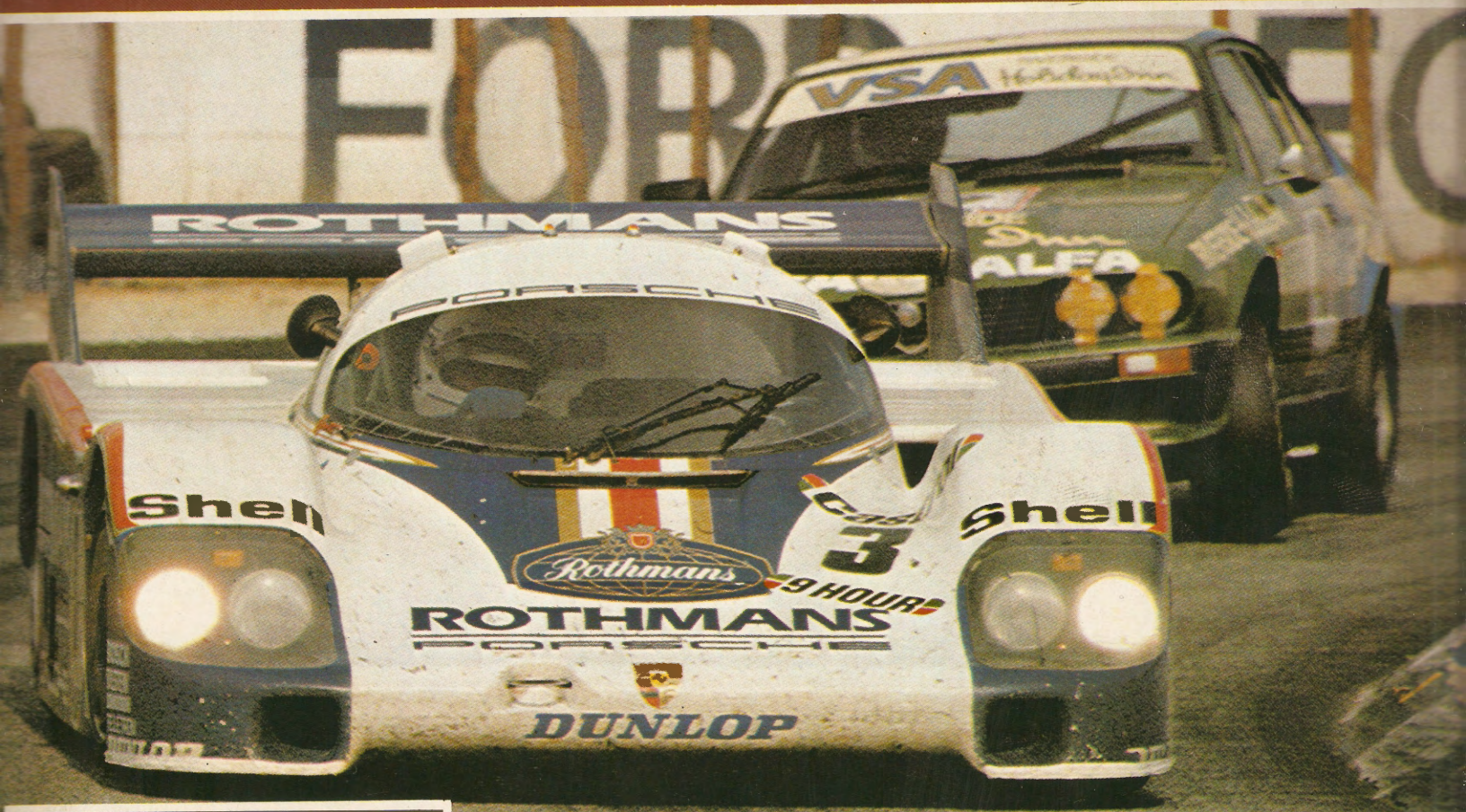


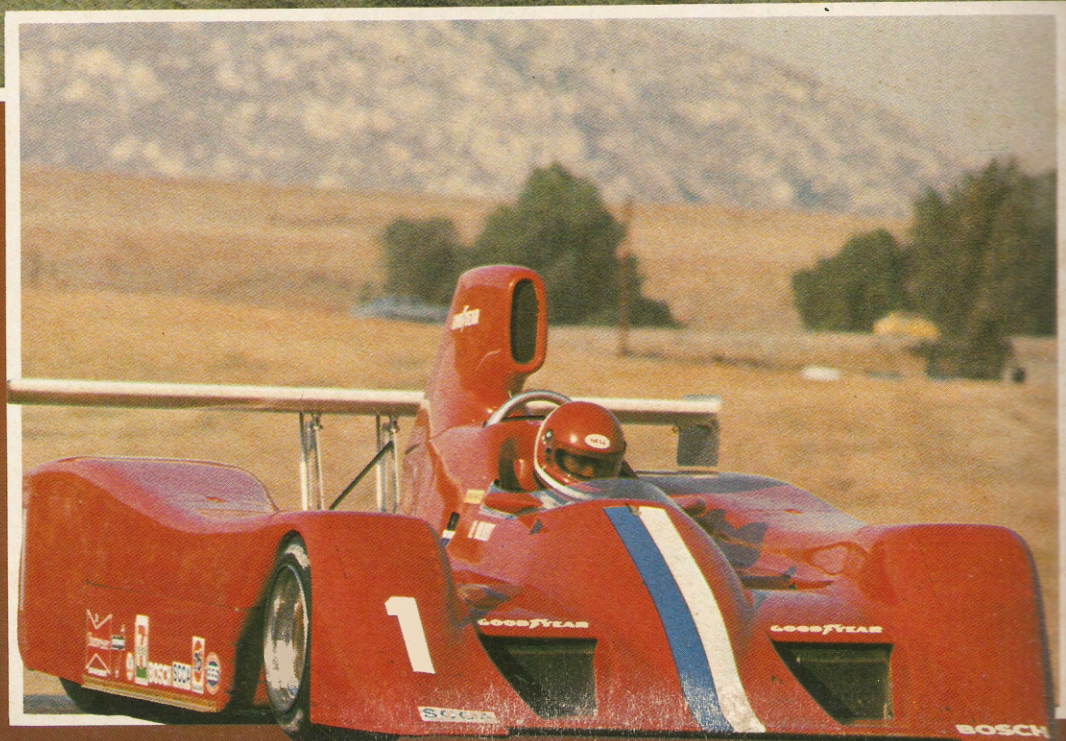
Autosport

A Haymarket publication

November 11, 1982 60p



**Porsche's
Kyalami
top six
CanAm &
Atlantic
reviewed
Skoda in
rallying**



FRONT COVER

The Castrol 9 Hours at Kyalami — a World Endurance Championship round next year — proved the invincibility of the Porsche steamroller once again as the two Rothmans-backed works 956s of Jacky Ickx/Jochen Mass (pictured) and Derek Bell/Vern Schuppan cruised to a one-two victory. Report: page 13. Photo: Jad Sherif. Bottom: Dollars and dramatic machinery are the elements which keep the CanAm Challenge going — the second-placed driver in the series, Al Unser Jr. (VDS), is one of the men to feature in Gordon Kirby's analysis of CanAm's progress this year. Seasonal Survey: page 20. Photo: Brian Murphy.

NEXT WEEK

Rallying's finest hour is here! If you're one of the millions who will be watching the RAC Rally, you will find our free 56 page spectator guide invaluable — And in the regular issue... British and European F3 reviews — Australian GP and Baja 1000 reports — Looking at Tiga's success — Thruxton TV meeting — Plus all our usual news and features*

*These items correct at time of going to press.

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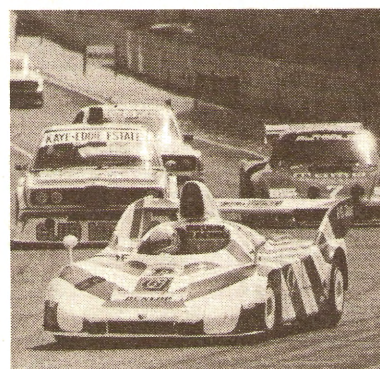
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International motor racing news — 1983 F1 rules changes confirmed as F1 Committee achieves ratification — South African GP postponed to give teams more time — Honda's F1 turbo is a V10! — Daly makes his CART debut — Long queues for Porsche 956s...

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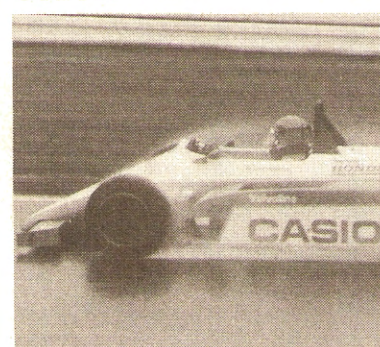
The opinion pages: we greet the enlightened F1 rules with enthusiasm, you write on a range of subjects, we provide another look at the motor sport world 10 and 25 years ago this week, and more Catchpole chicanery...

KYALAMI 9 HOURS 13



The announcement that this South African classic next year will be included in the World Endurance Championship schedule enticed interest from works and private Porsche teams and from Sauber. The visitors certainly put one over the locals as Porsches swept up the top six places, led home (of course!) by the Rothmans-backed Porsche 956s of Ickx/Mass and Bell/Schuppan. Colin Windell reports.

SUZUKA F2 17



The most prestigious Formula 2 race in Japan drew the best European entry for many years, but in dreadful conditions local man Satoru Nakajima led them all home in his March-Honda. Ian Phillips reports a fascinating encounter which saw Stefan Johansson lead the foreign challenge with pole position and third place.

SEASONAL SURVEY 20

The CanAm Challenge struggled on through 1982, providing quantity but not enough quality... apart from the emergence of a new star in Al Unser Jr. Gordon Kirby provides his analysis.

SEASONAL SURVEY 24

Once a fiercely competitive arena, the North American Formula Atlantic Championship in the past has sprouted young stars like the Villeneuve brothers. It wasn't quite the same this year, with old hand Dave McMillan taking the title after a wide open year. Gordon Kirby describes the series.

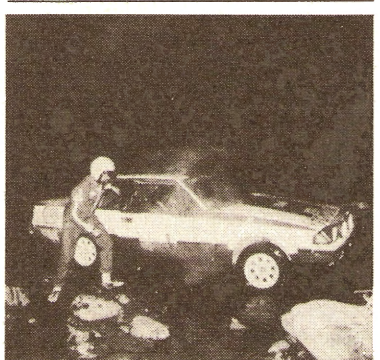
BRIGHTON RUN 29



John Bolster reports on another November visit to Brighton, the destination of the slowest race in the world.

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OMAN RALLY 32

Expected to be a World Championship event within two years, the Oman Rally gave Peter Foubister the chance to find out the state of the sport in the Middle East. He reports on rallying through the Arabian Nights.

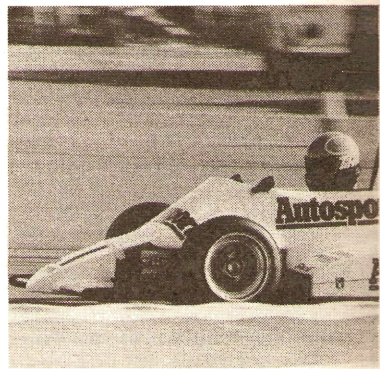
SKODA IN RALLYING 34

Skoda are going for ten out of ten this year. The works backed Czechoslovakian Skoda team has won its class on the RAC Rally for the last nine years, and are counting on continuing that record this year. Keith Oswin has been finding out how this unusual team operates.

BACKSTAGE 36

The Ivory Coast Rally does not draw the best World Championship entry of the season, but this year it did settle the drivers' title in Walter Rohrl's favour. Paul Davis recalls some of the memorable moments.

TRACK TEST 40



Tiff Needell recently attempted to take on the Ralt might in Formula 3 by track testing the works Anson in the recent televised meeting from Silverstone. Does the car have the potential to challenge Ron Tauranac's cars?

ROAD TEST 44

John Bolster acquaints himself with the spritely MG Metro, and finds, as expected, that he can't wait for the recently announced turbocharged version.

SPORTS EXTRA 47

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CENTRESPREAD

This week's centrespread depicts Julian Bailey in his works supported Lola T640 which won the Brands Hatch Formula Ford Festival. His prize for this success is a drive in this weekend's televised Formula 3 race at Thruxton.

Peace in F1

Unity restored among parties involved in F1.

For the first time since the skirt controversy started — arguably, for the first time since the Lotus 78 and the Renault turbo appeared — there is peace in Formula 1, with a prospect of its continuing until at least 1986.

Jean-Marie Balestre could reasonably be as happy, relaxed and calm as he appeared at the press conference following last Wednesday's F1 Commission meeting in Paris, despite a day of tough negotiations — "one point took us four hours to settle".

Using the near-unanimous backing of all the other parties to Grand Prix racing, he had forced the constructors, for once united, to agree to bring in the drastic new flat-bottom/no-skirts rules for the 1983 season.

(Votes against him recently, other than from the constructors, have been for political, not technical reasons, from the group inside FISA which opposes his presidency, led by Monaco AC President Michel Boeri and Huschke von Hanstein of Germany.)

"It was far from obvious 48 hours ago that we would get an agreement, but everyone went about it with goodwill," Balestre said. "Unity has been restored among the parties involved in F1."

Immediate changes

It was quite a remarkable achievement to reach agreement that the rules be changed immediately. The FISA Executive Committee vote last month, ordering the changes despite the Concorde Agreement, was an action Balestre himself called "a bit brutal", but fully justified for safety reasons — the Mass accident into the crowd at the French GP being the biggest warning sign. The vote offered the possibility of the new rules being introduced only at the first European GP.

The constructors reasoned that if they had to accept it, they might as well start from a clean sheet in 1983 rather than have the expense and complication of running uprated 1982 cars for three races while building and testing the new designs. To start with the new cars from the first race, they asked for the season to begin at the Brazilian race on March 13, with the traditional South African opener being moved from Feb 12 to be the season closer on Oct 29. The South Africans agreed, and that gave the teams an extra month for development. (See separate story.)

The constructors' major condition for agreement to the 1983 rules was a two-year extension of the Concorde Agreement, with its two critical clauses requiring unanimity for rules changes, and preventing FISA ordering unilateral safety measures that affect performance.

FISA immediately conceded engine stability until the end of 1985, thus giving the engine builders three more years to amortize their investments. And Balestre agreed that a new 'Formula 1 Convention' to extend the Concorde by two years from the end of 1984. But he got rid of the two hated clauses. The unanimity rule is replaced with a clause saying that changes to stability rules must be agreed by 85% of the 10 top teams in each of the past two seasons. And FISA will again have the right to order urgent changes for safety reasons.

TV revenue. The constructors agreed in principle that FISA, like other international sports federations — should receive a slice of world TV rights. Balestre



Balestre — remarkable achievement.

said he was asking only for "a very small percentage", and that the exact amount was still to be negotiated.

Law suits. The Commission "unanimously deployed" the increasing frequency with which recourse was made to extra-FISA legal jurisdictions, and asked all parties involved to cancel all actions in outsider courts, "notably calling into question the decision of the FIA Tribunal of Appeal". The name of Williams was not actually spoken, but Balestre noted that "even some of those most involved in such proceedings had made maximum efforts for a return to peace".

It was clearly oil-on-troubled-waters day.

Driver votes

Driver votes. The Commission agreed to give the drivers two voting seats, one Grandee, one FOCA. This has been voted for under Balestre's impulsion several times within FISA, but the Commission itself had opposed it until now.

Engines. As well as the stability rule, Balestre got through his wished-for power limitation. From 1985, engines will be limited to between 500 and 550bhp. A study group is to report by October 1983, on the best way to achieve this. In the first instance, there will be

fuel restrictions. Tankage will be unchanged at 250 litres in 1983, but will be cut to 220 litres in 1984, and 195 litres in 1985. Refuelling will be permitted next year but banned thereafter. Grand Prix distances in 1985 will be the same as in 1984.

Entries. The deadline for entries for the 1983 F1 World Championship will be December 10.

Any other business. The F1 Commission also found time to approve in principle the running of CART races as double-headers with "certain US Grands Prix", Las Vegas being the most insistent demander. There will be conditions, yet to be drawn up in detail, but which basically are to ensure that the CART race remains secondary to the GP and does not interfere with its timetable or its TV coverage.

Super licences

Superlicences. Talks are continuing to redraft the licence more to the desire of the drivers. A major point is insurance. It is hoped that a one-time waiver for all races can be signed at the beginning of the season, not only by drivers but by all members of the F1 circus.

F1 financing. The Commission approved negotiations between the constructors and organisers for changes to financial arrangement to cope with major currency shifts, such as the recent rise of the dollar. The base currency may be changed to Swiss Francs.

F2/F3. The new F1 rules pose a threat to the traditional stepping stones of single seater performance. Unchanged F2 cars could be as fast as the new F1 cars. FISA is very conscious of this and Balestre said it would call a round-table meeting of all parties to see what can be done, "maybe even for 1983, if possible". Yet to be discussed are the escalating costs in a time of economic crisis, and Balestre mentioned in this respect wind-tunnel testing for F3 cars.

Definitions. With rumours about already of 'porous' flat bottoms and other devices to maintain ground effect, the Commission came up with more precise definitions for flat bottoms and no skirts, as a first step to making the new rules stick.

An important point to notice is that under the new rules, it is the team which must prove to the scrutineer that its cars are legal, not vice-versa.

The flat-bottom definition: "Between the rear edge of the complete front wheels and the front edge of the complete rear wheels all sprung parts of the car visible from directly beneath the car must lie on one place within a tolerance of plus or minus 5mm.

"All these parts must produce a uniform, solid, hard, rigid (no degree of freedom in relations to the body/chassis unit), impervious surface, under all circumstances.

"The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5cm."

And banning skirts: "Any device or construction that is designed to bridge the gap between the sprung part of the car and the ground is prohibited under all circumstances.

"No part having an aerodynamic influence and no part of the coachwork may under any circumstances be located below the geometrical plane generated by the plane surface provided for by the Article 3.3" (flat bottoms).



De Cesaris — foot in plaster.

De Cesaris's motorcycle accident

After a motorcycle accident a couple of weeks ago, Andrea de Cesaris's left foot is in plaster. It appears that the Suzuki 1100 — "I got it up to 9,800rpm in fifth gear" — fell on his foot while he was attempting to park it at the roadside . . .

Andrea says that he will definitely drive for the Marlboro-backed Euroracing-Alfa Romeo team next year, and will sign his contract in Milan next week. Gerard Ducarouge agreed a few days ago to stay with the new outfit, and this played a big part in de Cesaris's decision to sign. The Italian says he will be ready to begin testing again at the beginning of December. Mauro Baldi is confirmed as the team's second driver.

F1 dates revised once more

Here is yet another revised F1 World Championship calendar, as issued by FISA after the F1 Commission meeting last Wednesday . . .

Mar 13	Brazil
Mar 27	Long Beach
Apr 17	France
May 1	San Marino
May 15	Monaco
May 22	Belgium
Jun 5	Detroit
Jun 12	Canada
Jul 10	Switzerland (Dijon)
Jul 16	Britain
Aug 7	Germany
Aug 14	Austria
Aug 28	Holland
Sep 11	Italy
Sep 25	New York
Oct 9	Las Vegas
Oct 29	South Africa

Seventeen races are listed, but FISA say that only 16 will take place. By the end of November, all race organisers must report to FISA on the financial state of their races, after which one race will become 'a reserve.' Exempt from this early time limit, however, is New York, whose limit is unspecified — apparently because everyone is so keen to see it happen. Efforts are also being made to revive a Japanese Grand Prix, although there is no question of such a race in 1983. And the Spa organisers have been told that the Belgian Grand Prix will be staged there next year only if the pits are rebuilt. Otherwise, it will be run at Zolder, as usual.

Tyrrell and Williams testing at Daytona

Last week the Tyrrell and Williams teams were at Daytona, taking part in a Goodyear test programme. No, they did not use any part of the celebrated banking . . .

"Goodyear made up a track in the infield," Ken Tyrrell told us at the beginning of this week, "and this was to suit 'a specific requirement.'" Why Daytona, we asked? "Weather!" replied Ken. "At this time of the year it's difficult to find anywhere warm enough. At Ricard, for instance, it's usually dry, but even there it's cold—and you don't learn anything about tyres in those conditions. Down there it was about 85deg, which was perfect."

The two teams—with drivers Michele Alboreto and World Champion Keke Rosberg—spent three days at the Florida track, and both ran 'conventional' 1982-specification ground effect cars for the first couple of days. "For the last day we ran with our car in full 1983 trim," reported Tyrrell, "and Williams ran without skirts and with the wing moved forward, if still partly in '82 spec." In the course of the programme, both cross-ply and radial Goodyears were used.

In the last few days there have been strong rumours suggesting the Danny Sullivan will join Michele Alboreto in the Tyrrell team for 1983, but Ken was unwilling to comment: "We still don't know who will be in the second car, primarily because we don't yet know who will be the team's major sponsor next year . . ."

Tyrrell—1983 car test.



Brabham lose Parmalat

Our Italian correspondent reports that Parmalat will definitely not be sponsoring the Brabham team again in 1983, thus ending a five-season association.

A Parmalat spokesman told our man that the company's relationship with Brabham had been extremely good throughout, but said that their main reason for calling a halt to the sponsorship was the high cost of an extensive TV advertising campaign in Italy.

"In 1978, when we came into Formula 1, our involvement cost about \$1.5m," he said, "but now, to sponsor any top team costs around \$10m, and that is not good economic sense."

The spokesman said that it was not impossible that Parmalat would get out for a couple of years and then return, and added that personal sponsorship deals with Niki Lauda, Nelson Piquet and Riccardo Patrese might well be renewed.

Fitz to head 956 onslaught

John Fitzpatrick, the expatriate British sports car team owner and driver, will make a further big expansion to his international racing programme in 1983. Fitzpatrick, based in San Diego, California, has ordered two of the £149,000 'customer' Porsche 956 Group C cars, and will run one in the USA and the other in Europe.

Fitzpatrick has fielded two IMSA GTX category Porsches in this season's Camel IMSA GT series in the States (a Kremer built 935 K4 and a Jöst constructed 935 'Moby Dick' replica) and has taken in a few events outside America, including Le Mans, Brands Hatch and Kyalami. In common with

other IMSA team owners, he is still hoping that the US road racing organisation may yet yield to pressure to allow the latest Porsche turbocar to compete in the 1983 series. The present position, however, is that IMSA has declared an upper cylinder capacity limit of 2.14 litres for turbo engines, thus eliminating the Porsche's 2.6-litre power plant, and forcing private owners of the 956 into the rival SCCA CanAm Challenge.

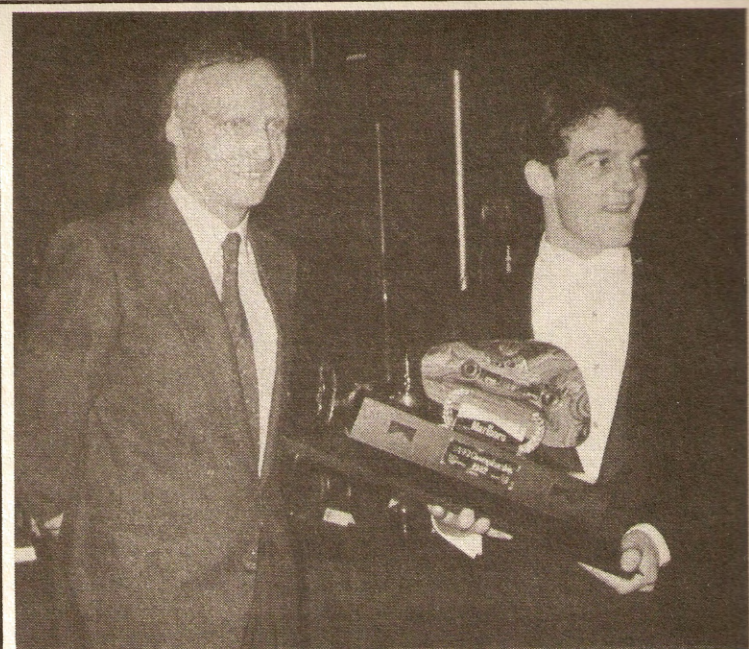
John Fitzpatrick Racing will contest one or other of the American championships, and will campaign its other 956 in the World Endurance Championship events.

The Porsche factory is building parts for 15 new Group C cars and will be assembling 10 for sale to private teams—and all this is in addition to the works team's own programme for next year. The latest version of the Le Mans winning 956 will be between 30 and 40 kilos lighter than the 1982 cars, putting it near the Group C weight limit of 800 kilos. Research is continuing into the electronic engine management systems which were first used in a race car at Spa in September.

Two of the new models will be going to Georg Loos, the German entrant who until recently was the arch-rival of the Kremer team in both German national and World Championship sports car events. Loos will be returning to the international scene by fielding his cars in Europe, alongside those of the works team, John Fitzpatrick and Alain de



Fitzpatrick—Porsche 956



Byrne's BRDC honour

At the BRDC's annual dinner dance, held last Friday at the London Hilton, Niki Lauda was present to hand out the year's awards. He is pictured presenting Tommy Byrne with his Marlboro F3 Championship trophy. During the course of the evening he had to make a number of presentations to his own team-mate, John Watson, including the prestigious BRDC Gold Star.

Honda: V10 F1?

Honda say that they will not be making any announcement about their 1983 plans until January, and they still refuse to admit that the turbo Formula 1 engine project exists.

However, sources in Japan suggest firmly that Spirit were due to bring the first such engine back to the UK this week—and we understand that it has 10 cylinders!

Lotus join Ferrari at Misano

Fifteen thousand people paid to watch Ferrari and Lotus test at Misano one day last week! Both teams were there for three days, and it was the second, curiously, which proved most popular.

Réne Arnoux was there for the Italian team, running both ground effect and flat bottomed/skirtless 126 C2s in this Goodyear test programme. In the 'normal' car his best time was 1m 04.10s, some 4.6 sec faster than Corrado Fabi's pole time (on qualifiers, of course) for this year's F2 race.

In the 'new' car, which had a slightly shorter chassis and the longitudinal gearbox, Réne's best was 1m 09.80s, which is more than a second slower than Fabi's time! Perhaps FISA's fears that F2 will be quicker than F1 next year (see F1 Commission story) are justified . . .

Lotus also conducted tests with both types of car, and, interestingly, were closer to the Ferrari times in 'new' trim than in ground effect specification. Elio de Angelis was almost a second slower than Arnoux on 'ground effect times' (his best was 1m 04.99s), but only a tenth away on 'flat bottom times' (where his quickest was 1m 09.90s).

Nigel Mansell lapped the ground effect 91 in 1m 05.95s, and Dave Scott's best with the new car was 1m 14.15s.

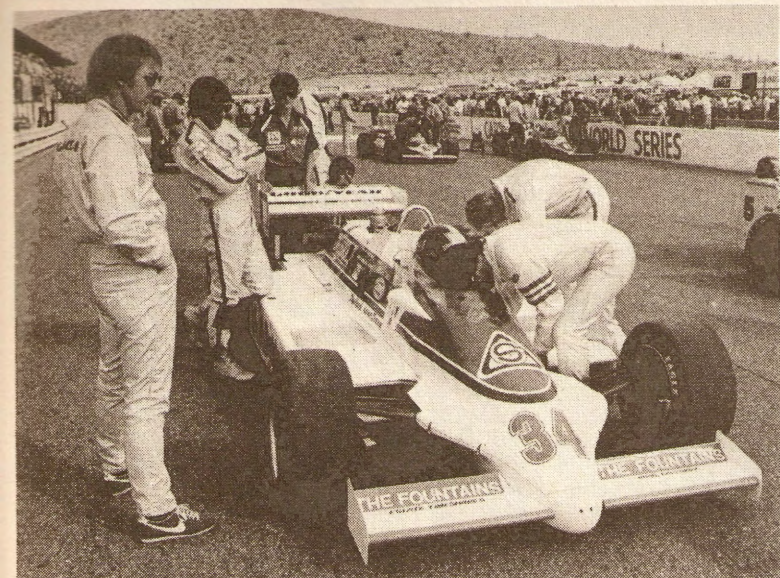
Cadenet.

In the USA, another former leading private entrant will be making a comeback to big-league competition, for Californian Porsche dealer Vasek Polak was in Stuttgart last week to confirm his plans to run a Porsche 956 in either IMSA GT or the CanAm.

Other Porsche 956 privateers next season in the USA will include Preston Henn, Howard Meister and Bruce Leven. We hear that Al Holbert might also be fielding a 956, and there are persistent rumours that Mario and Michael Andretti will be racing one of these cars in 1983, perhaps the third works entry at Le Mans.

Loos—returning.





Derek Daly sits on the grid awaiting his CART debut.

Daly impresses CART regulars at Phoenix

Although Derek Daly's first CART race — at Phoenix last weekend (see *Sports-card*) was sadly brief, the Irishman impressed the Indy regulars with his speed and professionalism, and thoroughly enjoyed this new experience.

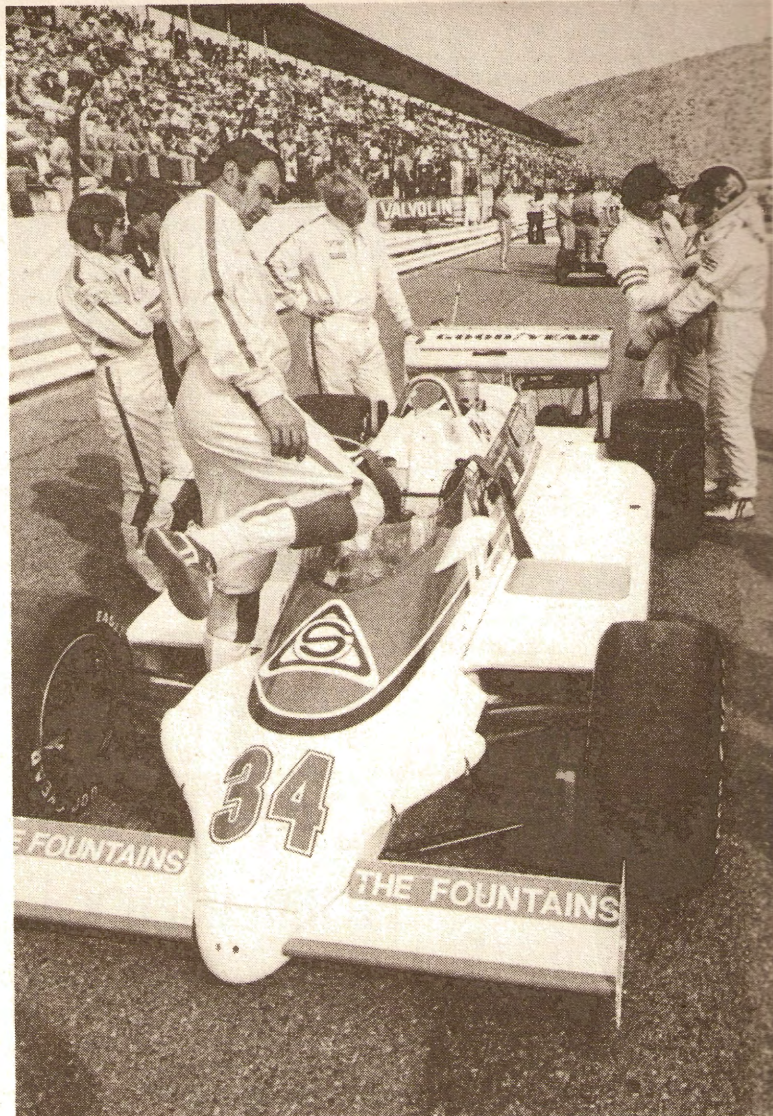
"I qualified 10th, on the same row as Johnny Rutherford," Derek told us on Monday, "and got a good start, passed a couple of people, but then the engine blew on the second lap.

"For all that, I'm very glad I went. The Wysart team, whose March I drove, is a small outfit, but I really loved driving the car. It was fantastic! Far and away the best thing I've ever driven, from a power to weight ratio point of view. Unfortunately, though, its handling

wasn't very well sorted, and I wish we could have had more time to test.

"You're in top gear all the time, of course, but even so you have to be very careful about feeding the power in. You can feel the back trying to overtake the front all the time. And the g-forces, to my amazement, were far beyond anything I've experienced in Formula 1. Five laps round there without a neck support, and you're finished.

"The other thing which really did impress me was the etiquette of the drivers, which was far better than in Formula 1. At those speeds there's no question of giving someone the chop, I can tell you . . ."

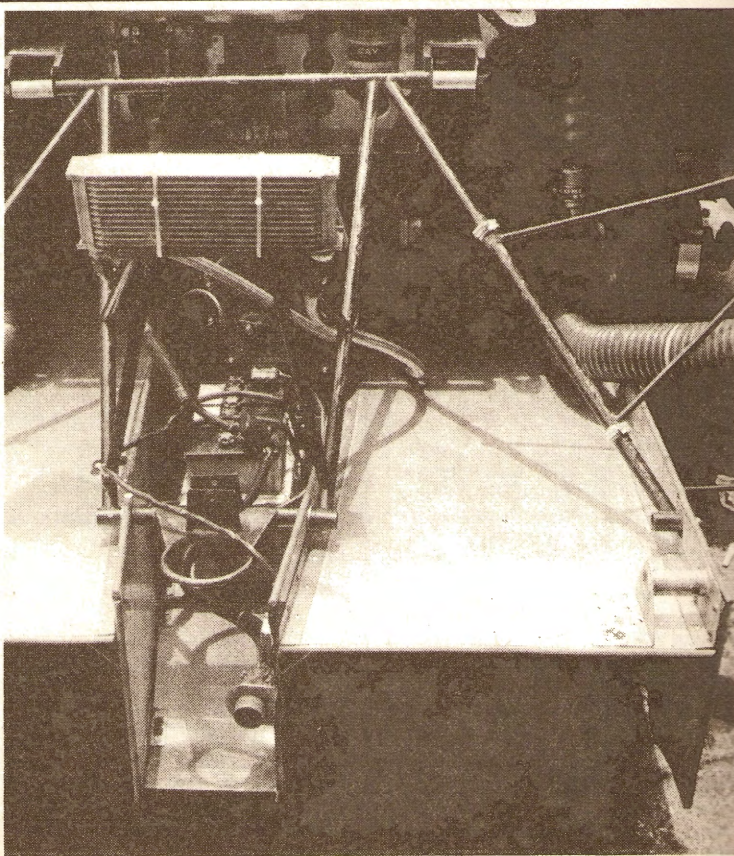
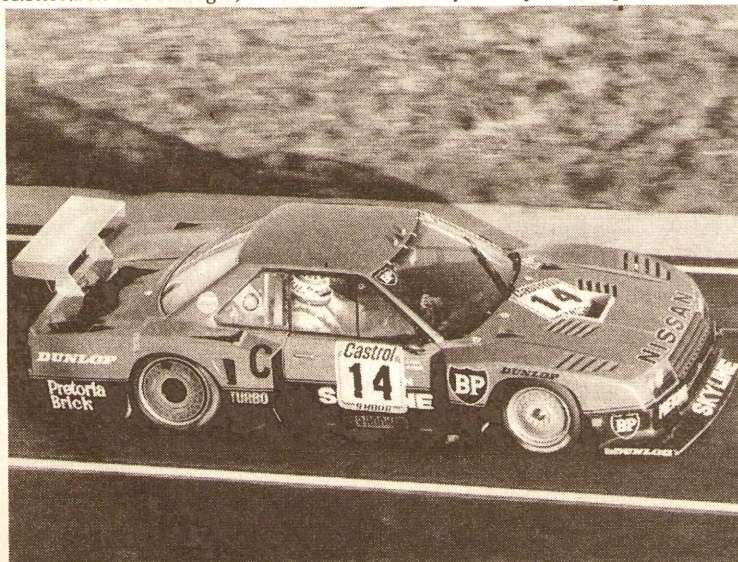


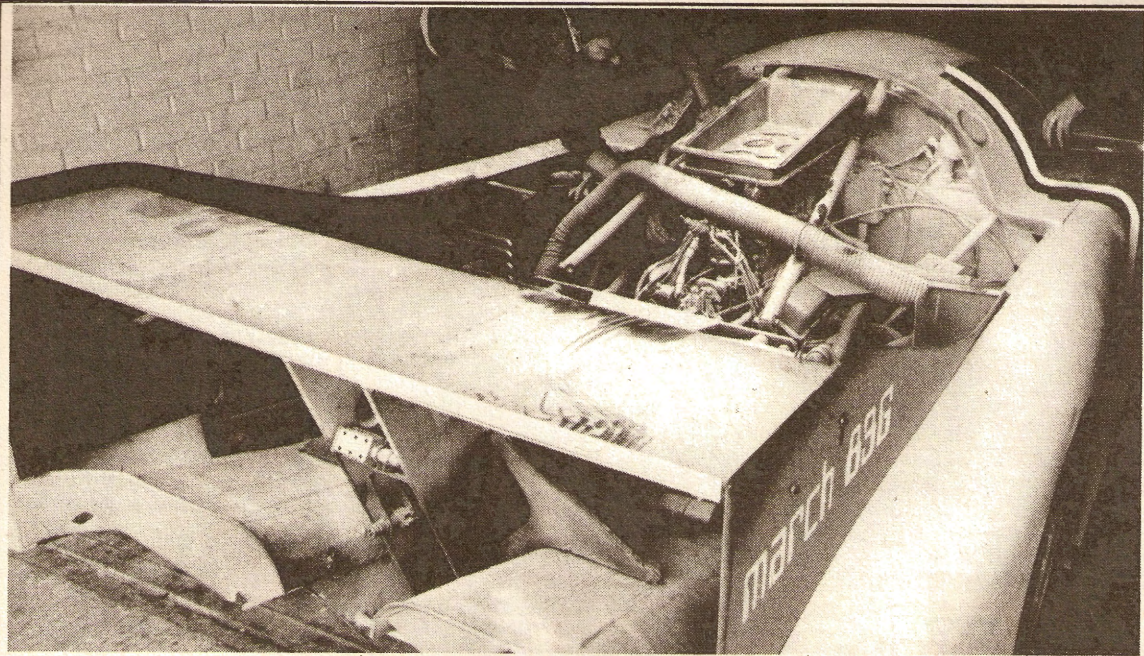
The Wysart team prepare Daly and the March for the off.

Datsun's new Group C Endurance challenger

Technically the most interesting car in the Castrol 9 Hours at Kyalami last Saturday was Datsun's 1983 World Endurance Championship challenger. Powered by a 2-litre, four-cylinder Nissan engine fitted with a Garrett AiResearch turbocharger, the car was

driven at Kyalami by David Hobbs/Masahiro Hasemi/Tony Pond, but retired early in the race after crashing (report: page 13). At the moment the monocoque chassis machine is too heavy at 960kgs, but the engine develops a healthy 550bhp at 7500rpm.





AUTOSPORT track tester Tiff Needell shook down March's latest endurance challenger, the 83G, at Donington recently, and recorded a promising 66.1s, which, Tiff assures us, is the fastest time by an IMSA GTP spec car at the circuit. Although visually similar to the 82G, the new car is considerably lighter than the old car and has a new underbody design. March plan to concentrate on the American market after a relatively unsuccessful foray this year into Group C, and to this end will have a car shipped to the USA for Bobby Rahal to drive in the final Camel IMSA GT race at Daytona on November 28.



Arnoux — moving to San Marino.

- René Arnoux has renounced his French racing licence. As a Ferrari driver, he is to live in the tiny Principality of San Marino — and will race with a San Marino-issued licence. We may be sure that his reception at Imola next May will be a warm one . . .
- The 1983 March Indy car, the 83C, was due to run for the first time at Indianapolis yesterday, in the hands of Mike Mosley.
- Bobby Unser was set to return to the cockpit this week, testing the new Wildcat Mk9 at Phoenix. He will be Gordie Johncock's team mate at Patrick Racing next year, of course. Also due to run at Phoenix was his brother Al, who joins Rick Mears in the 1983 Penske team.
- After his superb win at Phoenix, Tom Sneva looks set to stay with George Bignotti's team for next season, and rumours persist that the cars will be built by Ensign. Morris Nunn and Nigel Bennett were both present for the race.
- Geoff Brabham seems likely to join the Galles team as number 2 to Al Unser Jr in 1983. The team will have works Eagle-DFX cars.
- Junior Johnson will operate two separate teams in next year's NASCAR Grand National Championship. Darrell Waltrip will continue to drive the Pepsi-sponsored car, and Neil Bonnett will drive a similar Pontiac, backed by Warner Hodgdon, who has bought an interest in Junior's team.

CART petition for Indianapolis takeover

A petition, which did the rounds at Phoenix last weekend and was signed by 28 CART drivers, has been sent to the Indianapolis Motor Speedway.

The main requests in the very diplomatically-worded petition are that CART rules should be adopted for the Indianapolis 500, and that CART should sanction the race, at the very least in

conjunction with the IMS.

