken piston on its replacement engine. The Coca Cola 935 was also in trouble, pitting with a flat left rear which damaged the shock absorber mounting; a lengthy repair followed, costing Akin/Siebert/Candy 15 laps.

At 52 laps, Whittington brought in the leading car for its second stop, and the team went to adjust the rear wing, losing time unjamming a pin fitment. Rahal had been in the pits with his fuel pressure problem, so Edwards was now presented with a solid lead of around 20secs. This was looking good for Lola.

The GRID team's hopes were suddenly and cruelly dashed just 5mins before the two-hour mark. Preparing to make the Lola's second stop, Edwards was trying to build a cushion when he was squeezed by one of the 935s at the fast downhill left-hander where Jacky Ickx had his big shunt in the Ensign three years ago. The Lola hit an oily patch, slid over the kerb — and flipped.

The car was badly damaged in this frightening accident, but Edwards emerged from the wreck unharmed, if shaken. The incident brought out the course car, for the upturned Lola was blocking half the track width, and a total of 19mins were run under the yellow, all the leaders taking advantage of the pace car to refuel.



Gianpiero Moretti's 'Moby Dick' replica Porsche 935 leads the Whittington/Field pole-sitting car.

The racing resumed on lap 77, with Field/Whittington and Fitzpatrick/Busby on the same lap. In third place now was the reliable Kenwood BMW of Hobbs/Surer, followed by the Lancias of de Cesaris/Pescarolo and Patrese/Alboreto, the Garretson 935 of Mears/Rutherford and the Thunderbird 935 of Hinze/Henn. The Heimrath family's 935, smitten by rear axle failure, was officially retired, and at half-distance only 15 cars remained. The clutch of the third Lancia had been damaged in the Ghinzani incident, and it was in the pits having it replaced, well down the order.

The tale of woe of the IMSA Porsches continued. Field, leading Fitz by over a minute, smoked into the pit lane with a blown turbo seal, the Interscope car dropping down to sixth position while a new turbo was fitted. Although the Hobbs/Surer M1 briefly held the lead while the Sachs Porsche was making its next routine stop, Fitzpatrick/Busby were shortly back in front and, at 100 laps, their advantage over the BMW had stretched to a full lap. Ten laps later, however, and the IMSA gremlins hit out at the Sachs car, Busby pitting when the crankshaft drive pulley broke.

As Fitz oversaw a 15mins pitstop, the Kenwood BMW moved back ahead, pursued on the same lap by the Lancias of Alboreto and Pescarolo. At 120 laps, the Mears/Rutherford 935 was three laps away in fourth place but four laps in front of the Fitzpatrick/Busby car, which rejoined with little hope of regaining its position.

After changing the turbo, the Interscope team waved Field on his way again, but soon after the other K3-80 blew its engine. A third (!) turbo failure promoted the Haywood/Leven team to retire although the other 935s which had been delayed — the Moretti/Rahal 'Moby Dick' with persistent fuel pressure problems, the Akin/Candy K3 with a total of three rear suspension damaging tyre failures, and the Hinze/Henn car also with fuel system bothers — were now running well once more.

Reliability was obviously going to win this day, and that smoothly driven BMW had never yet missed a boat. Now, however, it seemed to be slowing — sure enough, the Patrese/Alboreto Lancia was dramatically reducing the lead. The engine had developed a misfire at high revs, and Hobbs was now nursing the car along.

Earlier, when first scent of an overall victory had wafted into the Martini-Lancia pits, Fiorio had put the Patrese/Alboeto Montecarlo onto the softest 'Supersofts' available. He need not have bothered. After four hours and 39 minutes of racing, the 'hare' Lancia swept past the stricken BMW to take the overall lead. Five minutes later, when Hobbs's engine finally let go, the Italian team had a one-two . . .

For Fiorio, over the last 75mins, the job was to maintain his men at a steady, car-saving pace, and he ordered a tantalising Italian formation for the last few laps. To be greeted by a huge national flag taken from the back of the Lancia pits, Alboreto took the chequered flag with Pescarolo almost alongside. In conditions which had decimated the pride of the IMSA series, it had been a demonstration convincing enough to eliminate from memory the failures of the works cars at Daytona and Monza.

Having run most of the race with a leak in the intercooler, which kept the boost pressure way down at around 0.7 bar, Garretson and his two Indycar aces claimed third place, behind Lancia's second successive one-two at the Glen. During its final stop, the Garretson Porsche had a small fire, which was quickly extinguished.

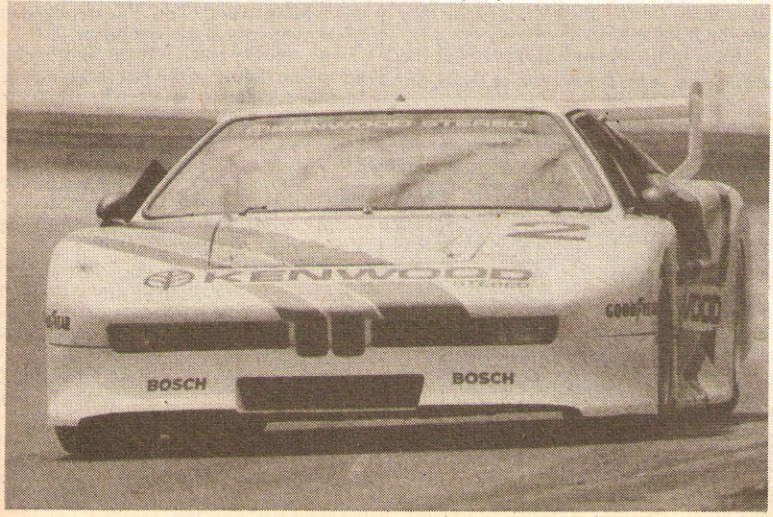
Any hopes fostered by John Fitzpatrick that the Garretson car might be caught after all disappeared during the final hour when Busby — suffering, like several other drivers, from heat exhaustion — momentarily blacked out on the straight, and woke up in the barriers. He limped the car back to the pits, where fortunately it was found that damage was confined to the bodywork. That made good, Fitz rejoined the fray but, in the last half-hour, he felt a front wheel bearing about to fail. He sat out the last few minutes before getting out to do the last lap at very reduced pace, finishing fourth nevertheless.

Troubled once again by a vapour lock in the fuel system, the Thunderbird 935 came in fifth, still ahead of the red Momo car despite the best shot of Rahal to claw back after its earlier delays. The GTC class winning Porsche 934 was seventh overall, a measure of the attrition here.

The Ghinanzi/Gabbiani Lancia was never the same after its shunt, with an oil leak onto the clutch and other problems, and it was eventually retired. The Coca Cola team was luck to make it to the finish, for Bob Akin smote the barrier a mighty blow on the very last lap, crossing the line on three roadworthy wheels with the fourth at a strange angle.

Ten finishers. The performance of the racing cars was not as hot as the weather . . .

David Hobbs led briefly in the BMW M1 shared with Marc Surer until the engine began to misfire. It lost the lead to Patrese's Lancia shortly before it retired.

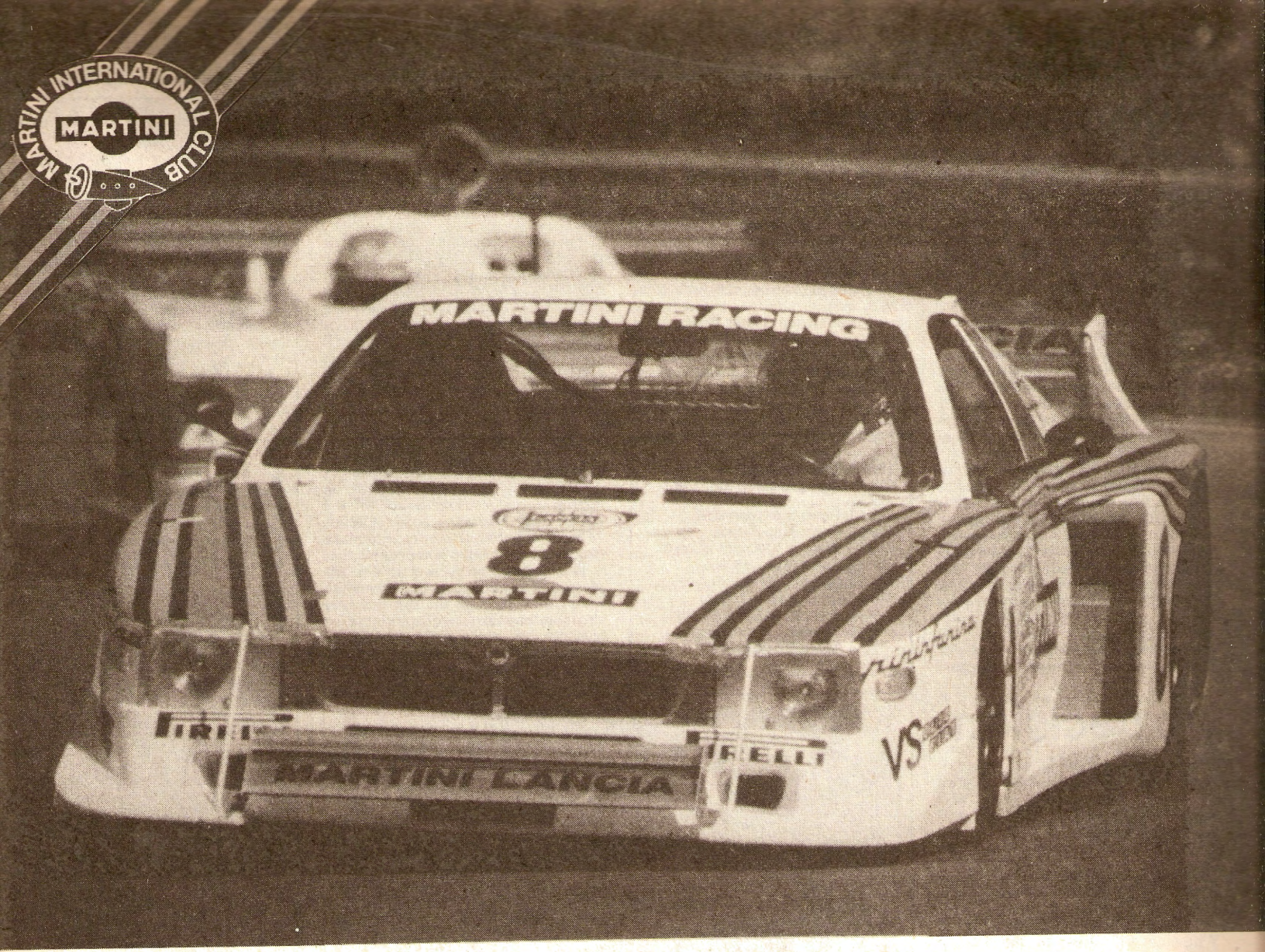


WATKINS GLEN 6 HOURS (USA)
Jul 12
World Endurance Championship of Makes, round 6
World Endurance Championship of Drivers, round 11

1, Riccardo Patrese/Michele Alboreto (1.4 Lancia Montecarlo tc), 173 laps, 92.47mph;
2, Andrea de Cesaris/Henri Pescarolo (1.4 Lancia Montecarlo tc), 171 laps;
3, Rick Mears/Johnny Rutherford/Bob Garretson (3.2 Porsche 935 K3), 168 laps;
4, John Fitzpatrick/Jim Busby (3.0 Porsche 935 K3-80), 160 laps;
5, Preston Henn/Marty Hinze/Dale Whittington (3.2 Porsche 935 K3), 157 laps;
6, Gianpiero Moretti/Bobby Rahal (3.2 Porsche 935-78-81), 157 laps;
7, Chet Vincentz/Lance van Every/John Wood (3.0 Porsche 934 tc) 156 laps; 8, Bob Akin/Craig Siebert/Vivian Candy (3.2 Porsche 935 K3), 146 laps; 9, Steve Southard/Mark Altman/Gary Altman (2.0 Porsche 911), 146 laps; 10, Tim Selby/Earl Roe (2.0 Porsche 911 SC), 138 laps; 11, Bill Hagan/Bill Cooper (6.5 Chevrolet Camaro), 137 laps, DNF, engine; 12, Tom Frank/Dave Heinze (5.7 Chevrolet Camaro), 135 laps, DNF; 13, James Mullen/Walt Bohren (2.3 Mazda RX-7), 127 laps, DNF; 14, David Hobbs/Marc Surer (3.5 BMW M1), 113 laps, DNF, engine.

Fastest lap: John Paul Jnr (3.2 Porsche 935), 1m 52.831s, 107.75mph.

Retirements: Piercarlo Ghinzani/Beppe Gabbiani (1.4 Lancia Montecarlo tc), 109 laps, clutch; Ted Field/Bill Whittington (3.2 Porsche 935 K3-80), 95 laps, engine; Hurley Haywood/Bruce Leven (3.2 Porsche 935 K3), 80 laps, turbocharger; Ludwig Heimrath Snr/Jnr (3.2 Porsche 935), 64 laps, transmission; Guy Edwards/Emilio de Villota (3.3 Lola-Ford T600), 57 laps, accident, Peter Ascenbrenner/Peter Moennk (2.0 Porsche 914/6), 27 laps; Tom Winters/Bob Bergstrum (2.0 Porsche 924 carrera GTR), 23 laps; John Paul Snr/Jnr (3.2 Porsche 935), 19 laps, engine; Jose Marina/Anatoly Arutunoff (1.8 Lancia Stratos, 16 laps; Stephen Lax/Herman Lausberg (2.0 Porsche 911), black flagged, too slow; Werner Frank/Rudi Bartling (3.0 Porsche 934), 9 laps, broken oil line; Ted Hulse/Bob Speakman (2.0 Porsche 911), 8 laps; Paul Miller/Kenper Miller (2.0 Porsche 924 Carrera GTR), 4 laps, head gasket; Derek Bell/Steve O'Rourke (3.5 BMW M1), 3 laps, engine; David Kicak/Thomas Rynone (5.7 Chevrolet Corvette), 1 lap, engine.



World Champions 1981

MARTINI LANCIA

Five round Open series and Sunbeam is pushed into G4

Contrary to all rumours, the 1982 Rothmans Open Rally Championship is to consist of five rounds; the same events which made up this year's series. The decision, which was made by the RAC Rallies Committee, was confirmed at a meeting of event organisers and team managers with the RAC secretariat last week. The five rallies in the Open series will be the Mintex (Feb 23/25), the Circuit of Ireland (Apr 9/13), the West Park Welsh (May 7/8), the Scottish (June 12/15) and the Rothmans Manx (Sept 17/18).

The decision to keep the championship rounds as this year comes as some suprise because, at an earlier meeting, the manufacturers had expressed a desire to increase the championship by one round. They wanted five out of six events to count. In 1982, scores from all five rallies will count. At the meeting last week, all manufacturers present expressed their satisfaction with the championship as it stood.

At the same meeting the classes for next year's series were also confirmed and the Open series will run both the new and old groups, in line with the two major FISA championships, the World and European series. There will be classes from Groups N, A and B; and classes for Group 2 and Group 4. A controversial move has been to push together the class for G4 cars and for G2 cars over 2000cc. This particularly affects the Talbot Sunbeam Lotus, a G2 car, which will now be pushed into direct competition against G4 cars for class points.

"Talbot are not at all happy about this," Simon Small of the Talbot Sport Press Office, told us. "The car has been homologated into G2 and we feel that it should be allowed to run in that Group."

The majority of the manufacturers disagreed however, feeling that, with no G1 class for competitors to run in next year, the G2 category should be as open as possible. Most current G1 cars will be eligible for both G2 and Group A next year, and drivers will have a choice of class to run them in.

"We accept that next year will be an interim period," Chris Belton of the RAC Motor Sport Association told us. "The object of these classes is to make the transition as smooth as possible."

The manufacturers, meanwhile, expressed their willingness to help private competitors through the difficult year ahead and most expected to produce a list of which cars would and would not be eligible next year. Competitors should contact the manufacturers direct.

1982 Rothmans-RAC Open Championship classes

Class 1, Group N: all capacities.
Class 2, Group A: up-to-1300cc.
Class 3, Group A: 1300cc to 1600cc.
Class 4, Group A: over 1600cc.
Class 5, Group B: all capacities.
Class 6, Group 2: up-to-1600cc.
Class 7, Group 2: 1600cc to 2000cc.
Class 8, Group 4: all capacities and Group 2: over 2000cc.



McRae to Europe

Jimmy McRae is planning to maintain his strong position in the European Rally Championship with outings to the Hunsruck and Cyprus rallies later in the year. With a certain start in the Rothmans Manx Trophy rally also on his calendar, McRae has three more chances of scoring points this season and thus making an impression against the European stars. For both Hunsruck and Cyprus the Boleyn-Cattini Ascona 400 will be used but neither rally will be possible unless extra finance can be found.

Meanwhile, an entry has been put in for the Ulster Rally so that McRae can continue to defend his Irish Tarmac Championship title. Once again, finance may be a problem but DOT co-ordinator John Horton was fairly optimistic when we spoke to him at the beginning of the week. Opposition on the Ulster is likely to come from Talbot Sunbeams driven by John Coyne and Derek Boyd. Entries close on July 17.

No decision on Audi appeal

The Audi factory team will be fielding three cars for the 1000 Lakes rally, their next World Championship outing. Hannu Mikkola, Michele Mouton and Franz Wittmann will drive in the Finnish classic; the team being the same as that which was excluded from the Acropolis rally at the beginning of June.

Meanwhile, the Audi appeal against their exclusion from the Acropolis has been heard by ELPA, the governing body of Greek motor sport and the Tribunal has yet to reach a conclusion! After three hours of evidence, given by the new team manager, Reinhard Rode, and a solicitor last week, the ELPA tribunal announced that it would retire to consider its decision and would inform Audi within 90 days. Apparently it is entitled to do this under FISA regulations.

Rode told us that the Tribunal listened impassively to his arguments and that it was impossible to tell which way the decision was likely to go. Bearing in mind that a decision for Audi would throw the whole World Rally Championship into confusion, it seems unlikely that the ELPA stewards will decide on that course. The matter is almost certainly to be taken to Paris.

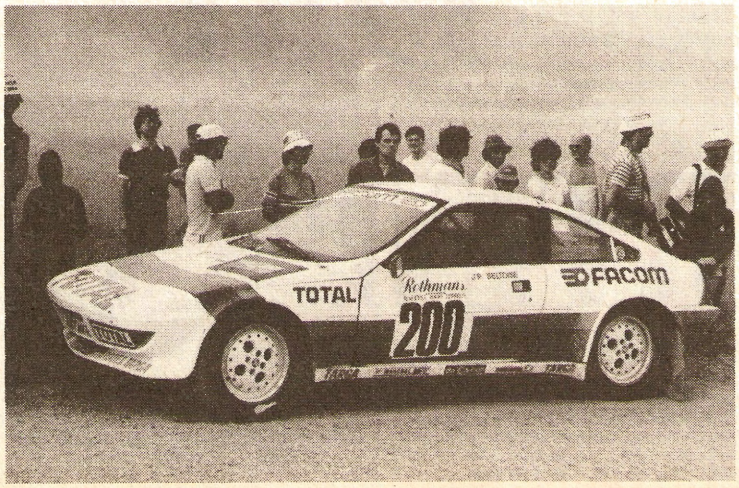
On the Mille Pistes rally at the weekend the Audi Quattro of Michele Mouton ran with a revised front grill and, once again, two headlights missing.

● The organisers of the Halkidikis rally, a coefficient 4 round of the European Rally Championship, are offering concessions and start money to private crews taking part in their event. The rally takes place from Sept 1/3 and will include 300km of special stage in its 1100km route. One of the rallies which has, quite suddenly, achieved its senior status (mainly one suspects for political reasons) the Halkidikis takes place in the north east of Greece.



New cars in France

Two new rally cars made their competition debut on the Rothmans Mille Pistes Rally at the weekend. Above: Citroen showed their prototype Visa with a 210bhp, 2-litre engine mounted amidships. The car weighs just 660kg. Below: Talbot's Matra Murena, driven by Jean-Pierre Beltoise, features a ROC F2 engine but it only completed 8km of the first stage.



Mehta wins Safari

The official winner of the 1981 Safari rally is Shekhar Mehta. At a FISA Tribunal in Paris last week, the provisional results of the event were upheld with Mehta first and his team-mate Rauno Aaltonen, second. Datsun took their fourth consecutive win on the event and Mehta has now scored a personal hat-trick.

The protest against the provisional results by Aaltonen was rejected on a technicality when it was declared that it was impossible for a driver to appeal without the permission of his entrant. On the Safari rally, both Datsuns were entered by D.T. Dobie, the company's Kenyan agents, andit was quite apparent that Dobie would not protest the result. The Finnish sporting authority, who took the case to FISA on Aaltonen's behalf, were unable to proceed any further.

The confirmation of the Safari results leaves Mehta in fourth place in the World Rally Championship and Datsun in second place in the World Rally Championship for Makes. The next round of the series is the Codasur which starts in Argentina this weekend. Datsun have two cars running, one for Mehta and the other for Timo Salonen.

Stones faces shaky future after sponsors withdraw

Kevin Stones starts the second half of the Castrol/AUTOSPORT championship next week, unsure about whether he will be able to complete this year's National championship. His Talbot Sunbeam Lotus, on loan from Des O'Dell's competition department, has been supported for the last six months by Mopar, Talbot's parts division. Last month the company name changed, and, with it, apparently their attitude to rallying. They seem about to leave the young driver high and dry.

Stones actually won the car, for his performance in last year's Talbot Sunbeam to Challenge, a one make championship run within the National series. The car was an ex-development Sunbeam which was rebuilt for him and left Coventry complete with spares. It was a particularly generous offer from Talbot to support a young British driver.

The support came from Mopar, who have in previous years supported many different drivers. In the past their policy has been to aid a number of people to a limited extent, and they even ran a Mopar Cup for a couple of seasons to encourage Talbot drivers. For this year they were forced to restrict support and the works loaned car to Stones, an ambitious driver, was the obvious choice.



Kevin Stone — no backing

The record this year has not been impressive, although no-one expected the young man to win a National event in the first half of the season. It has seemed difficult for Stones to find the balance, but for Manx Stages, the last round of the National series, Neil Wilson, an experienced co-driver, was installed in the left-hand seat to help matters. They finished seventh; it was a step in the right direction.

Now, with the promise still to come, Stones has the task of finding support for the rest of the year. "I can afford to finance the Russek rally myself, but no way can I afford to continue for the rest of the year out of my own pocket," he commented at the start of this week. "It is very late in the day to start looking for support and, if I spend everything and get into debt this season, there will be nothing at all next season. I hope everything will be definite soon but it does not look hopeful."

For Stones, considered at the start of this year as one of the bright young hopes, everything is turning sour. Mopar's commitment was on a six month contract because of the name change, but the abandonment of their driver who carries the Talbot flag at National level seems a classic case of the left hand not really knowing what the right hand is doing.



Andy Dawson — forest testing

Dawson on Russek list

Andy Dawson is the latest name to appear on the entry list for the Peter Russek Manuals Rally, the next round of the Castrol/AUTOSPORT National Championship. Driving a Datsun Violet in Group 4 specification, Dawson is hoping to complete some loose surface testing on the event, but will certainly want to give Russell Brookes, and the regular national contenders, some real opposition.

The event has attracted over 80 entries, with more expected, and the organisers are now planning the final details of the event. The 23-mile opening stage looks all set but, before then, the top 15 drivers will be involved in a car cavalcade through the centre of Swansea.

The police have accepted a route through the town centre travelling from the University to the City Centre for the 11.00am start as a publicity exercise. The Mayor of Swansea will flag away the cars after meeting some of the personalities.

There are rumours that some people have taken quiet drives around certain areas of south Wales recently and, although unsubstantiated, the organisers intend to police the area thoroughly. Any misuse of the roads could easily lead to the loss of this area for rallying.

Cortina at crossroads

Julian Raymond is facing a major decision about his rallying career. The recipient of a factory development Cortina V6 at the beginning of this year, Raymond has continued a limited development programme out of his own pocket and with support from Bob Brain Developments.

With bills mounting (particularly unexpected ones from Kleber for tyres used this season) and continuing difficulties preventing any successes, the car will certainly not appear on the forthcoming Peter Russek Manuals Rally.

Originally the Naional championship was the programme, but financial restrictions have meant other shorter rallies were used. With some improvements evident, particularly in the suspension department, Raymond and Bob Brain considered progress was being made, but the lack of a major sponsor looks set to curtail further outings with the car.

Ford seem unlikely to expand their assistance because of their commitment to the production of a new Group B rally car. They do not have the resources to lend further help, although apparently the car is still under consideration as a Group A challenger. Overseas support for Cortina development has been much closer to factories, with the German factory working closely with their car.

Raymond, although not totally resigned to aborting the Cortina project is however considering a rent-a-drive, for the RAC Rally in November and for 1982.



Doug Riach has won the Group 1 category of the Esso Scottish Rally Championship, driving an Opel Ascona i2000. Partnered by Gael Pollitt, Riach has taken maximum points on all six championship rallies he has started this season, and must be hoping to emulate Brian Culcheth's 100 per cent record which he achieved in the 1978 Group 1 series in the British Open championship. Sponsorship comes from Sandy Thain, an Opel dealer in Inverurie, and the car is seen here on the opening round of the Esso series, the Snowman rally when it finished ninth overall.

Briefly . . .

● Mike Hingley and Angela Burton are leading the 1300cc class of the ANCC road rally championship after five rounds have been completed. Their Imp is three points clear in the class while positions are even closer at the top of the overall championship table. Clive Sissons is one point ahead of Keith Watkinson while in the co-drivers competition Kevin Savage is two points ahead of Jeff Smith.

● Carlton and District MC are running a single venue stage rally on Sunday, July 19, which will support the Nottingham and Notts Leukaemia Research Fund. The rally will be run on Wymeswold Airfield, south of Nottingham, and the event is a round of the ANEMMC championship, with eight tests and at least 40 miles of stages. Entries are £20, and regulations are available from Miss C Hall, 19 Oakdale Road, Bakersfield, Nottingham. Tel: 0602 874693.

● Ripon MSC is running a restricted road rally on the night of Saturday, August 1, starting from Ripon Market Square at midnight. The rally offers 125 miles and finishes at the Half Moon, Fellbeck. Regulations are available from Mrs Rumbold, 59 Hillshaw Park Way, Ripon, N. Yorkshire. Tel: Ripon 4220.

● The 21st Illuminations Rally will be held on Saturday, 5th September, with a 160 mile format which includes sections timed to the second. This year the rally is sponsored by Midac Racing and counts for both the ANECCC and ANCC road rally championships. The rally starts from Morecambe and will accept 90 entries. The entry fee is £19 and regulations are available from Fred Bent, Orchard House, Borwick Road, Arkholme, Carnforth, Lancs. Tel: Hornby 21933.

● Olivia Downey was badly injured on the recent Circuit of Munster rally, when the Mini she was co-driving left the road at the corner on which Ger Buckley crashed his Chevette. Olivia broke bones in her back and also a wrist, putting her into hospital, with another 12 weeks in plaster. Apparently it took a very long time for an ambulance to reach the scene and transport her to hospital. Olivia has navigated for some years, and used to accompany Lesley Cowcill on her Irish trips.

● The Tom Dicksons Cameras Rally is the new name for the Lanarkshire CC round of the Esso Scottish Rally Championship on Saturday September 5. Andrews Heat for Hire withdrew their support this year, and one of the car club members has stepped in to fill the hole. The rally starts from Dumbarton at 11.00am and includes 14 special stages with a total of 65 miles before the finish in Lochgilphead. Regulations are now available from John Curr, 77 Craigbank Street, Larkhall, Lanarkshire ML9 1JP. Tel: 0698 884803, and the entry fee is £66.

● The Ali's Shuffle Rally is the first event on the Scottish mainland to become a round of the *Motoring News*/BTRDA Rally Championship. It will be held over 130 miles on the night of Saturday August 29, based in Haddington near Edinburgh. Only 10 miles will be link sections and the organisers promise a very competitive event, with an absolute minimum of non-tarmac roads. The entry fee is £20 (including two full *English* breakfasts!) and the maximum number of entries is 90. Regulations from Andrew Kellitt, Woodhouse, Canonbie, Dumfriesshire. Tel: 054 15324.

Scots and English battle on the Border Counties

Always billed as a battle between the English and the Scots, the Esso Border Counties will, this weekend, see one of the hardest challenges for drivers in both the Esso/BRTDA series and the Esso Scottish Rally Championship. With such a heavy commitment, Esso's Motor Sport Consultant, John Foden has added his own brand of competition to the proceedings, with the 'Consultant's Trophy' and a barrel of beer!

The highest placed registered finishers in each championship will represent their country, and the winning team will be the one whose three overall positions add up to the lowest total. Foden sees the award as fostering good relations between the two countries in these troubled times, although there is concern about Welsh and Irish protests.

Before then, however, the competition throughout the border forests promises to be quite intense. First driver away from Galashiels will be Donald Heggie, without doubt the quickest driver in the rally. He is determined to take things cautiously, settling the car before next week's Russek rally, and staying away from the championship battles. His sponsors, Drysdales of Fife, are no longer evident, due to cut backs, although Donald hopes they will make their return later this year.

The entry list, combining all divisions of both championships actually looks particularly healthy, and following Heggie are all the top drivers, including Trevor Smith who has scored virtually twice as many BTRDA points as his closest opposition, Chris Mellors. Phil Colins, and Dennis Moody also in the top ten. The class competition is a little closer, with Pete Fear and Roger Lane only a point apart in the 1600cc class. Scotland is actually represented in the Clubmans championship with Jim Carty second eight points behind the leader Trevor Prew.

In the Scottish series, Ian Wilson, the recent winner of the Jim Clark rally will be challenged by Ken Wood's dramatic Triumph TR7 V8, which will undoubtedly revel in the border conflict. Dom Buckley, Allan Arneil, and Walter McDonald will also start, while there are a couple of challenges from young National championship regulars, Ian Tilke (hoping to regain past form) and Group 1 driver Graham Walker.

As well as lying third in the Clubmans BTRDA series, George Marshall is also just 1 point behind Malloch Nicoll in the Scottish division 2 championship, and actually leads the Norflex series. He particularly will hope his Vauxhall Chevette can finish high in the results, not just for that barrel of beer.

The event has attracted a full entry of 120 cars, for approximately 60 miles of forest stages around the Tweed Valley. The competition starts at 10.30am from Netherdale in Galashiels and finishes there after 5pm. The prize presentation, is at 9pm with the post rally festivities commencing immediately after!

Spectator information

SS2, Craik; 11.38am: (79/365156) Access from B711 between Tushielaw and Hawick.
Time control 2, Langholm Abbey; 1.18pm: (79/360848) Half way halt and lunch break. Access from B709 on the north side of Langholm.
SS5, Craik; 2.51pm: (79/382098) Use car park on unclassified road off the A711 leading to Craik village. (79/388104).
SS7, Glentress; 4.15pm: (73/263403) Just off A72, east of Peebles with access from the Hydro Hotel or the Countryside inn. Car park (73/273402).
SS8, Traquair; 4.49pm: (3/358366) car park at (73/367368) south of Walkerburn on the unclassified road parallel with A72.
SS9, Ellbank; 4.46pm: (73/368366) as above.

Challenge gets under way

The opening stages of the 1981 Castrol/ *TV Times* Rally Challenge are now completed, and there are over 70 drivers nominated by their car clubs for assessment by the judges. John Taylor will study the performances of these youngsters over the next few months and a winner in each of the 14 independent television areas will be selected in September.

The final judging will be at the beginning of November on a forest stage in Wales, when each finalist will be observed in his own car by Taylor, and other judges. The prize presentation will take place in Chester before the start of the RAC Rally; the winner collecting a major share of the £8000 prize fund. There will also be material assistance and technical advice throughout 1982.

Some drivers who figures in various stages of the Challenge last year have again appeared in the lists, including Stanley Orr, Paul Murray and Ian Tilke. Less experienced names are sure to find their way into the limelight as the challenge continues however, and the winners will hope to continue the patterns set by this year's successful drivers. Terry Pankhurst, Andy Miers and Graham Walker all figure strongly in the Castrol/AUTOSPORT National Group 1 Championship.



WIN an all expenses paid week on the San Remo Rally with Talbot

Have you ever wanted to sample the atmosphere of a European round of the World Rally Championship? To be at the centre of the action as the world's top drivers battle for honours; to savour all the atmosphere and excitement. This is your chance to join the works Talbot team, as they defend their lead in the World Rally Championship for Makes. Henri Toivonen, and Frenchman Guy Frequelin, the current leader of the Drivers championship are entered in Talbot Sunbeam Lotuses.

In this fantastic competition, being run in aid of the Stoke Mandeville Appeal, Talbot are offering an all-expenses paid trip for one week to the San Remo rally, which starts on Monday October 5. The winner will fly to Nice, stay with the team, and get a chance to partner one of the drivers on a practice run. They will see all the drama as it happens; as the drivers fight for vital seconds over the tarmac and gravel stages throughout north Italy; see the mechanics rush to rebuild the damaged cars at service points, and keep their team in the rally; and maintain their challenge in the all important World Rally Championship.

The prize is really the chance of a life-time for the lucky winner, but the competition also has an extremely worthwhile cause behind it all. Throughout this season, Steve Smith has been rallying his Talbot Sunbeam ti in the Castrol/AUTOSPORT National Rally Championship in aid of the Jimmy Savile Appeal for the Stoke Mandeville Hospital.

Steve is just one point behind the leader in the Talbot Sunbeam ti Challenge and at every round this year he has arrived with a fresh idea to gain support for the appeal. The fund is of course totally remote from his own rallying budget, although his sponsors, Pyramid Pigs from Yorkshire are one of the main contributors to the appeal. Collections, raffles and a holiday donated by Grand Metropolitan have all figured so far this year.

This is the biggest prize yet. It is aimed at all those who would like to enjoy the thrill of rallying at its highest level. It is also aimed at lending maximum support to one of the country's most worthwhile causes.

How to enter

To join the Talbot team on the San Remo Rally, in the battle for the World Rally Championship, all you have to do is complete the five simple questions given here. Each entry must be accompanied by a donation to the Stoke Mandeville Appeal of at least £1, and cheques or postal orders only should be crossed and made payable to "Stoke Mandeville Appeal".

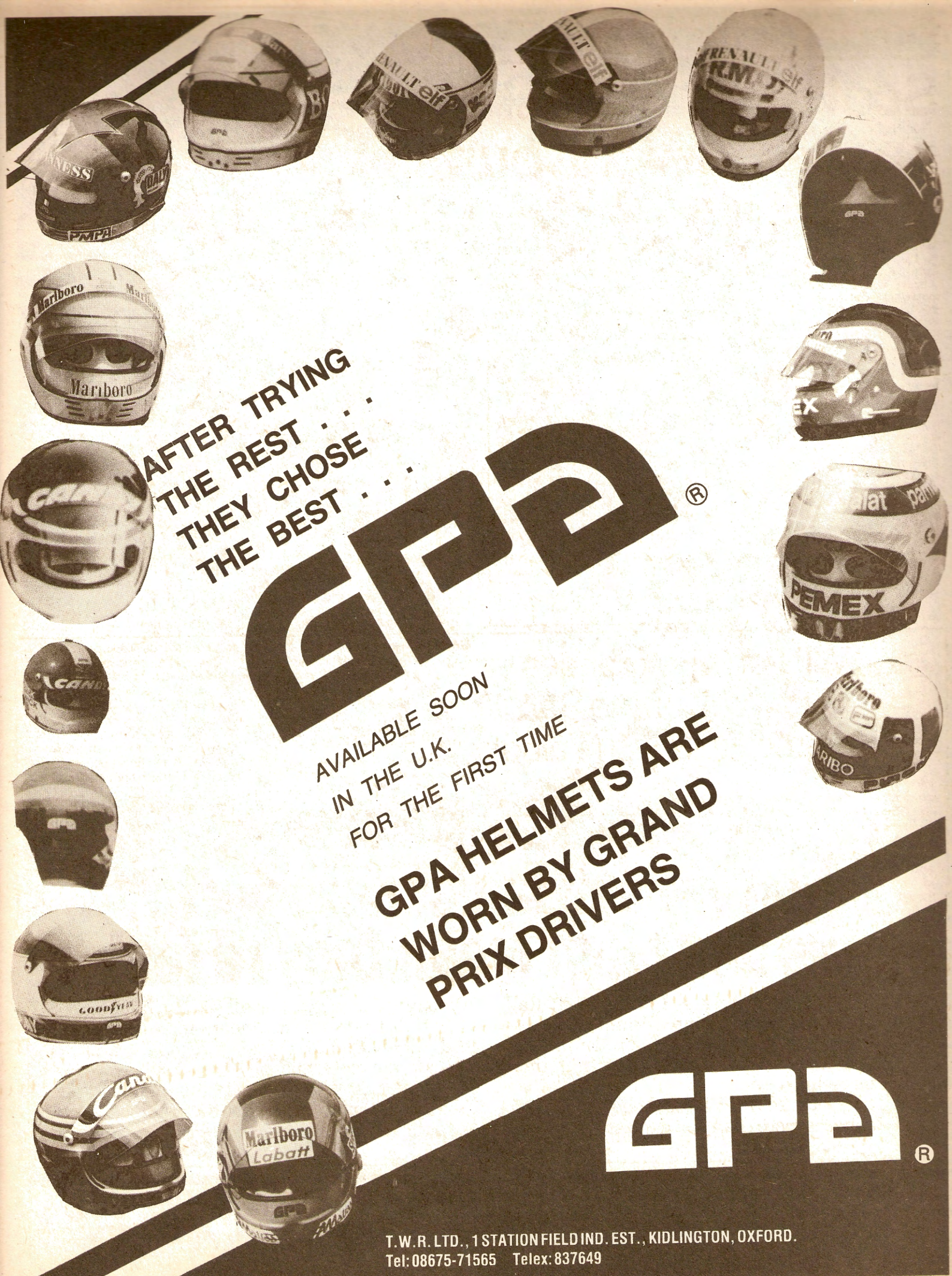
Then, post your answers, together with the donation to: Talbot Sport Press Office, 83 Victoria Road, Chiselhurst, Kent, BR7 6DE. The closing date for entries is the last post, Friday August 14, 1981. In the event of more than one correct entry being received, a draw will be made and the first correct entry picked will be declared the winner.

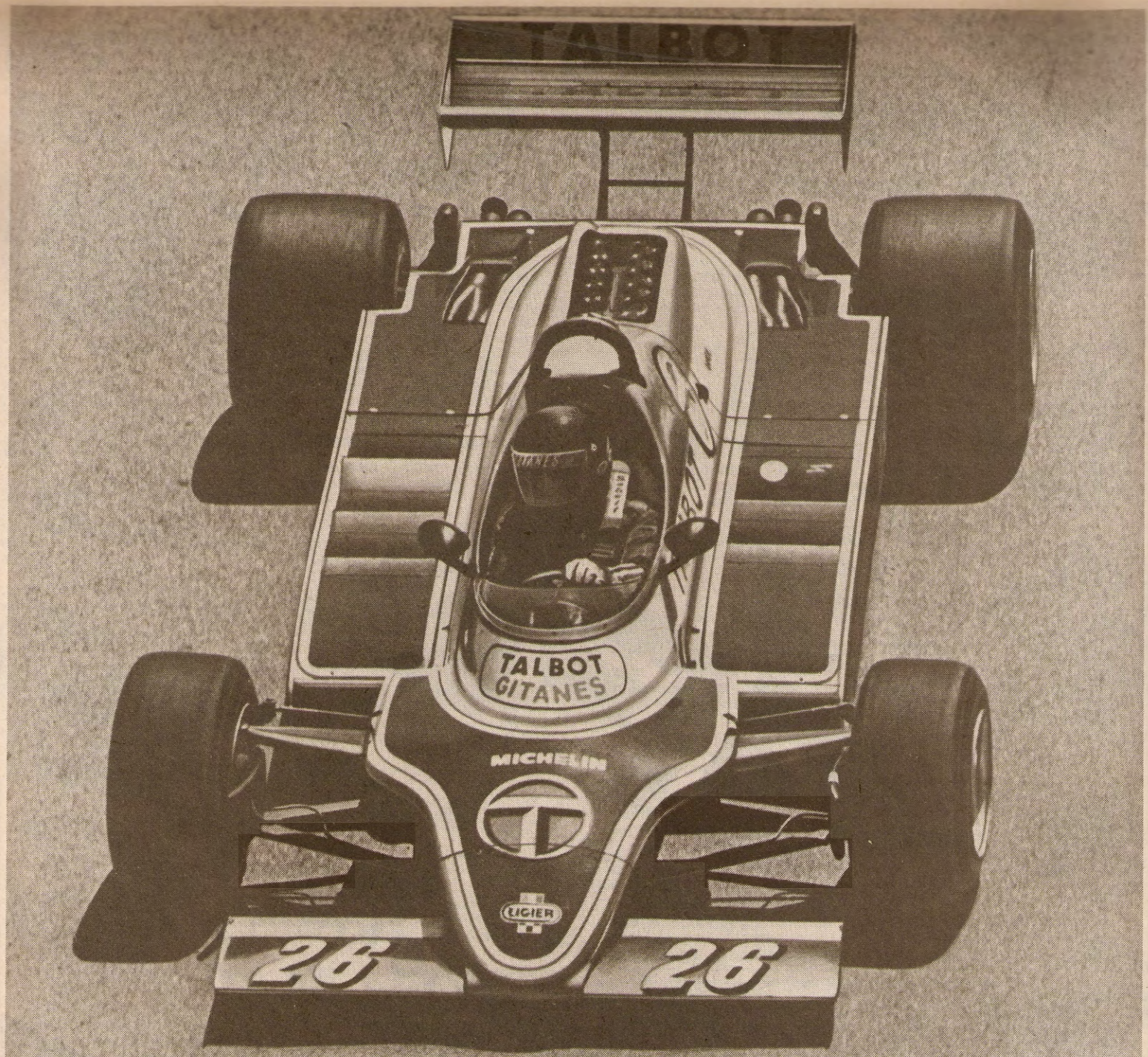


1 Smiling faces all round in the picture above, but can you tell us exactly Who, What, Where, and When?
2 Name the winner of the Sunbeam Talbot ti Challenge on each of the first four rounds of the 1981 Castrol/AUTOSPORT National Rally Championship.
3 Henri Toivonen joined Talbot as a works driver in January 1980. Name the co-drivers who have partnered him on international events since then.
4 Give the name and date of the event on which the Sunbeam made its first works appearance, and who was the driver?
5 Is the Talbot Sunbeam Lotus currently homologated into Group 1, Group 2, Group 3, or Group 4?

Rules

1 All entrants must be over the age of 18 years as at January 1, 1981.
2 The prize must be taken up as offered, although anyone unable to take it may transfer it to a person of their choice.
3 Employees, and their families of AUTOSPORT, Talbot, and their associated companies and their Advertising Agents, and anyone directly connected with the running of the competition are not eligible to enter.
4 The Judges decision in all matters is final and binding and no correspondence will be entered into.
5 The instructions on how to enter this competition form part of these Rules, and by entering this competition, all entrants agree to be bound by the Rules.
6 Each entry be accompanied by a donanation to the Stoke Mandeville Appeal of at least £1. The number of entries per person is unlimited. Entries must be sent to: Talbot Sport Press Office, 83 Victoria Road, Chiselhurst, Kent, BR7 6DE.


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Talbot's success at International Rally events and our entry into Formula One racing is a direct result of our continued involvement with all that is new in engineering technology.

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Talbot performance means more space and passenger comfort, proven reliability and exceptional fuel economy.

It means versatility and value for money. It is a philosophy that makes every Talbot we build a performance car.

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The Renault 5 Turbo could become the ultimate rally car under the new regulations.

Age of the supercar?

New regulations for racing and rallying come into force next year. RUPERT SAUNDERS examines their effect on the World Rally Championship.

There can be no better indication of the confusion in which the World Rally Championship currently finds itself than the fact that, this week, the Codasur Rally in Argentina will be contested by just three factory teams. The Codasur is one of two South American events in the championship, the other being the Rally of Brazil. Codasur counts for both the makes and the Drivers series, Brazil counts for only the Drivers series. Despite the fact that the rallies are only one week apart, just two drivers will be heading on to Brazil.

It is not the fault of the South Americans that the next two events in the World Championship have been largely ignored by the Europeans. New regulations for both rallying and racing come into force at the beginning of 1982, and they have only recently been finalised. Factory teams, their budgets and resources stretched to the full, are working flat out on new car projects. There is no time for lengthy, and costly trips to foreign continents.

So, it looks as though, once again, the World Rally Championship will be settled in Europe. Rallies like the Acropolis, San Remo, Lombard RAC and Monte Carlo are attracting the bulk of the entries. The championship is being led by Guy Frequelin, driving a G2 Talbot Sunbeam Lotus, a car which may not be eligible for events in 1983.

For both team managers and drivers, the situation is extremely confused.

The four-wheel drive Quattro is designed for the future.



The current World Rally Championship has developed into its present form over the last couple of years, against the background of discussion over the new regulations. While the manufacturers have concerned themselves with the future, the governing body, FISA, has been putting forward its own views as to how the championship should be run. FISA want the championship emphasis shifted away from Europe. The 'World' championship should include the whole world, is the basis of the argument.

The 1981 series has been split into two different categories, one for Makes and one for Drivers, a decision which is as controversial as the move into non-European events. The Makes and Drivers series run concurrently for 11 events, but there are two rallies which count only for the Drivers series. One of these, the Rally of Brazil, is a new event, the other is the well-established Swedish rally.

There had been pressure for a Drivers series for some time now but some manufacturers still hold the view that cars are more important than people. Others feel that the Drivers series will never gain its supremacy until the drivers themselves are restricted to driving just one make of car. How can a driver score points in both a Talbot Sunbeam and a Peugeot 504, for instance?

One must consider the next two years of change against the background of the past two years of change. What is most encouraging is that, despite the unsettled atmosphere, ther has been a championship in the last few years, and that this year's championship is as competitive as ever.

The irony of the 1981 season is that the two most interesting cars come from the two different generations of rallying. The World Rally Championship is being led by the Talbot Sunbeam Lotus, a car built to established principles, along a tried and tested formula. The main talking point of the World Rally Championship is being led by the Talbot Sunbeam Lotus, a car built to established principles, along a tried and tested formula. The main talking point of the World Rally Championship has been the arrival of the Audi Quattro, a car built and designed with an eye on the future. But it is important to remember that the Quattro is homologated under current regulations. If the Quattro (and even the Renault 5 Turbo) is considered a 'supercar' then it must be said that the age of 'supercar' is with us now; not that the age of the 'supercar' is coming.

Talbot has achieved its position by consistency and speed. The Sunbeam Lotus has started four of the five Makes championship rounds held so far, and has finished every single one of them. But the car hasn't won an event outright so far this year; the tally being three seconds and one third. Under the championship scoring system there are points for both overall places and group places. An important factor is that the Sunbeam Lotus is homologated in Group 2, and it is by far the fastest car in that group.

