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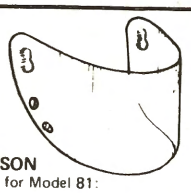
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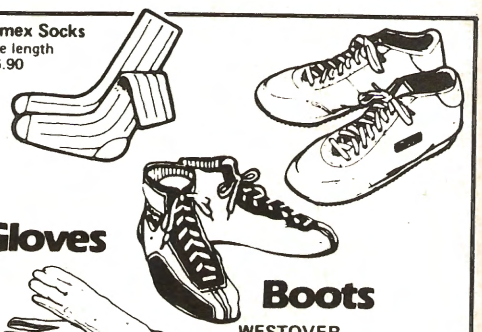


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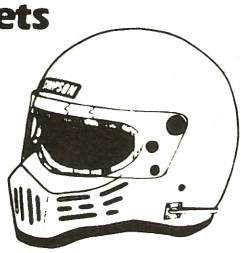
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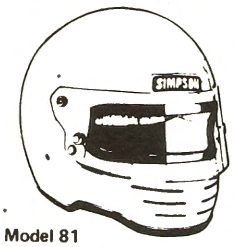
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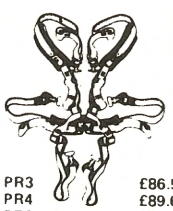
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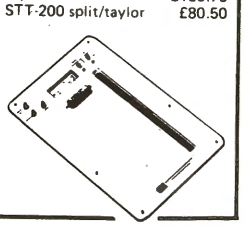
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June 17, 1982
Vol 87 No 12

Autosport

FRONT COVER

Bruno Giacomelli's V12 Alfa Romeo. The BMW turbo scored its first GP victory in Montreal last Sunday, but the Italian works team still awaits its opening score. Bruno was again involved in an early shunt, while team-mate de Cesaris ran out of fuel when running third. Report: page 20. Photo: International Press Agency.

NEXT WEEK

Ford, Porsche or Lancia? Full report of the 50th Le Mans 24 Hours — More Euro Formula 2 action from Hockenheim — The exciting Group B Lancia Rally on test — F3 at Cadwell Park — Nigel Roebuck reflects on Montreal — Hannu Mikkola column — Plus all our usual news and features*

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



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PIT & PADDOCK 4



International motor racing news — Ricardo Paletti tribute — Latest news of Le Mans entries — F1 proposals from non-FOCA teams — Formula 'Mondiale' details — Coming weekend's racing . . .

COMMENT 12

Our views on one of the major news stories of the week, reminiscences in *Then As Now?*, plus a belly laugh with *Catchpole* . . .

SCOTTISH RALLY 14

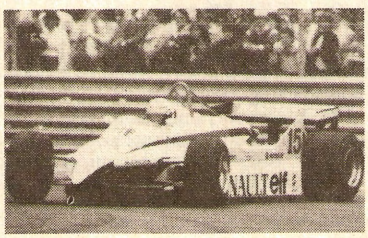


It finished at lunchtime Tuesday, but Peter Foubister rushed us this full report of Hannu Mikkola's victory for Audi Sport UK after one of the most closely fought events ever.

SPECIAL STAGE 18

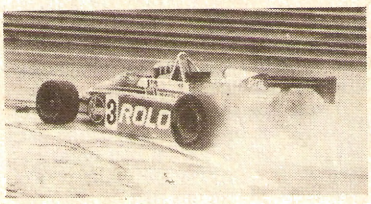
Worldwide rally news — Argentina's WCR event cancelled — Cinotto to rally in Britain? — News from the national championship — Donegal Rally prospects . . .

CANADIAN GP 20



A weekend of ups and downs, Nelson Piquet was well and truly back on form to win in Montreal after failing to start in Detroit; while the entire meeting was shrouded in sadness at the tragic start-line accident that claimed the life of young Riccardo Paletti. Nigel Roebuck was at the recently named Circuit Gilles Villeneuve.

SPA F2 28



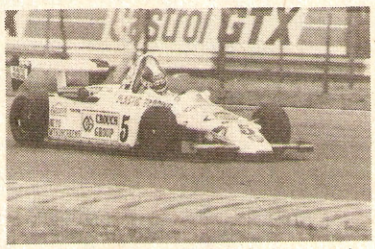
Ian Phillips was at rain-soaked Spa-Francorchamps to witness a home victory for Belgium's Thierry Boutsen in the eighth round of the Euro F2 series.

SILVERSTONE G1 34



The latest Tricentrol went right down to the wire, a Rover beating off a Capri by less than a length, the race excited Matthew Carter.

SILVERSTONE F3 37



In Britain's second 1982 Euro F3 round, Emanuele Pirro overcame a 10secs penalty to score a fine win over Britain's Jim Weaver. Jeremy Shaw was there, as always.

PURELY PERSONAL 41



Top rally co-driver, Ian Grindrod gives his personal impressions of his first overseas World Championship event, in Greece with Opel.

BACKSTAGE 42

Our Rallies Editor reflects on Michele Mouton's victory for Audi on the Acropolis Rally.

NEW MIRAGE 46

Steve Nickless reports from Arizona on the new Group C challenger which will makes its debut at Le Mans, with the Andretti father-and-son team in the cockpit.

ARMCHAIR 49

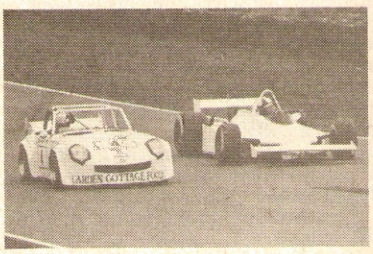
Our monthly fun column, with the usual competitions, books, models and all the latest for the motor sport enthusiast at home.

AUDI TEST 52



Peter Foubister found the Audi Coupé to be a practical and comfortable road car, but rather lacking in character and that old coupé image.

MIDGET RACERS 56

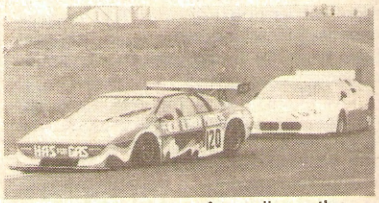


The latest mounts of our intrepid track-testing staffer, Marcus Pye, are some of the Midgets contesting the MG CC's thriving club racing championship.

SPORTS EXTRA 58

National motor sporting news — RAC to hold inquiry into tyres for Ford formulae — Interesting entry for Historic Snetterton — Pancho's Tiga return — Witenden goes down under . .

SPORTSCARD 60



Motor sport reportage from all over the world — Johncock wins again at Milwaukee — Jaguar wins in Czechoslovakia — Seaman Historics — Gugelmin at Silverstone.

Grandee teams meet J-M B

The non-FOCA teams had a meeting with Jean-Marie Balestre at Montreal last Saturday, its purpose to discuss — what else? — future Formula 1 regulations.

Representatives of Ferrari, Alfa Romeo, Renault and Osella were present, and they also represented ATS and Toleman.

Several points were made to the FISA President, the main ones being:

"1. Since the Concorde Agreement is in the nature of a legal contract, the societies signed here will respect these signatures until the end of 1984, and ask that any others who will sign hereafter shall do likewise.

"2. Nevertheless, following continuing pressure from FOCA, wishing to protect the competitiveness of its cars, Alfa Romeo, Ferrari, Osella and Renault have agreed to make certain unilateral concessions in the hope of assuring the continuation of the F1 World Championship in the best sporting atmosphere.

"3. Alfa Romeo, Ferrari, Osella and Renault wanted to benefit from changes in the rules requested by FOCA in order to find an effective solution to security problems brought up by the drivers. Following many discussions, an agreement was made on Friday, June 11, with Mr Ecclestone. This agreement contained the following main points:

"As of July 1, 1982: minimum weight of the car at any time, without driver, to be 565kgs (with new procedure control) during practice and at the end of the race, valid until the end of 1984. Abandonment without reservation of all charges currently pending.

"From January 1, 1983 to December 31, 1984: minimum weight of the car: 535kgs. Total or partial ban on skirts, depending on the principle of the 'plan of reference.' Maximum fuel capacity reduced to 225 litres, with a maximum race distance of 320kms or 2 hours (including training laps). Vehicles to have a maximum of four wheels, maximum two-wheel drive.

"The terms of this agreement must be considered as the maximum concession which may be accorded to FOCA.

"During the course of the meeting, it did not seem possible to maintain Mr Ecclestone's support for this project, while the President of FISA made a new series of proposals, which were ineffective as far as security was concerned and heavily discriminatory against certain constructors, yet these proposals were immediately accepted by FOCA.

"During the same meeting, alluding to the difficulties resulting from the clause of unanimity stipulated by the Concorde Agreement, the President of FISA again mentioned the possiblity of organising a championship under a new name. While maintaining the broadest possible judiciary and sporting reservations in relation to this project, Alfa Romeo, Ferrari, Osella and Renault reaffirm that they will not participate in the 'championship of single-seaters,' apart from that of the Formula 1 controlled by the Concorde Agreement."

It seems that the "agreement in principle made, on June 11, with Mr Ecclestone" did not find total support from the rest of FOCA, for it appears that many members are insisting that there should be a permanent minimum weight limit differential of 65kgs between the turbos and normally-aspirated cars. This, we imagine, will not go down well with Ferrari, Renault *et al,* so peace seems to be as far away as ever. Happy days . . .

Le Mans latest . . .

● The Zakspeed team has confirmed that only two works Ford C100 Group C cars will be running in this weekend's 50th Le Mans 24 Hours. Both are thought to be brand new cars, and the driver pairing will be Klaus Ludwig/Klaus Niedzwiedz and Marc Surer/Manfred Winkelhock. Neither Surer nor Niedzwiedz has raced a C100 before.



● Irish former Atlantic and Aurora Formula 1 driver, Vivian Candy has been sponsored by Hertz car rentals into a drive in Jacky Haran's semi-works Rondeau M382C.

● The March team will be running just two of the ground-effect 82G cars, the factory entry and Bob Garretson's Michelob backed machine. Danny Sullivan is now committed to CanAm testing next weekend, and his place in the works car (backed by Garvin Brown and Landmark oil) has been taken by Eje Elgh, joining Patrick Neve and Jeff Wood. Garetson's car, which has raced at Daytona and Sebring this season in IMSA GTP trim, will be raced by Bobby Rahal/Jim Trueman/Skeeter McKitterick.

● Shortage of cash has led to the withdrawal by ADA Engineering of the Group 5 turbo Triumph TR8. Indeed, this project has now been shelved by ADA after 2½ years, and the Triumph has never actually been raced. ADA's Ian Harrower will, however, be driving at Le Mans, for he will share the so-called 'De Cadenet Lola' with Mike Wilds and Francois Duret. The Group C entry will be race-managed by John Goaté.

F2 teams split over skirt rule

With the Formula 2 top runners having divided themselves up inadvertently into 'legalists' (March, Spirit and Ralt) against 'non-conformists' (Maurer, AGS and Minardi) over the interpretation of the current skirt rule, the F2 Associations's secretary Barry Bland conducted a poll among the 15 members to decide what they wanted the FISA Technical Commission meeting on June 22 to do about the situation.

Basically the members were offered five options:

A) Adoption of F1 system from July 1 1982.

B) Adoption of F1 system from January 1 1983.

C) Rewrite existing rule as originally intended and adopt July 1 1982.

D) Rewrite existing rules as originally intended and adopt January 1 1983.

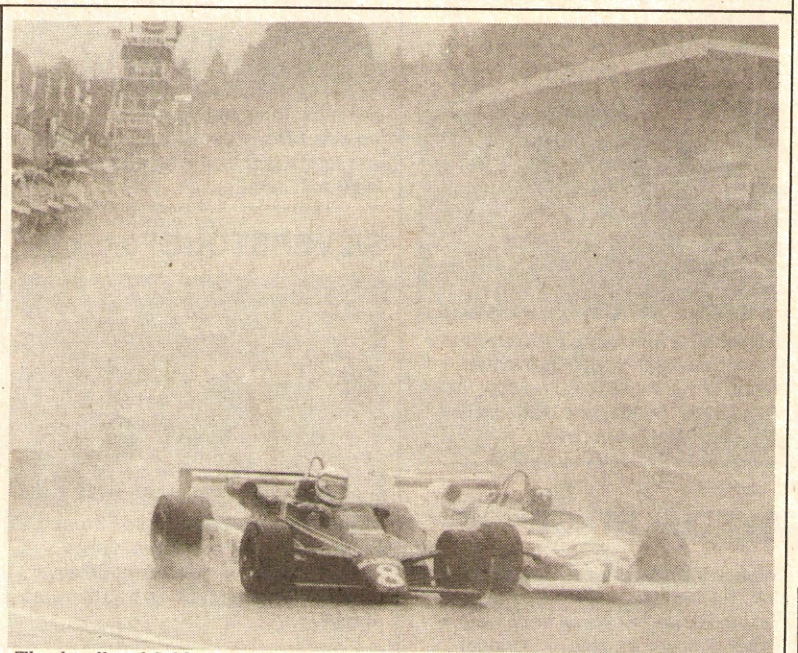
E) Do nothing.

By a majority of 9 to 6 the members opted for the immediate adoption of rewritten rules as from July 1 (i.e. in time for the tenth round of the championship at Donington Park on July 3/4.

Those arguing against the adoption of the F1 system pointed out that nobody in Grand Prix racing is happy with it on the grounds of the dangerous limited movement suspension it dictates, let alone the expense of it and the redesigning it would take to make them work to maximum efficiency.

The chances of a regulation change rather than a clarification ever getting through were very slim anyway. It could only be done if all teams were unanimous and for a company like March to be able to change all their world-wide customer cars that just isn't on, while Ron Tauranac still remains a firm believer in the two year mandatory notice rule.

The current ruling is obviously too loosely worded and it is to be hoped that next week's meeting will close all the loopholes forthwith.



Thackwell and Schlesser carve their way through the blinding spray.

Spa F2 stoppage unpopular with teams

The stopping of last weekend's F2 race at Spa seven laps from the end was generally an unpopular decision at the time, however the F2 Association's Barry Bland defended it on Monday.

"The organisers were in close touch with the local meteorological office and they predicted another heavy shower within minutes. There were continual reports of oil on the circuit; reports of drivers overtaking under the yellow flag and marshals working on wrecks being narrowly missed by other cars crashing.

"Basically the situation was getting out of hand and I asked the Stewards if they would stop the race. At the time they were considering doing so although it was the last thing they wanted to do. They made one more 'phone call to the met office and two laps later stopped it which, as it happened coincided with 75% of the distance being completed.

The predicted rain never came and ironically within ten minutes of the flag falling the sun was shining stronger than it had at anytime during the weekend. A number of drivers and team managers voiced disatisfaction with the decision, which wasn't communicated to them previously at all. If the decision had been taken five laps earlier, when there were four major accidents at *Eau Rouge* alone and a real danger of marshals being hit, then it would have been more comprehensible but coming when it did caused nothing but confusion.

Incidentally no drivers were penalised for overtaking under the yellow flags as the organisers appreciated the fact that it was impossible for anyone to see them.



Rosberg, Lauda, Prost, Watson, Pironi, Patrese, de Cesaris, Piquet, Mansell, Arnoux and Alboreto were your favourites to win last Sunday's Canadian GP. And our congratulations go to Mr W O'Shea, of Fleet, Hampshire, who got within 1.4mph of Nelson Piquet's winning average.

Next, the Dutch GP at Zandvoort. Alain Prost won last year's race at an average speed of 113.712mph. We need your entries (postcards only) to AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middlesex, by Friday, July 2.

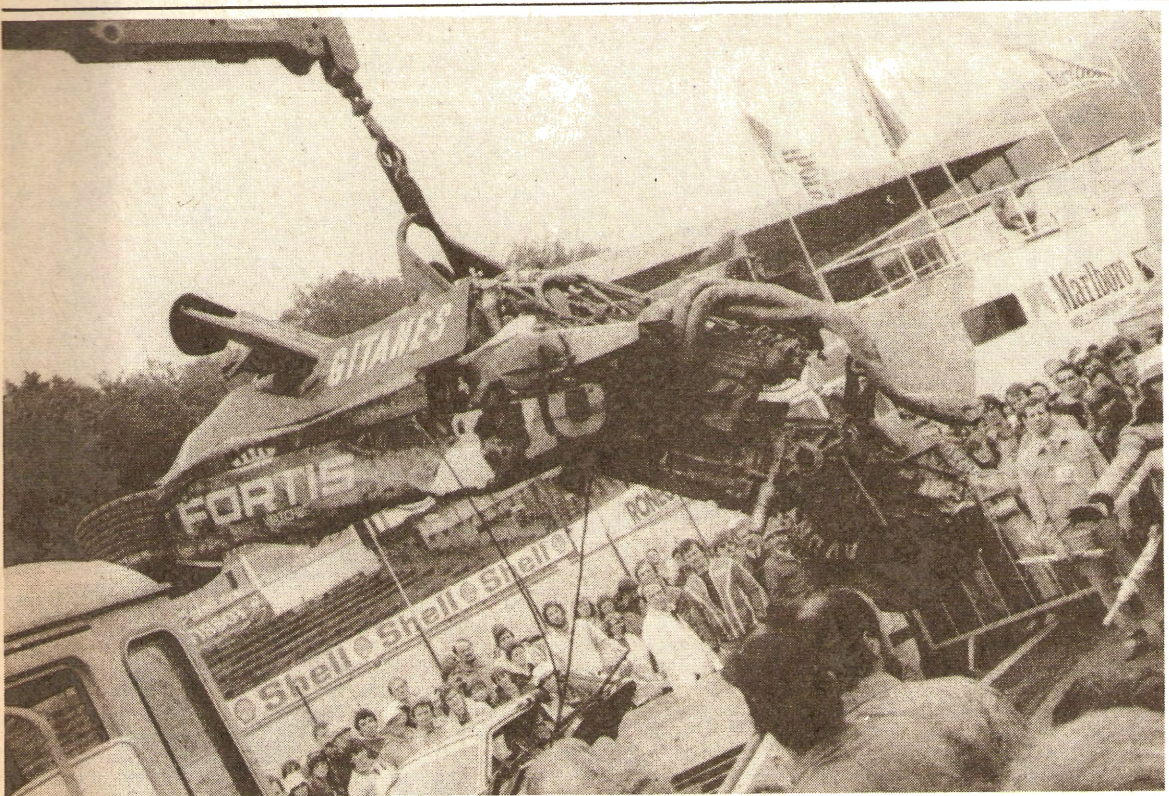
Balestre's plan to ban Q-tyres

At Montreal we heard tell of a proposed scheme to ban qualifying tyres. It is the idea of Jean-Marie Balestre, and so complicated and apparently unworkable as to be a joke.

The bare bones of the scheme are that each driver should be allowed a maximum of six sets of tyres for each driver per meeting. These would be numbered 1-6 by race officials, and chosen by them at random. A driver would be allocated, say, sets 2 and 5 for the first timed session, sets 1 and 3 for the second, and sets 4 and 6 for the race.

On Friday, there would be a free practice session between 09.00 and 11.00. From 11.00 to 14.30, the tyres would be marked and chosen by the officials. From 14.00 to 17.00, the first timed session would be run, with four groups (of eight cars each) running at different times. On Saturday, the timing would be the same, save that the marking and choosing of tyres would be unnecessary.