The petition, one of whose prime movers is Mario Andretti, says that it costs a team \$25-35,000 per car to carry out modifications for this one race. It also says that USAC officials are out of touch with racing today, and should be replaced by CART men under the overall authority of the IMS.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Nov 21	Macau	Macau Grand Prix
Nov 21	Riverside, USA	Winston Western 500 — NASCAR Winston Cup Grand National Championship, round 30.

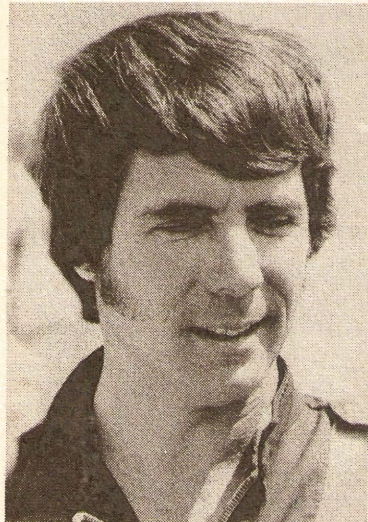
NATIONAL RACING

Date	Venue	Event/Details
Nov 13	Thruxton, nr Andover Hampshire	City TV Raceday — F3, FF2000, FF1600, Sports 2000, Special GT (BARC) <i>The BARC have attracted probably their best entry ever for this annual televised meeting at Thruxton, which is being supported by City Business Machines. A very healthy field of F3 cars should contest the main race of the day with Ayrton da Silva and Calvin Fish both moving up from FF2000 and likely to set the pace, while the FF2000 and FF1600 events both have an interesting smattering of new cars among their over-flowing entry lists. The club have also experimented with a Special GT race, which has been a big success, judging by number of competitors. Action at the meeting will start with practice from 09.10 and the first of six races at 13.00. Adults, £2.50; Children, 40p.</i>
Nov 14	Brands Hatch, nr Dartford Kent	F Libre, FF2000, 'Champion of Brands' FF1600, Mini Miglia, Mini Se7en, Special Saloons (BARC) <i>The penultimate round of the Champion of Brands FF1600 should provide much of the entertainment on Sunday, along with the final rounds of the TEAC Mini Miglia and Se7en series. All three events have very good entries and should be very close-fought, although the Libre and FF2000 fields seem very thin. David Enderby's latest Imp-engined VW creation will be out in the Special Saloon race, perhaps hoping to improve on the 1-litre class lap record he set exactly one year ago in his Stiletto, but which was recently bettered by the equally ingenious Reliant Kitten of Ginger Marshall. Racing starts at 13.00, following practice from 09.30. Adults, £2.50; Children, £1.</i>

OFF-TRACK

Date	Venue	Event/Details
Nov 14	Lansdown, nr Bath	Roy Fedden Trial — a round of the RAC British & BT & RDA Championships.
Nov 14	Frylands Wood Scout Camp, Addington	Croydon Motor Spares Sporting Trial — a round of the Lamps Ltd/750 MC Championship. Starts at 11.00.

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



Waltrip — "I'm a stock car driver".

Darrell Waltrip on F1

Darrell Waltrip was at Daytona last week while the Williams and Tyrrell teams went through their Goodyear testing programmes, and afterwards was asked for his impressions of Formula 1. Leo Mehl related the story to our American Editor at Phoenix . . .

"Well," says Darrell, "if I was coming off Turn Four in my car and I saw that little thing down there, I'd think 'Hell, look at that piece of debris down there,' and I believe I'd drive right over it, 'cos it wouldn't hurt my car none . . ."

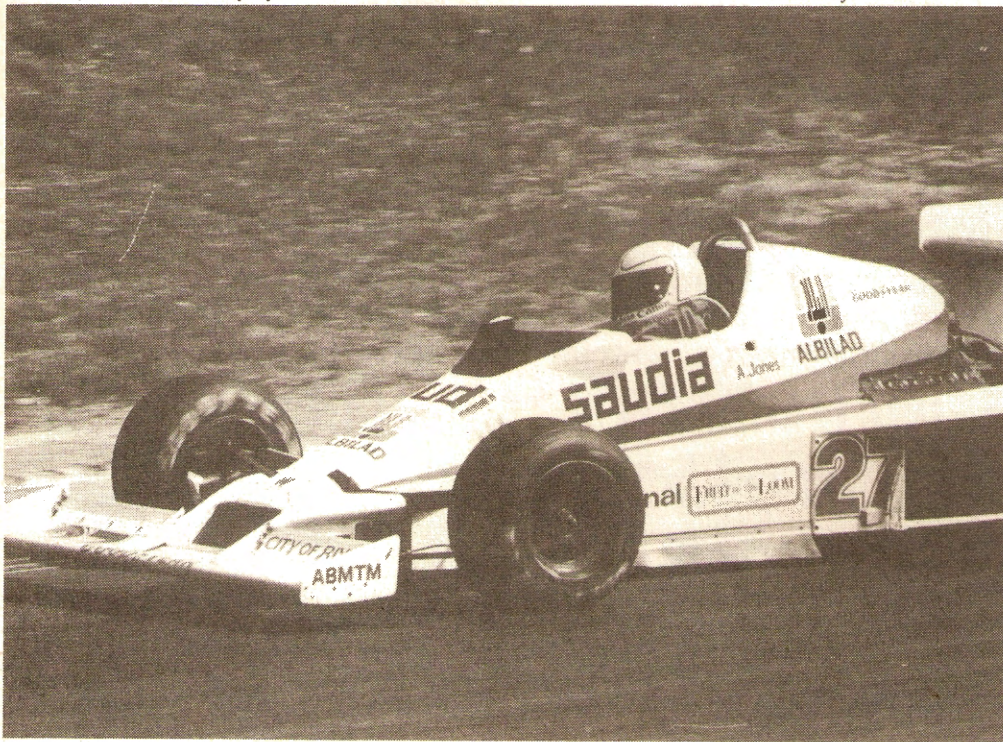
Waltrip sat in Alboreto's Tyrrell at one stage, although he was unable to get his lanky legs down towards the footwell. Did he not have any interest in trying the car? "Nope. I'm a stock car driver, and that's it . . ." A very parochial fellow, Mr Waltrip.

The return of excitement

After last week's meeting of the Formula 1 Commission (see details in *Pit & Paddock*), FISA has issued a statement concerning the new Formula 1 regulations. This, in effect, confirms and clarifies the rules announced by FISA President Jean-Marie Balestre a few weeks ago, and AUTOSPORT is delighted to welcome the changes.

For all their admittedly breathtaking efficien-

Probably the most successful flat bottom Formula 1 car was the Williams FW06 in the hands of Alan Jones.



cy Grand Prix cars from the ground effect era have not produced exciting motor racing, by and large, and it has been this very efficiency which has precluded it. Ground effect has increased cornering speeds out of sight, and has also inevitably worked against straightline speed. There has been, in our opinion, too little discrepancy between the two, and braking distances — overtaking zones — have been

drastically reduced.

The new rules will reduce cornering speeds and increase straightline speeds and braking distances. Logically, therefore, this should mean more opportunities for overtaking and consequently more exciting racing.

We hope and believe that this will prove to be the case. Whatever else, though, we can be sure that the rôle of the driver will increase in importance considerably. "Effectively we're just passengers," John Watson has said of the ground effect era, and it is beyond dispute that the high-downforce cars required far less, in terms of delicacy and finesse, from the driver than the cars which went before and, we trust, will now return. It would be difficult to find a single driver who derived very much sheer pleasure and satisfaction from the cars of the last two or three years. In a skirtless, flat-bottomed, Grand Prix car it will not be possible to bang the accelerator pedal straight to the floor towards the end of a corner, and we relish the thought once more of witnessing the art of throttle control — also that of cars sliding.

Many people in motor racing, who see it primarily as a science, will disagree with the attitude which AUTOSPORT has always held, but perhaps those most closely involved sometimes forget what the public wants to see. With the rise of FOCA has come an enormous increase in the professionalism of Formula 1, and a corresponding rise in public awareness of the business, despite the rows which have scarred it in the recent past. Now, with peace and harmony apparent, there is the likelihood of really good racing as well, and Grand Prix racing could — and should — boom as never before. We cannot wait for the new season.

Correspondence

the Editor is not bound to agree with readers' opinions

Cheap alternative

Last week's *Comment* highlighted the spiralling costs of Formula Ford where one needs to be a full-time professional with a large budget to stand any chance of success.

Would-be competitors who have been put off the cost of FF1600 might like to try Formula Vee where a competitive car be bought for less than £2000. The 750MC runs a 12-race championship which provides close single-seater racing for a fraction of the cost of Formula Ford. Don't forget that Niki Lauda, Keke Rosberg, Emerson Fittipaldi and Brian Henton started their careers in Formula Vee!

KETTERING, NORTHANTS GRAHAM ROWAN

Try Formula Vee

Your *Comment* last week about technological developments in Formula Ford highlights a problem which I, as a novice, found when I decided that I wanted to go single-seater racing — sheer cost.

I looked a little further and found a formula where, for about £2500, I could have a brand new monocoque single-seater and where lap records are only 2-3 secs slower than FF1600 even though this other formula has no professional drivers. As a result I am building a Formula Vee car from a Scarab kit over the winter. I know that if I need replacement parts or suspension components I need look no further than my local scrap yard or the pages of *Exchange & Mart*.

I have no axe to grind but I do feel that if anyone else wants to race on a limited budget and try to succeed on ability rather than finance, they should contact the 750MC.

MILTON KEYNES

NEIL JOPSON

Chart buster

Another Grand Prix season has come and gone, and it has left us with much to think about and reflect upon. But before we begin our 'winter of discontent', let's look on the bright side of this season's racing (Lord knows, we need it). For this reason I have compiled a Formula 1 top 10 chart:

1. Kung-Fu Fighting (Nelson Piquet/Eliseo Salazar, German GP).
2. We don't talk any more (René Arnoux/Alain Prost).
3. Light my Fire (Riccardo Patrese, French GP).
4. You're the one that I want! (Enzo Ferrari/Patrick Tambay).
5. Gonna make you a star! (Frank Williams/Keke Rosberg).
6. Don't cry for me Argentina (Carlos Reutemann).
7. Everyone's gone to the moon (Guy Ligier).
8. I want Candy (Ken Tyrrell/Alex Hawkridge).
9. Money, money, money (Mo Nunn).
10. Please release me! (Mauro Baldi).

FAVERSHAM, KENT

ADRIAN QUINNELL

Grateful driver

May I offer my thanks, through the columns of your magazine, to everyone who assisted me at Snetterton on October 24 after my Delta rolled at Coram during the Muraspec Formula 4 race. I thank the marshals, officials and fellow competitors for their concern and good wishes.

CHESTERFIELD, DERBYSHIRE

PAUL NIGHTINGALE

Flat-bottomed comments

It was interesting to read Michele Alboreto's views on driving the Tyrrell 011 at Donington without ground effect and recording a best time of 64.6s, (AUTOSPORT, November 4).

I am drawn to compare the times in the ShellSport race back in 1977, where myself and Guy Edwards were pole and second fastest on 64.2s. We were driving flat-bottomed and skirtless F1 cars. At the time I was convinced that if we returned, we could reduce this by at least another second.

I am amazed at the alarm by some constructors at the thought of flat-bottomed and skirtless F1 cars for 1983. I spent much time last winter campaigning with the RAC for similar rules for the British F1 series this year. The reasons were to put as much onus as possible on the skills of the driver, reduce costs of expensive skirt materials and to bolster the grids by allowing the many pre-ground effect cars in garages around the country a

fair and equal chance. I did not succeed in my campaign and I am sure that the failure of the British F1 series was partly the result.

Under the present regulations, I think it is quite possible that F2 cars on some circuit's like Donington, will be faster than the new regulation Grand Prix cars.

F1 cars will be much more fun to drive next year and much more interesting to watch. I look forward to testing one.

WEST KINGSDOWN, KENT TONY TRIMMER

Hot kitchen

I have just returned from Brands Hatch having watched two days of excellent racing at the Formula Ford Festival, and I was delighted to see Julian Bailey emerge as the winner, since I have supported Racing for Britain as far as my pension will allow.

However, may I offer a word of advice to young Julian? When he had a coming together with Mauricio Gugelmin at Snetterton in the final round of the RAC Championship I thought his behaviour was juvenile to say the least, although obviously a lot depended on that race.

In the final, he and Gugelmin had yet another coming together, which resulted in the exit of Gugelmin.

The point I am making is that Gugelmin's behaviour afterwards was in complete contrast as he was very gentlemanly and philosophical about the incident.

I wish Julian Bailey good luck in the future, but he must not forget that the kitchen sometimes gets hot.

By the way, I have just completed 50 years of motor racing spectating having started at Brooklands in 1932, but this is the first time I have ever written to any motoring magazine

MAIDSTONE, KENT G. HILL

Video overkill

I have just attended this year's Motor Show. Basically I enjoyed it, but I wonder at the ever increasing use of video displays. It seemed that most stands had a bank of televisions spouting out in aggressive and strident tones the virtues of the car in question — with all manner of synthesized sound effects thrown in for good measure.

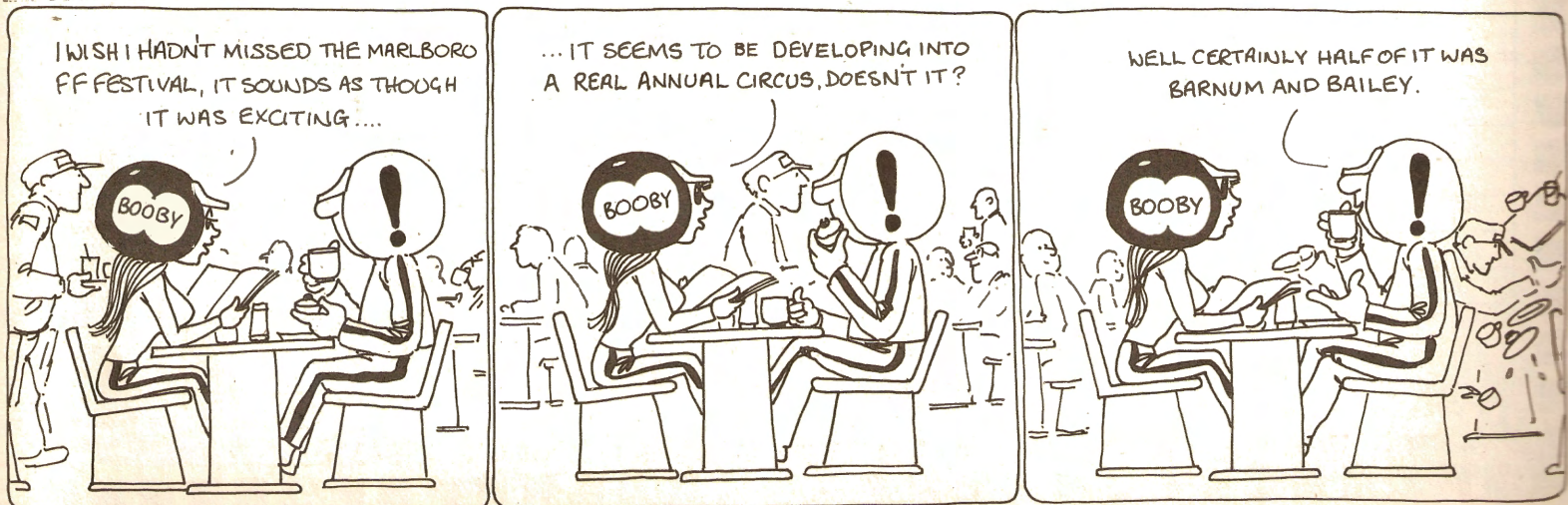
Do you know, I didn't see one convulsive movement of hand towards cheque book, no-one begging the salesman to sell him one of their latest models. I have a sneaking suspicion that the video display sales aid is an ego trip the car manufacturers could do without, save themselves money and make for a more pleasant show for us all.

I would love to know how many extra cars Leyland would need to sell to pay for their audio/video display, not to mention Ford's C100 display with two banks of televisions showing the unsuspecting passer-by how badly he is driving the C100 round Zandvoort on their simulator.

BANBURY, OXON ANDREW EDWARDS

Catchpole

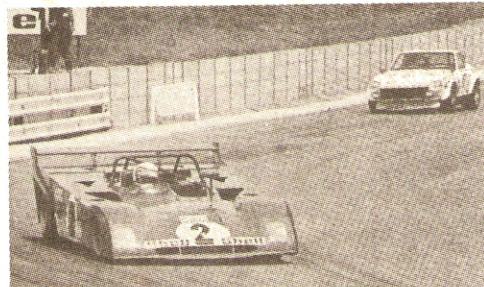
by Barry Foley



10 Then as now? 25

For the second year in succession, the Kyalami 9 Hours race went to the Sefac Ferrari 312P, driven by Arturo Merzario and Clay Regazzoni after the leading Ferrari of Jacky Ickx and Brian Redman dropped out with a blown engine shortly before the half-way mark, 10 years ago this week (AUTOSPORT, November 9, 1972). However, behind the Ferrari there was a stiff battle going on in the 2-litre class, the victor being the new Chevron B25 of Jochen Mass/Gerry Birrell and powered by the latest Hart-prepared Ford BDA engine, this car also taking second overall. Third went to the bravely driven Chevron-Smith B21 of John Hine/Dave Charlton, which battled all the way with the more powerful car until it hit trouble just before dusk.

Staying with sports car racing, Derek Bell secured the European 2-litre sportscar championship for manufacturers for the well organised Osella Abarth team, after winning on aggregate the two 40-lap heats held at the Spanish circuit of Jarama.



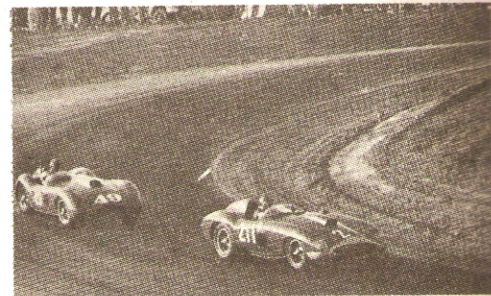
Clay Regazzoni in the winning Ferrari at Kyalami.

Brazil proclaimed a new star at Interlagos after Carlos Pace took the new Surtees TS15 Formula 2 car to a comfortable debut win in the second round of the Brazilian F2 Torneo. Pace took the chequered flag in both the 14-lap heats to win overall by nearly 12secs from the Fittipaldi brothers and Mike Hailwood, and to take himself to second place behind Emerson in the Torneo championship placings. Emerson, who led the championship with 15 points to Pace's nine, was second in the first heat and third in the second, just behind Hailwood. Wilson Fittipaldi was fourth overall some 2mins in arrears.

A topic of concern in AUTOSPORT last week, after the Formula Ford Festival at Brands Hatch, was the rising costs of FF racing. Ten years ago in AUTOSPORT, Gordon Kirby also wrote an article on the ever increasing costs of this formula which he saw getting more and more professional. "It must be recognised that Formula Ford at the top level is a very professional business, and in some ways it is perhaps too professional..." Times never change!

Ferrari managed to pull off a crushing victory at Caracas in the Venezuelan Grand Prix on the demanding and tricky 6.2 mile circuit 25 years ago this week (AUTOSPORT, November 8, 1957). The race was won by Peter Collins and Phil Hill in a 4.1-litre Ferrari at an average speed of 95.4mph. In second place came the similar car of Luigi Musso and Mike Hawthorn one lap behind, while third was the German pair of Wolfgang von Tripps and Seidel followed by the Franco-Belgian combination of Maurice Trintignant and Olivier Gendebien.

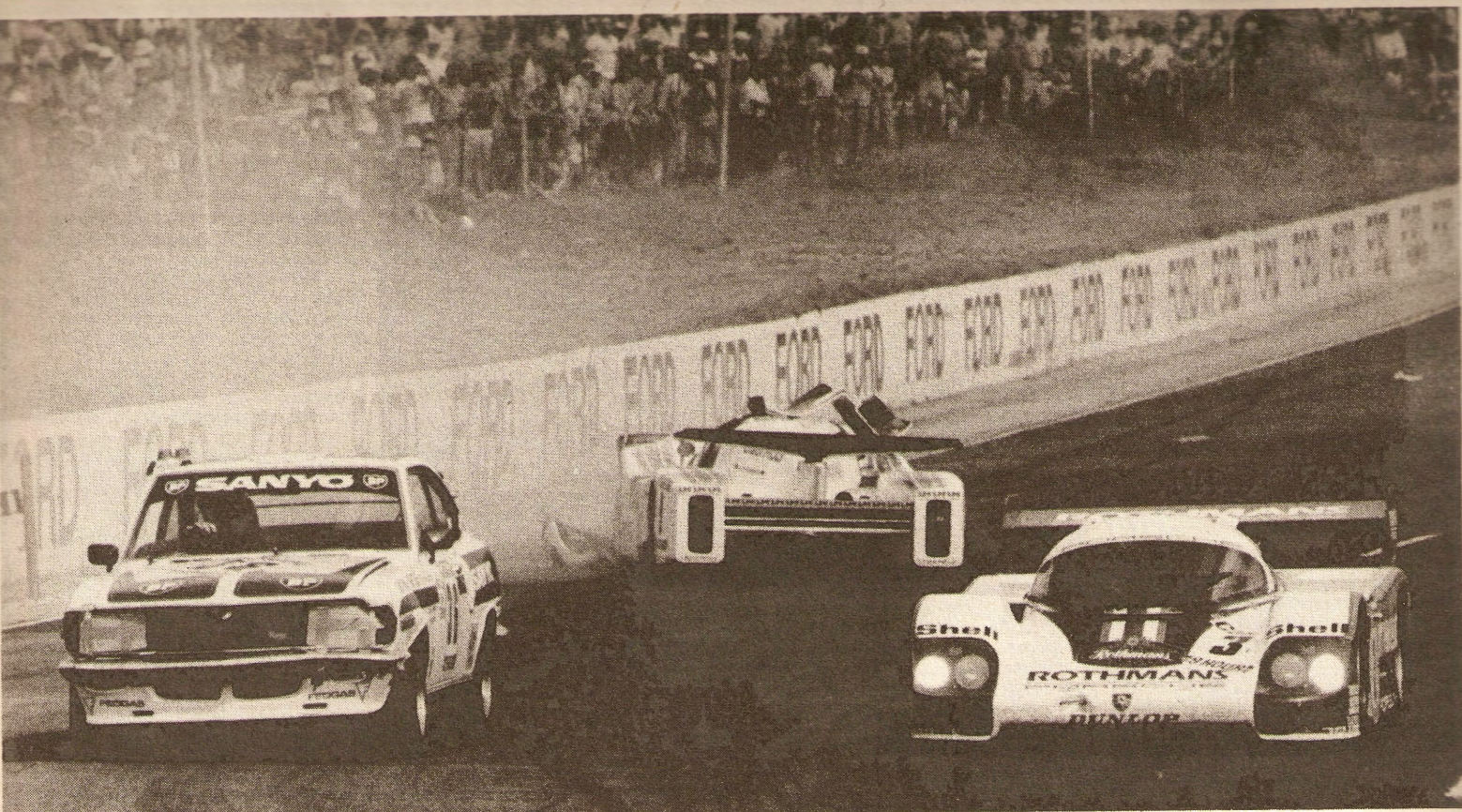
Maserati's attack on the World Sports Car Championship met with little success, however, and they were plagued by a series of problems. Most important of all, Stirling Moss, after 33 laps was nearly 2mins ahead, when his 4.5-litre Maserati became involved in a collision with the American driver, Dressell, in front of the pits. Dressell's AC Bristol was virtually cut in two and the driver suffered a broken shoulder.



More Ferraris — Richie Ginther and Bob Drake.

Gregor Grant in an article entitled, "The Racing Prospect", speculated on the developments likely to be made by the Formula 1 engineers — and one thing he predicted was the adoption of smaller Grand Prix cars. "The success of British-built sports-racing cars in the 1,500cc category undoubtedly led to Formula 2 racing. Now the design of these cars may have an effect on future GP machinery, prompted by the necessity of producing vehicles of good power-weight ratio, to counteract the loss in output due to the adoption of 100/130 octane aviation fuel... at the present time, every Grand Prix designer is studying the best methods of cutting down weight, and achieving the same, if not better, performance.

At the inaugural event at the Riverside International Motor Raceway in Southern California, Richie Ginther drove a smooth and steady race to take the sports car race, while an amazing demonstration of experienced and skilful driving on the part of Ricardo Rodriguez — only 15 years old — saw him breeze to victory in the 1500cc sports car event.



As Jacky Ickx's winning Rothmans Porsche 956 passes a local Mazda, Prince Leopold von Bayern crashes his Liqui-Moly Sauber after suffering a tyre failure.

Porsche's six in the nine

Rothmans Porsches win by 19 laps — Ickx/Mass finish ahead of Bell/Schuppan — Wollek/Francia 936 finishes third — Porsches take top six places — Report: COLIN WINDELL — Photography: JAD SHERIF.

The Rothmans Porsche 956 steamroller had little trouble in soundly trouncing all opposition at Kyalami in the Castrol 9 Hours last Saturday, although a last minute hiccup in the team's precision almost changed the winning order. Jacky Ickx and Jochen Mass, however, managed to hold on to the lead they had enjoyed throughout the race despite a severe misfire in the closing stages, and won by less than a lap from team-mates Derek Bell and Vern Schuppan.

Behind the two works cars came four more Porsches — it was not a bad record to take the top six positions with only seven entries! In third place was last year's 9 Hours winning 936 driven by Bob Wollek/Giorgio Francia, followed by a sister 936 driven by Volkert Merl/Dieter Schornstein/Hans Heyer. Both of these Reinhold Jöst entered cars finished an amazing 19 laps behind the winner.

The fifth-placed 935 gave Sarel van der Merwe the honour of being the first South African driver home in the familiar 'Moby Dick' car shared with Gianpiero Moretti and Mauro Baldi.

KYALAMI 9 HOURS
KYALAMI

ENTRY & PRACTICE

Porsches dominated the entry in quality, the lowest of their seven representatives occupying the eighth position on the grid after the second of the timed practice sessions. As expected, the visitors dominated from the first untimed session

on Wednesday morning, and things soon settled into a pattern which showed that the seven Porsches and two Saubers were in a class of their own, the bulk of the rest being local entrants with less specialised machinery. Practice began in cold overcast conditions — the previous week had seen heavy rain, and even snow in the vicinity — but by Thursday's last timed session the weather had improved and augered well for Saturday's race.

With just 0.4sec separating the Jacky Ickx/Jochen Mass 956 from the sister car

of Derek Bell/Vern Schuppan (Ickx and Bell were again split even though World Championship points are no longer at stake), the two Rothmans-backed works cars emerged a clear 3 secs ahead of the rest of the field. Ickx and Mass turned it on during the Thursday timed session to make up for time lost the previous day with an elusive fuel injection problem (which necessitated a complete injection system strip and turbo replacement), and found that new tyres from Dunlop were a distinct advantage. Only Ickx tried the new Denloc tyre, which is the result of a new technique developed by Dunlop engineers to dispense with bolts to secure rubber to rim, and decided that he and Mass would use them in the race. Unfortunately, the Denloc is so experimental that there were sufficient supplies only for the one car, so Bell/Schuppan used the regular rubber to record their time. Incidentally, Ickx's pole time of 1m 13.43s compares well with René Arnoux's 1m 06.3s in his pole-winning Renault at the Grand Prix this year.

In their own little bracket, 1sec apart, were the two Reinhold Jöst entered cars, the open 936 and coupé-bodied 936C familiar to European racegoers this year.

Bob Wollek/Giorgio Francia were quicker in the open car thanks to a trouble-free time throughout practice, while the 936 drivers, Hans Heyer/Dieter Schornstein/Volkert Merl, did all they could to match that pace, Heyer managing to spin harmlessly at Wesbank on Thursday.

Next up was the John Fitzpatrick Racing 'Moby Dick' Porsche 935, Fitz sharing the driving with local hero Desiré Wilson. A mixture problem plagued the car at first, but with that sorted out, Fitz soon wound up the boost to 1.5 bar and hammered through the speed trap on the main straight at 202mph, the only man above the 200mph barrier. For the following day's practice, the 3.0-litre qualifying flat-six was changed for the 2.6-litre engine which would have been used in the race... except that it destroyed itself two laps into the last timed session.

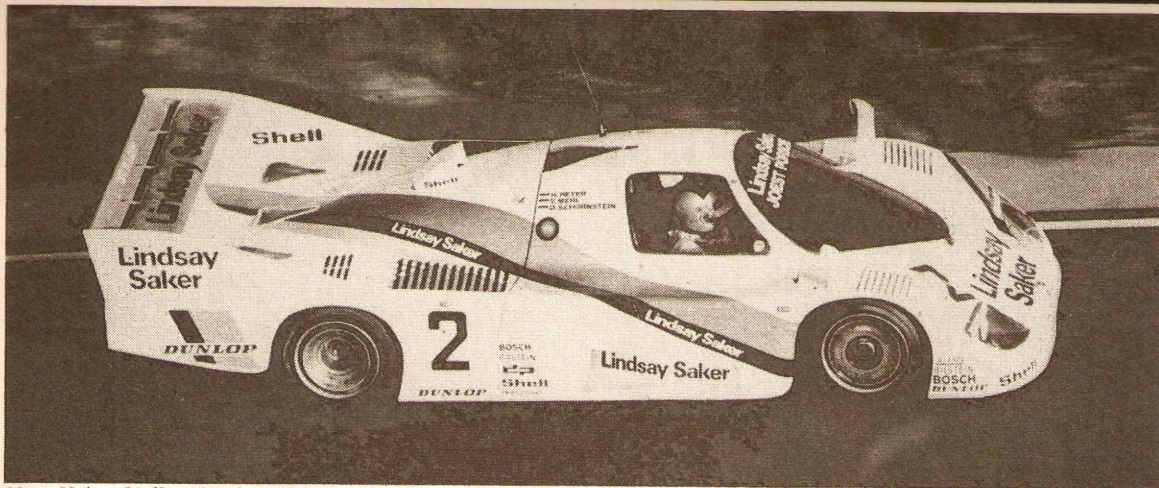
The revamped GS Tuning team managed to qualify their BASF backed, 3.9-litre Ford-Cosworth DFL powered Sauber in sixth place, thanks to Hans Stuck's energetic driving. Support came from team owner Walter Brun and Sigi Muller Jr, but in fact it was Stuck at the wheel when the car went off backwards

QUALIFYING

1 GC Porsche 956	2.6	Porsche tc.	Jacky Ickx (B) Jochen Mass (D)	1:13.43
2 GC Porsche 956	2.6	Porsche tc.	Derek Bell (GB) Vern Schuppan (AUS)	1:13.87
3 GC Porsche 936	2.1	Porsche tc.	Bob Wollek (F) Giorgio Francia (I)	1:16.98
4 G5 Porsche 936C	2.8	Porsche tc.	Volkert Merl (D) Dieter Schornstein (D) Hans Heyer (A)	1:17.96
5 G5 Porsche 935	2.8	Porsche tc.	John Fitzpatrick (GB) Desiré Wilson (ZA)	1:19.04
6 GC Sauber SHS C6	3.9	Ford DFL	Walter Brun (CH) Sigi Muller Jr (CH) Hans Stuck (D)	1:19.37
7 G6 Porsche 908/80	2.1	Porsche tc.	Alain de Cadenet (GB) Tony Martin (ZA) Giorgio Pianta (I)	1:20.04
8 G5 Porsche 935	3.0	Porsche tc.	Gianpiero Moretti (USA) Mauro Baldi (I) Sarel van der Merwe (ZA)	1:20.38
9 GC Sauber SHS C6	1.4	BMW tc.	Manfred Winkelhock (D) Prince Leopold von Bayern (D)	1:21.09
10 GC Datsun Skyline	2.0	Nissan tc.	David Hobbs (GB) Masahiro Hasemi (J) Tony Pond (GB)	1:23.93
11 G4 BMW M1	3.5	BMW	Umberto Grano (I) Enzo Calderari (I) Eddy Joosen (B)	1:23.93
12 G6 Chevron B31	1.6	Mazda	Bernard Tilanus (ZA) Ian Harrower (GB) Graham Duxbury (ZA)	1:24.10

Hobbo's turbocharged Datsun.





Hans Heyer, Volkert Merl and Dieter Schornstein shared the gorgeous, fourth placed Jöst-Porsche 936J.

KYALAMI 9 HOURS
KYALAMI

20

continued

into the catchfences at Clubhouse 15mins before the end of the practice. Bodywork damage was considerable, but there were no worries about repairing the car in time for Saturday's race. The sister car of Manfred Winkelhock/Prince Leopold von Bayern was the 1.4-litre BMW turbo powered chassis, appearing this time in the white and blue livery of Liqui Moly. Valuable setting-up time on the first day was lost when Winkelhock stopped out on the circuit with a lack of fuel pressure. The car was rectified on the second day of practice and qualified ninth with a time 1.7secs adrift of the BASF machine.

Making up a cosmopolitan combination with South African Tony Martin and Italian Fiat/Lancia test driver Giorgio Pianta was Alain de Cadenet, who qualified the stubby Porsche 908/80 on loan from Jöst in seventh position. Backed by PG Glass, the car had wrong gearing on the first day, but on Thursday the crew lowered their times to finish at a highly competitive 1m 20.04s. De Cadenet, suffering from damaged vertebrae, had to spend a while making his seat comfortable enough to be bearable.

The other 'Moby Dick' Porsche 935 on the entry list was the red Momo Wheels car owned by Gianpiero Moretti and co-driven by Mauro Baldi and South African hotshoe Sarel van der Merwe.

One place further back came the most interesting newcomer in the field, the Datsun Skyline turbo Group C car. Although its body meets the old Group 5 regulations, this works backed venture has been designed with a 1983 World Endurance Championship programme in mind, and features ground effect channels at the rear. Powered by a

2.0-litre Garrett AiResearch turbo-charged four-cylinder Nissan engine, the car proved quick straight out of the box, but David Hobbs and Masahiro Hasemi were troubled throughout by a succession of inevitable teething problems. At one point the newness of the project was shown up when the Japanese mechanics had literally to kick the engine cover back into place!

Pre-race testing had seen the shortcomings at Kyalami of the Hewland PG600 four-speed box, and a five-speed box was fitted in time for official practice. Hobbs had managed to break into the 1m 24s bracket with the old box, but was unable to carve more than 1sec off this with the revised car because the suspension settings and available tyre compounds were too soft. Just when things were looking up, progress was stopped in the last session with an overheating engine and seized brakes.

The Kreepy Krauly sponsored BMW M1 of Enzo Calderari/Umberto Grano/Marco Vanoli qualified 11th, ahead of the interesting Chevron B31 of Ian Harrower/Graham Duxbury/Dieter Selzer. Harrower brought this car out from England and had it fitted with one of the 1.6-litre Mazda rotary engines which presently dominate South African Formula Atlantic. It seemed to work, for it put the car above all the Star Modified Production and Group 1 cars which formed the bulk of the 44 strong grid.

THE 9 HOURS

The two Rothmans Porsches went into an immediate lead at the 10.30am start, Bell slotting in behind Mass — both used the open track to build up some distance in the two laps it took to start carving their way through the backmarkers. After 10 laps, Mass and Bell led a long way from Wollek and Fitzpatrick, these two

already a long way in front of the next bunch of cars.

After only 52mins, Bell pitted to refuel and to hand over to Schuppan, and shortly after Mass made his first stop to hand over to Ickx. The question was raised whether their eight permitted fuel stops would, in fact, be sufficient for them to complete the race if they continued at the speeds they were doing . . . but then they had lapped the entire field in 25 laps!

The first major incident occurred in the second hour when Brian Cook in the Autoquip Capri lost a wheel exiting the Esses and crashed into the barriers, unfortunately taking Moretti's 935 with it. Moretti managed to get away and limped back to the pits to fit a new nose cone to the car. At the same time Dieter Selzer retired his Escort with a cooked motor.

After 54 laps, Ickx and Schuppan comfortably held the first two places, but Tony Martin in the PG Glass Porsche 908 was now third ahead of Merl in the Jöst Porsche 936C, while the Fitzpatrick 935 was fifth. At this point the G1 Alfa Romeo GTV6 of Abel D'Oliviera/Tommy Dunn led the Index of Performance.

Shortly before 3.00pm, Prince Leopold's Liqui Moly Sauber blew a tyre at Sunset and careered back across the track to destroy itself against the wall. End of race. Meanwhile, the two Rothmans cars made their second fuel stops, Bell/Schuppan now two laps behind Ickx/Mass, with the third-placed Merl/Schornstein/Heyer car another two laps down. From 12th place after its 'off', the Moretti/Baldi/van der Merwe Porsche had worked its way up to fourth place with a six lap deficit on the leader.

Desiré Wilson, meanwhile, had retired the Fitzpatrick car with a blown motor, while Willie Hepburn, leading

the Star Modified Production class, lost a wheel, conveniently at the entrance to the pits and pulled in for 50mins, giving Paddy Driver in the Duckhams/Pretoria Brick Mazda an unassailable lead in the class.

The other, BASF backed Sauber of Brun/Muller/Stuck had a moment as the evening gloom approached with Martin's 908. Both cars went off the road, the Sauber suffering extensive damage which lost the team 20mins.

The leading all South African entry at this stage was the Mazda 323 of George Santana/Errol Shearsby/Colin Burford lying in eighth place some 24 (yes!) laps behind Ickx/Mass.

Shortly after 6.00pm, David Hobbs crunched the Skyline at the Esses, putting it out of the race: "The back suspension was set so bloody hard," he explained, "that as I touched the kerb it just launched the car across the track and onto the dirt. Sorting it out I ran back onto the concrete run-off near the exit to the second Ess and the nose dug itself in."

Not long after, the BASF Sauber was again in trouble, this time after a tyre blew approaching Barbeque. Brun almost got the car under control only to be T-boned by Willie Hepburn's Chevrolet, causing the Sauber to roll and land on its roof. Brun, thankfully, was unhurt.

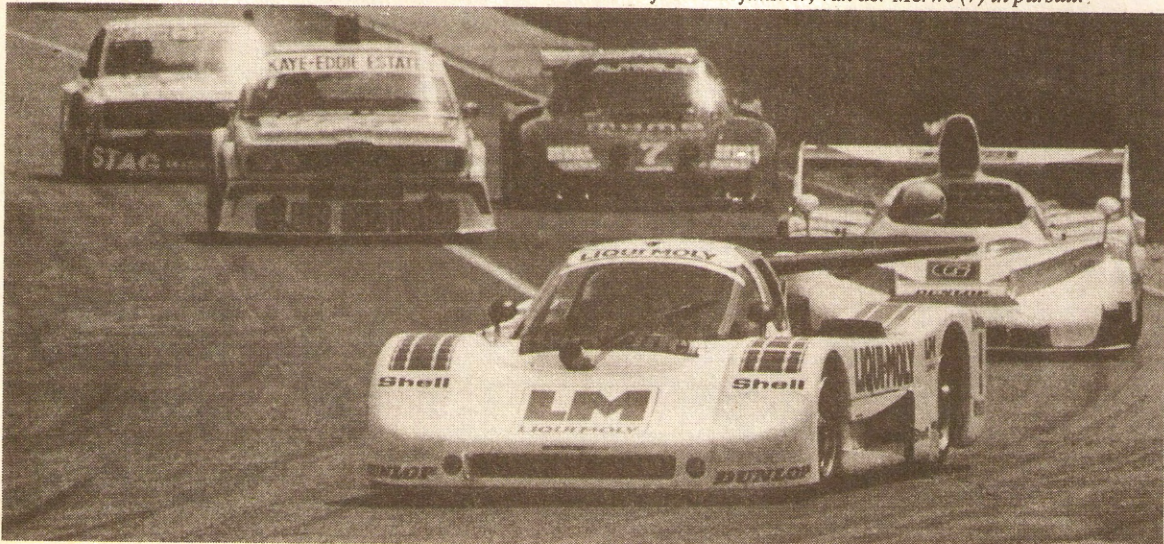
As the race went into darkness, the Rothmans Porsches continued to increase their lead, while the battle for third place hotted up. The Moretti Porsche dropped from that position, pitting twice in 18 minutes for minor, but time consuming, adjustments, leaving Wollek/Francia in third place, with both Moretti and Merl/Schornstein/Heyer making up time behind.

On Index of Performance, meanwhile Maurizio Bianco/Serge Damseaux had moved their Alfa GTV6 into the lead ahead of the similar cars of D'Oliviera/Dunn and Louis Parsons/Dick Pickering.

As the cars went into the final hour, the leading 956 of Ickx/Mass developed a misfire as it lost one cylinder and slowed drastically, allowing the Bell/Schuppan car to close the gap from three laps to less than one lap at the finish.

With more than a third of the 44 starters out of the race by the time they went into the last hour, the track was clear enough for Merl/Schornstein/Heyer to put in a final challenge on team-mates Wollek/Francia for third place, closing up to within 37secs of them at the finish and three laps ahead of the Moretti/Baldi/van der Merwe 935.