It is also significant that the second make in the championship is Datsun, running both G2 and G4 cars. Not surprisingly, in view of the fact that Datsun has finished second in the last two World championships mainly on account of its G2 points, the Japanese company is looking forward to the new Group A regulations with some eager anticipation.

Opel started the year with some encouraging results in the Ascona 400

▶

General regulations

Homologation is valid for a single group: Group A/N or Group B.
A change to Group A/N cancels homologation in Group B.
Cars homologated in Group N are automatically homologated in Group A.
All modifications which are not allowed are expressly forbidden.
The turbo-charging and supercharging coefficient is 1.4.
The rotary engine coefficient is 2.0.
The chart is intended as a guide only. The relevant FISA bulletins from which the information has been extracted are, 152, Oct 80; 159, Jun 81; 160, July 81.

GROUP N

Large scale series production touring cars
5,000 cars built in 12 months
Minimum, 4 seats
Plugs, rev limiter, free
Thermostat, free
Clutch lining material, free
Shock absorbers, free — provided that working principle, mounting, external diameter and position of spring angle are retained.
Rims and tyres, homologated
Brake linings, type free
Additional instrumentation, free
Battery free, but position fixed

GROUP A

Large scale production touring cars
5,000 cars built in 12 months
Minimum, 4 seats
Minimum weight restrictions related to engine size
Interior dimensions, including headroom, restricted
'Blueprinting' is allowed
0.6mm rebore allowed
Pistons and compression, free
Air flow to engine, fixed
Fuel flow, free
fuel pumps, free
Camshaft shape, free
Type and shape of valves, free
but size fixed
Engine springs, free
but valve lift fixed
Thermostat, free
Clutch and mechanism but same number of plates
One alternative set of gearbox ratios may be specified
Two alternative final drive ratios may be specified
Suspension mounting points may be strengthened
Make and type of shock absorbers, free but not system or supports
Wheels, free; width restricted by engine size
Brakes, free but must be specified
Seats, free
Trim, may be removed
Batteries, free; location free
Fuel tank, capacity restricted by engine size

GROUP B

Series production GT cars
200 cars built in 12 months
Minimum, 2 seats
Minimum weight restrictions related to engine size
Interior dimensions, including headroom, restricted
Dry sump may be specified
Wheels, free; rim widths restricted by engine size

Age of the supercar?

continued

and then, like last year, had their programme cut back in the middle of the season. This time the fault was not their's. Publimmo, the company which caused a stir at the beginning of the year by sponsoring virtually every car which moved, ran into financial difficulties caused by Italian currency exchange regulations and Opel lost the budget to run Anders Kullang. Not only that, but several drivers and mechanics found themselves out of pocket, and wondering if they were ever going to see the money owing to them. The problem is still unresolved.

One of the most significant events of the year was the Safari. Not only did the Opel Ascona 400 prove to be extremely fast, but the event ended in acrimony between the two lead drivers of the Datsun team. Rauno Aaltonen and Skekhar Mehta, fighting within the team for the victory honours, actually went so far as to try to run each other off the road. Both cars survived, but the result went to FISA arbitration. In Paris last week, Mehta was declared the winner.

And so, to the Audi exclusion from the Acropolis rally, a controversial move which is still having repercussions within the Audi team. The Germans tell us that team manager Walter Treser was on the way out, even before the Acropolis, and certainly Treser himself felt, at times, that he was out of his depth as a team manager. His background, after all, was in research and development. Even so, his abrupt removal from the top job in motor sport to one similar to his previous post was both badly timed and badly handled.

The Audi Quattro has been the talking point of the year but perhaps the fact that it was so fast 'straight out of the box' led us to expect too much too soon. Every rally car in the past has needed some development time; why should the Audi be any different?

Fears for future

The new Appendix J regulations, which come into force on January 1, 1982, were debated over for more than a year and yet, in the final analysis, they were still rushed through. After seemingly endless talking, the manufacturers and the governing body suddenly realised that they were running out of time. With over a year needed from the time that a car is on the drawing board to it turning a wheel, decisions had to be made, and made fast.

The resulting regulations are a compromise, as all democratic decisions must be. The 'Latin' faction in FISA were pushing for highly specialised rally cars; the 'Nordic' faction wanted cars which approached standard road machinery. There were fears that the new Group B rally cars would not meet with strict type approval regulations and would be extremely expensive to build.

The vision of 'supercars' also conjured up nightmares in the minds of sport administrators, frightened by increasing speeds and ever growing numbers of spectators. But the fact of the matter is that the 'supercars' are already with us. The Audi Quattro and the Renault 5 Turbo are cars for the future that are with us now. In fact, there is an argument that the new Group B cars will be slower than the current G4 machines.

Group B

The most obvious restrictions to the new Group B category is that a manufacturer must rally the car that he builds. Options are strictly limited, so each one of the 200 cars which comes off the line must be a competitive car in its own right. As one team manager put it, 'first develop a competitive car, then build 200 replicas.'

Ford, leading the Nordic faction, wanted the homologation numbers for Group B to be more realistic. They argued that 25 cars would be more appropriate, or failing that, 2,000 cars. The plan was that 25 cars could be built in a rally workshop, without disturbing the main production line. Alternatively, 2,000 cars would reduce the unit cost of each car.

But the fact of the matter is that numbers alone will not influence the future of Group B. The most telling factor is the move by most manufacturers away from rear wheel drive road cars. However hard they try, the teams don't seem to be able to make a front wheel drive car go as fast as a rear wheel drive car. That means they they have to build a 'special'; a mid-engined, turbo-charged car which is unlikely to ever find its way into the hands of the private owner.

There seems to be little doubt that the new Group B category will create a new

GROUP A

Cars homologated in Group 1 in 1981, whose homologation is valid beyond this date and whose constructor has not requested its transfer to Group A, shall be automatically transferred to Group A by the FISA Secretariat, in all their evolutions dating from at most 1/1/79, and excluding all the variants which would not be supply variants.

The old form shall be used bearing the stamp "Valid in Group A".

The constructor in question who wished to have a variant homologated or to have his car homologated in Group N, may only do so in conformity with the 1982 homologation regulations; he shall then be required to fill in a complete Group 1 homologation form for this vehicle, which shall be made official without the constructor having to pay.

Suggested classes World Rally Championship, 1982 European Rally Championship, 1982

Group N	up-to-1300cc
	1300cc-1600cc
	1600cc-2000cc
	over 2000cc
Group A	up-to-1300cc
	1300cc-2000cc
	over 2000cc
Group B	up-to-2000cc
	over 2000cc
Group 2 (1981)	up-to-1300cc
	1300cc-2000cc
	over 2000cc
Group 4 (1981) over 2000cc	up-to-2000cc

1981 WORLD RALLY CHAMPIONSHIP

	Monte Carlo Jan 24/30	Sweden Feb 13/15	Portugal Mar 3/8	Safari Apr 16/20	Corsica May 1/3	Acropolis Jun 1/4	Codasur Jul 17/24	Brazil Aug 3/8	1000 Lakes Aug 28/30	San Remo Oct 5/10	Ivory Coast Oct 24/31	Lombard RAC Nov 21/25	Total
Guy Frequelin	15	—	6	—	15	10	—	—	—	—	—	—	46
Markku Alen	4	—	20	—	—	15	—	—	—	—	—	—	39
Ari Vatanen	—	15	—	—	—	20	—	—	—	—	—	—	35
Skekhar Mehta	—	—	—	20	—	8	—	—	—	—	—	—	28
Bernard Darniche	6	—	—	—	20	—	—	—	—	—	—	—	26
Henri Toivonen	8	—	15	—	—	—	—	—	—	—	—	—	23
Hannu Mikkola	—	20	—	—	—	—	—	—	—	—	—	—	20
Anders Kullang	10	10	—	—	—	—	—	—	—	—	—	—	20
Jean Ragnotti	20	—	—	—	—	—	—	—	—	—	—	—	20
Jochi Kleint	12	—	—	8	—	—	—	—	—	—	—	—	20

1981 WORLD RALLY CHAMPIONSHIP FOR MAKES

	Monte Carlo Jan 24/30	Portugal Mar 3/8	Safari Apr 16/20	Corsica May 1/3	Acropolis Jun 1/4	Codasur July 17/24	1000 Lakes Aug 28/30	San Remo Oct 5/10	Ivory Coast Oct 24/31	Lombard RAC Nov 21/25	Total
Talbot	17	17	—	17	15	—	—	—	—	—	66
Datsun	—	13	18	15	13	—	—	—	—	—	59
Opel	15	11	12	8	—	—	—	—	—	—	46
Ford	6	9	—	12	18	—	—	—	—	—	45
Fiat	8	18	—	—	16	—	—	—	—	—	42
Renault	18	—	—	7	10	—	—	—	—	—	35
Lancia	10	—	—	18	—	—	—	—	—	—	28
Toyota	—	15	—	11	—	—	—	—	—	—	26
Porsche	4	—	—	15	—	—	—	—	—	—	19
Peugeot	—	—	10	—	5	—	—	—	—	—	15

Andy Dawson
Dawson Auto Developments
Team manager, Team Datsun Europe

"The first thing to say about the new groups is that the cars are going to be slower. The 1983 rally cars will be slower than present ones. Everybody is missing that fact.

"There are four points to bear in mind. First, no wheel arch extensions are allowed. It's all very well for the RAC to be going on about rim widths, but that's irrelevant if you aren't allowed wheel arch extensions.

"Secondly, you must keep the standard carburettors, or at least the standard choke sizes. Anything which governs the flow of air into the engine is fixed, whether it is a turbocharger or carburettors. So that means no changing to a bigger turbo or to bigger carbs.

"Thirdly, the valve lift is governed. I know that the cam shape is free but, if you read the regulations carefully, they also say that valve lift and size must remain standard. That means, no high lift cam-shafts.

"Fourthly, the valve size is important. You can change the shape, but not the size, which means no big-valve heads. No big valve heads and no high lift cams.



Dawson — cars will be slower.

"The net result is that it is impossible to get higher power output. I reckon that the current Renault 5 Turbo kit, which gives about 200bhp, is as far as you can go.

"I know that, in theory, you can build all these things into your new Group B car with only a 200 car run, but then you hit other problems. As an example, consider Audi. We are told that Treser has gone off to develop the Quattro S, presumably, the new Group B car. How does he start? By taking the current rally car and putting it into production, so that it can be registered for the road. Then he has to get Type Approval, and that means passing the exhaust emission regulations. As soon as you start to clean the exhaust up, you lose power. So, you either cheat, or you lose power. I think that the regulations leave a lot of room for cheating.

"On the other hand, it's going to be a lot cheaper for the clubmen to go rallying. At World Championship level the Group B cars, in the hands of factory drivers, are going to win. The clubman will rally in Group A. He can build up a car identical to the factory Group A without much trouble or expense.

"The old RS2000 will translate directly into Group A; so will our G2 Violet with a few slight modifications. The old 8-valve Toyota will be eligible; these will be the Group A cars to have. Cheap and cheerful; you can't do a lot to them. If the RAC are sensible, they will restrict the National championship to Group A only.

"As far as Datsun are concerned, all I know is that I have been asked to make suggestions for Group A for 1982. We have no firm plans to rally in Group B for the moment. There would be a tremendous problem in manufacture because of the Japanese anti-pollution laws. The exhaust emission is among the toughest in the world and Datsun feel that the car they rally has to be legal for the road.

"I think that next year will be about as competitive as this year because the manufacturers will be running more or less the same cars. The 1983 World Championship will be more competitive because it will be cheaper to compete. There will be more manufacturers capable of competing and, I'm sure that the World series can be won in a Group A car.

"Speaking personally, not with my Datsun hat on, I can look at a car like the Datsun Sylvia Turbo which Datsun have got in mass production and see that it wouldn't take much work to make it as fast as a current G2 Violet. And that car would be in Group A, not Group B. With Group A points you could win the World championship, in much the same way as we have finished second in the last two years with a G2 car.

"The Group A cars will be cheaper and a lot more relevant. Datsun, Toyota, Mitsubishi and Mazda all have Group A cars. The Escort RS2000, the Renault 18 Turbo, the Ascona i2000 and even the Audi Quattro could all be Group A cars.

"I think that only three manufacturers will be willing to build pukka Group B cars; Ford, Fiat and Renault."



Guy Frequelin — the current championship leader.

rallying élite. Just how many manufacturers will build Group B cars remains to be seen. Certainly, the teams which are interested in outright wins will have no option but to take that path. For the rest, there is Group A.

Group A

The category that most drivers will be rallying in is complicated by the inclusion of many of the current G1 cars. Those cars which manufacturers do not re-homologate will automatically be transferred into Group A by the FISA authorities. And it seems that, to start with at least, the old cars will be quicker than the new ones.

Restrictions to the engine tuning are quite subtle in Group A. The most important factor is the restriction of air flow to the engine, which must remain as 'homologated'. In effect, this means that turbocharged or supercharged cars are easier to tune in Group A then carburettored, normally aspirated cars. An engine cannot be tuned by adding bigger carburettors, nor can bigger turbochargers be fitted. But a turbocharged car will be more powerful in standard form than a normally aspirated one.

Group N

The extra category which FISA added to Apendix J, does not find favour with many manufacturers, simply because they can't see it having any practical purpose. Cars which will be eligible for Group N will be homologated at national level and that means that local variations will be allowed. A Ford Escort from France runs with different spring rates from a Ford Escort for England, and yet both cars will be homologated in Group N and their spring rates will be fixed.

Group 2 & 4

For 1982 only the current G2 and G4 cars will be allowed to run in international events. They will have a class of their own, and will be able to score points, though the scoring system has not yet been finalised. Assuming that there is no discrimination against the old categories, most teams will probably run their old cars well into 1982.

Lessons

There are lessons to be learned from the way in which the championship changes have been introduced, but the most significant year is likely to be the iterim year, 1982. With the old type cars running against the new type cars, direct comparisons will be made for the first time. Some teams will be waiting to see which way the wind will blow. Others will want to get test mileage under their belts to be ready for 1983.

But, once again, remember that a G2 car is leading this year's championship and that the Renault 5 Turbo and Audi Quattro are already with us. The arrival of turbocharging, and four-wheel-drive, could be far more significant even for the future than any new rules and regulations.

Peter Ashcroft
Motorsport manager, Ford of Europe

"Just over 12 months ago we made a plea for sanity and proposed that we do away with the exotic car category. That plea wasn't accepted by the majority and therefore I suppose we must join the 200 car Group B class. It will be extremely difficult for a major manufacturer to make that number of cars. We felt that 2000 cars would have been more reasonable.

"Our view is that it is easier for some to make 200 cars than others. We proposed that the number should be either 25 cars or 2000 cars. Looking at some of the specialist manufacturers, for instance Porsche, or Lancia with their Abarth works, or even Renault with their Dieppe factory, it is obvious that they have the facility for a small production run. People like ourselves, or Leyland, or Opel, with computerised production lines, are going to have much more trouble.

"Looking at the regulations themselves, as they stand, I don't think they are too bad, given the time that it has taken to get them in. However I think we have lost some of our main objectives in that time. Originally we planned to simplify motor sport. For instance, reduce the number of groups from four to two. Now, with Group N included, we have three groups.

"I don't think that Group N achieves much and it will be very difficult to police. The manufacturers discussed a possible production car class and chucked it out.

What will replace the tried and trusty Escort?





Ashcroft — plea for sanity

This Group was the idea of the FISA rally committee. We took the view that it would be impossible for a works team to get involved in rallying production cars.

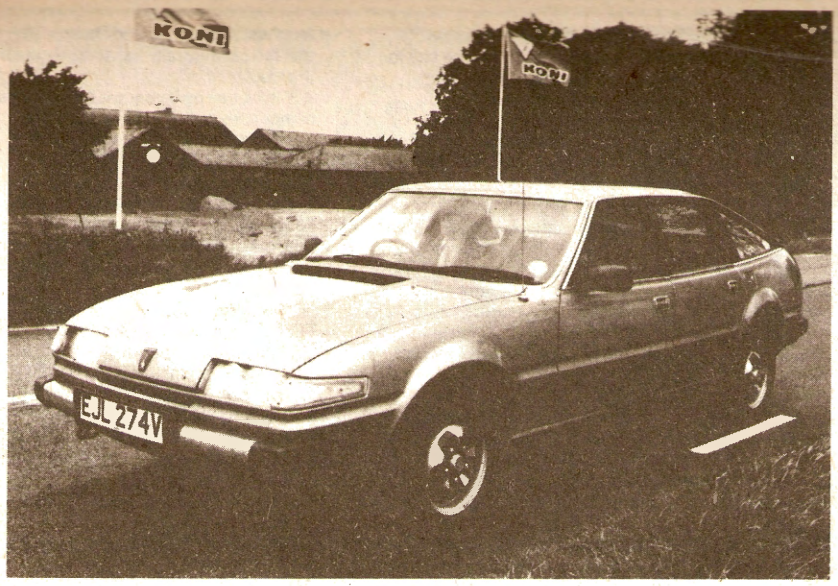
"There will be an awful lot of cheating with different specifications for different countries. Ford has literaliy hundreds of different spring rates for the Escort, for instance. I think that it will be a nearly impossible task for the scrutineers.

"Looking to the future of the championship, I don't see why Renault, Fiat and Ford can't have cars running in the new Groups some time in 1982. But, I think that a lot of manufacturers will want to stay in the old Groups 2 and 4, and wait to see what the opposition does. The 12 months overlap really does allow you to wait for the others to make all the mistakes.

"Ford will possibly be running in Group B. We really have to be interested in outright victory. Meanwhile, the privateer is a bit stuck with his Group 1 car which will now be automatically moved up into Group 2 for next year.

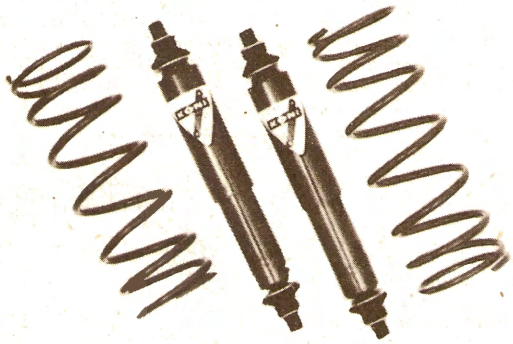
"Ford will be tendering cars for homologation into Group A. The present Escort RS2000 will translate almost automatically into the new group but, of course, we are not particularly interested in promoting an old model like that. We are planning a new rally car for Group A.

"I think that it will be 1983 before the championships are fully competitive again. Now we have got used to the problems, it isn't so bad. There were lots of things that we didn't like but we've worked our way round most of them."



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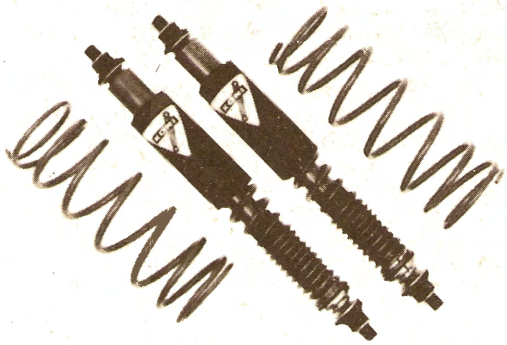
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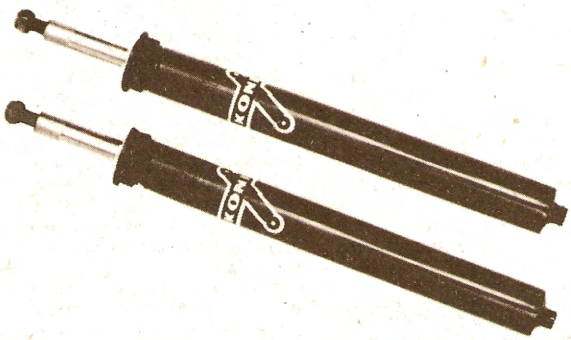
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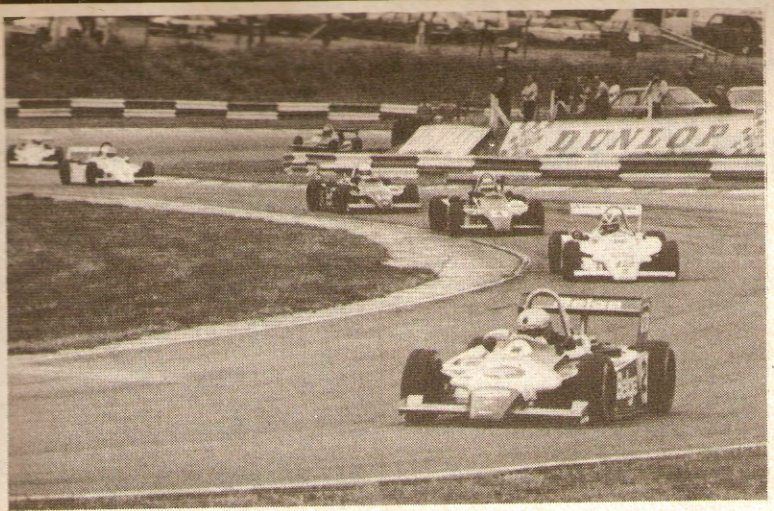
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Thierry Tassin, now back with Toyota power, was an easy winner at Brands.

Tassin's third

Tassin's third win — Dave Scott stars — Three Britons in top four — Palmer maintains championship lead — Report: JEREMY SHAW — Photography: JEFF BLOXHAM.

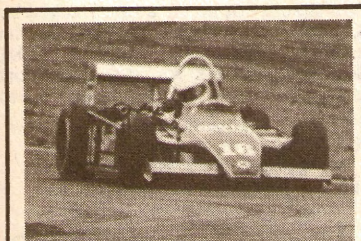
Thierry Tassin's third victory of the season further underlined his challenge for this year's Marlboro British Formula 3 Championship, although current series leader Jonathan Palmer ensured that the Belgian made only slight inroads into his points advantage by finishing a close second in Sunday's twelfth round at Brands Hatch.

Undoubted star of the show, however, was 19-year-old Dave Scott, who qualified his Swift Caravans Ralt RT3 comfortably on pole position on only his third outing with the car. Sadly, the youngster made a poor start to the race but nevertheless challenged Palmer extremely hard and finished a most impressive third. By way of consolation, Scott set fastest lap of the race and also earned MCD's 'Driver of the Day' award.

Once again it was Ralts that dominated the proceedings, although some close racing throughout the field made this one of the most exciting Marlboro rounds held to date.

ENTRY & PRACTICE

The proximity of the British Grand Prix meeting, which traditionally hosts the most prestigious event on the British Formula 3 calendar, no doubt accounted for the abnormally high proportion of non-starters at last weekend's twelfth round of the exciting Marlboro Championship. Eventually, 17 of the 24 entrants arrived at the Kentish circuit on Sunday morning, although a further two were eliminated before the start of the 25-lap race.



Dave Scott — impressive.

QUALIFYING

Scott (GB)	Ralt RT3	**44.17**	44.24
Tassin (B)	Ralt RT3	**44.32**	44.59
Palmer (GB)	Ralt RT3	**44.34**	44.62
Trott (GB)	Ralt RT3	**44.38**	44.42
Boesel (BR)	Ralt RT3	**44.39**	44.94
Suzuki (J)	March 813	**44.39**	44.59
Riley (NZ)	Ralt RT3	**44.54**	44.54
Krab (NL)	Ralt RT3	44.62	**44.60**
Moreno (BR)	Ralt RT3	44.63	**44.61**
Hansen (USA)	Ralt RT3	**44.62**	44.91
Thiim (DK)	March 813	**44.63**	44.97
Sasaki (J)	Ralt RT3	44.76	**44.63**
Benamo (RA)	Ralt RT3	45.06	**44.68**
White (ZA)	March 813	**44.73**	44.86
Schinkel (MEX)	Ralt RT3	**45.32**	45.46
*Nierop (CDN)	Ralt RT3	**46.11**	NT
†Amato (GB)	March 793	NT	**65.83**

* Did not start
† Did not qualify on 110% ruling

Fastest of all, and creating something of a sensation by being so, was the youngest man in the field, 19-year-old Sussex driver Dave Scott. Belying his relative lack of experience (see *Pit & Paddock*) Dave capitalised on an encouraging test session during the previous week and looked mightily impressive throughout both qualifying sessions on Sunday, being fastest in each! This was Scott's third outing in the Swift Caravans/Mint Engineering/Intersport Racing Ralt RT3/81 and his only complaint was of power oversteer through Clearways: "Everyone else seems to have that problem, though," he admitted, "and otherwise I'm really pleased with the car."

Alongside Scott on the front row and heading a group of five drivers within 0.07s was second-placed man in the championship Thierry Tassin. The Belgian had an unhappy week's testing prior to Brands, unable to match the front-runners' pace either at Brands Hatch on Thursday or on the Silverstone Grand Prix circuit in preparation for next weekend's race. In an effect to eliminate as many variables as possible, Neil Trundle's team opted to replace the VW/Brabham engine used last week at Silverstone with their conventional Heini Mader-tuned Toyota. At the same time, the hard-working crew also painstakingly went through the entire car to try to find the source of Thierry's handling troubles. Come Sunday morning, suddenly all was well again and the Belga car was right back on the pace.

Series leader Jonathan Palmer was another to have his troubles, his being put down to an unmatched set of front springs which had been hurriedly fitted towards the end of the Thursday test session. "We got a bit lost," rued Jonathan after the second session, referring to the fact that he had changed the springs since the morning session and found the handling to be worse still! "Therefore we have put on completely new guestimated settings for the race. I just hope they work!" Nevertheless, his first session time was still good enough for a slot on the inside of row 2.

Making it three Britons in the first four, reigning double FF2000 champion Richard Trott maintained his steady improvement by lapping his under-financed Imediacopy/Walshe Builders Merchants Ralt right on the leaders' pace: "We're just making general progress," stated the Londoner modestly.

In contrast, Silverstone winner Raul Boesel was far from happy with his Café do Brasil/Murray Taylor Racing RT3, complaining of a general lack of grip and, especially: "No traction." A switch to softer springs for the afternoon session failed to improve matters so the Brazilian's team reverted to known and tested settings for the race.

Toshio Suzuki showed well in his works-run March-Toyota to qualify on row 3, although team-mate Mike White's miserable season reached an all-time low as he qualified second to last. There must be something seriously amiss with his car but no amount of testing or stripping down can determine what.

Kiwi Brett Riley made a welcome return to the series having hastily completed a deal to run Eddie Jordan's Ralt and he did well to qualify seventh just ahead of the Marlboro/Dave Price Racing/RTH Ralt of Dutchman Fred Krab.

Roberto Moreno was mystified as to why he was unable to qualify higher than ninth — "I have no idea," he admitted honestly. "When things go wrong you can make many excuses but I don't like to do that" — while Californian Cliff Hansen was also unhappy with his tenth position: "I haven't been this far back since the start of the year." Against the advice of designer Ron Tauranac, Cliff had been using Koni dampers on his Eurosports Ralt but reverted to Bilsteins for the race, hoping that this may dial out some of his dire understeer. Team-mate Kees Nierop should also have been on the grid but shunted heavily at Clearways and caused extensive damage to his Ralt, while Gerry Amato completed a few painfully slow laps and was prevented from taking part by the BARC.

RACE

The sloping Brands Hatch startline traditionally makes life difficult for the man on the inside front row of the grid and it was therefore no surprise to see Tassin's Belga Ralt, from the outside position, make the best getaway to lead into Paddock Hill Bend. From row 2, Richard Trott made a strong challenge before slotting into second place, while Palmer and the unlucky Scott tussled over third, the former muscling his way through on the outside line.

This was the order in which they completed lap 1 with Boesel right behind in fifth place and shadowed by Krab, Suzuki, Moreno, Riley and Hansen all in one long and colourful queue. Into Paddock for the second time, Trott left his braking a fraction too late and slid wide on the exit, allowing Palmer up on the inside as they powered up to Druid's, the championship leader thereby moving up into second place. Further round that lap, Scott also slipped ahead of the Londoner, diving through at Clearways in a fine opportunist manoeuvre, and he lost no time in challenging Palmer's second place.

Ahead of these two, Tassin held a secure lead of a little over 1sec and, judging his pace beautifully from information given by his pit crew, Thierry was driving only as hard as he needed. "I was quite lucky actually," admitted the likeable Belgian afterwards, "because I had been unable to select first gear for the warm-up lap start. I was really worried but fortunately managed to find the gear as I came up to the line for the start. Then I just kept the clutch in until the green light came on." Not unexpectedly, Thierry began to experience the first signs of clutch slip shortly into the race and so opted to remain in fourth gear around the back of the pits: "That way I could save two changes per lap and I was being really careful with the clutch each time I changed gear."

Fortunately, everything held together and Tassin cruised home to a fine victory — his third of the year — leaving Palmer and Scott to battle in his wake. Scott was by far the swifter on the day — he set fastest lap and also earned the 'Driver of the Day' award — but Palmer kept the door well and truly shut in order to claim six hard-earned points.

Trott ran sensibly and well into fourth place — his best result to date — while Krab demoted Boesel on lap 5 under braking for Clearways and also drove a good race to take fifth, happy with the progress he is making: "I'm still learning — every time I go out I go faster."

Boesel was also passed by Suzuki as a result of that overtaking move by Krab but regained one place when the Japanese suffered gear linkage failure — a weld failed. Raul also staved off a determined race-long challenge from Riley, who was much later onto the brakes than his Brazilian adversary but seemed to lose out on acceleration from the corners. Moreno fell to the back of the field when he tried (too late) to shut the door on Riley early in the race, while Hansen could manage no better than ninth, just holding off the unhappy White and Shuroku Sasaki.

BRANDS HATCH (GB)
Jul 12
Marlboro British Formula 3 Championship, round 12
25 laps — 30.09 miles

1, Thierry Tassin (Ralt-Toyota/Mader RT3/81), 18m 41.31s, 96.60mph;
2, Jonathan Palmer (Ralt-Toyota/Mader RT3), 18m 42.37s:
3, Dave Scott (Ralt-Toyota/Novamotor RT3/81), 18m 42.92s;
4, Richard Trott (Ralt-Toyota/Nelson RT3/81), 18m 46.00s;
5, Fred Krab (Ralt-Toyota/Novamotor RT3), 18m 47.50s;
6, Raul Boesel (Ralt-Toyota/Mader RT3/81), 18m 50.98s;
7, Brett Riley (Ralt-Toyota/Judd RT3/81), 18m 51.68s; 8, Cliff Hansen (Ralt-Toyota/Novamotor RT3/81), 18m 57.41s; 9, Mike White (March-Alfa Romeo/Novamotor 813), 18m 58.43s; 10, Shuroku Sasaki (Ralt-Toyota/Toda Racing RT3/81), 18m 58.95s; 11, Enrique Benamo (Ralt-Toyota/Novamotor RT3/81), 19m 01.64s; 12, Kurt Thim (March-Toyota/Novamotor 813), 19m 03.07s; 13, Claus Schinkel (Ralt-Toyota/Mader RT3/81), 19m 14.35s; 14, Roberto Moreno (Ralt-Toyota/Novamotor RT3/81), 23 laps; no other finishers.

Fastest lap: Scott, 44.32s, 97.77mph.

Retirements: Toshio Suzuki (March-Toyota/Novamotor 813), 16 laps, gear linkage. Did not start: Kees Nierop (Ralt-Toyata/Novamotor RT3/81), accident. Did not qualify: Gerry Amato (March-Toyota/Novamotor 793).

Formula Ford madness

Sunday's RAC FF1600 championship round at Brands Hatch produced some real fireworks in the form of the most aggressive driving seen in the formula for some while. Most of the action come from Van Diemen's highly volatile works trio, Brazilian Ayrton da Silva, Argentine Enrique 'Quique' Mansilla and Mexican Alfonso Toledano who scrapped over the first three places in the early stages. All three men showed that they are capable of maximising their obvious talents, nonetheless they each chose to use a few questionable tactics along the way — and this behaviour, if it is allowed to continue unchecked, will land someone in hospital sooner or later. As it happened none of the works cars won the race, the real hero of the piece being Royale team leader Rick Morris who chased hard, observed closely, and steered clear of the bumping and boring to take the flag a "delighted but fortunate" winner.

Da Silva's mighty start took him from the third row of the grid to the joint lead with Mansilla by Paddock. 'Quique' clung to the line but, determined to establish an early lead, Ayrton jostled him out with an impossibly late lunge for the inside at the hairpin in which contact was made. This may well have been the cause of da Silva's later incident where the left-hand radiator pipe came adrift and he spun back to fourth place. Mansilla, meanwhile, had been engaged in a no holds barred battle for second place. Toledano outbraked 'Quique' in masterful style at Paddock early on, only to be squeezed onto the kerbing by his adversary. 'Poncho' kept the power hard on, to his credit, but then, in what looked to be an unforgiveable manoeuvre, tweaked the wheel left and catapulted Mansilla haplessly towards the barriers. These are team-'mates' remember! Amazingly the blue car never made contact with the armco but, in the mêlée, Morris stormed through.

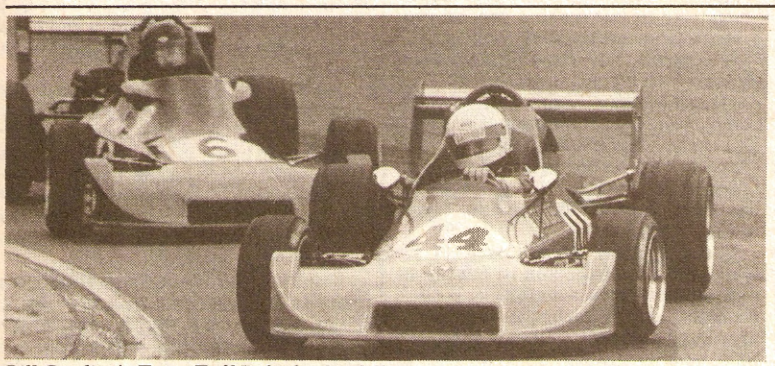
'Rock ape' driving has been brought under control to a certain extent in FF1600 but this, alas, is not the first occasion on which these undeniably quick youngsters have attracted adverse comment. All three can drive superbly — da Silva's flowing car control was quite brilliant once he was ahead — so let's keep things civilised boys! The wily tactician triumphed over the unruly speed merchants on Sunday. . .



Clube's McLaren M1C.

Hilti M1C is gala star

Malcolm Clube's fluorescent orange Hilti McLaren M1C was one of the major attractions at the British Steel Corporation's Teesside 'family gala' day at Redcar race course in Yorkshire a fortnight ago. The annual event for all the BSC's regional employees and their families attracted thousands of visitors for whom the Hilti car was a focal point. Clube could not, alas, demonstrate the historic sports car but he did fire it up from time to time to the delight of onlookers. Malcolm will be out at Silverstone on Friday in the SuperSports feature event and will compete in the remaining races within this series and the HSCC's Willhire Historic Special GT championship.



Bill Cowling's Team Toff Delta leads Cliff Watts's similar Jaycraft T79.

Cowling's F4 return

Bill Cowling's Team Toff organisation made its bow into the 1981 Muraspec Formula Four arena in fine style at Brands Hatch on Sunday, the Sussex property developer finishing runner-up to series leader Brian Turner's BTC in his first race for over a year. Cowling remains loyal to the Delta *marque* — his original IRF4 chassis was rolled at Druids some years back and subsequently rebuilt — and is running the T79/794 machine with which he did selected FF2000 races two years ago before converting it to F4 specification.

The chassis itself has been heavily revised by Ian MacFarlane, the works engineer responsible for Delta development for the past couple of seasons, and features increased front track and wheelbase for improved roadholding and handling. These modifications proved very effective for despite being "very rusty" Bill came very close to Ian Briggs's lap record in the 10-lapper, the blue car clawing its way past the similar Deltas of Mike Hartley and Cliff Watts. Recent testing by Gerry Witenden has seen the Team Toff machine lap very quickly indeed, the whole outfit being confident of its race-winning potential.

Benbow busy with S2000 March

Interest in DB Motorsport's Sports 2000 programme with the rapid March 81S is running high at present, team manager Dave Benbow reporting a number of bookings for the remaining Derwent Television British championship rounds and a tentative arrangement for the Brands Hatch 6 Hours in October. Benbow ran the Nelson-powered car for the first time at Silverstone recently where Gerry Witenden's speed and style was most impressive. Fourth place at Brands Hatch; Dave's first long-distance race was another highly encouraging result for the new team, building experience all the while.

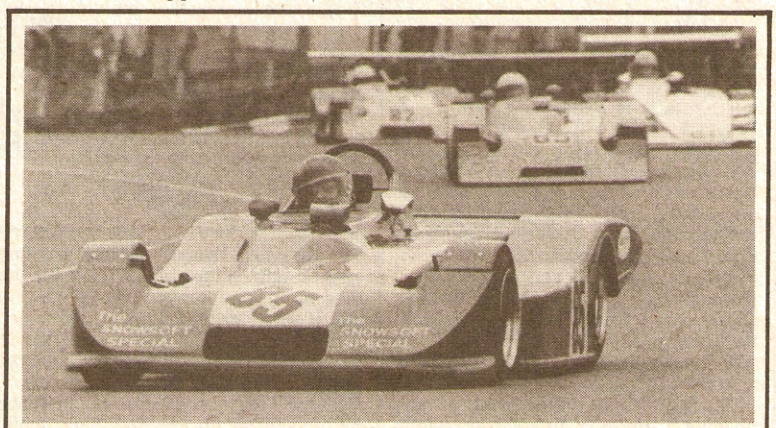
Canadian driver Alan Sidorov has now confirmed his intentions to compete in three Derwent rounds with the DB Motorsport March while John Morrison (who did some of the initial testing on the 81S model) will do a couple more. Former F5000 competitor Allan Kayes is hoping to team up with quick Formula Fordster Robert Gibbs under the E. L. Gibbs Racing banner to hire the car for the World Endurance Championship round at Brands.

McCarthy goes Dutch

Currently lying a competitive fourth in the Irish Nationwide Building Society FF1600 championship is Martin McCarthy who has shown much improved form this season with the acquisition of a Van Diemen RF80 over the winter. McCarthy set fastest lap on his last visit to Mondello Park and his recent good showings indicate that an FF1600 final win should not be far away. Backed by Construction Services Ltd of Dublin, the team will also be contesting the EFDA Euroseries FF1600 round at Zandvoort on August 9, the first Irish-based team to do so.

Pacer Racing Cars

It has been pointed out by Pacer Racing Cars that information published in AUTOSPORT, June 11, 1981, is incorrect and that the engine used by Howard Groos at Donington on May 4, 1980 was not found to be ineligible for the reasons stated. An RAC Technical Commission eligibility check carried out by Howard Mason on May 10, 1980 revealed that "all four inlet valves were found to have maximum lift in excess of that permitted by the regulations. One exhaust valve had excessive lift. The remaining components were found to comply with regulations in accordance with RAC championship prescriptions." We apologise to Pacer Racing Cars for any embarrassment caused and are happy to correct our earlier statement.



After a brief foray into F4 with the ex-Phil Clacher Alpine, Paddock Wood driver Mike Sales returned to the clubmans formula last season with a Mallock U2. The car has subsequently been extensively modified by Ken Harrison, who built the Oceanair championship-winning car of Mike Barnby a few seasons back, and appeared at Brands on Sunday where it created a favourable impression. Revised aerodynamics allow the U2 to run without a wing although lack of brakes hindered its progress. Called the Snowsoft Special in deference to Snowglow, Sales's detergent company, the car looks likely to bring the former Haggispeed pilot success once sorted.

Impact for Jean Express

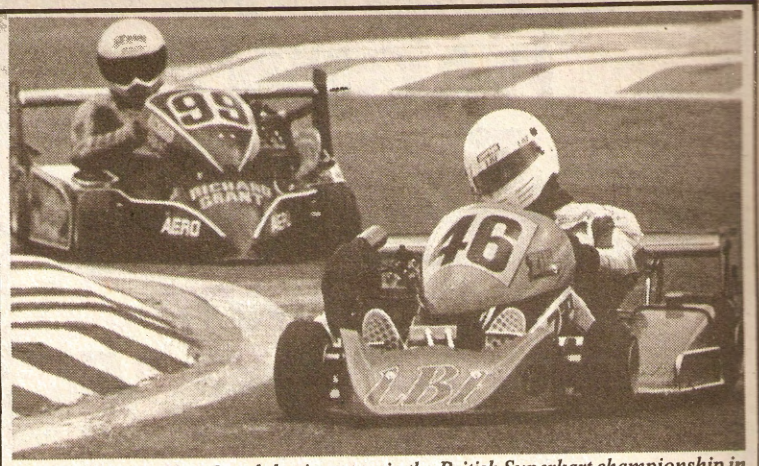
Enjoying his first season in single-seaters is Ray Robinson of Impact Racing. The Cheshire driver has graduated from Renault 5 competition and has recently gained the support of Jean Express for his smart Royale RP26 chassis. The Stockport company manufacture and retail a wide range of leisure clothing through a chain of outlets in the North West. The car has been totally rebuilt following an incident at Oulton Park and Ray will undertake a programme of local events prior to rejoining the Dunlop-AUTOSPORT 'Star of Tomorrow' trail at Mallory Park on August 30. If Robinson is successful in the latter half of the season he will, with Impact partner Steve Brassington, be looking towards a full year of FF2000 in 1982.

Wood's race against time at Brands Hatch

Surely one of the keenest FF1600 competitors around, South Londoner Doug Wood, battled against time to repair his ex-Gilbert Scott Van Diemen RF80 for Sunday's RAC round at Brands Hatch following his heavy shunt into the concrete wall at Donington a week earlier. Wood clobbered the Starkeys Bridge barrier very hard, the impact tweaking the chassis and moving the engine and gearbox within the spaceframe. A driveshaft was smashed as was the nose, battery and radiator — damage amounting to nearly £500.

Aided by his brother Terry (who fabricated parts for the chassis), fellow Brands-based drivers Steve Roache and Gordon Reeves — "not forgetting Gordon's girlfriend Karen" — Doug's crew worked late through the week to ready the car, culminating in an all-nighter on Saturday. An RAC Scrutineer checked the Van Diemen in the pit garage with only minutes of practice remaining on Sunday morning and Doug rushed out onto the track. Alas the bodywork, damaged in the shunt, lifted and flicked the ignition off on his second lap and Wood — normally one of the fastest FF1600 men at the circuit — did not get a start.

"I feel very sorry for everyone who worked so hard", said Doug. "It was like being in F1 with about eight people helping with the car — I would like to thank them publically for their efforts on my behalf". Wood's next event will now be the Townsend Thoresen round at Brands on August 2.



New Zealander Chris Lambden is set to win the British Superkart championship in his first season of 250 International racing. Driving the London & Bournemouth Finance Zip-Rotax chassis, 28-year-old Lambden, a former national 100cc kart champion needs only a reasonable finish at the Cadwell Park finale on August 30 to clinch the title. Here Lambden leads former champion Steve Styrin's works Aero at Thruxton where Superkarts average 100mph — quicker than FF1600 machinery.

New car for Myers

Cadwell Park Dunlop-AUTOSPORT 'Star of Tomorrow' winner Neil Myers will debut his new National Benzole Royale RP29 chassis at the Snetterton championship round on July 26, announced his father Ken on Monday. The promising Northampton youngster has campaigned the ex-Chris Hackman RP26 in most of the races to date although he was loaned John Village's regular mount, the Crompton Lighting RP29, for the Silverstone qualifier. "We have had the new car for a couple of weeks now", admitted Myers senior, "and we feel that the time has come to get in some serious testing with it, prior to Snetterton". Neil's title hopes were significantly enhanced by his major rivals Phil Kempe, Keith Fine and Dougie Spencer failing to score at Cadwell although Mark Peters picked up some very useful points on the day.

Neil is already looking towards next year and, on a recent school day at Castle Combe, showed tremendous form in the Race Car Services Reynard SF81 normally handled by Simon Kirkby. Myers's times in the car — which won that weekend's Pace British FF2000 round in Simon's hands — would, reportedly, have qualified him on the second row of the grid for the race itself!

Rudderham falls out

Trevor Rudderham, the young Beckenham driver who went well in the opening four rounds of the Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship, has had to withdraw from the novice series due to lack of finance. Hopefully his absence from the grids will only be a temporary one for Rudderham bowed out on a high note at Silverstone by winning the 'B' final in fine style with one of Team Touraco's Lola T540Es. Trevor has been working hard to find a sponsor since the end of last year when he won an 'assisted' drive with Graeme Glew's outfit having driven impressively at a special open day at the Touraco school. "I have researched and written over 160 letters to potential backers with only one favourable response. I am heavilly in debt already so a good sponsor is my only hope of racing again this year".

Currently working in Ford's Product Planning division as part of his automotive engineering and design degree course at Loughborough University, Rudderham is determined to return to the series "before I miss too many rounds". Otherwise I shall have to finish my course then design some demon racing cars myself!

Success on a plate for Lewis?

The brothers Lewis, Chris and Jonathan, from Richmond in North Yorkshire, raced against each other for the first time at Brands Hatch on Sunday in the White Light Electrics round of the National Mini 1000 challenge. Both men were out in cars prepared by Paul Gaymer's Boopspeed concern in Farnham, Surrey: Chris's machine (the red 'Boop 9') was built up from a new shell owned by the Metro challenge frontrunner while National Mini 850 champion Jonathan's 'Boop 8' runs in Gaymer's usual green and black livery.

Sponsorship for the Lewis boys came from frozen food specialists Findus as part of the company's familiar 'success on a plate for you' advertising campaign although, on this occasion, both Yorkshiremen hit problems. Chris's engine displayed a marked inability to rev freely in the race — in which he finished a good third nonetheless — while Jonathan, alongside his elder brother on the third row of the grid, was penalised 10secs for a jumped start, the resultant time addition dropping him to 17th in the results. The Lewis Racing equipe should be in with a good chance of victory in Mini 1000 when both cars run well.

● Current leaders of the LCAMC-Autolec sprint championship are John Blennerhassett (Capri 3-litre), John Istead (Datsun-Fourways 240Z) and Steve Pattinson (VW Golf GTI) with 85, 83 and 78 points respectively. John Songer's Elan leads the modified cars section while the Nomad of John Piper heads the sports racing category.

Briefly . . .

● Young Mike Andretti is really making a name for himself in American National FF1600 competition this season. He recently took delivery of a brand new Van Diemen RF81 chassis and proceeded to dominate his first event with the car, at Lime Rock on July 4. Andretti previously raced a PRS and is clearly a man with a bright future.

● Following his recent outing in Ali Hussein's Body Shop Clothing Tiga SC81 at Brands Hatch, Scotsman Andy Smith raced Hussein's Colin Davids-prepared Mallock Mk21 in the Oceanair clubmans round at the Kent circuit on Sunday. The Ayr metal dealer finished fifth a short distance behind the leading quartet.

● Townsend Thoresen ferries have expanded their interest in the EFDA Euroseries competitions by sponsoring the remaining rounds of the Sports 2000 championship in addition to their FF1600 commitments. The ferry operators are also long-standing backers of the BRSCC's Formula Ford series in Britain of course.

● A major coup for the Leinster MC is the announcement that their B&I Ferries trophy meeting at Mondello Park on September 14/15 will be given live television coverage — the first time this circuit has been featured 'on the box' for 10 years. Last year's Phoenix Park festival received live coverage as a mark of renewed interest in Irish motor sport.