Straightforward, isn't it? And we can imagine that the mechanics will be wild about practice starting at nine in the morning, and finishing at five in the afternoon. Apparently Balestre claims to have the support of Goodyear, Michelin, Pirelli and, wait for it, Dunlop and Kleber, for this scheme. We formed the impression that the first three named, who are actually involved in Formula 1, knew nothing whatever about it. . .



The remains of Thierry Tassin's Toleman. The Belgian crashed at Eau Rouge *and his car was then assaulted by team-mate Rossi.*

Docking-Spitzley set-back

The Docking-Spitzley Toleman F2 team suffered a major disaster at Spa last weekend when both of their cars were totally written off in the same place within minutes of each other.

Thierry Tassin, who was holding a superb third place, was the first of four drivers to aquaplane off on the river at the infamous *Eau Rouge* corner and after Stefan Bellof and Piero Necchi emulated him his team mate Carlo Rossi, running sixth, followed suit and landed virtually on top of Tassin's car.

Luckily none of the drivers were seriously hurt although Tassin was detained in hospital overnight as a precaution against concussion.

Alan Docking, whose team has worked wonders on a totally inadequate budget, reported that both cars were complete write-offs and that his team would have to miss Hockenheim this coming weekend. "We possibly could make it but the cars wouldn't really be race prepared and so we will concentrate on getting ready to put on a good show at Donington."

Minardi F2 team unhappy

The Italian Minardi team upset the Formula 2 circus last weekend by turning up at Spa with both their cars fitted with hydraulic suspension. Such systems have been kept out of the Formula up until now by Gentleman's Agreement but the team's engineer Giacomo Caliri said: "It is my protest about the state of the F2 regulations as they are at the moment. For six races I was told that the Maurer skirt system would be protested and banned and nothing has happened. If they can get away with it then I must do something similar. Hydraulics is a better way of doing it and I will continue to use it until the rules are either changed or clarified.

"We are a small team and our sponsors want results. I think we have one of the best legal aerodynamic cars but we cannot expect to be able to compete against people who are cheating so we have to do the same."

Caliri is all in favour of F2 adopting the current F1 skirt ruling although this proposal was not altogether well received by his fellow constructors (*see separate story*). "Formula 2 should be a training ground for Grand Prix drivers and the sooner they learn to drive cars with Formula 1 style skirts the better."



Schlesser — commited to Le Mans.

Maurer's troubles

With Jean-Louis Schlesser commited to driving a Sauber with Hans Stuck at Le Mans this weekend there was to have been a spare Maurer drive at Hockenheim. But following Stefan Bellof's Spa crash it seems likely that the team will concentrate on just two cars. Monaco F3 winner Alain Ferte had been approached about making his F2 debut with the team, while Eje Elgh was also a possibility although both are now driving at Le Mans.

As our picture on page 30 shows, Bellof's accident was a big one but the damage was compounded by the antics of the rescue crew. After hitting the armco the car bounced back and came to rest dangerously on the edge of the circuit. Despite the presence of the biggest crane you've ever seen, the marshals opted to tow the car away with a little van. The Maurer overturned almost immediately and was dragged to comparative safety upside down in the mud.

Donington's Howitt F2

The Nottingham-based Howitt Printing Group are to sponsor Donington's European F2 Championship meeting for the second successive year.

The Renault 5 Turbo championship, which supports most of the European Grands Prix, will be appearing in Britain for the first time while the Donington Collection Trophy for famous historic Grand Prix cars boasts the finest entry of the year, valued in excess of £1.25 million.

The programme, spread over July 3/4, also has rounds of the Tricentrol British Saloon Car *Motoring News* GT, Radio Trent FF2000, Donington production GT, Townesend Thoresen FF1600 and Unipart Metro championships.

End of the road for Thackwell?

Following superb third places in the last two F2 Championship races with Markus Hotz's private March, it looks as though Hockenheim this weekend will be Mike Thackwell's last race.

Unquestionably back to the form which put him in the *Guinness Book of Records* as the youngest-ever Grand Prix driver in 1980, prior to his horrific Thruxton shunt with the F2 Ralt-Honda last year, Thackwell's problem — as ever — is money.

"I'm really grateful for the help which friends have given me to get me six races" said the 21 year old New Zealander, "but at the moment it looks like Hockenheim will be the end of the road although we are desperately trying to make Donington as well. Markus runs a superb little team and with the support I've had from Heine Mader, Dunlop and Avon it has been a great opportunity for me to get back into the groove".

Having set the quickest time in unofficial practice at Spa on Japanese Dunlop tyres, Thackwell switched to Avons for qualifying and the race. The two year old Dunlop construction doesn't suit the downforce generated by the current March chassis and the fronts wear out after fifty miles. Although he had engine and gearing problems in official qualifying, he started the race ninth and finished third executing half of the race's few genuine overtaking manoueuvres and setting fastest lap.

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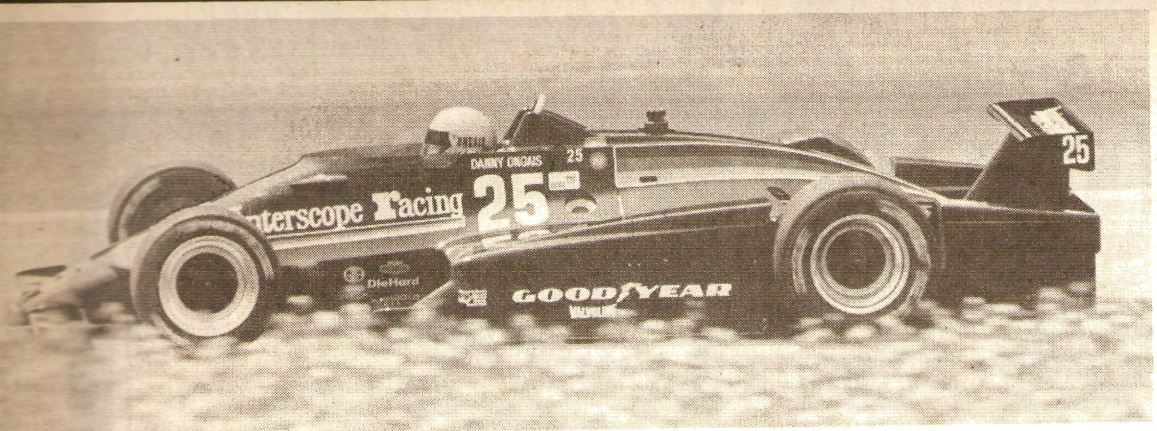
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Several horrific accidents with their own car (above) have forced Ted Field and Danny Ongais to look elsewhere for Indycars.

Big Interscope re-shuffle

Following the rear wheel bearing failure which caused Danny Ongais's accident in the Indy 500, major changes have been made to Ted Field's Interscope Racing Indycar operation. The only original staff retained by the Costa Mesa, California, based team are the crew chief and an administrator, and the existing Interscope chassis are for sale. The team has also dispensed with the services of the designer, Roman Slobodynskyj. It is thought that Interscope will be running March 82C cars for the rest of the season, although we understand that one of the Interscopes is being extensively modified, probably for use as a back-up car.

Incidentally, the Costa Mesa team is now looking for more staff to run an exceptional array of racing cars, including its new Marches, the Interscope, and no fewer than six IMSA GT contenders comprising two Lola T600 GTP chassis, two Porsche 935 K4 cars and two K3s.

FIA World Cup outlines

Further official details of the new Formula Atlantic/Pacific based FIA World Cup series were announced by one of the prime movers in the series, Bob Hanna of the Canadian Automobile Sports Clubs at Montreal last weekend.

Members of the FISA Commission responsible for the formation of the World Cup, Roberto Causo (Italy), Burdette Martin (USA), John Roxborough (Australia), Ron Frost (NZ), Derek Ongaro (UK) and Hanna, had their third meeting during the weekend and issued a statement outlining details of the series.

The FIA World Cup champion will be determined as a result of four races held annually—one in North America, one in Europe, one in the South Pacific (Australia or New Zealand) and one in the North Pacific (Macau or Japan).

During the Commission's two day meeting the sporting and technical regulations were finalised and a tentative schedule agreed for the first four championship races. The North American and European rounds will take place in September 1983 and the remaining events in October.

The FIA World Cup champion will be the driver who earns most points for finishing positions achieved in these four races. In order to be eligible for points a driver will have to register in his geographic zone and then be selected for the four championship events on the basis of his performance at a series of qualifying races within his zone.

The first of the zone qualifying series will be the Tasman Cup Championship, comprising two events in New Zealand and two in Australia in January and February 1983.

The statement is vague on technical detail and says: "Cars will be virtually identical to those presently used in Formula Atlantic and Pacific, and the regulations contain a rule on the bottom construction of the cars which eliminates ground effects and the tremendous down-forces generated by this design."

As far as engines are concerned the first series will permit the Ford, Toyota and Datsun units currently used in Pacific and Atlantic and the Commision states that other engines may be recognised for the 1984 series. These will be announced no later than December 31 1982. From then on engine recognition changes will be announced with a minimum of 12 months notice prior to the first zone qualifying races for a given year's World Cup.

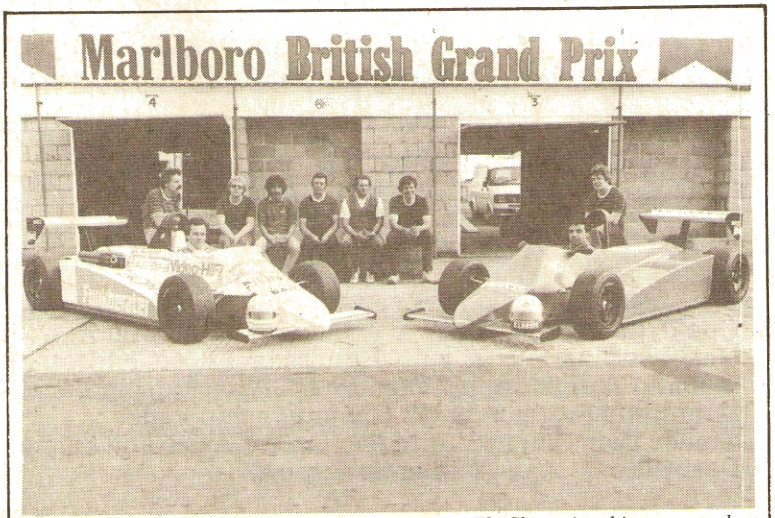
Members of the Commission emphasised their committment to a stable, relatively inexpensive, "driver's formula" and to hold costs to the current range of Formula Atlantic racing. They also recognised "that current trends in worldwide auto manufacturing indicate a future switch to a 2000cc motor for the formula would be required". Bob Hanna, the Commission's chairman, pointed out, however, that this possibility is still under investigation.

"According to our schedule the earliest 2-litre formula could be implemented would be 1984 and then the motor would be restricted so it could run with the 1600s, at least for one season.

"There is no way the FIA World Cup is going to turn into a contest among manufacturers" added Hanna, "and any decision we may make will be taken with the economic impact on competitors as the number one priority".



To commemorate the 200th GP victory for Champion Spark Plugs, Didier Pironi was presented with a silver plate by John Glover in Monaco.

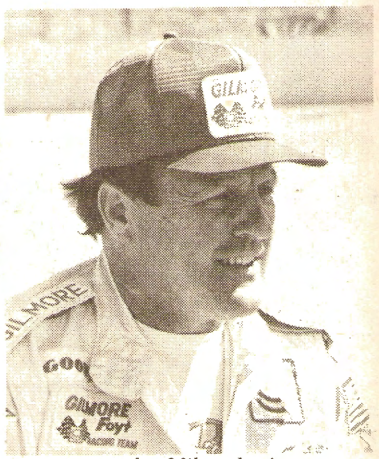


The new 2-car Anson team for the European F3 Championship appeared at Silverstone last weekend, running, as they will for the rest of the year, on Pirelli tyres. Drivers for the effort are Austrian Gero Zamagna, who has support from Funkberater, a chain of electrical retail shops, and Italian Claudio Langes.

Luckless British Alfa men

It seems that any British F3 team who contemplates a switch to Alfa Romeo engines is to be plagued with problems. Last year, Mike White encountered myriad traumas with his March-Alfa, while more recently Dave Scott wasted a couple of weeks trying to make the Italian engine perform satisfactorily in his Swift Caravans Ralt. He eventually decided to remain with Toyota-power. The latest man to attempt the swap is Roberto Moreno, who should have used one of the Novamotor-tuned engines last weekend.

Unfortunately, though, his Ivens Lumar Ralt devoured one engine during testing and as they could not be sure when they would receive a replacement, Gregg Siddle decided to run the car with a regular Toyota/Anglia Cars unit for the important Euro round. "We're definitely going to stick with it, though," said the Australian, "and we'll be putting another Alfa in the car directly after the race." All being well, the Alfa motor should definitely be in this weekend at Cadwell Park.



Foyt — second at Milwaukee!

AJ's back

The great A. J. Foyt took his March 82C to Milwaukee last weekend, and raced the car into a competitive second place finish behind Gordon Johncock's STP Wildcat (report: *Sportscard*), Milwaukee was Foyt's first short-track Indycar race in four seasons, prompting speculation that the 47-years-old Texan is planning a full season of CART events during the rest of 1982.

Lola Indy car on ice

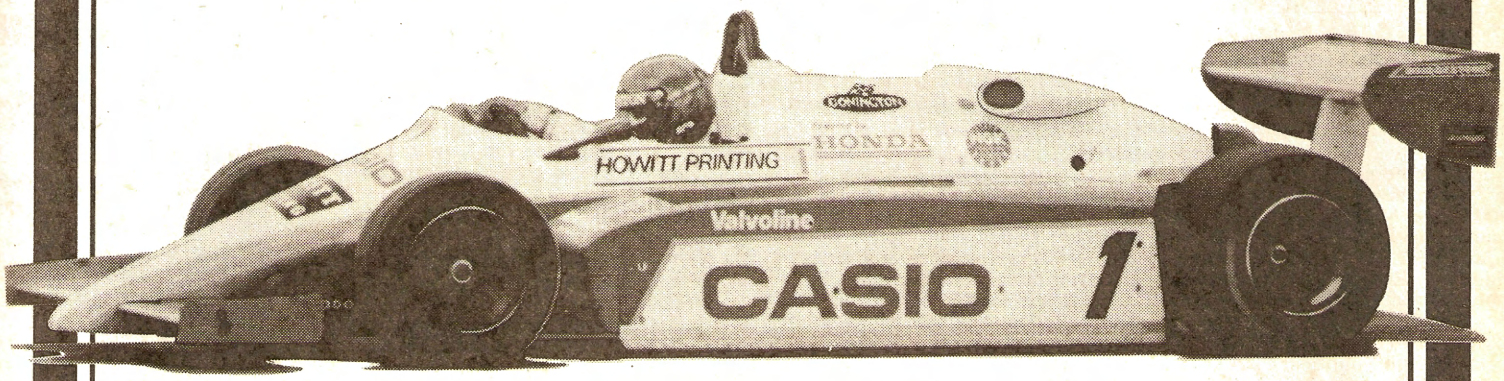
Eric Broadley of Lola Cars was in Milwaukee for last weekend's Indycar race, and he and the US Lola agent, Carl Haas, confirmed to our American Editor that Lola has been working on an Indycar project. At present, however, the Huntingdon project has been put on ice, pending decisions on which way the company should go and on the extent of its commitment to sports car racing.

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Admission to Trackside Enclosures: Adults £6;
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1st Race: 10.40 am

FRIDAY JULY 2:	Qualifying starts at 13.00 – Admission £1.50 Children FREE
SATURDAY JULY 3:	Qualifying starts at 09.00 – Admission £2.50 Children FREE + Radio Trent Formula Ford 2000 Championship Race Donington Production GT Championship Race
DONINGTON:	4 miles from Junction 24 of M1 (Just off A453) and 8 miles south east of Derby (next to East Midlands Airport).

The organisers/promoters reserve the right to alter or cancel the programme without notice.

Avon withdraw from Walkinshaw Rovers

After their much publicised tyre troubles at Thruxton, the works Rover Group 1 cars arrived at Silverstone wearing Dunlop rubber . . . and two days before the weekend meeting Avon issued a statement saying they had "withdrawn their support from the BL Rover racing programme in 1982."

The split, seen as inevitable by many observers, was "amicable" according to Avon/IRTS who went on to say they had been "very depressed" by the performance of the cars.

A spokesman for TWR — the team that runs the Rovers of Jeff Allam and Peter Lovett — said: "Our ultimate duty is to win races for BL. If we cannot do that on Avon tyres then we are obliged to change to more suitable rubber. We will, however, continue to test Avons and participate in the development of the tyres, so if they become more comeptitive than the Dunlops we are currently using, then we would not hesitate to switch back."

Silverstone ETC exclusively Group A

It has been confirmed that the Silverstone TT will this year be restricted to Group A cars. As usual, the Tourist Trophy will be a round of the European Touring Car Championship, and in the past that has meant that Europe's leading Group 2 runners headed the field while the grid was swelled by many of the Tricentrol Group 1 competitors.

This year, however, Group A cars have proved slower than expected and if Group 1 cars were allowed to mix with them, victory would undoubtedly go to one of the home championship runners.

At present there are just two British-based teams running Group A cars in the ETC. One is the Jaguar XJS of Tom Walkinshaw which will be a favourite for outright victory, the other being the David Palmer/Les Blackburn Mazda RX-7.

It is hoped there will be Group A Rovers from both TWR and Patrick MotorSport while Richard Longman is planning to run a Group A Metro as he did at Donington's ETC round held in May. Other runners are thin on the ground at the moment.

RICCARDO PALETTI



It was with great sadness that the Grand Prix world learned last Sunday that Riccardo Paletti, one of the circus' youngest and newest drivers had succumbed to the injuries he received in the startline accident in Canada.

Born in Milan, Paletti began racing when he was 19 in Italian SuperFord and went quickly into Formula 3. Impatient for success he opted to go into Formula 2 after just 15 F3 races, his best result being a fourth place. A one-off outing at Misano in 1979 wasn't followed up until he joined Mike Earle's Onyx Racing for four races at the end of the 1980 season.

His lack of experience notwithstanding he did enough in those four races to secure sponsorship from Pioneer in October that year for a full programme with Onyx the following season.

During the winter Onyx gave him 3000 miles of testing and at the start of the season the valuable experience had obviously stood him in good stead. He opened the championship series with a fine second place at Silverstone and followed it with fastest lap at Hockenheim and third at Thruxton. These credentials spawned the idea that he might move straight into Grand Prix racing this year although his impetuosity to progress quickly reflected in his later race performances to such an extent that he had settled on another year of Formula 2. However his sponsors were keen to get into Grand Prix racing and they took him with them to the Osella F1 team.

Well aware of his lack of experience, he hoped for a winter testing programme similar to the one he experienced with Onyx but with the team's rush to build new cars his mileage was restricted and at the start of the season he did appear, not unaturally, out of his depth. However he applied himself well to the task and by Monaco was driving the car with confidence and then qualified for both the Detriot and Montreal races.

The accident came just two days before his 24th birthday although he looked much older. Bespectacled and frail in appearance he was willing to make up what he lacked in natural ability by sheer hard work and determination.