With the Mazda 323 having dropped out some hours earlier with a broken rear hub, Driver/Taylor took over as the leading all South African entry, bringing their Mazda Capella home in eighth place to win the Star Modified Production category. The first G1 car home was the Bianco/Damseaux Alfa in 10th place.



Winkelhock's Sauber leads the de Cadenet/Martin/Pianta 908/3 with the first local finisher, van der Merwe (7) in pursuit.

KYALAMI (ZA)
Nov 6
Castrol 9 hours
378 laps, 963.9 miles

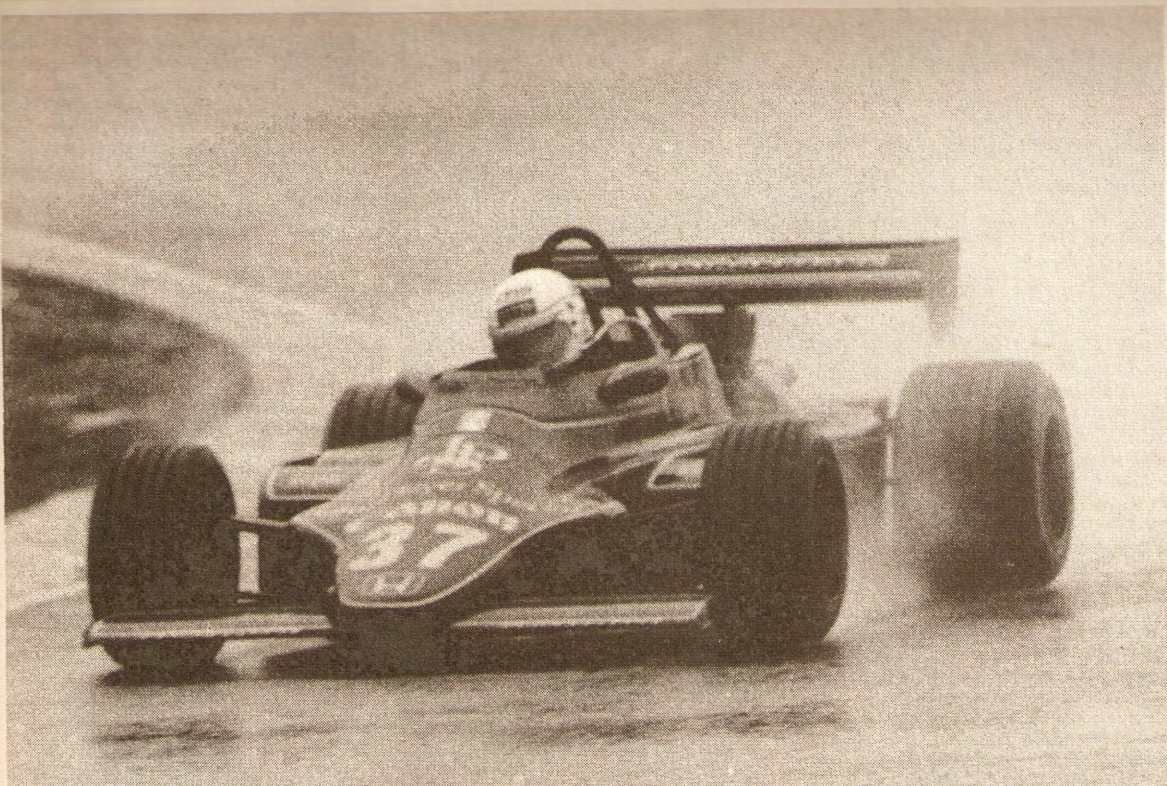
1. Jacky/Ickx/Jochen Mass (2.6 Porsche 956 tc), 378 laps;
 2. Derek Bell/Vern Schuppan (2.6 Porsche 956 tc), 377 laps;
 3. Bob Wollek/Giorgio Francia (2.1 Porsche 936 tc), 359 laps;
 4. Volkert Merl/Dieter Schornstein/Hans Heyer (2.8 Porsche 936C tc), 359 laps;
 5. Gianpiero Moretti/Mauro Baldi/Sarel van der Merwe (3.0 Porsche 935 tc), 356 laps;
 6. Alain de Cadenet/Tony Martin/Giorgio Pianta (2.1 Porsche 908/80), 355 laps.
 7. Umberto Grano/Enzo Calderari/Eddy Joosen (3.5 BMW M1), 348 laps;
 8. Paddy Driver/Wayne Taylor (2.6 Mazda Capella), 309 laps;
 9. Van der Linde/Bezuidenhou (2.0 Datsun Stanza), 298 laps;
 10. Maurizio Bianco/Serge Damseaux (2.5 Alfa Romeo GTV6), 291 laps.
- Fastest lap: Bell/Schuppan, 1m 17.40s, 106.65mph.

Such a situation is tailor made for Stefan Johansson, who is a specialist at pulling off the explosive lap when it is most needed. Thanks to team-mate Thierry Boutsen's Fuji sports car race experience, the Spirit-Hondas had backing from Seelex Sunglasses for the event, and they were setting a record shattering pace right from the start. Both were running the latest very square Bridgestone radials, which from the start were obviously the tyres to have, Boutsen and Johansson alternately made a mockery of the previous best ever lap at the circuit. This stood at 1m 50.58s to Keiji Matsumoto set in March 1981. On Wednesday they were into the 49s; Thursday morning the 48s; but in the afternoon, after the flag had fallen, Johansson stole an extra lap which was a 1m 47.7s, an average speed of over 200kph. Come the three important laps on Saturday morning and you could tell that the Swede was going for what became his sixth pole position of the season.

Satoru Nakajima had already clinched the Suzuka F2 title, but needed one extra point to ensure the All Japan title (which counts the sole Fuji race as well). Nakajima drives for, but doesn't talk to, Tetsu Ikuzawa's very smart JPS backed March-Honda team. The pair fell out over tyre choices earlier in the season and this was to be their swansong as a partnership which has brought two successive titles. The March-Honda 822 chassis made its debut at the last race, totally cleaning up, and it certainly looked the part in every detail. While the other teams were busy thrashing around on Tuesday and Wednesday, Nakajima just paraded in the pit lane, commenting on how quick everyone was going. Within three laps of going out on Thursday, he was already comfortably on the pace and into the 49s.

His circuit experience obviously stood him well and it was interesting to note that his gearchange points were completely different to the other Honda users. Unlike the other Bridgestone contracted team, he was using the crossply tyres and amazingly, although he set the second fastest qualifying time on his sixth lap, he was still able to do 1m 48s on his 13th. What was also surprising, was the number of mistakes he was making yet still going so quickly. On three successive laps, at the same sequence of corners, he missed a gear: almost understeered off passing a slowing Boutsen; and then virtually drove into a wandering backmarker. If he were to get himself together for a clean lap, then he may well have gone quicker still.

Thierry Boutsen who indulged in a spectacular spin in the wet, could really only blame traffic as the reason for being in what was a handy third place. And on one occasion he gave a backmarker no doubts as to his feelings by giving him a hefty wheel to wheel shove. He sailed on his merry way, but the unfortunate Japanese, ironically in



Satoru Nakajima guided his JPS March-Honda to victory in the terrible conditions.

Bridgestone bonanza

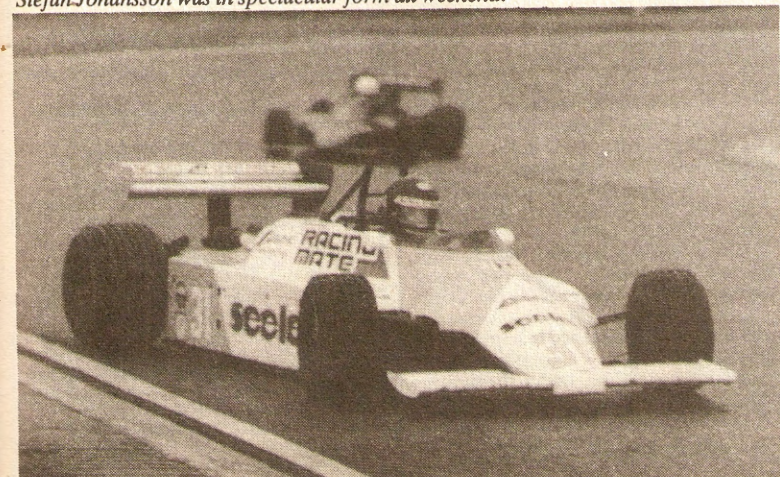
Nakajima wins second successive JAF Grand Prix in appalling conditions — Johansson shows well — Bridgestone tyres on all the leading cars — Report: IAN PHILLIPS.

Photography: KEITH SUTTON and KUNIHICO AKAI.

Hopes were high at Suzuka last Sunday for the first European win in the Japan Grand Prix since Riccardo Patrese last achieved it in 1977, but it was not to be. Stefan Johansson did his utmost to reverse the trend, setting a record shattering pace during practice with the Spirit-Honda and leading the opening four laps of the torrentially wet race. But thereafter there was no stopping local hero Satoru Nakajima in the smart and very effective, unique March-Honda 822. Revelling in the simply appalling, and often dangerous conditions, Nakajima passed Johansson and then pulled away, initially, at some 3secs a lap. A nasty shunt on the startline at threequarter distance produced a chicane of wrecked cars and Johansson increased his pace by a second a lap as Nakajima displayed caution and suddenly the gap shrunk by 15secs to just over 4secs. But just as it seemed we were in for a storming finish, a backmarker forced Stefan into a spin which dropped him down to third behind Kazuyoshi Hoshino's March-BMW which had been setting the fastest times of the race: but it was not enough to rattle Nakajima who eased away once the danger had been rescinded to score his second successive JAF GP victory.

The whole weekend was totally dominated by Bridgestone runners, who had something of a 2sec a lap advantage in the hot tyre war.

Stefan Johansson was in spectacular form all weekend.



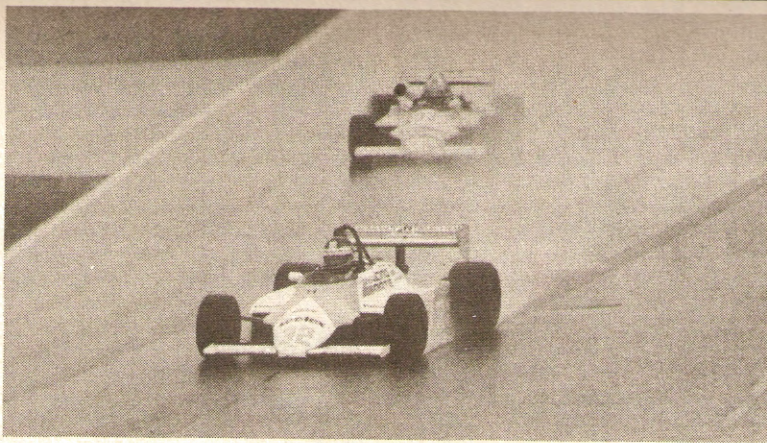
JAF GRAND PRIX SUZUKA

All the cars which were being driven by the Europeans, had been in the country since the previous event at the end of September. For such an important event for their main sponsors, Honda and Bridgestone, the Ralt and Spirit teams had their crews over a week before the long practice and qualifying process began. With Honda being the only motor manufacturer involved in Formula 2 in Japan, it is the tyre companies that dominate the trade war. Bridgestone, Dunlop and Yokohama all take it very seriously and the run up to the event starts on Tuesday when each of the tyre companies has the track for an hour each. There then follow unofficial sessions on Wednesday and Thursday, one more on Friday morning and then just two half hour official qualifying sessions on Friday afternoon and Saturday morning.

QUALIFYING

Stefan Johansson	Spirit-Honda 201	2m 06.86s	1m 48.10s	B
Satoru Nakajima	March-Honda 822	2m 05.62s	1m 48.28s	B
Thierry Boutsen	Spirit-Honda 201	2m 05.20s	1m 48.48s	B
Jonathan Palmer	Ralt-Honda RH6/82H	2m 06.27s	1m 48.64s	B
Johnny Cecotto	March-BMW 822	no time	1m 49.38s	B
Kazuyoshi Hoshino	March-BMW 822	2m 03.54s	1m 49.48s	B
Naohiro Fujita	March-BMW 822	2m 08.06s	1m 50.50s	D
Kenneth Acheson	Ralt-Honda RH6/82H	2m 05.06s	1m 50.57s	B
Keiji Matsumoto	March-BMW 822	2m 06.95s	1m 51.45s	D
Kunimitsu Takahashi	March-BMW 822	2m 09.06s	1m 52.17s	Y
Toshio Suzuki	Toleman-BMW T850	2m 14.12s	1m 52.66s	B
Tsunehisa Asai	Maurer-BMW MM81	2m 09.55s	1m 52.70s	D
Mike Thackwell	March-BMW 822	2m 09.31s	1m 52.72s	Y
Eje Elgh	AGS-BMW JH16	2m 11.25s	1m 52.88s	D
Kenji Takahashi	March-BMW 822	2m 09.60s	1m 53.41s	Y
Masamoto Shimizu	March-BMW 812	2m 14.15s	1m 55.40s	D
Yoshiyuki Osura	March-BMW 802	2m 18.86s	1m 56.67s	B
Norimasa Sakamoto	March-Toyota 802	2m 21.18s	1m 57.85s	D
Shinji Uchida	March-BMW 802	2m 27.08s	2m 07.56s	D

Tyres: B=Bridgestone; D=Dunlop; Y=Yokohama.



Thierry Boutsen was running steadily until an accident put him out of contention.

Thierry's 1981 March, didn't have the confidence to do another lap. With Kenny Acheson having been back between the two races to tyre test for Bridgestone, the Ralt-Honda team looked in good shape on the first day as Jonathan Palmer set the pace with a 1m 50.9s lap with the car as it had been left. Thereafter, things got progressively worse, until the final dry session. Palmer had the car fitted with pull rod front suspension and subsequent aerodynamic improvements which Ron Tauranac said were the key to what Acheson reckoned was a good 1.5sec difference between the two chassis. No amount of different dual spring rate changes appeared to cure the car of its alarming habit of bouncing its way embarrassingly past the pits in a shower of sparks during the pre-qualifying sessions. However the incorporation of what Tauranac described as "Lessons I learned at the beginning of last year and the beginning of this year, but allowed myself to be side-tracked from", saw a vast improvement in the situation on Saturday morning and most certainly, if any driver could really justify a claim of "traffic", it was Palmer. In the circumstances, his time was most impressive.

A very relaxed and cheerful Johnny Cecotto was next up driving his regular car, which is now owned by March's industrious Japanese agent, the Le Mans Company. Fitted with a BMW engine prepared in Japan, the European championship runner-up had a fairly torrid time during the practice sessions with a host of problems.

However, given three successive laps on Thursday, he showed his capabilities with a 1m 49.0s. A fresh engine dropped all its water in two laps on Friday morning, so he missed the wet qualifying as it went for an overnight rebuild. The use of Bridgestone's intermediates gave him the chance to quickly set the car up again on Saturday and he looked his usual polished, but aggressive self, in setting what was a good fifth quickest time and the first non-Honda car. The strong V6 engines seemed to have a visible advantage at the circuit on the long twisty third gear section which winds uphill. "With a bit more time to set up, for sure I'd have been a second quicker," said Cecotto.

Kazuyoshi Hoshino, who first won the JAF GP in 1977 and who is generally reckoned to be about the best of the Japanese drivers, was just behind Cecotto in his Pentax sponsored, Heroes Racing run March-BMW, again on Bridgestone. He had been impressively fastest in the wet by over a second and was using noticeably different lines.

The quickest non-Bridgestone runner was Naohiro Fujita in his Dunlop-shod March-BMW, over a full second behind.

A driver praying for rain was Kenny Acheson in the second, original-spec Ralt. In the unofficial wet session, he'd been quickest and second fastest in the timed session, despite his car bouncing down the straight in a manner which prompted the scrutineers to ask, for the third time, why Tauranac was trying to set fire to their precious surface . . .

Keiji Matsumoto, usually regarded as the quickest Dunlop runner, was disappointingly off the pace in his Le Mans Co March-BMW, Dunlop having lost a lot of ground since mid-season, while Kunimitsu Takahashi was the quickest of the three Yokohama equipped Marches, having exclusive use of a tyre which did half a dozen laps or so, at least at his pace.

The Toleman-Lola and Maurer chassis of Toshio Suzuki and Tsunehisa Asai were next up ahead of Mike Thackwell and Eje Elgh, both of whom were doing their best in unequal circumstances. Thackwell turned down the opportunity

to drive an Ikuzawa March-Honda so that he could repay Markus Hotz his European opportunity by agreeing to help the 822's new owner with it.

Unfortunately, the installed engine was so tired that they could only afford to run it six laps per day prior to qualifying, so Thackwell never got anywhere near to finding out which Yokohamas, if any, were good. He managed a 1m 50.2s on one crossply race tyre: then had to use a radial wet: then a qualifier that went off while it was being warmed up.

Like Thackwell, Eje Elgh is a favourite in Japan and he was invited to drive the AGS JH18 spare works car from this year, for GPA helmet importer, Daniel Latour. The eccentric Japanese domiciled French Canadian had destroyed the car himself at the previous race and it was a real heap which the Swede saw for the first time on Tuesday. Unsuitable Dunlops, breaking suspension and a less than healthy Japan-rebuilt Heidegger originated BMW engine, were just some of the problems he faced. Nevertheless, he remained as cheerful as ever and had a fresh Euro-spec Heidegger for the race.

RACE

As predicted, Sunday arrived wet; some hopes soared and others dipped at first, but once the drivers were out on the course for the warm-up, there was no-one who could genuinely claim to be enthusiastic about the conditions. It was really very wet and the puddles and rivers were deeper than ever before. For the occasion, Nakajima switched to the Bridgestone radials provided to all the other contracted teams, but he was unable to match the pace set by Palmer in that session. Whatever, it was clear that, wet or dry, the only tyres to have were the Bridgestones.

After Stefan Johansson gave the crowd a short speech in Japanese, the cars set off on a 10 minute warm-up prior to taking the grid. Leaving it to the last minute, and only joining in reluctantly, was Cecotto. "I thought it was unnecessarily dangerous to start the event at that time. I'm not against racing in the rain, but that was just plain silly."

The green light signalled the grid to move off in a giant ball of spray and confusion. The two front row men were attacked from all sides: Boutsen coming through the middle. Palmer down the outside and Matsumoto up the inside. Now the start and finish straight is wide but not that wide . . . Johansson's eyes pierced the gloom through his new Arai helmet and fixed upon gaining entry to that first corner in the lead. Quite how he did it, nobody will ever know, but he emerged in the lead from Nakajima. Boutsen, slotting into a sort of joint second place sharply enough to cause Matsumoto to drive straight off the course and into instant retirement. As they headed up the long hill, Palmer tucked the nose of his Ralt under but decided to take a peek out of the spray as they went into the right hander and he

spun, which dropped him to last.

At the end of the first of the 35 laps, it was still Johansson in the lead as they sped through the flat-in-fifth right hander, downhill onto the fastest part of the circuit. Nakajima was only a matter of yards behind, the front end of the March twitching violently. Already, Boutsen was 7.5 secs down in third place, even the king of the earlier wet race at Spa having to admit that racing like this was virtually impossible. Hoshino was fourth ahead of Fujita, Takahashi, Cecotto, Acheson, Elgh and Thackwell.

The crowd were wrapped in Johansson's efforts to stay in front of Nakajima during the next three laps. The March-Honda had a distinct advantage, as indeed it had in the dry, at the end of the long straight over the Spirit, despite the Hugen (son of Honda) tuned engine which had done the previous race too. But the tenacious Johansson held on in a manner that his friends and foes alike know that only he can. It was really terrific stuff in impossible conditions and sadly it couldn't last. "I didn't want to do anything stupid," said Nakajima afterwards, "there were 35 laps to pass him and I knew I was quicker. It was just a matter of picking my moment." Pick his moment he did. Although he was slightly further behind coming down the straight, he was right on Stefan's tail through the long right hander at the bottom and basically he just out-powered the Spirit up the hill. Next time they came into sight, the black car was 3.3sec ahead.

Boutsen by this time was just content with an unchallenged third place some 12secs behind his team-mate, but well ahead of Hoshino. Acheson had moved smoothly up to fifth, his Ralt not bouncing like it had in the wet practice, but not giving the same confidence either. Just as it seemed Kenny might make an impression on Hoshino, he ran wide, exiting the first corner and lost all touch as the car got bogged down in the mire briefly.

Hoshino, who was now really fired up, caught Boutsen slowly, but quickly passed him, the Belgian reckoning that it was impossible to extract an extra inch of grip from his Spirit.

Hoshino, who set fastest race lap two laps after passing Boutsen, was closing on Johansson when suddenly all hell broke loose just before the startline. Cecotto, who had moved his March up to seventh place at one stage and was beginning to look threatening, suddenly found the car handling in a peculiar manner and so pitted to investigate. Nothing obvious was found, but a new set of rear tyres were fitted for good measure. Two laps later it still wasn't right and, aware that he was being followed, he headed for the pit lane at racing speeds to keep out of the way. In the spray, Elgh closed right up on him, but by the time he realised where Johnny was going, it was too late and the front of the AGS tapped the back of the March which sent it spinning right across the track and into the barriers, its front end remaining

prone on the track. Kunimitsu Takahashi and Thackwell were following close behind on their useless Yokohamas, but had to lap the slow Maurer of Asai at the same time as Cecotto's wreckage was being strewn. Takahashi and Asai touched and hit barriers on either side of the track, both cars coming to rest on the tarmac. Somehow Thackwell got through it unscathed, "I was on a sedate Sunday drive minding my own business and keeping Markus's car in one piece for its new owners, when suddenly I came across a motorway accident. It was happening all around me, so I didn't have time to think."

The first person to actually arrive at racing speed on the scene was Nakajima, who obviously knows the meaning of a violently waved yellow flag or two in Japan. Slowly, he threaded his way through the three car chicane. Johansson was next, hotly pursued by Hoshino, and neither of them lifted one iota. The gap shown between Johansson and Nakajima on that lap was about 21secs.

Next time, it was just over 4secs . . . Next time it was Hoshino in second place, just 4secs behind, with Johansson seemingly a million miles behind in third, after being put off comprehensively by the very slow Kenji Takahashi. "He just plain moved over on me as I barrelled up behind him," claimed Stefan.

It looked as though Hoshino might be able to give Nakajima a run for his money in the final five laps, but once the track was relatively clear, the JPS March was steaming ahead and eventually took the flag by a clear 10secs. Hoshino, who'd been worried by an initial understeer problem, held on for second, comfortably clear of Johansson, who did the sensible thing and settled for third place.

Before Boutsen's spin, Acheson had been making inroads into the gap and had his Ralt running well, but his initial indiscretion meant that to catch Johansson was an impossibility.

Fujita ran in fifth place for more or less the whole race. He was being caught by Elgh prior to the shunt, but being the man just ahead of the action, he was able to open up enough of a gap to keep his place to the end. Both Elgh, who'd driven well in the early stages, and Thackwell, were so delayed that they were lapped just before the end, the two of them being about 4secs apart and thankful to at least have finished. Palmer was next up, a long, long way behind, having decided that discretion was the better course after his early mistake. "Quite honestly, I got a bit disorientated and rather than risk damaging the car battling with the backmarkers, I just went to bring the car home in one piece."

JAF GRAND PRIX (J)

Nov 7

Japanese F2 Championship,
final round

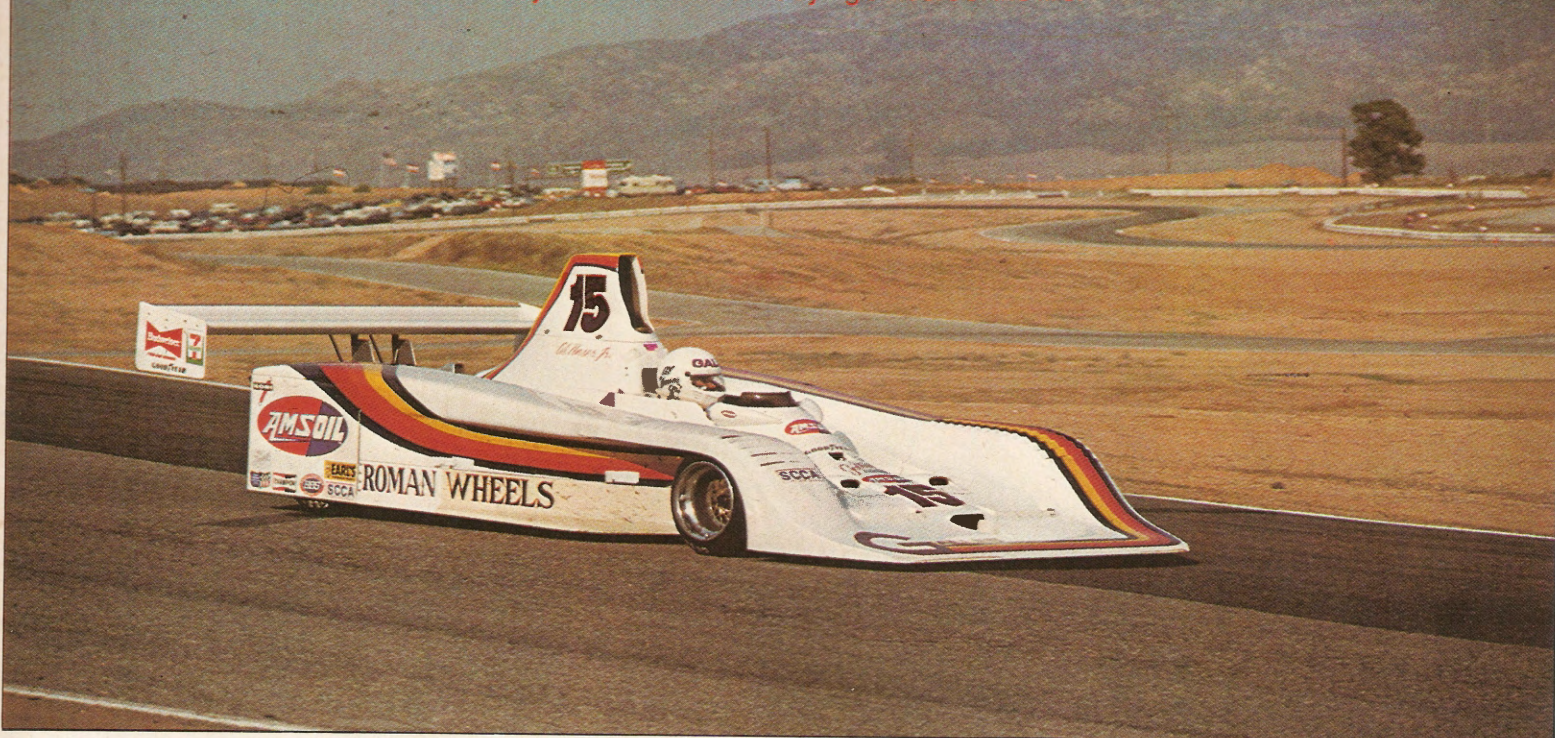
35 laps — 141 miles

1. Satoru Nakajima (March-Honda 822), 1h 15m 52.03s, 103.27mph;
2. Kazuyoshi Hoshino (March-BMW 822), 1h 16m 02.20s;
3. Stefan Johansson (Spirit-Honda 201), 1h 16m 24.72s;
4. Kenneth Acheson (Ralt-Honda RH6/82H), 1h 17m 07.62s;
5. Naohiro Fujita (March-BMW 822), 1h 17m 57.63s;
6. Eje Elgh (AGS-BMW JH18), 34 laps;
7. Mike Thackwell (March-BMW 822), 34 laps;
8. Jonathan Palmer (Ralt-Honda RH6/82H), 34 laps;
9. Kenji Takahashi (March-BMW 822), 33 laps;
10. Norimasa Sakamoto (March-Toyota 802), 32 laps;
11. Masamoto Shimizu (March-BMW 812), 32 laps.

Fastest lap: Hoshino, 2m 07.29s, 105.51mph.
Retirements: Toshio Suzuki (Toleman-BMW T850), 27 laps, accident; Kunimitsu Takahashi (March-BMW 822), 26 laps, accident; Tsunehisa Asai (Maurer-BMW MM81), 26 laps, accident; Thierry Boutsen (Spirit-Honda 201) 25 laps, accident; Johnny Cecotto (March-BMW 822), 25 laps, accident; Yoshiyuki Osura (March-BMW 802), accident damage, 2 laps; Keiji Matsumoto (March-BMW 822), 0 laps, accident.

The way we were . . .

GORDON KIRBY reports that the once great CanAm series has slipped a long way from its former glory and that 1982 may have witnessed the dying embers of the fire.



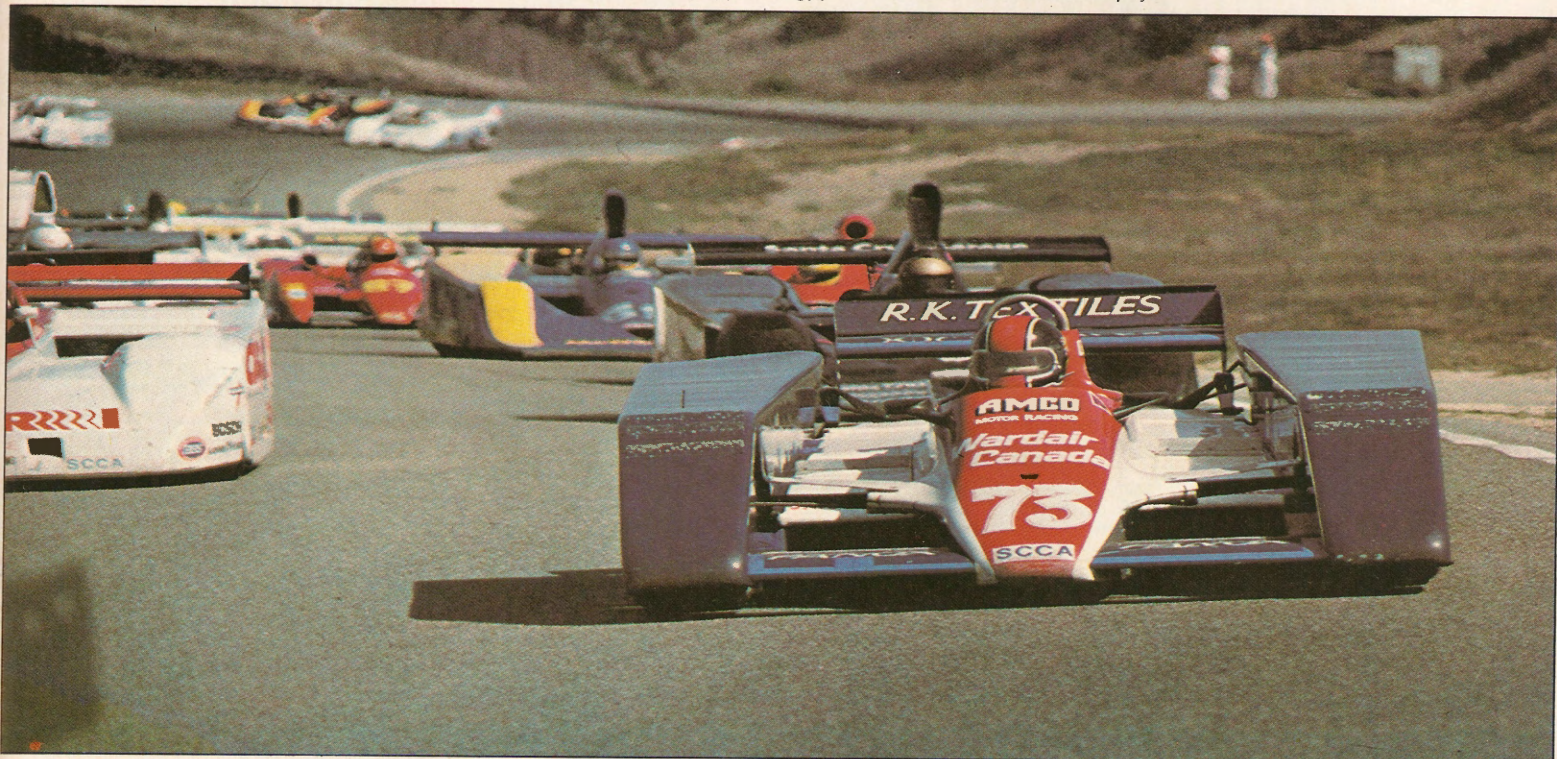
The Galles Racing Frisbee of CanAm Champion Al Unser Jr heads for second place at Riverside in October. Photo: Jeff Hutchinson.

In 1982 there were just three drivers and teams which kept the SCCA's long-declining CanAm series from reaching the level of mediocrity deemed inevitable by the curious, strictly-amateur spirit which pervades the methods and motives of the Sports Car Club of America. Al Unser Jr, Al Holbert and Danny Sullivan were the trio of drivers who brought some class and professionalism to this year's CanAm in company with their respective teams — Galles Racing, Team VDS and Newman/Budweiser Racing.

Other than hard-tryers like Jim Crawford, John Morton and Randy Lewis

Jim Crawford ran his converted F1 Ensign after mid season and surprised many by finishing fifth in the series. Photo: Brian Murphy.

and a handful of under 2-litre runners including Bertil Roos, Jim Trueman and Jacques Villeneuve, the 1982 CanAm series comprised a more rag-tag assortment of Walter Mittys and their mechanical contrivances than one might find in all the myriad forms and abstruse pockets of American motor sport. In that way, the CanAm made for amusing watching, but with each of the Galles, VDS and Newman teams recently announcing their plans to go Indy Car racing next year, the once-great series seems lost forever to the narcotic, mind's-eye doldrums of the-way-we-were . . .



What the CanAm has become, of course, is a place for young drivers to establish their reputations in powerful, difficult-to-drive cars. The trick is in putting together the right deal for one of the preciously few cars capable of running at the front and for the 1982 season Al Unser Jr was adequately able to do that, thanks to his father and to Rick Galles, an ambitious, Phoenix/Albuquerque/Los Angeles-based automobile dealer.

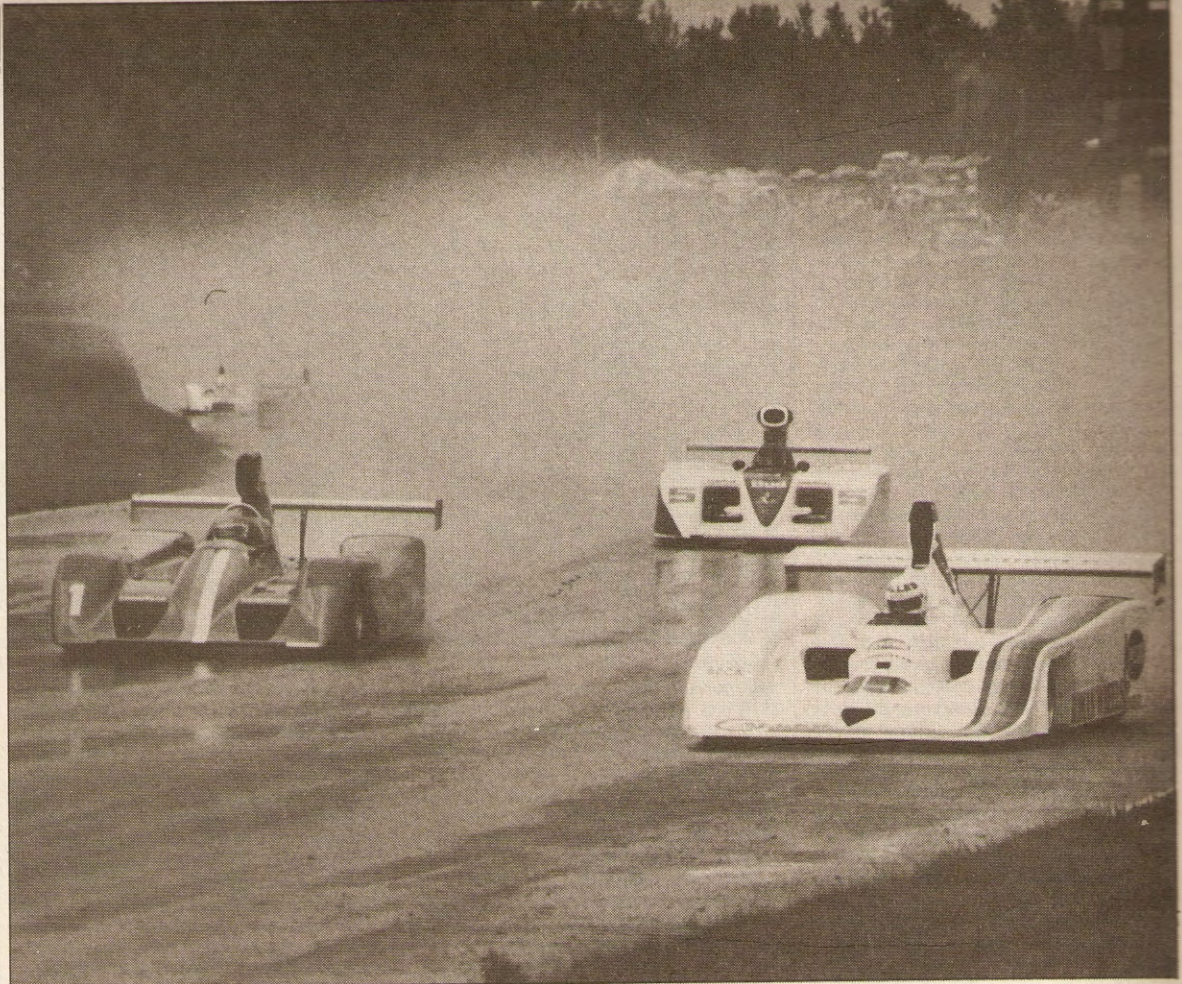
Young Unser — he turned 20 one month before the late-May season-opener — had won the 1981 Super Vee title driving or Galles's brand new team, and for the new year the successful pairing stepped up to the CanAm with the works Frissbee operation. The Frissbee had been developed by Trevor Harris and Joey Cavaglieri with backing from IMSA/TransAm driver Brad Friselle. In 1980 John Morton showed the car's capabilities by running at the front of a few early-season races before crashing badly in the pitlane at Watkins Glen while battling for the lead with Geoff Brabham's VDS Lola. Later that year Al Unser Sr, who had tested the car in the spring, raced Friselle's car on a one-off basis at Laguna Seca where he scored a convincing win and laid the seeds of the 1982 championship combination.

Friselle was unable to finance the Frissbee programme in 1981, although customer cars and kits were built and run by Rocky Moran, Danny Sullivan (who won at Caesars Palace in Moran's car), Tom Klausler, David Kennedy and Morton who appeared at the season's final race. Around the same time Rick Galles was getting ready to buy the Frissbee design rights as well as employing designer Harris and crew chief Cavaglieri. Over the winter young Unser was able to test and otherwise get ready while Galles's team went to work on producing a revised car, to be called a Galles GR3.

By the start of the season the Super Vee Champ and the AMS Oil/Galles outfit were sharp and ready to go. The new car was due in a month or so and the prospects looked good for some solid finishes, maybe a win or two and a good place in the championship.

At the Road Atlanta season-opener,

Pit stops are an integral part of CanAm racing. Here Sullivan's crew attend to his car.



Al Unser (Frissbee) leads Patrick Tambay (VDS) and Danny Sullivan (March) in the first round at Road Atlanta.

however, championship favourite Patrick Tambay made a mistake and ran into a slower car while leading comfortably around the mid-point of the race. Unser consequently inherited the lead and carried on to win his first CanAm race, a trick he repeated in even more convincing circumstances at Mosport two weeks later, so that the gangling, red-headed

kid was suddenly the pacesetter in the three-way championship stakes.