● Formula Four and Talbot stalwart Don Manley will unfortunately be missing the next two or three outings in the Baty Group Delta having sustained a broken collar bone in a road accident last Saturday night.

● Croydon's Peter Lawrence, who destroyed his ancient Royale RP3A in a roll at Mallory recently, is returning to the BRSCC Pre '74 fray with another RP3A, an ex-Murray Dudgeon chassis more recently used on the hills. The car will be débuted at Brands Hatch later this month.

● The interesting Citroën Big 15 which Greg Hayes is campaigning in the Pre '57 saloon car challenge series this season has a long history of service behind it. The huge white machine was used by a French postmaster until 1971 — little did he know that the car would ever race!

● The Forest of Dean MC's Watts Tyres Autocross takes place this Sunday on the old airfield at Morton Valence near Gloucester. Timed runs start at 2pm and leading entries include Graham Hoare's 2.1-litre VW Beetle and Steve Weaver's 1430cc Mini.



Sunday's Esso North Weald sprint was memorable for Garry Collins as this Tony Large sequence shows. This is the Ford Anglia driver's second roll!

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Old Motor

Ferrari galore: that's what you'll find in the latest — and biggest ever–issue of *Old Motor.* Within its 100 pages, we trace the history of the 1961 Le Mans-winning Ferrari Testa Rossa that Willie Green has been campaigning so spectacularly this year; we chronicle the fate of Ferraris at the British Grand Prix in the years the race has been held at Silverstone and we compare the oldest Ferrari (a *tipo* 166) and the latest (a 308GTSi) in the country.

But it's not all red cars: Tony Crook, MD of Bristol Cars, writes about his successful racing career in the early 1950s ("I was knocked out by a cabbage!") while David Roscoe takes a more than tongue-in-cheek look at the current VSCC activities. There's a review of the Honda S800 sports car in our 'Cars to Keep' series plus a report on one of the most important sporting events held just after the Great War, the 1922 Scottish Six-Day light Car Trial. We've found a host of contemporary photographs to underline what was, for its day, a really tough, car-breaking event.

We portray the cars that Armstrong Siddeley had in the pipe-line to replace the Star Sapphire had the factory not closed in 1960 and tell the amazing story of one man who very nearly ruled the whole of the motoring world — until he came up against Henry Ford. John Bolster, meanwhile, describes driving with that rare commodity, sympathy.
With all the usual features, the August issue of *Old Motor,* out on Wednesday 15, offers better value than ever before, for just 70p.

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Photo: Keith Sutton

How not to take the Silverstone chicane, as shown by Jeff Allam's Daily Express *Rover V8. The accident was not his fault, but did little to bolster Jeff's flagging morale.*

Tops in tin tops

JEREMY WALTON reveals the faces behind the names of the country's top saloon dicers in the Tricentrol Group 1 Championship.

What kind of men drive those flying saloons? Are they the same breed as 'Gentleman' Jack Sears, the sixties British Saloon Car Champion who today combines a senior BRDC role with his still extensive farming interests? Or are they all professionals with strong motor trade ties.

The answer seems to be that old saloon drivers keep rolling along, a fact which — combined with a small annual injection of fresh young talent — ensures that the Tricentrol circus act is one of the highlights at any race meeting . . .

"It's harder than you think." That's the most common remark encountered when Legendary Ace steps from formula cars to saloons for the first time. For some of today's Tricentrol runners, the transition came a long time ago and is buried in the mists of time — who can imagine Stirling Moss *not* at home in a touring car after his fifties outings in Jaguars?

Yet even legends have to come to terms with the saloon car world as it is now, not yesterday. Moss came back to it in his fifties and had to tackle front drive, slicks and a degree of sponsorship and promotion that surprised even this commercially aware *pilote*.

The Audi team presents the classic example of experienced star and young charger that characterises Tricentrol's series in 1981. In Stirling Moss and Martin Brundle, Audi and TWR allow themselves two distinctly different approaches to success. Just as the racing Rovers have — in separate teams — a young charger in Jeff Allam, a now proven winner in Peter Lovett, a fine publicity and engineering understanding in Rex Greenslade, and the unmatched saloon experience of Australia's most expatriate expat, Brian Muir.

Ask a Tricentrol man why he's in saloons and you'll get anything from a candid, "because I bloody well enjoy them and it's good fun," from Gordon Spice to "because it's paid-for motor racing," from the few with outside ambitions.

Look at them by the cars they drive and you can tell quite a bit about their approach to life. The conservatives, and some of the shrewdest and financially best-endowed men of motor racing, go for Ford's now aging Capri.

Gordon Spice enters his forties with a vigour that leaves you tired just talking to him. Track him down to the Staines HQ of his Gordon Spice motor accessories Cash & Carry empire. There the talk is mostly of new branches opened, take-overs, multi-million pound turnover, and a sense of pride in a computerised operation that grew out of the speed shop business he built up with brother Derek.

Then there's the other Gordon. Swop the pinstripe suit for overalls and the same exuberance is applied with deadly efficiency to the task of winning. From front-drive Minis to humping great F5000 V8 formula cars of dubious ancestry (plus some good Lola rides), Gordon came through as a great competitor. Having won the Spa 24 Hour race and taken the Capri to six class championships, Gordon looks to have little incentive to win anything else. Yet his performances at Le Mans in the Rondeau-DFV show there's another 24-hour win on his mind. When you see him crouched at the Capri's wheel and flicking through Silverstone's quick corners, remember he's already survived a horrendous road accident this year. This is pure, joyous, convalescence to 'Gordy' . . .!

Other Capri men have equally interesting tales to tell. Comparative newcomer Phil Martin-Dye is a British Airways pilot and was a Champion in Clubmans racing, a category that's also entertained a few of the other Tricentrol tin-toppers.

Apart from dallying with a Camaro, when the Championship's unlimited capacity ruling meant Chevrolet was the only way to go, West Country owner of the large VMW Ford Dealership, Vince Woodman, has little time for anything but Fords. He has been in a Group 1 Esso-backed Capri for so long now that one forgets he also entered in G2 races of the early seventies with Broadspeed Escorts. "He's a gentleman," is the most frequent summation of Vince by those who have to deal with him in racing — his quiet West Country accent and chuckle are a welcome part of racing saloons since the late sixties.

Jonathan Buncombe, now also a Ford dealer, is one who has cause to thank Vince for a lot of racing pleasure over the years. It is true we wouldn't be seeing this talented 33-year-old from Burnham-on-Sea, Somerset, if it were not for the support Vince provided in recent years. The cheerful Buncombe was also a great ▶

Win Percy — champion.



Gordon Spice — exuberant



Richard Longman — distinguished.



RACING FOR BRITAIN

The 'Racing for Britain' scheme is now 14 weeks old, and it is actively supporting two of this country's most promising young Formula 3 drivers — Jonathan Palmer and David Leslie — both of whom will be taking part in the round of the Marlboro British Formula 3 Championship at the British Grand Prix meeting at Silverstone on July 18. The 'Racing for Britain' orgainsers will shortly be announcing the names of the two Formula Ford drivers who will also benefit from the scheme.

In order to extend its sponsorship activities, 'Racing for Britain' needs more contributions from members of the race-going public. The cost is only £7.50 for individuals (company contributions, which are tax-deductible, are set at £100 minimum), and 5% of the income from contributions is donated to the Jimmy Savile Appeal for the Spinal Unit at Stoke Mandeville Hospital.

The response from trade and commerce has been excellent, and below is the latest list of concessions and discounts which are available to all contributors:

JOHN BROWN WHEELS — 10-15% discount on their range of motoring accessories.
LEC REFRIGERATION — 'staff discount' facilities on their complete range of refrigerators and freezers.
AVIS RENT-A-CAR — 10% on hire fee for cars and light vans up to and including Transits.
NATIONAL TYRE SERVICES — discounts on tyres, batteries and at some depots exhaust systems of between 22 and 40%.
MOTOR RACING STABLES — £7.50 discount on the Brands Hatch Skid Training Course.
BRANDS HATCH RACING SCHOOL — 10% discount.
MOTOR CIRCUIT DEVELOPMENTS — Any individual contributing £30 or more may do 10 laps of an MCD circuit in their own road car on selected dates.
HANSEN FF ENGINES — 5% discount on FF1600 engines.
ROAD & RACING ACCESSORIES — 10% discount on both Simpson and Bell helmets.
TOWALL TAILERS — 20% discount on trailer hire, 15% discount on tow bars, 10% discount on components.
IBEC INTERANTIONAL — 10% discount on 'on-track' insurance.
MOTOR RACING DIRECTORY — £1.00 off price of 1981 edition.
HARLEQUIN SPORTS & LEISURE — 15% discounts on cash purchases of all sportswear and electrical TV games.
EYES-N-EARS — 10% discount on CB accessories and telephones.
RENTAREP PROMOTIONS — 20% discount on racing driver PR services.
STEERING WHEEL CLUB — £10 off annual membership.

Circuits
Special facilities for 'Racing for Britain' cardholders are available from Silverstone, Donington Park, Ingliston and Cadwell Park.

Discounts are also available on the new range of 'Racing for Britain' leisure goods which is being launched at the scheme's exclusive stand at the Marlboro British Grand Prix. Number 14, the stand wll be located behind the Woodcote grandstands, on the outside of the circuit. Discounts on the range — comprising T-shirts, sweatshirts, jackets, caps, hats, badges and stickers — vary between 10 and 20%, available to contributors only. YOU CAN BECOME A CONTRIBUTOR TO 'RACING FOR BRITAIN' AT SILVERSTONE — and this will immediately entitle you to the discounts on the new 'gear'

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Vince Woodman — gentleman.

Tops in tin-tops

continued

Mini-man in his day, and might be best remembered at Silverstone for the time he upset the all-conquering Gerry Marshall/Baby Bertha act with the cheeky Chimp special saloon.

Broadspeed and Andy Rouse will be linked for ever in some people's minds, but now Andy runs his own Capri show and small preparation business that also turns out Charles Sawyer-Hoare's similar Ford. At the ripe old age of 33, this Southam engineer can look back on a career that started with his own grass tracker at 17 and has wandered through Formula Ford (1970 Townsend Thoresen Castle Combe series winner), Escort Mexico racing (Champion, 1972), G2 Escorts, Triumph Dolomites and the massive Jaguars of 1976-77. He's another quiet one, and unfailingly civil. A stark contrast to the type of cabber we used to accept as the norm in saloons years ago . . .

Save us from the Capri characters; let's look inside the cabs of those bellowing great Rovers. Grinning back from one of the "blue 'uns" will be Sydney-born (June 1931) Brian Muir. With some 30 years charging cars around the race tracks of the World, Brian is perhaps *the* character among a field of individuals. Complete with the normal line in laconic Australian one-liners, no top saloon meeting has the right tone without the man once dubbed Yogi Bear. Brian has run a small business specialising in BMWs and Alpina parts at Pershore for some years, but he's likely to long be remembered for his outings in the massive Willment Galaxie and the Wiggins Teape blue Chevrolet Camaro. Even in 1978 he was saying of Capri, "it was not fast enough for a man of my age — I can't keep up," but he was still winning then, and in 1979. And he was in the middle of the front row at Silverstone, just a few weeks ago.

I can't say too much about Rex Greenslade. He's one of us, a journalist with technical editorship of *Motor* as his brief. From what I've seen he's better at sorting a car than normally given credit for, and works very hard at both his racing and his journalism. He's got a good sense of humour, but it's usually hidden under the enthusiasm for whatever car project is occupying his time. His performances in the Dolomite Sprint deserved the same sort of rewards as that other former racing journalist Tony Dron enjoyed, particularly fending off Walkinshaw round Silverstone in 1979.

Jeff Allam? Still only 26, Jeff is a classic racer who might well have his formula car era ahead. He started off in karts as a child and progressed to Vauxhall saloons in his teens. Like Rex, another one to benefit from racing against Gerry Marshall (a sad absentee from Tricentrol these days . . . but look what he's doing to them back in the production classes). Jeff is serious about running the family Vauxhall/Bedford businesses in Epsom and about his racing. A double winner of the British GP supporter, including Rover's first ever win, Jeff's recent rough luck could do with a change, before lasting bitterness sets in.

To judge from the solitary entry, you'd put Win Percy down as a loner in the RX-7, but in fact the 37-year-old Upwey Mazda dealer (a typically neat, though small site, just outside Weymouth) is the gregarious type. Those who haven't seen Win drive on loose surfaces, as I did in the days when he used to thrash works cars with his rallycross Anglia, missed a great sideways spectacle. These days his reputation for doing great things with Japanese cars — remember Big Sam, the Datsun 240Z? Or the Samuri Toyotas? — is fuelled by the need to take an outright win with the TWR RX-7, but he'll still enjoy a quiet West Country joke with other representatives of the region (it must be the unemployment) like Metro-men Richard Longman and Alan Curnow.

In among the 1600s, contrast is the name of the game. Martin Brundle, one of the youngest competitors from one of the most active motor sporting families that East Anglia has produced, faces up to the odd challenge of driving for a large professional team, with a superstar team-mate, against apparent amateurs. The results show that Coventry finance director John Morris (37) in the Golf and Solihull's Chris Hodgetts are no amateurs, nor are the teams behind them in terms of producing competitive cars . . .! Hodgetts still has to live down his wild image, and he's another with single seater ambitions, having intended to go Atlantic at the beginning of the season.

Another familiar face in a VW is that of former Opel production specialist Alan Minshaw. As befits a 1935 model, Alan has a great deal of experience dating back to his 1958 Morris Minor debut. Today he is established as a co-director of Demon Tweeks. VW-mounted as well these days is former Alfasud production star, 34-year-old, Swiss-born, financial consultant Peter Buxtorf.

Contained in two Colts, barely, are two of racing's best known characters: Barry 'Whizzo' Williams and Grovewood Award winner David Morgan. Both have more talent than good fortune, but for entertainment there is no substitute for 1938 Bromyard-born Barrie. A true sportsman.

Coming into the little class does not diminish the scale of the personalities. Longman and Curnow are one of the great double acts, on or off the track; Jon Dooley is one of the reasons Alfa are in racing at all today; Tim Goss is an ex-Clubmans Champion and earned a Grovewood commendation in 1970, while David da Costa is . . . is outrageous.

Twice British Champion Longman has the most distinguished record. Now 35, Richard's reputation for preparation has grown in the same way as one-time boss Jan Odor's did after leaving Downton. However, it is his driving of Minis and Metros that will be remembered long after the painful recall of that Snetterton Formula 3 accident with the remains of Dave Purley's car has been erased.

Richard lists his hobby as gardening, but together with Post Office employee Curnow (now 33) the duo have been known to sink the odd relaxing pint, together with endless funny West Country legends!



Martin Brundle — charger.

Dooley is an Alfa purist who had to think hard when I asked if he had ever driven anything but Alfas (only in an isolated case, was the reply), but you can tell from the way the Sandy, Bedfordshire, driver has persisted what a determined character he is under the quiet bespectacled appearance.

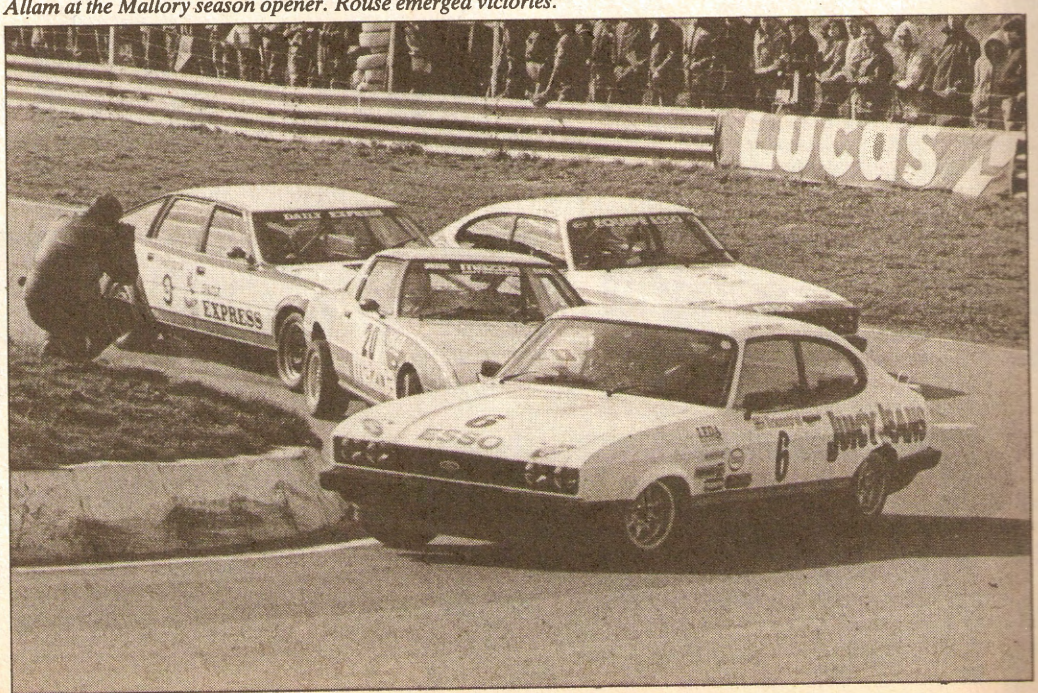
Perhaps the biggest contrast of all is between Dooley's now often competitive Alfa style and David da Costa's frustrated fight to force a race result from the sadly underpowered Fiesta. Now 37 David still has his sweets business ('Torquay Rock Salesman,' was the press label) but he seems to have left his Mini days behind. This following a long association with Escorts pre-Fiesta: he was the most successful of the Escort Sport series rivals in 1978, winning 10 of 15 races entered.

As a personality David is extremely volatile. There is a warm generosity that surprises those who see only his action-packed driving style, and occasional quick temper.

Apologies to those have been left out — but you can see there's a story in each cockpit as well as each car in this series.

However, if we had to answer the original question about what kind of man sits in a saloon these days, a pattern does emerge. The successful ones tend to have some trade interests, may well come from the West Country and will probably be married with an average age of middle to late thirties. ■

The story at the front — Capri versus Mazda versus Rover. Andy Rousse leads Win Percy, Vince Woodman and Jeff Allam at the Mallory season opener. Rouse emerged victories.



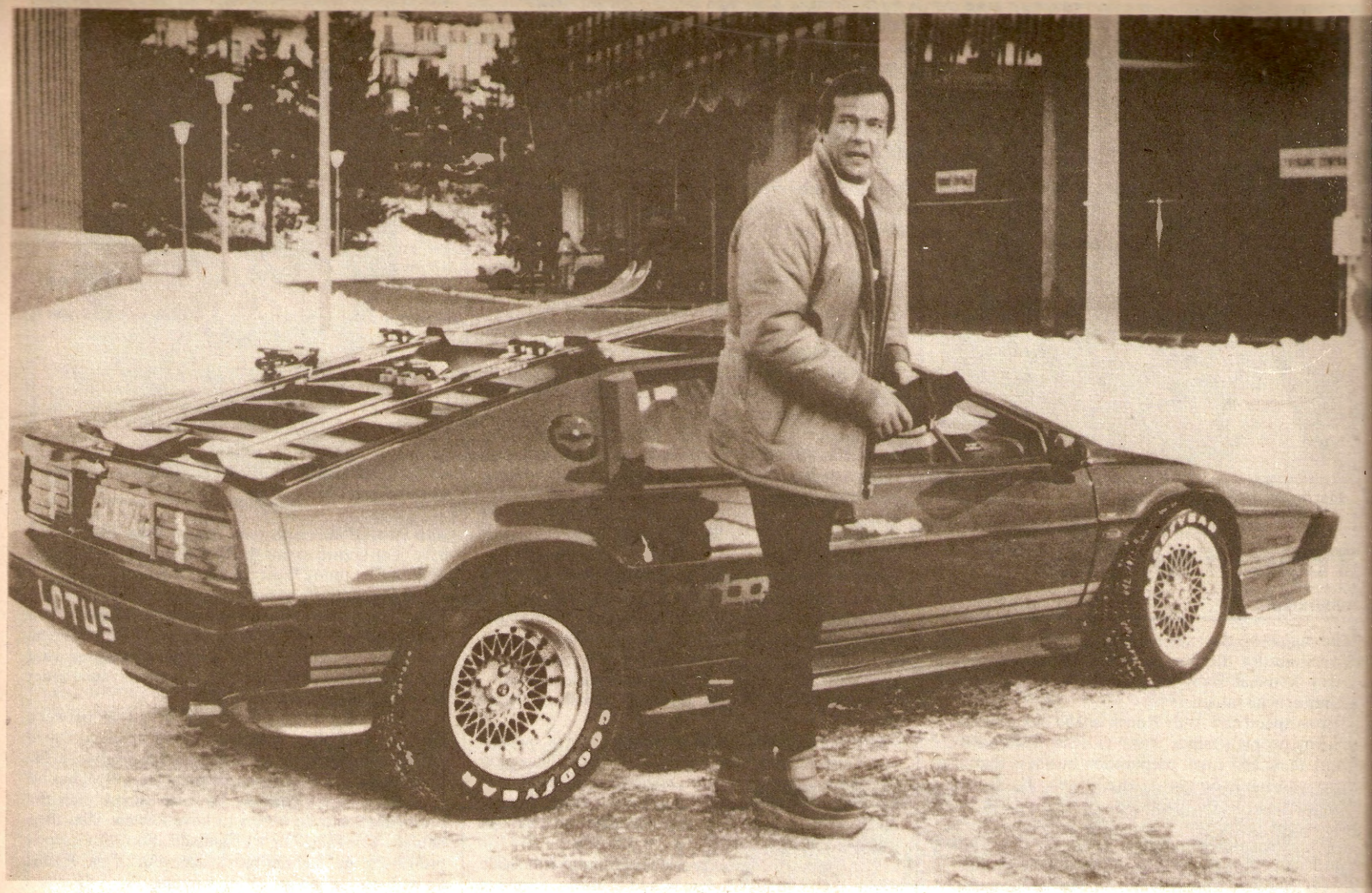
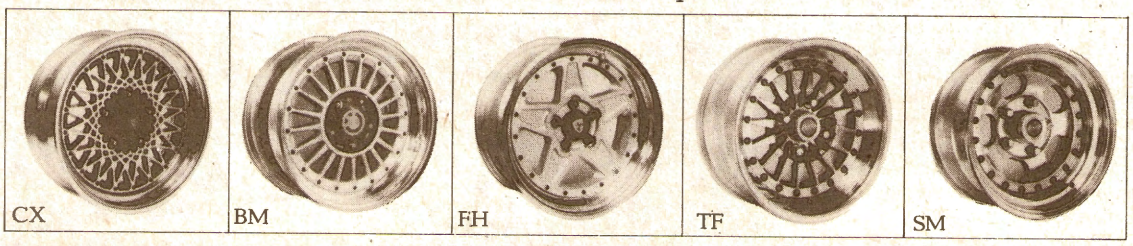


Photo: Keith Hamshere

Nice wheels 007

If you like your martinis very dry and shaken not stirred, if you prefer your blondes nubile, dusky, and husky, then young man, it's time you followed the example of 007 and chose Compomotive wheels. In his latest film 'For Your Eyes Only' Bond – alias R. Moore Esq. – drives the new Lotus Esprit Turbo which has Compomotive wheels fitted as standard equipment. Colin Chapman and the Lotus design team chose them because they needed wheels that combined style with the ability to cope with the terrific power of their remarkable new car.
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Externally the Monte Carlo is little changed from its predecessor, Lancia wisely deciding to leave Pininfarina's pretty body style well alone.

Monte Carlo magic

The mid-engined Monte Carlo is back—but is it better than before? KEVIN BLICK has been driving Lancia's sports car.

Unlike pop stars, cars rarely make comebacks. Once they've lost popular appeal, they slip quietly into oblivion, replaced quickly in the public eye by something brighter and better.

Lancia's relaunch of the Monte Carlo sports car is a brave attempt to buck the trend. The mid-engined two-seater slipped out of the showrooms over two years ago, following three years of rather less than successful sales. The flop of the original car was never fully explained; the most commonly offered explanation being that it earned itself a reputation for dubious behaviour in the wet when its front brakes were prone to locking prematurely.

But it was also criticised for being a relatively insipid performer, while its £6000 price tag set it perhaps rather awkwardly above the Beta saloons and coupés which were Lancia dealers' staple fare at the time.

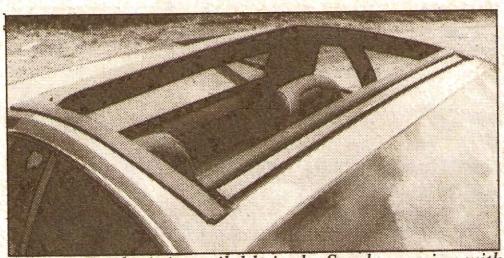
So how much has changed? The name for a start — the 'Beta' part of the original name has, understandably, been quietly forgotton. Lancia dealers, too, will presumably be more than anxious to have something new to sell and the company will, one assumes, give the Monte Carlo some of the promotion it rather lacked before — particularly in view of the growing motor sport development of the car in the World Championship of Makes.

But the car itself has not changed that much. The brakes have received most of the attention, disc diameter being increased to 9.9ins all round and the servo assistance deleted. Visually, the Pininfarina body is distinguished by a corporate, Delta style grille. Larger diameter alloy wheels (from the Beta saloon range) also sport Pirelli P6 tyres in place of the previous CN36s.

Mechanically, there is little other change. The Fiat/Lancia belt-driven twin-cam engine has been given Marelli electronic ignition and a mechanical fuel pump, but is otherwise unchanged. Power from the 1995cc unit is 120bhp at 6000rpm, with peak torque of 126lb/ft at 3400rpm.

The engine, of course, sits transversely just behind the two-seater passenger cabin, in line with its five-speed gearbox. Suspension is all-independent, using struts all round.

The price, of course, has also changed during its absence. That original £6000 has now become either £8100 for the fixed head or £8350 for the opening roof Spyder but, compared with obvious rivals like the Porsche 924, it still sits in the same slot on the price scale, so Lancia haven't altered any value for money implications in the relaunch.



Above: Fresh air is available in the Spyder version with its neat folding soft top. Below: Rear and rear three quarter vision are good.



Understandably then, the new car performs much as its predecessor — our acceleration figures being near identical. The figures — 0-60mph in 8.8secs and maximum speed of 120mph — suggest a lively if unexceptional performer, although somehow in practice the 2-litre twin-cam lacks some of the sparkle and urgency of the smaller, 1.6 Beta twin-cam, the longer stroke of the bigger engine making it rather harsher and less happy at high revs.

The Monte Carlo's overall gearing is near ideal, the 120mph maximum speed taking it only 100 revs or so past peak power in fifth gear. The intermediate gears are well spaced out below, but their maximum speeds begin to tell their own story. Maxima of 30, 50, 75 and 95mph respectively in the first four ratios point to the need for a fair degree of gear changing, particularly to overcome that low second speed.

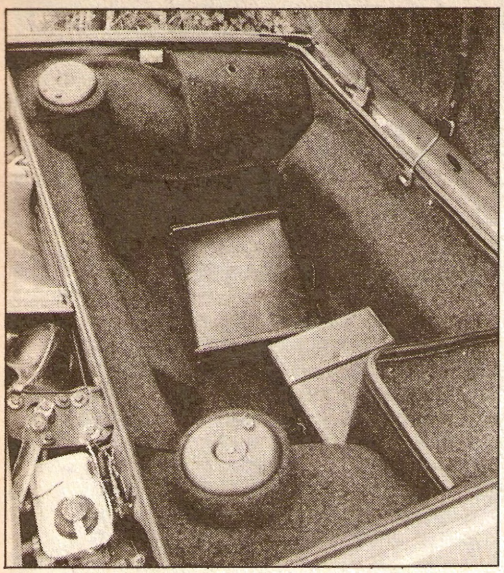
Gearchange quality itself is not bad; like on so many Italian cars, it alters from being obstructive when taken casually to being slick and rewarding when carried out fast at high revs.

An overall fuel consumption of 24mpg, despite pretty hard driving, demonstrates the car's good aerodynamic and mechanical efficiency.

The need for hard revving and frequent gearchanging unfortunately emphasises the most serious continuing weakness of the Monte Carlo — noise. One starts by loving the raucous twin-cam engine note and ends a day of hard driving by loathing it.

The engine, of course, sits behind the driver, and being mounted well forward in its bay is actually right *behind* him, so clearly it is difficult to damp out its noise. But it is still a pity that Lancia don't seem to have made any improvements over the original car. It's not a problem that will worry the weekend driver much, but anyone who wants to drive their car hard and far will find it becomes increasingly tiring.

A shame, really, because the car encourages hard, fast driving. If the engine remains a slight disappointment, the chassis is better still than the original, which ▶



Front boot is not terribly big but will carry enough for a long weekend's holiday.

LANCIA MONTE CARLO
£8100 — £8350

Specification

Cylinders, capacity	4,1995cc
Bore × stroke	84.0 × 90.0mm
Valve gear	Double overhead camshafts
Compression ratio	9.35:1
Fuel system	Weber 34DATR4
Power/rpm	120bhpDIN/6000rpm
Torque/rpm	126 lb ft/3400 rpm
Gear ratios	0.93, 1.15, 1.52, 2.24, 3.75
Final drive	Helical spur, 3.714:1
Steering	Rack and pinion
Brakes	9.9 in discs all round
Tyres	Pirelli P6 185/65NR14
Suspension (F) and (R)	Ind, MacPherson strut, coil springs, anti roll bar

Dimensions

Wheelbase	90.6in
Track (F/R)	55.6/57.6in
Length	150.1in
Width	66.8in
Weight	2195lbs
Boot	7.0cuft

Performance

Max in 5th	120mph
Max in 4th	95mph
Max in 3rd	75mph
Max in 2nd	50mph
Max in 1st	30mph
0—30mph	2.8sec
0—40mph	4.4sec
0—50mph	6.2sec
0—60mph	8.8sec
0—70mph	11.7sec
0—80mph	15.8sec
0—90mph	20.8sec
0—100mph	29.9sec
Standing ¼ mile	16.6sec
40—60mph in 4th	6.3sec
40—60mph in 5th	8.7sec

Fuel

Testing	21—26mpg



Mid-mounted 2-litre gives reasonable performance and exceptional handling . . . but is deafening.

Monte Carlo magic

continued

was itself of a very high standard.

Perhaps we should begin by saying that the brakes are transformed. Natural first action in the car was to try them several times hard from speed — no problems. The un-servoed discs now offer a firmer feel at the pedal while hard stops produce no sign of premature front end locking either in dry or wet conditions.

Reassured, one can begin to exploit the tautly responsive suspension and steering. The rack and pinion steering is heavier than one might expect from a mid-engined car's rearward weight bias, but on the move it is a delight, quick and accurate with good feedback from the front tyres without any excessive kick-back.

The car can be placed in the road with a rare accuracy; running through a sequence of curves is a reminder of just how advantageous a mid-engined configuration can be — few front-engined cars could retain their poise and balance, keep their line so tidily and, simply, be so delightfully easy to drive quickly.

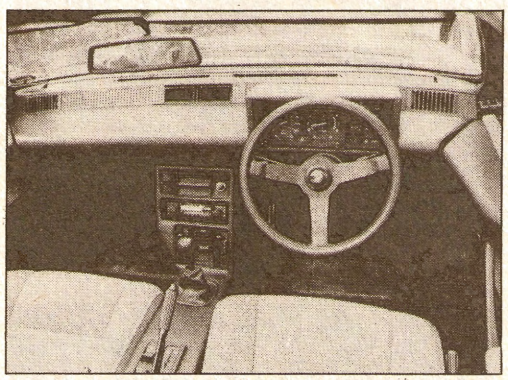
Roadholding was always good but has been improved just that bit further by the new P6 Pirellis; the onset of gently increasing understeer has been delayed that bit further, while the tyres themselves, and the minor suspension tuning to match them to the car, have helped crispen up the overall handling. Understeer is the natural result of increasing cornering speed but lifting off the throttle in mid corner can tuck the nose in tidily or, in tighter corners under a harsher power on/off change, send the tail drifting out into a gentle and readily controllable slide.

What is truly remarkable in the Monte Carlo is the way in which Lancia have succeeded in matching this superlative handling and roadholding to a surprisingly decent ride. Front and rear anti-roll bars have been combined with quite long travel suspension and ensure that, while the car corners with scarcely any body roll, it is supple enough to absorb most road roughness.

Inside the car the passenger cabin of the Monte Carlo remains essentially the same, aside from new seat and door trim fabric. Despite being over five years old it retains a distinctively modern look, though possibly will be too plasticky for some tastes.

It's a strict two-seater, the seats backing onto the bulkhead in TR7 and X/19 fashion so there is no room behind them for stuffing odds and ends.

It's not totally impractical, though, for the front boot will hold a reasonable amount of luggage — as much as two people are likely to need to take for a weekend. Seats themselves are good, though the driving position is better suited to those under six feet tall; taller drivers find their knees cramped up. As in so many Italian cars the eventual driving position is something of a compromise; even though the seat has backrest adjustment (by an unusual tubular rod arrangement) most drivers would ask for an adjustable steering column too. Visibility is surprisingly good all round and by no means the problem it is on most other mid-engined cars, the flying buttress rear pillars ensuring good rear and rear-three quarter vision.



Instruments are set in a neatly styled console, small drum-type dials for oil pressure, fuel and water temperature set in a vertical row to one side of the speedometer and rev counter — the latter occupying pride of place dead centre of the steering wheel. Rest of the controls are familiar Fiat fare, aside from rather fiddly heating levers operating a system which doesn't really work terribly well.

Ventilation isn't very efficient either, but in the Spyder that can be remedied by opening the very clever roof, a full size fabric top that is held in place under tension, which prevents any whistling or roaring, but which can be quickly un-clipped and rolled up to be stowed out of sight under the rear roof panel.

Overall the Monte Carlo leaves an impression of a car that is delightful to drive but might be less satisfactory to own. It hasn't got the 'sensible' compromises of a rival like the Porsche 924 — the plus-two seats for occasionally carrying someone extra, sufficient quietness for those hung-over trips, ventilation to cope with stuffy traffic.

It's a plaything — first and last — and if it can be indulged in then there can be little better at the price. But with more power and less noise it would be even harder to opt for the commonsense alternatives. ■

Above: The steering column is not adjustable causing problems for taller drivers. Below: Delta-style grille is virtually the only external change.

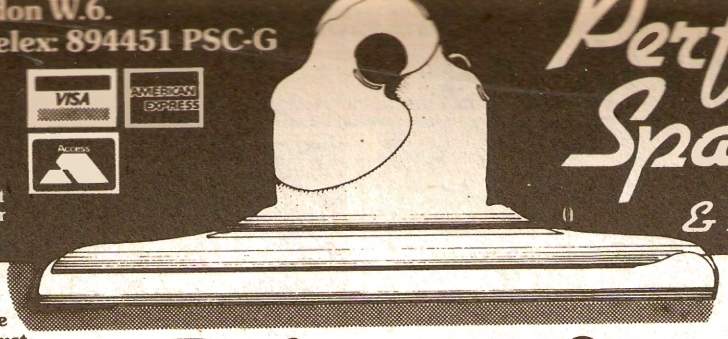


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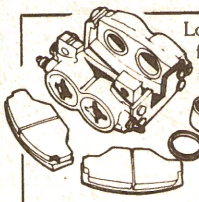
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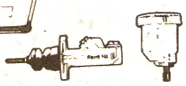
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Temperature Dabs £4.42 per pkt
Brake Temperature Paint £23.41



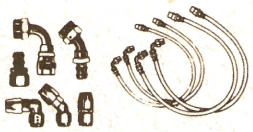
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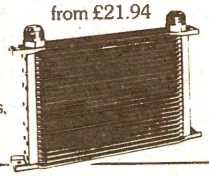


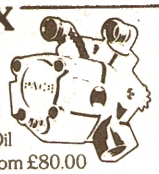
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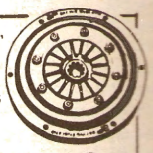


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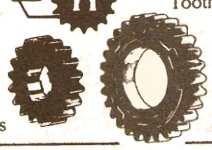


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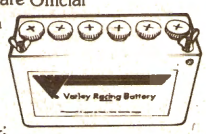
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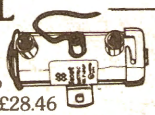


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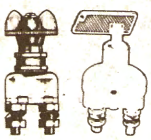


Facet Blue Top Fuel Pump £28.46
(Silver Top £25.50; Electronic £19.50)

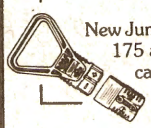
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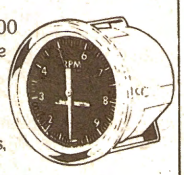




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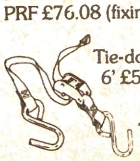
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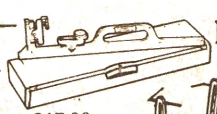




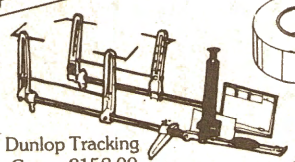
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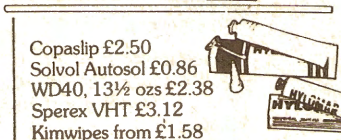
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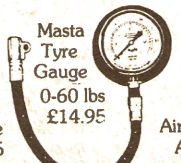


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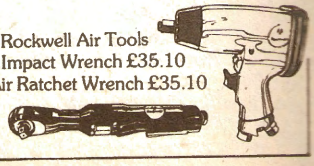
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Team Castrol News



Roger Saunders and the Wadham-Stringer Metro

The Stringer-Saunders Partnership

Several years ago, Team Castrol's Roger Saunders convinced Wadham-Stringer to back his assault on the Mini 1275GT Challenge — which he went on to win. Since then the Wadham-Stringer name has appeared on a succession of Minis and Dolomites and this year on Roger's Metro which is running in the British Saloon Car Championship.

"Although I have the valuable support of an excellent sponsor, I still feel we are very much a privateer operation," says Roger. "We haven't benefited from the works assistance that some teams have received and in that sense it's more satisfying when you do well because you know it's thanks to everyone connected with the team, from Wadham-Stringer to the mechanics."

This season with the development of a brand new car Roger hasn't been able to produce the results that might have been expected, as Brian Ellison, the Operations Director of Wadhams commented; "Roger has always driven his heart out but we have been just that fraction behind the other teams in development, since we have been doing it very much by ourselves." Sharing an equally long association with Roger is Sigma Engineering of Dorset who are responsible for all the preparation work on the car. Sigma have recently built and installed a new engine into the Metro and Roger is quitely confident of a good result at the British Grand Prix round this week-end.

The Metro spends little time in the garage for when it is not racing Wadham-Stringer are using the car in displays and exhibitions, while Roger often demonstrates the car on Wadham-Stringer Open Days such as the recent event held at Goodwood. As Brian Ellison says, "The car is always immaculately turned out and creates a great interest wherever it goes, our guests and clients enjoy seeing the car whether it's competing or being driven for their benefit.

Spotlight on the Sport — Drag Racing

You could describe Dave Tucker as the most powerful member of Team Castrol due to his exploits in the Double D backed 'Vandal', a 1,000 horsepower competition altered dragster. In his eight year career, this is Dave's first contact with Daimler engines and along with his pit crew and mechanics he's learning how to control the sort of power that pushes his car to 60mph in less than two seconds.

However, the learning process can be expensive and the team blew up the original engine following a mistake for which Dave blames himself, and promises won't happen again. Following a visit to his friendly bank manager sufficient cash was available for Russ Carpenter to build another 2.5-litre V8 Hemi Daimler which is once again supercharged, injected and lubricated by Castrol AAF Drag Racing Oil. "Any form of drag racing is expensive; if it's not the engine or transmission that eats up the cash then it's the running costs—but once you start in the sport you can't stop." Dave's new engine set him back around £1,000 without the blower or injection and that compares with a Formula 1 dragster engine costing over £10,000.

Power output is variable by simply altering the fuel mix, as Dave explains—"We use a blend of nitro-methane and methanol. Basically the greater the proportion of nitro to methanol the greater the power. Running a 40/60 mix you get 400bhp while at 70/30 it increases to 1,000bhp."

Terminal speed over the quarter mile is presently about 150mph, but the team are aiming for 165mph before the end of the season and plan to spring a few surprises next year.



team Castrol events

July 18-August 2

All events details correct on closing for press

July 18

Bedfordshire Schools Karting Association 1981 Championships in association with Castrol
Club: Bedfordshire Schools Karting Association
Venue: Rye House Stadium, Rye House, Hoddesdon, Herts.
Starts: 1.15pm

July 19

AWDC Castrol Cross Country (North West) Trial
Club: All Wheel Drive Club
Venue: Westby Brick Works Nr. Blackpool
Starts: 10.30am

Castrol/Rothmans Lion Stages Rally
Club: Alnwick and District Motor Club
Venue: Fewsters Garage, Alnwick
Starts: 10.00am

Castrol/Dubois Autotests
Club: Civil Service Motoring Association (Portsmouth Group)
Venue: Five Heads Farm, Catherington, Nr. Portsmouth
Starts: 11.00am

Great Eastern Rally in association with Castrol
Club: Daimler and Lanchester Owners Club/Morris Register
Venue: Ickworth Park, Horringer, Nr. Bury St. Edmonds
Starts: 10.00am

Sprint Royale in association with Castrol
Club: Farnborough District Motor Club
Venue: Goodwood Circuit, Nr. Chichester
Starts: 9.00am

Castrol Club Autocross
Club: Roding Car Club
Venue: Jenkins Farm, Navestock, Essex
Starts: 12.00 noon

MSCC Restricted Sprint Meeting in association with Castrol
Club: Morgan Sports Car Club
Venue: Curborough, Nr. Lichfield, Staffs
Starts: 2.00pm

Peak Castrol Autotest
Club: Peak Motor Club
Venue: Ashbourne Airfield, Derbyshire
Starts: 2.00pm

Clubmans Castrol Autocross
Club: Taunton Motoring Club
Venue: Upper Cock Farm, Stogursey, Bridgewater, Somerset
Starts: 2.00pm

July 20

Castrol Grass Track
Club: South Molton and District Motor Club
Venue: Parsonage Farm, Chumleigh
Starts: 2.00pm

July 25/26

Calderford Trophy Rally in association with Castrol
Club: Wakefield and District Motor Sport Club
Venue: (start) Ladbroke Mercury Motel, Garforth, Leeds
Starts: 11.00pm

July 26

Castrol Speed Hill Climb
Club: BARC South-Western Centre
Venue: Gurston Down, Broad Chalke, Salisbury
Starts: 2.00pm

Castrol Autotest
Club: Central Sussex Motor Club
Venue: Ashfield Way Car Park, Crawley, Sussex
Starts: 11.30am

Castrol Trial
Club: Eboracum Motor Club of York
Venue: Hartoft Moor, Rosedale, Nr. Pickering, N. Yorks
Starts: 10.30am

Castrol Autocross
Club: Quinton Motor Club
Venue: Blackhalve Farm, Blackhalve Lane, Nr. Essington, Wednesfield, W. Midlands
Starts: 10.30am

Castrol Pennine Stages
Club: Wigton Motor Club
Venue: The Pennine Quarry, Nr. Penrith
Starts: 10.00am

August 1/2

Castrol/Evening Gazette Trophy Rally 1981
Club: Colchester and District Motor Club
Venue: Scotts of Colchester, Ipswich Rd., Colchester
Starts: 2.30pm

August 1

Castrol/Cumbria Capers Autotest (RAC Championship Round)
Club: Cumberland Sporting Car Club
Venue: Pirellis's Dalston Road, Carlisle

August 2

Castrol August Autotest
Club: Blue Ramblers Motor Club
Venue: Kendal Auction Mart, Appleby Road, Kendal
Starts: 10.00am

Castrol Turberville Production Car Trial
Club: Bridgend Automobile Club
Venue: Hermitage Woods, Ewenny, Nr. Bridgend
Starts: 11.00am

Borders Kart Club/Castrol Race Meeting
Club: Borders Kart Club
Venue: RAF Hemswill, Nr. Gainsborough, Lincs
Starts: 12.00 noon

Castrol Summer Karting Championships
Club: Norfolk and Suffolk Kart Club
Venue: Snetterton Circuit, Norfolk
Starts: 12.30pm

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Kevin Church, Paul Ashman, Sid Coombes and other Fiesta Fanatics

FIESTA FANATICS

Three young motor mechanics from Bath are sharing the Team Castrol Fiesta, entered by L R Bence & Co., on the sprint and hillclimb courses of the South-West this summer and between them are taking home some top awards. Paul Ashman, Kevin Church and Sid Coombes are the drivers, the mechanics and pitcrew who literally live and breathe for the Fiesta.

The car is superbly finished and prepared, starting life as a successful Escort but was fitted with a lighter Fiesta shell following a wheelbase-shortening exercise in an attempt to overcome the opposition. This season the car has already taken a first and second at the Cricket St. Thomas hillclimb and a third and fourth at the treacherous Wiscombe following a torrential downpour. Most recently, the team travelled to Gurston Down and finished with another first and second.

Exciting plans, finance permitting, centre around the installation of a BDG which should really put the cat among the pigeons.



Chaplin goes fishing

For 'veteran' Dave Sheppard, 1980 was another successful season — winning the MG Car Club Modified MG Midget Championship in his Chaplin Auto Preparation car. For newcomer Kevin Haddock it was the start of a partnership with Barry Chaplin that is now making him a man to watch in the competitive world of Formula Ford.

As Kevin explains, "I knew Dave already and it's really thanks to him that I've put every penny I've got into motor racing! Dave got me interested and eventually I got hold of an old Midget and took to the tracks. Then Barry approached me with the prospect of going FF1600 this year so naturally I jumped at the chance." With only four races under his belt, Kevin is rapidly gaining a reputation: "Even the circuit commentators call me Kevin now instead of Haddock" and his results in the Star of Tomorrow Championship show four top ten finishes in the final for the Team Castrol Van Diemen — an impressive record for someone who had never even sat in a single seater before this year. Best result to date was at the recent Cadwell Park round where a determined drive saw Kevin take the flag in fifth following a climb through the field from 15th at the start.

This is Barry Chaplin's first year in Formula Ford as well, but he reckons Kevin has a great future and already plans are being made for a major assault in '82 with rumours of a FF2000 car.



Hooked on Barry Chaplin and Formula Ford — Kevin Haddock

Meanwhile Team Castrol's Dave Sheppard has been dominating the Midget Championship and the recent installation of a new long stroke Chaplin built motor should see him add to his present seven victories from nine starts this season.