Although he had only been in international motor racing for a short time, Riccardo was already a popular man with his excellent command of English and perfect manners. To his family, who encouraged every move in his career, the Onyx racing team who did so much to further his career and finally to the little Osella Grand Prix team AUTOSPORT extends its deepest sympathies for their tragic loss.

IP



Mike Kimpton — promising run.

Kimpton's rotary return

Terry Nightingale, who was leading the 2500cc class in the Tricentrol Group 1 championship in his Mazda RX-7 until he ran out of money, hopes to field the car for another driver for the rest of the season.

At Silverstone on Sunday the car was driven by Mike Kimpton, who last year ran a Nick Whiting-prepared Capri. After a terrible practice, hindered by engine problems and rain, Kimpton started the race from the back row, pulling himself up well in the unfamiliar car.

Nightingale said: "Mike seemed happy with the car during the race, and I hope to be able to run the car for him for the remaining races on the calendar."



Da Silva's F3 speed

During a test-day at Silverstone recently, Brazilian Ayrton Senna da Silva had his first taste of Formula 3, driving the Eddie Jordan Racing Ralt RT3 usually handled by James Weaver. The FF2000 star completed 38 laps, having earlier tested his Van Diemen at Mallory Park, incidentally, with a best of 54.03s, which compares most impressively with the fastest lap at the recent Whit-holiday Monday race of 54.4s! "I enjoyed it very much," said Ayrton afterwards, "and it was better to drive than I thought it would be. Things have not changed, though, I still want to concentrate on Ford 2000 and perhaps try a few more F3 cars and see how I go."

Setback for saloon drivers

The horrific accident which eliminated three cars from Sunday's Silverstone Group 1 race fortunately looked worse than it was. The sequence began on lap 3 as Mike Buckley's Escort tried to overtake Neil McGrath's Metro into Club. Some highly optimistic late braking saw Buckley cannon into the Metro, both cars spinning.

But while the Metro spun out of harm's way, the Escort careered across the track and was T-boned by Pete Hall's Industrial Control Services Toyota. The Toyota hit the Escort's driver's door, rolling the RS into the catch fencing. The chaos continued as John Spiller's Talbot could not avoid smashing into the back of the Toyota.

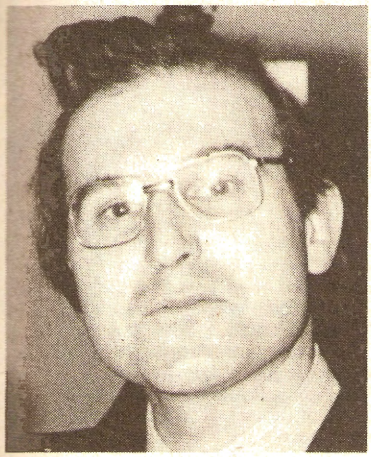
Spiller and McGrath were unhurt — McGrath was able to continue to third in class — but both the other drivers were taken to Northampton General Hospital. Hall suffered bruising and shock but was not detained, but Buckley was found to have fractured his right hip joint. He was detained in hospital.

From his home on Monday, Pete Hall said: "One minute we were all having a great dice and the next there was chaos. I did not have a chance to miss the Escort. It is a tribute to the strength of the Toyota that I was not badly hurt."

Now with a badly bent car, Hall is contemplating his next move. "I am upset because if the car was going to be competitive in 1983 I would have it rebuilt straight away. As it is, it's obsolete and it seems pointless to rebuild it for two or three races."

Briefly . . .

● Paolo Giangrossi's Vesuvio Racing Ralt-Alfa was a non-starter in Sunday's European F3 round at Silverstone, following the Italian's crash at Club Corner during practice. Paolo was taken to hospital suffering from concussion but was back at the circuit on race-day. The circuit doctor, however, pronounced him unfit to race.



Dooley — two car team.

● As the next round of the Tricentrol Group 1 championship is to be held at Donington — where two split races are run — Jon Dooley might field his 1.3 Alfasud ti as well as the new GTV6. At Silverstone the V6 went well until electrical problems forced it into retirement. Dooley lapping more than 2secs faster in the race than he had in practice.

● Hospital research teams will have an interesting time drawing conclusions from a little black box strapped to Gordon Spice during Sunday's Tricentrol Group 1 race at Silverstone. Gordon was wired for heartbeat and pulse rates . . . now we will see if saloon car racing really is a heart stopping business.



Taylor — joint sponsorship.

● Following Tim Lee-Davey's nasty crash during practice for the Euro F3 round at the weekend, team-mate Tommy Byrne's Murray Taylor-prepared Ralt bore allegiance to Tim's sponsors, Rizla, during the televised race, as well as backing from Group Waterworks.

● Kees Nierop, who ran with Tim Schenken's Tiga F3 team last year, is due to make a come-back in the formula with backing from fellow-Canadian Walter Wolf. Kees hopes to be out this weekend in Neil Trundle's 1982-spec Ralt RT3.

● Rumour has it that the BMW factory will be entering a BMW 528i in the Nürburgring European Touring Car Championship race on July 4 for Hans Stuck and, hopefully, Nelson Piquet.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Jun 19/20	Le Mans, France	Le Mans 24 Hour Race — World Endurance Champion for Makes and Drivers, round 4 *As previewed in our issue last week, the World Championship for Makes/Drivers continues at the Sarthe this weekend. Group C teams from Porsche, Rondeau and Ford head the entry.*
Jun 20	Hockenheim, Germany	European Formula 2 Championship, round 9/Euroseries FF2000 Championship, round 5 *Maurer drivers Stefan Bellof and Frank Jelinski will be back on home ground looking to score well against the currently high-flying March-BMW and Spirit-Honda teams. In the FF2000 event, brilliant Brazilian Ayrton da Silva will be there with his Van Diemen RF82. . .*
Jun 20	Michigan, USA	Gabriel 400 — NACSAR Winston Cup Grand National Championship, round 15 *Just seven short days after a 500-mile race at Riverside, California, the NASCAR boys will be back in action around the Michigan International Speedway in Great Lakes country.*
Jun 26	Kyalami, South Africa	Sigma South African Formula Atlantic Championship, round 8
Jun 27	Monza, Italy	European Formula 3 Championship, round 9/Italian Formula 3 Championship, round 8
Jun 27	Osterreichring, Austria	European Touring Car Championship, round 7
Jun 27	Mid-Ohio, USA	Budweiser/7-Eleven CanAm Championship, round 3/North American Formula Atlantic Championship, round 5
Jun 27	Norisring, Germany	International German Racing Championship, round 7/Super Sports Series, round 3
Jun 27	Laguna Seca, USA	CRC Chemicals TransAm Championship, round 4
Jun 27	Charade, France	French Production Championship, round 10

NATIONAL RACING

Date	Venue	Event/Details
Jun 19	Donington Park, Derbys	Superkarts — FSO Cars Television Trophy Challenge, final round *Run as part of the two-day John Player International Trophy Motorcycle Race Meeting, which features many of the world's top riders, including Kenny Roberts and Barry Sheene, the Superkartists will be action on Saturday afternoon for the final two races counting towards the televised FSO Cars series. Dave Buttigieg, who recently won the European Championship (also at Donington), heads the entry and the points table. Adults, £2.50; Children, free.*
Jun 19	Aintree, Liverpool	FF1600, Autocavan FVee, Reliant 750F, Garelli Sportscars, Austin 7 (750MC) *Mick Harris leads the 750F series currently, although Gary Randall has been the man to beat in the most recent rounds. In the FF1600 event, rapid local man Andy Middlehurst will be joined by preparation expert Dave Abram in a second Van Diemen, with opposition from the Allinson brothers, Richard Street and young Tim Sugden. The Garelli Sportscars again warrant two separate races, headed by series leader Andrew Wareing, from nearby Kirkham. Racing starts at 1400.*
Jun 20	Cadwell Park, nr Louth, Lincolnshire	Marlboro British F3, P&O Ferries FF1600, Muraspec F4, F1300, Oceanair Clubmans, *Daily Mirror* Ford Fiestas, Mini Se7en (BARC) *The delightful Cadwell venue hosts its major meeting of the season this weekend, the difficult 2.25-mile track sure to test the Marlboro F3 contenders to the full. All the usual front-runners are entered, including Tommy Byrne, James Weaver (Ralt-Toyotas), Roberto Moreno (Ralt-Alfa) and Martin Brundle (Ralt-VW). Particularly exciting are likely to be the Mini Se7en and Ford Fiesta races, both of which will have capacity fields, while Gianfranco Cané and David Hunt will be renewing their P&O FF1600 rivalry. After practice from 0900, racing starts at 1400. Adults, £3; Accompanied Children, free.*
Jun 20	Mallory Park, nr Hinckley, Leics	Townsend Thoresen FF1600, "Champion of Mallory" FF1600, F Talbot, Monroe Prodsaloons, Wendy Wools Special Saloons, Classic Saloons, STP Modsports, Clubmans A, MGAs (BARC) *Another full, 9-race meeting should provide good value at Mallory this weekend, with a round of the exciting Townsend Thoresen FF1600 series topping the action. Any of at least 10 drivers are fully capable of winning, and several of them are also due to take on the circuit specialists in another of the 'Champion of Mallory' rounds. In the Wendy Wools race, Ginger Marshall will be back with his extraordinary Reliant Kitten — the immaculately prepared car is certainly worth a special look in the paddock. Racing begins at 1400, following practice from 0930. Adults, £3; Children, £1.*
Jun 20	Snetterton, Norfolk	Seldon Classic Sportscars, Post-Historic Roadsports, FJunior, Willhire Pre '65 single-seaters, MG T-Types, Historic GT (HSCC) *Helicopter operators Air Hanson are supporting the main event on the HSCC's programme, a 1½-hour endurance race for Historic Special GT cars. A full field of these exciting cars are entered, including many 'big bangers' and a Chevron B19 to be driven by Stirling Moss. The competing cars will each have to make a pair of compulsory pitstops. Adults, £3; Children, £1.*
Jun 20	Lydden Hill, nr Canterbury, Kent	Marchant & Cox FF1600, Bob Kirk Special Saloons, FLibre, Karts, Standard production rallycross, Bangers (Astra MC) *Astra MC are back with another of their popular Festivals of Motorsport this Sunday. Three 'proper' races start the afternoon's proceedings, one of which will count towards the circuit's Marchant & Cox FF1600 series, which is currently led by Royale RP26 driver Colin Stancombe. Wil Arif and Steve Brown are also likely to be there with their Sarks.*

OFF TRACK

Date	Venue	Event/Details
Jun 19	Linwood, Renfrewshire	Summer Autotest (Scottish Sporting CC), Talbot Works, Linwood. Start: 10.30. Round of the RAC Autotest and SSCC Club Championships
Jun 19/20	Doune, Perthshire	Pace/RAC British Hillclimb Championship, round 7/Grampian TV Scottish Hillclimb Championship, round 5 (Lothian CC) *One week after the round at Fintray, in the far north of Scotland, the hillclimb regulars move a little further south for the annual Doune event. The usual Pilbeam-mounted brigade should be out in force.*
Jun 20	Gurston Down, Broad-chalke, nr Salisbury, Wilts	Wadham-Stringer (Southampton) Speed Hillclimb (BARC-SW) — Gurston Hillclimb Championship, round 2. Start: 1330.
Jun 20	Knockhill, Fife	Lloyds & Scottish British Rallycross Championship, round 4
Jun 20	Curborough, Staffs	Graham Hill Trophy Sprint (Owen MC) — Midland Championship round
Jun 20	Watford, Herts	Autotest (Sporting Owners DC) — Robert Bosch Car Park, Rhodes Way, Watford. Start: 1000.

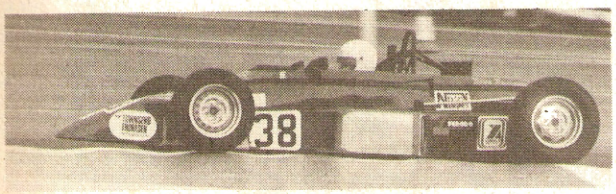
Secretaries of the Meeting are requested to send details of all forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex.

ROYALE WEEKEND



ROYALE S2000M SILVERSTONE 13/6/82

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3rd FRANK SYTNER — ROYALE S2000M
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FASTEST LAP FRANK SYTNER



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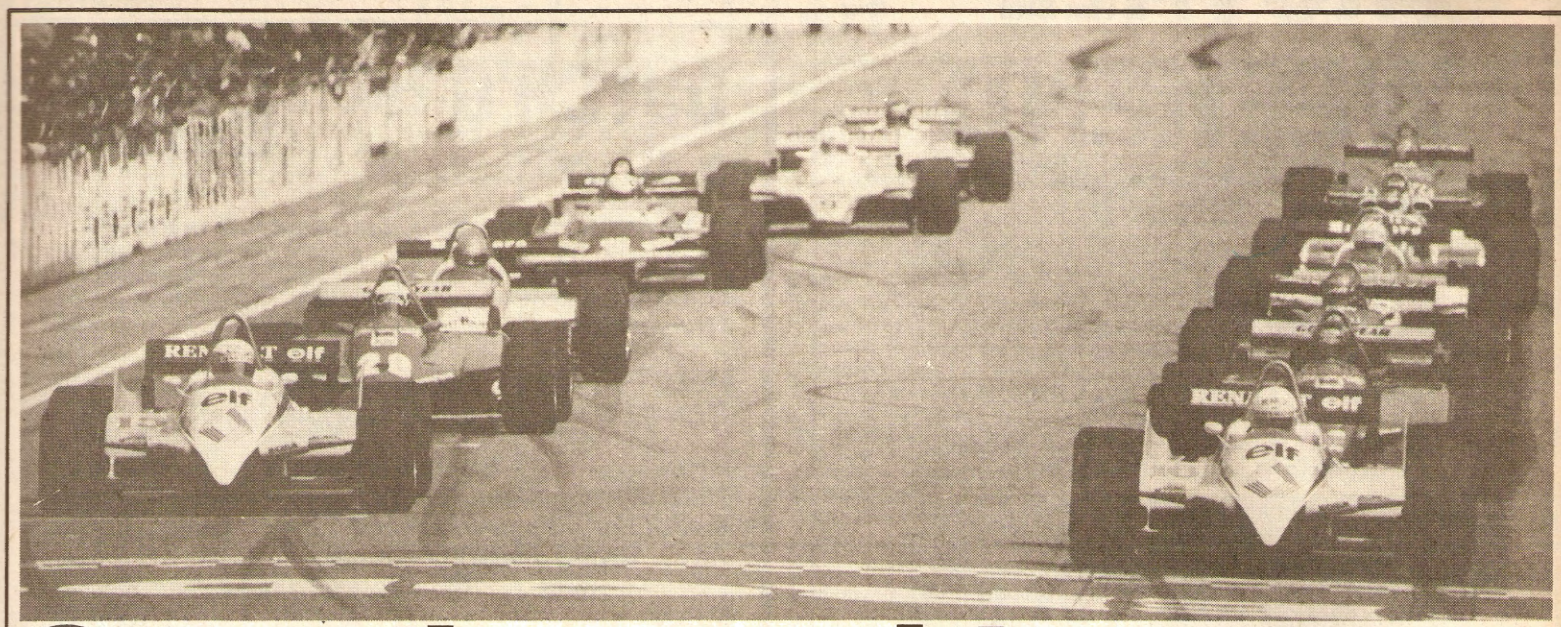
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Comment



Start-line accidents

After last Sunday's tragic accident as the Formula 1 cars left the startline of the Canadian Grand Prix in Montreal, there have been suggestions that rolling starts should be adopted for Grand Prix racing. We remember that the subject was also raised following the unpleasant collision involving the two Arrows team cars at the start of last year's Belgian Grand Prix at Zolder.

In our view, the adoption of rolling starts would no nothing to prevent lap one accidents. Whether the cars have set off from standstill, or from a parade lap behind a pace car, the simple fact is that, in these early moments, the drivers are in the greatest danger of collision not because of their method of starting, but because of the straightforward proximity of the cars at the start of the race.

We fail to understand how anyone can advocate the rolling start as a solution to the problem, only two weeks after the big shunt at the rolling start of the Indianapolis 500.

FISA has established a methodical and efficient start procedure for Formula 1 races. We see no reason to change that procedure, although Zolder 1981 and Montreal 1982 must surely indicate that the Safety Commission and Formula 1 Commission should be looking at the effectiveness of the startline marshalling system in warning drivers about stalled cars.

Correspondence

the editor is not bound to agree with readers' opinions

Blind spots

I read the article on the rally Ford Escort (June 3) with interest, but it is clear that Graham Robson has a few blind spots in his view of history. It is perhaps only of interest to me that the blind spots concern cars in which I was the co-driver!

If it had not been for your caption to the picture of XOO 355F, an expectant public might never have known who co-drove the first Escort Twin Cam on an international rally. In any case, Ove Andersson — now competitions manager of Toyota Europe — was not revealed as the driver and, despite his two years at the wheel of a Boreham Escort during the important formative years of that car, only rates a mention once in the article.

More serious still, Escorts won the Manx International twice more than listed at the end of the article: once with Chris Sclater in 1971 and again with Adrian Boyd in 1973. On both occasions, the co-driver was that same bespectacled lad who had driven with Ove Andersson in 1968. . .

Perhaps you could ask Graham Robson to write an article on Perkins-engined Volgas entered on the Leige-Sofia-Leige?

Incidentally, I regret to say that AUTOSPORT, since I left it, has improved. I would not like to connect the two, but it is good only to have to read one journal each week and still know *all* the salient facts. Some of the features are quite good, too!

COWLEY, OXON — JOHN DAVENPORT
Director of Motorsport
BL Cars Ltd

Your copy still needs subbing, John — Group Ed.

Severe penalties

Having read the June 10 copy of AUTOSPORT, I am amazed at the severe penalties imposed on the Ligier team for very minor offences.

While I don't think that 10,000 dollars is a lot to Ligier, it could be very expensive for, say, Ensign or Theodore. Only 5mm too wide and 7mm askew is hardly likely to affect the car's performance by any relevant amount.

A similar occurrence was the disqualification of Niki Lauda in Belgium for a car 3lbs underweight. Surely it is farcical that, after much effort and not inconsiderable expense, rules should be so rigidly applied for such minor specification defects.

Obviously there have to be rules as regards weight and dimensions, but could not a system be introduced to tackle differences due to tolerance errors? I would propose a 'penalty points' system.

For example, say the minimum weight limit is 580kgs. A tolerance allowance of up to 5kgs could be acceptable as far as the results are concerned, but with one penalty point for each kilo overweight up to the 5 kilo limit. Similarly, say one penalty point for every centimetre error up to a limit of 5cm. Over a Grand Prix season, a 'totting up' of points be allowed up to a limit of 20 points, at which stage World Championship points would begin to be dropped.

A system on these lines would be fair to all and allow for minor detail miscalculations without having to leave scrutineers with tough decisions.

KING'S HEATH, BIRMINGHAM — G. D. TARR

Patience and tolerance

By way of reply to the views of a 'committed GP racing fanatic' (*Correspondence* June 3 issue) I should like to make just two points.