By this time, of course, Tambay had gone to work for Ferrari and his difficult-to-fill shoes at Team VDS had been taken up by the very experienced Al Holbert. At Mosport, Holbert raced with Unser only to drop out in the early going because of a rare engine failure,

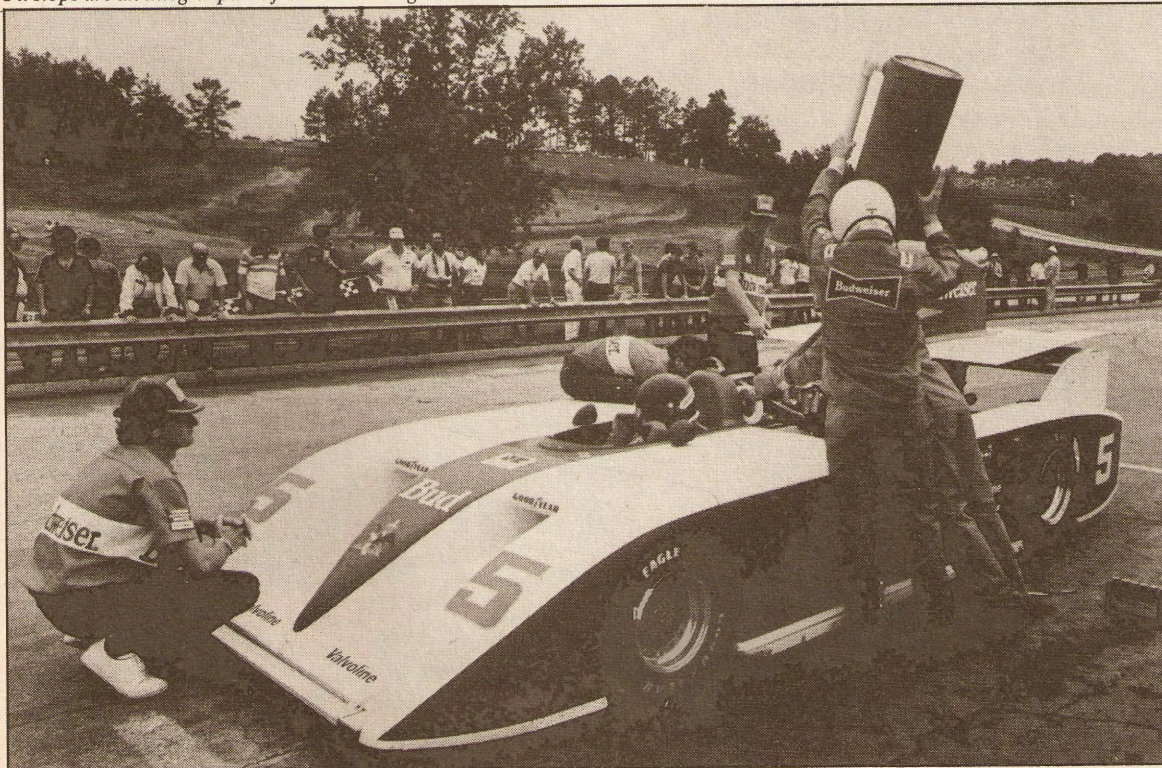
while Danny Sullivan struggled into second place with the ponderous, overweight Newman March 827.

At Mid Ohio for the third round, Unser ran into some bad luck with a gearbox failure during qualifying and an overheating engine during the race. The result was that Holbert scored a dominant, flag-to-flag win with Unser finishing a distant second. Sullivan dropped out because of suspension failure after banging fenders with Holbert on the second lap.

For the fourth round at Road America the Galles team produced their long-tailed GR3 and young Unser put the car on the pole and led the opening lap only to have an input shaft break halfway through the race's second lap. So Holbert took over and went on to score his second win in a row with Sullivan pushing the cumbersome March into second place.

Following a six-week break, the series resumed at Trois Rivières in Quebec, kicking-off a season-closing, continent-wide run of five races over six weekends. The Newman team produced a pair of drastically lightened and revised Marches which put Sullivan right into the thick of things. Unser was in fine form, however, and after qualifying third he soon clawed his way into the lead only to drop out because of a black box failure. Holbert, therefore, went on to win his third race in a row and take over the lead in the championship while Sullivan had more bad luck when he had trouble with some slow cars and wound up crashing into John Morton's Frissbee. He carried on with nose, steering and brake damage to finish third.

At Mosport (again) a week later, Unser and the Galles team were in irresistible form as Little Al qualified second to Holbert and took the lead for good on the third lap. Holbert spun three times in his efforts to keep the Frissbee in



Seasonal Survey

The way we were continued

sight, finally winding up third behind Sullivan so that the points battle remained wide open.

Two weeks later at Caesars Palace things got even more interesting as Sullivan emerged from a fine battle with Unser to score a much-needed and deserved win for he and the Newman team. Unser kept his points lead by finishing second despite a spin and a fading engine with Holbert a distant and comparatively uncompetitive third.

At Riverside the following week, mind you, Holbert and the VDS were in a class of their own as they combined to qualify on the pole by a clear second and drive away to win easily. Unser drove tenaciously into second while Sullivan was well behind in third although still in the championship stakes as the teams travelled up the California coast to Laguna Seca and the last race of the year.

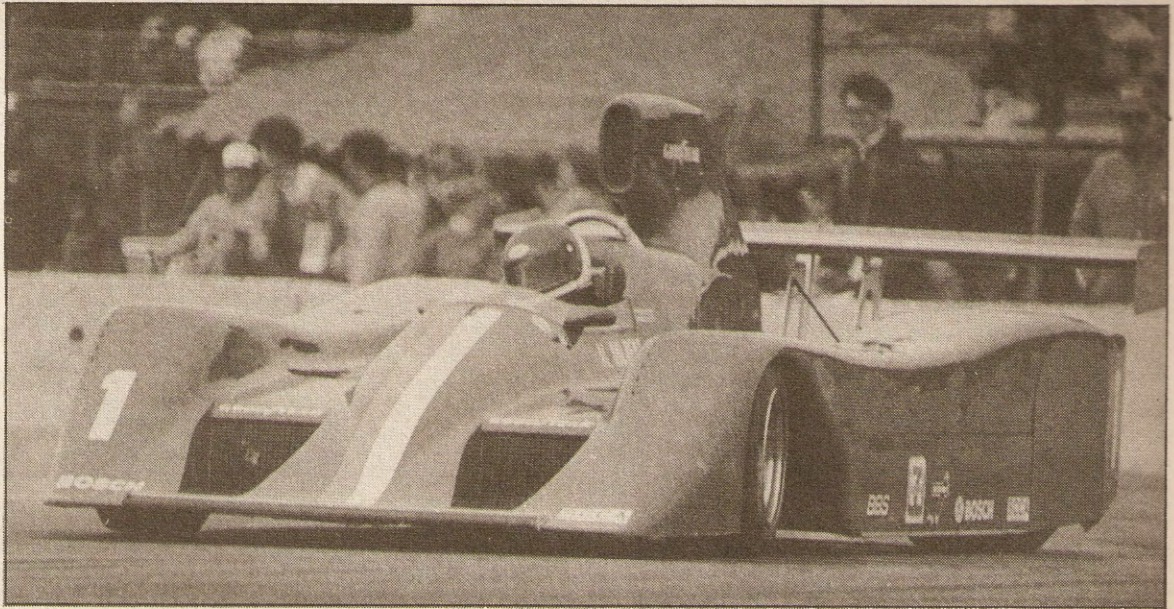
The revised car improved Sullivan's sagging spirits and he kept himself in the points race with some fine efforts, particularly at Caesars Palace where he won for the second year in a row. Sullivan's lone victory brought the Newman team's six-year CanAm tally up to ten wins (other drivers to win for Newman include Elliott Forbes-Robinson, Keke Rosberg and Teo Fabi) although the team have never won the championship. Nevertheless, Mr Newman's team and Count van der Straten's team have been major supporters of the CanAm series since its revival in 1977 and their separate departures to Indy Car racing must be a bad blow to the series.

Fourth in the point standings was taken by transplanted Swede **Bertil Roos** who drove a 2-litre Hart-powered car built around a 1980 March Atlantic chassis. Fitted with Tony Cicale-inspired bodywork and called a Marguey, the car was run by Rich Guider's Elite Racing outfit and the spectacular Roos added colour to the races. He was second overall in the season-opener, finished third at the first Mosport round and was third again at the fast Elkhart Lake track. Roos also won the 2-litre class five times and beat 1981 under 2-litre Champion Jim Trueman to the 1982 class title.

Fifth overall in the points was Lancastrian **Jim Crawford** who drove a pontoon-bodied Ensign N180 — the car with which he won the British F1 championship — in four of the last five races. Run by Amco Racing and sponsored by RK Textiles, the car was also driven in one race by Joe Castellano while Crawford showed his stuff by taking the overweight, under-torqued car to second at Trois Rivières, fifth at Mosport, fourth at Caesars Palace and third at Laguna Seca. In total the team took home some \$35,000.

CanAm veteran **John Morton** ran the entire season with Phil Conte's CGI Frissbee but he was dogged by the worst kind of luck. Morton was often the fourth-fastest qualifier and he finished about half the races in the same place. He finished sixth in the points ahead of **John Kalagian**, **Randy Lewis** and **Rex Ramsey**. Kalagian drove a Frissbee and was a consistent finisher, putting his five years of Super Vee experience to good use. Lewis ran the six American races with his Cribari Wine-sponsored CAC1 (Holbert's 1980 chassis) and unfortunately wrote off the car in the final race of the season. Former F5000 driver Rex Ramsey returned to the scene after a long absence driving a Lola T530 and taking delivery of a new Tiga at the end of the season.

The Galles team had run 1981 CanAm champion Geoff Brabham in their second car at Riverside and at Laguna he did everything asked of him by qualifying



Al Holbert did a superb job in the VDS replacing Tambay when he went to Ferrari and finished second in the championship.

second to Unser, thereby shouldering Sullivan and Holbert onto the second row. In qualifying Unser had looked unstoppable, running comfortably and consistently quicker than Sullivan and Holbert, but in the morning warm-up on race day he crashed while avoiding a slower car, giving his mechanics a couple of hectic hours of work!

Everything was right for the race as the lad took the lead at the start and drove on to score a first-rate victory. Behind him decimation set in as Holbert clipped Sullivan and spun on the first lap, then Sullivan dropped out of second following an incident while lapping a slower car. As

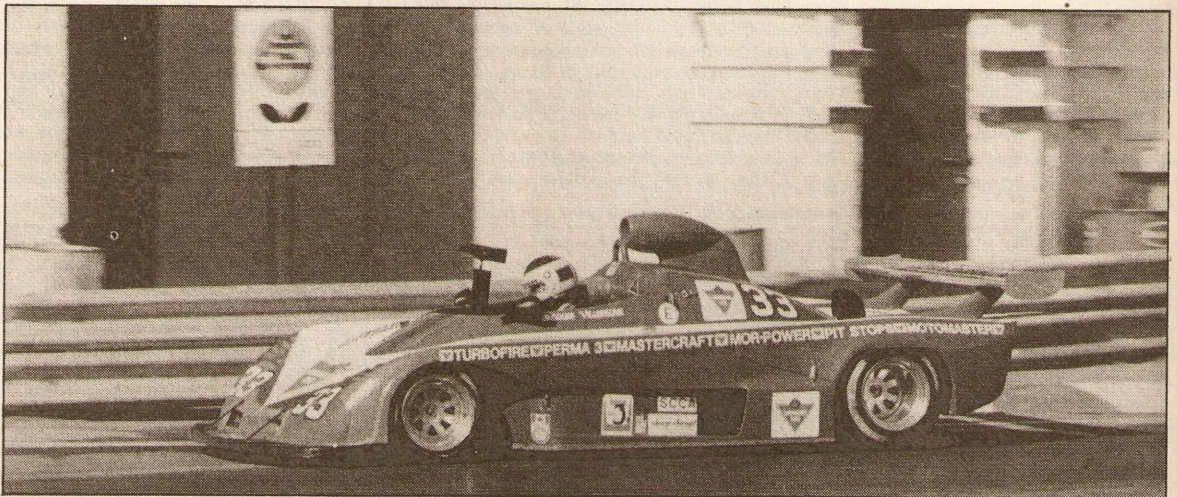
Holbert worked his way back through the field Brabham settled into second place despite using a bent wing.

Twenty laps from the end, however, Brabham was hit hard by Randy Lewis's CAC1. Lewis's car was destroyed in the accident while a separate incident, which later resulted in the suspension of Frank Joyce, had blocked the track and brought out the red flag. After a long delay and a restart the race was stopped again — this time for good — when a slower car crashed heavily. Holbert was also involved although he was still classified second, a lap down to Unser who therefore notched up his fourth CanAm

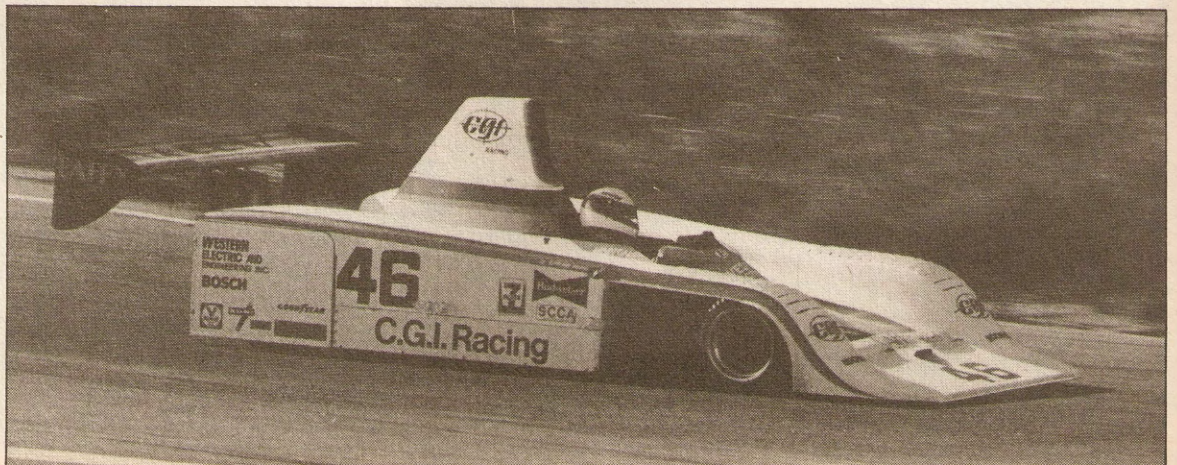
win and his second SCCA title.

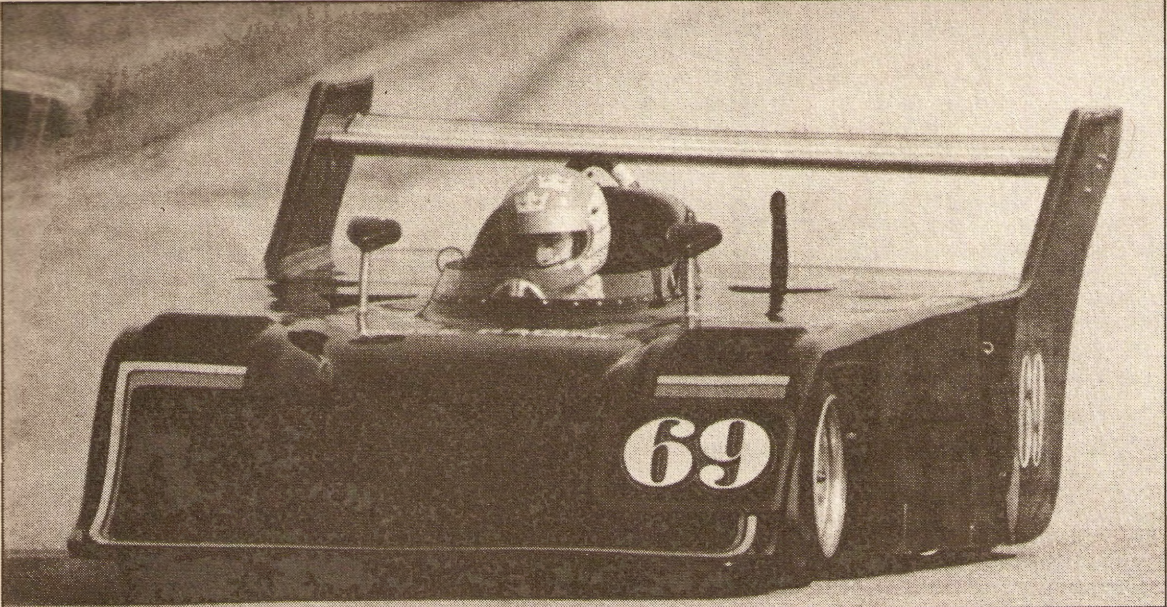
Next year Al Jr will be chasing the Rookie award (at least!) on the Indy Car circuit in Galles' Eagle-equipped team and as he says, "Championship car racing is what I want to do." As far as Formula 1 is concerned he says; "Oh yes, I very much want to do F1 but I won't do it in any kind of bad team like Fabi and Tambay have done. I'll only do it if it's a really good situation. Even then I think I'd only do it for three years or something like that. Who knows? The chance may never come around..."

And what are his long-term ambitions? "Oh, to race as long as I enjoy it."



Above: Jacques Villeneuve had an uphill struggle with the Osella PA8 which was often outpaced by the other 2-litre cars. Below: John Morton, a CanAm veteran, ran a Frissbee for the whole season, but was dogged by bad luck, finally finishing sixth in the series.





Bertil Roos proved extremely quick in the 2-litre Marguey, taking the class spoils as well. Until I'm 50!"

Unser's record for his title-winning CanAm season shows four wins and three seconds from nine starts. He was on the pole three times, led six races and failed to finish two times (input shaft and black box) which speaks well for both the team and engine builder Ryan Falconer whose first CanAm title this was.

Al Holbert's record from eight starts was equally impressive showing four wins, one second and a pair of thirds with a single DNF because of engine failure. Holbert was on the pole four times and led six races while Tambay was on the pole and led the single race he started in the VDS.

After winning the championship with Geoff Brabham doing the driving in 1981, the VDS team were the favourites for the 1982 title, particularly when 1977 and 1980 CanAm Champ Patrick Tambay was signed to replace Indy Car-bound Brabham. Tambay did a lot of pre-season testing and he and the team were well-prepared for the new season when that tragically-inspired offer came from Ferrari. Patrick wrestled with the decision for a few weeks and after the first race he was amicably released from his contract by Count van der Straten.

The Count's natural choice to replace Tambay was 36-year-old Al Holbert who finished second to Tambay in the 1980 CanAm series and had been a regular on the circuit since 1978. Holbert was without a sponsor or major racing programme for 1982, however, and he leaped at the VDS offer, turning it to good profit as well with a series of fast, ultra-professional performances. Although Holbert was plainly beaten to

the championship by the amazing Unser, he has established himself in some pretty healthy historical company because he now ranks equal third with Mark Donohue in all-time CanAm wins. For the record that list reads: Denny Hulme, 22 wins; Tambay, 12; Donohue/Holbert, 10; Bruce McLaren, 9; George Follmer, 7; Alan Jones, 6.

Danny Sullivan's 1982 season must have been particularly frustrating with his Indy Car deal turning sour after Indianapolis and his CanAm season turning into a real struggle and even more difficult to work on! During the mid-season break the Newman team did a prodigious amount of work on their pair of 827s, drastically cutting excess weight and fitting entirely new air tunnels.

Tenth in the championship went to Jim Trueman, who also finished second to Roos in the U2L division. The 47-year-old Trueman owns the midwestern-based Red Roof Inns motel chain and is the man behind Bobby Rahal's Indy Car team. He has raced on an amateur basis for some time and began running the CanAm two years ago. Last year he swept the U2L title with a Ralt RT2 and this year he put up a \$50,000 prize fund for the class and ordered a new March 822-based car. The March was late in coming so Trueman ran a Cicale-bodied Ralt RT1 in the first two races and then had little luck with the March. In the last half of the season the car appeared with very neat all-enclosing bodywork (a kind of half-scale version of the 827!) and Trueman had some good battles with Roos, Villeneuve and Wachs.

Jacques Villeneuve showed up at the second race of the season to drive a



Jim Trueman took second in his class with the March 822.

locally-owned Lola T294. The car was far from being in 'race ready' trim, but Jacques did wonders with the old Lola and finished fourth in the race! A few weeks later he crashed the car during practice for the Mid Ohio race and the team packed up and went home.

At Trois Rivières Villeneuve and the team reappeared with an Osella PA8-BMW and hefty sponsorship from Canadian hardware chain store Canadian Tire. The Osella was no match for the Marches, Ralts and Tolemans used by other U2L front runners but Jacques got the best out of the car, running with the class leaders everywhere. His eager,

amateur team was not quite up to the job, however, and he only finished at Laguna Seca.

Villeneuve was beaten into third in the U2L category by Eddie Wachs who shared a Ralt RT2 with old buddy Horst Kwech in the first part of the season. For the last few races Wachs and Kwech drove a pair of Toleman TG280s run by Alan Docking and they also ran their old Ralt for Indy Car driver Bill Alsup.

One driver trying hard to use the CanAm as a stepping-stone is Canadian Mike Freberg who has shown some skill, first in an ancient Horst Kroll Lola and this year in his own Lola T530. With a little money Freberg could go places.

What the CanAm might amount to in 1983 is difficult to assess. It's not clear if Budweiser or any other sponsor will return to back the series which has as few at-the-track and media-inspired audiences as ever. The SCCA say there will be at least six races but it's doubtful that many tracks will queue up for the \$100,000 purses. There's also the possibility of rule-changing to accommodate either 3.0 Cosworth-engined cars or Group C cars like the Porsche 956.

It's this kind of uncertainty that has driven so many top teams out of the CanAm and with the type of bastard rules which form the framework of the still F5000 based formula, it's obvious the SCCA have painted themselves into a fairly foreboding corner. More than ever the club needs to reconsider its priorities and motives in regard to its four 'professional' series. We think they should concentrate on the TransAm, attempt properly to develop or rationalise Formula Atlantic and Super Vee and attempt to work with IMSA to bring some proper international sports car racing back to the USA.

Improbable, my dear Watson. . . ■



Unser — overall champion.

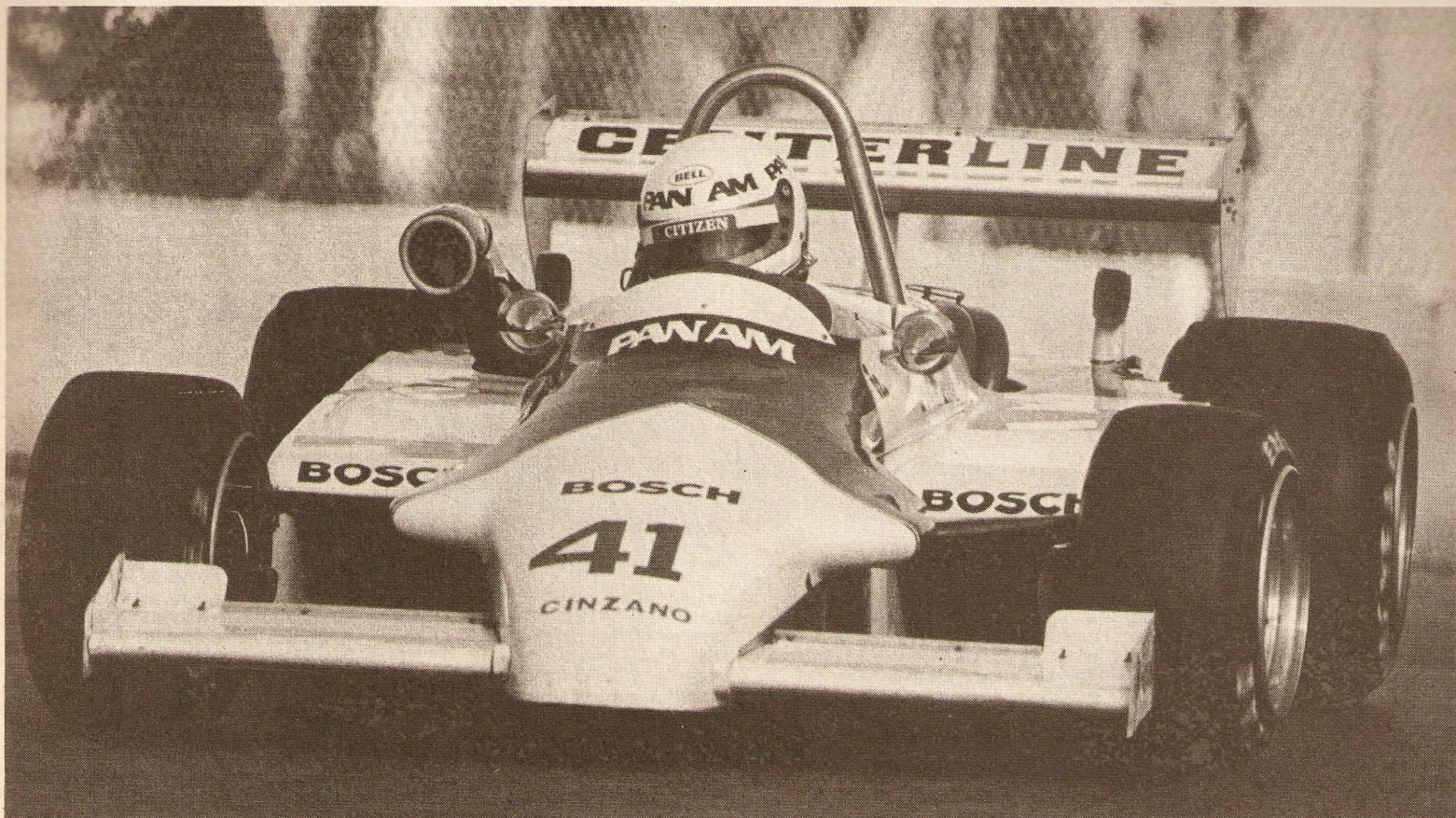


Roos — 2-litre spoils.

1982 BUDWEISER/7-ELEVEN CAN-AM CHALLENGE

	May 25 Road Atlanta	Jun 6 Mosport Park	Jun 27 Mid-Ohio	Jul 25 Elkhart Lake	Sep 5 Trois Rivières	Sep 12 Mosport Park	Sep 26 Las Vegas	Oct 3 Riveraside	Oct 10 Laguna Seca	Total Points
1 Al Unser Jnr (USA)	90	90	60	—	—	90	60	60	90	540
2 Al Holbert (USA)	—	—	90	90	90	40	90	60	60	500
3 Danny Sullivan (USA)	40	60	—	60	40	60	90	40	—	390
4 Bertil Roos (S)	60	40	—	40	6	—	20	7	—	173
5 Jim Crawford (GB)	—	—	—	—	—	60	20	30	—	150
6 John Morton (USA)	—	—	40	—	30	30	6	20	3	129
7 John Kalagian (USA)	7	5	20	30	10	10	—	—	30	122
8 Randy Lewis (USA)	9	—	30	20	—	—	3	10	—	72
9 Rex Ramsay (USA)	30	20	—	—	8	9	1	—	—	68
10 Frank Joyce (USA)	10	7	10	10	—	—	9	8	1	55
Under 2-litre class										
1 Bertil Roos (S)	10	10	2	10	6	—	10	10	—	58
2 Jim Trueman (USA)	5	6	—	—	—	—	—	—	—	48
3 Ed Wachs (USA)	—	—	5	3	10	8	8	3	—	—
4 Jacques Villeneuve (CDN)	—	8	—	—	—	6	1	4	8	27
5 Horst Kwech (USA)	3	—	6	—	—	—	—	—	6	10
2.0 Toleman TG280	—	—	—	—	—	—	—	—	—	25

Seasonal Survey



The experienced Dave McMillan emerged as the 1982 champion despite only winning a single race in his Ralt RT4.

In the shadow of Mondiale?

GORDON KIRBY reviews the North American Formula Atlantic series that could fade under the threat of *Formule Mondiale*.

After two years of domination by Jacques Villeneuve, the North American Formula Atlantic Championship looked wide open for 1982. As the season took shape Tim Coconis, Norm Hunter and Whitney Ganz began to emerge as championship hopefuls only for each of them to stumble in some way so that experienced 36-year-old New Zealander Dave McMillan came through to steal the title.

Although he has raced Super Vees extensively in North America, this was the first time that McMillan tackled the Atlantic series as a whole and he won the championship through consistency despite missing one race. The New Zealander won only once, at Mid Ohio in June, sewing up the title with a pair of seconds, a pair of fourths and a single fifth in a year in which eight different drivers won a NAFAC race.

In terms of dollars and cents the series was not terribly healthy this year thanks to the SCCA's continuing refusal to support the category. There were only three American races in 1982 — Long Beach, Mid Ohio and Elkhart Lake — and the series comprised nine races, five of them in Canada and one in Mexico City.

The entrants themselves continue to underwrite the bulk of most prize monies and most of the entrants — all of the regulars — were increasingly perturbed by the FISA's *Formule Mondiale* plans wherein all of the various world-wide

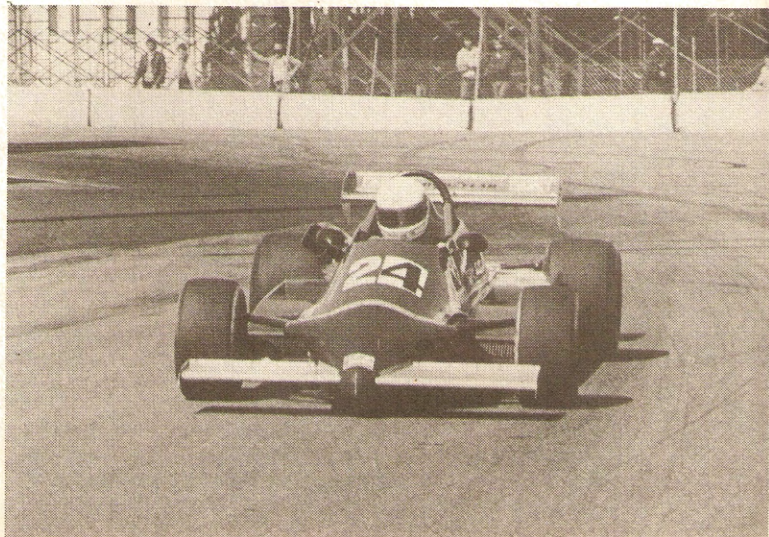
forms of Atlantic would be amalgamated into a World Championship. The theory goes that the series would be financed by money from engine manufacturers whose engines would be approved subject to the manufacturer investing a sum of money in the administration/prize money of the championship. The engine rules would probably be opened to permit 2-litre engines and there would be a World Championship race in each of the three zones — North America, Pacific and Europe.

From the point of view of North American entrants, the key to Formula

Hubert Phipps's Tiga was one of the few non-Ralts in the series.

1982 NORTH AMERICAN FORMULA ATLANTIC CHAMPIONSHIP

	Apr 3 Long Beach	Apr 25 Mexico	Jun 6 Mosport Park	Jun 12 Montreal	Jun 27 Mid-Ohio	Jul 25 Elkhart Lake	Aug 22 Westwood	Sep 5 Trois Rivieres	Sep 12 Mosport Park	Total Points
1 Dave McMillan (NZ)..... Ralt RT4	—	—	15	12	30	—	24	24	15	120
2 Norm Hunter (USA)..... Ralt RT4	9	10	4	24	3	24	15	10	19	118
3 Whitney Ganz (USA)..... Ralt RT4	12	—	30	6	7	10	10	6	30	111
4 Josele Garza (MEX)..... Ralt RT4	—	—	24	—	6	19	19	15	24	107
5 John David Briggs (USA)..... March 81A/Ralt RT4....	10	9	—	5	1	30	6	19	10	90
6 Dan Marvin (USA)..... Ralt RT4	—	8	12	19	24	3	1	9	12	88
Mark Moore (USA)..... Ralt RT4	7	15	19	8	10	9	—	12	8	88
8 Tim Coconis (USA)..... Ralt RT4	—	24	5	30	19	—	—	—	—	78
9 Roberto Moreno (BR)..... Ralt RT4	24	—	—	—	—	—	—	30	7	61
10 Allen Berg (CDN)..... March 82A	—	—	—	9	10	15	15	—	—	58
11 Hubert Phipps (USA)..... Tiga FA82	—	19	10	15	9	—	—	—	—	47
12 Tom Phillips (CDN)..... Ralt RT4	—	—	—	—	8	30	—	—	—	40



Atlantic lies in its Cosworth BDA-only engine rules. Aside from that, FISA's plan would in no way underwrite the costs of freighting cars and drivers to the World Championship races let alone covering the added costs in development of engines, gearboxes, new cars, etc. . . .

At Trois Rivières in September, the entrants discussed and formulated a statement to the FISA saying that they were opposed — to a man — to the *Formule Mondiale* theory. The statement went on to say the rules should be left essentially unchanged with a guarantee of two years' notification for any rule changes to take effect.

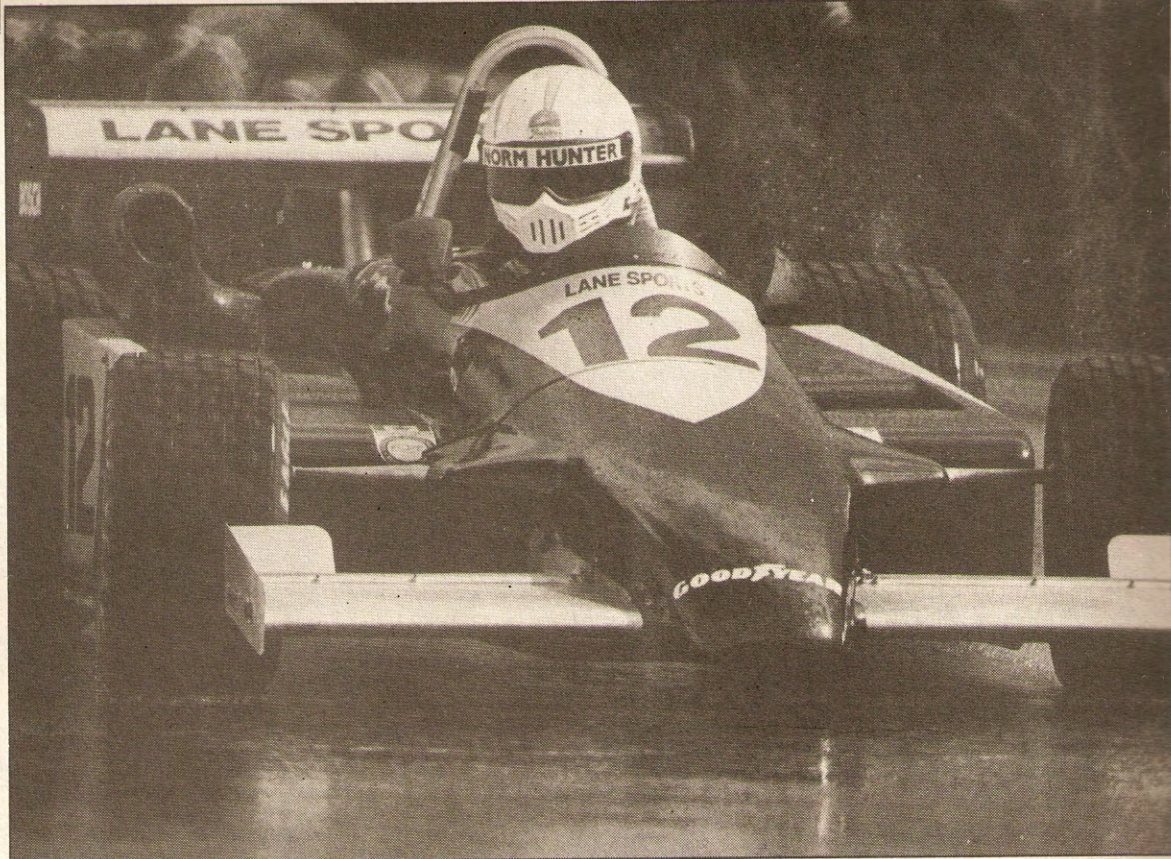
Meantime the entrants are working hard to establish more American races for 1983, probably with reduced purses. There's also been a lot of talk about a separate West Coast series.

In 1982 there were no more than 10 regulars on the NAFAC circuit with the usual selection of 'ringers' showing up for odd races. Geoff Brabham, Rogelio Rodriguez and Roberto Moreno fit into that category this past year with each man steaking one win and valuable points away from the regulars. Others to win races were champion McMillan, Whit Ganz (the only man to win twice), Tim Coconis, John David Briggs and Tommy Phillips. Every winner drove a Ralt RT4, incidentally, as Mr Tauranac's cars completely swept the results, the first nine drivers in the points table being RT4-equipped.

The new NAFAC Champion, **Dave McMillan**, is a typical journeyman racer who has spent as much of his time working on racing cars as driving them. He won his home country's FF championship in 1972 and spent most of his time during the 1970s running FB/Atlantic-type cars for other drivers in New Zealand, Australia and North America. In the late 1970s he started racing Super Vees on a pretty regular basis in North America and in 1980 he fought over the championship with eventual winner Peter Kuhn. He also won the 1980 and 1981 Atlantic titles in New Zealand.

For a few years McMillan has had various kinds of help and sponsorship from Centerline Wheels boss Ray Lipper and when Lipper decided to go Indy Car racing at the beginning of this year he hired McMillan and his usual band of mechanics to take care of the Centerline Eagle-Chevy. After crashing at Phoenix, however, Lipper decided that Indy Cars weren't for him, so McMillan and his crew were dispatched to Indianapolis where they spent most of the month of May, before selling the car to Tom Bigelow's sponsors on the last weekend of qualifying.

Mid-field runners Dan Marvin, Mike Rosen and Ed Midgley battle it out at one of the street circuits.



Norm Hunter could not quite match McMillan's consistency and he finished two points down.

After Indy McMillan concentrated on running the NAFAC series, using both his own 1981-spec RT4 and Lipper's new, 1982-spec car. His best races came in the middle of the season at Mid Ohio, Elkhart and Westwood where he ran right at the front, leading all three events and winning at Mid Ohio after a hard, race-long battle with Dan Marvin.

Second in the championship went to last year's Rookie-of-the-Year, **Norm Hunter**. Tall and erudite, the 26-year-old Hunter continued with Tom Gloy's Lane Sports team and came within an ace of winning the title. But for some bad luck and some admittedly uninspired performances on street circuits like Long Beach and Trois Rivières, Hunter established himself as the best of the regular runners. Hunter's bad luck included losing second place at Mexico City because of a penalty for starting out of place, spinning out of the lead at Montreal while lapping a slower car and picking up a flat tyre while holding second at the Mosport season-closer.

Although he failed to win a race, Hunter put in a couple of great recovery drives and generally showed a lot of tigring ability. He's planning to go 'down under' this winter and with a little improvement in his street-track form, Hunter could become the most successful of the current Atlantic regulars.

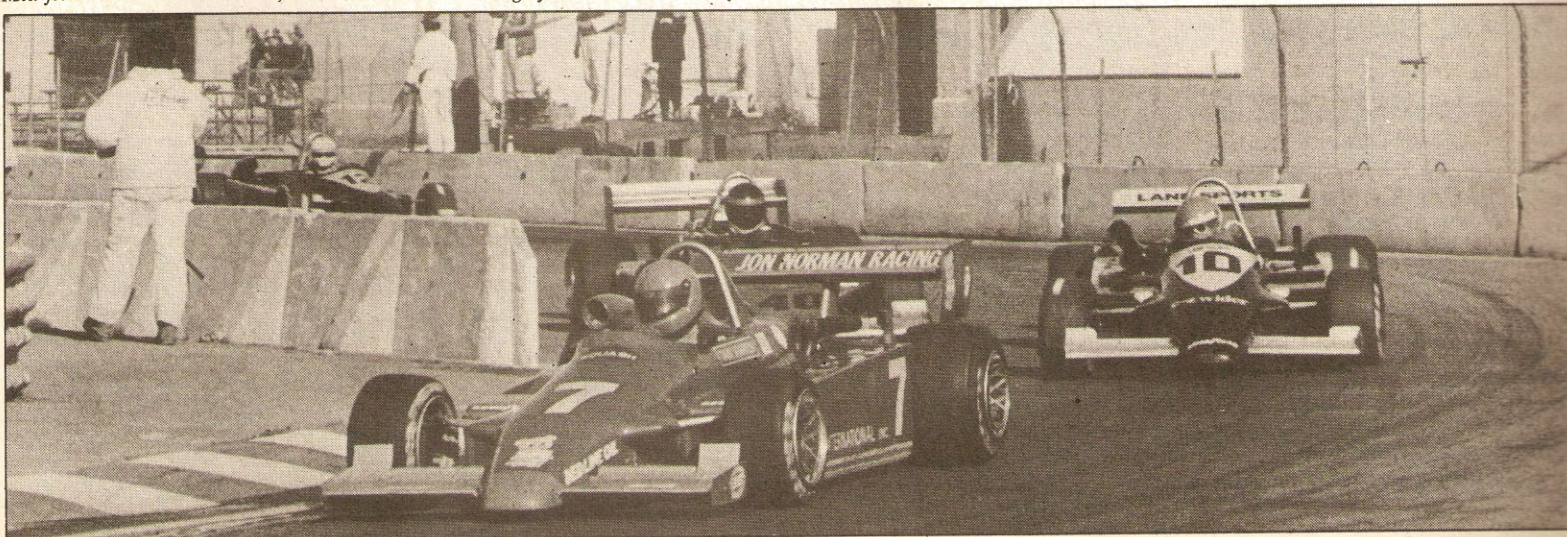
Hunter's team-mates at Lane Sports this year were **Josele Garza** and **Mike Rosen**. The 23-year-old Garza sensibly decided that the experience he would get in Atlantic would be helpful as well as keeping him busy between Indy Car races. Garza had never raced an Atlantic car before this year and also has very little road racing experience in general, but he made steady progress and at the end of the season he developed into a genuine front runner. In the last four races of the season Garza finished in the top four each time out and despite missing two races because of Indy Car conflicts he would up fourth in the point standings and a convincing Rookie-of-the-Year.