Team Castrol News Views and Results

Team Castrol rally men have thrust to the fore with excellent results recently. **Trevor Prew** and **Brian Fox** scored their first win in the BTRDA Clubmans Rally Championship when they won the Cestrian Stages round. Trevor has opened a useful eight point lead in the drivers' championship after four events while Brian leads the co-drivers' category . . . In the Motoring News Rally Championship **Brian Hutchinson** bounced back to form on the Cambrian finishing second overall — a minor problem with a loose wheel probably costing him victory . . . The 1980 Team Castrol/*TV Times* Challenge winner **Andy Miers** was also out on the Cestrian and finished sixth behind fellow Challenger **Terry Pankhurst** who had a trouble free run and was often beating the Group 4 cars. Terry reports a recent switch to Dunlop M & S tyres thanks to Jim Fullwood and both crews are confident of a good result on the Peter Russek . . . Trevor Prew's brother **Martin** has also been among the awards in his Escort winning the Castrol Carfax Stages by 22 seconds and taking fifth on the Dimache Tour only a few seconds ahead of **Richard Ive,** also in an Escort. Ive has collected 29th places on the Hapsengouw Rally in Belgium and the Rothmans Manx Stages . . . Recent results from Northern Ireland driver **Bertie Law** in his Vauxhall Chevette have included a first and second overall plus a class win at a sprint meeting . . . Scottish driver **Gordon Smith** has had all sorts of problems with the engine in his Escort RS2000 and has just purchased a new motor for the rest of the season . . . Engine failure has dogged **Martin Watson** as well. He was leading an event when the motor 'cried enough' and when the engine did last the gearbox gave up robbing him of a fourth . . . First time out with his new TR7 **Bill Douglas** was fifth in class on the Welsh International Rally . . . The new Toyota Corolla of **Faquhar Macrae** took a fourth in class on the Blane Stages . . . Having spent the early part of the season sorting his Escort Twin Cam, **Mick Jones** finished 10th on the Plains . . . Up in Scotland **Mark Gilligan** enjoyed a successful outing on the Scottish International Rally and finished third in class . . . **Trevor Reeves** took his Mini to yet another fine result in an international rallycross meeting, this time Trevor finished second in Belgium . . . The rallying police Sgt. from Kent, **Terry Friday** recently took third overall in a BMW 323 on the International Police Rally, also held in Belgium and plans to use the ex-Tom Walkinshaw prepared BMW County Series car in several other major events . . . **John Clarkson** has had two class placings in his Escort BDA but suffered from gearbox problems which should now be remedied.



Northern Lights

By Chris Mason



Jimmy Jack's March 782 at Loton.

Jack's the lad

With two rounds of the well-supported Grampian Television Hill Climb Champion yet to run, Evanton March 782/79B and Toleman TG 280H driver Jimmy Jack clinched the series with maximum Scottish series points at the Burmah-supported RAC round at Doune.

Twice-runner up in the Scottish championship, Jack is a very popular winner as he is one of the staunchest supporters of racing and sprints/hillclimbs in Scotland, both as a now highly competitive driver, and as an enthusiastic sponsor through his J. Jack Crane Hire company. This year, the company's colours are also to be seen on Chris Cramer's Toleman and Barrogill Angus's ultra-rapid 2.0 BMW-engined Davrian Stiletto, as well as Jimmy's own ex-Cramer March.

Despite strong opposition from former Champions Norrie Galbraith (Chevron B48S) and Jim Campbell (Modus M4), and from Tom MacMillan in the shared Modus, Kenny Allen's Clubmans Mallock U2 Mk20, and the increasingly competitive Brian Frazer (Boss Hogg Argo), Jack has succeeded in scoring maximum points at all four rounds so far held. This achievement is all the more notable because a blown engine in the March forced him to switch cars and adjust to Chris Cramer's Toleman for the recent rounds at Fintray and Doune.

Prior to the Aberdeen Bearing Company Fintray event, the next round, on August 2, the fleet U2 of Glenrothes driver Kenny Allen lies second overall, ahead of Messrs. MacMillan and Campbell, with Norrie Galbraith coming up fast after his early season Strathclyde Park 'zilch' when the revamped Chevron suffered a damaging suspension failure.

The increasing competition at the 'top' end of the field is only part of the strength of the Scottish Championship, for a good percentage of the 100 plus Championship entrants compete in the concurrent Road Car Championship. At present, positions here are very tight with Fyvie's Neil Ross (Ford Escort) leading Hugh Denholm's unusual Dutton Phaeton by just one point, and with further one point gaps covering John Still's Vauxhall Chevette HS and Alan Kidd's Escort.

Jack's the lad

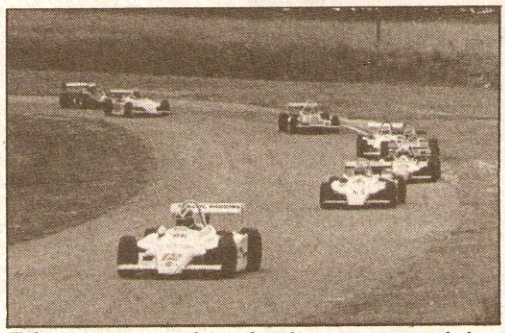
As *Northern Lights* was going to press we learnt that the full organising committee of the Grampian Television-supported Scottish Hill Climb Championship have ruled that the registration of Jimmy Jack's Toleman was not in accordance with Championship regulations and he thus loses the points he gained at Fintray on June 14 and Doune on June 21. This means that he has not clinched the Championship as was announced initially, although he still has a good chance of doing so. Revised points positions after Doune put Kenny Allen in the lead (48 points) from Tom MacMillan (46). Jack will be able to score Championship points with the Cramer Toleman in the remaining events.

More Scots

The influence of the hard core of enthusiastic and much-travelled Scottish Hill climb competitors is certainly being felt this year. The re-vamped Guyson/BARC Championship had four of its first six rounds in the North and Scotland, and while Josh Sadler jointly led the Championship overall at that point, the Amersham Porsche expert shared the lead with Tom MacMillan, and next up were Jim Campell and Kenny Allen. Meanwhile, in the British Haynes Leaders series, Barrogill Angus lay a challenging runner-up.

Super Harewood

One of the best features of the northern scene this year is the early success, and evident national competitor interest, in the newly instituted Shell Super Oil Harewood 'one hill' Championship. With £3,000 in prize money up for grabs the interest is not surprising, and as the Longton club and Donington (to name but two) have proved, if you want revenue generating competitor support, make the events to fit the competitor demand and then offer respectable prize money. You never know, you could find yourself on an upward spiral of more money, more competition, better events, more spectators, more media interest, more sponsorship . . . and so on.



Talent, stamina and good judgement are needed at Cadwell.

Cadwell class

On one weekend in June two of the highlights of the northern racing season — Marlboro F3 at Cadwell Park and Richard Seaman Memorial Trophies meeting at Oulton Park — provided a rare surfeit of high quality if contrasting sport for northerners.

Despite many words in print and spoken aloud in praise of Cadwell's scenic and driver-challenging qualities the Formula 3 entry at the Lincolnshire circuit was the smallest yet seen for a 1981 Marlboro round. Presumably the imminence of the Silverstone Euro round conspired with cash shortages to keep some of the lesser lights away.

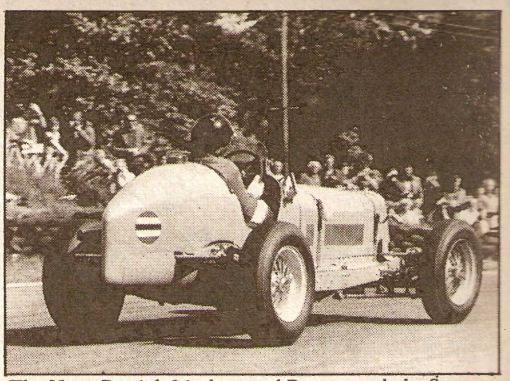
The annual invasion of the Lincolnshire Wolds by the F3 professionals has been savoured ever since the International there in 1969, when Ronnie Peterson was flinging the prototype March 693 around the place. As ever, this year's race emphasised driver talent and it was satisfying to see the 'Racing for Britain' judgement being emphatically confirmed by the brilliant winning performance of Jonathan Palmer and the determined if ill-rewarded catch-up drive by David Leslie — now wretchedly sidelined again for lack of money.

It requires a lot of talent, stamina, and really good judgement to do well at Cadwell. Its abrupt changes of direction and gradient, and tight, almost claustrophobic confines, demand a mature, flowing and disciplined driving style which is not needed quite to the same degree at Silverstone, for example. The sort of kerb-hopping, corner-cutting and fundamentally untidy driving style encouraged amid wide open spaces will simply herald a terminal visit into the greenery (or barn) at Cadwell. Talent spotters would do well to take careful note of the goings on at this beautiful, if unfashionable, circuit, for it is no coincidence that such people as Ronnie Peterson, Tiff Needell, Stephen South, Rad Dougall, Brett Riley, David Leslie, David Walker, Stefan Johannsson, Andrea de Cesaris, Mike Thackwell and Roberto Guerrero are among those who have demonstrably stood out from their contemporaries here in races early in their careers.

Cadwell's crowded calendar contains relatively few car race meetings, and only one big league race per year, but at least this limited use has enabled the place to retain its unspoilt character, the very antithesis of the all too justifiable 'modern motor racing facility'.

Vintage style

In complete contrast, the previous day's VSCC centre-piece at Oulton Park offered the largish crowd lovely old cars (in the Cheshire Life *concours* and in the spectator car parks as well as in the Paddock and on the track), sunny weather, a leisurely no-hype programme, and so varied and *fierce* racing.

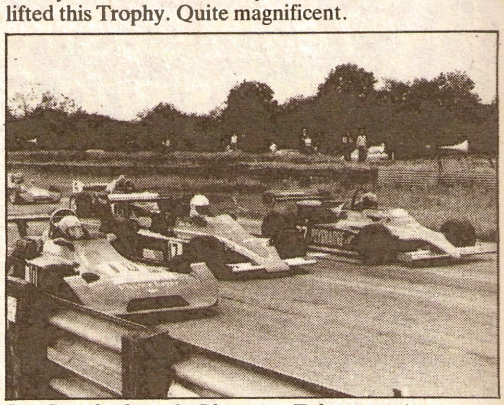


The Hon. Patrick Lindsay and Remus took the Seaman Historic Trophy for the seventh time.

The spectacular handling of cars as different as chain drive Frazer Nashes, ERAs and the lovely JCB Maserati 250F Lightweight of the irrepressible Willie Green, oft-repeated personal duels (for example, the Alfa Romeo Monzas of Rodney Felton and Chris Mann), close and occasionally positively incongruous duels (e.g., Adrian Liddell's 'dazzle'-painted Straker-Squire versus Hernandez's tiny Austin 7), and the sheer awesome spectacle of Peter Morley's gigantic 24 litre Napier-engined Bentley — added up to superb entertainment for driver and onlooker alike.

From the writer's vantage point looking down into the cockpits as the cars came up Clay Hill, the Cheshire Building Society Allcomers' Race, in particular was positively heart-stopping at times as clumps of very different cars fought for position. Those who, from James Hunt down, think that the best racing is necessarily between all but identical and universally closely matched cars couldn't be more wrong. It didn't seem to matter one jot that the winner of that race was almost certainly going to be Willie Green or Bruce Halford.

The supreme sight of the day? Patrick Lindsay, in ERA R5B 'Remus', really fired up after a spin in the Allcomers', beating many post-war cars, and kerb-hopping like a Formula 3! And that after taking the Seaman Historic Trophy Race for the seventh time, all of 20 years after the Lindsay/Remus combination first lifted this Trophy. Quite magnificent.



Jim Crawford sets the Playrange Toleman on its way to a new outright Croft record.

Croft record

Also on that crowded weekend, the BRSCC's low key meeting at Croft provided a rare treat for the circuit's band of faithful regulars in the form of Jim Crawford's Plygrange Toleman TG280. That 58.9s lap record, lopping 1.7s off Iain McLaren's two year old F1 McLaren M26 time, gave everyone a brief taste of a class of racing which has been long absent from Croft. Yet, it should not be forgotten that although they were set in private testing, the late Derek Bennett is widely believed to have set sub-minute times in his regular Chevron test sessions at the circuit three or four years ago. Perhaps someone will have a go at Jim's new figures in the remaining meetings before the circuit closure, and thus qualify for the all time Croft lap record.

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RENAULT MOP UP AFTER RAINSTORM.

Alain Prost's unexpected victory in the French Grand Prix made it three in a row for the Turbos.

Is it too early to herald the beginning of a Turbo takeover?

A disgruntled Nelson Piquet had plenty to say about the race. We print it. (Well, some of it.)

John Watson was delighted with the performance of the Marlboro MP4. Is this the start of a comeback?

Definitely not coming back is Jean-Pierre Jabouille, we mark his retirement by looking back at his career and forward to his future.

Alain Prost is brimming with pride, it spills over in his regular column.

Alan Jones, on the other hand, has some unpleasant things to say about the Dijon circuit.

We at Grand Prix International Magazine are not above listening to gossip. We repeat the rumours, name the names and print the pictures.

Gloriously printed in copious colour, the French Grand Prix issue will be at your newsagent from 16th July.

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Fifth Column

BY NIGEL ROEBUCK

That perilous stuff . . .

Throughout the season the Grand Prix drivers have made no secret of their intense dislike of the 1981 cars, and they criticise particularly these ridiculous hydraulic suspension systems. Once the driver has operated his 'down' lever, the car sinks to a point so low that "suspension" — in any normal sense of the word — is out of the question. Hence, at present they are sprung like NASCAR stockers.

Patrick Head estimates that the cars, in 'racing mode,' have not more than an inch and a half of suspension movement. He hates this generation of Formula 1 cars, considers them of no interest to the engineer — and extremely hazardous to the driver.

"Last year," says Alan Jones, "there was all this wingeing about the loadings the skirt cars were putting through the suspension, and about the cornering speeds and the G-forces we were having to endure. Well, let me tell you, I was a bloody sight fresher after a race in one of those cars than these things . . ."

And most of his colleagues would go along with that. These cars do take an immense physical toll of their drivers. It is undeniable that they look more than usually drained as they step from the cockpit this year.

After the Monaco Grand Prix, Didier Pironi had a headache so acute that he had to go and lie in his motorhome for a couple of hours afterwards. "Monaco is very bumpy," he comments, "and these cars are set up so hard that we get a real battering. My helmet was constantly being knocked against the roll-over bar. I was just aching everywhere . . ."

Quite apart from the disquieting prospect of what these cars do to the drivers over a period of time, it is interesting — and sobering — to consider how much general strain is put on a man by the sheer business of Grand Prix racing.

At Dijon, I spoke at some length to Dr Richalet, who has recently been engaged in research on the subject, doing most of his field work with the Ferrari drivers. "It's fascinating to compare them," he says. "On a graph, their reactions to most situations are similar — except that Villeneuve's heartbeat count is considerably lower throughout. Quite remarkably low, in fact."

He then showed me a chart — a large graph — of Pironi's heartbeat count over a three-hour period before and during the Monaco Grand Prix. After two disastrous days of practice, he started back in 17th place on the grid. This is how his afternoon went.

Walks to pits (84-110); arrives at pits (125); hangs around pit (70-102 — according to Villeneuve, the peak figure here is explained by the sudden appearance of a Riviera *gamine* who greeted Didier with a certain amount of affection!); puts on helmet; climbs aboard (77-105); moves off for warm-up period (98-156); back in pits (89); returns to car for final warm-up lap (116); gets in (121); final warm-up lap (121); on the grid (140); first few laps of the race (165); running 16th at 10-lap mark (185); running 13th at 20 laps (195); stuck behind Cheever for eight laps (207) running ninth at 33 laps (204); running eighth at 45 laps (190); running sixth at 50 laps (204); running behind Villeneuve, after being lapped (185); running fourth at 60 laps (198); last few laps to the finish, in fourth place (177).

Pironi's normal heartbeat count is 60.

See what I mean about the stresses and strains of Grand Prix racing? Or, to borrow a word or two from *Macbeth*, "that perilous stuff which weighs upon the heart".

Drivers on the boil

Dissatisfaction with the sort of cars they have been given to drive this year is only one of many grievances currently felt by many members of the GPDA.

More than anything, they resent the way they are treated by the FISA *and* by the constructors, feeling that they are regarded as a bunch of dumb idiots who should do as they're told, speak when spoken to. In sum, they consider themselves to be without 'a voice' in Grand Prix racing, and this worries them.

The Grand Prix Drivers Association — a body with real clout when Jackie Stewart was around — was absorbed into FOCA some years ago, then revived in 1979 as a result of drivers' belief that their views were no longer taken into account. Jody Scheckter was elected President, which position he continues to hold in retirement.

At present the GPDA cannot be said to be a strong body, mainly because it lacks unity. The World Champion, for example, is not even a member! In the recent past, some GPDA statements have shown signs



Jody Scheckter — GPDA President.

of hasty preparation, sometimes being carelessly inaccurate, and all this inevitably detracts from their desire — and *right* — to be taken seriously.

Under the terms of the Concorde Agreement, a seat on the Formula 1 Commission is accorded, in any given year, to the reigning World Champion. "I've been to a couple of meetings to try and get a few things ironed out," says Alan Jones, "and I don't mind doing that. But I suppose I'm selfish about it, really. I just haven't got the time or the inclination to sit jabbering away in a bloody motorhome when I could be out doing my own thing. People have said to me that I owe it to the younger drivers who need this or that, but all I can say is that nobody gave me any help when I was up and coming. I've got my own career to think about, let alone some other guy who might be beating me in the next couple of weeks, anyway.

"I don't need a committee of people to tell me what to drive and when to drive. If I don't want to race because I think a circuit is unsafe, or whatever, then that will be my decision. If I need a few extra car passes, I know where to go and get them. I realise my attitude is a debatable one, but that's the way I feel."

The drivers' unrest began to come to a head at Dijon, where they reacted very strongly to the fines imposed on those of their number who took part in the 'protest demonstration' before the start of the Belgian Grand Prix. The fines, it seems, have been paid, but in France the GPDA had a meeting with Jean-Marie Balestre, making it clear that they wished him to reconsider — and to do something concrete about granting them a future 'voice.' In fact, they gave the FISA President until July 17 (the day before the British Grand Prix) to answer their requests satisfactorily.

One of the reasons for the Zolder protests, you will recall, was to show solidarity with the mechanics, one of whom was killed in the pits during practice. And in the chaos at the start of the race, of course, another was seriously injured. The GPDA feels that the FISA's imposition of fines upon some of its members suggests that they alone were responsible for the fracas. And this makes them furious. Mario Andretti, a man for whom 'union tactics' are anathema, is among them.

"I didn't agree with the timing of it — just before the start — but the mechanics had made up their minds to do it, and I felt we had to support them. I think they had the right to show a little respect for the boy who was killed.

"A lot of mistakes were made that day — by a lot of people. And to single us out, just because we're licensed, is just too damn convenient. There's a lot of responsibility to be shared by a lot of other people, who are trying to hide behind a smokescreen. If you want my opinion, this whole thing was caused by a bunch of prominent constructors — I won't say their names, but you know the guys I'm talking about — who encouraged cars to be started when there were no drivers in some cars.

"If they would have waited, the whole thing would have been handled in an orderly fashion. There would have been a few minutes' delay, and that would have been it. It was criminal the way some of those constructors behaved on the grid at Zolder. Criminal. It showed a total disregard for human life, but they don't care about that, anyway.

"To try to show us responsible for everything with a fine, I think is pretty goddam rotten. Totally unfair, and not to be accepted. I resent that tremendously, I'll tell you.

"Just before what turned out to be the start, I was told to shut my engine down. I was looking around, and I saw that not everyone else was shutting down. I kept mine going, luckily, and all of a sudden the red goes on, and then the green. Beautiful, I says, lovely. The mechanics had instructions that it was going to be another five minutes. But, of course, there was the pressure of the TV cameras. It was handled very, very, badly.

"The only specific point which makes me really mad is that we, the drivers, have no representation within the FISA. The constructors have six votes, and I think the drivers should have at least one. Instead, we're treated like idiots. Goddam it, we're more important than that!

"What's the reason for keeping us out? What are the constructors afraid of? The constructors are the ones who want to keep the drivers disrupted, not FISA. It's always been like this. They want to keep us divided, and, deep down, I really believe that they have some other motive in mind: as long as the drivers aren't united, somewhere along the line the constructors could set a price on us, manipulate us any way they like.

"I don't like to make threats, go in there with an ultimatum. It's the wrong thing to do. It was resented in the past, and I detest it. But I really think FISA should think this one out carefully, accept that other mistakes were made that day at Zolder, rescind the fines, and then let's kiss and make up. Otherwise, I see big problems ahead. . ."

The gourmet from Derby

"Well, I'm not eating in this place!" said a suspicious Brian Henton, casting an eye unfavourably over the hostelry in which the Toleman team stayed at Dijon. God alone knew, he went on, what the repercussions might be. Decidedly dodgy. He was going to play safe, find another restaurant in the town. The rest of the team opted to stay put.

First morning of practice. All team members are up at the track, but only one Toleman is practising. Where was Brian? "Ah," they said, "he's in bed. Food poisoning. . ."

FACING PAGE

John Watson and Nelson Piquet were the undoubted stars at Dijon behind Alain Prost; recent testing at Silverstone suggests that they should play starring roles again this weekend. Photos: Jeff Hutchinson.


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DRIVERS Brian Muir Rex Greenslade

Big bangers are back

Some of the more recent classic sports cars have returned to the tracks in anger this season, thanks to the enthusiasm of David Piper and Mike Knight. MARK HUGHES reports.







Two men worked very hard through last winter to try to promote something new — something which would warm the hearts of sports car racing enthusiasts everywhere. The two men were David Piper and Mike Knight, both devoted sports car fans who regularly race their own cars, Ferrari P4 and Lola T70 respectively. As a result of years of involvement, and through a web of motor racing contacts, they knew that sufficient interest existed to organise a series of races to recapture what, for many of us, was the zenith of sports car racing.

The Super Sports series came into existence at the beginning of the year simply as a means of staging a few such races; it is not a championship, and winning really is not very important for many of the drivers involved. The *raison d'être*, instead, is simply to provide a spectacle, to re-create something of the glory which they themselves appreciate through owning their cars. Two Super Sports races have taken place so far in Britain, at Brands Hatch and Donington, with encouraging results. The size of the entry in those races could be described as 'sufficient', but the third such race, at Silverstone this Friday, has drawn a superb entry of 35 cars. How, in such a short time, has interest reached such a high level, and what are the important cars to look out for on Friday?

Mike Knight and David Piper had both competed in races for the Willhire/HSCC Historic Special GT Championship in 1980, and enjoyed the opportunity to drive their cars in a championship which sees good racing and an acceptable number of entries. The Willhire series usually provides one of the better races at the club meetings it visits, but it is basically a club-orientated category . . . and the Piper-Knight plan was to instigate a means by which the more recent sports cars from the late Sixties and early Seventies (what lovers of jargon might call the post-historic era) could be raced at a higher level. The prestige of the Lloyds & Scottish Historic Car Championship, where the line is drawn at 1960, was what was aimed at.

Why did they think that there was a market for a new series of races? Mike Knight explains: "The chief problem with these big sports cars is that they are very expensive to run, and really you need quite a bit of encouragement if their owners are going to bring them out. There simply are not that many people racing for fun who can afford to take part regularly with very little chance of recouping any money. What we had in mind was a series which might go towards paying for itself.

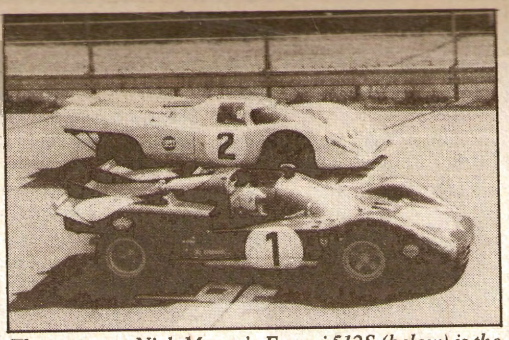
"The only way in which one can ensure that competitors race is by offering them some assistance with their running costs, and guaranteeing them racing conditions where there is less chance that their cars will get damaged. That is why we have negotiated for organisers to pay starting money to anyone who makes the grid of a Super Sports race, and organisers will only pay starting money if the return is worth it to them. That is, if they get a spectacular race which the paying public will come to watch.

Initiative

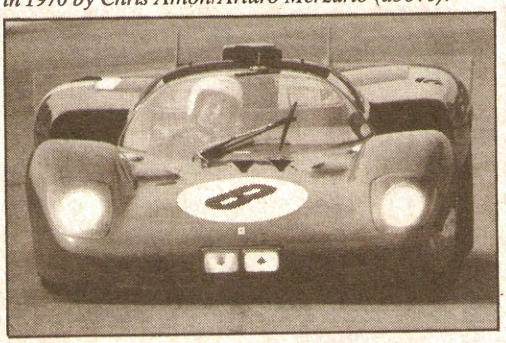
"That is basically the reasoning behind the need for a new initiative. We wanted to draw the quality cars, and that could be done only by getting the races held at bigger meetings, preferably with international status. It was a great boost for us to get a race at the British Grand Prix meeting."

The idea could have worked only with the support of the organisers, and fortunately Silverstone's Jimmy Brown, Brands Hatch's John Webb and Donington Park's Robert Fearnall all responded favourably to the Piper-Knight plan. Racing these cars is expensive for someone, and the only way that they can appear regularly is if the owner's costs are subsidised by the organisers.

FACING PAGE
Michael Wheatley (Lola T70) and Albert Obrist (Ferrari 312PB) make the best of the start at the Donington Super Sports race, while Richard Bond's Lola T70 tucks itself in behind. Photo: John Colley. Inset left: David Piper's Ferrari P4. Inset right: Mike Knight's Lola T70. Photos: Jeff Bloxham.



Then as now. Nick Mason's Ferrari 512S (below) is the same chassis that was brought into fourth place at Monza in 1970 by Chris Amon/Arturo Merzario (above).

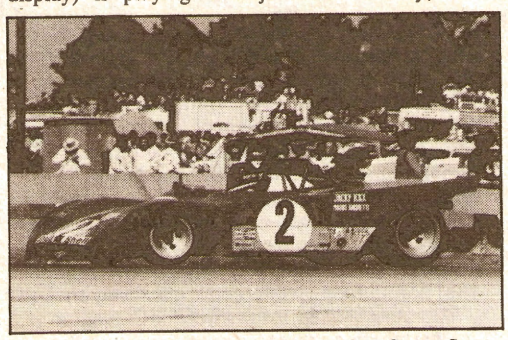


The way it is going to continue, thinks Knight, is to ensure that the spectators are not saturated. As long as the Super Sports race remains a special occasion, it should survive and, hopefully, thrive on the lines it has followed from the beginning. Sponsorship will help the cause, so the initial backing of individual races by Bridgegate BMW (at Donington in June) and Minolta (at Silverstone this weekend) should be seen as further encouraging signs.

The other feature of the Super Sports series is that its instigators are well aware of the need to produce good racing. "The races are open to invited entrants only," says David Piper, "because the series would be crucified if any one driver dominated. The important thing is that the whole idea must look good. I suppose you could say that we have a slightly 'showbiz' attitude, but really that is the way it will work best."

Super Sports racing is not going to be confined to this country: Knight and Piper regard their two foreign engagements as the best opportunity so far. There will be a Super Sports race at next year's 50th anniversary Le Mans, and it has been agreed to provide 18 cars for the first meeting at the new circuit in Dubai, where Martin Hone (who promoted the Birmingham 'On the Streets' display) is playing a major role. Clearly, it's a promotable idea, and the very fact that the RAC has decided to stage a race so soon strengthens the cautious optimism with which Mike Knight and David Piper are spreading their wings.

So, what are the attractions of Super Sports racing for those who compete, and what sort of cars can you, the spectator upon whom success depends, see in this Friday's Minolta Super Sports Trophy race? Space prevents us from mentioning all the cars, but it is worth talking about some of the more famous, even legendary, machines that the Super Sports series has so far attracted.



Then as now. Albert Obrist won the first Super Sports race at Brands Hatch in the Ferrari 312PB which gave Jacky Ickx/Mario Andretti (above) several race wins.



Nostalgia

Number one in the nostalgia stakes must be the Porsche 917 owned by Peter Norman, which is being driven for this one race by **Derek Bell**. Now repainted in the original blue and orange colours of the JW Automotive/Gulf team, this car has been confirmed by the Porsche factory as the chassis which took five wins in 1971: Daytona 24 Hours, Monza and Spa (driven by Pedro Rodriguez/Jack Oliver), the Osterreichring (Rodriguez/Richard Attwood) and Montlhery (Bell/Gijs van Lennep). It was also raced at Sebring in 1970 (fourth place for Rodriguez/Leo Kinnunen) and is believed by the factory to have been the car used in the film *Le Mans*, and crashed by David Piper in that fiery accident which unintentionally made the action footage so much more dramatic. Whether this car is that particular chassis, however, is disputed by Piper, but the car is now perhaps the best example of the marque that you can see racing anywhere. Now returned from Cologne, where it was used by the Kremer brothers as the model for their Le Mans replica, Peter Norman's car must be a favourite to win, on its first racing outing in Britain, in the hands of the British winner of this year's Le Mans.

In the years when the John Wyer run Porsche 917 team achieved so much success, the opposition from Ferrari came first from the big 5-litre 512S and, after 1971, from the smaller 312P, powered by the Formula 1 flat 12 engine. Two examples of the 512S will be racing on Friday: **Willie Green** has Anthony Bamford's car, which has not been raced in Britain for several years, while **Nick Mason** has the car he bought three years ago, now painstakingly restored by Rosso Racing. Built in 1969, this particular chassis was run from the works in four races during 1970, and won the Sebring 12 Hours in the hands of Ignazio Giunti/Nino Vaccarella/Mario Andretti. That fact, incidentally, means there are two of the top four cars from that 1970 race in Friday's Silverstone event, as Bell's 917 finished fourth. After the 1970 Le Mans, when Bell/Ronnie Peterson were forced to withdraw after four hours, the car was loaned for *Le Mans*, in which it was used for a special effects sequence involving a cockpit fire. Everything got out of hand, unfortunately, and the entire cockpit section was burned out: the remains stayed in the hands of a Frenchman, who later brought the bits to England for the car to be rebuilt. The Frenchman saw the estimate for the rebuild, explains present owner Nick Mason, and had to be given oxygen and rushed back to France by ambulance. Restored at enormous cost, the car is now driven by Nick only at occasional Super Sports events, and had its first outing since the rebuild at Brands Hatch in May.

The representative of Ferrari's works World Championship of Makes effort of 1971-72 is the car which won that inaugural Super Sports race two months ago, the 312PB of Swiss racing car collector **Albert Obrist**. A businessman from the fashionable resort of Gstaad, Obrist regularly travels to this country to race this car, or his long wheelbase Ferrari 246 Dino (the car debuted by John Surtees at the end of 1980), and confesses that he races just to keep his cars seen by the public in regular use. His 312PB really does have a pedigree history, with a whole string of World Championship victories behind it, although the present car is constructed from two original works machines, chassis numbered 0888 and 0896. Among the successes of 0888, Jacky Ickx's works car in 1972, were wins at Daytona, Brands Hatch and the Osterreichring in that year, and wins at Monza and the Nürburgring in 1973.

Two of the other Ferraris in the race are owned by **David Piper**. Apart from his well-known, beautiful P4, ▶

Big bangers are back

continued

David also owns the 1963 3.3-litre LM driven by **Arnold Glass**, which, together with **Mike Ostroumoff's** 4-litre 330P, represents an earlier era of sports car racing. The ex-Filipinetti LM was driven by David himself in 1964, and many readers may remember its successes in Britain, where it finished second in the 1964 Goodwood Tourist Trophy and won the 1966 Silverstone *Daily Express* Trophy. That Goodwood race was won by Graham Hill in another Ferrari by a single lap, which brings us back to the beginning . . . this is the car now owned by Ostroumoff. Although the car's background included some excellent results, foremost among them being second place at Le Mans in 1964 for Hill/Jo Bonnier, it found its way to the United States and languished there. Ostroumoff got hold of it in 1973 — it arrived in a number of large wooden boxes — and has spent the last seven years, as time and finance allow, putting it back together again, which, owing to the absence of any bodywork jigs, has had to be done mainly from photographs. A superb job has been done, but Mike is not happy about the nose line yet — that's one part of the bodywork which should repay a second attempt . . .

Never competitive against the later Porsche 917s and Ferrari 512s, the Lola T70 is one of our best loved sports cars, and the number of examples tempted into the Super Sports series has now reached six. Some, like **Mike Wheatley's** 1979 HSCC Historic Special GT Championship winning ex-Sid Taylor/Denny Hulme/Brian Redman car, are familiar to British racegoers, thanks to its regular appearance in the HSCC/Willhire series rounds, but several others, like those driven by **Alex Seldon** and **Roy Pierpoint**, appear less frequently. Probably the quickest of the six, simply because of the man behind the wheel, will be the Marsh Plant car driven by **Gerry Marshall**. Owned by Richard Bond since 1974, this T70 has been raced extensively by him since then, although it is now owned by Marsh Plant Hire. In addition, there are Lola T70s from **Nigel Hulme** — his car has a CanAm background, having been first raced by namesake Denny in 1967 — and from **Mike Knight**, whose car, tested below by Simon Taylor, visited Le Mans three times in 1968-70. There are many other Lola T70s in the country — it is believed that a total of 88 were built — and it is possible that, given time, a few more can be persuaded to appear.

Worthy of mention, finally, as an interesting car which has no logical category in which to run apart from the Super Sports series is the pretty Chevron B16 driven by **Simon Phillips**. First raced in the 1970 European Sports Car Championship by Dieter Basche for Koepchen Tuning, the car was originally fitted with a BMW engine. Then it was sold to a Canadian as a rolling chassis and fitted with a Cosworth FVC, which had always been an alternative engine option on the B16. Phillips has owned it since 1979, but it is too recent to be allowed into the HSCC/Willhire Championship.

The greatest success so far of the Super Sports idea has been in encouraging owners to bring little-used historic cars onto the tracks again, at meetings where the crowd figures can justify race organisers paying the starting money, without which we would not have the chance to see so many superb sports cars.

The public always wants to see cars like these, but it has needed two men — David Piper and Mike Knight — to take the initiative. They have taken on the formidable task of developing the idea into reality, and the signs, at the moment, are that it is being very well received.

We confidently expect the race at the Grand Prix meeting to be a thrilling sight, and our only regret is that the demands of the Grand Prix world — there must be no races two hours before the Grand Prix itself — mean that the race has to take place on the Friday practice day. If you can, do try and see it, because it should be something rather special. ■



Simon Taylor (left) compares notes with Mike Knight, the regular driver of this Lola T70 MkIIIB.

Behind the wheel

SIMON TAYLOR reports from the driving seat of a Lola T70.

Although the open Lola T70 had been around in sports car racing and CanAm for a couple of seasons, I first set eyes on the Mk3 coupé version in 1967 at the Rheims 12 Hours. One of the great long-distance classics, the Rheims race used to get under way with a Le Mans start at midnight, and the four swoopy-shaped Mk 3s entered looked sensational as they lined up in echelon under the pit floodlights. In the opening laps, driven by Hawkins, Surtees, Hulme and Dibley, they held the first four places, their headlights stabbing the darkness of that hot June night and their rumbling Chevy V8s echoing across the fields from Muizon. Despite the darkness, during that first hour Paul Hawkins broke Bandini's outright lap record (set with a Formula 1 Ferrari the year before) with an *average* speed of 142.3 mph — and remember, the Thillois hairpin was extremely tight . . .

They all retired, of course: the T70s rarely lasted in the longer races. Less than two years later Hawkins died at Oulton Park at the wheel of his own T70. But now, as the old pits along the narrow public road from Thillois to Gueux crumble and the weeds take over, that Rheims record, set in the dark, will stand for ever.

Coincidentally, also competing in that last Rheims 12 Hours, at the wheel of a Lotus 47, was Mike Knight. With David Piper (whose Ferrari P2/3 finished second in the same race with a rod through the side of the block, but that's another story), Mike is the driving force behind Super Sports racing, campaigning an immaculate Lola. While getting in a bit of casual testing on the Silverstone Grand Prix circuit last week in preparation for Friday's race, he offered me a handful of laps. His is a Mark 3B, immediately distinguishable from the earlier cars by its neater bodywork and vertically-paired highlights: originally commissioned and raced by, surprise, surprise, David Piper, it was found languishing in Switzerland. Mike has had it completely rebuilt, effectively enough for his brother Richard to have won the Donington race last month, and it is correctly turned out in the bright Piper green that was its original colour.

One thinks of a 5-litre Lola as a monster, but in physical size it's pretty small, internally at least. The cockpit has just enough room for a skinny 5ft 10ins to recline comfortably, gripped by the sides of the monocoque, but Hawkeye must have been a tight fit. The view forward through the huge screen, between two fibreglass hillocks that are the front wings, is of the road unnervingly just under your knees; for the view behind, you take your choice between tiny diminishing mirrors on the hillocks or an internal mirror which provides an intimate view of eight thirsty Weber throats. There is the orthodox full competition harness, but Mike eschews the shoulder belts and just does up the lap strap: "The top belts are fixed to the engine," he explained cheerfully, "and if you have a *really* good accident you might get pulled in two directions at once!"

Driving away is simplicity itself. Switch on ignition and fuel pump, push the starter button, and the whole world starts to thunder and shake. Pull the hefty righthand gearlever to the left and back, release the surprisingly smooth and light clutch, and off you go.

Progress is spluttery and jerky until the engine is running above 3500rpm, but then the thundering and shaking becomes a smooth roar. Rather than a sudden stab in the back, there is just a great torquey rush of power on up to Mike's requested limit of 6500rpm, at which point the Mathwell-built Chevy lump, originally a mixture of Morand and Bartz bits, is probably churning out a comfortable 450 horsepower. The straights of Silverstone shrink rapidly, but the corners seem to go on and on, because at my rather cautious speeds the Lola is a strong understeerer. With increasing confidence, more power earlier in the corners starts to balance the car much better, and I'm sure that a more competent driver would be able to set it up pretty much neutral — although Mike admits he hasn't quite got Abbey flat yet.

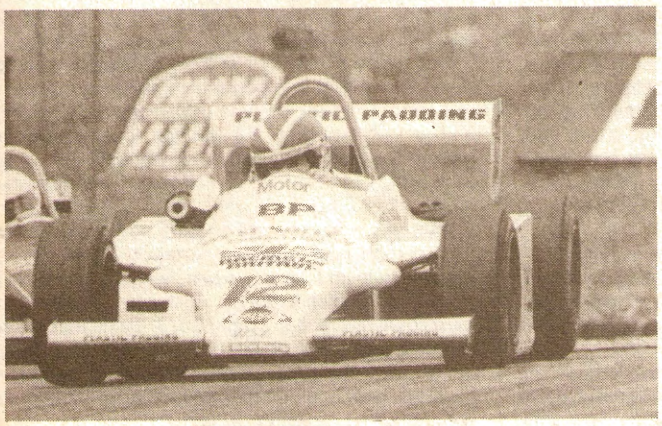
The chicane is approached in top — brake, fourth, brake, third, squirt in and squirt out — and fourth is held on the start-finish straight before third for Copse. You're back in fifth before Maggotts, then down to third once again for Becketts. Fourth before Chapel and fifth just after it, then the lovely downhill rush to Stowe, which I was taking in third, though I have no doubt that it's a fourth-gear corner for the The Men. Club comes up very quickly, with its customary illusion of falling away to the left on the exit which increased the feeling of understeer, and then accelerating hard up to top before Abbey, which I was treating with great respect.

General practice days can be very crowded affairs: I was sharing the track with Geoff Lees and the Formula 2 Ralt-Honda, a gaggle of Formula 3 cars, Gerry Marshall in the single-seater Aston, Tricentrol Rovers and Capris doing some serious testing for this weekend, and several of the Super Sports runners, including David Piper's beautiful P4, the Porsche 917 and Albert Obrist's 312P. I was so anxious to keep out of everybody's way, and so busy peering in the Lola's three inadequate mirrors, that I didn't really get any sort of rhythm going with the car, but I was left with an unforgettable impression of great power, considerable heat (how did they cope in there in long races?) and that thunderous, deep, all-embracing noise. Mike Knight says that it's proving to be an uncomplicated and comparatively inexpensive car to maintain, and it's certainly giving him a lot of fun. How splendid that there is now some racing for these cars again so that we can watch them being driven in anger and share in that fun. I for one won't be in the bar when the Super Sports field comes onto the grid on Friday.

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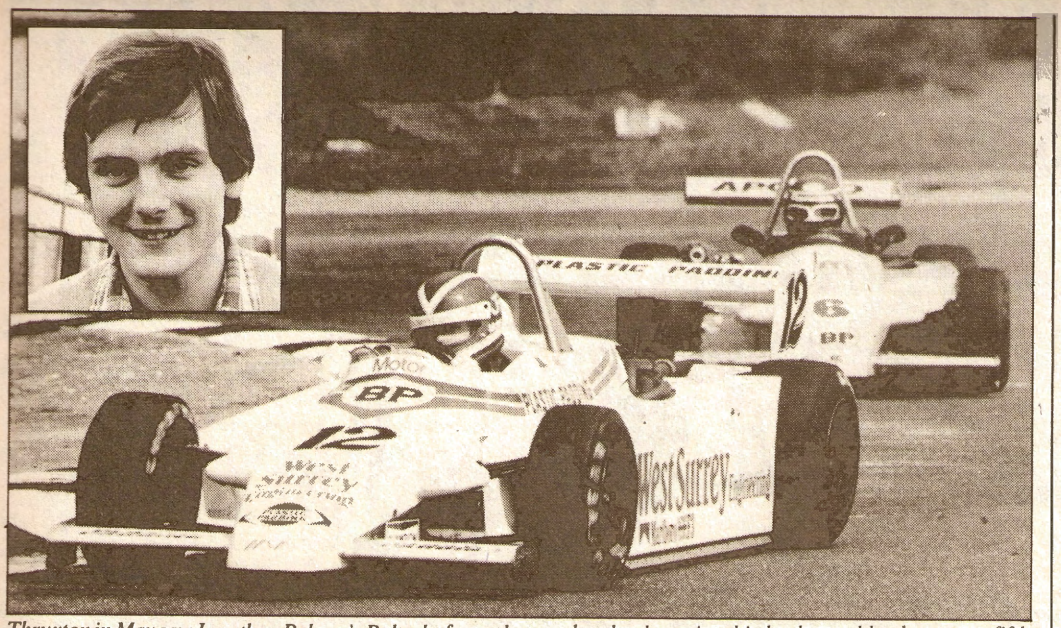
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Thruxton in May saw Jonathan Palmer's Ralt take fastest lap . . . but the championship leader could only manage fifth place at the flag ahead of Cliff Hansen's similar car.

Jonathan Palmer

'Flying Doctor' Jonathan Palmer, comes to Silverstone with a healthy Marlboro F3 championship lead. MARCUS PYE talks to Britain's bright hope for the future.

The transition from racing at club level to the foot of the international ladder is one of the most important steps that any young driver with a big future will have to face. Its timing is critical and thereafter a system of seasonal progression, in the quest for career development, becomes as much a preoccupation as tackling each individual race in the championship. Very few people have been able, through a combination of natural ability and high finance, to set the world alight at once.

Still fewer can boast the remarkable run of success enjoyed by Jonathan Palmer, who, in his first full season of motor racing, leads the prestigious Marlboro British Formula 3 series handsomely, on what must be regarded as a shoestring budget when compared to those of his rivals. Newly qualified as a doctor, Jonathan's sporting aspirations prior to the 1981 season were stifled by exhaustive studies.

"I am sure I could have got to F3 sooner if it wasn't for my studies, though I don't think they were as much of a problem as the money. It is like most people's rise in motor racing; it tends to be very much the case that money buys quick success rather than one's actual performances in the lower formulae. Obviously this year is very important for me. Until now I've always had reasons and excuses why I haven't had, maybe, as good a chance as some of the other guys around, such as Roberto Moreno and Raul Boesel last year. So I've always had a bit of a handicap until now, and no-one has been quite sure how much of a disadvantage that was. Therefore I really have committed myself full time to motor racing and the results can be seen in a true light."

Palmer is fortunate indeed to retain the support of West Surrey Engineering boss Mike Cox, who stepped in to rescue his FF1600 programme last season, his increased involvement being the one factor that allowed the ambitious F3 project to get off the ground.

"Mike's main interest is mainly in my personal progress, I think, and on top of that he has always been very keen to become involved in racing anyway. Having had a sniff of success last year with the Formula Ford, and with me being in a position to move legitimately into F3 should the opportunity arise this year, I'm pleased to say he decided to stay with me. The big problem, of course, from the outset was money — West Surrey Engineering is a small firm, not capable of completely financing a full F3 season — added to which Mike had just moved into a new factory at the end of last year which reduced available funds still further. It is certainly an extravagant hobby for West Surrey.

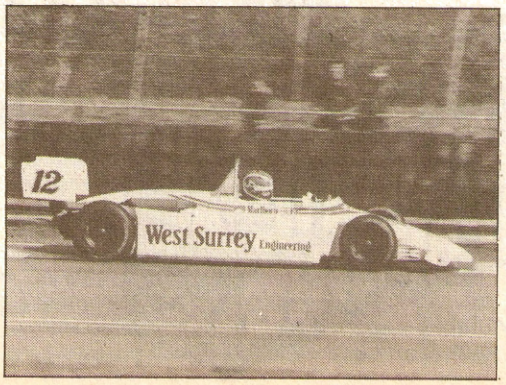
"He always thought that F3 would be a nice thing to do but it was rather a matter of me pushing him into it, step by step, so, before he knew where he was, he was running a car. We bought the F3 chassis — I managed to get him to agree to get the car if I found the money to run it — so we had ourselves fairly well committed on employing people in a team set-up. The efforts to find major sponsorship were unsuccessful, bar a little bit from BP, so it was a case of trying the first few races ourselves, to see how we would go. From then on there has been no looking back."

To win one's first race in any new formula is a tremendous achievement but when Jonathan followed up his staggeringly mature initial success at Silverstone with straight wins at the next three Marlboro rounds, the whole world sat up and took notice.

"It was a combination of three things really. First, we had a very good car which was already set-up and ready to go (the Ralt RT3 with which Stefan Johansson won the last four Vandervell British F3 rounds last year, the machine which gave the Swede the edge in his late title bid). I personally thought that, buying the championship-winning car at the end of last year would be the way to go for someone in my position, someone who had never driven an F3 car before.

"The next step was to get the best people to run it because of our own personal lack of experience — if you want to do F3 you have got to do it well — so we got the involvement of Dick Bennetts, which has been a very, very major cause of our success. The third thing — and I think it would be fair to allow me a little bit of credit — is that I've adapted to F3 pretty quickly from FF1600. First time out in the car I was setting competitive times; you could use an old phrase 'it suits my driving style' but I don't know that that's so much true. It's more a case of getting feedback from a car and knowing how to drive it to make it go quickly."

Backing from West Surrey Engineering is the main reason Palmer is leading the Marlboro series.



Palmer's seemingly effortless transition to a 'real' racing car with slick tyres and aerodynamic devices has been one of the revelations of the season so far. Allied with his testing ability and determined race-craft, learned in his brief FF1600 apprenticeship, Jonathan's competitiveness and intelligence have earned deserved praise and respect from his more experienced rivals.