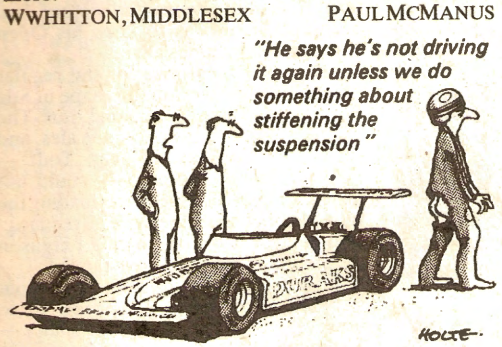
Firstly, if GP racing now has a 'very squalid image' then it has had so for longer than many people care to remember. Twenty years ago things were far from rosy in the garden, for the 1960's were the years of the British boycott of the Italian GP (1960), of arguments over the suitability of the Monza track, of accusations of favouritism by the British teams. These were the years of dispute and objection over both the 1½-litre and 3-litre formulae, of rancour between the GPDA and the circuit organisers over safety conditions and improvements, and the interminable squabbles between the Constructors and the CSI. These were the years of growing acrimony surrounding new aerodynamic developments, the use of wings and greater aids to cornering, the beginnings of the so called 'tyre-war' and the terrifying number of racing deaths and injuries. If all this can be forgotten so easily what are we worrying about? Controversy in the world of GP motor-racing is not a modern phenomenon, it has been with us a long time and the sport still manages to survive. What matters most is the racing itself which is as exciting as it has always been; the drivers are just as courageous and as Mr M Dyson admits, the ordinary spectator can still have fun.

Secondly, despite the constant disagreements, wranglings and tragic accidents, GP racing is definitely still worth it, even without the 'greats' Mr Dyson mentions. For with the departure of one generation's racing aces, comes the inevitable and painstaking rise of the new stars who will represent all the values of heroism and bravery for the younger fans as did Reutemann, Andretti and Villeneuve. For the young

enthusiast, drivers such as Prost, Piquet and Rosberg are becoming the new charismatic aces to watch, with Palmer, Moreno and Corrado Fabi still to come!

We are all aware that the sport has its problems, but should we not try to avoid turning against it when criticism seems easier than patience and tolerance? Perhaps there is little the ordinary fan can do to change things except live in hope that others with more influence can sort out the difficulties. But I will always believe that GP motor racing and the people who still actually care about it (and inspite of everything they do exist) have too much to give us that is good to warrant our desertion. To all the Mr Dyson's of this world I say: please think again, we have never needed your patience more.

WWHITTON, MIDDLESEX — PAUL MCMANUS



Prophetic cartoonist

I found the above cartoon in a stack of old magazines that my wife was recently clearing out. The surprising thing is that the magazine was dated 1980, long before the Concorde Agreement was drawn up.

The designer of the car illustrated (possibly Gordon Murray?) obviously complied fully with the poor, unfortunate driver's wishes.

BOURNEMOUTH, DORSET — CJ MARTIN

Slot car racing

When is someone going to get to grips with this hypocritical farce called F1 motor racing? Everybody is talking about more safety, reducing this, barring that, and then what do they do . . .? They make them race around a concrete bob-sleigh run. The Detroit circuit made Las Vegas look like a race track.

OK, so the Osterreichring is one of the fastest circuits about, but it's a damned sight safer than these Scalextric-type circuits that the Americans keep slotting together. So come on FISA and FOCA, sort yourselves out please. Give a little more thought to the men who sell the sport, the drivers, and a little less to the money and advertising. Give us back the sport we used to know.

SOLIHULL WEST MIDLANDS — MICK BLIZZARD

10 Then as now? 25

Le Mans was won by a French team 10 years ago this week — the first time in fact since 1950 that France won at the Sarthe circuit — and the winning combination was comprised of Graham Hill and Henri Pescarolo in a Matra 670, (AUTOSPORT, June 15, 1972). However, their victory was tarnished by the tragic death of Jo Bonnier. Making up for lost time, after a sideways moment on Mulsanne when a tyre lost its tread and wrecked the rear bodywork which caused delay in the pits, Bonnier's Lola apparently cannoned off a slower car — a Ferrari Daytona — and into the trees. For the president of the GPDA, who spent a lot of his time campaigning for greater safety measures, it was an ironic death for one of the sport's most popular heroes.

The first CanAm race of the season took place at Mosport Park in Canada, resulting in a win for Denny



Emerson Fittipaldi won at Hockenheim in the wet.

Hulme's McLaren — perhaps a rather predictable result. But Hulme was hard-pushed by Mark Donohue's Porsche.

Emerson Fittipaldi continued his winning ways in the 1972 season by taking round 6 of the European Formula 2 championship at Hockenheim. The brilliant Brazilian led both heats from start to finish.

Hannu Mikkola substantiated his form in the Safari and World Cup rallies by winning the Scottish quite comfortably driving an Escort RS1600. Second was the Roger Clark/Jim Porter Escort while third, making it an Escort bonanza, was the JC-Withers sponsored Escort of Chris Sclater and John Davenport.

Pit & Paddock stories . . . a settlement out of court between three local residents and the owners of Thruxton circuit about noise levels, reduced the amount of racing days allowed at Thruxton to 12. Unofficial practice was also to be drastically cut down, so affecting the circuit's income . . . at least the popular Hampshire circuit did not suffer the same fate as London's Crystal Palace . . . The new Tyrrell challenger, the 005, was unveiled, the main changes being the use of inboard brakes and an all new square-sided monocoque . . . So too came the announcement that Patrick Depailler would join Jackie Stewart and François Cevert in the Tyrrells. . . .

AUTOSPORT was full of the Whitsun holiday club meetings 25 years ago (AUTOSPORT, June 14, 1957). At Goodwood, apart from some of the exciting racing, one of the main attractions was Jim Meikle's pulse-jet-powered Cooper. The car thundered off down the track belching out sheets of flame due to a leaking valve and looked very spectacular indeed. In fact, not since the rocket-propelled Opel of the pre-war days had a vehicle with no direct drive to the road wheels been seen in action until then.

The racing at Brands Hatch saw Jack Brabham maintaining his tremendous form seen at the Monaco Grand Prix. Driving his works twin-cam Cooper-Climax, Brabham won the first event at 72.70mph leading home his team-mate Roy Salvadori and Mackay Fraser (Lotus).

Brabham broke his own F2 lap record recording a



The F2 field streams away at Goodwood.

fastest lap of 75.41mph — extremely close to Archie Scott-Brown's outright lap record of 75.66mph set in the F1 Connaught. He then went on to win the second heat from Fraser's Lotus and Les Leston's Cooper, giving him an aggregate time 22.2secs faster than Fraser.

Jack Brabham went on to cap an extremely successful weekend by winning at Crystal Place in the London Trophy F2 race and setting a new lap record of 80.19mph on the tight little circuit.

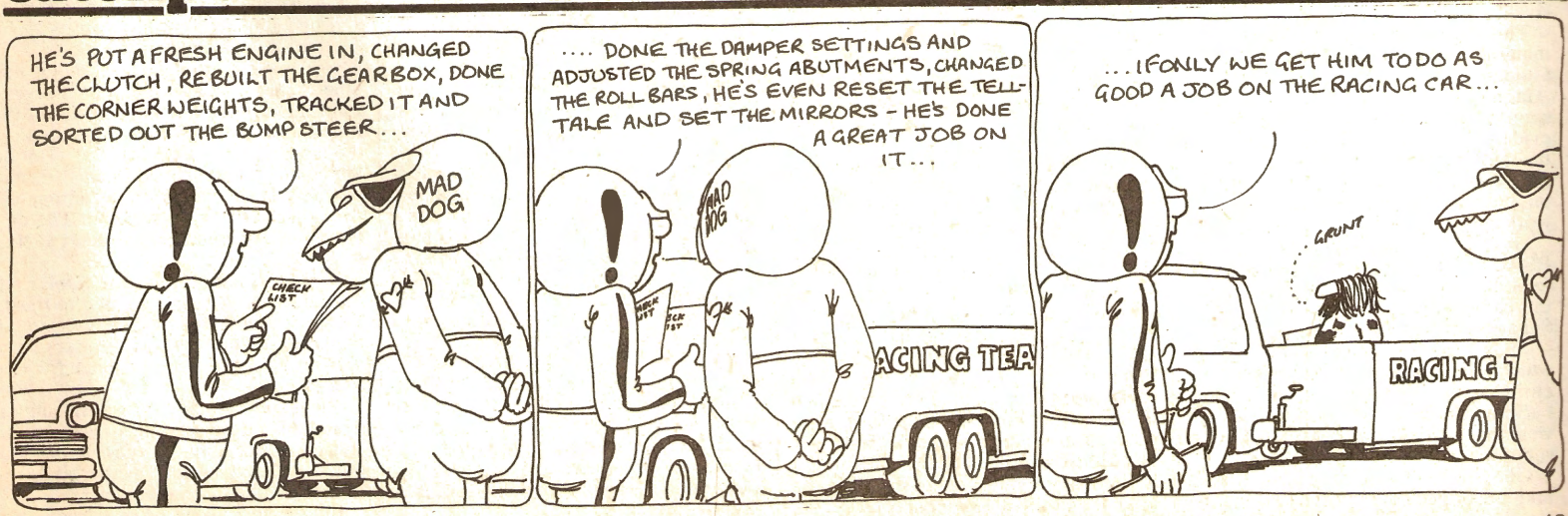
The first heat of the London Trophy went to Roy Salvadori in the other of the works entered Coopers with Brabham second while both the Lotuses had to retire. But in the second heat Salvadori had gearbox problems dropping him to third and Brabham went on to win a convincing victory.

Detroit may have had their first Grand Prix the week end before last, but 25 years ago AUTOSPORT's leader carried the sad news that GM of Detroit had decided to withdraw support from all forms of professional racing, including the popular stock-car events. This spelt the end to the development-through-racing programme of the Ford-engined Chevrolet Corvette (or at least for the time being).

"One cannot but regret the absence of the blue and white cars at major International sports car races. With their hearts in the job, Chevrolet and Ford could well have upset Europe's long domination . . ."

Catchpole

by Barry Foley





Mikkola's drive through the field after his first stage disaster showed just why he is regarded as the best in the world.

Hannu smokes them

Mikkola takes last gasp victory — Vatanen and Blomqvist retire after setting early pace

Report: PETER FOUBISTER. Photography: COLIN TAYLOR PRODUCTIONS.

Hannu Mikkola won the Arnold Clark Scottish Rally after one of the most amazing drives through the field ever seen. At the end of the first stage he lay in last place but fought back to snatch the lead from Scotsman Jimmy McRae over the final stages, winning by 30secs.

The new sponsors, the Arnold Clark Organisation impressed many people with their professional attitude and they were in turn given an excellent event to look back on. The stages were as tough as ever and the competition even more so. At Aviemore on Sunday all the top seeds were in contention with the field being led at the time by the stars of the event, Ari Vatanen and Stig Blomqvist.

Sadly neither were to finish after thrilling the large crowds for most of the event. The result has thrown the Rothmans Open Championship wide open with the title to be decided on the very last round, the Rothmans Manx International, later in the year. A fitting climax to the season for which the Scottish event must take much of the credit. Toivonen, Mikkola and McRae (in that order, but only just) are all in contention for the title having given their all in Scotland.

The first week of June traditionally sees Scotland basking in glorious sunshine, as competitors in the International Scottish Rally battle their way through the dusty, dry forests. As usual, the opening days of the month were hot and sunny, but the rally hadn't started. It was a week late, and by the time contenders in the 1982 Rothmans RAC Open Rally Championship gathered in Glasgow the rain (Scotland's natural weather) had arrived.

The change of date was but one of many alterations to this event, and for its Golden Anniversary the Royal Scottish Automobile Club rally boasted a new sponsor, Arnold Clark. The company is evidently enthusiastic in their support for the rally, backing their commitment with rally clothing, banners, stickers and so on: but still ensuring that official paperwork appeared to a high standard.

Hugh Dewar and Jonathan Lord at the RSAC had made a number of alterations for 1982, starting with a shift away from the club's headquarters in Blythswood Square. The new base is the Holiday Inn — only recently opened in the city — which offered excellent facilities for the entire show. The hotel offered some backing for the rally, and Diners Club were also evident on their first rallying sponsorship.

Glasgow itself was doing its bit for the major Scottish motorsport event and the Glasgow Sports Promotion Council were also involved. Consequently the actual rally start moved into the centre of the city, at George Square where the Lord Provost, Dr Michael Kelly, waved away the first cars. This increased support for the International has obviously encouraged the organisers when the route was planned.

A change had to be made away from Aviemore, although competitors were sad that the highland home of the rally had been lost. So why the need for change? Jonathan Lord admitted that he had been presented with a bill for £400 from Aviemore last year, for placing ropes around the official *parc fermé* in the centre. Economic facts of life demanded the move, although the comments from the tradespeople around the Aviemore Centre would be most interesting.

So it was Glasgow, and the Holiday Inn, eager for the business and warm in their reception. So hospitable in fact that scrutineering was conducted in one of the recently-completed suites in the hotel.

The organisers were delighted, as it allowed them the chance to turn the formalities into the opening act of the show. Stalls and video shows entertained in one suite, while the rally cars were introduced — along with their crews — in an adjoining room. The rain meant that as the soaking cars were pushed into the area, the tarpaulins barely protected the six week old Axminister, and the duty manager cringed in the corner as the 61 vehicles were scrutineered.

RAC OPEN CHAMPIONSHIP **4**
SCOTTISH RALLY

The formalities were completed throughout Saturday morning, and a short rest period meant teams relaxed for a few hours before the start, at 5.00pm.

If the organisers had changed their rally, one thing held true to form in Scotland. Hannu Mikkola's luck again deserted him in the opening moments of the competition. Although the rally is principally held over the forest roads of Scotland, the opening spectator thrash was at the Strathclyde Countryside Park. A tarmac strip often used as a hillclimb course, but a fairly inoffensive venue included to entertain the public rather than test the driver.

And yet Mikkola — and Ari Vatanen — were delayed.

"It is just not possible," commented Mikkola as the mechanics worked feverishly on the steering arms after the finish of the stage. "Only 300 metres into the stage I braked and when I hit the pedal the thread in the track control arm stripped, and the wheel went mad. Of course, 'World of Sport' cameras were there."

The car shot off the track, and the Finn was forced to reverse through the stage to the finish, dragging the wheel behind. The 'favourite' was in trouble again, back in last place, and over six and a half minutes behind the leaders. Vatanen's problem was not quite so crucial, more a case of over-enthusiasm on the part of the driver which meant the MCD men had to change a steering tie rod.

So with the two Super-Finns toiling, it was left (not unexpectedly) to Jimmy McRae to lead the way in the Opel Ascona 400. In front of his home crowd, several waving banners of support for the Lanark driver, he shot through ahead of Terry Kaby's Chevette — with another local driver Bruce Lyle sharing the time in an ex-works Vauxhall which won this rally three years ago with Pentti Airikkala at the wheel.

Lyle also supplied entertainment for the crowd, after the flying finish, crunching the nose of the black Chevette. The car needed little attention however, although it had now permanently lost fourth gear, and it joined the convoy heading east for the start of the real action.

Mikkola was running as the eighth car on the road, but was quickest ahead of Vatanen's black Shell-supported Escort RS. This was the first of a series of fastest times from the four-wheel-drive Quattro, and Mikkola was perhaps conscious of the drama on this event in 1973. On that occasion he followed Shekhar Mehta's Datsun down a hole in the first group of stages and spent the rest of the event storming back up to take second place. This time he wanted victory, and needed it if he was to keep his Open Championship hopes alive.

There was a surprise for the regular Open stars however, in the shape of Stig Blomqvist's Talbot Sunbeam Lotus. The car was simply off the pace in Wales, and surely the presence of Jean Todt — Peugeot Talbot supremo — could not inspire the Swede. But he was leading the rally. In fact the otherwise "standard" Group 2 car was fitted with a Ferguson differential which Blomqvist loved.

Traction was improved, and wheelspin virtually eliminated. By stage three however, the rally had its third leader — Vatanen. The early delays was quickly cast aside and the world champion was in exuberant mood. Relaxed, chatting with the fans, and in dynamic form in the forests, throwing the Escort RS as only he can.

Through the Tweed Valley forests, he put some time between himself and Blomqvist, while those behind sorted out an order, heading towards Selkirk Town, McRae again put himself ahead of the Talbot driver, while in fourth place was a dispirited Toivonen.

"The engine is complete bad news. This is not a good evening for me, I have no power because I have tried like hell for these last stages, and I can do nothing." The young Finn was sweating harder than he has done for a long time, but it was to no avail. The mechanics checked the car's electrical system but could find nothing.

Russell Brookes was next, complaining of the rough roads. Those further down the field have to suffer on this particular rally. The Chevette was only about 5secs behind the second Opel comfortably ahead of its team-mate, driven by Terry Kaby.

Although the day had started wet, and conditions were certainly slippery in the forests, there had been no rain since the event started, and now, the sun shone as the cars attacked the famous complex in the Border Country which includes Castle O'Er and Twiglees.

The first of these saw the unfortunate — but unavoidable — Scottish trend of stages being cleaned. Vatanen, Mikkola and Blomqvist shared fastest from McRae, Wilson and Toivonen.

The engine problem was giving the Opel team manager, Robin Turvey, some headaches but nothing could be found. The agony was compounded by the incredible speed of the Talbot Sunbeam. It had arrived as an also-ran, but now it was leading the "ultimate" two-wheel-drive rally weapon. The differential swap remained a secret at this stage of the game.

It was leading both the Opels at Moffat, as McRae had slipped to third, Wilson was now leading the chase behind the second Opel, passing Brookes who had selected the wrong rubber for the first forests.

His team-mate, Kaby, was in similar trouble: "We did a couple of wet stages, and opted for suitable rubber, only to find that the next forests were a bit drier. It went on like that for hours."

But still there were no real dramas for

the leaders, even after the stage in Ae Forest. This year, instead of a series of stages in the complex, only one 8-miler featured, and, apart from Per Eklund, who completed the stage in third gear (selected by a twist-turn movement with a screw driver when the lever broke), everyone survived intact.

And that was making Mikkola's job that bit more difficult. Although now seventh on the road, the stage conditions were deteriorating after the opening cars. He arrived at the end of the Ae stage, with the car's brake discs glowing red hot in the darkness.

The driver wanted to know everyone's times, taking the marshal's board and dictating the top seven times to co-driver Arne Hertz, while wiping away the sweat.

He must have been disappointed. Vatanen had beaten him by 11 seconds. He had only equalled Blomqvist's time with the Talbot, and any upward movement on the leader board looked like being very hard work.

He tried, and while he scooped time from the others, the black Escort regularly featured at the top of the list. First car on the road, fastest in the forests, and leading the rally, Vatanen was enjoying himself.

But he too was under pressure, as the Talbot was lurking less than one minute behind and stretching the advantage over the Opels. Through the night stages in South West Scotland, McRae wrecked the car's rear shock absorbers and struggled to stay ahead of his team mate.

Toivonen actually had good news during the real night stages, as the mechanics found a fault in the distributor and replaced the unit, to give full power for the first time. It was just as well, because Malcolm Wilson had brought the gap down steadily and before Glen Gap the cars were equal on penalties.