Run by a very experienced Allan

McCall, the Lane Sports outfit also fielded a third car in some races for Mike Rosen. Rosen's major commitment for 1982 was to the Super Vee series and when he appeared in Atlantic he usually had to work hard to keep in touch with the front runners.

Finishing third in the championship between Hunter and Garza was **Whitney Ganz**, the only man to win more than one NAFAC race this year. 1982 was Ganz's third year in Atlantic and his second year with Jim Tulley at the helm of his team. Ganz had a pair of new RT4s at his disposal and when he was in the right frame of mind he was very quick. Whitney was top three material in every race he started this year but a series of minor problems and incidents kept him from getting many results. His pair of wins both came at Mosport (in June and September) and with a little more confidence and experience young Ganz could go a long way.

Fifth place in the points went to **John**



Seasonal Survey

In the shadow of Mondiale continued

David Briggs who started the year with a March 81A and switched to a new RT4 in June. The quiet, unassuming Briggs has raced for a long time now, including a season each in F2 and CanAm, but he has found a home in Formula Atlantic and this year he consolidated his position by scoring a very good win — his first in Atlantic — at Elkhart Lake in mid-summer. Briggs was often competitive in the last part of the season and says he'll be racing in the category for years to come.

Probably the most experienced driver in the NAFAC is Dan Marvin, who has been a series regular since 1977. The past year was probably the most successful for Marvin and his Berkeley-based Jon Norman Racing group as, on occasion, the stylish Marvin was very competitive. At Mid Ohio in the middle of the season he had a fine, race-long battle with McMillan before finishing a close second — his best result yet.

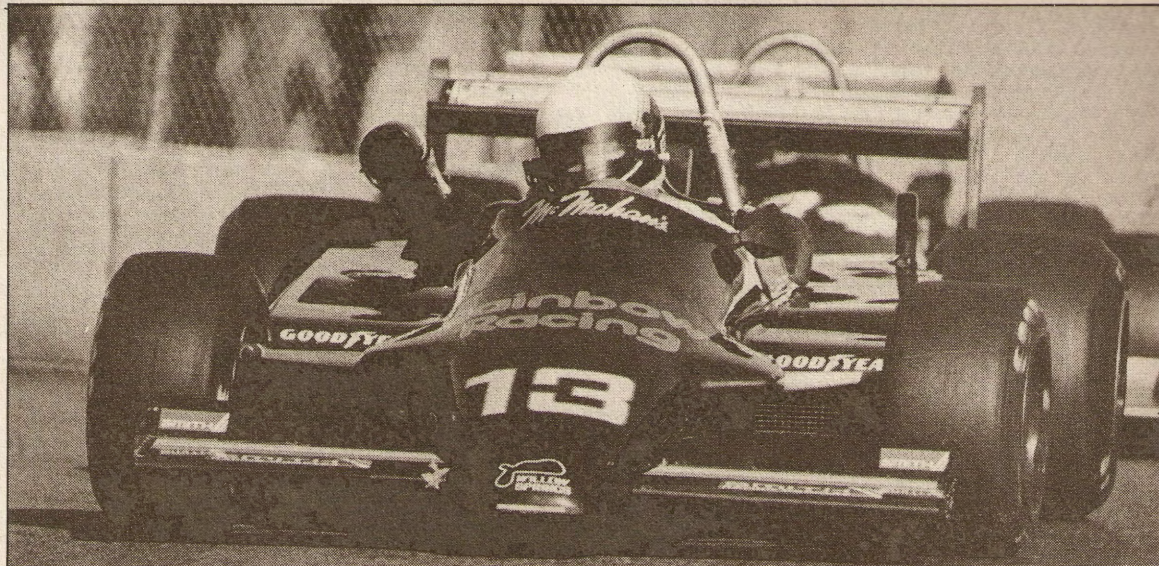
Finishing in a tie with Marvin for sixth place was Mark Moore, who first started running the NAFAC in 1981. For the new season Moore put together a new team with a prerequisite Ralt RT4 and he began slowly to throw off his wildman image as he was able to run faster than before with fewer mistakes. Moore was usually able to hang onto the front running group and an excellent record of reliability kept him near the front of the points table all season.

The most tragic story of the NAFAC in 1982 concerned Tim Coconis who won at Montreal and took over the points lead in the middle of the summer before a series of disputes over skirt heights and carburettor sizes resulted in him quitting the series. Coconis has raced FB/Atlantic cars on an irregular basis since the mid 1970s but until last year he was never able to field a serious effort. With the help of his ex-racer father, Coconis appeared early in the 1981 season with a new RT4 and collected a few good results before scoring a well-judged win over Jacques Villeneuve at Edmonton.

Intense and hard-working, the 29-year-old Coconis planned a full season for 1982 although he crashed in practice at Long Beach and missed the race. In Mexico, however, he finished second after Hunter was penalised and a Mosport he raced for the lead with Hunter before taking himself and Hunter off in a wild passing attempt. In Montreal Coconis profited from Hunter and Rogelio Rodriguez coming together to score a sound win and take the lead in the points table. At Mid Ohio he drove tenaciously into third place, further extending his points lead as Hunter crashed and Ganz spun and finished ninth.

Through all this, however, Coconis had been having a running battle with the CASC's technical man over skirt clearances. The NAFAC rule is that a 4cms block must be able to pass between skirts and road surface, this normally measured on the false grid. There were suspicions that various teams — Coconis's in particular — were cheating the rule by lifting their cars so they would pass over the measuring block with springs and shock absorbers extended and then settle onto the ground before taking the flag.

A couple of disputes — yelling matches is more like it — took place over this and finally came to a head at Elkhart Lake in July when skirt clearances were measured on the track after the cars had done a warm-up lap. Coconis was thrown off the grid in this check and after starting from the pit-lane he skated onto the grass and tore up his skirts during the first lap. Coconis drove around to the pits to retire and that evening he said he would not race in the formula again, claiming that



Whitney Ganz was the only man to win two races but it only brought him third place in the championship.

he had been singled out for rough treatment.

Part of Coconis's rationale was that Hunter and others were allowed to use engines equipped with 50DCOE Webers rather than the required 48DCOE. After some discussion over the wording in the rule-book it was discovered that some engines were illegal and these were forced first of all to accept a weight penalty and then return to the rule-book-legal set-up. Meanwhile, Coconis remained true to his word and stayed away from the last three races of the year as he slipped quickly from first to eighth in the points standings.

Ninth in the championship was taken by Brazilian Roberto Moreno who started only three races, one at the beginning of the season in an older RT4 run by 'Pee Wee' Siddle and two races at the end of the year in a brand new development RT4 run by Ralt's American agent Brian Robertson. Moreno was a strong second at Long Beach in Siddle's car and won easily at Trois Rivières in Robertson's new car. He was also on the pole at Trois Rivières and looked like repeating his flag-to-flag performance in the season-closer at Mosport until his engine gave out midway.

Robertson hasn't run a car on a regular basis since 1979 when he ran Kevin Cogan's RT1. This year Robertson's 'works' team appeared three times —

twice with Moreno and at the Long Beach season-opener with two cars for Geoff Brabham and Al Unser Jr. Brabham showed his class with a fine win (his second in a row at Long Beach) beating Moreno and Unser home, the latter making his first and only NAFAC appearance to date.

Others to win races but appear rarely last year were Rogelio Rodriguez and Tommy Phillips. After two years in the NAFAC, Rodriguez wanted to do F2 this year but he wasn't able to find the money and wound-up doing just two Atlantic races in a Lane Sports RT4. In Mexico City he was in irresistible form and scored a flag-to-flag win while in Montreal he chased Hunter for the lead before spinning off. The 21-year-old Phillips also appeared just twice — his fourth and fifth races in three years of trying to break into the NAFAC — and scored a very good win at Westwood when all the other front runners fell foul of a crumbling track surface.

A few other drivers of note appeared infrequently in RT4s. Kiwi Steve Millen was fourth at Long Beach in his only NAFAC showing of the year while Willy T. Ribbs made three starts with a pole at Long Beach and a fifth place at Mid Ohio representing his best results. Following an 18 month layoff, Price Cobb showed up at Elkhart Lake where he finished a steady fifth. At Trois Rivières he qual-

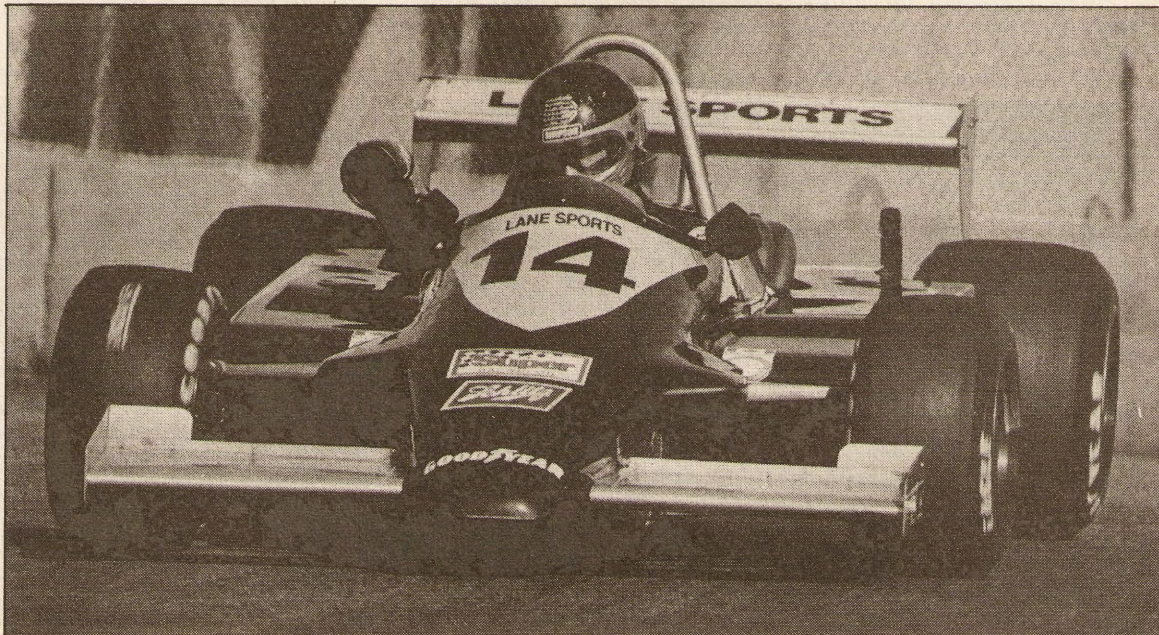
ified second and chased hard after Moreno until a series of electrical problems cost him time.

The only Marches to race regularly were Doug Shierson's pair of 82As for Allen Berg and Chris Kneifel, and Ed Midgley's modified 80A. The new Marches were built to F2 spec and were not only overweight but also needed a lot of redesigning in order to be effective with the conservative, crossply Goodyear tyres supplied in the NAFAC. Kneifel quit the Shierson team after a series of mid-summer DNFs while young Canadian Berg showed a lot of speed and racing ability in his second season of Atlantic, although results eluded him.

Tiga's new Atlantic chassis was campaigned by Garvin Brown's team with Hubert Phipps as their regular driver. Michael Andretti, Tommy Grunnah and Danny Sullivan each drove a second car in one race and although none of these drivers achieved any startling results there is no question the car has potential. Phipps ran well in many races and scored his best result of the year in Mexico where he finished third.

The only other new cars to appear in '82 were the Hayashi and the Narc, both of which were driven by Bob Earl. He drove the Japanese-built Hayashi at Long Beach and gave his own Narc a trouble-plagued debut at Elkhart Lake. Neither chassis appeared twice. ■

Josele Garza campaigned the pristine Lane Sports Ralt to fourth place overall at the end of the year.





JVB looks hopefully ahead as Rosemary checks the running boards and Henri and François fight off the cold.

To Brighton in the rain

JOHN BOLSTER reports on his annual trip to Brighton in the ever faithful Panhard with Rosemary alongside. Photography: JEFF BLOXHAM.

In days gone by, many of the competitors in the Brighton Run were racing drivers, and I can remember Jack Brabham, Jim Clark, and Graham Hill competing regularly, while Reg Parnell said it was better than any Grand Prix, and Mike Hawthorn was terrified by an impetuous co-driver on a wet road! In earlier times, many Brooklands drivers took the road to Brighton and I can particularly recall Prince Bira, with his curved-dash Oldsmobile, and Sir Malcolm Campbell, to name but two.

Yet, this year I saw none of the current crop of dicers having a go and only noticed Eric Thompson, late of the Aston Martin team, who was conducting his beloved 1902 Peugeot.

carefully prepared, threw a fit of temperament and had to be push-started by Rosemary and my acting, unpaid mechanics, Henri and François. The first car away was a Benz of 1892, a primeval machine that has been discovered by Bernard Garrett, who sportingly allowed Herbert Davies to drive it because he had spent countless hours on its restoration.

There are always a few cars that are reluctant to leave Hyde Park and I noticed R. Seys working under the seat of

his Oldsmobile curved-dash runabout, while the 1903 Gladiator of R. Timmis had a delayed departure, though the engine sounded powerful enough. R. F. Collinson, a regular competitor, had to stop on Westminster Bridge, removing the bonnet of his 1900 New Orleans and getting busy with the spanners. A small motor race appeared to be taking place in Kennington Road between the 14 hp Renault of J. Dorrington and the 20 hp Thornycroft of T. Davis. Gerhard von Raffay, of Hamburg, was having a lubrication problem with the 1902 Scheibler, believed to be the sole surviving example. The single-cylinder Cadillac of B. McArdle seemed to be making heavy weather of the Brixton Road. Another German competitor, W. H. Presinger, had the bonnet off his 1902 Lux, which revealed its large and complicated flat-twin engine.

On Brixton Hill, N. Bradshaw had some trouble with his 1894 Benz and P. Briggs, of Australia, had to give his 1895 Peugeot some manual assistance, which he seemed to be enjoying. So it continued, with the usual breakdowns everywhere, but our Panhard never missed a beat.

Out in the country, there was far less baulking than in previous years, the spectators generally watching from their parked cars. When the rain came, they were not in the least discouraged, and on some parts of the route the cars were tightly parked, side by side, literally for miles. The rain started for us at Redhill, that fearsome gradient, and though it was gentle at first, it eventually fell with such force that it stung one's face quite painfully. The Panhard, like most veterans, carries absolutely no protection for the occupants and I was soon sitting in a puddle.

Among the usual Brighton flyers, Bob Gregory passed me easily with his Darracq 'Flying 15' and Roger Collings was letting his 60 hp, 9-litre Mercedes have its head. Roger has two bodies for this car, the *Roi des Belges* tourer that he uses for the Brighton Run and a racing two-seater for speed trials. Cecil Bendall passed me several times in his fast little Renault, which seemed to need some tuning between sprints.

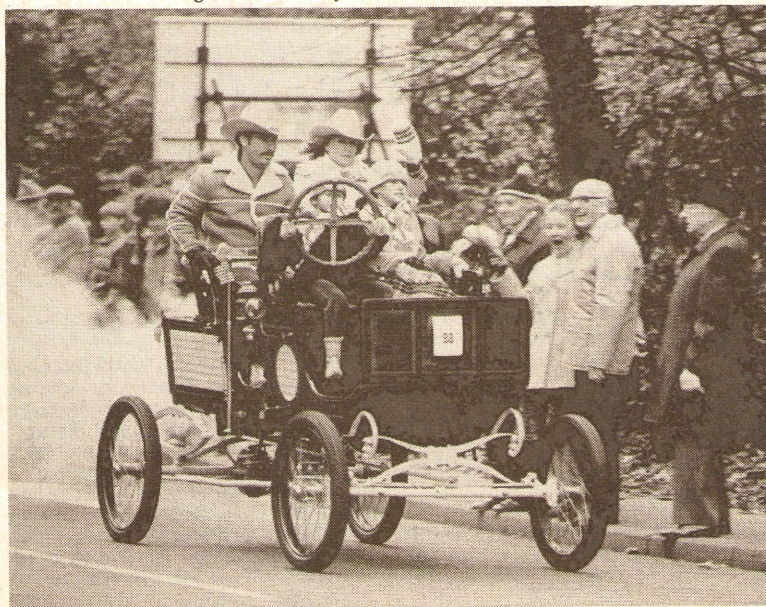
In the Bolney area, there was a traffic block, and I believe that this proved even worse later in the day. Subsequently, the roads became far clearer and I drove for some miles without seeing another competitor. Perhaps some of them took shelter at the various coffee stops, for the rain was still pouring down relentlessly. At least it was not really cold, for that is much harder to bear than wet weather, assuming plenty of waterproof garments.

As we swept down to the coast, the mountainous seas were really spectacular. The Madeira Drive was almost deserted, few cars having finished before us, and after topping up the oil tanks we saw no reason to stay in that cheerless place. After a brief pause for lunch, we set off on the home-ward journey, at first meeting the other competitors who were still on the road. Some of them were in trouble and had little chance of finishing before the 4 pm closing time.

Among these was the 1902 James and Browne of the City and Guilds College, which seemed to be in dire straits, judging by the woeful expressions of its young crew. A fantastic rebuild seemed to be taking place on T. de Vere Green's Scania, of which the whole back axle had been removed and there was only an hour left. Meanwhile the 1900 Hurtu of P. J. Wincoz from Belgium was climbing a hill with its driver, the sole occupant, walking alongside.

Soon I was travelling on country roads, lit by the yellow gleams of the oil lamps. As we crept carefully along, the rain stopped at last and the wonderful old Panhard took us home without any trouble. It had been a splendid Brighton Run and I am already counting the days to next year's event!

The one in the driving seat looks confident as a Stetsoned dad takes control.



BRIGHTON RUN

Among the celebrities were Prince Michael of Kent, in an 1899 Wolseley, and Terry Wogan, who took the wheel of the big Thornycroft entered by the RAC. I overtook HRH, who appeared to be in serious trouble at Thornton Heath, but Terry Wogan, though plagued by overheating, seemed likely to finish within the time limit.

Let us return to the Serpentine, where the unmistakable 'chuffing' of many veteran cars was heard soon after dawn last Sunday. An immense entry of 365 cars had been received, but as only 300 can be accepted there were many reserves. However, most if not all of them got a ride because an extraordinary number of cars were in trouble before the start. For example, Bill Lake's 'new' 1902 Panhard, rebuilt from stem to stern, broke its crankshaft and that was unfortunately that.

The weather at the start was cool but dry, though gales were forecast with rain to follow. My 1903 Panhard, though most

Special Stage

Charges increase

Forestry Commission raise cost to rally organisers

The Forestry Commission has announced a huge increase in the charges for the use of forest roads for rallying. From December 1, the fee will jump from 95p per car per stage mile to £1.25, and the addition of VAT means that the real cost is around the £1.44 mark.

The effect on National rallying in 1983 is bound to be dramatic and, as an example, the Gwynedd Rally, one of the traditional opening rounds of the National Championship, will need to find more than £2,000 additional cash simply to meet the Commission's charges. The increase has been justified because, say the Commission officials, damage to the roads has continued to increase despite a drop in the number of contestants on events.

"We make no profit from the charges from rallying," commented an official in Edinburgh, "and we appreciate the importance of forest roads to serious rallying in this country. We regret having to increase the charges again, but it is unavoidable."

The rate is fixed annually and normally

the RAC MSA is consulted before the announcement. There was no such meeting before this year's statement from Edinburgh, however, and the Forestry Commission drew attention to decreasing number of competitors in the last year. Apparently, special stage rallying used six per cent less roads in the season 1981/1982 than it did in the previous year, while the number of competitors dropped by about 13 per cent.

"The fall means that a decreasing number of competitors must bear the costs of the sport," continued the spokesman, "but the new rate will still not entirely cover the costs."

There will now have to be considerable efforts from both the RAC MSA and the Commission in the near future to investigate ways of using the roads in a more economical manner.

"The Forestry Commission prefer it when there are events with an increased number of cars," commented Chris Belton of the RAC MSA, "and so we must investigate ways to perhaps run club

events on the back of National rallies with a guaranteed start for the club driver.

"It would cause problems for the organisers," continued Belton, "but just now we are only allowed to top up the entry as others retire. Perhaps we do not need to have 64 events with a forestry allocation and for rounds of the National championship I think it unlikely we can expect events with 80 forest miles. No-one will be able to afford it, and perhaps we will see events with 70 good stage miles."

While Chris Belton and others at Belgrave Square attempt to formulate new ways of more economic usage, the idea of road closures on the public highway is one that must remain in their minds for the future.

The dramatic drop in the number of competitors in special stage rallying will have serious long term effects, already the RAC MSA is involved in deep investigation of the legislation which controls the sport. An extension of that investigation must surely be an investment for the future.

Peugeot attack RAC

In addition to the two works supported Talbot Sunbeam Lotus cars for Guy Frequelin and Stig Blomqvist, the Peugeot Talbot Sport team are sending another six cars for the best three drivers in both the Coupé Peugeot 104ZS and the Coupé Talbot Lotus.

The cars will be in official blue colours, and in the 104ZS competition, Jacques Dubert has already been confirmed as the 1982 winner. For next year he will either appear in a Samba Rallye, or another 104ZS donated by the Peugeot Dealers Association. In the Sunbeam competition, Jean Louis Le Dentu is the potential winner, although the series is not yet over. The other French drivers are Claude Haumont, Jean Philippe France, Christian Rigollet, and Alain Vianno.

Additionally, two much respected French journalists will start the rally with their Peugeot 104ZS. Pierre Pagani, the chief editor of the monthly *Echappement* magazine will be partnered by Philippe Seclier. The pair have previously contested the event many times and won the Group A 1300cc class on the Monte Carlo Rally earlier this year.

1983 series draws near

The 1983 World Rally Championship will begin on January 22 with the traditional opening round, the Monte Carlo Rally. Entries for the event are already open and crews have until December 22 to send in the entry form to the organising club, l'Automobile Club de Monaco.

The concentration run begins from the usual variety of start venues before crews arrive in Grenoble for the classification run to Monaco itself where the real meat of the rally will begin.

Last year's event saw Walter Rohrl score his first set of world points.



The 350bhp Koenig Ferrari, similar to the one Tony Worswick plans to drive in 1983.

Ferrari for Worswick

An exotic addition to the British scene next year should be a Ferrari 308GTB driven by Tony Worswick. At a special showing of the car at Goodwood earlier this week, Autosport and Design, the importers for Koenig kits revealed their latest product; parts aimed at improving Ferraris for road and competition use.

While the standard car offers about 235bhp, the turbo system from Koenig should bring the power up to a maximum of 350bhp, with adjustable boost setting from inside the cockpit. Willy Koenig has specialised in body kits for many years, and aerodynamic improvements to the

bodywork are substantial, and aimed at keeping the whole thing on the ground!

Power is transmitted through a standard five-speed Ferrari gearbox and modified suspension completes the package. The company believe that it should be possible to find a used example for less than £7,000, buy the bits (excluding engine modifications) for £5,000, and have a perfectly reliable, fast competition car for 1983. An additional bonus for buyers is that the car has already been homologated into Group B, and apparently Worswick now has all the necessary papers.

Drinking and driving

This year's Keyes Fibre Beaujolais Rally takes place this weekend and the organisers are delighted to have attracted 119 cars for the run. When the vehicles gather for the Monday morning ferry next week, many thousands of bottles of the wonderful liquor will find their way across the channel for the finish in Brighton.

The key to success in the event is to complete the shortest distance from the start in Lacenas at midnight to the finish in Brighton. Therefore, many of the serious drives head for extensive recesses of the wine region in preparation for the

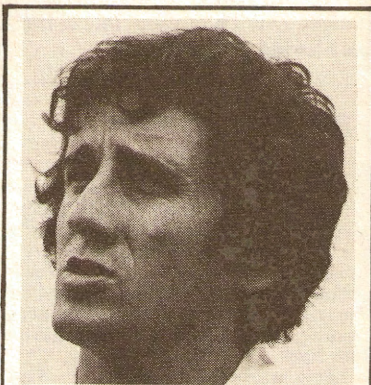
competition, drinking the odd glass of Beaujolais Nouveau on the way.

Included in the entry list this year are seven Range Rovers (good for carrying quantity), while the oldest vehicle on the Run is a 1931 Talbot Speed Tourer. Personalities entered feature the actor Lewis Collins from *The Professionals*, the singer Barbara Dickson, and racing driver Jonathan Palmer. There is also considerable support from the wine and catering trade, and it seems that many wine bars around London could boast considerable quantities of Nouveau by Monday tea time.

Mouton is confirmed

Following her accident on the recent Ivory Coast Rally, Michele Mouton was rumoured to be considering withdrawing from the RAC. Audi Sport in Germany have now confirmed that her injury in Africa was restricted to a sprained thumb and the lady is keen to be in York.

It seems the works cars should run with Kleber tyres for the event, but Ingolstadt have confirmed that they will only have two official cars for their regular drivers. The additional entry for an unnamed B seeded driver will be withdrawn, although Wilson, Demuth, Lampi and Buffum should all still start.



Prost joins rally set

Grand Prix star Alain Prost will start the Rally du Var in a works Renault 5 Turbo at the end of this month. Partner for the one-off run will be Jean Marc Andrie, Ragnotti's regular co-driver, and the entry has the full approval of Renault boss Gerard Larousse.



Wilson fails again

Malcolm Wilson's latest attempt to score his second international win — the last one was on the Haspengouw in 1980 — has failed. On the Algarve Rally at the weekend, the engine blew while Wilson and co-driver Ronan Morgan were easily in control. Next event will be the RAC Rally.

Lombard

RAC rally

● This year's RAC Rally will venture onto National Trust land for the first time in its 50 year history. The second stage of the event will be at Clumber Park, near Worksop in Nottinghamshire.

● After a recent road accident involving three of his mechanics, Peter Ripley has decided to withdraw his entry for the RAC Rally. The injured members of his service crew are recovering from a variety of very serious injuries. AUTOSPORT wishes them well for a full recovery and a return to the rally scene in 1983 with the Toyota Celica.

● Steve Green took his Group B Escort RS2000 for a shakedown run at the weekend and nearly ended his chances of starting the RAC. With Dilys Rogers alongside, the Leicester driver tackled his local event — the Gems Brock — by rolled heavily on the fourth stage. Luckily the car was not seriously damaged and will be ready in time.

● Mike Stuart will have a new co-driver for the RAC Rally in the Pace Petroleum Escort. Lack of funds has meant that Frank Rowlands — Stuart's regular partner since he began rallying in 1975 — has stepped down in favour of Andy Kay who is tackling his first ever RAC. The car on the other hand has reason to celebrate too. The ex-Russell Brookes Escort reaches its centenary — 100 events with the same shell, albeit a little tired now!

● Harri Toivonen, Henri's younger brother, has withdrawn his entry for the RAC Rally. It appears the cost of entering his Ford Escort RS has now proved too much, and instead he is expected to drive on a Finnish event.

● Alain Coppier will now be accompanied by his regular French co-driver, Josepha Laloz, in his Citroen Visa Trophée. Coppier is one of two drivers in a position to snatch the Visa Challenge on the RAC.

● Simon Everett has withdrawn his entry for the RAC Rally. Apparently the Belgian based driver finds himself without sufficient funds to tackle the event.

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Nov 12/14	San Marino	San Marino Rally, European Rally Championship round <i>Another of the closing rounds of this year's Euro series, to be decided between the usual Italian stars including a couple of Lancia Rally 037s driven by Zanussi and Tabaton.</i>
Nov 19/21	Spain	Rallye Cataluna <i>Final round of the Euro series that was clinched by 'Tony' Fassina in Cyprus.</i>
Nov 20/25	Britain	Lombard RAC Rally, Final round of the World Rally Championship for Makes <i>A truly world class entry for Britain's only round of the World series. Five days of gruelling action around the country. The main battle will be between Audi and Opel who are just two points apart. Full spectator supplement in our November 18 issue.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Nov 13	Cheltenham	Avenue-Auto-Tune Rally (Cheltenham MC) <i>Single venue stage rally with 32 miles at an airfield.</i>
Nov 13/14	Gloucestershire	Scorpion Rally (Dursley MC) <i>Starting at Stonehouse the event uses the local lanes to test the crews.</i>
Nov 13/14	Wales	Ralli Bro Caron (Lampeter & DMC) <i>130 miles starting at Tregaron at 11.00pm. A full 60 car entry will try to reach the finish at Sea Bank, Llanrhystyd.</i>
Nov 13/14	Northumberland	Julie Shield Memorial Rally (Alnwick & DMC) <i>All selective format covering 130 miles of Northumberland.</i>
Nov 13/14	Chester	More & Gammon Trophy Rally (Chester MC) <i>The beautiful setting of Chester Castle forms the backdrop for the start of this event that uses the classic lanes of North Wales.</i>

Terry camps it up

Terry Pankhurst is to take a leaf out of Russell Brookes's book for the RAC Rally. One of the largest items of expenditure on the event is accommodation for the crew and the back up team, so Roger Freeman, Pankhurst's co-driver has negotiated a deal to use caravans while the event is in York.

"We discovered that there is a caravan site in the middle of the city and Dave Barron Caravans of Wigan have agreed to let us have six vans free of charge — it has reduced our event costs by around £2,000." While the event is out of the city, the team will live in a motor home and

throughout the rally catering will be left in the hands of Roger's mother and his lovely wife, Alison.

This year has been one of mixed fortunes for the young driver, but he has been determined to survive the bad patch. The crew have praised the support from their sponsors CMA Motorsport, Ford, Dunlop and Valvoline. For the RAC they have attracted yet another name, Belway Homes to their cause and feel that the future could look bright if they get the luck that has deserted them so far this year.

Quattros are fallible

Ron Hudson's new Audi Quattro has got off to a shaky start. Far from being a clubman's dream, the car has suffered with gear selector troubles on several occasions.

Before last weekend's Gems Brock Rally, Hudson told us, "I go rallying to enjoy myself. On our last event (the Nicolet Stages) I was having to change gear with both hands while Les Edwards steered the car. Apart from being a nuisance, it is impossible to keep the turbo boost up if the gear change isn't perfect. Before I bought the car, I had only had one gearbox failure — I put this one down to me at first, but now I am not so sure."

In fact the trouble was traced to pieces of broken metal floating around inside the unit. These were removed

before the weekend.

Between the start and the first stage however, smoke began to pour from the rear of the car. An oil seal had not been fitted correctly and was leaking oil onto the exhaust and contaminating the clutch. The car finished in fourth place after two packs of Ajax, three bags of flour, 12 cans of Coca Cola and nine pints of gearbox oil had been consumed!

"We set out to learn about the car and that is just what we have done," commented Hudson earlier this week. "I was not certain that I would start the RAC in the thing, but after we have put these faults right, it should be useable. I am still concerned about the lack of spares though. We ordered them eight months ago, but they have not yet arrived — perhaps Quattros don't need them!"

Success for new Avon tyre

Jeff Churchill took his Escorts (Mk 2 and Mk 3) to Hant yr Hwch last weekend for some back to back tests and came away impressed by a tyre that could prove very popular with the clubman next season.

International Race Tire Service, who used to market Goodyear tyres, have designed a cover that is aimed at the national competitor. They asked Churchill if he would try it out and went along to see how it performed against his usual Michelin covers.

We understand that, despite the tyres being taken 'off the shelf', their perform-

ance was very impressive. The tyres, which will be marketed under the Avon name, were significantly quicker over the slippery test track.

"We are very encouraged by the results," commented Stuart Barron, IRTS Sales Director. "We were surprised at how good they were on their first trial and will now have to plan our marketing policy very quickly. As yet we have not decided how much they will be, but I can assure you that price — like the tyres — will be very competitive."



Prize-giving

The date and venue for the Pace/AUTOSPORT RAC National Rally Championship prizegiving has now been finalised. Late last week it was confirmed that the celebrations will be held at the Metropole Hotel at the National Exhibition Centre.

It was not possible to find a suitable venue in London, so the Birmingham base was chosen for the excellent road, rail and air services that fall to hand. The final event of the series will take place on Saturday, December 4 and the hotel has agreed to make a 50 per cent reduction in the bed and breakfast rate for the occasion.

The address of the venue is Metropole Hotel, National Exhibition Centre, Birmingham B40 1PP.

Briefly . . .

● Pace Competition Engineering, who have prepared the Pace/AUTOSPORT National Championship winning Opel Ascona for Malcolm Patrick, have moved from their Maldon base. They can now be found near Silverstone at Unit 8A, Boundary Road, Buckingham Road Industrial Estate, Brackley, Northants. Tel: Brackley 700554. Apart from their connection with Patrick's car, Paul Chopping and Alan Clegg have also been working with the Audi Sport team on several events around the world with the official Quattro.

● Castrol, who this year have adopted a 'low profile' approach to their support for motor sport, have helped three drivers to national and regional championships. Mike Hutchinson won the *Motoring News/BTRDA* series, David Pitcher took the South West road rally championship while Jeff Ledger became the North Eastern stage rally champion.

● The sponsors of the Sprint Tyre Trossachs Rally, which rounded off the Esso Scottish Rally Championship, would like to thank all of the people involved — particularly the marshals who braved the usual appalling weather — in making the event a fitting climax to an excellent series.

What's On

Howarth Motors Enville Stages, December 11: Warrington & DMC have planned over 50 stage miles, exclusively in Knowsley Safari Park. A prize fund of over £600 is available to tempt you, so apply for details from Kath Barber, 71 Tidnock Avenue, Congleton, Cheshire (SAE please).

Christmas Stages Rally, December 28: If you fancy a little rallying between hangovers, then this 36 stage mile event should be just what you are looking for! Northallerton ACs event starts from the Croft Spa Inn, Croft-on-Tees and features some excellent stage miles. Further details are available from Sheila Windress, 56 Quaker Lane, Northallerton, N. Yorkshire. Tel: Northallerton 774518.

Finally we have news of an event that has had to be cancelled. Weston-super-Mare MCs Nick Porter Memorial Stages that was scheduled for November 28 will not run this year, but the club plan its return in 12 months time.



Leif Asterhag prepares to leave the line in the pace-setting Toyota that handed victory to Chris Walles's Datsun.

Midnight in Oman

Walles takes victory in first round of the Gulf Rally Challenge — Unexpected rain causes problems — Report & photography: PETER FOUBISTER.

Just about the time that most television addicts were settling down for their weekly dose of *Coronation Street* — and apparently ignoring the 'Fourth Alternative' — Saleh Gharib Al Oufy had more important things on his mind.

His effort on the Oman International Rally had ended a day earlier when his car blew its motor, but now it was after midnight on Thursday and he was still very much involved. At the wheel of a four wheel drive Daihatsu jeep, Saleh selected first gear and ploughed into a deep wadi, aiming straight for a stricken car.

Bouncing over the boulders thrown down by the raging water, the jeep held its course, punting the competition car hard in the rear and free of the water. Obviously bitten by the excitement, Saleh continued the performance up the next hill, as the rally car desperately tried to escape the attack from the rear. Four wheel drive and maximum revs ensured there was no escape and the pair disappeared over the hill still together in a blaze of lights, and screaming engines.

The victor returned a few minutes later, bounced across the wadi and took up position just off the road, lights out, waiting on the next victim. There were many, but although competitors tackled the same stage three times, he never got near the leading cars.

Indeed, although Leif Asterhag wedged his Toyota Celica in the bank for some minutes, most of the other top names trod a wary course, and escaped "assistance". When Asterhag later retired with a smashed differential, Datsun rival Chris Walles inherited the lead until the end, followed by Rothmans driver Saeed Al Hajri in his Opel Ascona 400 and the Gulf Autos entered Daihatsu Charmant of Said Khalifa Al-Bussaidi.

The uncharacteristic rains had not spoilt the opening round of the Gulf Rally Challenge, but merely tested both the competitors and the organisers to the full. Both parties impressed, although all admitted that many lessons had been learned.

The importance of the second international event in the country centred entirely on the Oman Automobile Association's ambitions to see their event included in the World Rally Championship. It was no coincidence that the rally clashed with the unpopular Ivory Coast affair, and Oman certainly offers a serious challenge.

Situated at the eastern end of the Gulf where the vital shipping channels flow out into the Indian Ocean, the country has the best natural terrain for a major event in the Gulf States. The barren, rugged mountain ranges, which dominate the centre, bordered by the vast gravel plains are the key, and an obvious example of why the Omani people have

always been a seafaring race.

The welcome they extend to strangers is quite outstanding, and backed by charming manners. Anyone stranded out of town will soon be picked up, and most likely invited home for a drink. The refusal of such an invitation would be in very bad taste as not all of the Arab countries are dry . . .

Enthusiasm and ambition are not enough to promote an international event, however, and the expertise of expatriate British enthusiasts is a vital part of the organising team. Stuart Gray is the power behind the team and it is through his dedication that they are chasing World Championship status.

Other Arab States, including Dubai,

perhaps, offer greater commercial benefits, but it is Oman that has the best roads and the potential. The Omanis themselves want to see it succeed and are eager to add to the prestige of the event. An impressive brochure on the event yielded somewhere in the region of £18,000 in advertising which gives an indication of the importance attached to the rally.

Additionally, Stuart has been aided considerably by the Royal family, as the arrival of a 20th century sport in a culture which has remained unchanged in hundreds of years, inevitably runs up against problems.

The Sultan of Oman, His Majesty Qaboos bin Said, has been determined to bring his country up to date, but there were still fears that the event may have been cancelled following the recent death of the Sultan's uncle, His Highness Said Abbas. Instead, the Palace indicated that the rally should proceed as planned. It was a welcome boost for Stuart Gray.

Stuart's own background is firmly in the lanes of British road rallying and so it was no surprise to see many parallels with the club sport in this country. Timed to the minute sections over open roads was the recipe, with most of the action taking place at night.

It would be possible to close the roads officially, but it would create many problems for the event which already struggles to find the required manpower. Additionally, as a fair percentage of the competitive sections are across gravel plains, with the road winding its way across the barren mass, closing roads effectively is virtually impossible.

Even in daylight it is usually possible to see oncoming vehicles simply because of the dust clouds which inevitably hang in the air. Except when it rains.

That is exactly what happened last week, despite the fact that rain before Christmas is virtually unheard of in that part of the world. With the clouds gathering over the mountains before the start, it was obvious there would be problems. But the torrential storms, plus the impervious rocky surfaces, produce a

staggering effect. Dry dusty wadis are instantly converted into ranging torrents. Luckily the storms only affected the second night, and even then one 80km section was salvaged, although it did feature a number of tricky crossings which trapped several drivers.

The entry attracted to the event rather reflected the state of the vehicle market in the Gulf, and strong teams from Datsun, Toyota, Daihatsu, and even Mitsubishi were present. A sad state of affairs when even only eight years ago virtually all the cars on the road originated from this country. Now they are all Japanese, and the benefits of competition success ensure that each manufacturer takes an interest in the sport.

Toyota had a very large commitment with Leif Asterhag contracted to drive a Japanese built Celica, and backed by a number of Omani and Kuwait drivers. Datsun also brought works supported cars, plus Japanese engineers to oversee the operation. Chris Walles was the leading runner, privately entered in a Silvia, while Joyce Sutherland Lee — the Group 1 Champion in the Gulf Series — arrived with her Datsun 160J. Further support for Datsun came from David Evans and Saeed Khalfan, although the Marlboro entered car for Abdulla Omar al Majid and John Daniels did not start.

Winner of the first international in Oman last March was Alan Skennerton and he returned with a Mitsubishi Colt Lancer while there were several Daihatsu Charmants. Following the trend to bring the rally firmly into line with FISA regulations, the classes reflected the new Groups. There were 31 starters, following one or two last minute withdrawals but the standard of preparation was extremely high.

THE RALLY

Once the event was under way from Muscat on Wednesday 6.00am the standard of driving was also quite impressive, and although most of the crews still run with only simple route notes — if any at all — there was no lack of aggression.

Bravery was also required from the crews, and the first competitive section included a 6km blast over the gravel plain before a climb into the mountains. Asterhag was first into action, and although others cleaned the opening tests, as the first man on the road, he held a considerable advantage without the hazard of dust. Even at night the temperature was in the 70s, and the humidity and still night air ensured that the dust hung around for several minutes. Even with 3mins between the cars, crews still reported the odd surprise from the dust.

Lots of time was allowed for servicing, and deep into the mountains at the ancient town of Nizwa, there were a couple of lengthy stops. Some of the Toyotas had severe misfires, the Mitsubishi was on very hard suspension, and breaking wheels causing punctures, while Saeed Al Hajri and John Spiller in the Opel were quite content to be on the pace of the leaders, with the driver showing his characteristic calmness about the whole show; something of a contrast to the others.

By the time the rally returned to the Gulf Hotel in Muscat around 5.00am on Thursday, the Swede held a 6min lead over Chris Walles, Said Khalifa al Bussaidi (Daihatsu) and Al Hajri. The speeds were considerably higher than those achieved on previous events, however, and Asterhag was cleaning several sections quite easily, even stopping to change a puncture on one stage, and still sitting for his due time at the next control.

With time for a few hours rest before

the restart on Thursday at 2.30pm, the crews relaxed as the service teams undertook some major work on the cars. Particularly, Asterhag's Toyota had an enormous list to rectify fuel feed problems and rebuilt the suspension.