Pure roadholding

"When you drive any new car, the first thing you do is explore its limits: keep pushing it in every direction, braking, cornering and everything else until its limits are firmly established in your mind. If it takes you 500 miles in an F3 car to work out just how quickly you can turn into corners, you are going to find it a job at each new circuit. Basically you just haven't got it. The thing that struck me most about the F3 car was that it was very smooth with the wings on it, because they really push it into the ground; I could really feel that. Obviously the most impressive thing was the pure roadholding, that after Formula Ford was quite uncanny. In fact jumping back into a Formula Ford now feels quite dangerous — the things slide around all over the place!

"The engines, of course, take a little bit of adapting to. They have this rather strange power band between 5000-6000rpm: there is at least as much power at 5000rpm, probably more than there is higher up, which is the inverse of most racing engines, where you've got most power at the top end of the rev range. Brakes are certainly very, very good. I don't tend to use the braking potential perhaps as much as some people, in the interests of smoothness."

Due to the narrow power band of the air-restricted Toyota engine, it is imperative to engineer maximum exit speed from the corners. Balancing the chassis — both aerodynamically, for the best 'compromise' on settings for the circuit, and on the throttle — through each turn is an art which all budding Grand Prix stars must pick up quickly.

"Because you have got so little power, exit speed from corners is of utmost importance. To get the exit speed high in an F3 car — when you have very little in reserve with which to accelerate through the bend you must come in at just the right speed. To do that the car must be as stable as possible. If you just come off the brakes very hard, the whole attitude of the car is pitching about and that is bound to limit or reduce the speed that you can enter the corner."

"You must ensure that the car is not upset at all as you turn-in to the corner. The more unbalanced the car, the slower you can turn-in, and the harder you brake, the more upset the car is going to be. It's a compromise in part because if you brake too early you are going to be plain slow anyway. It is imperative not to brake too hard, to come on the brakes gently and, more important, to come off them smoothly as well when you turn for the corner."

Jonathan's technique has been subjected to close scrutiny in the first half of the season and emerged with flying colours. Results speak for themselves and six wins from 12 starts is a particularly remarkable record in what is widely regarded as an ultra-competitive year.

Looking forward to the British Grand Prix supporting race at Silverstone, who does Palmer regard as his major rivals in perhaps the most significant race of the year, in front of television cameras, the world's press and the F1 team scouts? The Belgian Thierry Tassin hauled himself dangerously close to Palmer's championship lead when a run of disappointing (by the Briton's standards) results coincided with Tassin's transfer from Argo to Ralt chassis, but Jonathan has counteracted this charge in recent weeks.

"After our early season string of four wins and then the four less successful races, Tassin's performances with the Ralt were improving by the outing, so it

wouldn't have been unrealistic of people to think that he would dominate from then on. I am particularly pleased for our form to have returned to a new status quo.

Another man to show very well in his first season of F3 last year was Mike White, who returned to lead the works March assault in 1981, having campaigned Bob Gerard's chassis previously. The South African was, at the time, heralded as the natural pre-season favourite for the Marlboro title.

"Mike started the season at a little bit of a disadvantage, with all the pressure on him as championship favourite. It's a terrible thing to say at the start of the year when there's so much racing ahead. With the problems he has had, this air of expectancy didn't help. The March isn't as good as the Ralt full-stop. I would estimate it to be three or four-tenths slower than the RT3 on most circuits.

Privateer efficiency

It is in these circumstances where a small, dedicated, close-knit operation such as the West Surrey Engineering team may come into its own, with everyone pulling for a common goal and concentrating their efforts on just one driver. With no second chassis to worry about, the efficiency of the privateer can outweigh the might of the works.

"There's no doubt that our team works very well. Dick has become very much a personal friend apart from a superb team manager (Bennetts has tended the Ralt since the day it was built for the Project Four team and Stefan Johansson, so he knows it inside out). We talk daily on the phone and I'm up at the workshop during the week while Dick and Harv — another guy who is very good at his job — prepare the car."

It is fair to say this year that some of the smaller, teams have set the pace this season, primarily perhaps due to March's problems with the 813, and the number of Ralts at the front of the field currently increases by the week. Raul Boesel, Roberto Moreno, David Leslie, James Weaver and Cliff Hansen are all among the series leaders.

"Raul, like Tassin, has run consistently at the front of the field since the beginning of the year; he is another driver to have adapted to F3 very quickly in Murray Taylor's team. He has yet actually to dominate on any track and he has yet to set any standards in testing, but he is certainly very quick and extremely smooth. Boesel's always up there and there is no doubt that that sort of performance, even if he doesn't improve further, will probably get him a race win before the season is out.

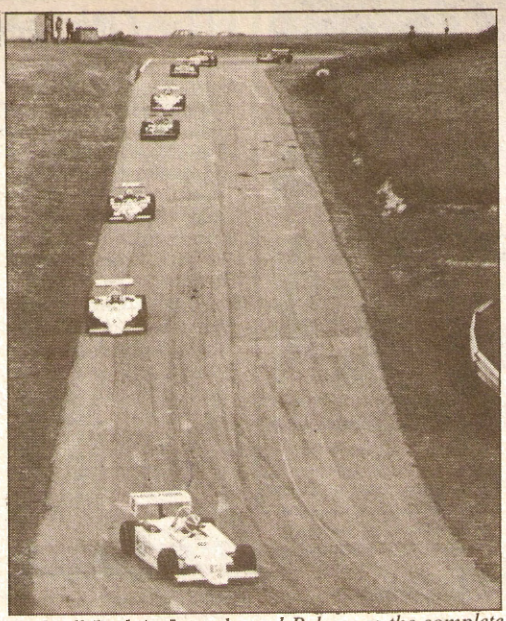
"I know Roberto from FF1600 and his results coming into F3 have been very good. He has had the benefit of a good, strongly financed team and a lot of advice from Pee Wee and Nelson Piquet. Even so, he has driven very, very well; he's so determined and I see him being as big a race-by-race threat as Tassin. I think Thierry, Raul and Moreno are my biggest rivals for the championship: there's not really a lot in it.

"There's no doubt that F3 has become much more competitive since the beginning of the year, when Tassin was in the Argo, Bleekemolen was there instead of Moreno, and David Leslie wasn't out. There are a number of drivers who, with well developed machinery, are becoming much bigger threats than they were.

Talking of David Leslie, there's a driver whom a lot of people rate very highly indeed. But why, apart from the obvious reason of finance, has he not always been a challenger from race-to-race?

"His team is without doubt shorter of money than virtually anyone else, but I'm not quite sure how much determination there is to pull out the stops and make the thing work. For instance, I haven't actually earned a penny since the start of the year, so I'm £3,000 in debt through just living expenses. There is always a way of somehow scraping, even if you wind up more in debt. Somewhere, somehow you can usually find someone to lend you a bit more. I'm not quite sure how much determination David has in that area. As far as his driving goes David's certainly very, very good and usually runs consistently with the leaders.

"James Weaver is a very good friend of mine and he's certainly one of the most talented drivers today. He has the best car control around: at Snetterton, James was



Cadwell Park in June showed Palmer as the complete master — Jonathan taking a new outright circuit record.

mightly. I was second to him, and losing 0.5sec a lap.

One of the hazards of running a three-car team is that the all-important car development aspect of F3 (vital, since over half the field use Ralt RT3 chassis) can be hindered. Tim Schenken's men have done a marvellous job fielding immaculate cars but Weaver, like Cliff Hansen, has been a semi-threat, some of the time rather than the front runner everyone expected.

Like Weaver, who has subsequently been withdrawn from the series through lack of finance, Jonathan started the season with a 1980-specification Ralt RT3 rather than the revised RT3/81 as used by most of the other teams. Initially the older car, a proven race winner, had the legs on all the new cars, but as more and more Ralts became fully sorted, West Surrey Engineering opted to have theirs updated, although it still retains the 1980 rear chassis legs. Has any works assistance been forthcoming for the most successful Ralt pilot this season?

"Before the car was updated to RT3/81 spec, help from the Ralt factory tended to go towards people running the latest car. Ron Tauranac had a lot of very good customers to look after, but now I'm more than happy since we've been using the same equipment. Ron has been pretty fair across the board, he offers advice all round without seeming to be biased in any direction, which is very good for the formula and the sport. The guy deserves a lot of credit, particularly for avoiding having a works team. He helps anybody out, as and when he can: I think it's pretty healthy. Certainly, whenever we've asked him anything he has always been very keen to assist."

Jonathan Palmer's success to-date this season has been achieved on a surprisingly small budget. BP and Plastic Padding have put up limited, four-figure backing for the venture, but there is a very apparent danger that the young Briton's progress will be hampered, or worse curtailed completely, unless further running costs can be found. Jonathan is

Silverstone's wet championship opener in March gave Palmer his first of four wins on the trot.



determined that he will win through, one way or another and, in addition to the recently announced 'Racing for Britain' support, is on the verge of borrowing the money to finish the season. This last resort, the final contingency plan, will mean considerable personal sacrifice but it is the sheer determination and level-headedness of Palmer which is so refreshing.

"We've more-or-less reached the crunch point now. West Surrey Engineering have really spent all they can afford on motor racing this year. We're in this strange position where we are leading the championship now by a fairly healthy margin: there is every reason why we should, therefore, be in the best position to win it. We've the right team, the right car, very good engines from Heini Mader and Dick, Harv and the guys running it.

Running costs

"It is finding the running costs which seems to have been taking far more of my time than actually racing and testing recently. It's just trying to work out where the money's going to come from. Sponsorship, as such, was difficult to find at the beginning of the year. After a few good race results it would have been nice to think that it would start falling on our plate, but of course life isn't like that, and we've had very little extra sponsorship purely because of our results, without going out and finding it.

"We will still find the money. As we speak there are a number of things in the pipeline which may help us to do that. As the last resort, which we shall certainly explore before the British GP meeting, I'm going to borrow the money to complete the season, paying it back in future years. The principle is that I shall borrow something like £30,000 which will be guaranteed by a number of people who will then take a fair chunk of my income in later years, hopefully when I'm in F1. From my point of view, being in the lead of the championship, if I don't capitalise on my position now I may never have such a good chance again. If I can't raise £30,000 to finish the season this year, I'll have to raise £80,000 to do it again next season. I'd rather have a problem finding £30,000. The other thing is that the longer you spend in any formula, the better you have got to do in other people's eyes as a demonstration of your ability. If you can get the results in a hurry — in your first year — it is certainly more impressive, so I'm going to make the best of it."

Palmer has been a major recipient of backing and goodwill from the ambitious 'Racing for Britain' scheme, to the tune of £500 per race. Now £500 is not a vast amount when compared to the £3000-4000 it costs to run an F3 car competitively at every race, but it is a contribution for which he and the team are very grateful.

"I am very pleased to have been voted on top of the scheme and it's tremendously encouraging to have that degree of public backing. All credit to Steve Sydenham and Richard Morgan for organising it. As with any scheme like this, it will take a while, possibly two or three years, to build up. No one knows whether it will be a roaring success or a complete flop at first, as people tend to be a little bit doubtful about getting involved until they know exactly what their money will do. If it can be shown to work, and people can see that it is working, it should be possible for two drivers to be put through F3 every year, by its funds.

"Certainly it has been beneficial to me this year: the revenue from 'Racing for Britain' is roughly equivalent to the backing received from Plastic Padding and BP, so in terms of benefit it represents a small but important co-sponsor. Of course, a few minor sponsors make up a sizeable contribution — it's a big help to the budget."

The season is now into its second half and Jonathan enjoys a fairly comfortable advantage at this stage, yet he is wisely casting aside major thoughts about what the future holds for him.

"I'm certainly not confident of winning the championship: Stefan last year was over 30 points behind Kenny Acheson with four races to go, yet he still overhauled the long-time series leader. That is always in the back of my mind. There is no way you can release the pressure until you are in an unassailable position. Until I've got a bigger points lead than there are points available, I shall not relax. ■



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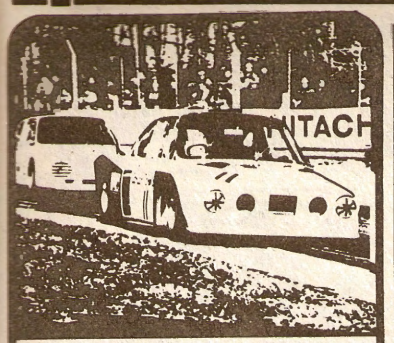
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National Races

KNOCKHILL

Lucky Covey

For their second meeting at Knockhill, this season, the SSCC suffered from a poor entry for their seven-event BP Trophy meeting, as well as having the weather conspire against them to deter spectators who also missed the dulcet tones of John Fife, since the PA equipment had been stolen overnight.

The opening up to 1000cc 10 lapper for GTs was started in driving rain, but the brisk breeze dried the track as the racing proceeded, with Harry Simpson (Davrian) stealing the advantage over the Drambuie version of Ian Forrest and Ken Murray in his blue Davrian. Alas, a bit of late braking into Macintyre on the next lap found Simpson haymaking and Forrest assuming a lead he held thereafter. Some little way behind, Bill Donald's Imp gingerly held off that of David Ogilvy, but had to give best to the Sportstune version as the track dried. Simpson, who had climbed to fifth, left the race, elevating Aberdeenshire driver Robert Gray (Imp).

Track conditions for the opening Formula Ford heat caused Iain Nicholson to spin his Hawke on the first corner, as Chris d'Agostino (Van Diemen) snatched the lead from Alex McDonald who, on the next lap, entangled his PRS in the catch fencing, attempting a dash to the front. This promoted the Lotus of Archie Boyle, who scorned the slippery track to take the lead at half-distance, as John Dunn mounted an attack on third place-man Gordon Melvin, who assisted by harmlessly spinning his Van Diemen, giving William Rose the chance of fourth place, as Graham Leggat, already in trouble with his gear selection, found his Van Diemen had shed its starter motor.

The small field of Clubmans and GTs, did not deter Ron Cumming from taking command in his fearsome Fiat coupé, as it fled from the Agra Davrian of Colin Simpson, which retired to the pits after splitting its block, earning the Link 2000 of Richard Mitchell second place, albeit half a minute behind the flying Cumming. Graham Sword (Mallock) early on ousted the Centaur of Bill Drummond for third, leaving the Escort of Eddie Beerman to suppress the Crusader of Stan Share.

Lashing rain greeted the second Formula Ford heat; Vic Covey's PRS got the power through to the road best, but Tom Brown (school master at this circuit) had the line advantage at the first corner. The rain increased to monsoon proportions with cars aquaplaning into the wilds, leaving only five crawling around when the race was stopped.

On the restart, only six took the green light, with Covey again bettering Brown in the drag from the line, but it was a circumspect quintet who followed Brown to the flag. Stuart Roden held his Van Diemen in front of John Bothamley, who took third and fastest lap, before he left the fray, to elevate Geordie Taylor and Bryan Gowans.

Under threatening skies, a small field of Clubmans & GT cars were led away by the Davrian of Ken Murray, who powered away from Harry Simpson's Davrian, with Bill Donald taking station in his Imp in a lonely third place. Some way back, Robert Gray fought off the attentions of Bob Milne (Imps). The pair being separated by the Centaur of Bill Drummond after ten laps.

The *Libre* event fizzled out, David Duffield in the Caledon Ralt failing to make a start, while non-starters meant only four cars embarked on the 15 lap event, including John Fyda whose Mallock, he claimed, was tanked up for only a dozen laps. Be that as it may, it was his handy Clubmans car which cheekily drove around the outside of Martin Dunn's Chevron B40 and leader George McMillan (March 772P) to pull away at the end of the first lap to an unassailable win. His drive to earned him the BP Man of the Meeting Award. Dunn overhauled McMillan, whose tyre choice appeared wrong for the conditions.

The somewhat delayed meeting ended with the Formula Ford Final, which provided the largest field of the day, from which Brown took command as his home circuit with Covey tucked in behind, the pair opening a sizeable gap on Roden and d'Agostino. Bothamley scrambled past a somewhat subdued Taylor but both overhauled first heat winner Boyle. Up front, when everyone anticipated another Brown victory, he pitted with no oil pressure on his Van Diemen, presenting Covey with a well earned win, and shared fastest lap.

BILL HENDERSON

KNOCKHILL (GB), Jul 5, SSCC

GT Cars, up to 1000cc (10 laps): 1, Ian Forrest (1.0 Davrian), 11m 42.7s, 65.62mph; 2, Ken Murray (1.0 Davrian), 11m 43.6s; 3, David Ogilvy (1.0 Stiletto), 11m 54.0s; 4, Bill Donald (1.0 Imp), 12m 03.0s; 5, Robert Gray (1.0 Imp), 9 laps. **Fastest lap:** Ogilvy, 1m 08.7s, 67.5mph.

Formula Ford — Heat 1 (10 laps): 1, Archie Boyle (Lotus-Scholar 51), 12m 09.2s, 63.68mph; 2, Chris d'Agostino (Van Diemen-Scholar RF79/80), 12m 09.7s; 3, John Dunn (Van Diemen RF76), 12m 22.9s; 4, William Rose (Merlyn-Minister 29A/30), 12m 34.9s; 5, Gordon Melvin (Van Diemen-Scholar RF79), 12m 49.6s; 6, Iain Nicholson (Hawke-Scholar Mk21), 8 laps. **Fastest lap:** d'Agostino, 1m 10.5s, 65.8mph.

Clubmans B, Sports 2000 & GTs over 1000cc (10 laps): 1, Ron Cumming (1.8 Fiat), 11m 18.0s; 71.22mph; 2, Richard Mitchell (2.0 Link), 11m 42.6s; 3, Graham Sword (1.6 Mallock 16B), 11m 46.4s; 4, Bill Drummond (1.6 Centaur 17B), 12m 08.9s; 5, Eddie Beerman (2.0 Escort), 12m 09.7s; 6, Stan Share (1.0 Clan Crusader), 12m 10.2s. **Fastest lap:** Cumming, 1m 05.2s, 68.41mph.

Formula Ford — Heat 2 (10 laps): 1, Tom Brown (Van Diemen-Scholar), 11m 45.9s, 65.78mph; 2, Vic Covey (PRS-Auriga 81F), 11m 50.2s; 3, John Bothamley (Van Diemen RF78), 12m 12.4s; 4, Geordie Taylor (Merlyn-Minister), 12m 12.5s; 5, Bryan Gowans (PRS-Scholar), 12m 16.7s. **Fastest lap:** Stuart Roden (Van Diemen-Minister), 1.09.1s, 67.14mph.

Clubman & GT Cars (10 laps): 1, Ken Murray (1.0 Davrian), 11m 32.0s, 66.29mph; 2, Harry Simpson (1.0 Davrian), 11m 44.7s; 3, Bill Donald (1.0 Imp), 12m 00.8s; 4, Robert Gray (1.0 Imp), 12m 16.7s; 5, Bill Drummond (1.6 Centaur 17B), 12m 46.9s; 6, Bob Milne (1.0 Imp), 12m 10.4s. **Fastest lap:** Murray & Simpson, 1m 08.0s, 67.13mph.

Formule Libre, (15 laps): 1, John Fyda (1.6 Mallock 18B), 15m 21.8s, 75.56mph; 2, Martin Dunn (2.0 Chevron B40), 15m 55.1s; 3, George McMillan (2.0 March 772P), 15m 57.2s. **Fastest lap:** Fyda, 1m 00.2s, 77.1mph.

Formula Ford Final, (15 laps): 1, Vic Covey (PRS-Auriga 81F), 13m 29.6s; 2, Stuart Roden (Van Diemen-Minister), 13m 51.8s; 3, Chris d'Agostino (Van Diemen-Scholar RF79/80), 13m 57.9s; 4, John Bothamley (Van Diemen RF78), 14m 03.6s; 5, Geordie Taylor Merlyn-Minister), 14m 04.5s; 6, Archie Boyle (Lotus Scholar 51), 14m 05.0s. **Fastest lap:** Covey & Tom Brown (Van Diemen-Scholar), 1m 05.4s, 71.0mph.

MALLORY PARK

Tin-topless excitement

Despite being moved to Saturday, and having to compete with several major sporting attractions, the BRSCC's nine-race Mallory meeting on July 4 attracted a reasonable crowd. And racing was mainly excellent, even if almost half the excitement at the 'Saloon Car Festival' was provided by full grids of Pre '74 Formula Fords!

The Ronnie Scott's Club Modified Saloon Car Series is proving to be a real winner, and Saturday's superb round was no exception. The 10-lap race was moved to the front of the programme so that Bill McGovern could race his immaculate Imp and then race smartly back to London to officiate at his daughter's wedding! There's dedication for you. The ex-British Saloon Car Champion made it all worthwhile, too by winning

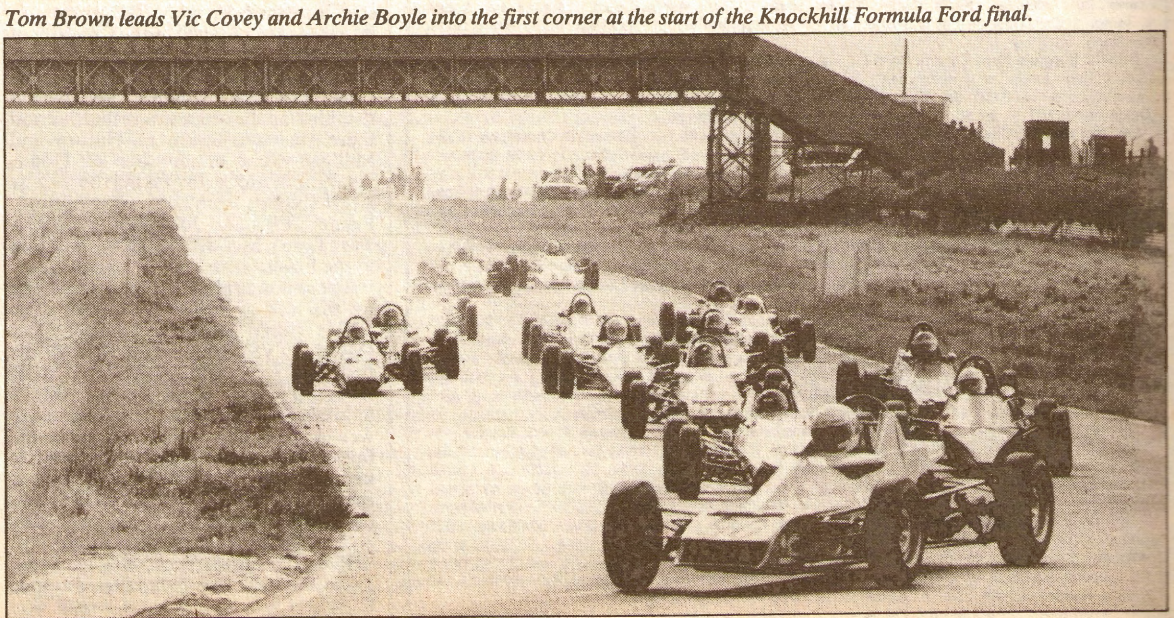


John Fyda — BP Man of the Meeting at Knockhill for his Libre *drive.*

the tremendously exciting event by over 1sec after a race-long dice with Derrick Brunt's Vauxhall Magnum, John Hopwood's Howley Mini and Steve Pengelly in a Motospeed Mini. These four indulged in a frantic dice which lasted for most of the race, and less than 3secs separated them at the flag. Hopwood outdragged McGovern's pole-position Imp from the line to lead for the first one-and-a-half laps. But the Londoner slipstreamed the Mini all the way to take over the lead on Stebbe. Brunt was never far behind and he, too, hauled in Hopwood to take over second spot on the fourth lap. Meanwhile, Pengelly was working up from a lowly fourth-row grid position and an initial sixth place. By the seventh lap he had dispensed with Pat Mannion's Imp to join in the lead battle and make it a four-way scrap. There were no further changes in position, however, and Pengelly had to be content with fourth overall and second in class; although he did have the consolation of fastest lap in his class — a just reward for his fine drive.

Non-qualifiers for the oversubscribed Pre '74 Formula Ford Championship heats came out next to compete for the BRSCC Formula Ford Trophy. From the outset, Graeme Foley (Elden Mk 10C) and Hugh Jones (Lotus 61M) were locked in combat. At the end of each lap, it was Foley who came through first, but Jones was driving brilliantly as the pair came out of Gerard's and was consistently alongside on Stebbe Straight. At the flag, only 0.2sec separated the pair after a race which proved more exciting, although not as fast, as the final. Tony Steels (Merlyn Mk 11A) proved the best of the rest and took David Joyce (Lotus ▶

Tom Brown leads Vic Covey and Archie Boyle into the first corner at the start of the Knockhill Formula Ford final.



MALLORY PARK continued

61M) on lap 9 to take a lonely third place almost 10secs behind Jones.

Mini 7 Club 850 Championship Challengers again provided a splendid show. From middle-front, Garry Hall made a demon start to lead throughout, unhindered by a superb scrap for second place. Poleman, Julian Cutler, occupied second for the first three laps — but only just. Gerald Dale, series leader Chris Tyrrell and Chris Gould were all third and trying to be second! Tyrrell took third briefly on lap 3, before slowing dramatically and retiring a lap later. On the same lap Gould ousted Cutler to take second and Dale moved to third. This remained the order of the flag, where only 0.1sec separated second and third. So close was the racing that no fewer than four drivers shared fastest lap.

The first 10-lap Pre '74 Formula Ford heat resulted in a convincing win for David Button's Merlyn Mk20A, which finished an indecent 11secs up on a tremendous scrap for second. This initially involved four cars and was headed by Peter Mayrick's Dulon MP15. Drew Barwick's very ably-driven Elden Mk 10C put on most of the pressure and was eventually rewarded with second at half-distance. But a bent nosecone caused the unfortunate Barwick to slow, allowing Peter Lawrence (Royale RP3A) to take the place by less than the damaged nose as the pair took the chequered flag.

Only four ASCARS made it to the line for the John Wolfe Racing ASCAR Championship race. Ricky Fagan (Autodex Camaro) made the running for nine of the 10 laps and looked to have the race in his pocket. Series leader Jon Fletcher, who started at the back of the grid, got to second a couple of times but made little impression on the leader and it was left to local lad, Jim Mensley, to make a tremendous last lap effort and take maximum points by just 0.5sec from Fagan.

Heat 2 of the Pre '74 saga proved similar to heat 1, in as much as a clear winner emerged from the outset and headed a tight second place scrap throughout. Brian Songhurst (Dulon MP15) led from the start with Steve Bradley (Van Diemen RF73) slotting in behind. Simon Davey, also in a Dulon MP15, made a superb start from way back on the grid and was a brilliant third by the end of the second lap. Four laps into the 10-lap event and Davey headed the tremendous six-car convoy for second. This superb situation persisted for the rest of the heat, with Bradley re-taking second for laps 8 and 9. But when it really mattered, Davey regained control to finish under 2secs down on Songhurst and just four-tenths ahead of Bradley.

Staw Renault Elf Challenge contestants were, unusually, well separated, owing mainly to a first lap tangle at Gerard's Bend which involved Rob Morgan, John Kinsey and Brian Farminer; all of whom retired without completing a lap. Terry Blamire led the race throughout to win by a comfortable 1.4sec from Paul Longfield — the only other runner who could even get close to the leader. Almost 10secs adrift in third spot was David Cox. Things may have been different had not Mark Farmer suffered the misfortune of losing a wheel at Gerard's on the seventh lap while occupying a close second spot. Poor Farmer rolled into the barrier, badly damaging the car, although he was fortunate and escaped injury.

Only 12 starters contested the Wilcomatic 3000 Prodsaloon Championship round, mainly because the previous week's 24-hour Snetterton thrash had eliminated some regulars. But the 15-lap race was nevertheless excellent. Big Gerry Marshall, driving a borrowed 3-litre Capri, made the best start from the middle of the front row to head Nick Baughn and Ashley Ward for half a lap. By the Lake Esses, however, Baughn's VW Scirocco had moved up front and Gerry was also coming under pressure from Ashley Ward's similar car. By the end of lap 2, Ward and Carroll had relegated Gerry to fourth and two seperate tussles, one for the lead and one for third, had developed. Baughn came under tremendous pressure from Ward while, a couple of seconds to the rear, Marshall was leaning heavily on Carroll. The lead battle was superb, although Ward never quite managed to better the ultimate victor. Gerry, on the other hand, did manage to regain third spot briefly on a couple of occasions around half and three-quarter distance.

In addition to points, the winner of the Pre '74 Formula Ford Final stood to win a magnificent trophy donated by enthusiastic Clerk of the Course, Don Truman, so things were understandably hectic. A second-lap shunt at Gerard's caused the 15-lap event to be red-flagged while the remains of Gareth Lloyd's Dulon, Peter Lawrence's Royale, Brent Buskell's Hawke and Alan Carruthers's Titan were removed. When the race was stopped, Simon Davey had already established a useful lead from the middle of the front row. When it restarted, the brilliant Dulon pilot went into an immediate lead which he maintained for the race, narrowly but comfortably ahead of Brian Songhurst and David Button. From the third row of the grid, Button was initially sixth, but he drove a splendid race to finish third, a mere fifth of a second down on Songhurst, and also established fastest lap.

GEOFF JOHNSON

MALLORY PARK (GB), Jul 4, BRSCC

Ronnie Scott's Club Modified Saloon Car Championship Race (10 laps) — overall: 1, Bill McGovern (Bevan Californian), 9m 24.3s, 86.12mph; 2, Derrick Brunt (Vauxhall Magnum), 9m 25.5s; 3, John Hopwood (Howley Mini), 9m 26.3s; 4, Steve Pengelly (Motorspeed Mini), 9m 27.2s. **1301-4000cc:** 1, Brunt, 85.94mph; 2, Derek Barnes (Ford Capri); 3, Colin Joy (Vauxhall Firenza). **Fastest lap:** Brunt, 55.1s, 88.20mph. **1001-1300cc:** 1, Hopwood, 85.82mph; 2, Pengelly; 3, Robert McIntyre (Leyland Mini). **Fastest lap:** Pengelly, 54.7s, 88.85mph. **851-1000cc:** 1, McGovern; 2, Pat Mannion (Hillman Imp); 3, Ron Lowles (Leyland Mini). **Fastest lap:** McGovern, 54.7s, 88mph. **Up to 850cc:** 1, Glenn Ashley-Board (Sunbeam Imp Sport), 80.44mph; 2, Chris Davison (Leyland Mini); 3, Clive Powell (Leyland Mini). **Fastest lap:** Ashley-Board, 58.1s, 83.65mph.

BRSCC Formula Ford Trophy Race (10 laps): 1, Graeme Foley (Elden-Minister Mk10C), 9m 27.5s, 85.6s; 2, Hugh Jones (Lotus-Holbay 61M), 9m 27.7s; Tony Steels (Merlyn-Tony-Tune Mk11A), 9m 37.6s; 4, David Joyce (Lotus 61M), 9m 45.8s; 5, Barry Lawson (Merlyn-Ford 11A), 9m 46.6s; 6, Steve James (Dulon-Burton MP15), 9m 55.6s. **Fastest lap:** Steels, 55.4s, 87.73mph.

Leyland Mini 850 Challenge Race (10 laps): 1, Gary Hall, 10m 25.1s, 77.75mph; 2, Christopher Gould, 10m 26.9s; 3, Gerald Dale, 10m 27.0s; 4, Nigel Gaymer, 10m 27.4s; 5, Julian Cutler, 10m 28.3s; 6, Graham Woskett, 10m 32.2s. **Fastest lap:** Gould, Cutler & Dale, 1m 01.4s, 79.15mph.

Pre 74 Formula Ford — Heat 1 (10 laps): 1, David Button (Merlyn Mk 20A), 9m 01.6s, 89.73mph; 2, Peter Lawrence (Royale RP3A), 9m 13.0s; 3, Drew Barwick (Elden-Auriga Mk10C), 9m 13.1s; 4, Rodney Latham (Elden-Minister Mk10C), 9m 13.5s. **Fastest lap:** Button 52.2s, 93.10mph.

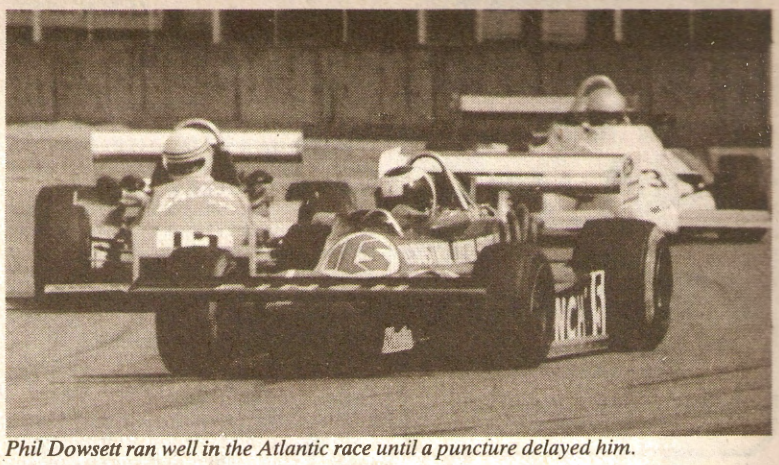
John Woolfe Racing ASCAR Championship (10 laps): 1, Jim Mensley (Chevrolet Camaro), 9m 12.4s, 87.98mph; 2, Ricky Fagan (Chevrolet Camaro Z28), 9m 12.9s; 3, Jon Fletcher (Chevrolet Camaro), 9m 18.6s; 4, Rob Potter (Chevrolet Camaro Z28), 9m 32.6s; no other starters . **Fastest lap:** Mensley, 52.0s, 93.46mph.

Pre 74 Formula Ford — Heat 2 (10 laps): Brian Songhurst (Dulon-Minister MP15), 8m 55.1s; 90.82mph; 2, Simon Davey (Dulon-Close MP15), 8m 56.9s; 3, Steve Bradley (Van Diemen-Scholar RF73), 8m 57.3s; 4, Miles Brough (Merlyn-Hansen Mk20A), 8m 57.8s. **Fastest lap:** Songhurst & Davey, 52.4s, 92.75mph.

Staw Elf Renault 5 Challenge (10 laps): 1, Terry Blamire, 10m 40.6s, 75.87mph; 2, Paul Longfield, 10m 42.0s; 3, David Cox, 10m 51.9s; 4, John Craddock, 10m 52.3s; 5, Phil Wright, 10m 59.4s; 6, John Hammersley, 11m 00.3s. **Fastest lap:** Blamire & Mark Farmer, 1m 03.0s, 77.14mph.

Wilcomatic 3000 Production Saloon Car Championship (15 laps) — overall: 1, Nick Baughn (VW Scirocco GLi), 14m 54.5s, 81.5mph; 2, Ashley Ward (VW Scirocco GLi), 14m 54.8s; 3, Martin Carroll (Opel Commodore GS/E), 14m 59.0s; 4, Gerry Marshall (Ford Capri), 15m 00.4s. **2301-3000cc:** 1, Carroll, 81.09mph; 2, Marshall; 3, Graham Scarborough (Ford Capri). **Fastest lap:** Carroll, 58.4s, 83.22mph. **1601-2300cc:** 1, Martyn Williams (Toyota Celica GT), 79.32mph; 2, Pete Walters (Triumph Dolomite Sprint); 3, Ian Hunter (Triumph Dolomite Sprint). **Fastest lap:** Williams & Walters, 1m 00.4s, 80.46mph. **Up to 1600cc:** 1, Baughn; 2, Ward; 3, Juliette Slaughter (VW Scirocco GLi). **Fastest lap:** Ward, 58.6s, 82.95mph.

The Don Truman Electrical Company Trophy Race (15 laps): 1, Simon Davey, 13m 15.9s, 91.59mph; 2, Brian Songhurst, 13m 16.4s; 3, David Button, 13m 16.6s; 4, Steve Bradley, 13m 17.7s; 5, Peter Hancock, 13m 21.2s; 6, Rodney Latham, 13m 26.6s. **Fastest lap:** Button 51.7s, 94.00mph.



Phil Dowsett ran well in the Atlantic race until a puncture delayed him.

DONINGTON

After you, Claude

Fine weather and a reasonably good crowd provided a pleasant atmosphere for the Donington Summer International on July 4/5. The event, organised by the Donington Racing Club, had a busy programme of 14 races over the weekend with most of Saturday used for practice and qualifying and Sunday for racing.

There was one on Saturday, a round of the MGA Register Championship over 10 laps. Richard Hutton made the best start from the front row of the grid to lead into Redgate, pursued by the Roadster of Roy McCarthy, Eric Hoult (Roadster), Dr. Spike Milligan (MGA), Vic Ellis (MGA) and Peter Palmer (MGA). On the third lap the order was reshuffled and there was a collision as Hutton and Milligan went either side of Hoult, resulting in McCarthy taking the lead by a few seconds from recovering Hutton, Palmer, Ellis and John Halton (MGA Twin Cam). McCarthy held this position to the finish.

There was a splendid three-way battle for the lead of Sunday's MG Car Club BCV8 round between Michael Beer (MGB GTV8), who led the race for the first few laps, Bill Nicholson (MGB Roadster) and John Lodge (MGB Sports). The situation was shaping up well by lap 4, with Nicholson right on the tail of Beer and Lodge fighting hard to keep pace in third. Then Lodge spun at the hairpin, which allowed David Franklin — from back row and 10secs penalty — up to challenge the leaders in his MGB GTV8. On lap 5, Nicholson made his move and took Beer, who then dropped back and was passed by Franklin who really had the bit between his teeth, taking the lead off Nicholson two laps later. Pole-man Dave Tilley (MGB GT) made a poor start and finished sixth, Lodge recovered to take fourth and Beer finally retired after eight of the 10 laps.

The Varley Batteries Monoposto Championship race saw a fairly comfortable victory for Tony Broster's Lyncar FA001, after an unsuccessful attack from the March 74B of Kenny Stone which finished second, just under 1sec behind. Third was closely disputed for much of the race by David Procter's Brabham BT38C and Godfrey Hall in his March 743, the latter taking over the place with two laps to go.

When considering the location and travelling involved for the two Belgian Touring Car Championship rounds, the entry was quite good. It was the first time that the Belgian series had been to Donington to race for points and, with them, came their own organising club, *Auto Moto Club d'Ixelles*. The first of the two 20-lappers was for the Belgian Promotion Touring Car Championship for 1600cc. Philippe Menage set the pace throughout the weekend with his Volkswagen Golf GTI and, starting from pole, led the race from Valentin Simons (GTi) and André Hardy (Audi 80 GT), who was driving spectacularly to catch Simons.

Simons held second place for three laps before pitting with a rough sounding engine and eventually finishing ninth. The fight for the lead was looking promising until Menage parked the GTi with a broken wheel bearing out on the track on lap 10. This handed Hardy the lead and victory, the Audi unchallenged for the remaining laps, finishing a huge margin of 35secs ahead of Pierre Fermine (Golf GTi). There was a fraught battle for fifth place honours between our own Malcolm Leggate (class B Metro) and Paul Simons in a 1600 Golf GTi. For many laps the two indulged in some extraordinary weaving tactics to hold each other at bay, Leggate taking the

Malcolm Leggate snatches fifth place on the last Belgian Touring car lap.



place by the slender interval of 1.6sec.

The Donington Open is a Championship comprising four races for the *Formule Libre* type cars raced in the North. Most of the familiar faces were there including that of Stuntman Val Musetti in the Colin Bennett Fittipaldi F5A Formula 1 car. Inevitably, the red and white machine strode away to an easy win over Andy Barton and Vin Malkie. Barton (F2 March) drove brilliantly through the field from the back of the grid, as did Brian Robinson in his Chevron B48.

Fifth fastest on the grid was no handicap for John Booth, who made a lightning start in the *Cars & Car Conversions* FF1600 round. The Van Diemen led for two laps before pole-sitter Willie Moore slipped by in his Pacer FF81. Booth dropped to third before making his comeback. Meanwhile, Don Hardman (Royale RP26) fought with both Booth for second and Moore for the lead. As usual there was nothing to choose between them and, in some last lap antics, Booth came through to win from Martin Ochiltree's Pacer FF81 (sixth with a lap to go) and Hardman.

After a break for Bugattis and Bentleys to practice, saloon cars took to the track again for the ninth round of the Unipart Metro Challenge. The ten laps provided a fine scrap for the lead with Patrick Watts just ahead of Steve Soper, who was making countless passing attempts. Watts took to the grass many times in his efforts to stay in front. They all seemed in vain when on lap 9 Soper squeezed through, only to have the hard-worked Watts take the lead again on the final lap. Jerry Hampshire stayed in a lonely third place while Malcolm Harrison and Chris Lewis were in combat for fourth spot.

Once again, Rick Morris was the only British driver to offer any resistance to the onslaught of Brazilian and Mexican drivers at the front of the RAC FF1600 Championship. Ayrton Da Silva made no mistakes and moved into the Championship lead by defeating Morris, with whom he had previously shared the lead.

In the closing laps, Rick (Van Diemen) began to close the gap but just ran out of time before he could mount a series challenge to the 'New Piquet'. Behind, there was lots of action with the fiery Mexican Alfonso Toledano duelling with Da Silva's counterpart, Enrique Mansilla who completed much of the race without a nose section. In the last few laps, Toledano was all over the back of Mansilla but just could not find a way through.

The second of the Belgian Touring Car Championship races was for production cars and attracted a large entry for up to and over 1600cc. Claude Bourgoignie drove his class A Chevrolet Camaro to a comfortable victory ahead of Pierre Dieudonne (Class B Mazda RX-7), Alain Semoulin (Class A Capri) and André Lierneux (Class A Capri). Lierneux held second for 16 laps before Dieudonne, having passed Semoulin at half distance, began to attack. Both men put up a splendid show, making contact several times, before Dieudonne took second and Lierneux fell into the clutches of Semoulin, who made a grand last lap pass to take third. Dieudonne took the class B honours while class C went to Valentin Simons in his Golf GTi.

The Ralt RT4 of Alo Lawler sat on pole position for the non-championship International Formula Atlantic race over 20 laps. Alongside him was the smart March 81A of Phil Dowsett, whose performance in practice was a joy to watch, and the consistent Ian Flux (Ehrlich). Dowsett made a lightning start and led the way from Lawler, Flux, Tyrrell Arnold (Argo JM8) and Jim Evans's March 792. Alo was clearly trying hard, sliding the car precariously on most laps. Then, disaster for the leader, Phil headed for the pit lane with a punctured left rear tyre which was quickly changed. Dowsett rejoined seventh and finished sixth. Alo Lawler then had an easy win from the Ehrlich of Flux and Jim Evans. Tyrrell Arnold held a respectable fourth place until losing control out of the chicane and clouting the pit wall backwards to end his race.

Jeff Wilson's Chevrolet-powered Beetle made a storming start from pole position to lead the *Motoring News*/Donington Grand Touring car race from Mick Hill's simularly powered Phoenix Skoda with Jim Price (DFVW) and George Potter's fantastic looking Lotus Esprit. Wilson and Hill pulled away from the rest of the large field and the gap between them, around 5secs on lap 6 began to come down; 1.5sec by lap 10, when H171 dived into the pits. Wilson cruised to victory from Price and Walter Robertson (Class B Skoda).

In the Bugatti and Bentley Challenge there was an easy win for Ian Bentall's Bentley, which was sporting a set of unusually wide tyres; not very authentic, but efficient nonetheless. Hamish Moffat's was the first Bugatti to cross the line ahead of the Bentleys of Peter Morley, David Llewellyn and David Newman.

The fourth round of the Radio Trent FF2000 boasted a very good entry of over 30 cars. Starting from pole, Russell Spence shot into the lead with his Royale RP30 from Frank Bradley (Van Diemen SF81), and Julian Morley (Royale RP30), who was out to impress his new sponsors. With a little pressure from Bradley the leading Royale driver went wide at Redgate and dropped down the field from lap 3, taking a long time to regain his momentum. When he did, Spence began passing cars all round the track and came home in a disappointing, but well deserved, seventh place. At the front, Frank Bradley was driving very smoothly, the eel merchant well aware of the efforts being made by Julian Morley behind whose battery had worked loose. With this handicap, Morley was a sitting target for Mike Taylor to take, which he did on the eighth lap. Taylor closed the gap from 4secs to 1sec by the flag. Bradley's victory was calculated nicely. Morley held third place and local man Ian Shaw finished fourth.

Rounding off an enjoyable weekend was a round in the DB Motors/Donington Production Grand Touring Championship. Victory went to Colin Blower with his familiar TVR Convertible from Chris Meek's class C Lotus Europa Special and Steve Cole's Morgan Plus 8. First home in Class B was the Colin Davids BMW 323i which took 6th overall, and class D was won by Alison Davis with her Ginetta G15, fifth overall.

DUNCAN SOLLOWAY



André Lierneux snatches a short-lived lead from Bourgoignie and Dieudonne.

DONINGTON (GB), Jul 4/5, DRC

MGA Register Championship Race (10 laps) — overall & modified: 1, Roy McCarthy (1.7 MGA Roadster), 15m 46.35s, 74.46mph; Peter Palmer (1.7 MGA), 16m 05.59s; 3, Richard Hutton (1.6 MGA), 16m 11.75s; 4, Vic Ellis (1.6 MGA), 16m 16.65s. **Fastest lap:** McCarthy, 1m 32.15s, 76.47mph **(record). Standard:** 1, Adam Wiseberg (1.6 MGA), 64.40mph; 2, John Bray (1.6 MGA); 3, John Wright (1.6 MGA Coupé, 17m 07.60s. **Fastest lap:** Wiseberg, 1m 45.08s, 67.06mph.

The Collectors Car MGCC BCV8 Championship Race (10 laps) — overall and fully modified MGB/MGC/V8/Costello V8: 1, David Franklin (3.6 MGB GTV8), 15m 21.00s, 76.51mph; 2, Bill Nicholson (1.9 MGB Roadster), 15m 36.48s; 3, Terry Osborne (1.8 MGB), 15m 53.54s; 4, John Lodge (1.9 MGB Sports), 15m 54.22s. **Fastest lap:** Franklin, 1m 29.01s, 79.16mph **(record). Standard MGB/MGC:** 1, John Hewitt (1.9 MGB), 68.55mph; 2, Mark Ashworth (1.8 MGB Roadster); 3, Jim Baynam (1.8 MGB). **Fastest lap:** Hewitt, 1m 39.90s, 70.53mph **(record). Standard V8s Road-going modified MGB & MGC:** 1, Martin Richardson (2.0 MGB), 70.55mph; 2, Barry Sidery-Smith (2.0 MGB); 3, Charles Buchanan (1.9 MGB Roadster). **Fastest lap:** Richardson, 1m 37.54s, 72.24mph.