"We had a fire," commented Wilson, "below the dashboard because the supply lead to the instrument pod shorted and burnt itself. We had to stop and let the whole thing cool down but luckily we still had power and we got out of the stage, but it cost time." He was back to eighth, and faced with a hard push to get back up the field.

Brookes was ahead again, still followed by Kaby, although this gap had been extended when the Towcester driver lost most of his lights due to alternator failure.

In fact, while the top ten enjoyed remarkable reliability, those outside were struggling. Ivor Clark had not even reached Moffat with his Sunbeam. The car blew its head gasket immediately before the halt, and the BBC cameras from "Reporting Scotland" inside the car witnessed a very large cloud of steam which signalled an early end.



McRae led the event after Vatanen and Blomqvist retired.

Terry Harryman was enjoyed the World Champion's attack. "You know," joked Vatanen during the night, "I must try to prove that this car is not so obsolete."

It was daylight by about 5.00am as the cars moved north for the short rest halt in Glasgow before continuing north and the overnight halt in Aviemore. Vatanen had a stroke of luck.

Within sight of the flying finish at Knockdon, the car broke a drive shaft and coasted out of the stage, losing time in the stage, but escaping road penalties because of the generous service allowance included. While Vatanen's car took a new axle McRae's Opel received fresh shockers and Kaby's Chevette, still down the order, also took a new axle. Wood then spent time repairing a damaged radiator which came adrift in Kirroughtree, and jumped against the fan.

Further down the order, things were no less competitive in the Group A battle and John Midgley still held the advantage with his 1600cc Toyota Corolla. Russell Close, driving his Opel Manta GTE tackled the first test without brakes, after a pipe broke off, and the time lost meant he was fighting back up the order. He particularly gained over the rough sections later in the night, but the Toyota still led. In Group B the honour was being fought by Robin Lyons in a Talbot Sunbeam Lotus and John Weatherley in his works Citroën Visa. Opposite ends of the spectrum perhaps, but the 1300cc car was proving swift over the forest tests.

Leading positions at Glasgow:
Vatanen 105.56, Blomqvist 106.03, McRae 106.55, Toivonen 107.29, Brookes 108.36, Wilson 110.42, Kaby 110.52, Mikkola 111.30, Wood 111.50.

The Arnold Clark Scottish Rally was not going to give an inch. A night of hard driving had left the World Champion with a scant 7secs lead, and if he wanted to sleep when he reached Aviemore he must attack through the Fife stages, all the way north through Perthshire.

The run east over the Kincardine bridge allowed plenty time for final adjustments and minor service work. The quick blast through Devilla, handily placed alongside the police driving school in the town, showed that whatever the leader tried, those behind would aim to match. McRae and Mikkola were fastest, followed by Blomqvist, and then Vatanen and Wilson, the second Ford contracted driver.

The rally's second tarmac showpiece was next, over the hillside circuit at Knockhill where a surprisingly small crowd gathered to see the action.

The first urgent action actually happened in the paddock where the Audi Sport UK team quickly changed a twisted steering control arm, damaged on the previous test. It was exactly the same problem which Waldegaard hit on the Welsh, but the delay was minimal. He had shared fastest time, remember?

"I didn't hit anything, but the car wanted to drive *itself*, afterwards. This is a very tiring rally. I have done more miles on this rally than I have done on my last two World Championship events put together".

Once the action moved to the track, it was the Scot who provided the thrills, on his second lap. Under braking for the hairpin, he pushed the Ascona through on the inside of Blomqvist's Talbot and powered away, across the finishing line. There was a big smile, as Grindrod checked the times. Subsequently team mate Toivonen beat his time by 1 second, but he could not quite pull the same manoeuvre on Russell Brookes, and the Opel had to go round the outside.

There was a long service halt in Perth, and although tiredness was creeping in, Toivonen looked much happier than he had been the previous night.

"Always I am a happy man," he smiled, "just sometimes I am more happy than other times." But he was still twitched up, insisting that the mechanics scraped the mud from the wheel arches in case the added weight made any difference to the performance. Although now quite sunny, the muddy tracks would quickly cake the arches again as soon as the Opel spun away from the start of the first stage.

The black Escort again headed the convoy north towards the rough Perthshire stages, but the quick tests since the Glasgow halt had nothing to stretch the lead over the Talbot. In fact it had shrunk, as Vatanen (and McRae) spent time in a ditch in Blairadam and Blomqvist was now only 4secs from the lead. Wilson and Kaby were continuing their scrap, with Mikkola ready to interfere at the first opportunity.

After Ladywell he was ahead of Kaby, but while several cars cleaned the Craigvinean stage, blasting their exhaust notes around the river valley, Fonab brought more problems for the Audi driver.

The front differential failed and with rear wheel drive over the stage, the car lost time. Brookes fought back, retaining fifth place and heading straight for Drummond Hill determined to put up a struggle.

The Audi mechanics meanwhile gathered in Grandtully to complete a gearbox change and keep the big car in the event. The cars streamed past towards the stage, and although the job was completed in good time, about 25 more cars were ahead of Mikkola when he arrived at the stage start.

Already Brookes had proved the quickest of the conventional cars, ahead of Blomqvist with Vatanen a little slow: "I did not like that test, there were too many brows and always I had to brake a little and that is not a nice feeling. But it is necessary to stay on the road." (Mikkola was quickest by 10 seconds).

"But you know", continued Vatanen, "that ,other test, Errochty, I liked that one." He was unique. As the cars streamed out of the final forest on the first section of the event, everyone described the rocks they had climbed to reach the end.

"There was one point", explained McRae, "where I actually stopped the car, took first gear, and drove round the boulder. It's still not as rough as the Acropolis however." He was second car on the road."

Team-mate Toivonen was soon on the scene and collected that same rock which affected the steering. Noises from the front indicated a serious problem and he slowed, dropping very close to Brookes. There was nothing wrong with the car, although Toivonen demanded they replaced the steering, but the car was sent north without the work completed and Toivonen stopped halfway to Aviemore to apologise. A rock must have stuck in the steering mechanism and then dislodged itself.

In Aviemore the leader, Vatanen, was served a full meal from the MCD motorhome. "This is such good food and the service is fine," he commented, "and now I can go to sleep immediately." The mechanics changed the front struts as a precaution.

Mikkola described the rough Errochty test where the four-wheel drive machine had been unable to approach Vatanen's time, although he too was enjoying the 'good life' from the Audi motor home. "There was a time when I used to lose weight on rallies," he joked, "but now always I seem to put weight on!"

Kaby's Vauxhall took a new gearbox and the Toyota team repaired a smashed exhaust manifold and then the stream of cars (45 survivors) headed for the time ▶

Vatanen set the early pace showing his old flair until mechanical failure forced him out.





Although his car was down on power, Eklund was happy to finish

Best special stage times

SS 1 Strathclyde Park, (1m25s): McRae 1m29s, Kaby 1m29s, Lyle 1m33s, Toivonen 1m34s, Blomqvist 1m35s, Clark 1m35s, Brookes 1m36s, Eklund 1m37s, Wilson 1m37s, Wood 1m39s, Fisher 1m39s.

SS 2, Cardrona, (5m59s): Mikkola 6m13s, Vatanen 6m14s, Blomqvist 6m23s, McRae 6m30s, Toivonen 6m32s, Eklund 6m38s, Wilson 6m44s, Wood 6.45s, Kaby 6m47s, Clark 6m47s.

SS 3 Elibank, (3m45s): Mikkola 4m59s, Vatanen 5m03s, McRae 5m07s, Blomqvist 5m09s, Brookes 5m14s, Wilson 5m15s, Kaby 5m15s, Eklund 5m16s, Toivonen 5m17s, Wood 5m21s.

SS 4 Yair, (4m50s): Mikkola 4m52s, Vatanen 4m59s, McRae 5m01s, Blomqvist 5m02s, Brookes 5m06s, Clark 5m06s, Toivonen 5m07s, M Wilson 5m 10s, Wood 5m12s, Kaby 5m19s.

SS 5 Craik, (7m53s): Mikkola 8m04s, Vatanen 8m14s, McRae 8m20s, Wilson 8m20s, Blomqvist 8m21s, Toivonen 8m21s, Brookes 8m25s, Kaby 8m25s, Eklund 8m37s, Wood 8m38s.

SS 6 Castle O'er, (6m00s): Mikkola 6m00s, Vatenen 6m00s, Blomqvist 6m00s, McRae 6m01s, Wilson 6m01s, Toivonen 6m03s, Brookes 6m11s, Kaby 6m14s, Clark 6m 14s, Eklund 6m20s, Fisher 6m20s.

SS 7 Twiglees, (11m30s): Vatanen 12m06s, Blomqvist 12m12s, Mikkola 12m16s, McRae 12m19s, Brookes 12m26s, Toivonen 12m28s, Wilson 12m28s, Eklund 12m53s, Fisher 12m53s, Kaby 12m59s.

SS 8 AE, (8m00s): Vatanen 8m20s, Mikkola 8m31s, Blomqvist 8m31s, Wilson 8m40s, McRae 8m42s, Toivonen 8m43s, Brookes 8m43s, Kaby 8m45s, Fisher 9m01s; Wood 9m02s.

SS 9 Dalbeattie, (9m28s): Mikkola 9m54s, Blomqvist 9m58s, Vatanen 10m01s, M Wilson 10m01s, Brookes 10m07s, McRae 10m10s, Toivonen 10m11s, Wood 10m21s, Kaby 10m29s; Fisher 10m33s.

SS 10, Glengap, (6m45s): Vatanen 7m01s, Blomqvist 7m04s, Mikkola 7m07s, Toivonen 7m 07s, McRae 7m09s, Brookes 7m13s, Kaby 7m29s, Wood 7m39s, Oliveras 7m39s.

SS 11 Bennan, (12m25s): Vatanen 13m03s, McRae 13m14s, Blomqvist 13m16s, Mikkola 13m18s, Toivonen 13m22s, Brookes 13m30s, M Wilson 13m37s, Fisher 13m57s, Eklund 14m08s, Kaby 14m08s.

SS 12 Kirroughtree, (6m27s): Vatanen 6m29s, Mikkola 6m29s, Blomqvist 6m31s, McRae 6m34s, Toivonen 6m35s, M Wilson 6m38s, Wood 6m49s, Eklund 6m50s, Kaby 6m51s, Fisher 6m57s.

SS 13 Balunton, (2m40s): Mikkola 2m44s, Toivonen 2m47s, M Wilson 2m48s, Vatanen 2m49s, Blomqvist 2m49s, Brookes 2m52s, Wood 2m52s, Kaby 2m53s, McRae 2m54s, Eklund 2m56s.

SS 14 Drumjohn, (9m55s): Mikkola 10m05s, Vatanen 10m07s, Blomqvist 10m19s, Toivonen 10m25s, McRae 10m26s, M Wilson 10m26s, Brookes 10m29s, Kaby 10m43s, Eklund 10m48s, Wood 10m51s.

SS 15 Blackhill: Stage cancelled before rally.

SS 16 Knockdon, (2m48s): Mikkola 2m53s, Toivonen 2m57s, M Wilson 2m58s, McRae 2m59s, Blomqvist 2m59s, Brookes 3m00s, Wood 3m01s, Kaby 3m03s, Eklund 3m06s; Jackson 3m09s.

SS 17 Devilla, (2m59s): Mikkola 3m08s, McRae 3m08s, Blomqvist 3m10s, Vatanen 3m12s, M Wilson 3m12s, Toivonen 3m13s, Brookes 3m15s, Wood 3m15s, Kaby 3m18s, Lyle 3m21s.

SS 18 Knockhill, (2m00s): Toivonen 2m05s, McRae 2m06s, Mikkola 2m07s, Kaby 2m10s, Vatanen 2m11s, M Wilson 2m11s, Blomqvist 2m12s, Brookes 2m12s, Lyle 2m13s, Eklund 2m15s.

SS 19 Blairadam, (3m15s): Mikkola 3m36s, M Wilson 3m41s, Blomqvist 3m42s, Toivonen 3m44s, Kaby 3m45s, Brookes 3m46s, Eklund 3m49s, Wood 3m49s, Vatanen 3m50s, McRae 3m54s.

SS 20 Ladywell, (4m00s): Mikkola 4m12s, Vatanen 4m16s, Blomqvist 4m17s, Toivonen 4m17s, Brookes 4m17s, McRae 4m20s, M Wilson 4m26s, Kaby 4m30s, Eklund 4m31s, Wood 4m38s.

SS 21 Craigvinean, (9m15s): Vatanen, Mikkola, McRae, Blomqvist, Toivonen, Brookes, M Wilson 9m15s, Kaby 9m20s, Eklund 9m25s, Wood 9m32s.

SS 22 Fonab, (4m00s): Vatanen 4m09s, McRae 4m13s, Toivonen 4m16s, Blomqvist 4m18s, Brookes 4m19s, M Wilson 4m23s, Eklund 4m28s, Kaby 4m32s, Mikkola 4m35s, Wood 4m36s.

SS 23 Drummond Hill, (15m20s): Mikkola 15m51s, Brookes 16m01s, Blomqvist 16m04s, Vatanen 16m09s, McRae 16m12s, Toivonen 16m13s, M Wilson 16m13s, Kaby 16m41s, Eklund 17m01s, Wood 17m07s.

SS 24 Errochty, (13m05s): Vatanen 13m40s, Mikkola 13m31s, McRae 14m01s, Brookes 14m12s, Blomqvist 14m14s, M Wilson 14m20s, Kaby 14m36s, Eklund 14m37s, Toivonen 14m46s, Wood 15m07s.

SS25 Ben Aigan (4m00s): Mikkola 4m36s, Vatanen 4m40s, Blomqvist 4m50s, Kaby 4m51s, Brookes 4m52s, Wilson 4m52s, Toivonen 4m53s, McRae 4m58s.

SS26 Rosarie (3m28s): Vatanen 3m28s, Mikkola 3m28s, McRae 3m33s, Wilson 3m33s, Kaby 3m33s, Blomqvist 3m34s, Brookes 3m36s, Wood 3m41s.

SS27 Clashindarroch (10m22s): Mikkola 11m56s, Vatanen 12m16s, McRae 12m17s, Wilson 12m23s, Brookes 12m27s, Blomqvist 12m28s, Kaby 12m28s, Toivonen 12m38s.

SS28 Gartly (4m43s): Mikkola 4m47s, Vatanen 5m02s, Brookes 5m02s, Blomqvist 5m03s, Wilson 5m04s, McRae 5m05s, Toivonen 5m06s.

SS29 Bin 1 (3m10s): Mikkola 3m28s, McRae 3m35s, Kaby 3m35s, Vatanen 3m36s, Blomqvist 3m36s, Toivonen 3m36s, Wilson 3m38s, Eklund 3m42s.

SS30 Bin 2 (4m07s): Mikkola 4m33s, Vatanen 4m38s, Blomqvist 4m46s, Kaby 4m46s, McRae 4m47s, Toivonen 4m48s, Wilson 4m48s, Brookes 4m50s.

SS31 Aultmore (4m10s): Vatanen 4m22s, Mikkola 4m26s, McRae 4m26s, Toivonen 4m30s, Brookes 4m32s, Blomqvist 4m34s, Wilson 4m34s, Kaby 4m48s, Eklund 4m49s, Wood 4m51s.

SS32 Whiteash (6m30s): Mikkola 7m23s, Vatanen 7m30s, Toivonen 7m43s, McRae 7m44s, Brookes 7m47s, Blomqvist 7m49s, Kaby 7m49s, Wilson 7m50s, Eklund 8m02s, Wood 8m13s.

SS33 Ordiequish (4m33s): Mikkola 4m39s, McRae 4m50s, Wilson 4m53s, Toivonen 4m54s, Blomqvist 4m55s, Brookes 4m55s, Wood 5m01s, Eklund 5m04s, Kaby 5m04s, Lyle 5m04s.

SS34 Monaughty (5m15s): Mikkola 5m37s, McRae 5m53s, Toivonen 5m53s, Blomqvist 5m54s, Wilson 5m56s, Kaby 5m56s, Brookes 5m57s, Eklund 6m11s, Wood 6m26s, Lyons 6m30s.

SS35 Culbin (13m55s): Mikkola 14m26s, McRae 14m53s, Toivonen 14m56s, Blomqvist 15m07s, Wilson 15m09s, Brookes 15m12s, Kaby 15m26s, Eklund 15m40s, Wood 16m02s, Lyons 16m58s.

SS36 Glenurquhart (8m 40s): Mikkola 9m 39s, McRae 9m 47s, Wilson 9m 52s, Toivonen 9m 56s, Brookes 9m 56s, Kaby 10m 07s.

SS37 Port Clair (4m 00s): Mikkola 45 57s, Wilson 5m 06s, Kaby 5m 06s, Eklund 5m 08s, Brookes 5m 08s, McRae 5m 09s.

SS38 Glengarry: Stage cancelled before event

SS39 Mandally (1m 52s): Mikkola 2m 21s, Wilson 2m 22s, Eklund 2m 23s, Brookes 2m 23s, McRae 2m 24s, Toivonen 2m 24s.

SS40 Glen Loy (4m 18s): Mikkola 5m 33s, McRae 5m 38s, Brookes 5m 41s, Toivonen 5m 42s, Eklund 5m 43s, Wilson 5m 44s.

SS41 Leanachan (6m 15s): McRae 7m 12s, Mikkola 7m 17s, Kaby 7m 18s, Wilson 7m 23s, Eklund 7m 30s, Brookes 7m 30s.

SS42 Glencoe (4m 15s): Brookes 5m 28s, Mikkola 5m 30s, McRae 5m 31s, Wilson 5m 32s, Eklund 5m 34s, Kaby 5m 34s.

SS43 Barcaldine (3m 40s)
Mikkola 5m 11s, Eklund 5m 21s, Wilson 5m 22s, Toivonen 5m 28s, Brookes 5m 28s, Kaby 5m 28s.

SS44 Inverinan (2m40s: Mikkola 3m08s, Kaby 3m15s, McRae 3m16s, Wilson 3m16s, Eklund 3m18s, Brookes 3m21s.

SS45 Inverlieven (2m10s): Mikkola 2m42s, Kaby 2m46s, McRae 2m47s, Brookes 2m47s, Toivonen 2m48s, Wilson 2m48s.

SS46 Knapdale (8m05s): Mikkola 9m27s, Wilson 9m39s, Toivonen 9m41s, Brookes 9m41s, McRae 9m42s, Kaby 9m43.

SS47 Minard (11m00s): Mikkola 12m49s, Wilson 13m11s, McRae 13m13s, Kaby 13m15s, Brookes 13m18s, Eklund 13m21s.

SS Rest and Be Thankful (1m12s): McRae 1m32s, Kaby 1m33s, Brookes 1m34s, Mikkola 1m36s, Wilson 1m38s, Weatherley 1m34s.

SS49 Succoth Range (2m39s): Mikkola 3m12s, Kaby 3m16s, Brookes 3m18s, McRae 3m20s, Toivonen 3m24s, Eklund 3m26s.

continued

control at the Aviemore Post House. The top 10 seeds were still in the event, filling the top 10 places.

Those behind continued their difficult run however and Drummond Hill accounted for three cars. Isidro Oliveras driving a JC Motorsport Escort RS ended his run when he crashed, although the Spaniard had held a creditable 11th place before *el accidente!* Ronnie McCartney went out with a broken axle and Ian Wilson retired the Econocruise Avenger. The problems promoted the drivers contesting Group A and Group B. Russell Close now headed John Midgeley's Toyota, and in Group B, Robin Lyons — in 17th place — was 30 secs ahead of John Weatherley's Citroen.