The organisers meanwhile were trying to rebuild the route, with the imminent arrival of another storm which would surely wreck the scheduled run along the coast east of Muscat and through the mountains. Without radio contact (no radios are allowed in the country for security reasons) vehicles were dispatched to inspect the route and report on the condition of the wadis. Some were well over 12ft deep.

After the restart, therefore, cars completed one section, but ground to a complete halt only a few kilometres into the second test. A group decision saw all the cars return to the main road and take the asphalt dual carriageway to the next service point.

Eventually, the only option open was to run one part of the route three times through the night, abandoning all the other roads which had been planned. Gray prepared a new time schedule, and the rally got underway again just before midnight.

Midway through the competitive section was the wadi crossing, which produced more action than the Open Championship produces in a year. Asterhag was first into trouble, and although earlier reces had indicated a route heading upstream as the safest crossing, the crew had not allowed for the destruction caused by several hours of raging water.

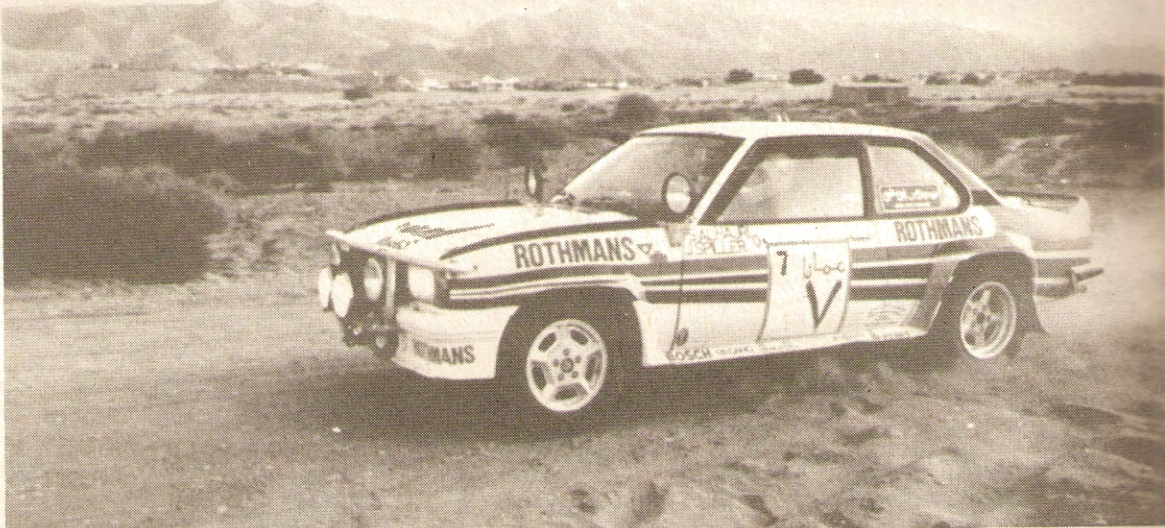
Rather like a bull at a gate, the car shot straight into the water, bucking and bouncing in a sandy hole, and trapping itself in a sandy hole. As spectators tried to lift the car free (sadly Saleh Gharib had not yet arrived) second placed Walles arrived and took some minutes to figure out the crossing. Eventually he opted for a safe route, and as the two cars departed together, the Opel of Al Hajri threaded its way to safety, the low-down torque of the 2.4-litre Cosworth an obvious advantage.

In contrast, the Toyotas screamed their way through Farooq Barwani being one of the quickest, only to end his rally just after the crossing with a roll into the gravel.

By now the Daihatsu destroyer was well into his stride, aided occasionally by a police Range Rover which offered a rather more gentle tow from the waters. The commotion as cars stopped mid-stream and people ran to help, followed by the trucks, and the arrival of another competitor went on for hours. One vehicle which did not need help was the massive 6.9-litre International Jeep, which simply rumbled into the water and then clambered over the now boulder-strewn path to the hill out of the wadi.

The pattern was repeated through the night, with the leaders usually impressive, adapting to the deteriorating road

Saleh lends a helping hand? Above: Jaber Talib Al Marri. Below: Abdul Qadir Khalifa.



Saeed Al Hajri drove Rohrl's Safari Opel, most of the action taking place in the mountains behind.

conditions, and the latter numbers floundering in the water, and on the rocks.

On the final trip just before dawn, it was the Datsun of Walles which appeared first on the road. Asterhag had broken the differential, instantly putting the car out of the rally and saving a few headaches, as his Toyota had been towed earlier to service after the ignition pack failed. So Walles stayed ahead of the rest, with Al Hajri easily moving ahead of the little Daihatsu which withstood the hammering of the night

particularly well. At the finish the Gulf Autos Team (which included Subaru and Daihatsus) were delighted to take the team prize with only one of their number failing to finish.

Apart from Asterhag, other late retirements included the Datsun 160J of Joyce Sutherland Lee and Sally Fassen who wrecked their steering in an early wadi, and were towed to the worst wadi crossing where a combination of a long tow rope, no steering, and another over-enthusiastic tow truck saw the car cease permanently on the rocks.



With the final service halt in daylight, there was a smooth, peaceful run towards Muscat, where the daylight revealed the extent of the storm's force, as even 35kms from the mountains, lorries had been swept off the main road where it crossed the water flow.

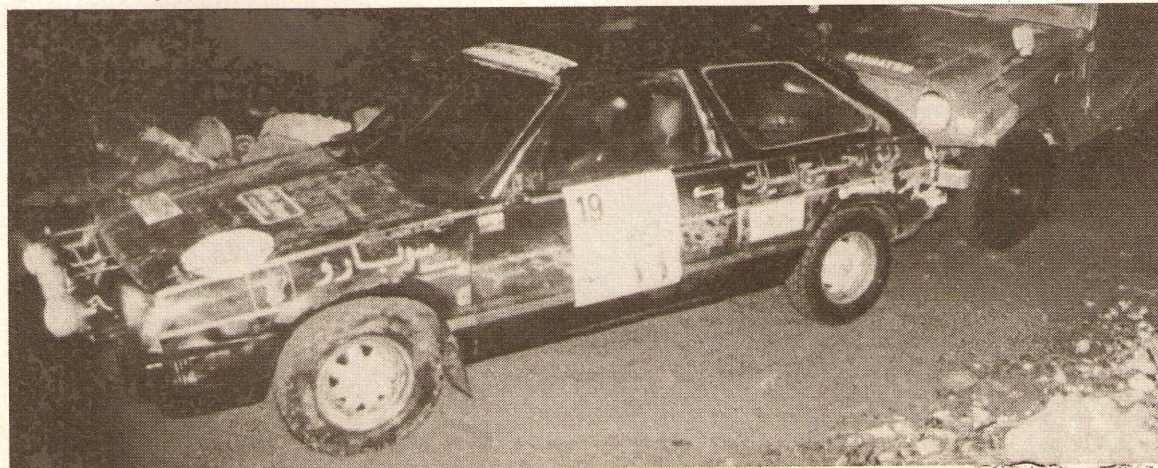
Back at the Gulf Hotel, His Excellency Mohammed Moosa, the Under Secretary for Finance, presented the awards. Tribute was paid to Rothmans and the Oman Arab African Bank for their involvement and also to Castrol. In contrast to the company's low key involvement in the sport in Britain, Castrol are still firmly lodged in international competition abroad, especially in the Gulf, where they were responsible for much of the event's administration and paperwork.

The FISA inspector on the event, Bharat Bhardwaj from Kenya, confirmed that World Championship status was some way distant, but saw no reason why the event could not make the grade with a number of changes along the way. He also confirmed that the event would be in the next Pan African Rally Championship, and that is perhaps enough of a step forward for 1983.

With the action over, a few hours in Muscat revealed a truly fascinating culture. The hottest capital in the world — at 130 degrees during summer — also possesses the Sultan's Palace, a fantastic sight. And there was even entertainment on the last night. A German Bavarian Oom-Pah-Pah band, provided the final culture shock of the trip, playing with gusto until it was time to leave for the 5.00am flight back to reality . . .

OMAN INTERNATIONAL RALLY Gulf Rally Challenge Nov 3/5

- 1, Chris Walles/Steve McCormack (Datsun Silvia), 40mins;
- 2, Saeed Al Hajri/John Spiller (Opel Ascona 400), 48mins;
- 3, Said Khalifa Al-Bussaidi/Fahad Al-Hinal (Daihatsu Charmant), 56mins;
- 4, Sulieman Kharusi/Warith Kharusi (Datsun Silvia), 70mins;
- 5, Ahmed Zaffeiri/Sadek Ashkenani (Datsun Silvia), 74mins;
- 6, Hamood Al Said/Lesley Baylis (Toyota Celica), 91mins;
- 7, Saeed Khalifan/Euen Burke (Datsun 160J), 95mins;
- 8, Alan Skennerton/Dimitrios Pantelias (Mitsubishi Lancer Turbo), 108mins;
- 9, Mohammed Said Lamki/Kharusi Kharusi (Daihatsu Charmant), 110mins;
- 10, Abdul Qadir Khalifa/Said Bussaidy (Subaru), 112mins.





Heading for that ninth class win last year through the water splash. Below: Motor sport co-ordinator Bill Hunt.

Iron curtain success story

As the works Skoda team sets out to achieve 10 out of 10 on the RAC Rally, KEITH OSWIN finds out why this Czechoslovakian team is always top of the class.

While the attention of most spectators — and indeed the media — will centre on the battle at the head of the field of this year's RAC Rally, there will be one works team fighting a personal battle with the record books, yet they will doubtless fail to make it to the television screens.

The team from Skoda were often laughed at, and frequently ignored, when they took on the might of Ford, Audi and Opel in previous years, but they are quick to point out that they have probably the best record of any other factory team. Out of nine attempts they have scored nine class wins — an enviable 100 per cent record.

This year they are aiming to make it ten out of ten. The task is not an easy one, so we asked Skoda to tell us about the problems encountered by an Eastern bloc team in international rallying.

"The problems are numerous," explained Bill Hunt, Skoda's Motorsport co-ordinator. "Our team is full of characters, each eager to visit this country and determined to make the most of it while they are here — the rally tends to get in the way at times! Despite the fact that Skoda GB enter the cars and co-ordinate the effort, we use Czech mechanics on the event so we have to make sure that they have an English navigator in each service vehicle to keep them on the right road and control their urge to dash off and help the lead car, even though their own specific competitor may also need service.

"For all that, though, the team are the perfect example of the truly international nature of motor

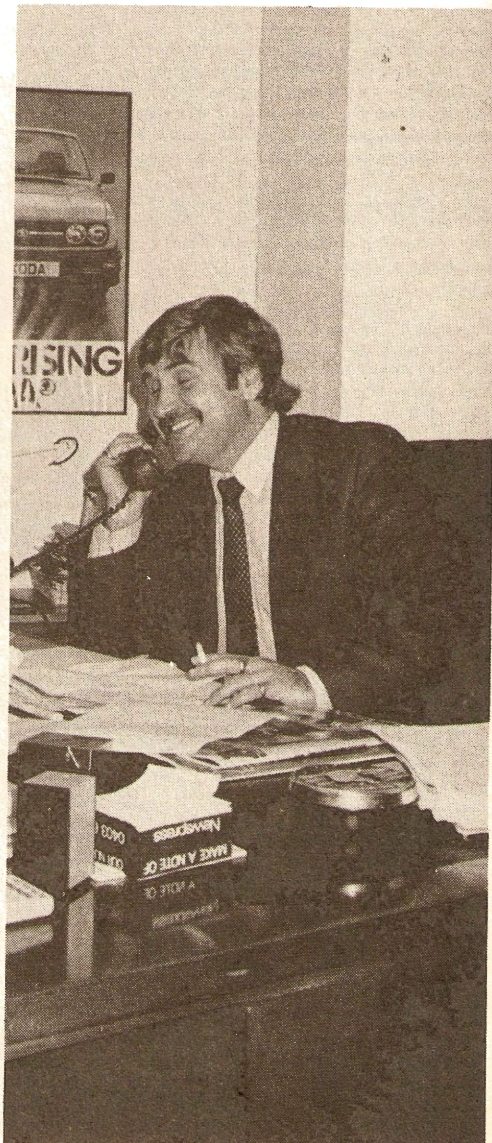
sport. I honestly believe that people want to see the likes of Skoda and Lada on World and European rallies and that is why it is worth making the effort to overcome problems to ensure that we are on the entry list.

"It really is rewarding to see the Czechs in the team looking so happy — the chance to come to England is precious to them. It gives them an opportunity to spend their hard-earned money on things that they would never be able to afford otherwise. A Skoda in Czechoslovakia would cost something like two or three years' salary — in Britain the cars are probably the cheapest on the market. Music centres and other electrical goods are keenly sought after, but I wish they wouldn't stop to buy the things on the way from a stage finish to the service area!

"Seriously, though, the financial side of the operation is a big headache. The cost of getting the cars to this country and back again is born by Motokov, our parent company. They look after all exports of motor goods from Czechoslovakia, including CZ bikes and Zetor tractors as well as Skoda cars. As soon as the cars are here they are our responsibility. It costs us only around £5000 per car for 'on-event expenses', but raising the money is a problem.

"Eastern bloc currency is not negotiable and so they cannot send us money to pay for the venture. We are sent parts and equipment which we have to sell in order to raise the cash to pay for the rally. When you consider how small the company is (Skoda's headquarters in London is no bigger than a decent sized main dealership) you can see the problems we must overcome."

This year the Skoda team will consist of three Group 2 Estelles driven by Norwegian John Haugland and two



Czech drivers, Svatopluk Kvaizar and Ladislav Krecek. The Austrian champion, George Kalnay, will also be part of the team, although he will use the older 130RS machine.

"At times I wonder why Haugland stays with the team," admitted Hunt, "but we are glad that he does. He is our best driver and is tremendously loyal. He has opened a Skoda dealership in Norway and is very confident of a good result in November. Over the years he has consistently proved that he is an excellent driver by beating many more powerful cars and always getting the Skoda back in one piece. Last year we had to replace only an exhaust tail pipe and one tyre. During the event we used only six tyres — that must be a record.

Czechoslovakian tyres

"We are using Czechoslovakian Barum tyres again this year — plus some Michelin racers for the tarmac stages. Some people laughed at our tyre choice but their strength speaks for itself. John insists on running on very narrow section tyres to cut right down through the mud and get decent grip. We value his judgement but following him on the road can be really amusing — the car looks as though it is riding on two bicycle wheels!

"For this year's rally we also have support from Phillips Car Radios — an appropriate deal considering how popular they are with the team members — along with our usual Duckhams deal.

"The team are sending their own doctor this year, although I am not sure why. I think that it may be just for the peace of mind of the rest of the team. Last year one of the mechanics got something in his eye while welding. I took him to one of the St John first aid posts and he was surrounded by doctors and nurses wearing uniforms that to the Czechs looked like police outfits. The rest of the team were really worried that their friend may not be given back to them for some reason!

"Every member of the team is a mechanic. It is a fact of life that you start off as one before becoming a co-driver. After that you can graduate to being a full driver, but you are still a mechanic by trade. Although you may have just won a rally in a works car, the following day you are back in the factory with a spanner in your hand just like anyone else. It does mean, though, that should a car retire, the crew climb into mechanics' overalls and muck in to get the other cars to the finish.

"We might not be the biggest or even the most experienced team in the business but the mechanics can



Long time Skoda exponent, John Haugland.

stand alongside all of the other teams when it comes to hard work and efficiency. No-one could wish for a more dedicated bunch of characters — their trips abroad are too precious to them for any slacking — and they are just as capable of changing a gearbox in 12 minutes or so in muddy forest service areas as any of the Ford people. They might give me a few grey hairs at times, but they are good lads."

Although the previous results have been good for the company and have ensured Skoda's continued presence in world rallying, the company is well aware that it has managed only class wins on major events. Haugland has been clearly their most successful driver — although Kvaizar and Krecek have also produced

some good results in eastern European rallies — but rarely have the team managed outright victory. Skoda hope, however, that this situation is about to change as international rallying moves into the new Group B era.

"The factory has been told to produce a Group B car for World Championship rallying in 1984," enthused Hunt. "The new coupé version of the Estelle at the Motor Show this year will form the basis of this car. It will need to be fitted with a 2-litre engine, and should develop around 200bhp. Motokov have said that they expect top ten results in World Championship events. Homologation should be no problem. To sell the cars, all Motokov have to do is tell the Czech police to buy more new Skodas!

"We are looking to extend our involvement in the sport over the next two years. I have six or seven cars on order to use in a wide range of guises. We have already been successfully involved with production saloon racing, but we want to expand into rallycross and a deeper involvement in national rallying. Hopefully there will be a car in the National Rally Championship within two years, and I am seriously looking at an equivalent of the Lada Challenge to show just how reliable the cars are. The RAC Rally proves that point once a year but we want to extend that to an involvement throughout the year."

Although they are by no means in the Audi and Opel league when it comes to numerical and financial commitment to world rallying, there is little doubt that Skoda are there to prove that their cars are just as competitive as the top teams and can provide the competitor with an excellent insight into the sport. Above all else they are a friendly team.

"Our drivers are told before they leave for any international rally that they are seen as ambassadors for their country. They are allowed to drive forcefully and are encouraged to do their best, but there must be no hint of bad sportsmanship and no protests. This is not in the interest of the country's image and is severely frowned upon. If any of them were to break that code of conduct, it would be the end of their foreign trips. It may seem strange, but in some ways it is nice to have that sort of attitude in a world where rallies are often won as much by the success of a protest as on stage times."

So when you stand in the forests watching Audi and Opel battle out the World Rally Championship on the RAC Rally, remember not to mock the efforts of the Skoda team. On the surface they may seem relatively insignificant, but they are aiming to maintain a proud record.

Skinny tyres are a common sight on the Skoda whether it happens to be snowing or not, a personal but effective choice.





Backstage

PAUL DAVIES

Much ado about nothing

Someone put their finger on it on the first day. We were all — at least quite a few of us — in the bar in Abidjan's Hotel Ivoire and the whole situation was summed up in one sentence.

'You know', said the sage, 'we're all here because of that woman'.

It was true. Michele wanted to be World Champion and so she had to contest the Ivory Coast Rally. For Audi or Opel it meant nothing because it was not part of the Manufacturer's Championship, but for a driver that was different.

So Mlle. Mouton went to West Africa and Herr Rohrl had to follow. This meant two Audi Quattros were entered — Mikkola and Gumpert in the 'back up' car — and a third was taken for Stig Blomqvist to act as sweeper. Rothmans Opel had Walter and Christian Geistdorfer, plus Bjorn Johannson and Bruno Berglund for support. Plus — like Audi — the full complement of service vans, mechanics, and crews and the light aircraft that is essential to success in Africa.

Add to this the Audi doctor, the Opel doctor, quite a sizeable German press contingent (including a film crew) and PR men from both sides. The woman had a lot to answer for.

In the end, Michele lost where she expected to win — and Walter Rohrl won the Championship with victory taken on a rally he didn't want to do. Perhaps the lady should have decided on an RAC showdown instead.

It would be totally wrong to say everyone wanted the chance to spend time in Africa anyway. In the weeks leading up to the rally it was not easy to find anyone who would say, 'Lucky you. Wish I was going'. Some didn't have the faintest idea where the country, Abidjan or Yamoussoukro were, the ones who did just gave you that knowing smile that usually means disaster is just round the corner . . .

From a British Caledonian flight direct from Gatwick (one a week) you land in 90 degrees of very wet heat at around 4.30 in the morning. Immediately you notice that nothing really seems to work — least of all the Avis car hire clerks, who beam from behind their desk and announce they have no cars for you, despite the Avis 'Express' guaranteed reservation voucher you wave at them.

Go to the office in the Novotel at 10am they say, in French. Black men speaking French is a culture shock for a Brit, I can tell you.

The Avis desk at the Novotel is no better. Firstly they lie, and explain apologetically that they have run out of cars. Then, when backs are against the wall, it's obvious



Above: Interested locals watch Walter Rohrl prepare. Below: The Audi team made a fruitless journey.



that no person having anything remotely connected with this rally (that means so much to their country's tourist trade) is going to get their destructive hands on one of their nice motor cars. Retire exasperated to seek the only alternative, "Rent-a-Wreck".

Rent-a-Wreck is all over the foyer of the Novotel and the Hotel Ivoire. Little men clutching plastic bags full of keys and bits of paper. They will rent you a car at about the same price as Avis, when you've battled a bit, and they are not worried about rally people.

When you see the cars you begin to know why. You have to take it as there is no alternative, but most look as if they'd had three goes at the Ivory Coast Rally before passing into their present ownership. We take a Peugeot 504 estate and Tony North, from Colin Taylor Productions, has the saloon model. Our tailgate won't open, the engine runs on, windows fall into doors without help from the winder and, in Yamoussoukro, the brakes fail.

Tony's is just about the same. The tyres blow, the exhaust falls off, the boot won't open and one door is in danger of detaching itself.

But the best bit was the beetles. Our car had a whole family of cockroaches living somewhere down by the transmission tunnel. Half way back to Abidjan they decided to take a Sunday stroll, much to everyone's alarm and discomfort.

There were times when Avis, too, had a lot to answer for.

Yamoussoukro

Yamoussoukro is a complete anachronism. For four days the rally is based there, some 200kms from coastal Abidjan. After travelling past mud hut and shanty town villages you arrive in a sort of African Milton Keynes — chosen for development because the President was born there — with the marble palace President Hotel as centre piece. It's massive, looks like a cross between something from Star Wars and an airport, and has telephones that don't work.

Up the road is the Presidential Palace, where the entertainment is the feeding of the crocodiles every day at 4pm. The chickens they throw into the pool are said to be live, but only chunks of meat were on the menu during rally week.

To see the rally you have to venture from the air-conditioned splendour. Waiting with a camera in the jungle for rally cars that can be several hours late is nerve wracking. Every movement, every rustle of a tree, makes you look around as you recall that 30,000 people die of snake bites every year in the Ivory Coast!

In a village — good place for atmosphere type pictures said the photographer — it's different. You're greeted like Livingstone and Stanley. Chairs are brought for you to sit down, everyone gathers round to stare and you're offered bananas which taste delicious. You just hope no-one goes any further and invites you to share lunch from the rather dubious looking pot.

Martin Holmes had it all organised. At one village he got all the local school kids to sit on a wall as a background for a photograph. Then the owner came along with a big stick and chased them all off — Martin then came to the rescue with the promise that a Holmes original picture would be mailed to them. Probably, some unkind fellow said, with the invoice.

But Martin has evidence of the power of publicity. In one village a little boy came up and asked him if 'Rothmans' was Opel's new driver.

A lot to answer for

Mention must also be made of Mike Greasley, the man from *Motoring News*. Mike's most exciting moments came with hotels and a taxi driver.

Greasley booked into the Novotel in Abidjan for the first night. Next evening he was at the Ivoire with tales of water pouring through the ceiling of his room and a desk clerk who was not too interested. But even then, he was not safe. At the Ivoire the plumbing seized and a wet situation was turned into a totally dry one.

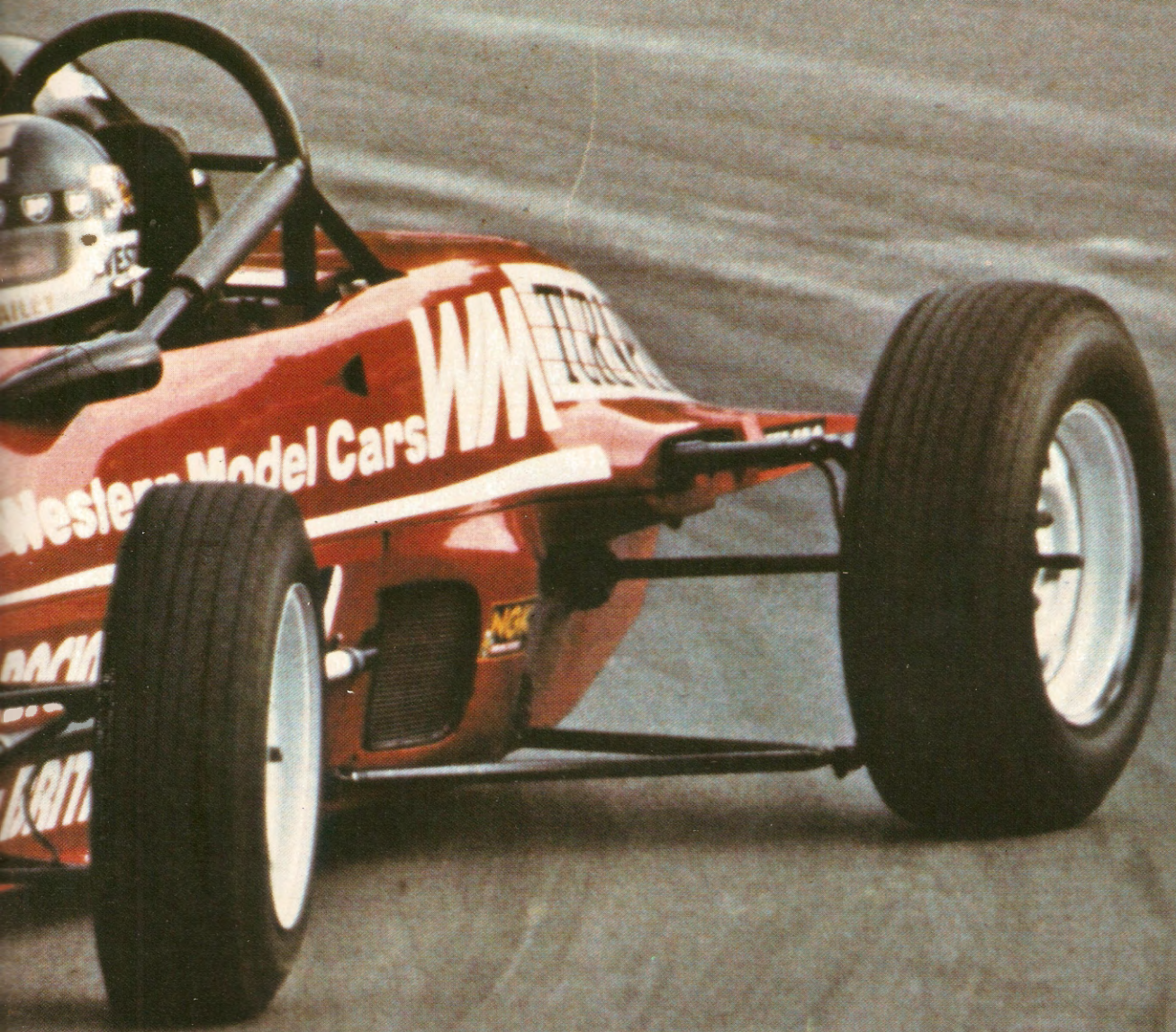
Finally, there was the taxi. Half way across Abidjan, Mike's chauffeur decided to do a U-turn and got stopped by the police. It turned out he wasn't a licensed taxi driver and so it was down to the police station for both of them. With visions of a night in the cells for aiding and abetting, the *Motoring News* man talked his way out of the situation but the driver was last seen sitting on the floor crying.

In fact, it was a good rally. But even so, a lot of people have a lot to answer for.

JULIAN BAILEY—LOLA T640 MINSTER: V



WINNER 1982 MARLBORO FORMULA FORD FESTIVAL



Track Test

Handsome Anson

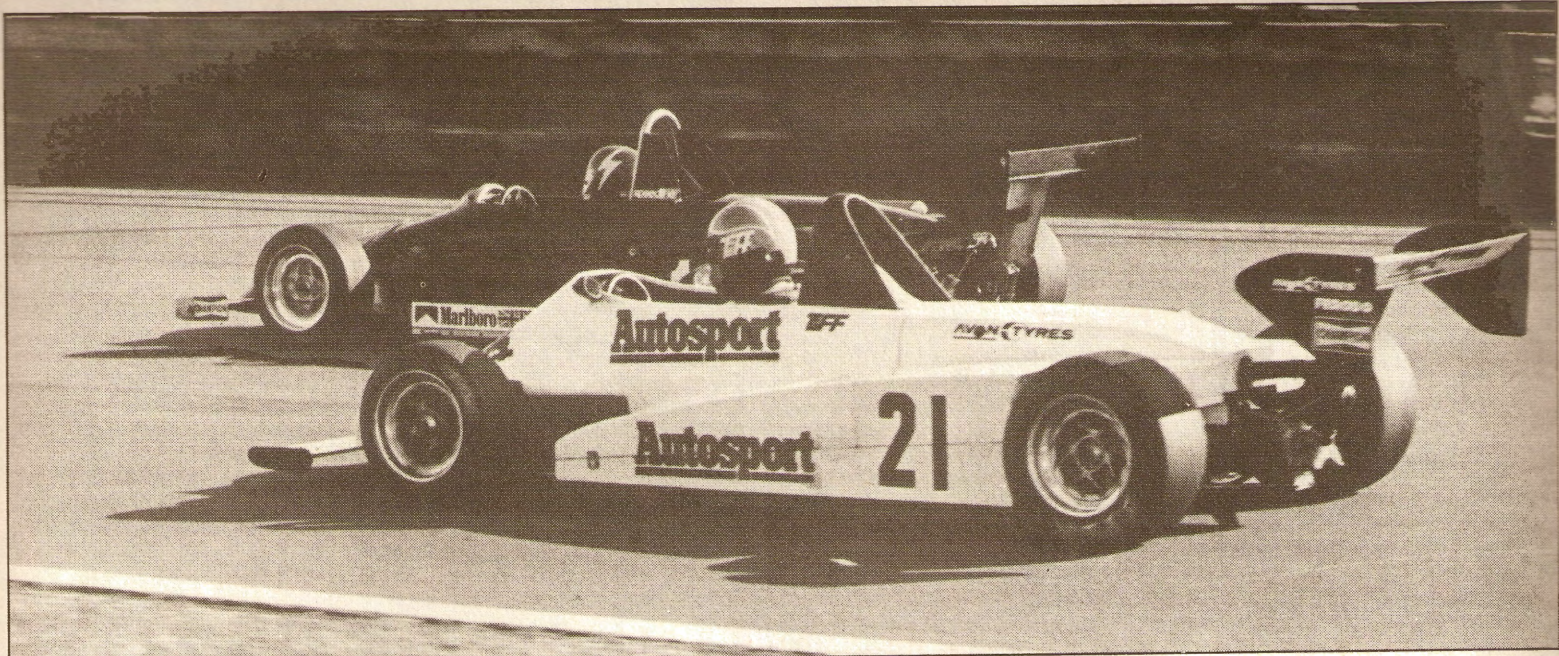
TIFF NEEDELL's latest track test takes the form of a genuine race test last month at Silverstone. Photography: JEFF BLOXHAM



The Anson SA3 sits on the sixth row at Silverstone. Inset: Heading into the chicane with Needell at the wheel.

October 3, Silverstone Grand Prix circuit, round 18 of the Marlboro British Formula 3 Championship. On the outside of the sixth row sits the AUTOSPORT car. We've completed the final 'green flag' warming-up lap, and gone down into first gear before stopping at our allotted space. We sit with clutch depressed and nerves mounting. The red light goes on — start counting. One . . . and . . . two . . . and . . . check revs held at a steady 5500, three . . . and . . . four . . . and . . . ease up clutch pedal to feel car creeping, five . . . and . . . six . . . and . . . seven . . . and . . . come on, come on, eight . . . and . . . GREEN.





Tiff brings the Anson SA3C alongside the statutory F3 Ralt on the pit straight at Silverstone.

Wheelspin, ease throttle to regain grip — not the best of starts but only a little ground lost. Up to fourth gear before Copse and they'll all bunching over on the inside. I'll try a demon 'round the outside' manoeuvre. Wrong. Out on top of the exit kerb, but no places lost — nothing ventured nothing gained — and nose to tail through Becketts. Good exit speed and slipstream down Hanger Straight.

It's possible to try and overtake into Stowe, but there are yellow flags — damn — the wreckage still not cleared from the warming-up lap accident, so I stay glued to gearbox in front. Turn in to Stowe and . . . understeer? Hell — gone too far on guessed wing settings. I start to lose ground and hang onto the end of a 10 car crocodile for four laps, but the left front is getting hotter all the time and the understeer worsens.

I moved the front roll-bar to full soft on the first lap, so there's nothing to do but try throwing the car into the corners. However, round the long sweeps of Silverstone the understeer soon returns, scrubbing off all valuable speed and I end up using more lock round Stowe than normally needed for the tightest of corners! I steadily drop back feeling very frustrated.

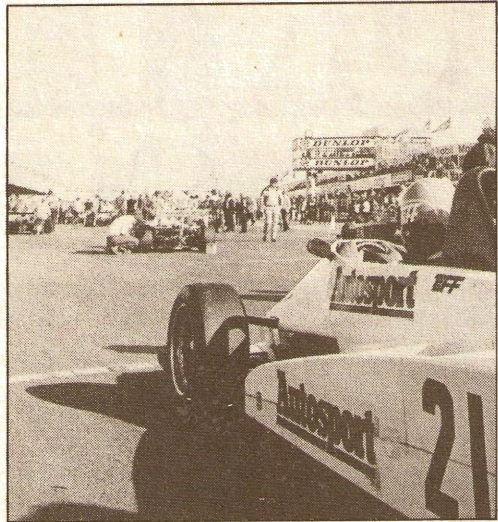
With three laps to go the engine suddenly dies. Check gauges. No fuel pressure. The final insult — I'm not even going to finish. Suddenly, the gauge flicks up and we're away again. I stumble round the remaining laps, the engine dying out of every corner and I think it's the end. But each time the engine picks up and I make the line in 11th place with a fuel pick-up problem preventing the luxury of a slowing down lap — for me a stopping lap!

The AUTOSPORT race test is over. On Wednesday September 29, Gary Anderson, designer and director at Anson Racing Limited, had phoned to discuss arranging a track test of his Anson SA3 F3 car. "Well, why not test the car by racing it at Silverstone this weekend? Why not?"

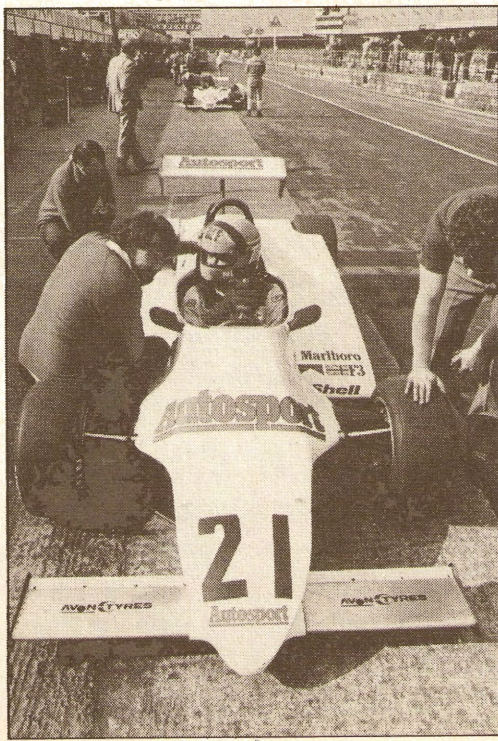
My brain instantly came up with a dozen reasons why not, not the least being that it was now four years since my last F3 race, when Chico Serra pipped me to the post by 0.3sec with Derek Warwick 0.6sec further back in a typical Thruxton tussle. My doubts lasted about 30 seconds — a race is a race and racing is the most enjoyable part of my life.

Following my Ralt test (AUTOSPORT, October 7) it was obviously of great interest to try the Anson chassis. It has now emerged as the only real alternative to buying an RT3, unless you go to the extra expense of buying from France or Italy.

Anson Racing Limited was formed in July 1980 by Gary Anderson, Bob Simpson and Jeff Hills, although the first Anson, the SA1, actually raced in 1975 when Gary, Bob and Jeff built their own much modified version of a Brabham BT38 — Gary at the time being



Above: Looking ahead from the sixth row. Below: One more call to the pits would have set the car up better.



chief mechanic on the Brabham Grand Prix team.

From then on, through to the formation of Anson Racing, the three spent all their spare time trying to break into the competitive world of F3. Dick Parsons showed well in the Unipart-backed, Dolomite-powered SA1 during 1976. Richard Morgan appeared in the inventive SA2 during 1977, but their ingenious 'floating' rear suspension, mounted on a sub-frame round the gearbox, never quite worked. As usual money was always the problem and it was really to earn their own money that Anson Racing was set up, to provide a specialist engineering shop for Grand Prix teams, fabricating and machining parts to order. In December 1980, Ron Salt joined the business as finance director, adding his business acumen to the engineering skills of the team and, with business going well, the SA3 was built.

Initially, chassis SA3-01 was another, perhaps over-ambitious project, incorporating box-like ground effect, starting level with the roll-over hoop and discarding any conventional rear wing. Bernard Devaney was the first to test the car mid-1981, although David Coyne took it to its race debut, complete with conventional sidepods and rear wing. One Thomas Byrne was the next to test the car and he promptly ended the days of the original SA3 against that notorious wall protecting Donington's Starkey's Bridge. Then 01 reappeared, much revised, for David Coyne to contest the last three races of 1981 finishing a fine third at the televised Thruxton race.

Last winter, things looked good for Anson. Chassis 02 and 03 were built and Mike O'Brien and Richard Trott were set to contest the British Championship while 01 was sold to Carlos Arguelles. Sadly, things fell apart at the first two rounds, with the talented Trott unable to finalise the necessary finance and Carlos putting 01 into the scrappers yard at round 2.

Since then, Mike O'Brien has upheld the honours with some promising outings, highlighted by an excellent sixth on the grid for the Brands Hatch Grand Prix meeting, a best result of fourth, one fifth and about five sevenths.

Meanwhile, Austrian Gero Zamagna, took over Trott's 02 chassis to contest the European Championship and was joined later this year by Italian Claudio Langes in SA3-04, both proving the Anson competitive. Claudio alone qualified third three times, finished fourth once, fifth three times and set three fastest laps.

However, Anson's best success story so far has been their SA3V-01 Super Vee which was built for Bertil Racing Engines Inc, to enter in the Stateside series. It promptly won first time out in this very competitive championship.

The Anson SA3 has a full aluminium honeycomb

Handsome Anson

continued

monocoque, with bulkheads of cast aluminium and a semi-monocoque engine bay of tubing with a honeycomb sheet floor. The suspension is routine inboard springing with top rockers and bottom wishbones—the front in elliptical tubing and the rear in attractive sheet fabricated pieces. The big difference compared to the Ralt, apart from the monocoque construction, lies in the forward location of the driver and engine. The front spring/damper units are level with the driver's knees, putting their loads directly into the dashboard bulkhead, as opposed to the shin level location on a Ralt. The wheelbase is similar, so the engine is spaced forward from the rear wheels with Anson's own bell-housing which then has the rear spring/damper units mounted *inside* it, as neatly out of the sidepod venturi airstream as you could possibly get. The front, cockpit adjustable, anti-roll bar is mounted on the floor of the monocoque under the driver's knees, while the rear non-adjustable unit sits on top of the gearbox. The Anson is more like a Grand Prix car than the Ralt, with the driver sitting on top of the front wheels, the narrow honeycomb monocoque and a front track wider than the rear.

First laps

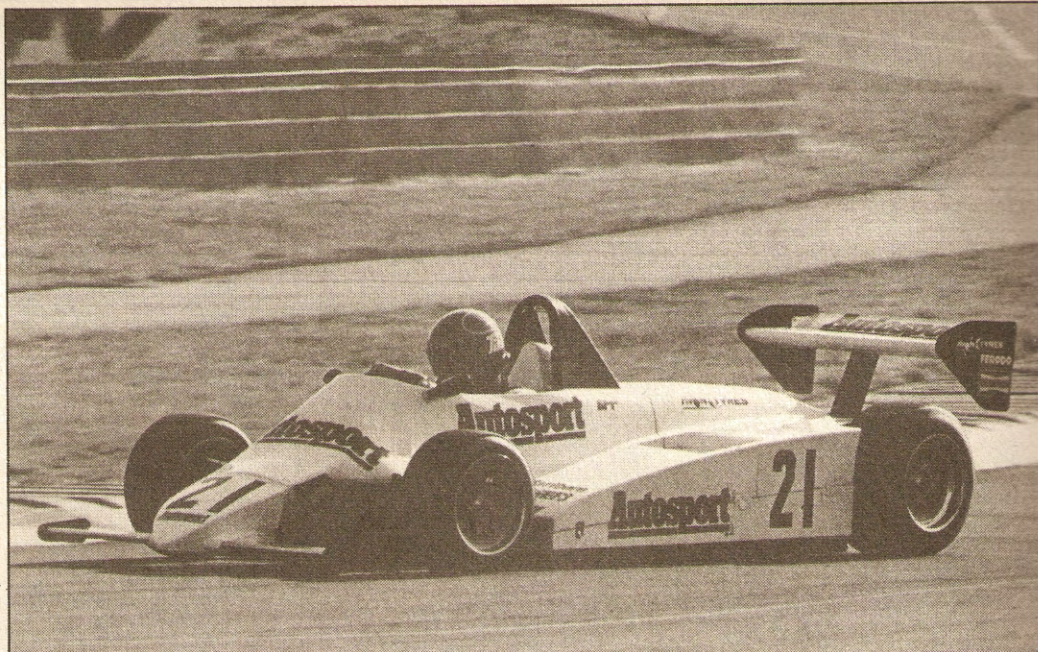
My first laps in the Anson-Toyota SA3-02 were to be in two very short untimed sessions on the Friday of race weekend. The chassis had become available as Zamagna had sadly run out of money and it had been set-up with identical settings to Mike O'Brien's Volkswagen SA3-03, as opposed to its regular Michelin radial lay-out.