The Varley Batteries Monoposto Championship Race (10 laps) — overall and fully modified engines: 1, Tony Broster (Lyncar FA001), 12m 56.43s, 90.75mph; 2, Kenny Stone (March 74B), 12m 57.04s; 3, Godfrey Hall (Emberton MK2C), 13m 08.75s; 4, David Procter (Brabham BT38C), 13m 09.15s. **Fastest lap:** Tony Broster, 1m 16.06s, 92.64mph. **Formula Ford engines:** 1, Steve Bradley (Van Diemen RF74), 81.49mph; 2, Julian Pratt (Lola 342); 3, Tony Steels (Merlyn MK2A). **Fastest lap:** Steve Bradley, 1m 23.62s, 84.27mph **(record).**

Belgian Promotion Touring Car Championship Race (20 laps) — overall & 1301-1600cc: 1, Andre Hardy (1.6 Audi 80GT), 29m 44.29s, 78.98mph; 2, Pierre Fermine (1.6 VW Golf GTi), 30m 19.06s; 3, Christian Renard (1.6 VW Golf GTi), 30m 23.82s; 4, Bob Daems (1.6 VW Golf GTi), 30m 40.33s. **Fastest lap:** Philippe Menage (1.6 VW Golf GTi), 1m 27.68s, 80.36mph. **Up to 1300cc:** 1, Malcolm Leggate (1.3 Metro), 76.09mph; 2, Marc Baert (1.3 Honda Civic); no other starters. **Fastest lap:** Leggate, 1m 31.30s, 77.18mph.

The Donington Open (15 laps): 1, Val Musetti (3.0 Fittipaldi F5A), 17m 18.12s, 101.81mph; 2, Andy Barton (2.0 March 782), 17m 49.16s; 3, Vin Malkie (2.0 Chevron B45), 18m 00.42s; 4, Brian Robinson (2.0 Chevron B48), 18m 00.56s; 5, Phil Dowsett (1.6 March 81A), 18m 08.30s; 6, David Muter (1.6 Barton JTB3), 18m 28.62s. **Fastest lap:** Musetti, 1m 07.77s, 103.97mph.

Cars & Car Conversions FF1600 Championship Race (12 laps): 1, John Booth (Van Diemen RF81), 16m 35.21s, 84.96mph; 2, Martin Ochiltree (Pacer FF81), 16m 36.59s; 3, Don Hardman (Royale RP26), 16m 36.64s; 4, Tony Trevor (PRS RHO2), 16m 37.37s; 5, Michael Dicken (Van Diemen RF80), 16m 38.19s; 6, Andy Wallace (Royale RP29), 16m 39.34s. **Fastest lap:** Keith Watson (Royale RP26), 1m 21.03s, 86.96mph.

Unipart Metro Challenge (10 laps): 1, Patrick Watts, 15m 24.14s, 76.25mph; 2, Steve Soper, 15m 24.54s, 3, Gerry Hampshire, 15m 34.97s; 4, Malcolm Harrison, 15m 45.28s; 5, Chris Lewis, 15m 45.69s; 6, Rod Gretton, 15m 53.50s. **Fastest lap:** Soper, 1m 30.29s, 78.04mph.

RAC British FF1600 Championship Race (15 laps): 1, Ayrton Da Silva (Van Diemen RF81), 20m 35.62s, 85.54mph; 2, Rick Morris (Royale RP29), 20m 38.45s; 3, Enrique Mansilla (Van Diemen RF81), 20m 49.94s; 4, Alfonso Toledano (Van Diemen RF81), 20m 50.03s; 5, Willie Moore (Pacer FF81), 20m 50.26s; 6, John Booth (Van Diemen RF81), 20m 54.49s. **Fastest lap:** Da Silva & Morris, 1m 21.49s, 86.47mph.

Belgian Production Car Touring Championship Race (20 laps) — overall: 1, Claude Bourgoignie (5.7 Chevrolet Camaro), 28m 23.21s, 82.74mph; 2, Pierre Dieudonne (2.3 Mazda RX-7), 28m 26.23s; 3, Alain Semoulin (3.0 Ford Capri), 28m 28.46s; 4, Andre Lierneux (3.0 Ford Capri), 28m 28.78s. **Over 2500cc:** 1, Bourgoignie; 2, Semoulin; 3, Lierneux. **Fastest lap:** Lierneux, 1m 23.47s, 84.42mph **(establishes record). 1601-2500cc:** 1, Dieudonne, 82.59mph; no other starters. **Fastest lap:** Dieudonne, 1m 23.84s, 84.04mph **(record). Up to 1600cc:** 1, Valentin Simons (1.6 VW Golf GTi), 77.14mph; 2, Jean-Claude Toby (VW Scirocco); 3, Lucien Nicholas (VW Golf GTi). **Fastest lap:** Simons, 1m 28.97s, 79.20mph.

International Formula Atlantic Race (20 laps): 1, Alo Lawler (Ralt RT4), 23m 35.55s, 99.96mph; 2, Ian Flux (Ehrlich RP5), 23m 55.52s; 3, Jim Evans (March 792), 24m 31.58s; 4, David Muter (Barton JTB3), 23m 45.21s; 5, Geoff Byman (Lola Atlantic), 23m 47.07s; 6, Phil Dowsett (March 81A), 24m 12.83s. **Fastest lap:** Lawler, 1m 09.62s, 101.21s.

Motoring News Donington Grand Touring Car Championship Race (15 laps) — overall: 1, Jeff Wilson (5.0 VW Beetle-Chevrolet), 18m 51.98s, 93.37mph; 2, Jim Price (3.0 DFVW), 19m 12.14s; 3, Walter Robertson (2.0 Skoda-Hart), 19m 12.66s; 4, George Potter (7.0 Lotus Esprit-Chevrolet). **Over 2500cc:** 1, Wilson; 2, Price; 3, Potter. **Fastest lap:** Wilson, 1m 12.63s, 97.02mph. **1501-2500cc:** 1, Robertson, 91.70mph; 2, Derek Walker (2.0 Skoda Coupé); no other finishers. **Fastest lap:** Robertson, 1m 14.96s, 94.00mph. **1001-1500cc:** 1, Roger Matthews (1.5 Lotus Esprit), 88.24mph; 2, David Smith (1.3 Sunbeam Stiletto); 3, Michael McErlain (1.3 Skoda-Cosworth). **Fastest lap:** Steve Soper (1.5 Fiat X1/9), 1m 17.68s, 90.71mph **(record). 851-1000cc:** 1, Gary Ferriman (998 Maguire Imp), 83.24mph; 2, John Goulder (998 Wallinger Sunbeam); 3, Michael Luck (998 Chrysler Imp Californian). **Fastest lap:** Brian Cutting (998 Maguire Stiletto-Hartwell), 1m 21.52s, 86.44mph. **Up to 850cc:** no finishers. **Fastest lap:** Sue Davies (850 Maguire Imp), 1m27.15s, 80.85mph **(record).**

Bentley and Bugatti Challenge Race (10 laps): 1, Ian Bentall (4.9 Bentley MkVI Special), 16m 02.98s, 73.17mph; 2, Hamish Moffat (2.3 Bugatti T35B), 16m 13.49s; 3, Peter Morley (24.0 Bentley Napier), 16m 30.78s; 4, David Llewllyn (8.3 Bentley 3/8), 16m 48.96s; 5, David Newman (4.9 Bentley MkVI/S1), 17m 19.06s; 6, Ian Preston (2.3 Bugatti T35B), 17m 20.61s. **Fastest lap:** Bentall, 1m 33.09s, 75.69mph **(record).**

Radio Trent FF2000 Championship Race (15 laps): 1, Frank Bradley (Van Diemen-Neil Brown SF81), 19m 17.70s, 91.30mph; 2, Mike Taylor (Royale-Nelson RP30), 19m 18.47s; 3, Julian Morley (Royale-Nelson RP30), 19m 27.53s; 4, Ian Shaw (Royale-Nelson RP30), 19m 34.23s; 5, David Sutherland (Royale-Neil Brown RP30), 19m 35.14s; 6, Kevin Riley (Van Diemen-Nelson RF81), 19m 35.89s. **Fastest lap:** Taylor, 1m 16.08s, 92.62mph.

DB Motors Production Grand Touring Car Championship Race (12 laps) — overall: 1, Colin Blower (3.0 TVR Convertible), 18m 22.36s, 76.70mph; 2, Chris Meek (1.6 Lotus Europa), 18m 25.81s; 3, Steve Cole (3.5 Morgan Plus 8), 18m 26.82s; 4, John Kent (3.0 TVR 3000M), 18m 27.51s. **Over 2500cc:** 1, Blower; 2, Cole; 3, Kent. **Fastest lap:** Kent, 1m 29.84s, 78.43mph. **1601-2500cc:** 1, Colin Davids (2.3 BMW 323i), 72.48mph; 2, John Hewitt (1.8 MGB); 3, Henry Tombs (2.0 Triumph TR3A). **Fastest lap:** Davids, 1m 35.45s, 73.82mph. **1301-1600cc:** 1, Meek, 76.46mph; 2, Terry Stone (1.6 TVR); 3, Costas Los (1.5 Fiat X1/9). **Fastest lap:** Meek, 1m 29.96s, 78.33mph. **Up to 1300cc:** 1, Alison Davis (998 Ginetta G15), 72.85mph; 2, Andy Woolley (998 Ginetta G15), 3, Mark Smith (998 Ginetta G15). **Fastest lap:** Davis, 1m 34.81s, 74.32mph.

Pierre Dieudonne was a close second in the Belgian Production series race.



BRANDS HATCH

A day at the races

Expertly run by the BARC under the supervision of Rick Gorne, Sunday's Marlboro British F3 supporting bill provided marvellous entertainment.

The annual 'day at races' for members of the House of Lords and Commons — for the first time in its history not an inter-House event — promptly got proceedings under way and a cleanly fought, honest race it proved to be. John Corrie, Conservative MP for Bute and North Ayr, seized the advantage initially, although Lord Northesk whittled back the deficit before shooting by into Paddock on lap 7. The Manx resident was not headed thereafter and celebrated his first anniversary of Shell Super Sunbeam racing with a splendid win.

Muraspec F4 contenders turned up *en masse* for their 10-lapper, a level of support which bodes well for the future of the 750MC's protected series. Brian Turner's championship-leading BTC sat on the pole, fractionally beneath Ian Briggs's lap record thanks to new M&H slicks. The Deltas of Cliff Watts, Mike Hartley and Bill Cowling were next up ahead of an on-form Dick Penny with his Lola-Imp. As the lights changed, Turner judged his revs and the gradient superbly to lead into Paddock with Hartley and Cowling snapping at his heels.

Cowling, having his first race for a year in his Ian MacFarlane-modified 794, lunged inside Hartley at Surtees on lap 3 by which time Turner had broken the tow to his pursuers. Watts's ex-Mike White Jaycraft T79 relieved Hartley's Fairfield Packaging 804 (ex-'Briggo') of third place next time round but despite every effort from Cowling, who set fastest lap, there was to be no denying the BTC driver. Hartley picked up third when Watts spun to avoid a backmarker at Clearways, Penny demoting him to fifth ahead of John Brown's glorious ex-Taylor/Briggs/Cresdee March 733. A grand show.

Once again Roger Andreason's superior driving talent took him clear in a Pre '57 saloon car race, the Southampton preparation ace taming his howling Jaguar Mk 1 at Brands for the second time in three weekends. Terry Heley gave chase throughout, at increasing distance, in his smart Zephyr (Les Howes's similarly-motivated Zodiac model having been pushed off the front row) while Geoff Williams's white Jag was an equally distant third. The dice for baby class honours between Mike Cox's A35 and Dave Burrows's swift Morris Minor was resolved when the latter pulled into the rear pit entrance, Cox subsequently letting David Conod's Jaguar and Barry Clark's MG Magnette through. The only real excitement of this tedious event was the sight of Greg Hayes gyrating his unwieldy Citroën Big 15 through Paddock!

By way of contrast the Oceanair Clubmans counter was enlivened by a four-way scrap for the lead which lasted from start to finish. Poleman Paul Webb made up for a poor getaway by thrusting his Delapena U2 inside Glenn Eagling's similar car at Paddock second time round in an effort to stay with Phil Brown's older Hubbard & Houghton Mallock. Webb's plan failed and he spun hairily back through the pack leaving Eagling, Peter Cooke's neat Penfold and Malcolm Jackson's ex-Alan Webb/Ian Castle U2 to challenge the Sittingbourne builder. This they did consistently, Cooke spearheading the attack once Eagling had been demoted at Druids. Jackson's Bidford Garages machine lost touch a little amid three hapless backmarkers.

Mini 1000 racing is enjoyable everywhere, but for sheer spectacle it is hard to rival them at Brands. David Abbott led the swarm until the seven-lap mark when he departed into the Clearways catchfencing, elevating a mighty tussle between Martin Guidery and David Carvell to lead status. Guidery's Essex Petroleum-liveried Mini held the former special saloon man's example at bay using every legitimate trick in the book, Carvell failing by a headlight to oust his rival despite a daring manoeuvre at Paddock on the last lap. David ran all the way round Guidery to lead by a bonnet, only for Martin to scamper ahead with better exit speed — the definitive line at Clearways so nearly reversed the order again but Guidery's slightly quicker engine told. Chris Lewis watched the titanic battle from his Findus-backed 'Boop 9' which lacked top end revs while Rick Cutting, having overcome Graham Jarvis White and Chris Hampshire picked up fourth place in a photo-finish.

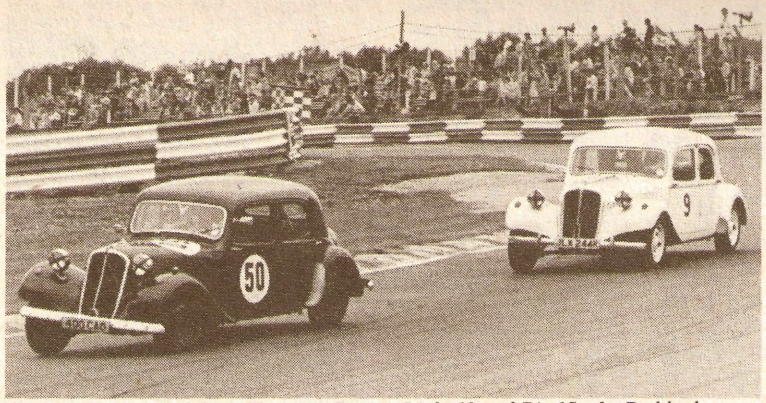
Fearing they might be upstaged by the Mini antics, the RAC FF1600 men gave their all in one of the most hectic 15-lappers seen all year. Setting up problems in practice confined series leader Ayrton da Silva to the third row whereas the Brazilian's Van Diemen team-mates 'Quique' Mansilla and 'Poncho' Toledano shared the front rank with Robert Gibbs's similar RF81 with local king Andy Ackerley (Ray) and Royale leader Rick Morris in behind.

A truly sensational start by da Silva saw his yellow car arrive at Paddock alongside Mansilla's blue one, Ayrton having displaced four cars instantly, seemingly without contact! The Argentine gave not an inch at the notorious right hander but had to relent at the hairpin, da Silva forging ahead immediately. The brilliance of the former karter, once free, was a joy to behold. Deft flicks of opposite lock through Paddock — such elegant car control can only be natural talent — took him ever further out of reach until, dramatically, the Van Diemen slewed sideways beyond instantaneous recall at Clearways with three laps remaining, Ayrton resuming fourth with a water hose adrift.

His incident put a whole new complexion on the race for now Rick Morris was leading, albeit narrowly from Toledano with Mansilla in hot pursuit. Both Van Diemen men were fortunate to be on the island at all after an over-enthusiastic approach to Paddock on lap 2. Mansilla was neatly outbraked by Toledano but slammed the door nonetheless. The Mexican kept his wellie in with two wheels on the kerb, determined not to lose out having gone this far, before his car's tail snapped out of line, ricocheting 'Quique' across the outer kerbing and on to the grass. Quite how he kept it out of the wall we shall never know but in the confusion Morris was able to nip through for a fine win.

Robert Gibbs and Peter Argetsinger (Mr G's Restaurant Royale) chased the unfortunate da Silva home.

MARCUS PYE



Antonio Loysen and Greg Hayes in Citroen Light 12 and Big 15 take Paddock.

BRANDS HATCH (GB), Jul 12, BARC

House of Lords and Commons race for Sunbeam 1.6ti cars (10 laps): 1, The Rt Hon the Earl of Northesk, 10m 49.48s, 66.71mph; 2, John Corrie MP, 10m 51.71s; 3, The Rt Hon the Earl of Suffolk and Berkshire, 10m 56.92s; 4, The Rt Hon the Lord Strathcarron, 10m 57.55s; 5, Kenneth Clarke MP, 10m 57.55s; 6, Richard Page MP, 10m 58.00s. **Fastest lap:** Les Ager, 1m 03.47s, 68.27mph.

Muraspec Touch Fabrics Formula 4 championship race (10 laps): 1, Brian Turner (1.3 BTC-Ford 004), 8m 05.49s, 89.25mph; 2, Bill Cowling (1.3 Delta-Ford/Claggiespeed 794), 8m 09.65s; 3, Mike Hartley (1.0 Delta-Hartwell Imp 804), 8m 16.34s; 4, Dick Penny (1.0 Lola-Imp T570), 8m 20.30s; 5, Cliff Watts (1.0 Delta-Wallinger Imp T79), 8m 22.95s; 6, John Brown (1.0 March-Holbay Ford 733C), 8m 31.59s. **Fastest lap:** Cowling, 47.46s, 91.30mph.

Pre '57 Saloon Car challenge race (10 laps) — Overall and 1902-2700cc: 1, Roger Andreason (2.4 Jaguar Mk1), 10m 39.59s, 67.75mph; 2, Terry Heley (2.5 Ford Zephyr), 10m 57.18s; 3, Geoffrey Williams (2.4 Jaguar Mk1), 11m 09.89s. **Fastest lap:** Andreason, 1m 02.19s, 69.67mph. **Over 2700cc:** No starters. **1252-1901cc:** 1, Barry Clark (1.5 MG ZA Magnette), 11m 31.50s, 62.66mph; 2, Antonia Loysen (1.6 Citroën Light 12), 8 laps; no other starters. **Fastest lap:** Clark, 1m 07.30s, 64.38mph. **Up to 1251cc:** 1, Mike Cox (948 Austin A35), 11m 32.12s, 62.60mph; 2, Edward Davis (995 Austin A35), 11m 40.03s; 3, Tony Kelly (995 Austin A35), 9 laps. **Fastest lap:** Dave Burrows (948 Morris Minor), 1m 06.41s, 65.25mph.

Oceanair Clubmans championship race (10 laps): 1, Phil Brown (Mallock U2-Minister Mk18CW), 8m 22.63s, 86.21mph; 2, Peter Cooke (Penfold-Minister CB81), 8m 23.26s; 3, Glenn Eagling (Mallock U2-CES Mk21), 8m 23.83s; 4, Malcolm Jackson (Mallock U2-Nelson Mk20B), 8m 24.15s; 5, Andy Smith (Mallock U2-Nelson Mk21), 8m 30.42s; 6, Colin Fisher (Mallock U2-Minister Mk23), 8m 32.31s. **Fastest lap:** Paul Webb (Mallock U2-Webb Mk23), 48.98s, 88.46mph.

White Light (Electrics) Ltd Mini 1000 challenge race (10 laps): 1, Martin Guidery, 9m 38.84s, 74.86mph; 2, David Carvell, 9m 38.88s; 3, Chris Lewis, 9m 43.32s; 4, Rick Cutting, 9m 46.00s; 5, Chris Hampshire, 9m 46.02s; 6, Graham Jarvis White, 9m 46.59s. **Fastest lap:** Carvell, 56.27s, 77.00mph.

RAC British FF1600 championship race (15 laps): 1, Rick Morris (Royale-Nelson RP29), 12m 53.76s, 84.00mph; 2, Alfonso Toledano (Van Diemen-Minister RF81), 12m 54.70s; 3, Enrique Mansilla (Van Diemen-Scholar RF81), 12m 54.94s; 4, Ayrton da Silva (Van Diemen-Minister RF81), 12m 57.10s; 5, Robert Gibbs (Van Diemen-Minister RF81), 12m 58.59s; 6, Peter Argetsinger (Royale-Auriga RP29), 12m 59.66s. **Fastest lap:** da Silva, 50.62s, 85.60mph.

MALLORY PARK

A ray of sunshine

Another BARC bonanza at Mallory Park last Sunday was watched by a healthy crowd, as well as being televised for Independent Television's Summer Sports programme. Weather conditions were perfect, most events produced excellent racing and lap records tumbled. In the main race of the day, the ninth British Atlantic Championship round, Ray Mallock continued his winning ways.

The eight-race meeting opened with a qualifier for the final four grid positions in the later Esso FF1600 Championship round. Paul Dunnell (Van Diemen RF80) made the early running, but was soon ousted by the Lola T540E chassis of Steve Greensmith and Mark Peters. Dunnell stayed in contention, however, despite coming under some pressure from Rob Creswell's Ray FF80/81, until the final circuit. With only half a lap to go, the Van Diemen driver went wide at the Lake Esses — allowing Creswell and Peter Sneller (Zeus ZR1) through to the final two qualifying spots.

An incident-packed Protectol Clubmans Championship race was remarkable both for the number of incidents and the number of retirements. Vernon Davies's under-financed Mallock Mk20 was very firmly on pole position and the Welshman made a copybook start to take an immediate and very convincing lead. It was short lived, however. At Devil's Elbow on the first lap, the unfortunate Davies executed a tight, hair-raising spin, was missed expertly by the entire bunch and retired minus a wheel. Nigel Corry's Mk23 then went ahead, hounded by Sandy Watson's Mk21 and Chris Greville Smith's Phantom P81. This remained the order for nine of the 15 laps, when Corry suddenly slowed and retired. Greville-Smith then had a brief moment of glory before he, too, stopped at the Lake Esses a lap later. This gave Watson a narrow lead over Chris Hodgetts (Mallock Mk23) and Dave Orbell's Mk16.

Fifteen big Special Saloons then lined up, two-by-two, for the first of two Wendy Wools Championship races. Skodas, piloted by Derek Walker, Walter Robertson and Tony Dickinson, occupied the first three places; with Jim Price's DFVW qualifying fourth fastest and taking the outside of the second row. Tony Sugden's Skoda was next up and Dave Smith (1.3 Sunbeam Stiletto) was the first of the 1300cc class. Robertson was quickest away, pressured mightily by Walker, Dickinson, Sugden and Price — all indulging in a vintage high-speed scrap that must rank as one of the best Special Saloon spectacles for some time. Nothing changed for the first eight of the 20 laps, except that Peter Baldwin got his Mini ahead of Smith's ailing Stiletto just four laps before it retired. Suddenly, on lap 8, Robertson was missing, the Skoda having shed a wheel at Shaw's Hairpin, leaving the way clear for the flying Walker. Excitement still persisted, however. Dickinson took up the chase and remained less than 1sec behind the leader until the penultimate lap, when he had a wild spin at the Esses but collected it without losing a place.

From middle-front, David Wheeler slotted his RP29 into first and led the all-Royale front row from the start of the 15-lap Esso FF1600 Championship race. Behind him, Keith Watson tucked his RP26 into second while pole man Andy Wallace (RP29) was relegated temporarily to third. Two laps later, Wallace moved to a challenging second spot and Watson fell into the clutches of John Village, also driving an RP29. The hectic pace continued unabated for most of the race, with John Pratt (Van Diemen RF81) breaking the total Royale domination by moving to fifth and recording fastest lap. Behind

Wheeler, who was having an untroubled race up front, things were getting fraught. Watson retook second spot and Village moved to third. Wallace and Pratt tangled at Gerard's Bend, forcing the Royale driver out and relegating Pratt to 13th. Results of this race are provisional, pending the outcome of an enquiry.

Gerry Marshall (Ford Capri) took a well-judged victory in the 15-lap Monroe Production Saloon Championship race which he led from pole for the whole distance. Graham Scarborough (Ford Capri) and Martin Carroll seemed to be winning until almost half-distance, when Scarborough got ahead to finish a very comfortable second just 0.69sec behind Gerry. Tony Lanfranchi (VW Scirocco) was easily quickest of the smaller capacity cars and earned himself a second-row grid position, but a virtual start-line shunt relegated him to last place and allowed Nick Baughn's Scirocco into the lead of the Class C battle. From way back, Lanfranchi drove like a demon to finish an incredible seventh overall and second in class.

After Ray Mallock (Ralt RT4) made a nonsense of his start from pole, hard-driving Alo Lawler powered his RT4 into a splendid lead from the second row of the grid. It took the British Atlantic series leader several laps to get back on to terms with the flying Irishman — and even longer to take over the lead in this 40-lap round of the Championship. From outside-front, Phil Dowsett put his March 81A third, but could make no impression on the leading pair. Desiré Wilson, who had qualified fourth fastest, went to fourth in her Argo JM9 with Ian Flux's Ehrlich slotting into a fighting fifth. The first positional change came on lap 18 when Mallock finally went into the lead, to pull out an ever-increasing advantage over the impressive Lawler. Desiré and Flux continued to fight for fifth, except that it suddenly became the third place battle when Dowsett spun to fifth at Shaw's. Desiré missed a gear, causing the Ehrlich pilot to take evasive action and drop back. But at the line, Flux clawed back to take third.

Brian Cutting (Maguire Stiletto) was the narrow victor in a close but fairly uneventful race for the two smaller classes of Wendy Wools Special Saloons. On his way to a competent win, just a comfortable 0.8sec ahead of David Enderby's Singer Chamois, Cutting lopped 0.4sec from his own 13-month-old record.

Bill Burley had no opposition in the Volkspares SuperVee Championship race, but nevertheless drove like a demon to establish a new lap record.

GEOFF JOHNSON

MALLORY PARK (GB), Jul 12, BARC

Ford 1600 Qualification Race (10 laps): 1, Steve Greensmith (Lola-Auriga T540E), 8m 41.81s, 93.14mph; 2, Mark Peters (Lola-Auriga T540E), 8m 44.18s; 3, Rob Creswell (Ray FF80/81 Creswell), 8m 44.83s; 4, Peter Sneller (Zeus-CES ZR1), 8m 45.93s; 5, Paul Dunnell (Van Diemen-Holbay RF80), 8m 46.31s; 6, Richard Booton (Van Diemen-Minister RF81), 8m 48.63s. **Fastest lap:** Dunnell, 51.33s, 94.68mph.

Protectol Clubmans Championship Race (15 laps): 1, Sandy Watson (Mallock U2-Nelson Mk21), 11m 41.38s, 103.94mph; 2, Chris Hodgetts (Mallock-Chamberlain Ford Mk23), 11m 42.99s; 3, Dave Orbell (Mallock U2-Orbell Mk16), 11m 43.37s; 4, Paul Gibson (Mallock U2-Nelson Mk23), 11m 58.10s; 5, Callum MacGregor (Mallock U2-Ford Mk18), 12m 01.65s; 6, Malcolm Greening (Roughcutter-Orbell BF79), 12m 03.30s. **Fastest lap:** Chris Greville-Smith (Phantom-Ryder P81), 44.92s, 108.19mph.

Wendy Wools 1000 Plus Special Saloon Championship Race (20 laps) — overall & 1301-3500cc: 1, Derek Walker (2.0 Skoda Coupé LB14), 15m 52.68s, 102.03mph; 2, Tony Dickinson (2.0 Skoda 130RS Hart), 16m 06.06s; 3, Jim Price (3.0 DFVW), 16m 07.20s; 4, Tony Sugden (2.0 Skoda Coupé), 16m 10.90s. **Fastest lap:** Dickinson, 46.37s, 104.81mph **(record). 1001-1300cc:** 1, Peter Baldwin (1.3 Mini), 92.42mph; 2, John Wood (1.3 Ford Escort); 3, Michael McErlain (1.3 Skoda 130RS). **Fastest lap:** David Smith (1.3 Sunbeam Stiletto), 51.06s, 95.18mph.

Monroe Production Saloon Championship Race (15 laps) — overall: 1, Gerry Marshall (3.0 Ford Capri), 14m 49.00s, 82.00mph; 2, Graham Scarborough (3.0 Ford Capri), 14m 49.69s; 3, Martin Carroll (2.8 Opel Commodore GS E), 14m 54.13s; 4, Nick Baughn (1.6 VW Scirocco), 14m 54.17s. **2301-3000cc:** 1, Marshall; 2, Scarborough; 3, Carroll. **Fastest lap:** Marshall, 58.44s, 83.16mph. **1601-2300cc:** 1, Roger Payne (2.0 Triumph Dolomite Sprint), 80.54mph; 2, Robin Brundle (2.0 Toyota Celica); 3, Martin Williams (2.0 Toyota Celica). **Fastest lap:** Payne, 58.97s, 82.41mph. **1301-1600cc:** 1, Baughn, 81.53mph; 2, Tony Lanfranchi (1.6 VW Scirocco); 3, Andrew Thorpe (1.5 Alfasud ti). **Fastest lap:** Baughn, 58.56s, 82.99mph. **Up to 1300cc:** 1, Bob Murray (1.3 Alfasud ti), 76.32mph; 2, Bob Buttery (Alfasud ti); 3, Justin Bird (Alfasud ti). **Fastest lap:** Murray, 1m 02.33s, 77.97mph.

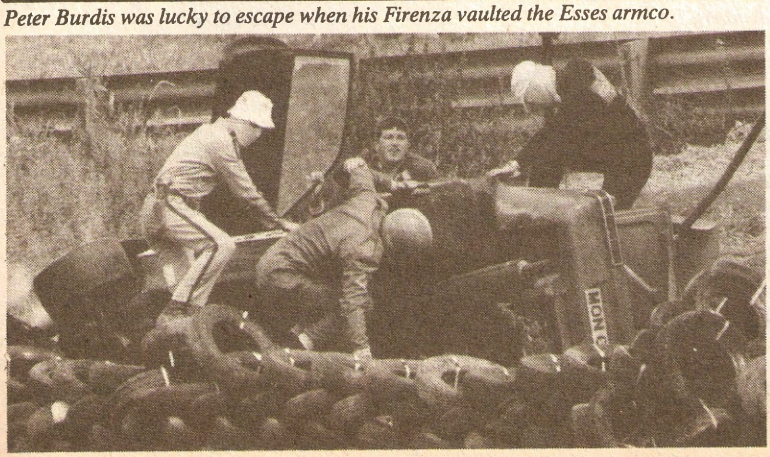
Esso Ford 1600 Championship Race (15 laps): 1, David Wheeler (Royale-Auriga RP29), 12m 50.06s, 94.67mph; 2, Keith Watson (Royale-Nelson RP26), 12m 50.68s; 3, John Village (Royale-Nelson RP29), 12m 51.05s; 4, Gianfranco Cane (PRS-Scholar 81F), 12m 56.71s; 5, Don Hardman (Royale-Nelson RP26), 12m 59.15s; 6, Mike Taylor (Van Diemen RF80), 12m 59.88s. **Fastest lap:** John Pratt (Van Diemen-Scholar RF81), 50.45s, 96.33mph.

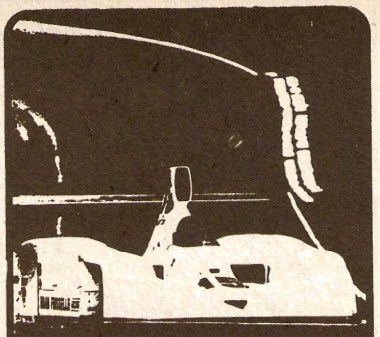
British Formula Atlantic Championship Race (40 laps): 1, Ray Mallock (Ralt-Swindon RT4), 28m 49.75s, 111.39mph; 2, Alo Lawler (Ralt-Alan Smith RT4), 29m 10.88s; 3, Ian Flux (Ehrlich-Ehrlich BDA RP5), 29m 12.46s; 4, Desiré Wilson (Argo-Smith Ford JM9), 29m 20.81s; 5, Phil Dowsett (March-Nicholson McLaren 81), 29m 20.81s; 6, Richard Hawkins (Ralt-Nicholson McLaren RT1), 29m 33.53s. **Fastest lap:** Mallock, 42.43s, 114.54mph.

Wendy Wools 1000 Special Saloon Championship Race (15 laps) — overall & 851-1000cc: 1, Brian Cutting (998 Maguire Stiletto), 12m 55.57s, 94.00mph; 2, David Enderby (998 Singer Chamois Coupé), 12m 56.40s; 3, Patrick Mannion (998 Sunbeam Stiletto), 13m 06.06s; 4, Michael Luck (998 Imp), 13m 24.39s. **Fastest lap:** Cutting, 50.03s, 97.14mph. **Up to 850cc:** 1, Bill Richards (843 Mini), 84.32mph; 2, Steve Holland (850 Imp); 3, John Flack (849 Mini/Imp). **Fastest lap:** Richards, 53.76s, 90.40mph.

Volkspares Super Vee Championship Race (10 laps): 1, Bill Burley (Lola-VW Brabham T328), 7m 48.60s, 103.71mph; 2, Jon Dumfries (Crosslé-Dart 32F), 9 laps; 3, Simon Frostick (PRS-CES RHO1), 9 laps; 4, Richard Dawson (Pacer-Titan FF80), 9 laps; 5, Martin Cooper (Royale-CES RP21), 9 laps; 6, Arthur Chantler (Image-Auriga 681), 8 laps. **Fastest lap:** Burley, 45.48s, 106.86mph **(record).**

Peter Burdis was lucky to escape when his Firenza vaulted the Esses armco.





International Races

WATKINS GLEN FSV

Almost Al

At first, it looked as though Al Unser Jr would win his first ever race on a road circuit. The 19-year-old put his Ralt TR5 on the pole at Watkins Glen for Saturday's 18-lap race, and took the lead on the first lap.

By the first corner, one of his leading rivals was already out. John Paul Jr's RT5, having momentarily snatched the lead, expired after 100yds with electrical problems.

Al's boy came by after one lap, tailed by Pete Halsmer and Chip Ganaffi, both of them in RT5s. On lap 5, Halsmer went by, and soon Ganaffi was also by Unser, who was clearly in trouble with a misfiring engine. Soon Dave McMillan's Auto Research also went past for third place.

Halsmer pulled out a comfortable 4secs lead over Ganaffi, who retired on lap 12 when a wire came off in his ignition system. Thereafter Halsmer was completely untroubled, and took the flag to win by 26secs from McMillan, with Al Jr fighting on for third place. Fourth was Greg Atwell (RT5), followed by Mike Rosen (RT5) and Arie Luyendijk (March 81).

Unser leads the Robert Bosch Gold Cup Championship with 38 points, followed by Halsmer (25), McMillan (21), Paul (19), Bob Earl (17) and Luyendijk (15).

MONZA LOTTERIA (I)

Bianchi's classic

While the European F3 contingent were driving themselves dizzy at Croix-en-Ternois, Eddy Bianchi was off winning the most important race on the calendar after the Monaco classic — the Monza Lotteria. This win, in the usual Monza deluge, takes Bianchi to the top of the Italian F3 championship with his Pioneer Stereo-backed Martini-Alfa MK34.

Enzo Coloni, renowned for his Monza prowess, wheeled out his new March-Alfa 813 for practice, did a few laps and then jumped into his regular Ralt-Toyota RT3 and took pole position by a clear 0.5sec. Indeed, it was Coloni who won the first heat, just, as former F2 driver Lamberto Leoni was glued to his gearbox, closely followed by Paolo Giangrossi, Roberto Farnetti and Paolo Barilla who was recovering from an 'off' on the warm up lap! Monza playboy Fernando Cazzaniga, making one of his all too rare races, stormed into the lead of the rain soaked second heat to win comfortably by 8secs from Roberto Ravaglia, Bianchi and Guido Cappellotto.

So, for the fourth straight race at Monza, Coloni sat on pole position with his immaculate Gulf Rondini Ralt, but Cazzaniga was missing from the front row as he was stranded around the back of the track with a flat battery.

At the start Coloni shot into the lead, masking Bianchi, Leoni, Ravaglia, Giangrossi, Cappellotto and Barilla in huge rooster tails of spray, while at the first chicane Anna Cambiaghi took a free piggyback ride from Vinicio Salmi's Fiat-engined Martini through the entire chicane!

Coloni's dominant run came to an end on lap 6 with a broken uniball and handed the lead to Bianchi at Lesmo with Ravaglia's Dallara getting the better of Leoni's older car to take second place. Barilla, after a tardy start, moved through the field to claim third.

Monza Lotteria (I)
Jun 28
Italian F3 Championship, round 9
17 laps

1, Eddy Bianchi (Martini-Alfa Romeo MK34), 37m 48.83s, 97.213mph;
2, Roberto Ravaglia (Dallara-Toyota D381), 37m 56.67s;
3, Paolo Barilla (Martini-Alfa Romeo MK34), 38m 10.50s;
4, Lamberto Leoni (Emiliani Dallara-Toyota WD380), 38m 16.87s;
5, Roberto Campominosi (Dallara-Toyota D381), 38m 20.81s;
6, Guido Cappellotto (Ralt-Toyota RT3), 38m 26.75s; etc

Fastest lap: Fernando Cazzaniga (March-Toyota 813), 2m 07.10s, 102.078mph.

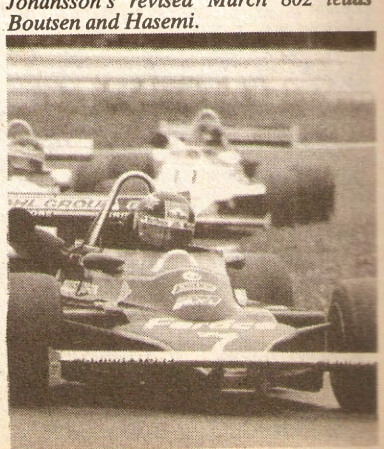
SUZUKA (J)

Tyre tears

Four Europeans took off for Suzuka for round 3 of the All Japan Formula 2 championship on July 5 . . . but came away empty handed. The story of Suzuka was one of domination by the local 'Suzuka Specialists' — and more important, of the first win by a radial Bridgestone tyre.

Shoji Yoshida, chief engineer of Bridgestone's Race Tyre division was in tears as Kazuyoshi Hoshino rounded the last corner in his black and white Toleman TG280 well in the lead. The story goes that Hoshino also had difficulty seeing the chequered flag . . . he was crying, too! ▶

Johansson's revised March 802 leads Boutsen and Hasemi.



SUZUKA continued

ENTRY & PRACTICE

As is usual, a number of European pilots made the trip to the Orient to match their skills against the local talent. This time, it had been hoped that the Fabi brothers, Teo and Corrado, would head the list but Teo was busy with CanAm and Corrado had tyre contract troubles — had he made the event Bridgestone, Dunlop and Yokohama would have been joined by Pirelli as the tyre wars hit Japan. Instead, Europe was represented by Stefan Johansson in the Walter Wolf March making his second visit to the track; Roberto Guerrero, who was invited by Speed Box Racing to run another March BMW 802, and Thierry Boutsen in a March 812. The fourth man was Mike Thackwell, who was down to drive — what else — a works Honda V6, but in a March chassis.

The first practice took place in the wet, with Boutsen claiming the fastest spot on only his second visit to the track . . . and his first in the wet. On Suzuka's long and twisty circuit, a commendable effort. His time of 2m 09.60s was 0.34sec faster than the customary pole sitter, Hoshino's Toleman.

Third quickest in the first session came as something of a shock for it was veteran Motoharu Kurosawa, who is making a comeback after a three-year lay off. The Golden Trophy was only his second experience of the modern generation of ground effect cars, and yet he was right in the groove.

For the second outing it was dry and, immediately, Hoshino used his local knowledge to set the pace, his pole winning time of 1m 54.70s comfortably ahead of Keiji Matsumoto's March 812. Behind them came Stefan Johansson, Masahiro Hasemi, Kenji Takahashi with Thackwell in sixth place on the grid. Mike seemed pleased with his first acquaintance with the March-Honda, saying that the March felt better in fast corners than his more usual Ralt, but diplomatically refused to be drawn as to which chassis was the better home for the engine. Boutsen followed Mike in seventh place, while poor old Guerrero had a wretched time, crashing in the second session, and in the wet race day warm-up session. He had no car left for the race.

RACE

Following Guerrero's off, just 13 cars lined up for the race itself and immediately further problems arose. As the drivers went out for the warm up laps, weather was still changeable.

Even on the grid, team managers could not make up their minds about tyres. It was not actually raining but the track was soaking . . . wet or dry! It was a crucial decision.

In the end, all the cars on the grid opted for slicks and, at 2pm exactly, the lights flicked from red to green. Poleman Hoshino made a superb start from Matsumoto, Boutsen, Hasemi, Thackwell and the rest. And at the end of that first lap Hoshino came back to the main straight with a huge 7secs lead over Matsumoto. Behind Matsumoto came Johansson Boutsen, Hasemi, Thackwell, Nakajima also in a March-Honda, Fujita, Takahashi and the rest. Super starts from lowly grid positions marked Boutsen's and Nakajima's moves up field.

Alas Mike Thackwell's progress was not to last long. A spin and still on lap 11, followed by push start, saw him back in the race but with a lap penalty . . . at least he could still enjoy a race. Boutsen's progress was also hampered by problems . . . in his case gear selection dramas. He lost third at first but slowly he lost fourth and fifth gears, too, eventually having to be content with a finish in sixth place. At the front, Hoshino simply romped away being able to keep a steady 5secs cushion between himself and Dunlop-shod Matsumoto in second. Bridgestone-shod Nakajima and Johansson came next, ahead of Naohiro Fujita and Boutsen. Fifth place had been the property of Kurosawa, who had been giving Stefan a good run for his money. Alas, an accident on the very last lap robbed him of glory.

ZANDVOORT (NL)
Jun 28
EFDA Sports 2000 Euroseries
20 laps

1, Hans Edvinsson (Lola T590), 29m 27.6s, 129.898kmph;
2, Ros de Giaxa de Salvi (Lola T590); 29m 33.37s;
3, Stanley Dickens (Lola T590); 29m 48.20s;
4, Jim Vermeulen (Lola T590), 29m 53.30s;
5, Richard Eyre (Tiga SC81), 30m 30.70s;
6, Thorkild Thyrring (Tiga SC81), 30m 30.90s.
Fastest lap: Edvinsson, 1m 57.1s, 130.71kmh

Golden Lion Formula Ford 2000
20 laps

1, Huub Vermeulen (Lola T580), 28m 54.3s, 132.399kmh;
2, Rob Tennant (Royale RP30), 28m 54.5;
3, Basil Mann (Delta T81), 29m 10.2s;
4, Bo Martinsson (Royale RP30), 29m 10.5s;
5, Maarten Henneman (Delta T80), 29m 10.7s;
6, Rob Leeuwenburgh (Crosslé 33F), 29m 13.1s.
Fastest lap: Tennant, 1m 54.2s, 134.039kmh.

FALKENBERG

Northdown one-two

The David Piper/Mike Knight-promoted Super Sports series moved to Sweden on Sunday to top the bill at the annual Falkenberg races, with a spectacular, hard fought race.

Piper's own magnificent P4 Ferrari headed the entry list and proved fastest in practice, getting nearly 1sec under the existing Historic lap record on this sinuous circuit. Behind Piper in practice came the Northdown Racing CanAm McLarens of John Brindley and Richard Knight, split by leading local light Gustav Widenborg in a 2-litre FVC-engined Lola T212, ideally suited to Falkenberg's tight corners and short straight.

But the race itself provided a one-two victory for the Northdown McLarens. Knight, in the M1C normally driven by Nick Mason, made a demon start from the second row to take the lead, heading the front row cars of Brindley and Piper, the sheer torque of Brindley's Chevrolet-powered M8C taking him ahead of Piper into the first corner.

Two laps later, Brindley slipped by his team-mate in a hectic bit of late braking through the back stretch curves to take a tenuous lead. Knight tried every trick in a book of considerable experience to get by, but had to settle for second at the finish. Throughout the race, he was himself under constant pressure from Piper. The sight and sound of the thundering McLarens and the howling P4 Ferrari brought the crowd to its feet on every lap, and a scant 2.3secs covered the battling trio at the finish. Under pressure from Knight, John Brindley reduced the lap record by 1.5sec.

Behind the flying front runners, first Swedish driver home was Widenborg, taking fourth in his fleet little Lola. Another local, Jan-Olov Bergqvist, finished fifth in a much modified (re-bodied, BDA-engined) Lotus 23.

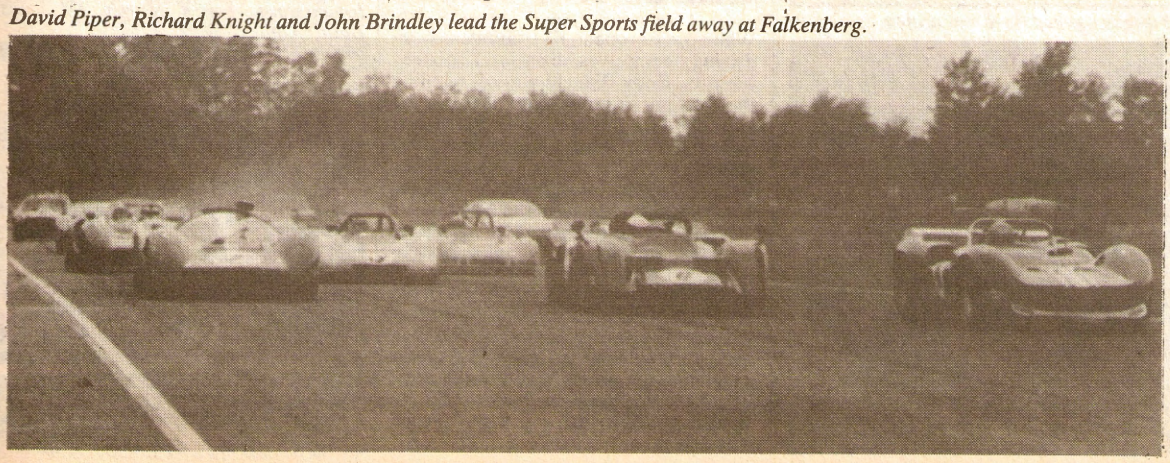
The next three places went to the rest of the dominating British contingent, Nigel Hulme's bellowing Lola T70 heading home the third Northdown entry, the superb Rosso-restored Ferrari 512S of that prolific club and long-distance driver Nick Mason, having only his third outing in the car.

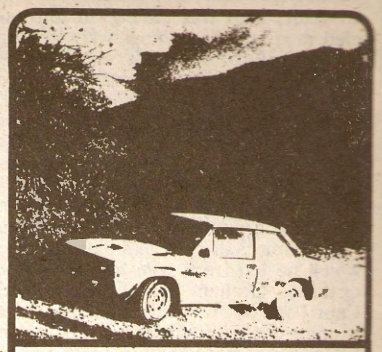
The older Ferrari 330P of Mike Ostroumoff, troubled with gear selection problems, took eighth, heading home the enterprisingly driven competition Ferrari Daytona of Ulf Boman (remember him in F3 a few years ago?) who organised the event.

FALKENBERG (S)
Jul 12
Super Sports race
15 laps

1, John Brindley (5.0 McLaren-Chevrolet M8C), 11m 18.293s, 98.194mph; 2, Richard Knight (5.0 McLaren-Chevrolet M1C), 11m 19.866s; 3, David Piper (4.0 Ferrari P4), 11m 20.645s; 4, L. G. Widenborg (2.0 Lola T212), 11m 21.144s; 5, J. O. Bergqvist (1.6 Lotus 23) 11m 36.764s; 6, Nigel Hulme (5.0 Lola-Chevrolet T70 Mk III), 11m 39.410s; 7, Nick Mason (5.0 Ferrari 512S) 12m 2.001s; 8, Mike Ostroumoff (4.0 Ferrari 330P), no time given; 9, Ulf Boman (4.4 Ferrari Daytona), no time given.
Fastest lap: Brindley 43.683s **(new Historic record).**

David Piper, Richard Knight and John Brindley lead the Super Sports field away at Falkenberg.