Positions in the top 10 or in Groups could hardly have been closer and heading for the forests in the north east there was everything to play for.

The run towards Keith service halt saw Mikkola fastest all the way although, in virtually every case the Finn had to work hard. The deficit was cut by a few seconds each time and not the large chunks every one expected. Vatanen continued to offer the strongest resistence.

The Swede bent a prop shaft on the first stage of the day but it was changed in time for Clashindarroch (where the start was delayed by 30mins) but he obviously lost a few places on the road. Mikkola's quickest time here was taken despite a puncture and the team then changed the drive shaft as a precaution.

Brookes was closing on Toivonen but a couple of stages before Keith he allowed Mikkola to start the test before him. A mile into the forest he collected a puncture and wrecked the front suspension on a rock thrown up by the Quattro. That demoted him to sixth place when the cars completed the Forest of Bin, just east of the town.

On the second of the stages in that complex, the Andrews Chevette barged past Wilson's Escort, which was standing at the arrival control, scraping the Ford.

Brookes was not the only one feeling grumpy on Monday and the seemingly endless pressure — no one gained an advantage — told of some drivers' enthusiasm. Toivonen did not like being beaten by McRae. "I sell cigarettes instead, the car is completely finished. Wrecked." Mechanics agreed as they welded up the holes in the floor.

Kaby was ready to go home after Gartly. "You can tell I haven't been a mechanic for a long time. The rotor arm had a hair-line crack and it took us four minutes to find it. Then we broke the gearbox."

The gap at the bottom end of the top 10 was, therefore, stretching although there was still no sign of relief near the top. The Audi was getting nearer as the cars moved west for the four hour halt at Inverness.

Then the bubble burst. A deceptive square right corner in Ordiequish saw Kaby, Wilson and Eklund spin, but the real drama happened half a mile further down the track. Vatanen went off for two minutes.

The Escort was man-handled back onto the road but the lead was down to 3secs after three days of hard work. Vatanen attacked the long bravery-testing straights in Monaughty, where there was greater trouble in store. The coupling between the prop shaft and the gearbox broke without any warning. Ari Vatanen and Terry Harryman were reduced to the role of spectators after a sensational display.

McRae now held the honour of running first car on the road. An increasingly valuable asset as dusk started to play a part in the proceedings. Four-wheel-drive proved a point in the sand of Culbin where Mikkola stormed through nearly 30secs quicker than the rest. "The car is much better now we changed the rear differential, earlier today, but I am more worried about dusk tonight."

The two leaders were more concerned with immediate problems as they finished Culbin. McRae arrived first and as the mechanics checked the car they discovered a cracked engine block. Luckily it was over a water-way and large quantities of resin were rapidly mixed and applied to the affected parts.

Blomqvist was in deeper trouble as Derek Hughes, the senior Talbot engineer, quietly explained to him that the deep rumble from the bottom of the motor was terminal. An oil leak and the sudden lack of pressure meant the team opted to retire at Inverness while leading.

"After all," said Paul White "Inverness is a motor rail terminal. The engine will only last about another mile and tonight will be hard."

Within a matter of two hours the entire picture of the rally had changed, and Mikkola's task of winning the event seemed ever easier. The drivers with the greatest advantage had fallen. Now he was only faced with a lone Opel and a gap of 1m 16s. He passed Toivonen during the blast through Culbin.

McRae was worried! He had to offer maximum resistance or four-wheel-drive would take control, any marginal advantage the opposition believed that he held in the north east forests could not apply in the trip down the Great Glen and through Argyll. Those tests have not been used on an international for many years. His first problem was tyres, the Nora is still as quick as any of the latest Michelin rubber but the TRX equivalent offered greater protection from punctures.

It is a credit to both Michelin and Pirelli that punctures had played such a small part in the proceedings of this year's Scottish. It is a long time since that happened north of the border.

McRae defended his lead and through-out the clear dry night the Opel was losing only about 1sec per mile to the Audi. This would be a war of nerves with the Scotsman holding the advantage of first car through the forest, a smoother road and of course no dust.

While the leaders battled along the stages high above Loch Ness, Wilson had obviously erased the memories of his accident two years ago and set impressive times. Kaby was also showing an apparent new lease of life.

Further down the order there were many other contests to equal those at the head of the field and many were simply determined to finish the event. Only one car had retired between Aviemore and Inverness (Vatanen!) and so Bruce Lyle and Robin Lyons were now in the top ten.

Lyle's Chevette was literally falling to pieces but he was committed to taking points in the Esso/Scottish Rally Championship. Rival Ken Wood in the Golden Wonder Triumph was a couple of places ahead, but it too was losing its flavour!

The Group B race was led by Lyons in his Sunbeam while in twelfth place was the Group 4 Escort of Hugh O'Brien. "The car has been scattered all around Scotland", he joked as the mechanics again repaired the suspension.

John Weatherley was ensuring Lyons did not hold too much of an advantage in the group and the Citroen driver now wanted more power and better brakes. "I keep going straight on at junctions."

The Group A battle continued although Midgeley's challenge faded slightly due to shock absorber trouble. The leading Opel Manta of eventual winner Russell Close had developed its now traditional exhaust manifold problem and everyone was pleased that they were heading for the final stages.

As the cars reached Fort William just before 3.00am on Tuesday, McRae

seemed to be fighting back. Mikkola was not catching quite as quickly and the patriotic Scottish fans were convinced their hero could win his home event (Andrew Cowan was the last to take that honour in 1963).

High above Loch Creran just before dawn the lead car spun losing 26secs to the Audi. When McRae arrived at the Connel service halt he was well aware it was a mistake he could ill afford.

Ahead of him were just under 30 miles of twisting forest roads through Minard and Knapdale and his lead was cut to 26secs. Mikkola was on target and working very hard indeed.

Behind this race for victory (which is also a vital part of McRae's Euro programme) the second Opel struggled on. Toivonen had spun in the dust but was off the pace and Brookes was less than a minute behind.

Kaby and Wilson continued their efforts at night although Eklund was still attacking. The engine was blowing out blue smoke and the Celica driver was desperate for more power. Another intruder in the top times in the darkness was Weatherley's 1300cc Citroen.

Through Inverinan and Inverliever Mikkola steadily reeled in the final car, fighting through the dust. The final battle was saved for the twisting Knapdale test with its narrow roads and brows.

When the cars crossed the bridge over the Crinan canal at Cairnbaarn, Mikkola led the Arnold Clark Scottish Rally by 2secs. The mechanics quickly checked the car before sending it into Minard, the final serious hurdle. It was quickest again heading through Inverary for the Rest and Be Thankful hillclimb course where the crowds had gathered to see the action.

The crowds saw McRae take fastest with the Vauxhalls on form over the rough tarmac and Mikkola 4secs behind, but once back in the forests for the final time at Succoth Range, Mikkola took his 34th fastest time of the rally.

McRae eased through to finish 30secs behind and his team mate Toivonen kept third with Brookes still 20secs behind him. Wilson took fifth and gained points in his Euro attack followed by Kaby. Then came Eklund giving the new Celica its first ever rally finish, and Wood heading the Esso/Scottish drivers.

When the cars gently eased their way down the side of Loch Lomond for the official finish at the Glasgow Holiday Inn, there was time to reflect on a truly thrilling event. A classic drive back through the field by Mikkola which will hopefully end his run of bad luck and heroic displays from Vatanen, Blomqvist and McRae. The Lanark driver came so close it must have been painful.

ARNOLD CLARK SCOTTISH RALLY
June 12/15

1, Hannu Mikkola/Arne Hertz (Audi Quattro), 310m 46s;
2, Jimmy McRae/Ian Grindrod (Opel Ascona 400), 311m 16s;
3, Henri Toivonen/Fred Gallagher (Opel Ascona 400), 314m 33s;
4, Russell Brookes/Mike Broad (Vauxhall Chevette HSR), 314m 53s;
5, Malcolm Wilson/Phil Short (Ford Escort RS), 316m 27s;
6, Terry Kaby/Mike Nicholson (Vauxhall Chevette HSR), 323m 03s;
7, Per Eklund/Dave Whittock (Toyota Celica), 325m 46s; 8, Ken Wood/Peter Brown (Triumph TR7 V8), 330m 22s; 9, Robin Lyons/Ian McFarland (Talbot Sunbeam Lotus), 349m 25s; 10, Bruce Lyle/Andy Kelly (Vauxhall Chevette HS), 351m 21s.

Group A
1, Russell Close/George Tindall (Opel Manta).

Group B
1, Robin Lyons/Ian McFarland (Talbot Sunbeam Lotus).
Full results next week.

Rothmans RAC Open Rally Championship, positions after round 4.

Driver overall

1	Henri Toivonen (Opel Ascona 400)	36
2	Hannu Mikkola (Audi Quattro)	35
3	Jimmy McRae (Opel Ascona 400)	32
4	Russell Brookes (Vauxhall Chevette HSR)	22
5	Bjorn Waldegaard (Audi Quattro)	15
6	Ari Vatanen (Ford Escort RS)	15

Manufacturers overall

1	Audi	51
2	Opel	45
3	Ford	29
4	Vauxhall	27
5	Talbot	26
6	BL	19

NOTES ON THE CARS

Opel

The Rothmans Opel Rally Team are in the middle of one of their busiest periods in this hectic season. The crisis was complicated last month when Jimmy McRae destroyed his Ascona 400 on the Welsh Rally, and the team had to build another car in between a visit to the Acropolis Rally.

The latest car was prepared in Britain at ABL's workshop by both the British Opel mechanics, and by Ricky Bell. It was completed the week before the rally started. Henri Toivonen drove his usual car, which last appeared on the Welsh and both were in the same forest specifications.

The springs were of similar specification to those used in Greece recently, while the ride height was raised from that used in Wales.

During the week before the rally started both drivers undertook considerable testing in Scotland, and Karl Heinz Goldstein — the senior Opel development engineer — flew in for the sessions, but left before the rally started. Particular work was carried out with reference to tyres, and Michelin arrived with the latest TRX option (code named 'M').

The heavy rain meant conditions were ideal for work in RAC-type weather and the drivers were both impressed with this latest offering. There were sufficient covers to allow Opel to use some of these M tyres (which feature a slightly different construction from the K and J options) on the event.

Audi

Audi Sport UK arrived with their usual car for Hannu Mikkola, and despite hopes that the car would be fitted with the latest lightweight engine, the unit did not arrive in time. The car therefore arrived in Glasgow in identical specification to that which appeared in Wales, when Bjorn Waldegaard took it to victory. Pirelli tyres were used, and before the start the team were increasingly confident as the rain continued to pour down with the obvious effect on the slippery forest tracks. To boost morale, Audi Sport UK are now marketing their own support clothing which was doing excellent business at the impressive scrutineering hall, within the Holiday Inn function rooms.

Toyota

After several disappointing outings with the latest Celica, Toyota arrived convinced they had now ended their run of bad luck, and engine failures. In Wales a dropped valve put the car out of the running, and a brand new power unit was delivered to the team's headquarters in time for at least 100 miles of testing before the car was sent North.

The aim was reliability, although with the Nippondenso distributor fitted, there was still about 245bhp available for the Swedish driver Per Eklund.

Included in the testing completed since the Welsh Rally, were comparison between the latest tyres, and for the Scottish, the team switched back to Pirelli for the event.

Ford

Both the officially contracted Ford drivers arrived for the start of the Arnold Clark Scottish Rally, although they were entered by separate teams. The World Rally Champion Ari Vatanen was run — as usual — by MCD Services and for the all forest thrash they had converted the car which appeared in Wales to a basic forestry suspension.

The tension strut suspension did not work in Wales, and Vatanen simply wanted the basic set up without the frills. Team spirit was high, because the day before he left Finland, Ari's wife Rita gave birth to a baby girl. The proud father was quite excited.

The engine in his Ford Escort RS used fuel injection as usual and the aim was to offer maximum torque for the blind forest format.

Pirelli tyres were used, and the other Ford man, Malcolm Wilson also arrived with his own car sitting on their rubber. This was the car's second event following Wilson's outing on the 4 Regions last month.

It was the Cumbrian driver's first appearance in this country since the Lombard RAC Rally last year however, and the first British appearance for the new Wilson/Phil Short partnership. The car was changed from carburettors to fuel injection for the Scottish, and still ran with Wilson's long term number HHJ 701N. Other Fords were run by JC Motorsport Hire, for Isidro Oliveras from Spain and one for Irish star Bertie Fisher.

Citroen

The official Citroen team were represented on the rally by John Weatherley's Visa Trophee, built and prepared by Chris Sclater Automotive. Sclater himself was in Italy while the Scottish took place but his mechanics — now housed next door to David Sutton's new premises in West London — prepared the car to full Group B specification.

The little 1300cc motor produces about 105BHP, in the 700Kg body driven through a five speed gearbox, and a newly developed ceramic plate clutch. The rally was an official round of the Visa Trophee championship (one of only three British events included in the series) and it attracted one of the Wingrove Motor cars driven by Peter Dalkin, a long term Citroen exponent. The car used was actually the same one which Weatherley took to a class win on the Manx Stages last month. They used Michelin rubber.

Vauxhall

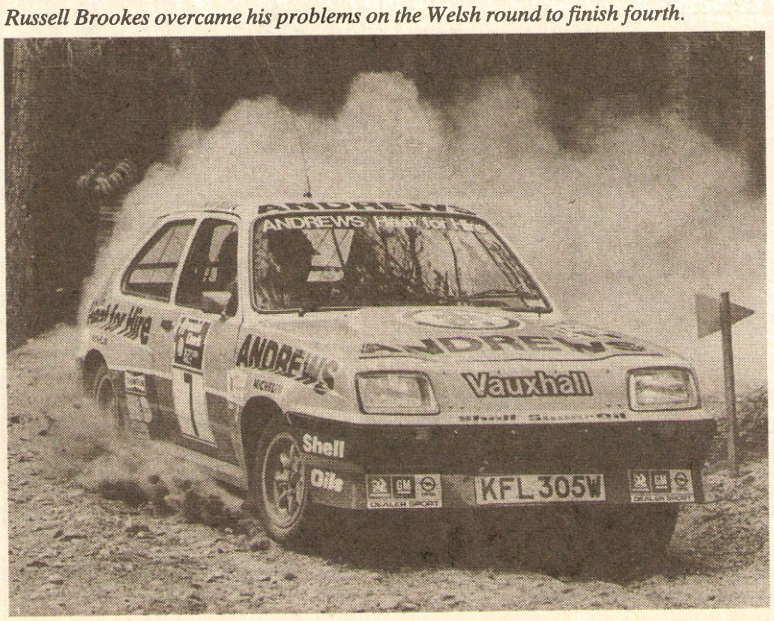
The International Welsh Rally was a fairly brief affair for both GM Dealersport entries: Russell Brookes and Terry Kaby. Brookes crashed out and Kaby blew the motor.

Both cars required little work before the start of the penultimate round of the British Championship, and appeared in virtually identical specification. "We've sorted the front suspension problem," commented Brookes' co-driver in the Andrews supported car, "but that's the lot."

In addition to the two relatively new vehicles (both cars have done the whole season so far this year) ex-works cars appeared in the hands of the Esso/Scottish Championship contenders. Douglas Riach was driving 999 DTV, an ex-Drew Gallacher machine in HSR specification with support from Hydrasun and co-driven by Jack Davidson. Peter Holmes was in the HS spec car used by Kaby to win the 1980 National Championship with sponsorship from Woolward Royds. Yet another ex-Gallacher machine arrived with Bruce Lyle at the helm, and this was the old Airikkala machine also campaigned briefly by Chris Lord.

Further GM machinery was again evident in the newly formed Group A category. Russell Close had a new gearbox fitted in his Opel Manta GTE following the problems in Wales, and only needed a top placing in Group A to virtually tie up the group win for the series. In the Group A classes, Brian Wiggins, Harry Hockley and Ian Harrison all arrived with their Kadett/Astra variations intent on class victory.

Russell Brookes overcame his problems on the Welsh round to finish fourth.



Talbot

Stig Blomqvist was one of the latest arrivals for the start — arriving as his car completed scrutineering on Saturday morning. Again the car appeared in the 'colourful' Peugeot Talbot Sport livery, and again this was the car which appeared in Wales, rebuilt for Scotland to virtually identical specification, except for a new Ferguson L-S-D which the team were using for the first time.

The car won the 1981 World Rally Championship for Makes, and has completed remarkably little development work since it first appeared over two years ago. "This particular forest car," commented Paul White of Talbot, "is built to virtually identical specification to the cars used on the 1980 RAC Rally."

Running at number 12 was a second Talbot Sunbeam Lotus, entered by Ivor Clark, and co-driven by the BBC 'Reporting Scotland' presenter Alan Douglas. Clark built the car himself, in traditional fashion, and described it thus: "It will have a different axle from Stig's and the engine won't be quite as good. I suppose it is about 70 per cent of Stig's car. But the co-driver will be good."

Manx Quattro for Cinotto?



Cinotto — Manx run?

Rumours abound at present that Michele Cinotto may be seen in Britain later this year on the Manx International Rally, driving one of David Sutton's Audi Quattros. Sutton was unavailable for comment — he was looking after Mikkola's car in Scotland — but Paul Ridgeway did hint that there may be some truth in the story.

"It is possible but it all depends on feasibility towards the end of the year. I can neither confirm nor deny the story at the present moment."

The Audi team has not had the best of luck this year, despite wins in Yorkshire, Wales and Scotland. The driver's championship is wide open and the Makes series even more so with no other car to back up Mikkola's mount. Should Cinotto appear it may help to redress the balance against the Rothmans Opel Rally Team that are currently leading the drivers series.

Clark joins Brits for Madeira Rally



Clark — first Madeira.

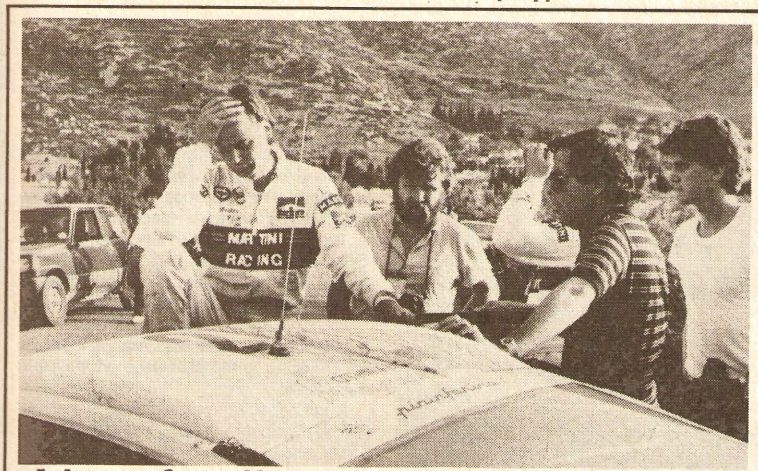
This year's Madeira Rally takes place over the weekend of August 6/8 and will count towards the European Rally Championship (co-efficient 3). The route will comprise 1072 Kms, divided into two sections with 31 special stages.