Fitting in the car was not too much of a problem, as Zamagna is as tall as I am, the sitting position being dictated by the line of your legs from the knee down—high enough at the knee to avoid the front springs nipping your legs and low enough at the shin to avoid constant contact with the steering rack. The steering is then a very Grand Prix-like bent-arm style with the driver's helmet relatively close to the steering wheel.

Out on the track and the Anson certainly feels very different to the Ralts or, to be more precise, 'feels' less than a Ralt because there is less feed-back through the steering as the very stiff front springing and damping takes a lot of the sensitivity out of the car.

A little like the Formula 2 March, I began to grope for the limit of adhesion and only discovered it when the chassis attacked and there I was very sideways in the middle of Stowe! Now a Formula 3 car has relatively little power and the secret of fast laps, especially around the sweeps of Silverstone, is to maintain the momentum

Many calls to the pits were required to set the car up to Tiff's liking, and more time would have been appreciated.



On the track the Anson felt very different to the Ralt RT3.

of the car through a corner—once sideways, the speed scrubs off dramatically and a good lap time can be forgotten.

It's the same story with understeer because it is then the excessive turn of the front wheels that scrubs off the speed, so a neutral balance must be found. Mike O'Brien had no such complaints and the team were a bit mystified that two chassis with identical wing settings should behave so differently.

The Friday afternoon disappeared rapidly and, although quicker on every one of my 14 timed laps, I'm still a little off the pace. There had only been time for a few alterations and the snap oversteer was greatly limiting my progress. As I built up speed the car felt good—good turn-in—neutral through and mild oversteer out—but then entering a little quicker on the next lap and 'snap' the car would be sideways and all that vital speed scrubbed off. Packers were put in the rear dampers between sessions to limit the roll, as this had been a problem earlier in the year, but, although they helped a little, we left the circuit scratching our heads.

Saturday dawned foul and wet, official practice would be a damp occasion and there was going to be no chance of tracing the oversteer problem. Although I am in favour of changing to softer springs and reducing the

damping on the adjustable Konis for wet weather, Anson prefer to leave the chassis but add more downforce front and rear. Again I tried the O'Brien settings, but again I was in the pits after four laps and complaining of excessive oversteer—and that was the wrong time to be in the pits, for it was one of those lottery days when the first 10 minutes of the session were driest when almost everyone set their grid times. The front three were 1.75secs apart and, although I ended up 12th, I was only 0.63sec from James Weaver's seventh slot. So, while frustrated by being in the pits at the wrong time, I felt we were near enough on the mark. With the wings changed, the chassis was improved with mild understeer turn-in but still snappy oversteer, caused I feel, by trying to run too stiff in the wet conditions. My moment of the weekend happened flat in fifth through Abbey Curve when the rear just let go and I still can't believe how sideways an Anson will go and still not spin!

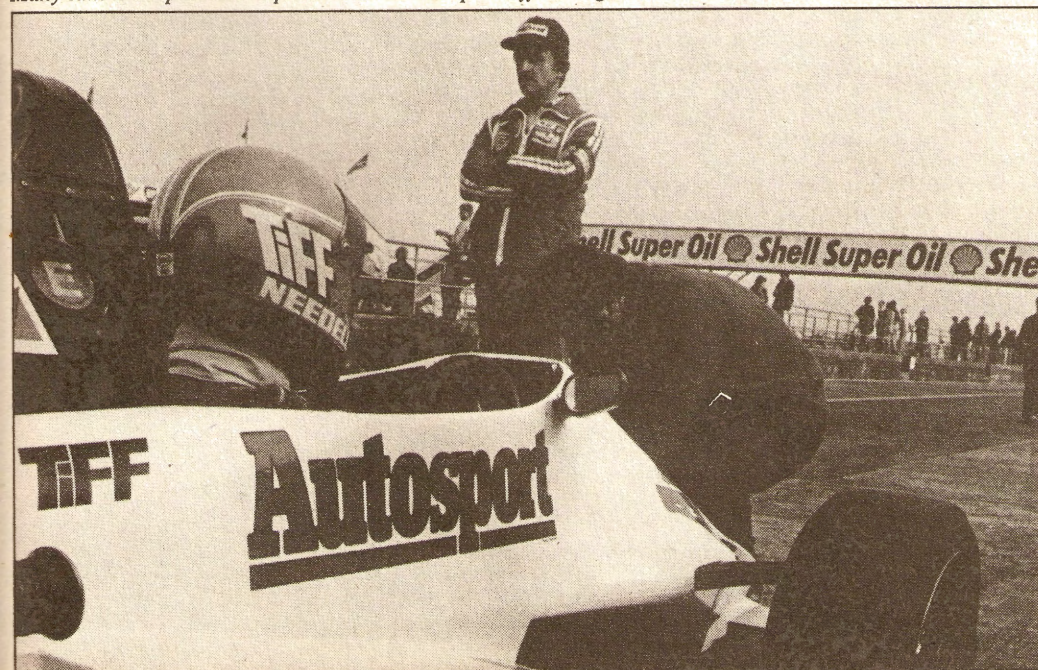
Sunday—race day

Sunday—race day. The track is still damp for the warm-up at mid-day but the sun is fighting through the early morning mist and it will obviously be a dry race. The problem is that we can learn nothing of a handling set-up, slithering around on slicks. Bob Simpson—normally Factory Manager but my mechanic for the weekend—found the top rocker had been catching on the bell-housing. If that had happened on the track it would have caused snap oversteer but we can't be sure that's the reason. Designer Gary Anderson is away in Europe running the Langes car, so British Team Manager Jeff Hills, Bob and I, are left to guess my wing settings for the dry race.

The race is now history, any attempt to turn in to the corners at a competitive speed was met with a howl of protest from the front left tyre. Had there been time for one more pit stop for one more adjustment I may well have been climbing up through that crocodile ahead, instead of falling back. In F3 you have to go testing and have the chassis just right. I feel sure the Anson is a very real threat to the Ralt domination and a good driver with a good budget, prepared perhaps to take a little gamble, could find himself with an advantage over the Ralt masses by running with Anson. ■

ANSON SA3C SPECIFICATION

Price.....	£13,600 plus VAT
Weight.....	455kgs
Front track.....	1308.1mm
Rear Track.....	1270.1mm
Wheelbase.....	2432.1mm
Overall length.....	4089.4mm





Externally the MG Metro varies little from its sisters, apart from the octagons, light alloy wheels and low profile tyres.

Worthy of the name

JOHN BOLSTER discovers that the new MG Metro really lives up to its famous name despite the sceptics.

The unassuming appearance you will notice approaching in your rear view mirror.



I am growing weary of those enthusiasts who insist that the MG Metro is 'not a real MG', whatever that means. Suffice it to say that the new car can out-accelerate the final products of Abingdon, the MGB and Midget, while for fuel economy it is infinitely better. So, let's have no more nonsense!

Perhaps it is sad that there is no open car in the Metro range, when I was a lad one could avoid driving a saloon for fear of being seen by one's friends! That is just nostalgia, however, for saloons are now faster than open sports models. An open MG Metro would be fun, but for practicality and performance, it would not compare with the existing version.

Apart from the light-alloy wheels, with low-profile tyres and a rear spoiler, the Metro has not been greatly altered in external appearance, except for a few cosmetic touches and the obligatory octagons. However, the interior is most attractively styled and its sporting character is not overdone. A large octagon in the centre of the steering wheel reminds the driver that his car has a famous name, which perhaps encourages him to overtake that so-and-so in front (sorry, officer!).

If the body shell is virtually unchanged, the A-Plus Series engine has been the subject of some very clever work. The power output has been increased from the respectable 60bhp of the standard unit to a highly satisfactory 72bhp. A special camshaft and larger inlet valves, plus a 10.5:1 compression ratio, are among the modifications, and the extra 12bhp have been obtained without using twin-carburettors. This is a single-carburettor installation with a difference, though, for a new induction system includes an automatic arrangement, of advanced design, that feeds the SU HIF 44 instrument with warm air at small throttle openings and cool air when high performance is required.

The result of all this is that the MG is generally more

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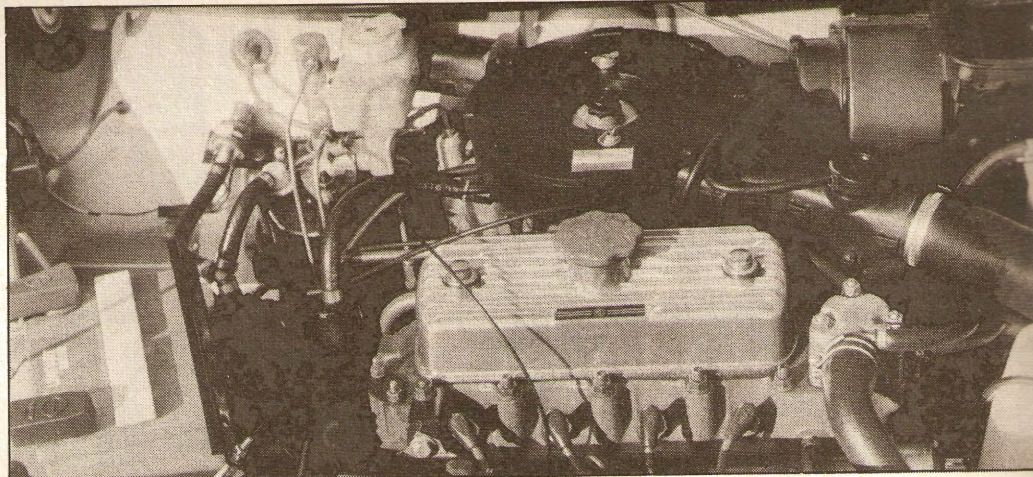
economical than less powerful Metros and many owners will probably average over 40mpg, yet their cars have a genuine 100mph/potential. It is hard to believe that this is not a new overhead-camshaft engine but is basically the old 1275cc A-Series pushrod unit. Only a smart new polished aluminium valve cover disguises its humble origin.

Transversely mounted, the engine has the transmission aggregate in its sump, which it drives through the clutch and step-down gears, following the gospel according to Sir Alec Issigonis. There are only four gears, though a fifth speed for motorway cruising is becoming fashionable.

The body is a hatchback and the folding rear seat is divided asymmetrically, a very useful provision. In its normal position, the rear seat is unusually comfortable and spacious for so small a car, and access is made easy by the combined tilting and sliding action of the front seats. Curiously enough, the front seats are not so easy to enter, and to get out of them demands quite an effort. They are very comfortable when the occupants are actually seated, but to rise from the cushions one must get over the high side pieces and, simultaneously, the feet must be lifted over the curiously high sills at the bottom of the doorways. This may seem a trivial fault, only affecting the old and infirm, but I know of a case where the car was turned down by a medical partnership, because of that; it was decided that a busy doctor, making numerous calls on patients, would waste too much energy climbing in and out.

The engine is marvellously willing and responsive, while the flexibility at low speeds is remarkable, having regard to the saucy timing and big valves. The gearchange is excellent but the low-profile tyres slightly lower the effective gearing and, as a result, the rev-counter is just entering the red at the maximum speed. Obviously, a fifth gear would not come amiss, but in normal driving its absence is scarcely noticed and the car does not feel under-g geared. Indeed, its fuel economy, when driven hard, shows that the gearing is not far out.

I make no excuse for referring yet again to petrol consumption, for that is the reason why so many of us will buy cars as small as this. Most of its competitors are



It is hard to believe that this is basically the old A-Series pushrod unit.

economical when driven carefully, but the thirst of the MG Metro remains quite moderate when it is thrashed unmercifully.

The engine is audible when started from cold — I detected a little valve clatter with a *souçon* of piston slap — but it runs very sweetly when the oil gets round. Except when approaching maximum revs, it is fairly quiet but not silent, for the exhaust provides background music that is all part of the character of the car. Wind noise is almost non-existent and road noise is quite moderate.

A small sporting car, which can cheerfully exceed 100mph, naturally requires roadholding and handling to match. In these respects also it gains very high marks and is particularly easy to drive. Despite its relatively short wheelbase, it is outstandingly stable in side winds and violent gusts, and this is, above all, a safe car.

The MG Metro goes round corners very effectively, without much roll. There is a moderate degree of understeer and the machine tightens its line a little on lift-off, as would be expected, but so gently that correction is almost automatic. There was a time when little sports cars had a bad accident record, because they

demanded more skill than most of their drivers possessed. Here we have a modern version that seems to forgive the follies of a clumsy conductor, and I am sure that the insurance companies will be grateful.

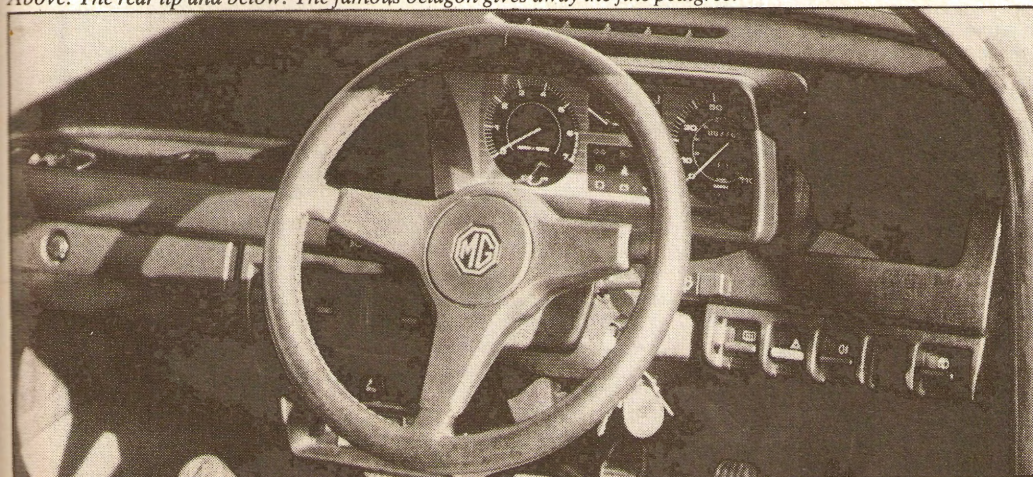
The brakes are very powerful and smooth in action, and do not fade when used hard and repeatedly. The riding comfort is generally excellent, but I found that, in typical Kentish lanes, there was sometimes an unexpected vertical movement as though the Hydragas system had been taken by surprise.

This is a well-equipped little vehicle, which gives its occupants the feeling that they are travelling in something rather special. The heating and ventilation systems are properly separated and one can breathe cool air while warming one's toes, a minimum requirement that few Italian manufacturers comprehend, not to mention German and Swedish ones, too.

The MG Metro cannot be compared with small sporting cars of the past, because they were built for entirely different conditions and were used under far more lenient legislation. This is an MG of the 1980s but it still manages to make motoring fun and is indeed worthy of the celebrated expression, 'Safety Fast'.



Above: The rear lip and below: The famous octagon gives away the fine pedigree.



MG METRO 1300 £4799

Specification

Cylinders/Capacity.....	4 in-line/1275cc
Bore x Stroke.....	70.6 x 81.3mm
Valve gear.....	Pushrod OHV
Fuel system.....	SU HIF 44 carburettor
Power/rpm.....	72bhp DIN at 6000rpm
Torque/rpm.....	73 lbf ft DIN at 4000rpm
Gear ratios.....	1.0, 1.425, 2.185 and 3.647:1
Final drive.....	Helical spur gears 3.44:1
Steering.....	Rack and Pinion
Brakes.....	Servo-assisted split-circuit discs/drums
Wheels.....	Light alloy 5J x 12
Tyres.....	155/70 SR12 Dunlop

Suspension (F)
Wishbones with Hydragas springs and anti-roll bar
Suspension (R)
Trailing arms with Hydragas springs, coil-spring pre-load

Dimensions

Wheelbase.....	88.6 ins
Track.....	50.16 ins
Length.....	134.1 ins
Width.....	60.9 ins
Weight.....	15.3 cwt

Performance

Max in fourth.....	102mph
Max in third.....	72mph
Max in second.....	47mph
Max in first.....	28mph
0-30mph.....	3.4secs
0-50mph.....	7.5secs
0-60mph.....	11.0secs
0-80mph.....	21.2secs
50-70mph in fourth.....	12.1secs

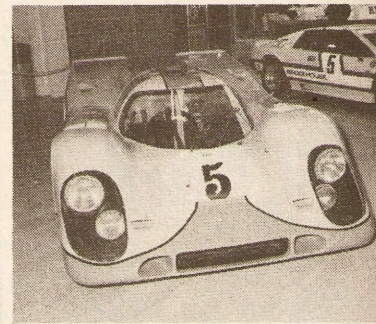
Fuel

Urban, 56mph, 75mph.....	31.5mpg, 51.2mpg, 39.1mpg
Testing.....	37-45mpg

BMRMC Milton Keynes Show



The British Motor Racing Marshals Club brought motor sport to the people of Milton Keynes for the fourth time last week, their annual show backed by Pace Petroleum for the second year. No fewer than six current F1 chassis — from McLaren (above), Lotus, Arrows, ATS, Toleman and Theodore — set the standard, together with Lola and Nimrod Group C machinery. Club racing cars, from Alison Davis's Melitta Metro (top right) through Rob Longdon's Elva and Ricky Fagan's ASCAR Camaro (right) to the F750-winning Darvi (left), were displayed, while the Gulf-Ford GT40 and Porsche 917 (below right) drew many admiring looks in the Middleton Hall where Rothmans showed a rally Opel.

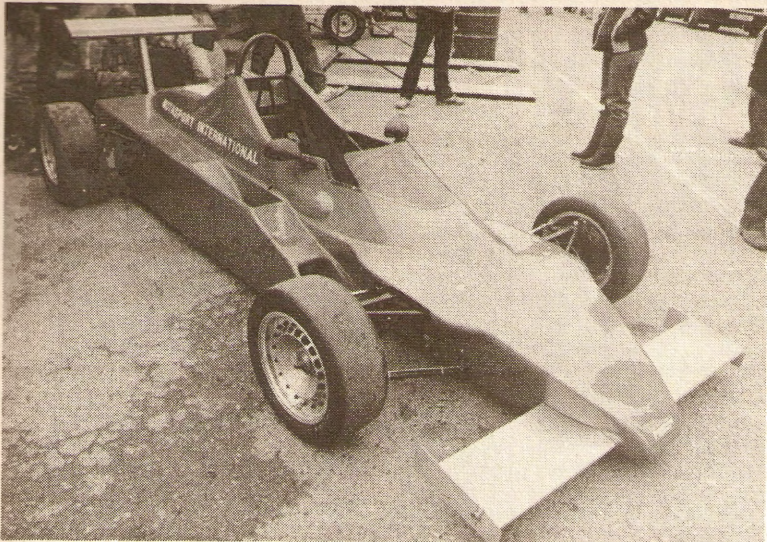


Classic Car Show

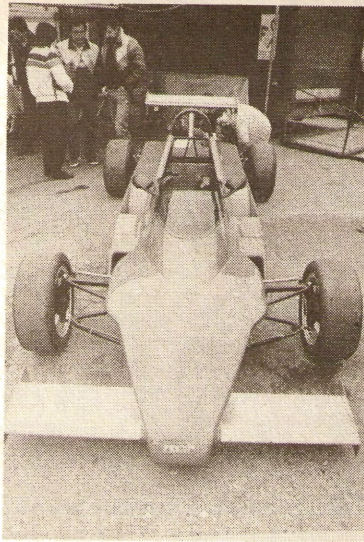


For the second successive year the Metropole Hotel in Brighton hosted the Classic Car Show, which took place last weekend to tie in nicely with the London-Brighton run. Enthusiasts arrived at the busy split-level venue by all forms of transport including this fine vintage bus (right) from Madeira Drive. Among the many exhibits in the main hall (left) were Viscount Downe's Aston Martins including the DBR1 (below) in which Mike Salmon won the Lloyds & Scottish series.



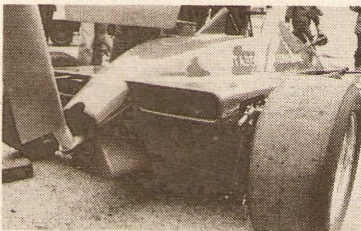


The new FF2000 challenger from PRS at the FF Festival. Resemblance to its FF1600 brother is strong.



very high standard. Suspension is in-board in front and outboard behind. Dave Coyne has undertaken shakedown testing this week, prior to the 83SF's projected debut at Thruxton.

The sleek rear end.



New PRS 83SF

Pro Racing Services, the Hollman brothers' St Albans-based concern, launched their first FF2000 chassis at the Formula Ford Festival last month, five years after the company established itself at the forefront of FF1600.

Vic and Steve Hollman have been looking to expand their PRS model range for a couple of years and, with the resurgence of interest in FF2000 (as F3 budgets become more prohibitive to all but a few privateers) they felt the time was right to introduce a 2-litre machine to challenge the might of Van Diemen and

several other marques in this growing market.

Designed by Sergio Rinland the 83SF FF2000 bears a strong family resemblance to the current FF1600 chassis although the Hollmans stress that it is "not simply an uprated Formula Ford; more a scaled-down F3 design".

The PRS's sleek nose and cockpit/engine cover blends neatly into slim sidepods which house the cooling systems and twin-channel venturi tunnels to generate downforce. The bodywork has been crafted by Protoco Mouldings to a

'Red' shares Howitt money . . .

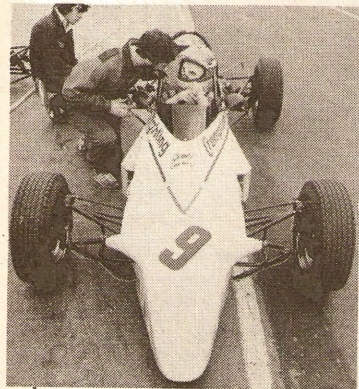
Russell Spence and Mark Peters, champions of the Donington Racing Club's Radio Trent FF2000 and Birmingham Post and Mail FF1600 series respectively, have been voted Howitt Printing Drivers of the Year for their efforts.

Patrick Howitt, Chairman of the Nottingham printing company, has supported the DRC's Driver of the Day award scheme again this year and found it impossible to nominate just one driver so he generously increased the prize fund, giving Mark and 'Red' £1100 each!

"The idea of the awards is to help young drivers advance their careers — I am keen to assist both of them", said Howitt at Saturday's presentations.

. . . but wins Hockenheim in Pilbeam

Joint Howitt Printing Driver of the Year Russell Spence was at Hockenheim when his father, Bob, collected the award on his behalf. The delighted 21-year-old from Bradford promptly justified the accolade by taking the works Swallow-Pilbeam SP1 to victory on its European debut at Hockenheim on Sunday afternoon, beating Calvin Fish's Van Diemen.



Nomad — problems now sorted.

Creber's revised Nomad

Coltman Creber Racing Services of Silverstone took their newly-revised works Nomad FF1600 to the Formula Ford Festival at Brands Hatch last month, only for a broken engine pulley to put Geoff Creber out of the running.

The latest version of the Frank Coltman designed Nomad features modified inboard front suspension with a camber adjustment facility built-in to the lower wishbones. De Carbon dampers are run all-round.

Weight distribution has been altered by moving the driving position and re-positioning the fuel tank forward of the dash hoop. Overheating problems are now sorted so the team is now embarking on an intensive test programme for '83.

Big Thruxton TV day

The lure of BBC's *Grandstand* TV cameras has brought the BARC its biggest 'club' racing entry of the season for Saturday's City Business Machines race day. Big grids for each of the six races should ensure keen racing for the TV viewers and those at the circuit.

For the first time in several years a representative field of hybrid GTs has been assembled — remember the classic supersaloon races at Thruxton — with

Jeff Wilson's spectacular BMW M1, Mick Hill's Skoda and James McGaughay's super Renault 5-BMW to the fore.

Rushen Green's Van Diemens take on a trio of Pilbeams (for Russell Spence, Rob Wilson and Harry Goodman) as the FF2000 rivalry intensifies. PRS and Advan-Yokohama tyres (through Frank Bradley) may play their part in potentially the best race of the afternoon. A good FF1600 contingent is out too. Be there!



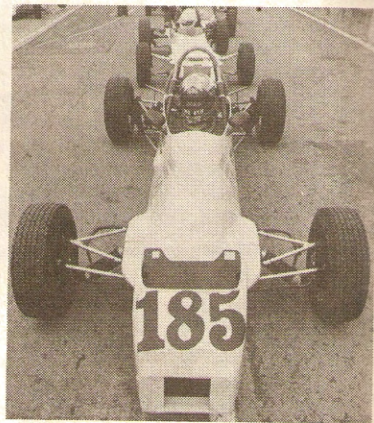
Peter Powell with the Fiesta that he has driven competently.

Throttle-jockey Powell

As a result of recent testing in the Townsend Thorsen 'promotional' Ford Fiesta Challenge car, Radio 1 DJ Peter Powell is hoping to compete on a regular basis in next year's championship.

Powell has taken part in a couple of

celebrity races at Brands Hatch and adapted to Stuart McCrudden's car well. Peter drove the Fiesta for an hour-long stint after instruction from Stuart and lapped just over 2secs from the record. McCrudden is arranging backing.



Arif — enthusiastic about latest Sark.

Arif works on latest Sark car

Since promising 17-year-old kartist Kevin Warner vacated the development Sark FF1600 chassis in favour of a works-loaned, ADA-prepared Crosslé 50F under the guidance of Gerard Sauer, the 2C chassis built by James Howe's men was not run again prior to the Festival.

Having written off his old Sark 2 in a major incident at Paddock Bend a few weeks earlier, Formula Ford veteran Wil Arif found himself in the unique 2C by courtesy of his sponsors, Bell & Co.

Arif enthused about the Engine Shop powered car after practice, finding it a big improvement over the earlier version, but laid a smokescreen in the heats when a rocker-cover bolt came loose and the car was black-flagged.



Doc' Enderby's superbly-engineered Karmann Ghia on its debut at Brands.

VW? What's up Doc!

After 11 months' toil in the garage, 'Doc' David Enderby finally unveiled his most ambitious special saloon project to date at Brands Hatch on Sunday. Based on the ex-Richard Eyre Tiga SC79 the ultra-low machine runs in the guise of a VW Karmann Ghia and is powered by a Clive

Brown-prepared 1-litre Chrysler Imp engine.

Numerous production difficulties have delayed the car's debut but a solid week of work — and an all-nighter after a test session in the wet at Silverstone last Friday — had the car race ready for the

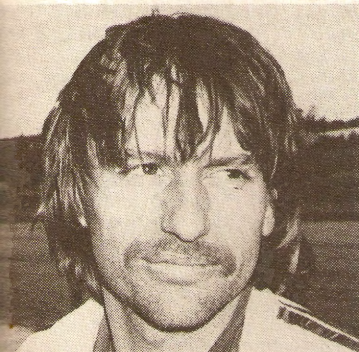
annual Sevenoaks & DMC event. "I've not missed one since 1971" said David "so it had to be finished . . ."

Kevlar bodywork by Fibresports of Basildon weighed just 60lbs unpainted (it's black of course in deference to Enderby's long-time sponsors Shell) and the VW tips the scales at 8¾cwt at present, about 90lbs less than its S2000 ancestor. The Imp engine is mounted upright and drives through a Hewland Mk9 transaxle.

Weavers Eddy one?

Paul Weavers, the BMW promotions executive who has raced in FF1600 for the past couple of years, is making his sports 2000 debut at Thruxton on Saturday.

Weavers has hired a Tiga SC80 for the non-championship event and has obtained backing from Maurice Newton of Eddy UK Ltd (who market exclusive handbags and leathers) and Hector Martin printers.



Friend — Motiv FF2000 team.

Tiga gets motivation in FF2000

New Zealander Gordon Friend has formed Motiv Racing to run a pair of works-assisted Tiga SF83 chassis in FF2000 next season and will run none other than Ian Taylor in his existing car at Thruxton on Saturday. Taylor, British FF2000 champion in 1976, tested the machine at Brands Hatch last week. Prospective FF2000 drivers should contact Friend's team at the Tiga factory.

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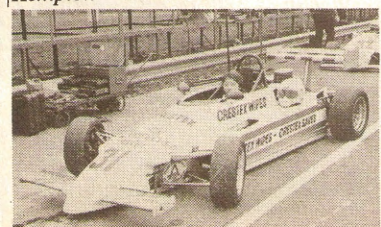
Superfind champion Mark Newby with his Rushen Green BP Van Diemen.

Novices graduate

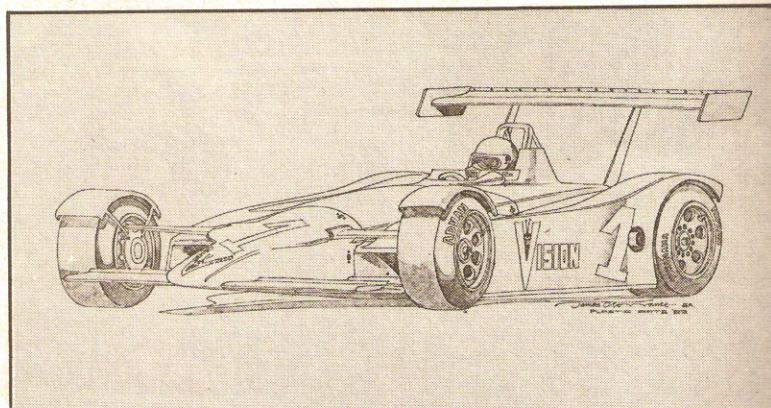
Two of this year's quickest 'novice' FF1600 drivers are graduating to FF2000 for the BBC Grandstand-televised meeting at Thruxton in 10 days' time. As part of his prize for winning the BARC's BP Superfind championship, Market Harborough's Mark Newby has the use of a Rushen Green-prepared Van Diemen RF82 for the non-championship event, backed exclusively by Les Thacker's BP Visco 2000 advertising campaign. Newby acclimatised well to the car in intensive training last week, lapping in the low 1m 20sec bracket — extremely competitive times — without problem.

The other young man to move up for this one-off occasion is Croydon's Steve Kempton, winner of the opening Dunlop-AUTOSPORT 'Star of Tomorrow' series round. Kempton has hired a Royale RP32M from the Crestex Wipes

Kempton — FF2000 chance.



team, John Bartlett having recently superseded the difficult car with Ken Thorogood's spare Van Diemen.



Clubman's vision

An artist's impression of Paul Gibson's Vision VO1 clubmans project reached us this week and enquiries reveal that the Dave Amey-designed car is nearing completion. Testing of the first chassis should start before Christmas when a production run will be started. The ultra light chassis (spaceframe with honeycomb panelling) will be clothed in a carbon/kevlar 'pre-preg' body by Rolston Auto Technic. Extensive use of computers has influenced the design, based on an idea by Maurer F2 engineer Bryan Murphy.

Briefly . . .

● Sparton Engineering report great interest in their new range of chassis, the FF1600 car having been shown for the first time at last month's Festival. Nine replicas are currently on order, together with a brace of F3 cars. Sparton moved to new workshops last week incidentally and can now be reached at Oaks, Hare Lane, Blindley Heath, Lingfield, Surrey. Tel: Lingfield 834834.

● Mark Poynton, formerly with TEAC, has been appointed Competitions Director of the BARC. He succeeds Rick Gorne who is now General Manager of Reynard Racing Cars.

● The engine of Bill Hewitt's standard class MGB which finished runner-up to brother John's car in the MGOC and MGCC championships this season has been stripped by the RAC and declared legal.



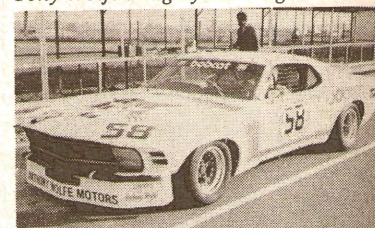
The Lomas/Douglas Clan at Wiscombe.

● The Mobile Windscreens-entered Clan Crusader-Hartwell of Phil Lomas and George Douglas has had a successful sprint and hillclimb season in the South West this year, Phil winning the ASWMC Speed championship with 15 class wins and nine records in the Pirelli P7-shod car.

● Former F3 privateer Paul Morton has returned to FF1600 with a year-old Pacer chassis.

● Testing at Thruxton a fortnight ago in preparation for the TV meeting was Tony Wolfe's awesome ASCAR Mustang, running well after a recent engine rebuild.

Tony Wolfe's mighty Mustang.





International Races

PHOENIX CART

Sneva stars

For the third successive year, Tom Sneva has won the Indy-car season-closing race at Phoenix, Arizona. This time, on Saturday, the likeable former school-master was on excellent form and improved upon his sixth place qualifying position to move up and challenge pole-winner Rick Mears (Penske PC10) before edging out a slight advantage in the later states and then cruising home to win by 6secs from the PPG World Series Champion.

Tom's pace in the race came as something of a surprise because it had been Mears who totally dominated qualifying and practice with the Gould Charge PC10, ending up with a record qualifying time equivalent to 150.747mph for the fast, one-mile oval. Rick had even circled as much as 0.5sec faster than this during practice, whereas no-one else managed to break the 24secs barrier. It looked like being a one-horse race.

The two STP Wildcats headed the rest of the field, Mario Andretti being slightly faster than Gordon Johncock, while

Bobby Rahal's Red Roof Inns March 82C was the swiftest of the Bicester-built cars.

Sneva's Texaco Star 82C qualified in sixth place, just behind the second works Penske of Kevin Cogan, while Rick Mears's brother Roger thoroughly enjoyed his first run in a newly acquired Penske PC10, entered by the Machinists Union team, to set a fine seventh best time.

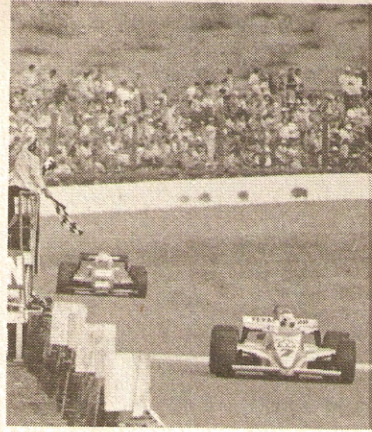
Howdy Holmes looked both quick and confident in his 82C to be next up ahead of a troubled Johnny Rutherford, whose similar car was plagued firstly by a broken starter pinion and then by a rev-restricting electrical fault, both of which proved troublesome and time-consuming to trace and repair. Tenth on the grid represented a fine effort by Indy-car debutant Derek Daly, who quickly settled into the relatively small-time Wysart Racing team and looked cool and confident in his handling of their March 82C.

Also making his first appearance in this category was Jacques Villeneuve who ran Jamieson Racing's year-old Eagle-Cosworth and proved typically flamboyant — and quick — during his week's practice, although ended up by crashing just a couple of minutes before the end of practice and immediately before the official qualifying runs were held. He duly went out in the team's spare car but was well off the pace and, to crown it all, was excluded for his car's wing being too high. However, at the organisers' discretion, Jacques was allowed into the race, but would have to start at the back of the field and with virtually no running time in the car.

In all, 25 out of 30 cars qualified to start the 150-mile race and, not surprisingly, it was Mears who set the early pace, to lead Andretti and Johncock. Further back,

Qualifying

Rick Mears	.....Penske PC10	.....23.881
Andretti	.....Wildcat Mk8B	.....24.143
Johncock	.....Wildcat Mk8B	.....24.303
Rahal	.....March 82C	.....24.499
Cogan	.....Penske PC10	.....24.565
Sneva	.....March 82C	.....24.683
Roger Mears	.....Penske PC10	.....24.697
Holmes	.....March 82C	.....24.906
Rutherford	.....March 82C	.....25.059
etc.		



Sneva takes the chequered flag.

Daly made a fine start, moving up two places on the opening lap but, sadly, his race ended on the following tour when the engine broke and he was left to coast into the pits.

Meanwhile, Sneva soon found his way up into fourth place after passing Rahal and quickly began to haul in the three leaders, who still maintained very close order.

On lap 13, though, during some hectic lappery that saw a huge gaggle negotiating Turn One, Johncock's brave move down on the inside saw him collide with Peter Halsmer's Eagle, whereupon both cars spun up into the wall. There followed a long yellow while the track was cleared.

It was lap 35 before the race really got going again and by this stage Howdy Holmes had gambled on not yet making a fuel stop and so inherited the lead. By dint of some hard driving, he managed to maintain this until lap 59 when he was finally caught and passed by a battling Mears and Sneva. Shortly afterwards, Howdy's fine run was interrupted by an oil leak, which brought him into the pits for a lengthy stop while it was fixed.

By half-way it had become clear that the main interest lay in the marvellous scrap between Mears and Sneva, although Tom's move on lap 91 to usurp the Penske proved to be the turning point of the race.

Sneva soon managed to open up an appreciable cushion on the Penske and this had grown to around 7secs by the time a yellow was flown again on lap 132. This allowed the whole field to bunch up again, although Mears gambled on taking on a new set of right-side tyres and so dropped to the tail of the group. When the green was shown again with 13 laps to go, Sneva took off from the front and

scorched away while Mears was left to fight his way through the slower cars. He passed Andretti for second on lap 138 but could make little impression on Sneva, who went on to score his second victory of the year.

Andretti was the only other man to go the whole distance, while Cogan and Rahal took fourth and fifth places, two laps down, neither man particularly happy with the handling of his car on this tight track. Tony Bettenhausen had a good run to sixth in his March, to be followed by Roger Mears. Holmes resumed after his enforced stop to claim 10th place, while Villeneuve ran sensibly if not at any great pace to finish 14th, despite losing a wheel at one point.

GORDON KIRBY

CALDER F. PACIFIC

Formula France

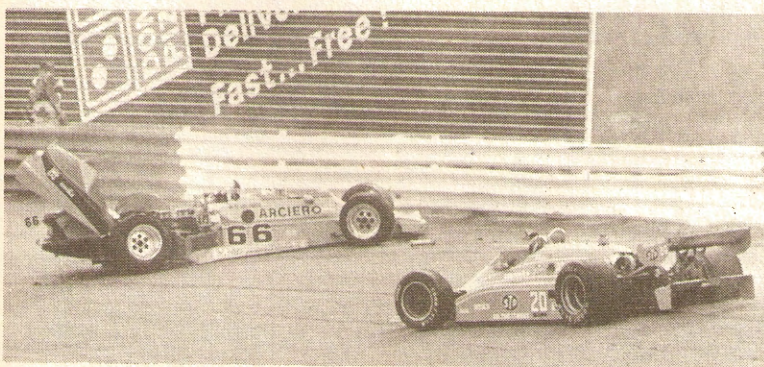
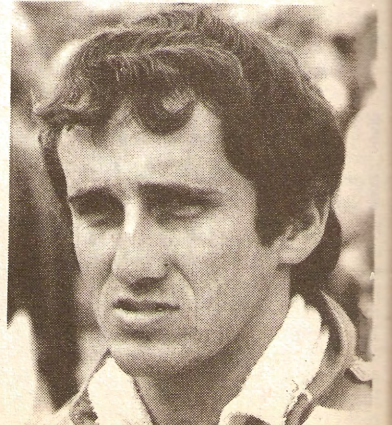
Australia's most prestigious single-seater motor race attracted a fine entry to Calder Raceway for last weekend's Australian Grand Prix and the event's organisers ensured that the field was fully representative by importing a trio of top-line Grand Prix drivers plus former World Champion Alan Jones and last year's winner, Roberto Moreno.

As expected, Ralt RT4 cars comprised the bulk of the capacity 24-strong field, although it was Renault F1 driver Alain Prost who stamped his mark on the weekend with a truly dominant performance in his year-old RT4. The Frenchman was fastest in unofficial testing over two days and also set the fastest lap of official qualifying before leading the 100-lap race from start to finish.