International Rallies

CASTROL/RADIO 5

The King reigns

The foreigners came, but still Sarel van der Merwe reigns supreme. The Castrol/Radio 5 International, the biggest rally in South Africa since the old Total rallies, attracted seven drivers from Europe. The rally counted for the new FISA Pan-Africa championship, which German Jochi Kleint now leads, after finishing fifth on the Safari and third on the Castrol/Radio 5. The event started at Johannesburg, but nearly all the competitive sections were held in Swaziland, where public road, sugar plantation and forest stages formed the basis of a remarkably tough event. Second was Tony Pond, who arrived back at the Mbabane finish 4½mins behind van der Merwe, defeated first by a series of wrong turnings on stages and finally by two off-road excursions.

Van der Merwe is currently on top form, and teams such as Datsun and Toyota were anxious to sign up foreign drivers with the express intention that van der Merwe should be beaten. Toyota nearly pulled the *coup* of the year by signing Rohrl: indeed Rohrl had told them he need only inform his family before he could confirm his intention to compete. At a late date things went wrong and he elected not to compete, and Toyota were very lucky to find that Per Eklund was able to come in his place. Already, they had fellow Swede Leif Asterhag and reliable South African Jan Hettema to drive their unique 2.2-litre 16-valve Corolla Sprinters, in addition to considerable numbers of private or semi-official drivers. And Datsun's star driver is Tony Pond, a great asset to their efforts. The most important significance in the entry list, however, was the inclusion of two works Opel Ascona 400s for Jochi Kleint and Jimmy McRae.

Exactly fifty cars started the rally — including some off-road cars which ran at the rear of the field. Some Group 5 cars were admitted, but their result would not count towards Pan-American points, which was one reason why the two Ford entries of van der Merwe and Geoff Mortimer were converted back to G4 with normal 2-litre engines and steel bodies.

Asterhag's rally was spoiled before the first stage was reached. He incurred a 30secs penalty for entering the first stage, which started *inside* the starting arena, less than 2mins after leaving the start. He equalled Eklund for fastest time, over a course which wound around the Milner Park showground in Johannesburg. Kleint and Asterhag were equal quickest on the second, and Kleint was 5secs



A steady drive by Citroen factory driver Patrick Lapie gave him victory in the Rothmans Mille Pistes Rally at the weekend. Favourite Michele Mouton retired with oil pressure problems.

quicker on the third. But on the fourth stage Kleint had pulled away from Eklund on overall times. The first day was spent covering publicity stages around the Pretoria-Johannesburg area, before a run eastwards to Ermelo. Terje Sveinsoll, driving Arne Garvik's ex-works Saab 99 Turbo, retired with driveshaft failure while Pond lost more time with a deranged front suspension. Eklund was delayed — though without time penalty — through having a gearbox seal replaced while Asterhag's rally continued badly when a broken radiator hose caused the water to disappear. Then he bagan to suffer fanbelt troubles as well. At Ermelo, Kleint was leading van der Merwe by 28secs, while following were Eklund, McRae and Asterhag. From this point onwards the night fell and the cars headed into Swaziland.

Immediately after the restart Pond's teammate Eric Sanders's Datsun retired with flywheel trouble, while Pond was gradually catching up lost time. Kleint's anxiety to keep in the lead on the road persuaded him to keep running as early as possible, while van der Merwe waited for clearer conditions at dawn. This helped him catch Kleint up on overall times, but immediately afterwards the Ford driver was slowed by suspension damage — and then the Opel driver lost his gear lever.

At the breakfast halt in the sugar plantation region in the north-east of Swaziland, Kleint still held on in front, 33secs ahead of van der Merwe, while Pond was now third, 4mins behind — just in front of McRae and Mortimer. Fast stages followed, which helped van der Merwe increase his lead over Pond, but Kleint's Opel was still uncatchable. Eklund was out, with an engine showing symptoms of piston failure and Asterhag retired at the same point. He had just previously overturned his Corolla at a flying finish line — now the head gasket failed as a legacy of the fan belt trouble.

Van der Merwe was complaining that he was suffering clutch trouble, had body trouble after a bad landing, had himself taken wrong turnings, had lost his service crews and had to drive 10km with a broken front wheel. All the time he was anxiously studying Kleint's times, wondering how and when he would be able to challenge the German. At halfway, when cars reached the Lugogo holiday complex near the capital of Swaziland, Mbabane, Kleint was still there 79secs ahead. This time van der Merwe complained about cows on a stage, which forced him to spin off and lose 1min. Jimmy McRae had also gone off the road, toppling his Ascona on to its roof, but was able to continue though 4mins later, dropping him to fifth place behind Pond and Mortimer.

Monday was a beautiful day. The rally was to head north and then westwards, before a teatime rest halt at Piggs Peak. Then, as evening came, the rally would head southwards to the incredible Usutu forest complex. In this region the roads are fast and sweeping, just the recipe for Pond, who rubbed his hands together and longed for the roads which had some more corners in them. Disappointments were soon to follow. Jochi Kleint, enjoying the dust-free conditions in front, suffered the hardship that running up front can bring. A vicious left hander saw the Opel off the road for 9mins losing the lead and severely damaging the front suspension. Not only that, but Kleint also had to drive without brakes. This was van der Merwe's big chance. All he now had to do was stay ahead of the hard-charging Pond. And then Opel suffered another blow. McRae's Ascona retired with a broken engine, the second head gasket failure in two events for Eurohandler. And as if their luck was bad enough, Toyota's was even worse. Hettema had his wheel studs shear, and the remaining 2.2-litre super-Corolla was out of the event.

Mortimer's rally began to get a little ragged by this time. His exhaust fractured, then he went off the road when he grounded on a rock in mid-track, and Pond's challenge only continued so long. First he went wide and down into a dry river bed: happily he got going without much lost time, but then he went off the road by just two feet and was stuck on a pile of logs. This cost 4mins which with the earlier navigational delays was to prove too much for the gallant Datsun driver. Mortimer then lost a lot of time, first going off the road and finally with throttle trouble.

The Kreepy Krauly team won the rally in fine style. Sarel, the King, had proved himself to be master of his own territory — and of Swaziland — against the toughest competition seen in many years.

MARTIN HOLMES

Castrol/Radio 5 International Rally
Jul 4-7
Pan African championship, round 3

1, Sarel van der Merwe/Franz Boshoff (Ford Escort RS), 9h 54m 23s;
2, Tony Pond/Richard Leeke (Datsun Stanza), 9h 58m 50s;
3, Jochi Kleint/Gunter Wanger (Opel Ascona 400), 10h 08m 57s;
4, Geoff Mortimer/Brian Woodhead (Ford Escort RS), 10h 44m 04s;
5, Hannes Grobler/Mike Gillam (Datsun Stanza), 10h 51m 55s;
6, Kassie Coetzee/Wilie Harrington (Toyota Corolla), 10h 56m 03s;
7, Dick Klaver/Frank Lindermann (Toyota Corolla), 11h 12m 58s; 8, Peter Baragwanath/Tom Trollip (Datsun 160Y), 11h 32m 31s; 9, Mac Mackenzie/Max Oerder (Datsun Stanza), 11h 52m 49s; 10, Albert Pfuhl/Peter Lippmann (Mercedes Benz 500SLC), 12h 01m 13s.



National Rallies

ATS STAGES

Churchill in the beeches

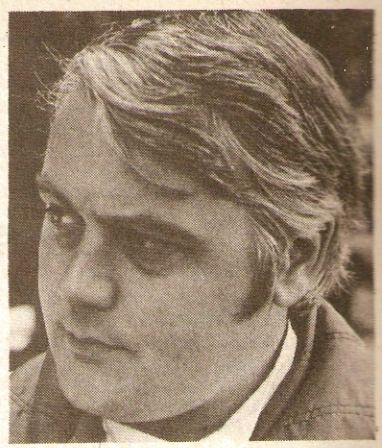
Jeff Churchill (Escort), won the ATS (Eppynt) Stages in some style on Saturday, registering best time on every stage and winning by a convincing 1min 41secs from Ian Tilke (Escort).

The popular event, organised by Carmarthen & Eppynt MCs, was based at the Abernant Lake Hotel and started at 11.00am, providing competitors in the ShellSport Welsh Championship with nine stages in the halfway, Crychan, Clynsaer and Esgair Daffyd forests.

In the absence of last year's winners, Jeff Churchill/Roger Evans led the field away in the Shell Super Oil/J. C. Motorsport Escort, followed by championship leaders, Derek and Terry Evans (Vincent Greenhous/Castrol Chevette), Martin Watson/Alan Howells (Sunbeam), Clew Hughes/Roy Wilcox (Moto Guzzi Escort) and Ian Tilke/Stuart Dytham (Silkolene Escort). There was also a rare appearance of the 'Morecambe and Wise' of rallying, Rob James and Kenny Rees in their Sunbeam, looking forward to challenging the similar cars of Mike and Steve Arnold.

The first stage in Halfway, which started at the cattle grid and ran out at the top of the forest, saw Churchill fastest by 2secs from Derek Evans and Clew Hughes, the last showing good form. Two stages were offered next in Crychan, using a common start and a split junction, the first being 4½miles and the second, using the whole forest run, across to Tirabad where service was taken. The split caused a few dramas, with Tilke spinning, Evans almost overshooting and the retirement of Alan Edwardes/Norman Creed with ignition troubles.

In a very nasty accident, Paul Stoker/Steven Carey rolled heavily into a pile of logs at the junction, both being hospitalised, fortunately to be released later in the day. This was to delay slightly the return to the forest later in the day but, again, proved the value and efficiency of the emergency systems available from Roger Chedzgoy and Mike Summerfield.



Churchill — convincing win.

After a short service, Churchill led by 12secs from Evans, who in turn led Clew Hughes by 10secs. The 1600cc class was the usual Geoff Kidney/Alan McCann. (Zenith Motorsport Avenger) benefit, as Tim Duffy/Will Lewis (Davrian) had punctured.

After a visit to the undulating Clynsaer, Esgair Daffyd was approached for two stages, one over the Rallysprint course and the second using the very fast Fwng loop. Beginning to show at this point was ex-circuit man, Graham Hollis, partnered by Euros Jones in a G1 Escort. He was only 5secs slower than Churchill's G4 machine, despite driving with a severely inflamed eye, which had been treated by a doctor that morning.

Lunch was taken at a two-hour service halt in an amenable farmer's yard, where Jim Fullwood almost brought the proceedings to a halt when he put his service van off the track completely, blocking the access road.

Leading positions: 1, Churchill, 29m 48s; 2, Evans, 30m 15s; 3, Hughes, 30m 33s; 4, Gough, 31m 06s; 5, Tilke, 31m 12s.

The afternoon saw a reverse run of the Clynsaer stage, where the leading positions were unchanged and the prospect of a 12-mile stage in Crychan, where a determined challenge from Evans came to naught, when he punctured about 3 miles in, the consequent loss of time dropping them to seventh. Also in trouble was Hughes, who had total ignition failure in the Escort due to a faulty battery lead, taking 2mins to trace.

Thus, it was a delighted Ian Tilke who found himself second but unable to do anything about a flying Churchill. ▶



Phil and Pauline Taylor took the TSB Stages organised by the Sporting Car Club of Norfolk in their Escort.

ATS STAGES continued

A run through Halfway saw Kidney spin luridly on Tony Pond's corner, losing time enough to drop him two places, but he still comfortably leads the 1600 Championship. The 1300cc class was again dominated by Ray Horton/Paul Watkins (Millington Race Engines Escort BDA).

ROGER EVANS

ATS (EPPYNT) STAGES
Jul 11
ShellSport Welsh Stage Championship, round 5

1, Jeff Churchill/Roger Evans (Escort), 50m 07s; 2, Ian Tilke/Stuart Dytham (Escort), 51m 48s; 3, Richard Gough/John Grehan (Escort), 51m 54s; 4, Graham Hollis/Euros Jones (Escort), 52m 48s; etc.

Class winners: Geoff Kidney/Alan McCann (Avenger), 53m 00s; Ray Horton/Paul Watkins (Escort), 53m 41s.

BALDOON STAGES

Lyle in style

With the cancellation of the Coltness Stages Rally, last weekend's Baldoon Stages Rally became round 3 of the West of Scotland Championship. Using a private airfield near Wigton, Machars CC had somehow managed to extract a 6-mile special stage, utilising the airfield's perimeter roads and airstrips for their single venue event. The maximum 70-car entry was then treated to four stages, using basically the same layout each time.

Early morning rain showers meant that the first two stages were treacherously slippy but, as competition progressed, it became much drier, although the lesser powered cars still had the edge over their more powerful rivals.

Only four drivers broke the 8mins barrier on their first run, Bruce Lyle in the Merson Signs Opel Kadett setting a time of 7mins 45secs, just 4secs quicker than David Fulton in the 1.6-litre SMS Talbot Sunbeam. Mickey Rankin's Ford Escort was third, just ahead of event sponsor Jimmy Fleming, in the Fleming Car Sales Toyota Starlet. These were then the men to watch, especially after George Gass had engine trouble with the Grange Motors Kadett, Drew Murray clouted the steering with his Clydesdale Retreads Chevette and Ron Russel punctured in the Troon Motors Sunbeam.

As far as the top four were concerned, the only fly in the ointment was the car running last in the entry list, a late entry having been received from Alistair McSkimming in his Ford Escort. After a scorching time on the third test, McSkimming moved up to fifth, threatening the top four but, on the last stage, lost two gears, allowing the order to remain Lyle, Fulton, Rankin and Fleming, who really had the crowds cheering when he set a superb 7mins 1sec final stage time.

JOHN FIFE

BALDOON STAGES RALLY
Jul 11
West of Scotland Stage Rally Championship, round 3

1, Bruce Lyle/Ian Rowstron (Opel Kadett), 30m 34s; 2, David Fulton/Roy Herron (Talbot Sunbeam), 30m 51s; 3, Mickey Rankin/George Black (Ford Escort), 30m 57s; 4, Jimmy Fleming/Robin Cunningham (Toyota Starlet), 30m 59s; 5, Alistair McSkimming/David Beattie (Ford Escort), 31m 09s; etc.



Off-Track

VALENCE HILLCLIMB

Willoughby at the front

Once again the roar of racing engines reverberated through the quiet Kent countryside at Valence School near Westerham, thanks to the kind permission of the Headmaster and Kent County Council. In the Year of the Disabled, it was even more fitting that Sevenoaks & Dist MC were able to hold their annual hillclimb, backed by SIPD Paints, at Valence, and to make a donation to the hundred or so resident disabled children.

The timed runs began with the small saloons, victory going to Mervyn Brake in his Imp after Chris Judge's Cooper S had led the first runs. Anthony Gomis set the pace with a spirited first run in his Renault R8 Gordini, only to let his enthusiasm get the better of him on his second run, allowing Nigel Humphries (BL Mini) take the honours.

Tony Maslen (Escort) set the only new class record this year on his way to the over 1300cc Saloon car class, being closely pressed by Michael Quaife's Chevette, though this class had two extremes of entry; a Ford Fairmont Station Wagon of Mike Knapman which, incredibly, was able to negotiate the top hairpin without a three point turn, and the Renault 5 Turbo of Rod Chapman, whose runs were restrained by the fact that the car was for sale. Possibly the unluckiest competitor was Eric Reuter in his Avenger Tiger, as he lost control under braking for the top hairpin and sideswiped a pile of tractor tyres causing considerable damage to both nearside doors and body.

Former rallycross driver Brian Kippax (Davrian) took the class honours, though he was closely followed by Ken Banks in his Clan Crusader and Barry Callen (Arkley). The larger sports car class included the bravest competitor in the form of third-placed Tony Johnstone (Triumph TR8), the car not always agreeing with the direction of travel chosen for it by its pilot. Graham Watts (Lotus 7) was unlucky that John Istead was able to fix the clutch in his class-winning Datsun 240Z after a disastrous practice. Once again Paul Sage must be congratulated for his entertaining runs in his immaculate Renault Alpine A310, a worthy replacement for the tatty device he used to drive.

David Price took his class in his Gryphon clubmans racer, and Ernie Farncombe's beautiful Tiga took his class. The three racing car classes were taken by Jerry Sturman (Harrison KH4), David Gould (Gould Terrapin) and 1979 BTD man Roger Willoughby (March Buick), though 1980 winner John Hart did not relinquish his title without a fight. As his own car was on the garage floor in kit form, he borrowed his son's hillclimb Ray FF2000, and he might even have retained the title but for gliding into the straw bales at the first hairpin.

Once again it was a very entertaining day's sport for the large crowd of tennis-weary spectators.

JEFF BLOXHAM



Currently leading both the BTRDA and RAC National Autotest Championship is Ken Irwin from Northern Ireland, pictured setting BTD at Robin Hood MC's Chad '81 Autotest on July 5.

VALENCE HILLCLIMB
Jul 4

BTD: Roger Willoughby (3.5 March Buick), 28.50.

Class Winners: Mervyn Brake (Hillman Imp), 33.04; Nigel Humphries (BL Mini), 33.68; Tony Maslen (Ford Escort RS), 31.07 **(record)**; Brian Kippax (Davrian Mk5), 32.32; John Istead (Datsun 240Z), 32.80; David Price (Gryphon C4A), 35.10; Ernie Farncombe (Tiga SC77), 29.55; Jerry Sturman (Harrison KH4), 30.93; David Gould (Gould Terrapin 80/3), 30.04; Roger Willoughby (March Buick), 28.50.

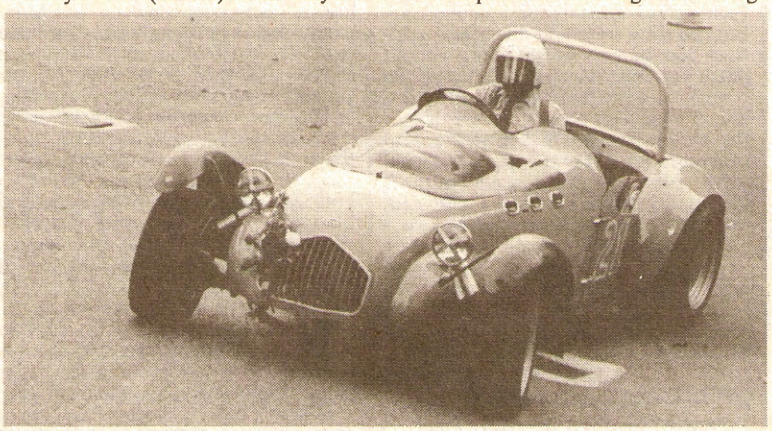
BLACKPOOL SPRINT

Smith's crisp run

A record breaking day was the outcome of the Longton and District MC's annual Blackpool National Sprint, for every single class record at this fast course was broken by the end of the day. The event was a qualifying round of the Dutton-Forshaw/Longton Sprint and Hillclimb Championship and the RAC British Sprint and Sprint Leaders Championships, and so attracted more than 80 drivers.

Star of the day was Terry Smith in the awe inspiring March-Repco 761, which in the Top 10 Run Off demolished the outright course record, stopping the clocks in 18.52s and flashing across the line at 155mph to take a well earned BTD. Second in the run off was Ray Rowan (March 78B) on 19.96s, third Richard Ames (March 752) on 19.97s, fourth Alan Payne (March 761) on 20.14s and fifth Ken Ayers (March 79S) on 20.54s.

MIKE HAYHURST



Action at the Valence Hill Climb. Above: James Tiller's immaculate Allard J2. Below: The only man to set a new class record, Tony Maslen and his G4 Ford Escort RS.



HILLCLIMB

Sharing the spoils

James Thomson, driving the 2.5-litre Guyson International Pilbeam MP40K with his usual blend of flair and enthusiasm, won the Newton Oils Trophy for BTD at Shelsley Walsh on July 5 with a fine 26.88s climb. Alister Douglas-Osborn looked determined to break Martyn Griffiths's hill record of 26.60, but finished second to Thomson, the 3.6-litre Pilbeam MP47 recording identical times of 26.95 on both class runs. Rain affected the Top Ten runs for the *Birmingham Post* Challenge at the end of the meeting and, on a very damp track, Douglas-Osborn reversed the class results on Thomson, with a highly delight-

ed Martin Bolsover bringing his 1600cc Pilbeam MP51 into third spot.

Despite a fine drizzle which turned to rain for the final runs, the MAC once again provided a large crowd of spectators with an enjoyable afternoon's motor sport, ably assisted by sponsors Newton Oils and Forward Lubricants.

Once again the 1300cc Special Saloon Class saw a very gentlemanly battle between Charles Barter in the 1.2-litre Golden Springs Watercress Stiletto and John Meredith with the similarly engined Marshall and Fraser Maguire Imp. With Barter on the top of his form and Meredith having minor problems with his recently re-built car, the 1980 Midland Champion's 32.34 gave him a full 2 secs advantage, with Tony Tewson (1.1 Imp) third.

Nic Mann again showed the opposition a clean pair of heels in the unlimited capacity Special Saloon Class, powering the Turbo-charged 3.5-litre Morris Minor up in 32.47, second spot going to Ron Hand's 2-litre Stiletto with a nicely judged 33.04. David Watson proved to be consistently fastest in the 1300cc GT and Modified Sports Car class, the Davrian MkVI recording 34.41 to Ian Sargent's 35.76 in the Clan Crusader. The unlimited capacity GT class gave victory to a trio of extremely potent Porsches, Roland Jones again claiming victory for his 3-litre Carerra, this time with a record-breaking and inspired climb of 32.06, second place going to Josh 'spinner' Sadler in the mighty 3.5 litre 911 with 32.57 after his much faster looking second climb dissolved in a harmless 180 degree gyration in the lower 'S' Bend.

The hotly contested Clubmans Sports Car Class provided some excellent and very spirited driving before Alan Lloyd's 1600cc Scotch Egg Racing Mallock 18CW comfirmed its undoubted dominance at the head of the 'pack' with a fine 30.91 climb ahead of the aerodynamically more sophisticated 1700cc Mk21/23 Mallock of Ian Crammond (31.46) and Tim Reynolds's Mk11B (31.53s). With the very rapid Mallock Mk21 of Jim Robinson and Charles Wardle unfortunately sidelined after an accident in practice, Paul Bason sportingly offered the joint Midland Hill Climb Champion a drive in the Myers Special and then went on to win the 1600cc Sports Racing Car Class with his best ever climb at Shelsley of 31.45, Wardle taking second place with 31.72 to keep alive his championship hopes.

Richard Jones put in a really 'vintage Jones' climb to win the unlimited capacity sports car class, looking totally in command as the 2.2-litre Mallock hurtled up the hill in 28.22, leaving Mark Williams (Mallock U2) to hold off the 'advances' of a very determined Graham Priaulx in the splendid Tiga SC80, a mission more easily accomplished when the red Sports 2000 car spun in the Esses to give best to Williams by 28.75 to 29.30. The two main contenders for the Ladies record were also on top form, Margaret Blankstone getting the Mallock Mk20 right down to 30.02 and the current record holder Joy Rainey having a splendid day, breaking her old record twice with the 1800cc Murrain Mk3 to leave it at a superb 29.36 as well as qualifying for the Top Ten Run-off.

The 1100cc Racing Car Class again saw Alan Cox and Russ Ward locked in combat, the March 773 of Ward eventually proving dominant at 31.23 to Cox's Harrison KH4 (31.47). After the first runs in the 1600cc Racing Car Class, it looked as though history might be about to repeat itself with Andy Smith (March Austin Turbo) heading Martin Bolsover (Pilbeam MP51), but the second runs proved conclusive when Smith slipped fractionally further back from his 29.62 and Bolsover put everything together in magnificent style to claim a new class record of 28.54 — 0.4sec inside his own previous best time — and ten points to ensure a clear lead once again in the Bradburn & Wedge/Beacon Radio Midland Championship.

If practice times were anything to go by, both Douglas-Osborn and Thomson looked set to take Griffiths's hill record apart, but the weather gradually grew less promising for ultimate record-breaking and it was a splendidly thought out and well executed first run of 26.88 from Thomson in the 2.5-litre Pilbeam MP40K which was to claim the class — and as it happened the BTD Award — ahead of a remarkably consistent ADO, who blasted the 3.6-litre Pilbeam MP47 over the line at a staggering 126mph, but found some slight difficulty in getting full traction and steering grip at the bottom of the hill, recording 26.95 on both climbs. Dave Harris (2.5 Pilbeam MP50) and Roy Lane, driving Ken Ayers's ex-Lane 3 litre March 79 SF1, tied on 27.76 for in class, but the verdict finally went to Harris on aggregate when Lane pulled up on his second run having noticed a significant drop in oil pressure and wisely deciding to take no unnecessary risks.

The two classic car classes which are now so much a part of the Midland Hill Climb Championship provided 'on the road' wins for Rodney Felton's glorious Alfa Romeo 8C (37.60) and Peter Cook's 3.5 litre Ginetta G16 (34.40), while elsewhere in the classes Gillian Fortescue-Thomas excelled in Terry Grainger's HWM Alta Jaguar with a time of 38.13.

For the story of the rest of the day, it could almost be a case of rain stopped play, for a succession of sharp showers ensured that the Top Ten Runs would be taken under very difficult conditions on an exceedingly wet track. The run-off was opened by Joy Rainey in the Murrain making history as the first lady driver to qualify for a Top Ten place at Shelsley for something like 10 years — the previous qualifier having been Agnes Mickel with the Brabham BT35 — an unenviable task as the track conditions were a completely unknown quantity. Joy's time of 41.79 was a useful marker to Godfrey Crompton, as he splashed the March 802 up in 36.52, to be followed by Martin Bolsover who found the 1600cc of the Pilbeam MP51 rather easier to control and pushed into the lead with 35.57.

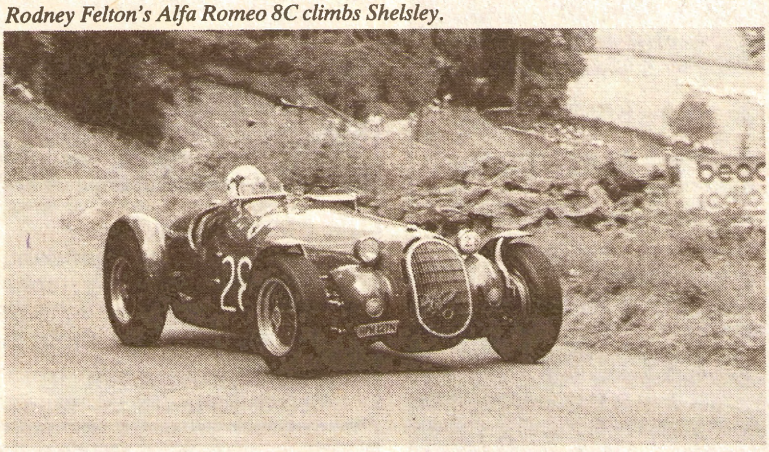
Griffiths made an excellent start and proved that this was the secret to making 'good' times by taking the Pilbeam MP46 up in 34.65, a time which Richard Jones — having to run the Mallock on slicks — could not even hope to emulate with an extremely cautious 40.74 climb. Ted Williams was equally careful in 37.05, while Dave Harris found the same sort of stability as Bolsover and came into the reckoning with 35.63. ADO was determined to go into the lead from the start and found the vast torque of the DFV power unit and the extra weight of the Pilbeam MP47 a distinct advantage as he simply powered up the track on 32.87, setting a target which Thomson could hardly hope to follow, although his 34.00 run was probably one of the most skillful drives of the season. With Richard Fry being slightly braver than Williams, the MP41 crossed the finish in 35.93 and the drivers returned to the Paddock for their second climbs.

Joy Rainey improved to an extremely creditable 37.70 to claim ninth, Crompton found another second to move one place ahead of the Murrain and then Bolsover again put in what was almost certainly his best drive of the day to take an eventual third. Griffiths was unable to repeat his first run time of 34.65 and had to be content with fifth, Jones wisely opting not to take his second climb.

Williams gained a little more confidence in the seemingly wetter conditions and pulled up to seventh, to be followed by Harris, whose enthusiasm was in no way dampened by the conditions and splashed through to gain a potentially valuable fourth place. ADO clipped a further second off his time to set Thomson an almost impossible task of beating 31.34 and, although he was obviously trying very hard, the young Yorkshireman couldn't improve beyond a remarkable 32.97 and, for once, had to settle for second place. Final run of the day went to Fry, who also managed to carve another second off his time and finished sixth.

BOB COOPER

Rodney Felton's Alfa Romeo 8C climbs Shelsley.



SHELSLEY WALSH HILL CLIMB (GB), Jul 5 MAC Bradburn & Wedge/Beacon Radio Midland Hill Climb Championship, Round 6 Birmingham Post Top Ten Hill Climb Challenge, Round 4

BTD: James Thomson (2.5 Pilbeam MP40K), 26.88s.

Class winners: Charles Barter (1.2 Hartwell Stiletto), 32.34s; Nic Mann (3.5T Morris Minor), 32.47s; David Watson (1.3 Davrian MkVI), 34.41s; Roland Jones (3.0 Porsche Carrera), 32.06s **(record)**; Alan Lloyd (1.6 Mallock MK18cw), 30.91s; Paul Bason (1.6 Myers Special), 31.45s; Richard Jones (2.2 Mallock U2), 28.22s; Russ Ward (1.1 March 773), 31.23s; Martin Bolsover (1.6 Pilbeam MP51), 28.54s **(record)**; James Thomson, 26.88s, **(record)**; Rodney Felton (2.6S Alfa Romeo 8C), 37.60s; Peter Kirby (3.5 Ginetta G16), 34.40s.

Birmingham Post Top Ten Challenge: 1, Alister Douglas-Osborn (3.6 Pilbeam MP47), 31.34s; 2, James Thomson, 32.97s; 3, Martin Bolsover, 33.44s; 4, Dave Harris (2.5 Pilbeam MP50), 34.42s; 5, Martyn Griffiths (2.5 Pilbeam MP46), 34.65s; 6, Richard Fry (2.5 Pilbeam MP41), 34.85s; 7, Ted Williams (2.5 Pilbeam MP41), 35.26s; 8, Godfrey Crompton (2.5 March 802), 35.55s; 9, Joy Rainey (1.8 Murrain Mk3), 37.70s; 10, Richard Jones, 40.74s.

International Events

Date	Venue	Event
Jul 16/17/18	Silverstone, England	British Grand Prix — FIA Formula 1 World Championship round 9, Marlboro British Formula 3 Championship round 13, Tricentrol British Saloon Car Championship round 7, Minolta Super Sports, Lloyds & Scottish Historic Championship round 3
Jul 17/24	Argentina	Codasur Rally — World Rally Championship round 7
Jul 19	Misano, Italy	European Formula 3 Championship round 10
Jul 19	Enna, Italy	FIA European Touring Car Championship round 6
Jul 19	Nurburgring, Germany	EFDA Euroseries Sports 2000 Championship round 6, EFDA Euroseries FF1600 Championship round 5

National Events

Date	Venue	Event/Club	Details
Jul 18	Galashiels, Scotland	Rally Hawick & Border CC	Esso Border Counties Rally — Esso/BTRDA Rally Championship round 5, Esso Scottish Rally Championship Div 1 & 2 rounds 6 & 7
Jul 18	Oulton Park, nr Tarporley, Cheshire.	Sprint MGCC (NW)	Pace BARC Sprint Championship round 8.
Jul 19	Old Airfield, Moreton Valence, Glos (MR162/788103)	Autocross Forest of Dean MC	Watts Tyres Autocross — BTRDA Clubmans Championship, Welsh Association/West Midland/ShellSport League: 14.000.
Jul 19	Lydden Hill, nr Canterbury, Kent	Festival of Motor Sport Astra MC	FF1600, Saloons, Libre, Bangers, Mini-rods, F3 Stock Cars, Standard Production Rallycross, Drag Racing Cars.
		The Astra MC's traditional Grand Prix weekend clubbie brings together Marchant & Cox FF1600, bangers, Mini-rods, F3 stock cars, production rallycross and drag racing in one afternoon. Practice, 12.30pm; racing from 2pm.	

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex.

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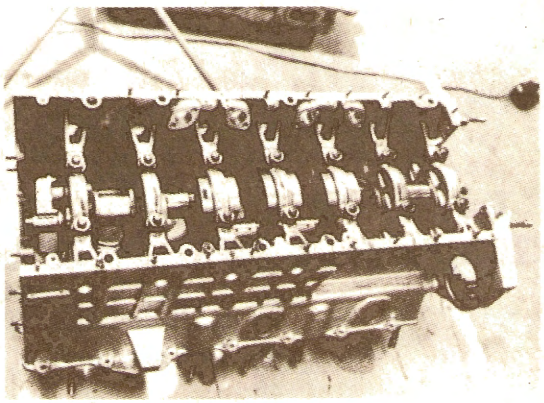
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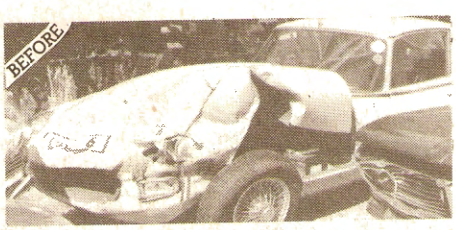
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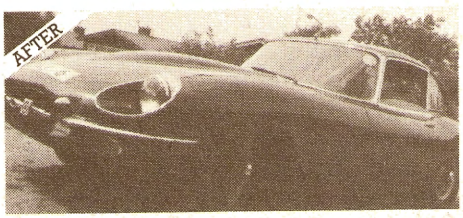
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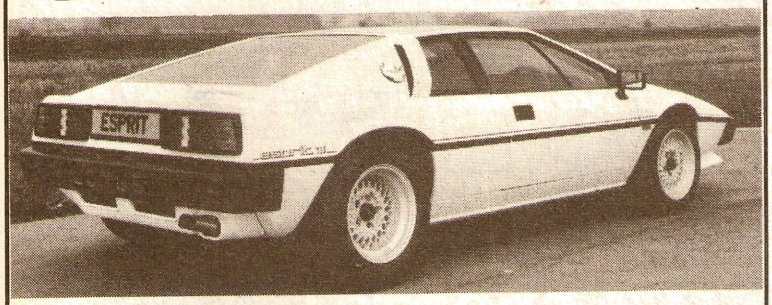
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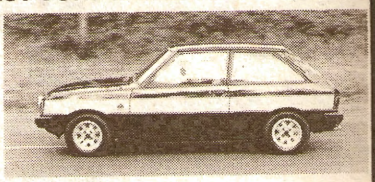
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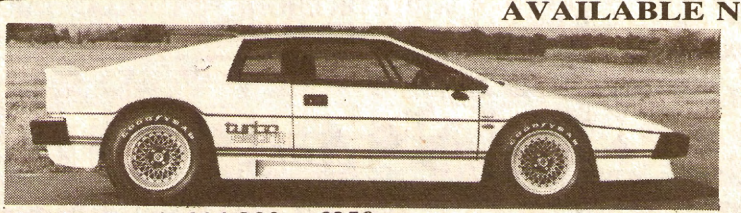
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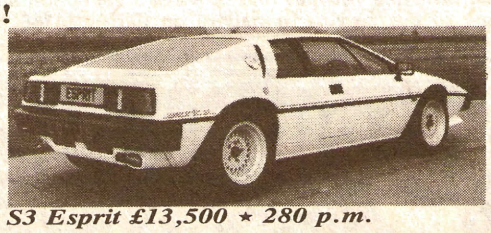
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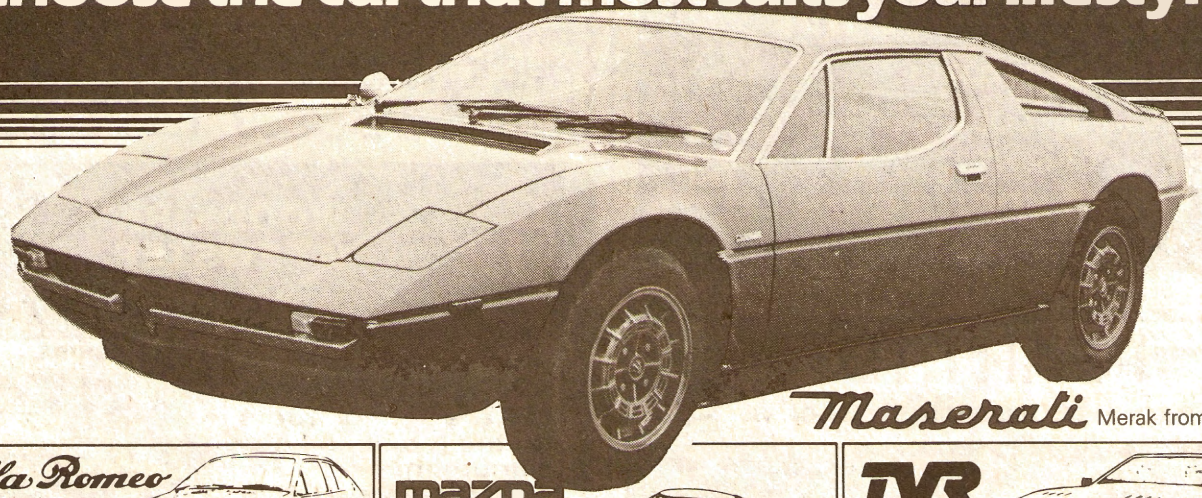
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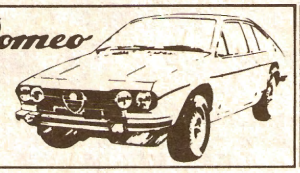
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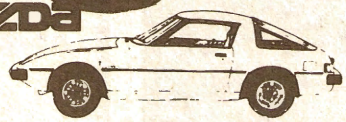
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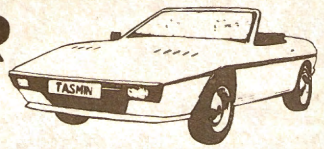
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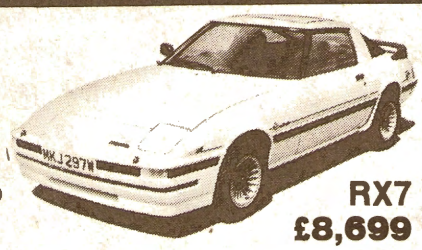
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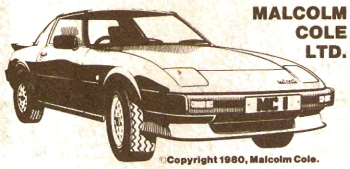
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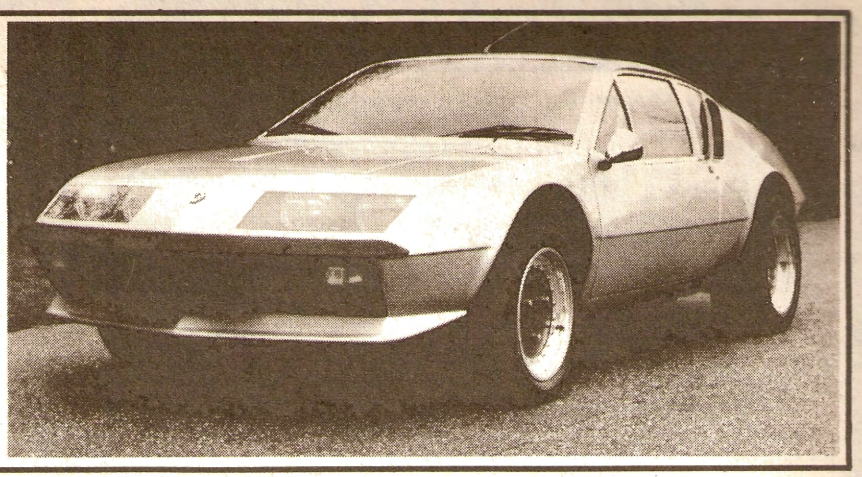
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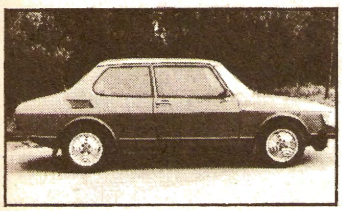
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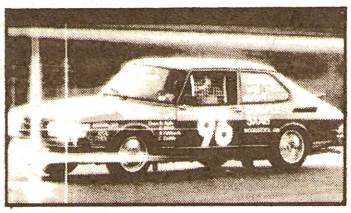
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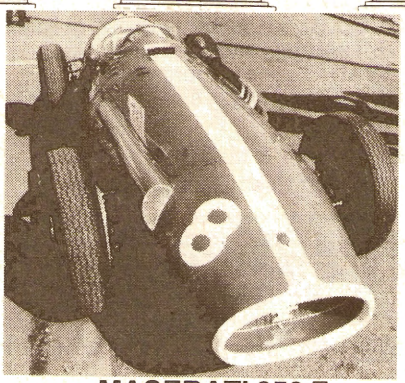
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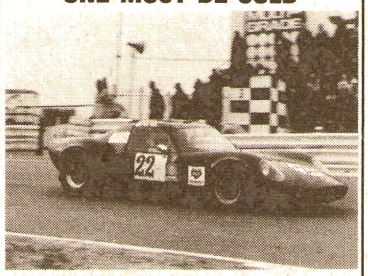
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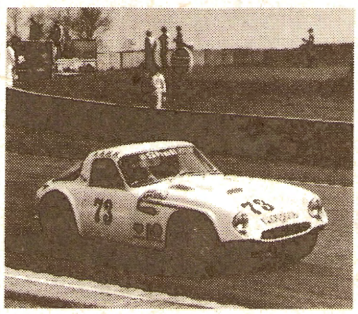
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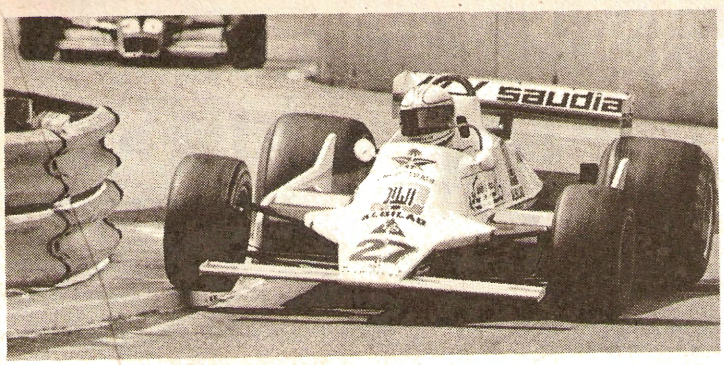
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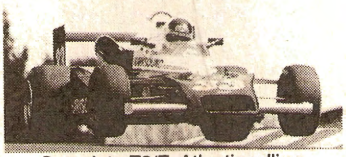
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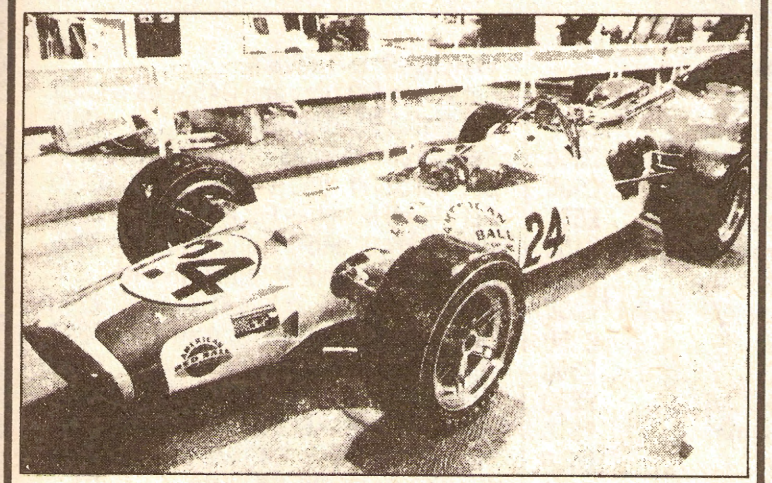
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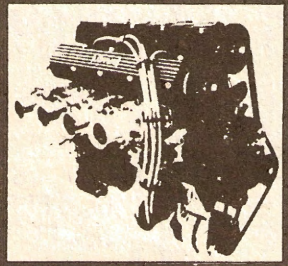
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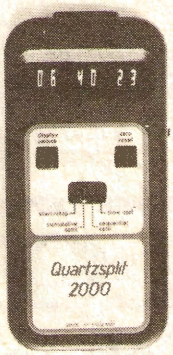
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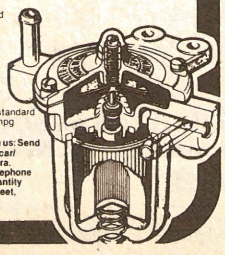
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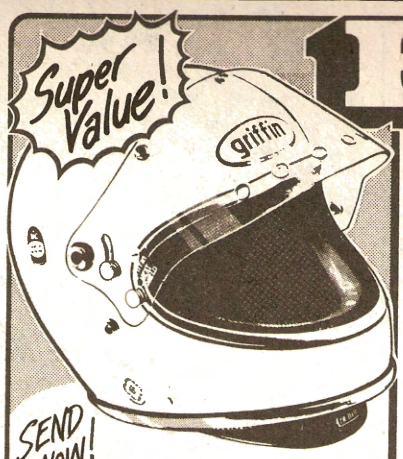
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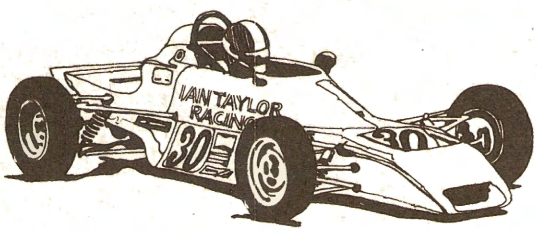
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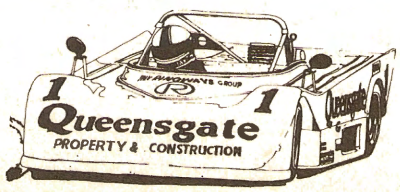
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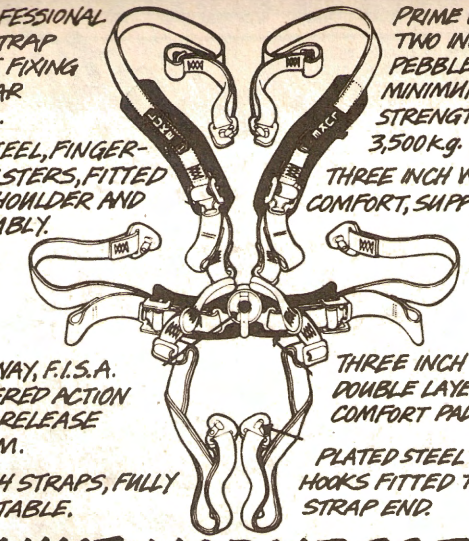