British interest in the event will come from Jimmy McRae in the Opel Ascona 400 and Roger Clark, who will be taking an MCD Escort to the event although a co-driver has not yet been named. "It will be the first time that I have done the event," he said, "so I would like to have someone who has some experience sitting alongside me."

MCD will be taking two other cars to the event, an Escort for Geoff Fielding and the Group 2 Fiesta for the ladies crew of Louise Aitken and Ellen Morgan. Last year Louise was taken ill when lying ninth and Ellen had to take over, eventually finishing twelfth.

Malcolm Wilson will be another British face on the event with his own Escort, gradually recovering some of his recent lost form.

Top class opposition will come from Andrea Zanussi, driving a Lancia Rally. The car showed in Greece that it is capable of some very fast times although it remains a very fragile car. Opposition to the British girls will be in the delightful shape of Antonella Mandelli, driving her usual Totip supported Fiat 131 Abarth.



Alen feeling the strain

Markku Alen shows all the frustration of a driver who has given his all, only to be beaten by the clock. The Lancia Rally set some very fast times on the stages but the constant pounding from the Greek roads took its toll on the car, eventually causing it to go OTL.

Group A still in dispute

The results of Group A on the Acropolis are still in doubt as the car that was thought to have inherited the win, the Toyota Corolla of Christos Panaourgias, was also excluded after the event for homologation irregularities. Panaourgias has appealed against the decision, requesting a delay to allow him to provide the necessary papers. The organisers are hoping to be able to announce the final results in the near future.

Himalaya pressing onward

The third Himalayan Rally will now start on October 30 and finish on November 5, as detailed in the latest FISA Information bulletin. The organisers have brought the rally forward to increase the number of days between the end in the Himalayas and the start of the Lombard RAC Rally in deepest Yorkshire.

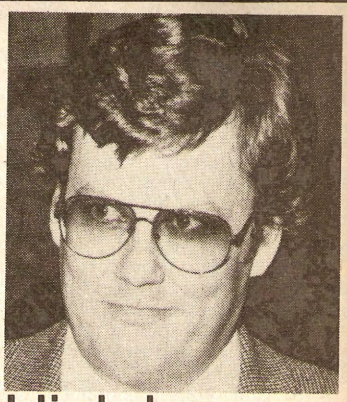
After the experience on the Paris Dakar event recently, the organisers have decided to open the competition in the foothills around Dehradun, and the Corbett Park. This should avoid the deserts of Rajastan, where four wheel drive proved essential for the organisers on their preliminary run.

The postponement of the Peking Paris event has meant that several intending competitors have now turned their attentions to the Himalayan event, and consequently early interest in the rally has been quite high. The organisers will be visiting the Acropolis Rally later this month in an attempt to draw further European teams. The event is supported by Air India, and further details are available from Shailendra Vyakarnam on 0223 240017.



Grieve back on Circuit

Donald Grieve will return as Clerk of the Course for the 1983 Circuit of Ireland after a one year lay off. Grieve, the manager of a Belfast laundry, was in charge in 1979, 1980 and 1981 before Marshall Allen took over last year. Plans for the 1983 event are already well under way.



High hopes for Pentti

Pentti Airikkala is still looking for a drive for the rest of 1982 but at last there may be something to look forward to.

He is at present tying up a deal that could provide him with a package of events including some in Britain, although he is still not able to release exact details of the deal.

"It is looking much better now," he said earlier this week, "and I hope to be able to make an announcement soon." Was he sorry to be missing the Scottish? "Not really — it gives me time to play badminton. That is very good for the health!"

Hong Kong is on . . .

In a joint statement issued by the Secretary General of the Association of Motor Sports of the Peoples Republic of China, Mr Qi Jincheng, and the Executive Director of the Hong Kong AA, Phil Taylor, it was stated that agreement has been reached to run the first Hong Kong — Beijing Rally in the spring of next year.

The rally will use some 3,000Kms between Shenzhen and Beijing, running between the mountains in the south and the plains in the north. The precise route will be decided after a trial run by the CMSA and Hong Kong AA within the next few weeks.

Mr Taylor said, "We hope to attract many top class competitors to the event, which will be the first such rally in the country. We shall shortly be able to announce the exact date after consultation with FISA, under whose rules the rally will be run."

Codasur is off

In a statement from FISA General Secretary, Yvon Leon at the end of last week, it was formally announced that the Codasur Rally has been cancelled by the Argentine Automobile Club. This ends weeks of speculation about the event but at the same time raises questions about the World Drivers Championship event in Brazil.

FISA will make a decision on June 22 about whether or not they intend to extend the World Championship and the logical event to be upgraded will be Brazil. If this is not the case then there could well be problems in store for that event as many teams are reluctant to travel to the country for just one event particularly so soon after New Zealand.

Lyons to win in Donegal?

This weekend Ireland hosts the Castrol Donegal International Rally, a three day all-daylight event which starts on Friday afternoon and finishes on Sunday evening. The Sunday stages are all well known from previous years although there have been some changes to the event.

The new Clerk of Course, James Cullen has moved the event HQ to the Great Northern Hotel in the seaside town of Bundoran where a final stage through the streets will bring the cars bck to the rally HQ on Sunday. The event will comprise 310 miles in 32 stages.

Heading the entry list is last year's winner, and favourite to repeat that win, John Lyons with Billy Coleman in the DOT Ireland Opel Ascona 400 right behind him. At three is the top British challenger, Roger Clark who has Ellen Morgan to keep him company. "It should certainly make a pleasant change," he joked earlier this week.

A whole string of top Irish drivers follow although there are two gaps in the entry where Ger Buckley and Winston Henry should have been. Both have been excluded for alleged practising of the 'blind' route.

One person who is going to the Emerald Isle to enjoy himself is Welshman Phil Collins who, with Jon Savage, will be hoping for a top five placing now that he has a stock of 'sticky' Advan tyres that proved so useful on the Isle of Man recently.



John Lyons in action recently. Can he repeat last year's win?

Leading entries

1,	John Lyons/Bill Moffat	Ford Escort RS
2,	Billy Coleman/tba	Opel Ascona 400
3,	Roger Clark/Ellen Morgan	Ford Escort RS
4,	—	
5,	John Coyne/Christie Farrell	Talbot Sunbeam Lotus
6,	Brendan Fagan/Kenny Johnson	Vauxhall Chevette HSR
7,	Donie Keating/Nick Condon	Vauxhall Chevette HSR
8,	Austin McHale/John MgHee	Vauxhall Chevette HSR
9,	—	
10,	John Price/Hugh Wylie	Renault 5 Turbo

Lindisfarne changes its name

Due to a takeover of the Europa Lodge Hotel by the Queens Moat Hotel Group, this year's Lindisfarne Rally has been re-named the Newcastle Moat House Lindisfarne Rally. The event will be largely based in the Keilder Forest complex and will be run on September 4.

New HQ for Cumbria

This year's Pirelli Tour of Cumbria, the penultimate round of the National championship, will take place on September 25. The rally HQ has moved this year to the Crown and Mitre Hotel which is situated in Carlisle City Centre. The start and finish will both be at the Civic Centre as the rally will be part of the celebrations marking the 1900th anniversary of the city. In common with many other events, there are special rates for competitors at the hotel and parking facilities within the city have been specially arranged.

Despite having had mileage cut back in Kielder, Clerk of the Course Rob Grant has found an entirely new stage in another forest for a 13 mile stage. This means that the total mileage for the event will be 80 miles of which 90 per cent will be forest.

All go for Russek

Regulations for the next round of the Pace/AUTOSPORT National Championship, the Peter Russek Manuals Rally which runs on July 24, are now available from David Isaac, 12 Ffrwd Vale, Neath, West Glamorgan. The route will comprise 80 competitive miles in just six stages, and many of the tests will be used for the first time.

With centralised servicing, the Peter Russek is one of the most compact events in the series. Rally HQ will once again be at the Dragon Hotel, Swansea where special rates have been arranged. A booking form will be sent with the acceptance of entry.

● Roger Gale, press officer for the Peter Russek Manuals Rally has moved. His new address is "Tyrell", 13 Wellfield Avenue, Neath, W. Glamorgan. Tel: (0639) 55860. The event's Secretary has also moved, having recently married. David and Carolyn Williams are now living at "Hafren", 3 Tir Newydd, Llwynhendy, Llanelli, Dyfed. Tel: (05542) 2818.

Fife adds another

A new event has been added to this year's Fife Metal Structures/ESACC rally championship. The series will now comprise 11 rounds although only six will count for driver's totals at the end of the season, as originally intended. The extra event will be the Checkpoint Aberdeen Stages which will take place on Saturday June 26. Regulations are currently available from John Shearer, 73 Morningside Road, Aberdeen. The entry fee will be £33 for 23 miles of Forest roads of typical Aberdeenshire quality!

Current leader of the series is top placed Scottish championship driver, Ken Wood with 60 points. He holds an 18 point advantage over the Chevette of Dougie Riach with Hugh Munro a further five points adrift.

Demi moves into lead

Demi Fitzgerald has taken the lead in the Blydenstein Challenge at the end of May. The Republic of Ireland's rallying Baker now holds a substantial 65 point lead over second placed Simon Everett and Chris Pearson. Pearson has crept up with his Opel Kadett GTE to share 130 points with the Belgium-based driver.

The organisers of the Criterium Lucien Bianchi Rally which takes place over September 3/5 have asked Simon Everett Racing to represent them in the UK and they will be pleased to pass details of the event to anyone who sends a stamped addressed envelope.

The event will contain 650Kms of stages and offers 500,000 Belgian Francs prize money. Details may be obtained from Simon Everett Racing, 3 Plains Road, Little Totham, Maldon, Essex.

Briefly . . .

● The organisers of the recent Haspengouw Rally literally went to town to promote their event. Before the rally started they took a parade of Opel Ascona 400s and Opel Manta 400s through every town in the area in procession. There was also a rally carnival float among them to entertain the watching population.

● The organisers of the ATS Epynt Stages are keen to impress that their event is definitely on, despite rumour to the contrary. 44 stage miles are available for the event on July 10 with Crychan and Esgair Dafydd both being used.

● The 25th anniversary dinner of the Ecurie Cod Fillet, organised by the IRDC, will take place on Saturday, July 10 at the Lion Hotel, Shrewsbury. This is a change of date from that previously announced.

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jun 18/20	Donegal	Castrol Donegal Rally — Tarmac Championship, round 3.
Jun 18/20	Rumania	Danube Rally — European Rally Championship, round 25 (co-eff 2).
Jun 19/20	France	Rallye d'Antibes — European Rally Championship, round 26 (co-eff 3).
Jun 23/27	New Zealand	Motogard Rally — World Rally Championship, round 6.
		British interest on the event centres around Tony Pond and Rob Arthur in their Datsun, but they will have to face the leading Championship contenders, in the form of Michele Mouton and Walter Rohrl as they compete on the other side of the World.

NATIONAL RALLYING

Date	Venue	Event/Details
Jun 19/20	Aberystwyth	Cambrian News Trophy Rally (Aberystwyth & DMC) — *Motoring News*/BTRDA Championship, round 4. Start: Aberystwyth Car Park, 10.50pm.
Jun 19	Turweston Airfield	Carfax Skoda Stage Rally (Oxford MC).
Jun 26	Northumbria	Northumbrian Stages Rally (Northumbrian MC & Tyneside MSG).
Jun 26	Aberdeen	Checkpoint Aberdeen Stages (Aberdeen & DMC).
Jun 26/27	Tavistock, Devon	ATS Midsummer Rally (Tavistock & DMC).
Jun 26/27	Essex	Evening Gazette Trophy Rally (Colchester & DMC).

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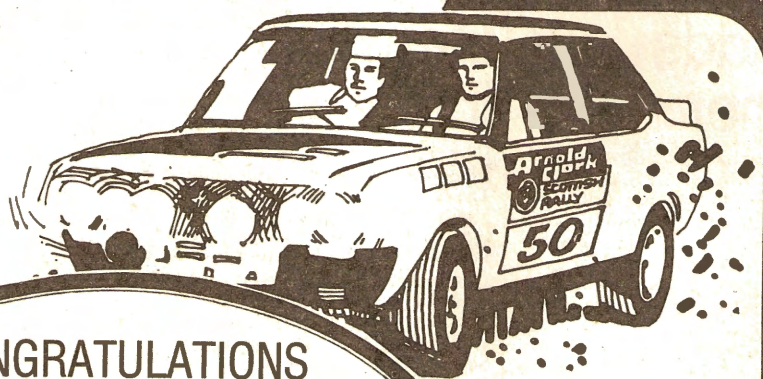
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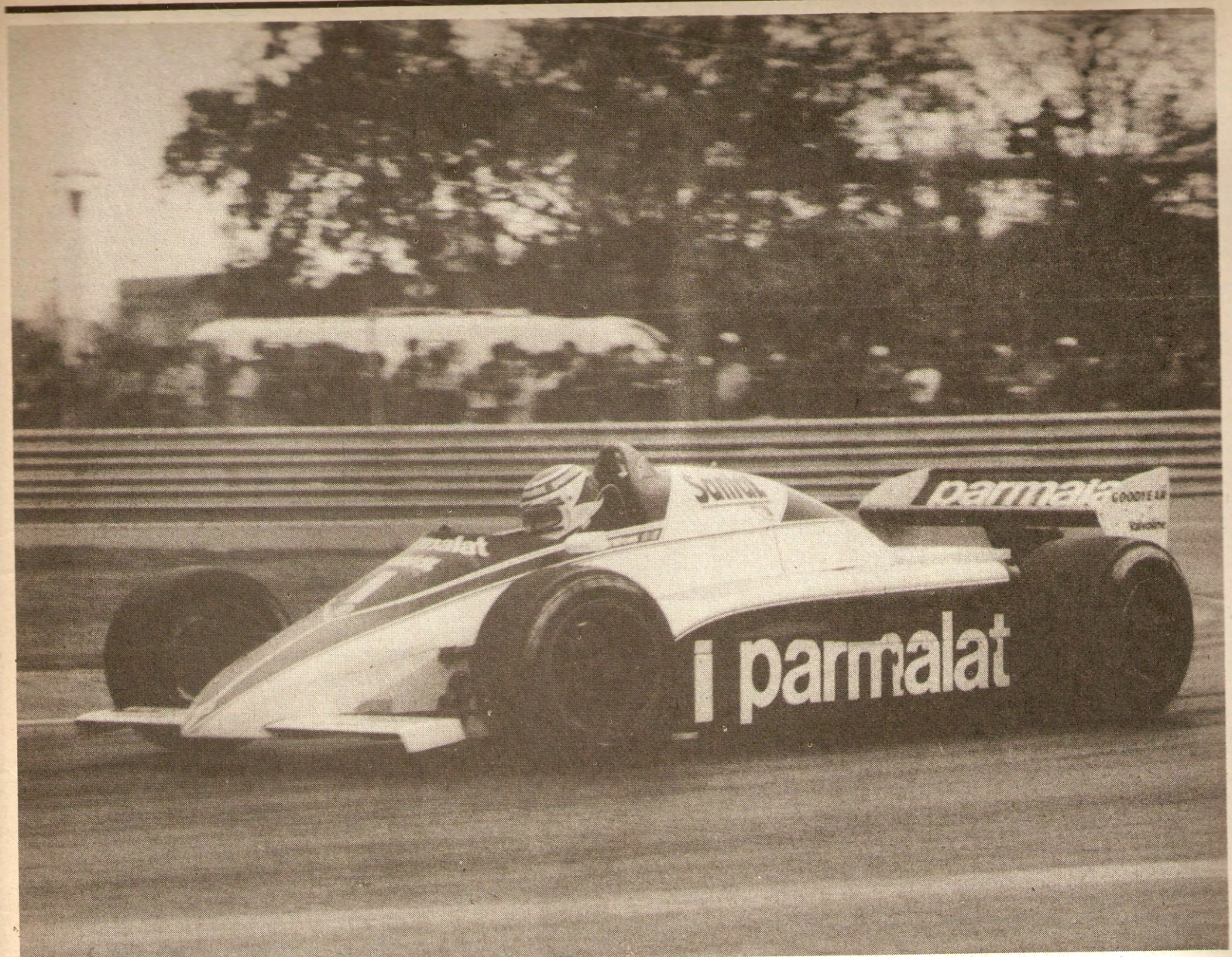
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Non-qualifier one weekend, winner the next, Nelson Piquet and the Brabham-BMW confounded everyone by seizing an early lead, and staying there to the end.

Grey day in Montreal

Piquet wins with BMW turbo — Riccardo Paletti dies after tragic accident on the grid — Pironi puts Ferrari on pole — Renaults fail again — Brabham one-two — Watson third to increase championship lead — Mansell injures arm — Report: NIGEL ROEBUCK — Photography: INTERNATIONAL PRESS AGENCY.

Sunday brought a big surprise. Just one week before the Canadian Grand Prix, Nelson Piquet was at Detroit — spectating. The Brabham-BMW had failed to get him into the race. Seven days later it got him onto the rostrum. Curious business, this Formula 1.

The track in Montreal, newly renamed the Circuit Gilles Villeneuve, proved to be a haven for turbos, the four such present heading the grid: Ferrari, Renault, Renault, Brabham-BMW. Didier Pironi had the pole in the revised 126C2, and was the thinking man's favourite to win. In addition to the sheer muscle of a turbo, he also had the reliability of Maranello and a chassis which had never handled so well.

That Pironi did not win really leads into the main story of the Canadian Grand Prix. For the second time in five weeks, Formula 1 faced stark tragedy. On the grid Pironi's engine stalled. Most of those behind found a way past the Ferrari, but Riccardo Paletti's Osella, starting from the back of the grid and moving very quickly when it reached the front, rammed the back of Pironi's car absolutely head-on at something over 100mph.

Extricating the dreadfully injured driver took a long time, so devastating was the wreckage of the Osella. Briefly, there was fire, dealt with efficiently. Paletti was finally removed to hospital, where he died shortly afterwards. Two hours later, the race was restarted.

Now in his spare car, Pironi was not the same force as in qualifying, and ignition troubles kept him from the battle. It was left to the Renaults to fight with Piquet, and the yellow cars took care of themselves, as is their recent custom. By half-distance, Nelson was loafing, and the only matter at issue was the reliability of the BMW engine, not historically its strong suit.

In the cold evening air, however, it kept on running, chased distantly by its Cosworth-powered colleague, driven by Riccardo Patrese. Third, at the flag, was World Championship leader, John Watson, not a strong contender on this occasion, but a man with the momentum of the season going with him. In the last few laps, Andrea de Cesaris and Eddie Cheever, both ahead of the McLaren at the time, ran out of fuel, presenting John with more points then he expected. Another with a dry tank was Derek Daly, in sixth place at the same time. For Frank's team it was a desultory weekend, with Keke Rosberg falling victim to all manner of ills in the race, and never a factor in its outcome.

Behind Watson, therefore, we had the consistent Elio de Angelis (Lotus 91), the persistent Marc Surer (Arrows A4) and the lacrimose de Cesaris, who drove an outstanding race (again).

Nigel Mansell was unfortunately involved in an accident with Bruno Giacomelli, the Lotus sailing over the Alfa, Nigel suffering arm injuries which may keep him out for some time.