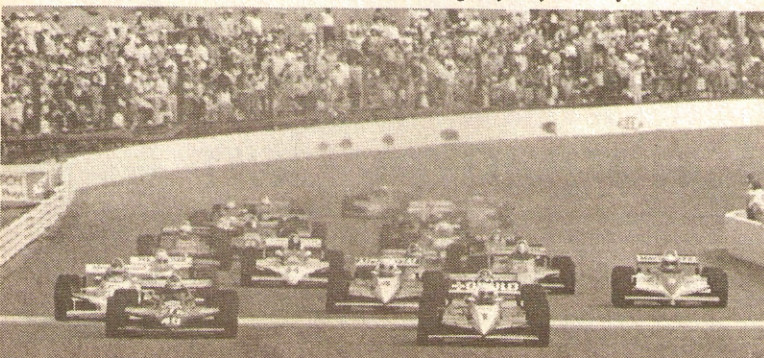
Fellow-countryman and team-mate in the Gitanes-backed, Bob Jane-owned *equipe*, Jacques Laffite finished second after at one stage closing to within 3secs of Prost but then falling back again with a broken rear anti-roll bar. The 1982 Australian GP winner, Roberto Moreno, claimed third in one of 'Pee-Wee' Siddle's latest RT4s, although this car proved inferior to the older cars throughout the entire meeting. Moreno had fought right through the field after stalling on the grid and was up into third place by half-distance, but team-mate Nelson Piquet, who qualified fifth, one place above Moreno, was eliminated in a four-car accident before half-distance.

Poor Alan Jones didn't even get that far. His Ralt was fitted with a different engine (Prost's spare) after he complained that his was down-on-power during the Sunday morning practice session, but he withdrew on the final warm-up lap when it was feared that the flywheel had parted company from the

Alain Prost — dominant.



Above: Halsmer and Johncock spun into the Turn One wall after tangling. Below: The start with Mears (1) and Andretti heading the field from the front row.



PHOENIX (USA)

Nov 6 Miller High Life/Bobby Ball 150 CART/PPG Indy-Car World Series, round 11 150 laps — 150 miles

- 1, Tom Sneva (March-Cosworth DFX 82C), 1h 21m 5.0s, 110.997mph;
- 2, Rick Mears (Penske-Cosworth DFX PC10), 1h 21m 11.2s;
- 3, Mario Andretti (Wildcat-Cosworth DFX Mk8B), 150 laps;
- 4, Kevin Cogan (Penske-Cosworth DFX PC10), 148 laps;
- 5, Robby Rahal (March-Cosworth DFX 82C), 148 laps;
- 6, Tony Bettenhausen Jnr (March-Cosworth DFX 82C), 147 laps;
- 7, Roger Mears (Penske-Cosworth DFX PC10), 147 laps;
- 8, Bill Alsop (Penske-Cosworth DFX PC9B), 146 laps;
- 9, Garry Bettenhausen (March-Cosworth DFX 82C), 146 laps;
- 10, Howdy Holmes (March-Cosworth DFX 82C), 145 laps; etc.

Final championship positions: 1, Rick Mears, 294pts; 2, Rahal, 242; 3, Andretti, 188; 4, Gordon Johncock (Wildcat Mk8B), 186; 5, Sneva, 144; 6, Cogan, 136; etc.

ankshaft.
Australian Gold Star Championship
tenders Alfredo Costanzo (Tiga) and
Bowen (Ralt) filled row 2 of the
d but it was Costanzo who took the
e by finishing fifth behind reigning
th American Atlantic champion,
w Zealander Dave McMillan, after
we dropped back with a spin.
Full report next week.

BOB JENNINGS

CALDER RACEWAY (AUS)
Nov 7
Australian Grand Prix
Australian Gold Star Drivers
Championship, round 8
100 laps — 100 miles

Alain Prost (Ralt RT4), 1h 7m 18.65s,
9.14mph;
Jacques Laffite (Ralt RT4), 1h 7m 33.97s;
Roberto Moreno (Ralt RT4), 1h 7m 43.48s;
Dave McMillan (Ralt RT4), 99 laps;
Alfredo Costanzo (Tiga FA81), 99 laps;
Andrew Miedecke (Ralt RT4), 99 laps;
7, John Bove (Ralt RT4), 99 laps; 8, Robert
Landford (Ralt RT4), 98 laps; 9, John Smith (Ralt
RT4), 98 laps; 10, Philip Revell (Ralt RT4), 98
laps; etc.
Fastest lap: Laffite, 39.62s, 90.86mph.
Final Championship positions: 1, Costanzo,
2pts; 2, Bove, 38; 3, Miedecke, 25; 4, Smith, 20;
5, Charlie O'Brien (Ralt), 17; 6, Richard Davison
Ralt), 12; etc.

ATLANTA NASCAR

Allison's
Atlanta

The duel is not yet over. Darrell Waltrip
and Bobby Allison have fought a mighty
battle throughout this year's enthralling
NASCAR Winston Cup Grand National
series, which reached its penultimate
round at the Atlanta International Raceway
last Sunday for the Atlanta Journal
500. This time it was Allison who
emerged on top, his Gatorade Chevrolet
Monte Carlo winning by just 0.66sec
from Harry Gant's Skoal Bandit Buick
with Waltrip's Mountain Dew Buick also
fight in there to finish third and maintain
its slender points lead.

Morgan Shepherd ran well during
qualifying to claim pole position with his
Evi-Garrett Buick in 166.779mph, but
the race developed into a typical NAS-
CAR slip-streamer with 14 different
drivers leading during the 328-lap race.
Bill Elliott (Melling Tool Ford) looked
very strong during the early stages but
dropped back with an engine problem,
while top rookie Geoff Bodine ran very
tightly in the middle of the race in his
performance Connecticut Pontiac until
being slowed by tyre troubles. He
eventually slipped back to finish 19th.

Cale Yarborough and Dale Earnhardt
were also part of the leading group until
crashing out when the former's engine
blew, so the final 20 laps began with a
four-way scrap for the lead between
Allison, Waltrip, Gant and Richard
Petty. On lap 313, though, Petty's engine
blew, which brought out the yellow flags
and immediately saw the leaders diving
into the pits for a final change of rubber
and fuel top-up. It was Allison who led
from Waltrip and Gant at the re-start, the
latter having worked his way back into
 contention after losing a lap earlier on.

Neil Bonnett was also well up at this
point but his Ford's engine blew with five
laps remaining, although no caution
period was necessary as he coasted to his
retirement. On lap 324, Gant got
around Waltrip for second place, the
signing champion's car not looking
quite so good as those of his rivals, and
this was how the race finished, Allison

holding on ahead of Gant with Waltrip
some eight car lengths or so back in third
place. Tim Richmond was the only other
man to run the full distance.

Back in ninth place, dirt-track 'ace'
Rodney Tombs made an impressive
appearance in one of JD Stacy's Buick to
finish ahead of fellow rookie Mark
Martin. The series reaches its culmina-
tion in 10 days' time at Riverside.

GREG RICKES

ATLANTA (USA)
Nov 7
Atlanta Journal 500
NASCAR Winston Cup
Grand National
Championship, round 29
328 laps — 500 miles

1, Bobby Allison (Chevrolet Monte Carlo), 328
laps, 130.885mph;
2, Harry Gant (Buick Regal), 328 laps;
3, Darrell Waltrip (Buick Regal), 328 laps;
4, Tim Richmond (Buick Regal), 328 laps;
5, Joe Ruttman (Buick Regal), 327 laps;
6, Dave Marcis (Buick Regal), 327 laps;
7, Ricky Rudd (Pontiac Grand Prix), 326 laps, 8,
Terry Labonte (Buick Regal), 326 laps; 9, Rodney
Combs (Buick Regal), 326 laps; 10, Mark Martin
(Buick Regal), 325 laps; etc.
Championship positions: 1, Waltrip,
4319pts; 2, Allison, 4297; 3, Labonte, 4129; 4,
Gant, 3787; 5, Richard Petty (Pontiac), 3744; 6,
Marcis, 3590; etc. Final round: Riverside, Nov
21.

PHOENIX SUPER VEE

Master
Michael

As has been so often the case this season,
Michael Andretti and Ed Pimm domi-
nated last weekend's final Robert Bosch/
VW Super Vee contest at Phoenix with
the former's STP/ Arciero Racing Ralt
RT5 finally scoring its sixth victory of the
season.

Andretti again qualified on pole
position and led throughout the 60-lap
race, only Pimm's Red Roof Inns RT5
offering any kind of serious challenge,
although he again had to give way in the
end.

Michigan winner Mike Miller finally
fought through ahead of a large group of
cars to take place in his Bill Scott Racing
RT5, while Don Roberts held on to take
fourth in his similar car ahead of Rich
Vogler and Davy Jones. The latter might
have gone better but suffered a major
accident during practice when a front
tyre blew out and he only was able to race
after arranging to buy Roger Penske
Jnr's spare RT5. Despite the car not
being set up to his liking, Jones overcame
an incident with Greg Atwell, in which
the latter's modified FF2000 Essex
Racing Van Diemen RF82 smote the
wall, to claim sixth.

GORDON KIRBY

PHOENIX (USA)
Nov 6
Robert Bosch/VW Super Vee
Championship, round 11
60 laps — 60 miles

1, Michael Andretti (Ralt-Brabham RT5), 60 laps;
2, Ed Pimm (Ralt-Brabham RT5), 60 laps;
3, Mike Miller (Ralt-Schrick RT5), 60 laps;
4, Don Roberts (Ralt-Brabham RT5), 60 laps;
5, Rich Vogler (Ralt RT5), 60 laps;
6, Davy Jones (Ralt-Brabham RT5), 60 laps;
7, Roger Penske Jnr (Ralt RT5), 59 laps; 8, Rick
Talbot (Ralt-Brabham RT5), 59 laps; 9, Bob
Cioconi (Anson-Bertils SA3C), 58 laps; 10, Ben
Gustafson (Ralt RT5), 58 laps; etc.
Final championship positions: 1, Andretti,
152pts; 2, Pimm, 116; 3, Jones, 107; 4, Miller, 99;
5, Talbot, 67; 6, Greg Atwell (Ralt RT5), 65; etc.



National
Races

BRANDS HATCH

Jaunty
Jones

Brands Hatch's traditional series of
winter Clubbies got under way on
Sunday with the Sevenoaks & District
MC organised meeting. Seven well
subscribed races provided a memorable
afternoon of racing despite an ever-
present overcast sky and rapidly fading
light during the final event.

TEAC Mini Miglia contenders had the
Lex Bexleyheath Trophies to inspire
them to still greater things and as the full
grid tested Paddock Bend for the first
time series leader Jim McDougall led the
pack. Stephen Hall tucked in behind
McDougall for three laps before diving
ahead on the approach to Paddock Hill,
with Chris Lewis's smart Findus car
keeping a watching brief in third place.
Keith Padmore and Richard Wager
battled over the next places while Chris
Hampshire and Martin Guidery made
extraordinary progress from the back,
Hampshire having missed practice and
Guidery after an early detour at Surtees.
Hall gained a sizeable advantage while
McDougall eventually succumbed to
Lewis's pressure. Wager inspected the
Clearways catchfencing on lap 6 leaving
Padmore a lone fourth.

The Bloomfield Cars Special GT race
produced an intriguing combination of
varied saloon and sports cars and even
after the demise, on the warming up lap,
of front row occupant Steve Minton's 2.0
Ford Escort comprised virtually a full
grid. From pole, Rob Cox-Allison (De-
sign Dargemont Fireplaces/1.8
Caterham Super 7) immediately domi-
nated the race although experienced
Davrian driver Pat Longhurst kept
'Black Brick 3' in sight and even managed
to nip past briefly through Clearways on

Eventual winner Angel Lopez hounds Kevin Jones in the first FF1600 race.



P&O FERRIES FF1600
CHAMPIONSHIP

Final positions

1, Gianfranco Cané (Van Diemen RF82), 82pts;
2, David-Hunt (Van Diemen RF82), 45; 3, David
Wheeler (Royale RP31M), 34; 4, Beat Jans (Van
Diemen RF82), 33; 5, Mauricio Gugelmin (Van
Diemen RF82), 30; 6, Gary Evans (Van Diemen
RF82), 25; etc.

BARC CLUBMANS 'A'
CHAMPIONSHIP

Final positions

1, Will Hoy (Mallock U2 Mk20B), 57pts; 2, Paul
Gibson (Mallock U2 Mk23B), 35; 3, Richard
Groombridge (Ellova-Gryphon), 34; 4, Tony
Pouyanne (Silver Phantom P82), 29; 5, Jon
Britton (Mallock U2 Mk23B), 23; 6, Nick Bridge
(Mallock U2 Mk24) and Colin Fisher (Mallock U2
Mk23/4), 13; etc.

lap 7. John Schneider (1.0 Hillman Imp)
held down third place in the opening laps
before spinning into the barriers at
Surtees, promoting David Enderby's
interesting new device, a 1-litre VW-
bodied, Tiga-chassis, Imp-powered,
machine, which had a pleasing debut (see
Sports Extra). A splendid fourth overall
and winner of the up to 1500cc class was
Julie Thwaites (Davrian Mk7) who
fought her way up from an early eighth,
accounting for Barry Barnes (Ford
Capri), Mike Law (Cox Motors Sun-
beam Stiletto) and Ronnie Woods
(Ginetta G15) along the way.

Spaniard Angel Lopez won the
FF1600 consolation race as he pleased in
the Eddie Jordan-run Van Diemen RF82
while various incidents befell many of the
remaining Bristol Street Motors FF1600
challengers. Early prospects were held
by Steve Loughlin (Crosslé 32F), Kevin
Jones (Van Diemen RF81), Ian Russell
(Royale RP21) and Simon Sabel (Crosslé
25F). But as they reshuffled themselves,
Lopez went on to victory in only his
second appearance at Brands.

Andrew Moore (2.4 Jaguar Mk1)
needed to win the Classic Saloon encoun-
ter to secure the title but he faltered away
from the front row and was a lowly sixth
as the field streamed up to Druids, while
Alan Mills (2.5 Ford Zodiac) manhand-
led his way around the damp track to haul
clear of the pursuing pack of Austin A35s.
Tony Raine appropriately held second
place throughout, while Andy McLen-
nan, Glen Maskell and Richard Hill
performed various excursions, so Moore
found himself in third place on lap 4 only
to spin at Clearways and fall way down
the field again! Hill fought back up to
third place and was being pressed by the
slow-starting Ken Kendall (2.5 Ford
Zephyr) until the last time round. Gra-
ham Hill Bend when Kendall took to the
grass. Meanwhile a fierce race-long
battle raged between class opponents
Paul Harrison (Borgward) and Chris
Logue (Wolseley 15/50), although Harri-
son crashed at Druids on the final lap
while Logue — with the honours now
within sight — left the scene at Clark
Curve!

BRANDS HATCH continued

The misfortune which has plagued early Champion of Brands FF1600 pacesetter John Oxborrow returned shortly after the start of Sunday's round when the Seaford builder, who qualified on pole position, spun alarmingly at the foot of Paddock Hill. Incredibly, the whole field, led by Paul Gerrish (Ray 82F), avoided contact but Oxborrow's chances of saving a top three placing in the series now look very slim indeed. Gerrish led Karl Jones (Brands Hatch Racing/Abbey Farm/Royale RP29), Andy Ackerley (Crest Hotels/Deacon/Ray 82F), Trevor Stiles (Queensway/RF80), Johnny Dumfries (Ray 82F) and young Irishman Martin Donnelly (RF81) in the opening laps but Jones charged ahead going into Paddock for the third time and hauled decisively clear while Gerrish fended off Ackerley to the end. Stiles dropped to ninth with a quick spin at Clearways, promoting Dumfries and Donnelly, but recovered to forcefully close on this pair at the flag. Eddie Jordan was far from disgraced in such company, to take the Sieger Racing/Bovis RF82 into seventh place clear of another frantic dice which was eventually headed home by Tim Jones (Ray 80F).

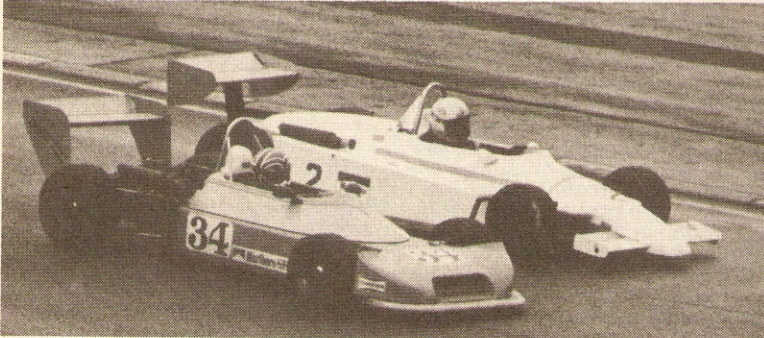
The David Perkins *Formule Libre* race was reduced to 10 laps — a sensible precaution by the organisers as the light was rapidly fading. Even with an extra 5 laps it is unlikely that Jeff Williams would have finally got the better of Gerry Amato, for the Brands veteran was in a determined mood at the wheel of the ex-Stefan Johansson/Jonathan Palmer Ralt RT3. Amato scrambled ahead

through Paddock but was matched throughout by the bravely driven Ralt RT1 of Williams while Frank Bradley (Uniroyal Van Diemen RF82) commendably settled into a close third to watch the antics of the leading duo. Amato's bright white car was easy to spot in the darkness but Williams's attempts to wrest the lead consistently put the plucky Londoner on the 'wrong side' and almost out of sight. Williams briefly appeared ahead at one stage but Amato fought back and clung on to the minimum advantage as they took the flag to a rousing reception with Bradley hot on their heels. Williams's efforts won him the £50 MCD Man of the Meeting Award. Fourth home was Paul Sleeman's elderly March 713S, while Gareth Chapman (1.7 Mallock U2 Mk18B) eventually won his duel with Mike Baker's March 793.

At 4.05, the TEAC Mini Se7ens lined up for the Dizzy's Diner Trophy, and one could forgive them all for circulating nose to tail as it was probably easier to find their way round. Entertaining as ever, Gary Hall, Derek Miller, Colin Rodger and Dick Hamlyn broke away slightly before Rodger and Hamlyn collided at Graham Hill on lap 3. Miller took full advantage of a slight error by Hall at Clearways and clambered around the outside to steal the lead, surviving a lurid moment at the same spot the next time round. Hamlyn lost ground with a Surtees spin on lap 7, promoting the flying Nigel Gaymer, Stephen Smith and Dick Robinson, while Ralph Budd and Jeremy Claydon lost touch with the leaders after a couple of moments.

PAUL HARMER

Just 0.5sec separated Gerry Amato (RT3) from Jeff Williams (RT1) in the libre race.



BRANDS HATCH (GB), Nov 7, Sevenoaks & District MC.

Lex Bextleyheath/TEAC Mini Miglia Challenge race (10 laps): 1, Stephen Hall, 10m 47.2s, 66.95mph; 2, Chris Lewis, 10m 49.5s; 3, Jim McDougall, 10m 50.2s; 4, Keith Padmore, 11m 15.1s; 5, Chris Hampshire, 11m 18.7s; 6, Peter Calver, 11m 21.8s. **Fastest lap:** Hall & Lewis, 1m 03.5s, 68.24mph.

Bloomfield Cars (London) Special GT race (10 laps) — Overall: 1, Rob Cox-Allison (1.8 Caterham Super 7), 10m 45.1s, 67.17mph; 2, Pat Longhurst (1.0 Davrian Mk6), 10m 48.2s; 3, David Enderby (1.0 VW Imp), 10m 57.9s; 4, Julie Thwaites (1.1 Davrian Mk7), 11m 02.8s. **Over 2500cc:** 1, Barry Barnes (3.0 Ford Capri), 11m 17.8s, 63.93mph; 2, Richard Lee (2.8 Porsche Carrera), 9 laps; no other finishers. **Fastest lap:** Barnes, 1m 05.9s, 65.75mph. **1501-2500cc:** 1, Cox-Allison; 2, Tony Broom (1.8 Turner Mk3), 9 laps; 3, Martin Shaw (1.6 MGA), 8 laps. **Fastest lap:** Cox-Allison, 1m 02.8s, 69.00mph. **1001-1500cc:** 1, Thwaites, 65.37mph; 2, Ron Woods (1.1 Ginetta G15), 11m 27.4s; 3, Richard Ridd (1.1 Davrian Mk7), 11m 29.4s. **Fastest lap:** Thwaites, 1m 04.3s, 67.39mph. **851-1000cc:** 1, Longhurst, 66.85mph; 2, Enderby; 3, Michael Law (1.0 Bevan Stiletto), 11m 17.9s. **Fastest lap:** Longhurst, 1m 03.0s, 68.78mph. **Up to 850cc:** 1, Ed McLurg (850cc Sunbeam Imp), 9 laps, 60.17mph; no other finishers. **Fastest lap:** McLurg, 1m 09.5s, 62.34mph.

Bristol Street Motors Trophy FF1600 race (10 laps): 1, Angel Lopez (Van Diemen-Aldon RF82), 11m 18.1s, 63.9mph; 2, Ian Russell (Royale-Creswell RP21), 11m 21.9s; 3, Simon Sabel (Crosslé-Minister 25F), 4, Marshall Pugh (Crosslé-Scholar 35F), 11m 40.5s; 5, Nigel Fright (Ray-Minister 80F), 11m 41.5s; 6, Tony Hawkins (Royale-Scholar RP26), 11m 46.5s. **Fastest lap:** Sabel, 1m 04.5s, 67.80mph.

Acorn Trophy Classic Saloon Car Championship race (10 laps) — Overall: 1, Alan Mills (2.5 Ford Zephyr), 11m 47.2s, 61.27mph; 2, Anthony Raine (1.0 Austin A35), 11m 51.8s; 3, Richard Hill (1.0 Austin A35), 12m 15.9s; 4, Dave Burrows (1.0 Morris Minor), 12m 29.9s. **1902-2700cc:** 1, Mills; 2, Phil Case (2.4 Jaguar Mk1), 12m 39.0s; 3, Tony Moore (2.4 Jaguar Mk1), 12m 40.4s. **Fastest lap:** Mills, 1m 09.2s, 62.62mph. **1252-1901cc:** 1, Ian Roberts (1.5 MG Magnette), 53.01mph, 9 laps; no other finishers. **Fastest lap:** Chris Logue (1.5 Wolseley 15/50), 1m 13.3s, 59.11mph. **Up to 1251cc:** 1, Raine, 60.87mph; 2, Hill; 3, Burrows. **Fastest lap:** Raine, 1m 10.1s, 61.81mph.

Champion of Brands' FF1600 Series race (10 laps): 1, Karl Jones (Royale-Scholar RP29), 10m 32.1s, 68.55mph; 2, Paul Gerrish (Ray-Minister 82F), 10m 34.7s; 3, Andy Ackerley (Ray-Creswell 81/82F), 10m 35.3s; 4, Johnny Dumfries (Ray-Minister 82F), 10m 44.2s; 5, Trevor Stiles (Van Diemen-Minister RF80), 10m 44.3s; 6, Martin Donnelly (Van Diemen-Scholar RF81), 10m 45.9s. **Fastest lap:** Jones, 1m 02.0s, 69.89mph.

David Perkins Trophy Formule Libre race (10 laps): 1, Gerry Amato (2.0 Ralt-Toyota RT3), 9m 25.2s; 2, Jeff Williams (2.0 Ralt-Toyota RT1), 9m 25.7s; 3, Frank Bradley (2.0 Van Diemen-Minister RF82), 9m 26.3s; 4, Paul Sleeman (2.0 March-Ford 713S), 9m 42.12s; 5, Gareth Chapman (1.7 Mallock U2-Chamberlain Mk18B), 10m 01.7s; 6, Mike Baker (2.0 March-Toyota 793), 10m 01.7s. **Fastest lap:** Amato, 55.2s, 78.50mph. **Ford 2000 cars:** 1, Bradley, 76.51mph; 2, Norman Paine (2.0 Lola T492), 10m 19.2s; 3, Peter Ware (2.0 Reynard-Scholar SF79), 10m 22.1s. **Fastest lap:** Bradley, 55.3s, 78.35mph.

Dizzy's Diner TEAC Mini Seven Challenge race (10 laps): 1, Derek Miller, 11m 02.9s, 65.36mph; 2, Gary Hall, 11m 03.8s; 3, Nigel Gaymer, 11m 04.9s; 4, Stephen Smith, 11m 06.6s; 5, Dick Robinson, 11m 11.5s; 6, Jeremy Claydon, 11m 24.1s. **Fastest lap:** Hall, 1m 04.6s, 67.07mph.

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PAUL HARMER

Just 0.5sec separated Gerry Amato (RT3) from Jeff Williams (RT1) in the libre race.



International Rallies

HIMALAYAN RALLY

Kenyan conquers

The Air India Himalayan Rally has always been a happy hunting ground for Kenyan drivers, and 1982 proved to be no different. Reigning Kenyan National Champion Jayant Shah, driving a works-prepared Datsun 160J, won the 3,600km event to score the third Kenyan victory in as many years.

Jayant Shah leaves the starting ramp in his Datsun 160J.



New Zealander, Rod Millen took his Mazda RX-7 to victory on the recent Tostitos Coronado PRO Rally and now moves into a challenging position in the PRO Series that he won last year. John Buffum, with Neil Wilson alongside failed to win for the first time since April when a rock jammed in his Audi Quattro's suspension. The two will be seen in Britain in ten days time for the RAC Rally.



Jayant Shah/Aslam Khan were duly acclaimed worthy winners from Rudolf Stohl/Reinhard Kauffmann in their Lada. Young had finally retired after another accident during the second leg, while Davinder Singh, younger brother of the legendary Joginder, also retired his Honda Civic with more mechanical trouble.

ADIL JAL DARUKHANAWAIA

HIMALAYAN RALLY (IND) Oct 30-Nov 5

- 1, Jayant Shah (Datsun 160J), 500 penalties;
- 2, Rudolf Stohl (Lada 1600), 732pens;
- 3, Ramesh Khoda (Datsun Pickup), 765pens;
- 4, Erik Bessem (Peugeot 504), 877pens;
- 5, Harvijay Singh Bahia (BMW 323), 1104pens; etc.

The Ginetta G4 created much interest.



MUSKOKA RALLY

Taisto success

Taisto Heinonen, clinched the 1982 Canadian Rally Championship with victory in the Muskoka Rally on October 16. The win gave Heinonen an unassailable lead in the Drivers Championship and also secured the Manufacturers Championship for Toyota for the sixth straight year.

Heinonen, and co-driver Lynn Nixon, won by more than 13 mins over the Production A winners, Jean Richard and Raymond Cadieux, in the Tufoil Toyota Corolla. For the Quebec team it was their highest-ever finish in a National event and also sets the record for the highest overall placing of a Production A car in the National Championship.

Of the rally's 35 starters, 22 managed to reach the finish. Early leader Clive Smith, in the Team Datsun Canada 510, went out at the half-way point with a blown engine. Then Randy Black retired the team Datsun Canada 200SX just before the last special stage. Black had been battling for the lead with the Toyota until his engine failed.

As the Canadian Championship moves into its final event, the Rally of the Tall Pines out of Bancroft, Ontario, on November 13, only the overall co-drivers' championship and the Production A series remains to be decided.

CHUCK McLAREN

MUSKOKA RALLY (CDN) Oct 16

- 1, Taisto Heinonen/Lyn Nixon (Toyota Celica), 1h 20m2s;
- 2, Jean Richard/Raymond Cadieux (Toyota Corolla), 1h33m28s;
- 3, Sean Bishop/Suzanne Stewart (Datsun 510), 1h33m36s;
- 4, Chris Casteldine/Rick Sakanashi (Honda Civic), 1h34m8s;
- 5, Jay Drager/Don MacDougal (Dodge Fire Arrow), 1h34m9s;
- 6, Paul Kankainen/Peter Schneider (Toyota Corolla), 1h34m14s; etc.

Final championship positions: 1, Heinonen 139pts; 2, Randy Black 96; 3, Clive Smith 91; 4, John Nixon 41; 5, Niall Leslie 50; 6, Bjorn Anderson 41, etc.



National Rallies

CILWENDIG RALLY

Perfect Pattison

A full entry of 120 cars lined up at the Newcastle Emlyn start of the Permapost Fencing Cilwendeg Rally to be watched by a massive crowd of spectators.

Kevin Videan was the star of the start with Britain's first road rallying Audi Quattro. However, the expected performance never came to light as the car was too difficult to drive at speed on the prevailing muddy lanes. An early retirement after being passed by three cars on the first section was thought safest. Vaughan/Watts also retired on this section with a holed radiator after setting the early pace.

Retirements were to be the order of the night and the event turned out to be a case of the survival of the fittest.

Next on the retirement list were Sisson/Savage when a tyre pulled off the rim, causing incurable steering damage.

Early leaders Pattison/Taylor had an 'off' which deranged the lights, but they were able to continue to a fine victory. On the same section, Bengry/Watkins were baulked for 2mins, while Mackinnon/Harris had an alternator fail causing an early retirement and disappointment after a 500 mile trip to the start.

After petrol, the retirement rate continued with Briant/Sleeman spoiling a good run when the engine let go. Carless/Forrester also suffered with a diff failure while right in contention. Meanwhile, despite the retirements, the event

Roger Moran and Tony Beddoes chased hard in the Cilwendeg Rally to take second.



Mike Pattison and Dave Taylor brought their Escort home first overall.

continued down the very muddy and slippery lanes with Moran/Beddoes challenging Pattison/Taylor and Bengry/Watkins chasing hard after their earlier delay.

At the finish, controversy arose when a section was cancelled after a road was blocked but this only had the effect of altering the lower positions slightly.

KEVIN SAVAGE

CILWENDEG RALLY (GB)

Nov 6/7

Motoring News/BT&RDA Rally Championship, round 9

- 1, Mike Pattison/Dave Taylor (Ford Escort RS1800), 38.06s;
- 2, Roger Moran/Tony Beddoes (Ford Escort RS2000), 39.42s;
- 3, Theo Bengry/Paul Watkins (Opel Ascona 400), 39.55s;
- 4, Kevin King/Phil Jones (Ford Escort RS2000), 42.59s;
- 5, Peter Gerbez/Gareth Jones (Ford Escort RS2000), 47.44s;
- 6, Pat Burke/John Kiff (Ford Escort RS2000), 47.59s; etc.

GEMS BROCK STAGES

Glowing Gowing

Based at the Leicester Post House and organised by the Soar Valley MC, last weekend's Gems Brock Stages produced a 39sec win for East Anglia's Dave Gowing in a Lotus Sunbeam from Clinton Smith in the Thermoframe

Escort. As the final round of the Century Oils/Rally Sport Championship George Robinson and John Billett took another maximum points in class to secure the 1982 title in their Team Hartwell Sunbeam.

Using a mixture of forest tracks, airfields and quarry stages, the early leader, John Haden misread a '90 left' on stage 17 and slid off in the mud, spoiling a fine run. A day long battle between Ron Hudson's Quattro and Bob Gramson's GM Dealersport Ascona 400 was finally resolved in favour of Hudson who took fourth place, while Gramson was fifth and scored sufficient points to enable him to win his class in the championship. Russ Cooper and Julian Birley both retired but were sufficiently far ahead of their rivals to secure the other two classes.

Steve Benton retired with a slipping clutch on his Escort while local driver Steve Green (on a final warm up before the RAC Rally) rolled on stage 4 after a series of jumps. After lying third at halfway, Gowing took nine of the final 10 stages to assure himself of victory.

STEVE MYNOTT

GEMS BROCK STAGES

Nov 6

- 1, Dave Gowing/Kevin Burrows (Talbot Sunbeam Lotus), 48m25s;
- 2, Clinton Smith/Stuart Bytham (Ford Escort RS), 49m04s;
- 3, Steve Johnson/J. Smith (Ford Escort RS), 50m07s;
- 4, Ron Hudson/Eric Council (Audi Quattro), 51m09s;
- 5, Bob Gramson/Steve Mynott (Opel Ascona 400), 51m40s;
- 6, B. Idell/M. Harrison (Ford Escort RS2000), 51m54s.

Century Oils/Rally Sport Championship, Final positions: 1, George Robinson, 48pts; 2, Les Hurdley, 45; 3, Russell Gooding, 39; 4, Julian Birley, 35; 5, Russ Cooper, 33; 6, Bob Gramson, 29; 7, Bob Barry, 29; 8, Dave Adams, 26; 9, Dave Gowing, 23; Derek Scoular, 21.

HORSEBACK RALLY

Doug rides to victory

The local crew of Doug Dawe and Rob Morley enjoyed a start to finish victory on Saturday night's Horseback Rally, organised by White Horse MC. Starting and finishing as Stanshawe's Court Hotel, Yate, the 43 crews tackled a 142 mile route around the lanes of Avon, Gloucestershire and Wiltshire.

Although the night was clear and dry, the earlier rain has made the roads very muddy and several crews were caught out before the finish where the heavens opened as the last of the 27 finishers arrived.

HORSEBACK RALLY

Nov 6/7

- 1, Doug Dawe/Rob Morley (Austin Metro), 511s;
- 2, Keith Rummary/Chas Davies (Ford Escort RS2000), 646s;
- 3, Graham Ward/Carole Morley (Ford Escort), 701s;
- 4, Mark Cheeseman/Ian Cheeseman (Ford Escort), 819s;
- 5, Brian Halling/Graham Williamson (Ford Escort), 856s;
- 6, Keith Thomas/Clive Heard (Vauxhall Chevette), 1011s.

PREMIER STAGES

Walker walks it

Richard Walker and co-driver Simon Cross took their Walkers of Tuxford Escort RS 2000 to a fine victory on the recent Jeff Williamson Premier Stages, sponsored for the second year by former British Leyland rallycross driver 'Jumping' Jeff Williamson. The rally was a round of the Association of North-East and also East Midlands Association stage rally championships and this year the final round of the Wilcock Insurance stage championship.

The organisers, Dukeries MC, were fortunate that the RAC Rally is not using Clipstone Forest again this year, and were able to provide these classic forest stages in the event. As usual, these were thoroughly enjoyed by competitors and attracted very large numbers of spectators even though run in the dark. The 78 starters were led away from Retford by last year's runners-up Richard Walker and Simon Cross, recent winners of the Northing Stages.

Providing a variety of surfaces the rally began with Hemswell Airfield, which was to be used on three occasions. Several punctures were reported. Steve Johnson suffering three during the morning — one after hitting a pile of rocks, bending the track rod arm and costing him 90 secs. Alistair Sutherland started well to be fastest on Hemswell but then lost his lead on stage 6, Upton, following an excursion which cost him over 30 secs.

The afternoon route was generally a repeat of the morning with the addition of the forest stages which were quite slippery and proved a handful for some, including John Marsh who rolled his Mini but managed to carry on to the finish after losing about 6 mins. Walker was again flying with fastest times on the first four stages and seemed to make no mistakes in heading towards his win. Warren Philliskirk, John Maden and Sutherland all pushed well with Sutherland especially quick in the forests, but he was still catching up the time lost in the morning. At the end of the day the 58 remaining crews headed for the finish venue at the Olde Bell Hotel, Barnby Moor, where competitors enjoyed video films of the event, good food and liquid refreshment before the awards were presented by the enthusiastic sponsor Jeff Williamson and his wife Jackie.

PREMIER STAGES

Oct 31

- 1, Richard Walker/Simon Cross (Ford Escort), 3769s;
- 2, John Maden/Peter McBride (Ford Escort), 3821s;
- 3, Alistair Sutherland/Steve Perez (Vauxhall Chevette), 3823s;
- 4, Warren Philliskirk/Christine Parling (Ford Escort), 3836s;
- 5, Malcolm Davey/Howard Turner (Ford Escort), 3870s;
- 6, Steve Johnson/John Smith (Ford Escort), 3946s.



Off-Track

LYDDEN RALLYCROSS

Hopkins's home win

The 1982/3 Lydden Winter Rallycross Championship kicked off last Sunday with a win for current champion Trevor Hopkins and the Hepolite Glacier Racing Ford Fiesta. With rain soaking the circuit beforehand, the meeting certainly favoured the front-wheel drive cars and no-one could match Hopkins's form, the Kent driver now very pleased at the way his new Fiesta has been sorted since it first took to the tracks at the televised September meeting.

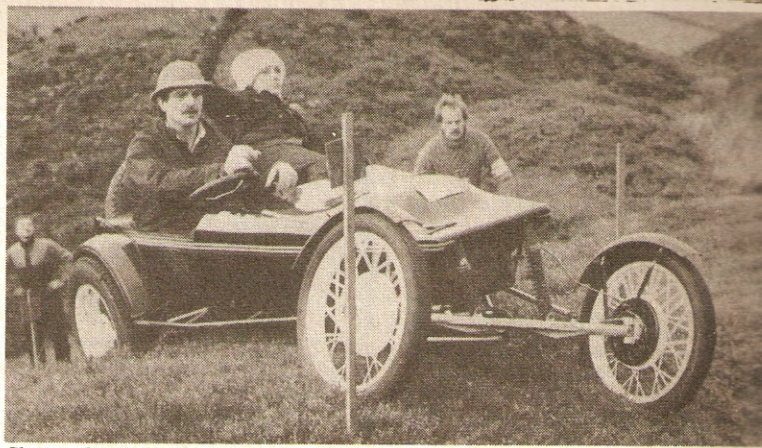
In the speedway-style event, Hopkins won all three of his qualifying runs, although, as the track dried out towards the end of the day, his 'A' Final win had to be earned, the lead swapping a number a number of times between himself, John Greasley (Porsche) and John Cross (Ford Escort) before Hopkins finally took the chequered flag ahead of Cross and Greasley.

In the Class 1 'A' Final, Barry Hathaway continued the Fiesta domination with a good win over Mini driver Tony Bardy, while Trevor Reeves started from a lonely last place when the gearstick broke but managed to find third gear and promptly proceeded to take his Mini up through the field to an excellent third spot.

In the Superfinal, Hopkins and Hathaway made it a Fiesta one-two, while Reeves almost completed a hat-trick for the front-wheel drive cars before a puncture robbed him of third place and allowed Greasley to slip by.

BILL MANTOVANI

Conditions at Lydden favoured fwd cars, including Barry Hathaway's Fiesta.



Chris and Denise Highwood took their Sherpa to third place at the weekend.

LYDDEN HILL (GB)

Nov 7

Lydden Winter Rallycross Championship, round 1

Superfinal: 1, Trevor Hopkins (Ford Fiesta); 2, Barry Hathaway (Ford Fiesta); 3, John Greasley (Porsche 911SC); 4, Trevor Reeves (Mini); 5, John Cross (Ford Escort).

Class 1 'A' Final: 1, Hathaway; 2, Tony Bardy (Mini); 3, Reeves.

Class 2 'A' Final: 1, Hopkins; 2, Cross; 3, Greasley.

NOVEMBER TRIAL

One-point Pearce

The Kentish Border CC put on their annual November Sporting Trial at their Woldingham site on Sunday. Ten hills were laid in the steep grassy valley and these were tackled three times each, although the Trial was changed completely when the rain started halfway through the first round. But Jack Pearce was going really well, making use of a fortunate draw and despite dropping back a little in the afternoon he held on to beat Roger Bricknell by one point. He thereby closed the gap on the Cornishman in the British Trials Championship with just three rounds to go.

Behind the leading duo there was a brief gap to Chris Highwood and then Robin Alexander who as usual propelled his cast-iron engine car to great heights. Ivor Portlock was fifth and the Fack twins sixth despite having trouble from the distributor at one point.

PAUL SHELDON



Jack Pearce — closing.

NOVEMBER SPORTING TRIAL

Nov 7

- 1, Jack Pearce/Claire Wickham* (Kincraft), 134 pts;
- 2, Roger Bricknell/Sue Bricknell (Facksimile), 135 pts;
- 3, Chris Highwood/Denise Highwood (Sherpa), 142 pts;
- 4, Robin Alexander/Antonia Alexander (Jabs), 155 pts;
- 5, Ivor Portlock/Jill Portlock (Kincraft), 169 pts;
- 6, John Fack/Jeremy Fack (Impunity), 170 pts.

AUTUMN TRIAL

Golf-ers paradise

Up in the wild hills overlooking Ladybower Reservoir near Sheffield, the Dorset father and son team, Ken and Graham Hoare, scored yet another devastating victory in their now rather tired looking 1500cc Golf.

Following their recent pattern, Graham won overall and Ken was the subsequent class 1 winner, which is exactly how they finished in the BT&RDA series, Graham also winning the RAC series outright to cap a quiet astonishing year for him as he has also won the BT&RDA All-rounders championship.

Another father and son team dominated class 2, this time the 'old man' Geoff Spencer just pipping son Ian in their Cooper S.

NICK POLLITT

AUTUMN TRIAL (GB)

Nov 7

- Overall:** 1, Graham Hoare (VW Golf), 80 marks.
Class winners: Ken Hoare (VW Golf), 84; Geoff Spencer (Mini Cooper S), 77; Colwyn Palmer (Ford Anglia Estate), 120; Steve Courts (Imp), 77.

Shell Oils clean up through mud and dirt.



Opel win Rothmans Open Manufacturers' Championship.
Jimmy McRae in an Opel Ascona wins Rothmans Open Championship, Groups 4 and 2 (over 2000cc).



Russell Close in an Opel Manta wins Group 4 overall and up to 1600cc.



Malcolm Patrick in an Opel Ascona wins Pace/Autosport National Championship.



Louise Aitken in a Ford Escort wins Group 1.

All four drivers win using Shell Oils.

S Shell Oils
No oils are driven harder