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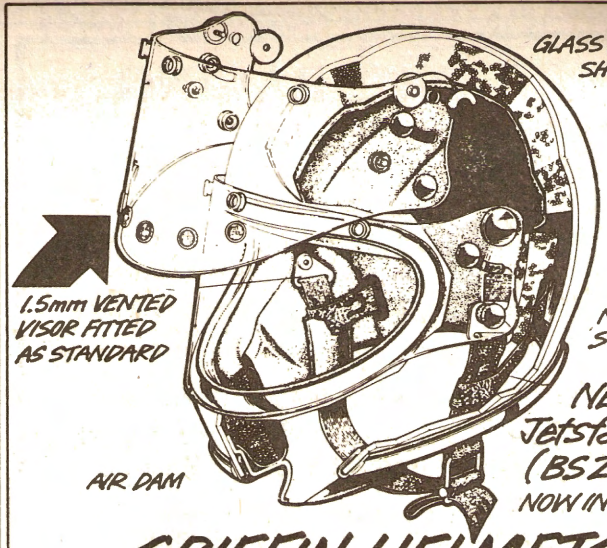
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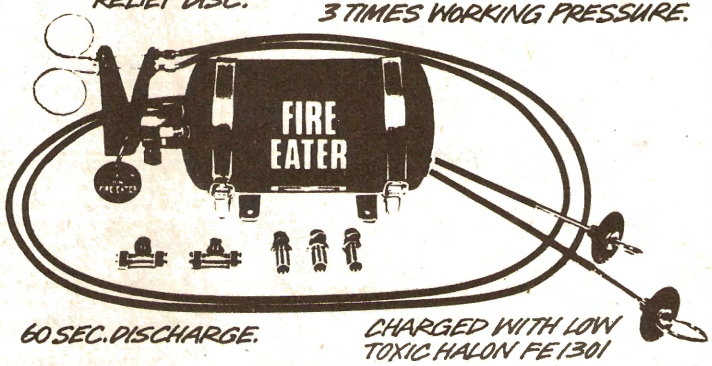
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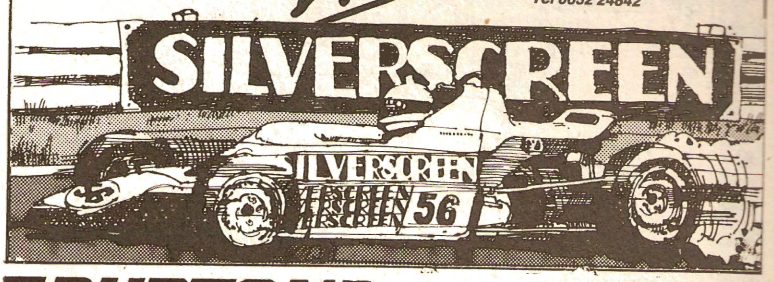
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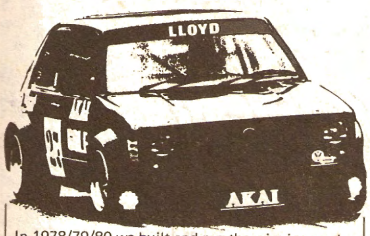
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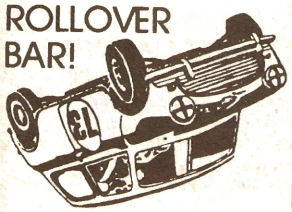
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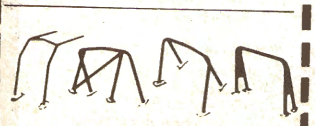
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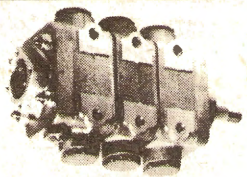
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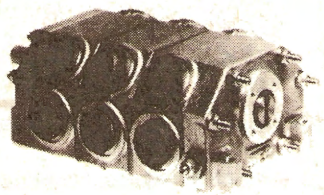
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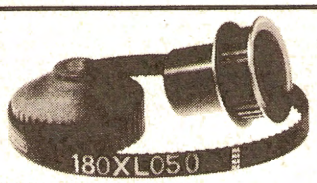


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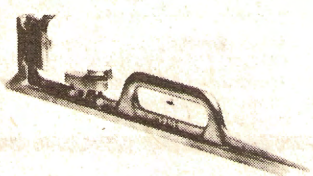
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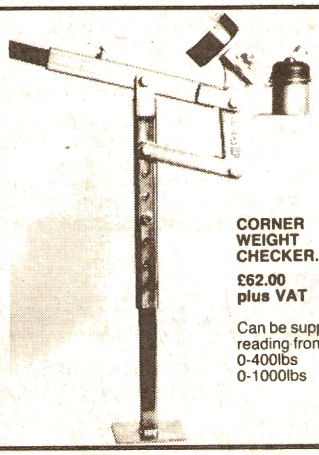
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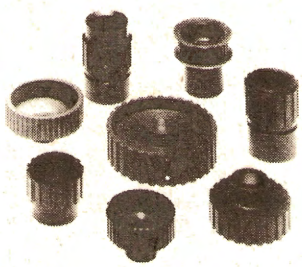
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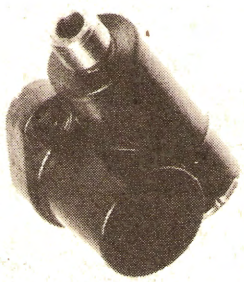
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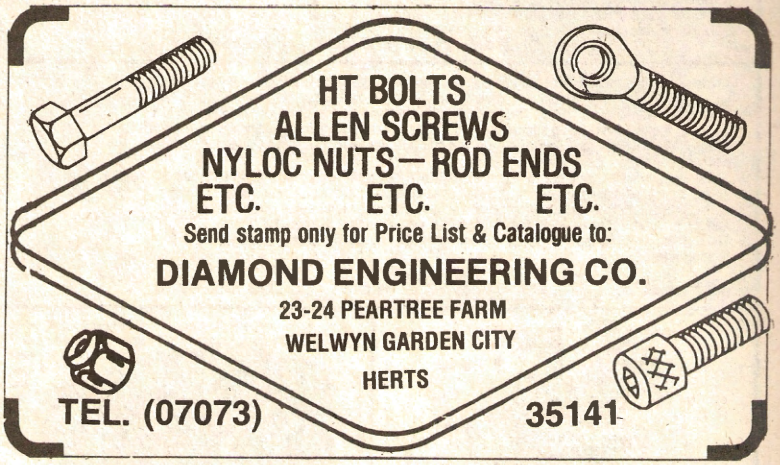
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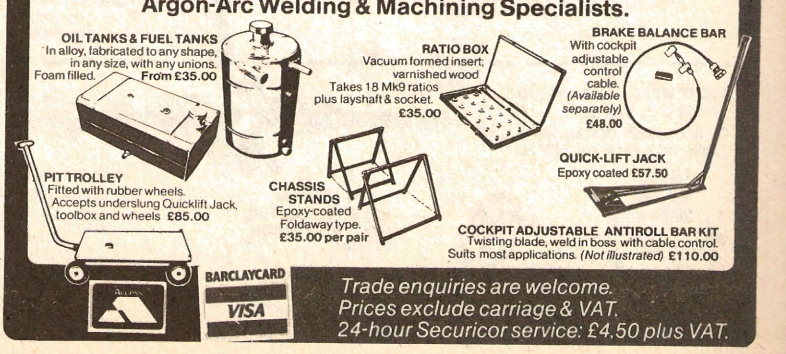
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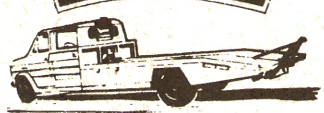
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20.0 x 9.0	–13	Wet	£71.05
23.5 x 13.0	–13	Wet	£91.30
3L			
20.0 x 9.5	–13	Slick	£67.15
23.5 x 13.0	–13	Slick	£86.80

V.A.T. and Carriage Extra
01-848 3817

P7

205/60 VR13	£59.00
195/50 VR15	£67.00
205/50 VR15	£95.00
225/50 VR15	£99.00
285/50 VR15	£135.00
285/40 VR15	£135.00
205/55 VR16	£99.00
225/50 VR16	£109.00

BF GOODRICH 50/60 SERIES From £38.00
Carriage £1.95 per tyre. All prices excl. of 15% VAT.

DORAL INTERNATIONAL LTD
International Cargo Centre
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Tel: Burgess Hill (04446) 42571, ext. 33

TYRES

PIRELLI P7

175/50VR13	£55.00
205/60VR13	£65.00
205/55VR14	£85.00
225/55VR14	£95.00
195/50VR15	£78.00
205/50VR15	£108.00
225/50VR15	£120.00
285/40VR15	£160.00
285/50VR15	£165.00
345/35VR15	£170.00
205/55VR16	£115.00
225/50VR16	£130.00
265/50VR16	£189.00*



PIRELLI P6

185/60HR13	£33.00
205/60HR13	£42.50
225/60VR13	£73.00*
235/60VR13	£85.00*
185/60HR14	£36.00
185/65HR14	£36.50
195/60HR14	£42.50
195/60VR14	£48.50
225/60HR14	£79.00*
225/60VR14	£85.00*
195/60HR15	£48.00
205/60HR15	£55.00
205/60VR15	£65.00
215/60VR15	£90.00
235/55VR15	£120.00*
235/60VR15	£123.00*



PIRELLI CN36

165HR13	£34.00
175/70HR13	£31.50
185/70HR13	£38.00
195/70HR13	£51.90
215/60VR13	£52.50
235/60VR13	£61.40
175/70HR14	£32.00
185/70HR14	£39.30
195/70HR14	£41.50
195/70VR14	£56.00
205/70HR14	£52.50
205/70VR14	£68.25
215/70VR14	£76.00*
225/60VR14	£66.65*
245/60VR14	£82.50*
165HR14	£31.60
175HR14	£36.10
185HR14	£41.50
195HR14	£58.00*
175/70HR15	£43.60
185/70HR15	£51.50*
185/70VR15	£60.90
215/60VR15	£78.75
235/60VR15	£85.00



PIRELLI CN12

215/70VR15	£65.00
225/70VR15	£75.00
255/60VR15	£148.00



PIRELLI P8

165/65SR14	£34.16*
175/65SR14	£39.73
185/65SR15	£38.00



PIRELLI P3/70

165/70SR10	£19.00*
155/70SR12	£17.70*
165/70SR12	£20.50*
155/70SR13	£18.00
165/70SR13	£23.50
175/70SR13	£25.00
185/70SR13	£29.50
165/70SR14	£26.00*
175/70SR14	£27.60
185/70SR14	£31.20
195/70SR14	£35.00*
175/70SR15	£28.55
185/70SR15	£30.90*



PIRELLI P5

185/70HR13	P.O.A.*
185/70HR14	£40.00
195/70HR14	£48.50*
205/70HR14	£50.00*
205/70VR15	£69.00



PIRELLI CN73 and P76

(American sizes only)

DR78-14 P76	£45.70
ER78-14 P76	£47.50
FR78-14 P76	£49.00
FR70-14 CN73	£54.50
GR78-14 P76	£54.50
GR70-14CN73	£56.80
HR78-14P76	£55.50
ER78-15 P76	£50.00
GR78-15 P76	£53.60
GR70-15 CN73	£59.00
HR78-15 P76	£56.80
HR70-15 CN73	£62.50
JR78-15 P76	£60.00
LR78-15 P76	£62.00

All American spec. tyres are to special order.





Continental TYRES

(To Special Order)

185/60HR13 CS41	£34.00
185/60VR13 CS51	£42.00
205/60HR13 CS41	£39.00
205/60VR13 CS51	£48.00
185/60HR14 CS41	£33.00
185/60VR14 CS51	£35.00
195/60HR14 CS41	£37.50
195/60VR14 CS51	£39.50
205/60HR15 CS41	£41.00
205/60VR15 CS51	£44.00
185/70HR13 TS772	£36.50
195/70HR14 TS772	£38.50
195/70VR14 TS773	£50.00
205/70HR14 TS772	£41.50
205/70VR14 TS773	£52.50





Fulda

205/60HR13	£42.00
185/60HR14	£36.00
195/60HR14	£42.00
205/60HR15	£55.00
195/50VR15	£75.00

FIRESTONE Special Offer

185/60HR14	£36.00
195/60HR14	£42.00



XWX

185/70VR13	£70.00*
195/70VR14	£62.25
205/70VR14	£69.60
205VR14	£70.50
215/70VR14	£80.00
195/70VR15	£63.00
185/70VR15	£62.00
205/70VR15	£73.00
215/70VR15	£75.45
225/70VR15	£82.00



XDX

195/70VR14	£57.90
205/70VR14	£64.70
185/70VR15	£57.30
205/70VR15	£67.77



TRX

180/65HR390	£47.95
190/65HR390	£52.20
220/55VR390	£73.10



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145/80HR10 XAS	£16.90
155/80HR12 XAS	£20.65
145/80HR13 XAS	£19.70
155/80HR13 XAS	£22.80
155/70HR13 XVS	£28.30
165/80HR13 XAS	£27.20
175/80HR13 XAS	£27.90
175/70HR13 XVS	£34.65
185/80HR13 XAS	£33.60
185/70HR13 XVS	£42.20
165/80HR14 XAS	£28.20
175/80HR14 XAS	£31.45
175/80HR14 XAS 'P'	£33.95
175/80HR14 XVS	£36.25
175/80HR14 XVS 'P'	£38.95
175/70HR14 XVS	£35.20
185/80HR14 XVS	£41.35
185/80HR14 XVS 'P'	£44.45
185/80HR 70-14 XVS	£41.35
195/70HR14 XVS	£45.30
195/70HR14 XVS 'P'	£48.80
205/70HR14 XVS	£57.95
165/80HR15 XAS	£29.10
175/80HR15 XAS	£31.65
180/80HR15 XAS	£31.25
175/70HR15 XVS	£39.10
185/80HR15 XVS	£40.40
215/80HR15 XVS	£80.55
235/70HR15 XVS	£70.95





UNIROYAL 240/60

185/60HR14	£37.50
195/60HR14	£43.00

UNIROYAL 180

165/70SR13	£22.00
175/70SR13	£24.00
185/70SR13	£29.00
185/70SR14	£30.00
185/70SR13 Regrade quality	£25.00

UNIROYAL 240

165HR13	£27.00
185/70HR13	£38.00
165HR14	£28.00
175HR14	£30.00
175HR14Z	£32.00
185HR14	£38.00
185HR14Z	£42.00
185/70HR14	£40.00
195/70HR14Z	£45.00

DUNLOP

205/60HR13 D3	£50.00
185/60HR14 D3	£42.00
195/60HR14 D3	£51.00
195/60HR15 D3	£56.00
205/60HR15 D3	£64.00
205/60VR15 D3	£74.90
205/55VR16 D4	£134.00
225/50VR16 D4	£153.00
185/70HR14 D1	£42.00
195/70HR14 D1	£47.00
195/70VR14 D1	£62.00
205/70HR14 D1	£60.00
205/70VR14 D1	£74.90
205/70VR15 D1	£50.00
215/60VR15 D1	£95.00
205/60VR14 D1	£98.00
195/70HR14 D6	£47.00
195/70VR14 D6	£62.00
205/70HR14 D6	£60.00
205/70VR14 D6	£74.90
ER70VR15 Sport	£37.00
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Kléber V12 GTS

145HR13	£19.50
165HR13	£19.00
165/70HR12	£20.00
165/70HR13	£22.00
175/70HR13	£28.50
185/70HR13	£28.00
195/70HR13	£32.00
185/70HR14	£29.00
195/70HR14	£32.00
205/70HR14	£39.00
185/70HR15	£31.00

Kléber V15

145/70SR12	£13.75
155/70SR12	£14.00
145/70SR13	£14.00
155/70SR13	£15.75
165/70SR13	£16.00
175/70SR13	£18.00
185/70SR13	£20.00
165/70SR14	£18.00
175/70SR14	£18.75
185/70SR14	£22.00

GOODYEAR N.C.T.

185/60HR14	£36.65
185/65+14	£37.50
195/60HR14	£44.30
205/60HR13	£43.50
205/60HR15	£55.65
205/60VR15	£65.00
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GOODYEAR Rally Special

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The latest Radial Racing Tyres to be used on the tracks and tarmac rallies at the keenest prices.

195/530x13 All compounds in slicks and wets **£55.00**
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For all enquiries on the above radials please contact **TONY, EDWARD** or **MARK** at Tred-Rite Tyres, 414 Farnham Road, Slough, Berks. (0753) 30021/2. All prices are plus 15% VAT. Securicor Delivery £3.75 for 2 tyres anywhere on British Mainland.

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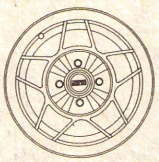
We welcome Access

BARCLAYCARD VISA

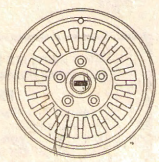
** Means subject to availability*

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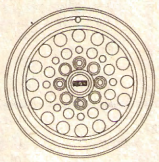
Style 1
5+10 Mini £21.50
6+13 Ford £37.00
7+13 Opel £38.50
8+13 Vauxhall £45.50
9.5+13 Talbot £49.50
5.5+15 Beetle £38.50
5.5+13 Alfa-Sud £35.50



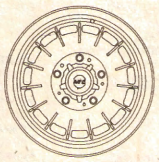
Style 2
6+13 BMW 3 ser £37.50
6.5+14 BMW 567 ser £45.50
7+14 BMW 567 ser £46.50
6+14 3 ser £44.50



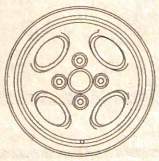
Style 3
6+13 BMW 3 Ser £36.50
7+14 BMW 567 ser £45.50



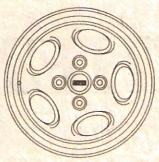
Style 4
6+14 Mercedes £39.00
6.5+14 Mercedes £40.50
7+15 Mercedes £47.50



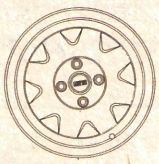
Style 5
6+13 Fiesta £37.50
6+13 New Escort £37.50
6+13 Golf, Jetta £37.50
6+13 Scirocco Audi 80 £37.50



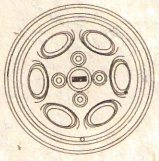
Style 6
6+14 Golf, Jetta £44.50
6+14 Scirocco Audi 80 £44.50
6+15 Audi 100, 200 £
6+15 Porsche 924 £45.50



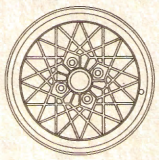
Style 7
5.5+13 Alfa Sud £40.00
6+13 Golf, Jetta £41.50
6+13 Scirocco, Audi 80 £41.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £45.50
6+14 Porsche 924 £45.00
5.5+15 Golf, Jetta £47.50



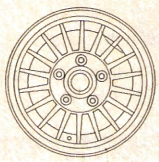
Style 8
6+13 Golf, Jetta £36.00
6+13 Scirocco, Audi 80 £36.00
6+13 Honda Prelude £36.00
6+13 Volvo 343 £36.00



Style 9
6+13 Golf, Jetta £37.50
6+13 Scirocco, Audi 80 £37.50
6+13 BMW £37.50
6+13 Opel £37.50
6+13 Alfa-Sud £37.50
6+13 Fiesta, New Escort £37.50
6+13 Capri, Cortina £37.50
6+13 Vauxhall £37.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £42.50
7+14 BMW5, 6, 7, Ser. £55.00
7+14 Commodore, Senator £55.00



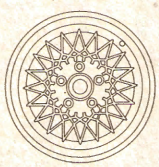
Style 10
6+13 BMW £39.00
6+13 Opel £39.00
6+13 Capri, Cortina £39.00
7+14 BMW5, 6, 7. Ser. £53.00
7+14 Commodore, Senator £53.00



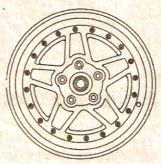
Style 11
6+14 Audi 80 £49.50
6+15 Audi 200, 5E, Turbo £57.50
5.5+13 Golf, Jetta, Scirocco £39.50

COMPOMOTIVE WHEELS

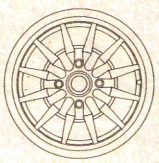
Style 12 Alpina Style
6+15 BMW3, 5, 6, 7. Ser £85.50
6.5+15 BMW3, 5, 6, 7. Ser. £88.00
7+15 BMW3, 5, 6, 7. Ser. £90.00
6.5+16 BMW5, 6, 7. Ser. £97.00
7=16 BMW5, 6, 7. Ser. £105.00



Style 13
6+15 Ferrari 246, 308 £85.50
7+15 Ferrari 246, 308 £90.00
7+16 Ferrari 246, 308 £105.00
8+16 Ferrari 246, 308 £115.00

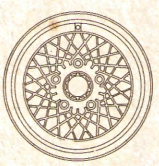


Style 14+15
6+14 Alfa-Sud £35.00
6+14 BMW 3 Ser. £35.00
6+14 Fiat x19 £35.00
6+14 Escort, Cortina, Capri £35.00
6+14 Opel Ascona £35.00
6+14 Golf, Scirocco, Prélude, Volvo 343 £35.00



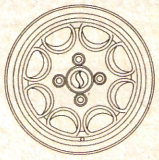
BBS®

Style 16
6x13 Golf Scirocco Jetta PoA
6x13 BMW 3 Ser PoA
6x13 Opel PoA
6x14 Golf Scirocco Jetta £59.50
6x14 BMW 3 Ser. £59.50
6x15 BMW 3 Ser £80.00
7x15 BMW 3 Ser. £85.00
7x15 BMW 567 Ser. £90.00



SERAL®

Style 17
Ren 5/Gordini £44.50



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MICHELIN

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13/57 + 13 (all types and compounds)	£45.15
16/53 + 13 (all types and compounds)	£50.75
16/57 + 13 (all types and compounds)	£49.25
18/53 + 13 (all types and compounds)	£57.45
18/58 + 13 (all types and compounds)	£53.10
21/50 + 13 (all types and compounds)	£53.60
23/57 + 13 (all types and compounds)	£64.00
24/50 + 13 (all types and compounds)	£54.90
24/53 + 13 (all types and compounds)	£57.50
17/63 + 14 (all types and compounds)	£62.60
15/63 + 14 (all types and compounds)	£54.60
15/57 + 14 (all types and compounds)	£49.30
18/60 + 14 (all types and compounds)	£61.55
15/59 + 15 (all types and compounds)	£57.90
18/60 + 15 (all types and compounds)	£62.50
17/63 + 15 (all types and compounds)	£75.70
20/59 + 15 (all types and compounds)	£64.10
20/63 + 15 (all types and compounds)	£78.20
23/59 + 15 (all types and compounds)	£85.80
23/62 + 15 (all types and compounds)	£90.05
23/67 + 15 (all types and compounds)	£96.40
26/61 + 15 (all types and compounds)	£93.70
28/64 + 15 (all types and compounds)	£100.50
28/67 + 15 (all types and compounds)	£103.40
29/61 + 15 (all types and compounds)	£96.55
34/61 + 15 (all types and compounds)	£100.41
35/66 + 15 (all types and compounds)	£108.70

For all enquiries on racing tyres please contact Tony, Edward or Mark at

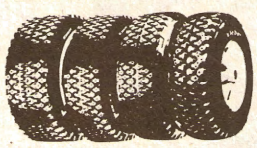
TRED-RITE TYRES LTD
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All prices are plus 15% VAT. Securicor delivery £3.75 for 2 tyres anywhere on British mainland.

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M & S COMPETITION TYRE
(FOR RALLY USE ONLY)

145 x 13 M & S Comp 2 Turini	£21.50	175 x 14 M & S Comp 2	£26.00
155 x 13 M & S Comp 2 Turini	£22.00	185/70 x 14 M & S Comp 2	£31.50
165 x 13 M & S Comp 2 Turini	£23.50	155 x 15 M & S Comp 2	£24.00
175 x 13 M & S Comp 2	£25.00	165 x 15 M & S Comp 2	£25.00
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M+S Pattern B M+S Pattern C M+S Pattern D M+S Pattern E

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RS CM Pattern A RS CM Pattern B RS CM Pattern C RS CM Pattern D RS CM Pattern E



RS CS RS CP RS MS

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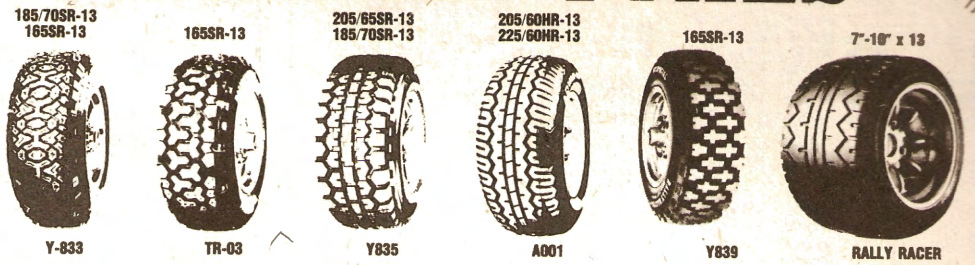
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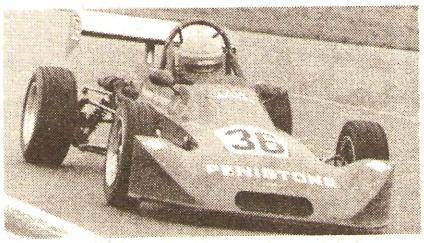
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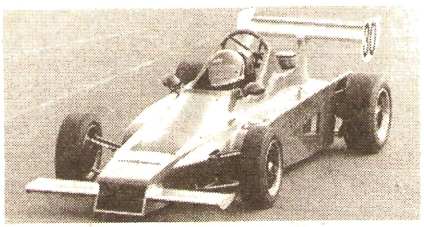
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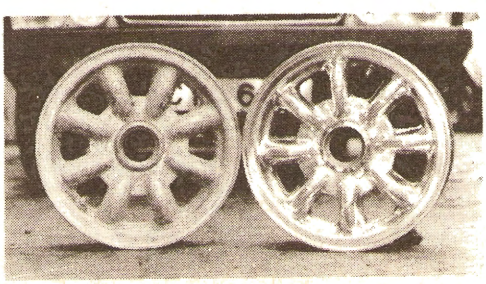
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7	6.0/20.0-13	G65	£29.00
2	6.0/20.0-13	G65	£29.00
2	6.0/20.0-13	G65	£29.00
24	6.0/20.0-13	G64	£29.00
4	6.0/20.0-13	WET	£33.00
32	6.0/20.0-13	WET	£33.00
6	6.0/20.0-13	G45	£29.00
5	6.0/20.0-13	WET	£33.00
7	7.2/20.0-13	G64	£30.00
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5	7.5/22.0-13	WET	£35.00
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17	8.0/22.0-13	G55	£36.00
48	8.0/22.0-13	WET	£39.00
20	8.5/22.0-13	WET	£39.00
6	9.2/20.0-13	G57	£33.00
4	10.5/23.0-13	G65	£15.00
51	10.5/23.0-13	G65	£15.00
4	10.5/23.0-13	G64	£15.00
9	10.5/23.0-13	G64	£15.00
19	10.5/23.0-13	G55	£15.00
11	10.5/23.0-13	G64	£15.00
30	10.5/23.0-13	G66	£15.00
12	10.5/23.0-13		£15.00
20	10.5/23.0-13	SLK	£15.00
15	10.5/23.0-13	G66	£15.00
13	11.0/22.0-13	G65	£15.00
24	11.0/22.0-13	G65	£15.00
11	11.0/22.0-13	G65	£15.00
7	11.0/22.0-13	G65	£15.00
101	11.0/22.0-13	G65	£15.00
6	11.0/22.0-13	G64	£15.00
64	11.0/22.0-13	G64	£15.00
18	11.0/22.0-13	G74	£15.00
6	11.0/22.0-13	G64	£15.00
111	11.0/22.0-13	G64	£15.00
133	11.0/22.0-13	G64	£15.00
6	11.0/22.0-13	G64	£15.00
65	11.0/22.0-13	SLK	£15.00
28	11.0/22.0-13	SLK	£15.00
71	11.0/22.0-13	WET	£15.00
47	11.0/22.0-13	G64	£15.00
43	11.0/22.0-13	G66	£15.00
52	11.0/22.0-13	SLK	£15.00
5	11.0/23.0-13	G49	£15.00
4	11.0/23.0-13	G54	£20.00
1	12.0/23.0-13	G57	£10.00
34	12.0/23.0-13	G57	£10.00
1	12.0/23.0-13	G49	£10.00
1	12.0/23.0-13	G54	£10.00
1	12.0/23.0-13	G44	£10.00
1	12.0/23.0-13	WET	£10.00
10	12.0/23.0-13	WET	£43.00
32	20.0x 8.5-13	SLK	£150.00 set of 4.
31	23.5x12.0-13	SLK	
1	13.0/23.0-13	SLK	£5.00
6	13.0/23.0-13	G57	£10.00
1	14.0x26.5-13	SLK	£10.00
1	15.2/26.0-13	SLK	£5.00
1	15.2/26.0-13	SLK	£5.00
1	15.2/26.0-13	G64	£5.00
4	15.2/26.0-13	WET	£10.00
1	15.2/26.0-13	G45	£5.00
1	15.2/26.0-13	WET	£5.00
11	15.2/26.0-13	WET	£15.00
1	15.2/26.0-13	INT	£5.00
1	15.2/26.0-13	WET	£5.00
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1	16.2/26.0-13	G64	£5.00
1	16.2/26.0-13		£5.00
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2	15.0/28.0-13	SLK	£15.00
1	15.0/28.0-13	SLK	£5.00
2	15.0/28.0-13	WET	£15.00
25	16.0/28.0-13	WET	£25.00
6	7.5/23.0-14	WET	£10.00
2	7.5/23.0-14	WET	£10.00
9	7.5/23.5-15	G57	£34.00
11	8.5/21.5-15	G54	£34.00
7	9.5/20.0-15	G50	£34.00
19	12.5/23.5-15	G57	£10.00
16	13.1/24.0-15	WET	£12.50
14	13.1/24.0-15	WET	£12.50
12	13.0/26.0-15	INT	£7.50
6	14.0/24.0-15	G44	£10.00
38	14.0/24.0-15	G57	£10.00
5	14.0/24.0-15	G57	£10.00
16	14.0/24.0-15	G54	£10.00
12	10.0/22.0-16	G54	£10.00
21	10.0/22.0-16	G45	£37.00
16	10.0/22.0-16	WET	£37.00
8	10.0/23.0-16	G50	£38.00
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13	12.5/25.0-16	G57	£7.50
15	12.5/25.0-16	G57	£7.50
1	12.5/25.0-16	G57	£5.00
3	12.5/25.0-16	G50	£45.00
9	12.5/25.0-16	G50	£45.00
20	12.5/25.0-16	WET	£45.00
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16	12.5/25.0-16	WET	£45.00
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12	12.5/27.5-19	WET	£10.00
5	14.0/27.5-19	G63	£10.00
11	14.0/27.5-19	G57	£10.00
15	14.0/27.5-19	G57	£10.00
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4	14.0/27.5-19	G54	£10.00
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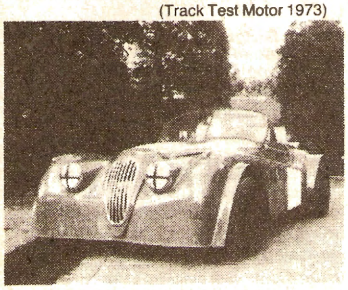


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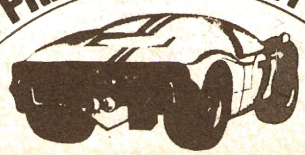
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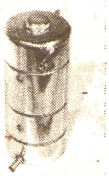
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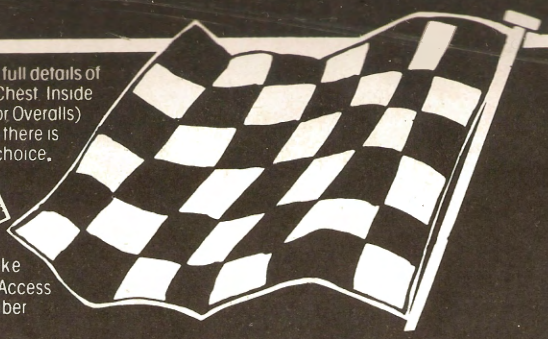
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Please give full details of Size (Waist Chest Inside Leg & Height for Overalls) and Colour where there is a choice.



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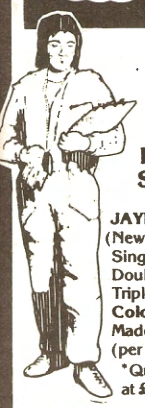
Racewear & Competition Spares

demon tweeks

Dept S.
High Street, Tattenhall,
Nr. Chester, Cheshire. CH3 9PX.
Phone: (0829) 70625
(24-hour Ansafone service)
Telex: 61496 TWEEKS

The largest centre for Racewear in the North of England. Come and try it on in the Shop!

Open: Mon-Sat 9.00-5.00
Sun 11.00-1.00



Try it on in our new Racewear Showroom

RACE SUITS

JAYBRAND Nomex (New 1981 style suits)

Single layer	£ 82.80
Double layer*	£133.40
Triple layer	£207.00

Colours: Blue, red or white
Made to measure charge (per suit) £ 5.75
*Quilted if required at £133.40

SPARCO ITALIAN "NOMEX III"

Single layer – blue or red	£ 78.75
Double layer – complete with integral Nomex underwear – blue or red	£165.25

These suits are beautifully designed and are the same as those worn by the Fiat Works Team.

F.P.T.

Single layer suit – blue	£ 73.50
Double layer suit – blue	£137.50
Pinstripe design suit – blue	£250.00

HAWKSPORT

System One – white	£ 91.00
System Two – coloured	£148.00
System Three – coloured	£194.00
Driver's Name Badge c/w blood group	£ 4.25

APOLLO

Budget s/layer Nomex – white	£36.95
S/layer National Nomex – blue	£49.50
S/layer International Nomex – blue	£76.30

PROBAN
1-piece (std) £19.25 Deluxe £41.98
2-piece (std) £19.25 Deluxe £47.72
Colours: Blue/navy

CARRIAGE ON SUITS £1.50 PER ITEM

UNDERWEAR

Nomex Long johns and vest	£36.50
F.P.T. Long johns and vest	£62.10
Hawksport Supersoft set	£50.00
Bra and briefs (ladies)	£ 9.50

CARRIAGE £1.50 PER ITEM

CHILDREN'S LOOK-ALIKE RACE SUITS

JAYBRAND

Junior – 2-9 years	£12.95
9–17 years	£14.95

DEMON TWEEKS
Special kids' overalls £ 8.00
CARRIAGE 95p

SOCKS

NOMEX

Short	£5.50
Long	£6.65

Sizes: Small, medium, large

GLOVES

DEMON TWEEKS
Race/Rally with leather palms – red, orange or blue £15.95

NOMEX

Short – white	£13.95
Long Gauntlet – white	£21.85
Long Gauntlet – blue or red	£33.50

F.P.T.

Rally	£24.50
Indy – long	£27.50
Pinstripe – long	£31.20

Sizes: Small, medium, large

BALACLAVAS



F.P.T

Standard	£12.95
Eyehole	£13.95

JAYBRAND

Tailored	£11.50
Eyehole – new style	£ 8.05

HELMET BIBS

NOMEX and F.P.T.
E.g. Single layer from £13.50

CARRIAGE ON SOCKS, GLOVES, BALACLAVAS & BIBS 65p PER ITEM

BOOTS



SPARCO
Superb black leather with Nomex lining £39.65

WESTOVER

"Clubman" – leather	£25.50
3-layer Nomex	£46.50
Karting Boots (full sizes only)	£31.95
Overshoes	£ 8.15
Original Slip-on Driving Shoes – Black or brown	£24.50

Sizes: 5 to 11 in ½ sizes.
CARRIAGE £1.50 PER PAIR

VISORS & ACCESSORIES

SIMPSON

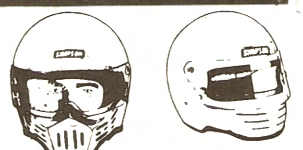
For Model 41 – Acetate	£5.00
– Lexan	£10.50
For RX range – Acetate	£5.00
– Lexan	£10.50
Rip-offs – pack of five	£2.30
Ear plugs in canister	£1.00

GRIFFIN

Clubman visor – clear, brown, yellow	£ 5.29
GP visor	£17.70
Kit for convert Clubman to GP	£ 1.20
GP tinted strip – brown or yellow	£ 1.15
Anti-mist – ICL Varioclear 6 ozs	£ 1.90

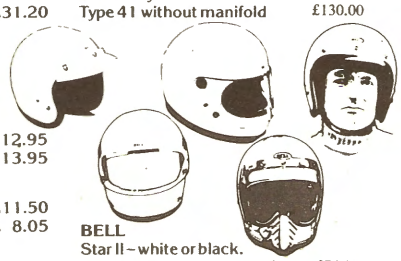
CARRIAGE ON VISORS & ACCESSORIES 65p

HELMETS



SIMPSON (All Snell approved)

RX-1 C/w life support manifold and integral Nomex bib. White only	£168.00
RXM-1. Same as RX-1 but without manifold or bib. Black or silver.	£107.75
Type 41. Complete with Nomex lining and life support manifold. Silver only.	£145.00
Type 41 without manifold	£130.00



BELL

Star II – white or black. BS2495 & Snell approved.	£74.95
Star IISW – Snell approved.	£90.00
Star II XFLS (SW) – Snell approved.	£132.00
Star II XFLS (TW) – Snell approved.	£148.00
Magnum II – white or silver. BS2495 & Snell approved	£64.95
RT – white or metallic blue. BS2495	£45.95
Tourstar – white, black or metallic blue. BS2495	£ 59.95
Moto III – white or red. BS2495 & Snell approved	£ 69.95

GRIFFIN (All BS2495)

Clubman CD	£49.95
Jetstar JHP open face	£47.95

EVEROAK (All BS2495)

Grand Prix – open face (GP)	£32.95
Casquette – full face	£34.95
Super Casquette – full face (Also Snell approved)	£45.95

CARRIAGE ON HELMETS £1.50 EACH

BELL

For Star I – clear, yellow, smoke	£ 3.68
For Star II – clear, green yellow, smoke	£ 3.68
Rip-offs – pack of five	£ 1.90
2½mm safety visor for Star II range – clear only	£17.70
Over-visor for 2½mm visor – brown or yellow	£ 1.15
Peaks – as on Magnum II	£ 1.90
Rip-offs for 2½mm visor – pack of three	£ 1.15
Visor Stud Kits	.75
Fog Free	£ 2.30

GRAVINER LIFE SUPPORT
Electrical (P & P £1.50) £111.75

Pit Stop



WATCHES

We carry a wide range of Stopwatches from Quartzsplit, Casio, Cronus, Heuer etc. The watch illustrated is the Heuer Clubmaster at £22.95 (P & P £1.50)

MECHANICS OVERALLS

Basic Suits	£13.50
Jaybrand Super deluxe suit – red or blue	£28.75
Nylon Work overalls – blue	£ 7.75

WEATHERPROOF SUITS



For Mechanics, Marshals etc. For complete protection all-in-one suit. Blue or red. Other colours to order. £35.00

CARRIAGE ON OVERALLS £1.50

TEAM PULLOVERS

Lightweight, Crew or V-neck, in Team colours: Martini (green), Goodyear (blue), Ferrari (red), Skol (blue), Candy (blue), Marlboro (red), Essex (grey), Ligier (blue), Elf (blue). All one price. Please state your size £7.95

CARRIAGE 65p

KIT BAGS

SIMPSON
Super Race Bag £32.20

BELL

Helmet Bag (small)	£ 8.95
Pro-Bag (large)	£17.50

SKOVIA
Twin compartment £23.95

CARRIAGE ON BAGS £1.50 EACH

RACING NUMBERS

Set of 63 Numbers. 9 "ones" & 6 of each other number.
9" set £8.95 11" set £8.95
Backgrounds – square or oblong 50p each.
CARRIAGE 65p

SONIC INTERCOMS

2-way Racing	£ 80.56
3-way Racing	£134.85
Open or Full face Rally	£ 59.95

CARRIAGE £1.50

HARNESSES

BRITAX

Clubman	£18.75
Red deluxe	£21.75
Rally/Race – aircraft buckle, 3 or 4 point	£54.25

LUKE

GM3 3-point with aircraft buckle	£32.95
GM4 4-point with aircraft buckle	£35.65

CARRIAGE £1.50 PER HARNESS

SERCK OIL COOLERS

10-row Radiators	£19.00
Sandwich Plates from	£ 5.99
Piping per foot	£ 1.25

CARRIAGE £1.50 PER KIT

KARTING LEATHERS

SPORTAC

Red, Black, Blue, Green	£105.00
With contrasting stripes to special order	£125.00

CARRIAGE £1.50 PER ITEM

ROLL OVER BARS

	Aley	Safety Devices
Full Race Rear FIA	£54.65	£57.96
Full Rally Rear FIA	£50.60	£50.60
Full Comp. Front	£50.60	£36.75

CARRIAGE £3.50 PER BAR (Securicor)

OTHER ACCESSORIES

2.5 Kg Handheld Fire Extinguisher c/w bracket	£27.55
On-Off Extinguisher Sticker	.95
● Varley Green top Battery	£76.50
Masta Tyre Gauge	£17.56
Autolec Battery Master Switch	£13.56
Autolec Battery Cut-out Switch	£ 6.50
● Les Leston Magnetic Pit Signalling Board	£45.00

● THESE ITEMS CAN ONLY BE DESPATCHED VIA SECURICOR AT £3.25 per 5 Kg.

P & P ON ACCESSORIES 65p PER ITEM UNLESS OTHERWISE STATED

We also stock:
Lock Wire; Varley Battery Carriers; Bendix Fuel Pumps; Lap Charts; Ear Defenders; Tank Tape; Dzus Fasteners; Jack Plugs; Oil Gauges; Temperature Gauges; Tachos; Race Valves; Ferodo DS11; VG95 & AM2430; Pyrometer (Mini); Fire Extinguishers; Sachs Clutch Assemblies and many other Competition Spares.

Shocks & SPRINGS



Send large S.A.E. for Broadsheet.

SPAX COMPETITION DAMPERS

	RRP Each	Our Price Each
Rose-jointed	£60.15	£39.35
Adjustable telescopic c/w adjustable spring pan	£48.15	£31.50

CARRIAGE £1.50 PER PAIR

KONI
We have the fullest stocks in the country (Scimitar, TVR etc. too). Trade terms available against trade order.

We are also Distributors for Armstrong, Billstein, Monroe, Sachs and Schreider. We have the correct units for most competition and road cars in stock.

SPRINGS
2¼" ID Competition Coil Springs in all heights & poundages. £8.50 – £13.50

Seats



RECARO COMPETITION

Rally Bucket	£207.00
Competition Hi-back	£224.25
Recaro Sub-frames	£20.70

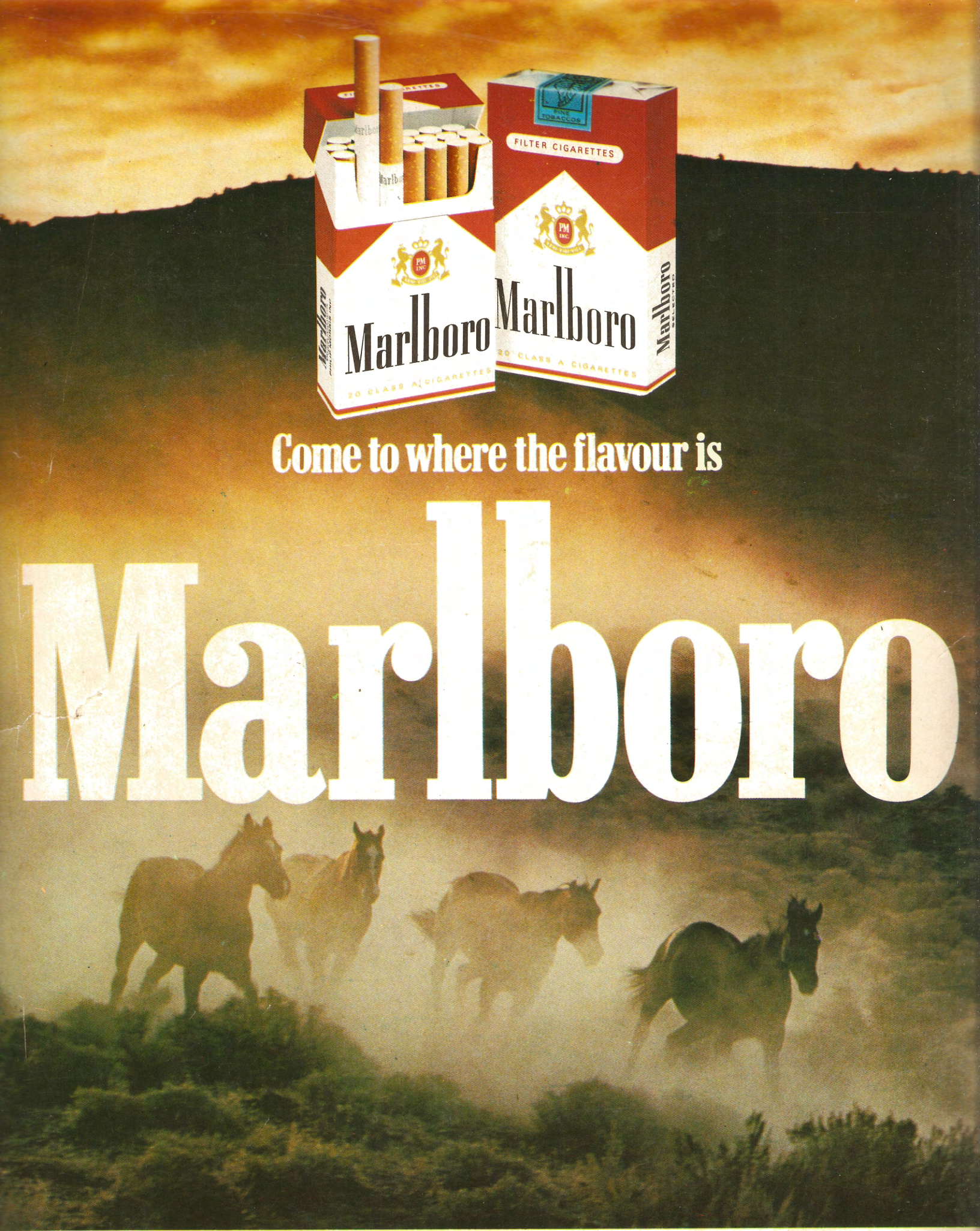
CORBEAU COMPETITION

GT8 Low-back	£50.50
GT8 Hi-back	£66.50
Corbeau Sub-frames	£9.95

ALL SEATS SENT SECURICOR £3.25 EACH.

ALL AVAILABLE MAIL ORDER – SEND FOR COLOUR CATALOGUE – ONLY 50p.

SECURICOR RAPID DELIVERY to UK mainland addresses at £3.25 for 48-hour or £4.50 for 24-hour per 55 lbs.



LOW TO MIDDLE TAR As defined by H.M. Govt. DANGER. H.M. Govt. Health Departments' WARNING: THINK FIRST - MOST DOCTORS DON'T SMOKE