It was simply a weekend when little went right, when the weather was capricious, the crowd thwarted by strike, and the meeting irrevocably marred by the appalling accident to poor, young, Paletti.

continued

ENTRY & PRACTICE

Montreal in June, and what a contrast from races past. Visits have previously meant heavy suitcases, spilling over with sweaters, jackets, gloves, for Quebec in the fall is chilly indeed. You stood and shivered in the Metro station as you waited for your transport to *Ile Notre-Dame,* were glad of the walk over the bridge at the other end of your journey. It got the blood moving again.

The organisers of the race have wanted for some time to shift their event to a less inclement time of the year, and this time they got their way. Now the underground was sticky and humid, and T-shirts were the thing to wear.

Quebec weather, though, rarely plays fair with motor racing. October races have had their share of rain over the years, and the first day of practice this time was plagued by more. Through the preceding days, said the locals, there had been no hint of it. All had been sunny and blue — until Friday morning, when we awoke to grey skies and light drizzle.

More worrying for the organisers, however, was the spectator count, for no one could anticipate how attendances would be affected by the loss of Gilles Villeneuve, around whom the Montreal event always pivoted. Zolder was still in the very recent past. Were there enough Formula 1 fans in Canada, or had the large crowds of the past merely made the trip to cheer on a national hero? The organisers could only hope for the best. On Friday, by way of encouragement, entrance to the track was free, as it had been at Detroit the previous week.

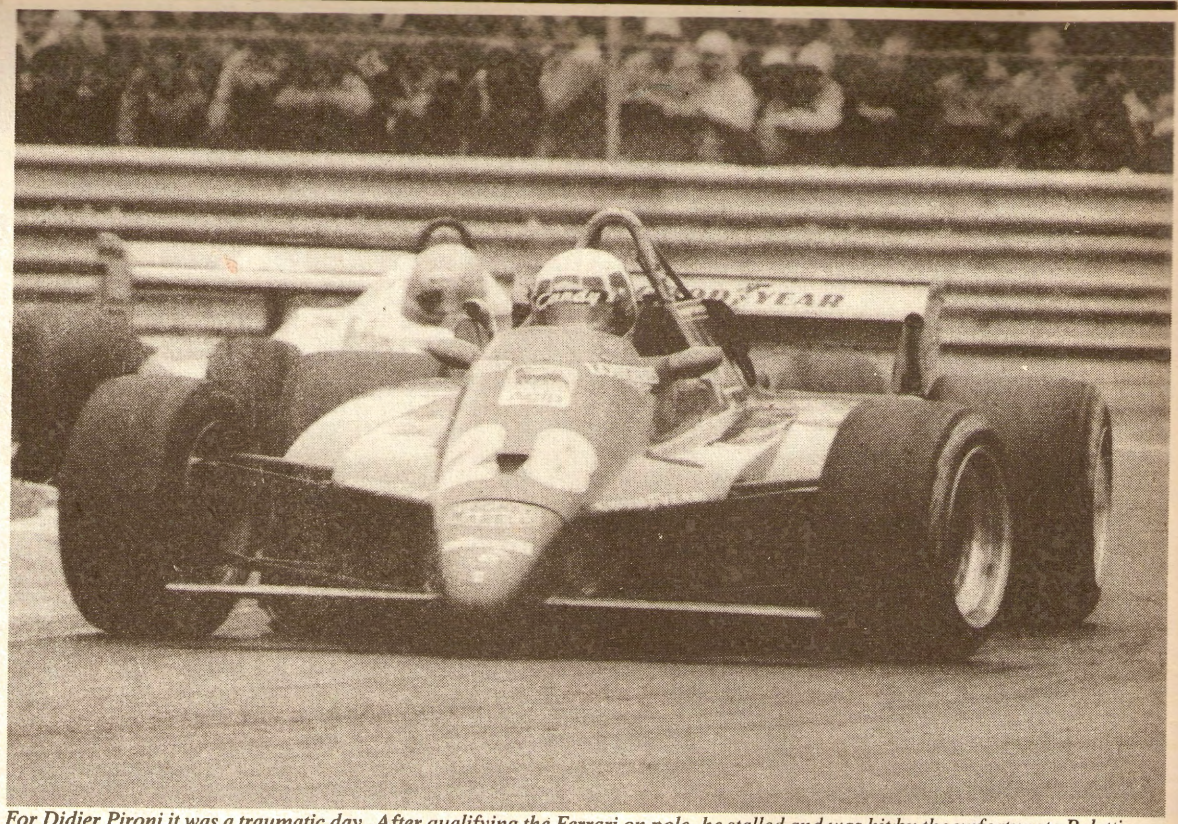
When the first untimed session began, the track was dry, but soon there was light rain, then a downpour. Keke Rosberg headed the lists, with Riccardo Patrese second, but it all meant very little, most people doing only half a dozen laps or so. Of interest was the fact that Nelson Piquet, still running the BMW-powered Brabham, was only a tenth slower than his Cosworth-equipped team mate, but Henton's Tyrrell was up in seventh place, and Serra's Fittipaldi 11th, so you could not take it very seriously.

To some extent, the story was the same in the afternoon. After a dry start, there was more rain after 15 minutes. "Today it was just a matter of being out at the right time on the right tyres," commented Nigel Mansell. "I ran on race tyres to start with, came in to change to qualifiers — and down it came . . ."

Andrea de Cesaris *was* out at the right time, and on his soft Michelins. Driving with the flair we now come to expect, the Italian was smooth and full of verve in his Alfa Romeo, lapping more than half a second quicker than the next man, Rosberg. Third, and looking easy and calm, we had Didier Pironi, still the only Ferrari representative. Then came Patrese, Arnoux, Daly, Piquet, Lauda, Prost, Alboreto. It was starting to look a little more sensible now.

Saturday, in absolute contrast, was glorious, cloudless, but with just the right amount of breeze. In the morning's untimed session, Rosberg was again the fast man, and looked a likely candidate for the pole. But in the afternoon we had the great turbo charge.

When it was all done, we had an emotional Pironi, tears in his eyes, dedicating his pole position to Gilles Villeneuve. Irony finds a ready home in Grand Prix racing. Bearing in mind the tragic deterioration, during the last days of his life, of Gilles's relationship with his team mate, now in his homeland — at the Circuit Gilles Villeneuve — Didier had the pole, his first since Brands Hatch a couple of years ago, Ferrari's first since Imola in 1981.



For Didier Pironi it was a traumatic day. After qualifying the Ferrari on pole, he stalled and was hit by the unfortunate Paletti.

Pironi does not get excited about his motor racing, which partly explains his effectiveness, but there was no doubting his pleasure on Saturday afternoon. "Really we have made a lot of progress recently," he remarked. "The new pull-rod front suspension makes a fantastic difference in slow corners. The car has always been quite good through quick ones, but we could never get it to turn into hairpins and sharp turns. There was a delay before there was any bite, before you could feel any grip at the front. At a circuit like this, the improvement is dramatic . . ."

Didier did only four laps in the last session, but the last one — 1m 27.509s — was considerably quicker than any set by his rivals. More to the point, it was set on 'C' compound Goodyears, all the other Akron runners using the much softer 'E' qualifiers. Pironi was looking strong indeed, and Ferrari at last had a reason to smile.

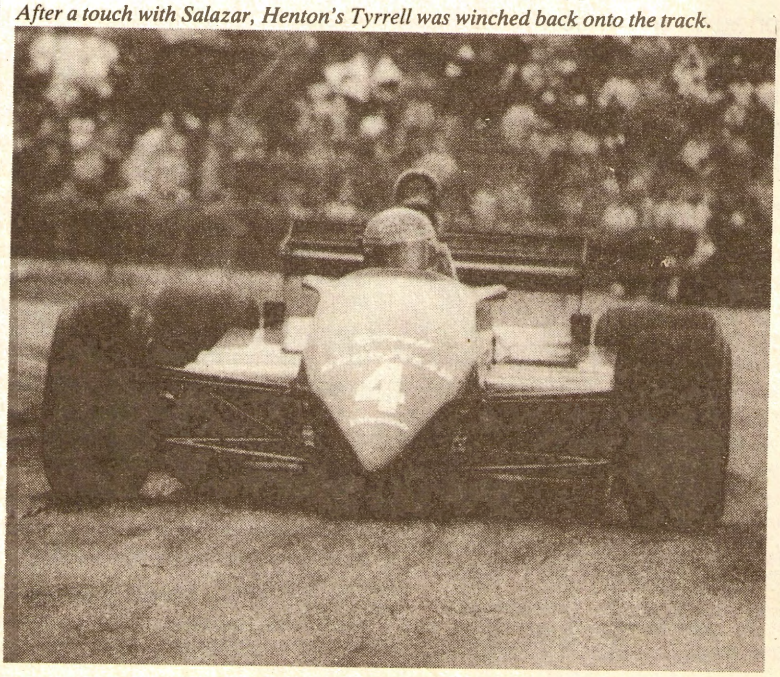
Next were the Renaults, Arnoux and Prost. Rene had been clobbered by Winkelhock's ATS during the wet session on Friday morning, to the detriment of his RE30B's right hand suspension, at front and rear. That had meant using the T-car in the afternoon, but by Saturday morning his race chassis was repaired, and he concentrated on establishing a good race set-up, running on full tanks, which cloaked a problem in the final hour.

Going for a time now, with very little fuel aboard, Arnoux quickly discovered that his car was porpoising horribly. One of the most important parts of the track is the daunting, blind, right-left-right series of sweepers after the pit straight. These, in a properly set up car, are flat, and on qualifying tyres should be easily flat. But now, running light, René found the Renault lurching off line, and there was no alternative other than to lift off, which made you slow on the following straight. Skirt adjustments helped a bit, and Arnoux finally screwed himself up for a very brave, banzai, lap.

The problems this week were all Arnoux's, for Alain Prost had a trouble-free couple of days with his car, his main worry being constant pain from his foot. "No, no, it is not bad now," he shrugged on Saturday, but clearly it was hampering him. Third fastest, three-quarters of a second from Arnoux, was a good effort.

So, too, was fourth from Piquet. The Brabham-BMW had a chance to stretch its legs at Montreal, and as Nelson powered it out of the hairpin and on past the pits to the sweepers, you could see the colossal power of the German four-cylinder engine. Piquet's approach speed to the sweepers was clearly greater than anyone else in the place, and it was no surprise to find the car at the top of the speed trap lists, with a best of 178mph. Next up in this department, not surprisingly, was Pironi's Ferrari (176) and the Renaults of Arnoux and Prost (172). A speed of 171mph was quoted for Jochen Mass's March, but this is so much quicker than any other Cosworth car as to be ridiculous, and a more realistic DFV speed was that achieved by Lauda's McLaren (164).

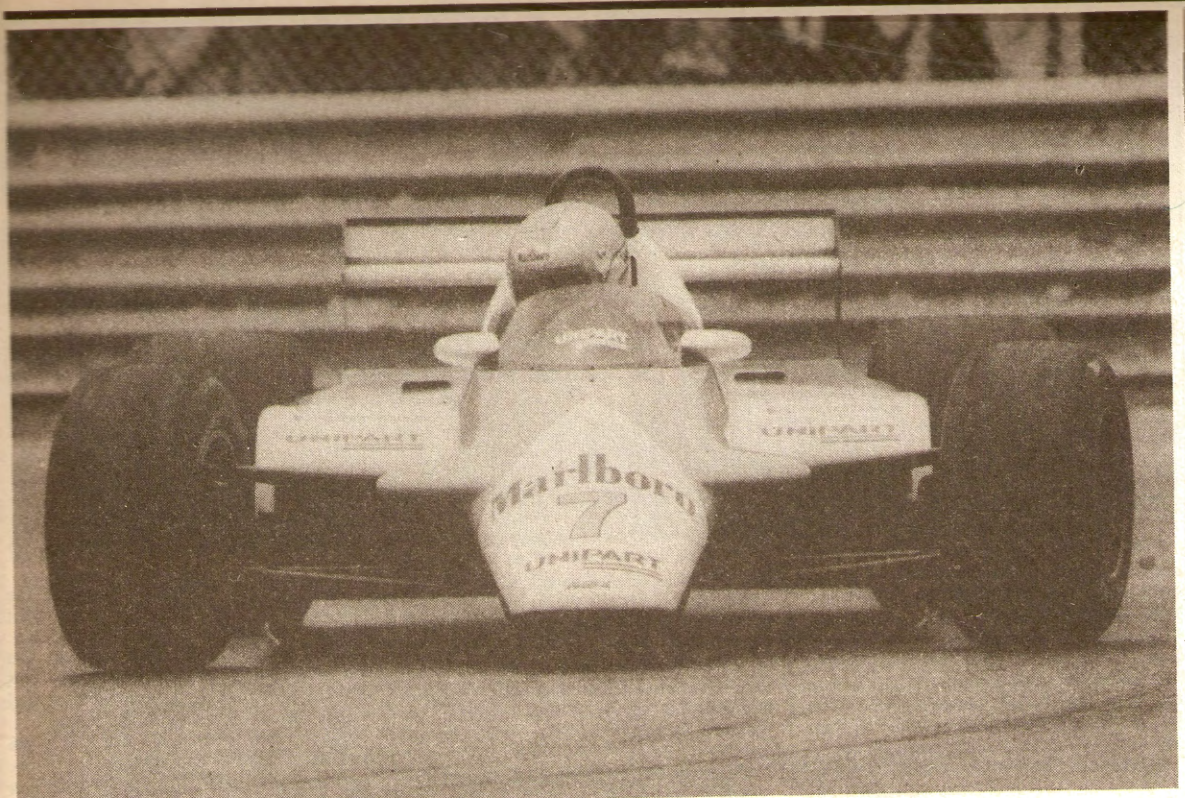
After a touch with Salazar, Henton's Tyrrell was winched back onto the track.



For once Nelson had a relatively uneventful time with the BMW, although a sticking throttle kept his attention once or twice. Changes to the metering unit since Detroit improved the engine's pick-up out of slow corners, and Piquet was always among the front runners. Patrese, in the Cosworth car, finished up in eighth spot, his chassis a brand new one to replace that damaged in the Detroit accident which caused the race to be halted. Riccardo, like Arnoux, found his car nicer to drive on full tanks.

The Alfas, predictably, figured strongly throughout. On Friday, de Cesaris was the pace-setter, but during the Saturday morning session a tyre went down on the straight following the first sweepers. "It was just before the right-left chicane," Andrea explained, "and I tried to get through it. But the car went sideways at the entry, and I hit the kerb hard." Such was the impact that the Alfa's monocoque was written off, and de Cesaris had to use the spare 182 for the final session, and also for the race. Fastest on the first day, he was disappointed to drop to ninth overall. Bruno Giacomelli, by contrast, had no dramas, improving dramatically in the last session, qualifying fifth and leading the non-turbo contingent.

Right on Bruno's heels, and heading the Cosworth brigade, we had John Watson, whose confidence was never



Watson's McLaren, less competitive at Montreal, nevertheless finished third.

higher. "You know me," he said, laughing at himself between sessions on Saturday. "I can't find a balance. Same old problem. . .We can't seem to solve this problem with turning in, getting the front to bite initially." Despite being held up on one of his flying laps by the dilatory de Villota, John looked conspicuously quicker than Niki Lauda, and so the stopwatch confirmed, the Austrian never really seeming at ease. He did more laps than Watson, but qualified 11th.

Before the last session, it was expected that Rosberg would be the quickest Cosworth man, but seventh overall was the best he could do, his time nearly a second slower than he had managed in the morning, when he went round in 1m 28.22s. A few minutes from the end of that session, Rosberg felt his engine beginning to seize, and for the afternoon had to run the spare Williams FW08.

"We made a lot of changes to the car for the last session," he commented, "but I wasn't happy with it like that, so we put it back to the settings I'd had on my race car in the morning. That was a lot better, but I had a problem with tyres. These 'E' compound Goodyears give you *really* good performance only for about a lap and a half, and it's a matter of having that tremendous grip for the whole of one good, clear, lap. I just didn't manage to do that this afternoon, for some reason. The turbos went quicker than before, as expected, but I expected to be with them, to go quicker than I did this morning. . ."

The final minutes of the Saturday morning session were hectic indeed for the Williams teams, for, as Rosberg's engine expired, Derek Daly's broke a valve spring, which meant an engine change for the last hour. Derek qualified 13th.

The Lotus 91s never looked competitive in Montreal, Mansell's car suffering from truly spectacular understeer through the many slow corners. Elio de Angelis took 10th place on the grid after two incident-free days, but Nigel was disappointed to be down in 14th, dissatisfied not only with his car's handling but also with its engine which, he said, would not rev properly during the last session. Both the black and gold cars ran without engine covers. "It seems to be worth it on slow circuits," said Nigel. "The aerodynamics are not as important, and the engines seem to breath better."

Talbot-Ligier again relied on the venerable JS17s, so successful at point-and-squirt Detroit, and again Eddie Cheever was quicker than Jacques Laffite. "There is a big problem with Jacques's car," commented Jean-Pierre Jabouille. "For some reason we cannot get it properly balanced." Laffite, who won so brilliantly in the heavy Montreal rain last year, could only hope for more of the same.

After practice, Cheever, who qualified 12th (seven places higher than his team leader), was more than a touch angry. The pit exit at Montreal is extremely dangerous, cars emerging for it to go straight into the ultra-quick sweepers. For a driver on a flying lap, such intrusions are, at best, annoying and costly in time. At worst, they are lethal. Towards the end of the session Cheever was going for a time, powering towards the sweepers as Manfred Winkelhock drove his ATS out of the pit lane. First of all, the German kept to his own (left) side of the road, then suddenly decided to chop across to the right. His motive was presumably to give Cheever more of a normal line into the middle, left-hand, corner. But he did it far too late, and gave the Americans an enormous moment, the Ligier anchoring up and very nearly going over the ATS.

I was doing 260kph, I guess," said Eddie afterwards, "and the stupid jerk comes straight across in front of me — and then back again! Jesus. . .you know, my first urge was to drive him into the wall, It's so goddam dangerous. I mean, this could have been like. . ." and he stopped himself short of saying "Villeneuve at Zolder.'"

After a period of being almost in the ballpark, the Tyrrell team slipped at Montreal (as at Detroit), with latent star Michele Alboreto qualifying only 15th, and Brian Henton, who had two engine failures during Saturday, squeezing onto the very back of the grid, 26th.

Only slightly slower than Alboreto was Marc Surer, who was followed immediately by his Arrows team mate, Mauro Baldi. This was by far the most impressive showing by the Italian F3 man since he moved up. Like all the Pirelli users, Baldi found that the company's new, narrower, race tyre gave an impressive amount of grip — so much so that all, apart from Riccardo Paletti, found them quicker than the supposed qualifying tyres! Jean-Pierre Jarier's similarly-shod Osella was virtually as quick as the Arrows pair, and Paletti also qualified the second car, in 23rd spot.

The week between Detroit and Montreal was a busy one for the Ensign mechanics, for Roberto Guerrero's car was extensively damaged in the multiple shunt which caused the Detroit Grand Prix to be stopped. "We couldn't believe how much needed to be done," commented Mo Nunn. "The monocoque itself was OK, but the engine and gearbox mounting blots were all pulled out, the steering rack had been forced against the stops, you name it. What we had was virtually a complete rebuild."

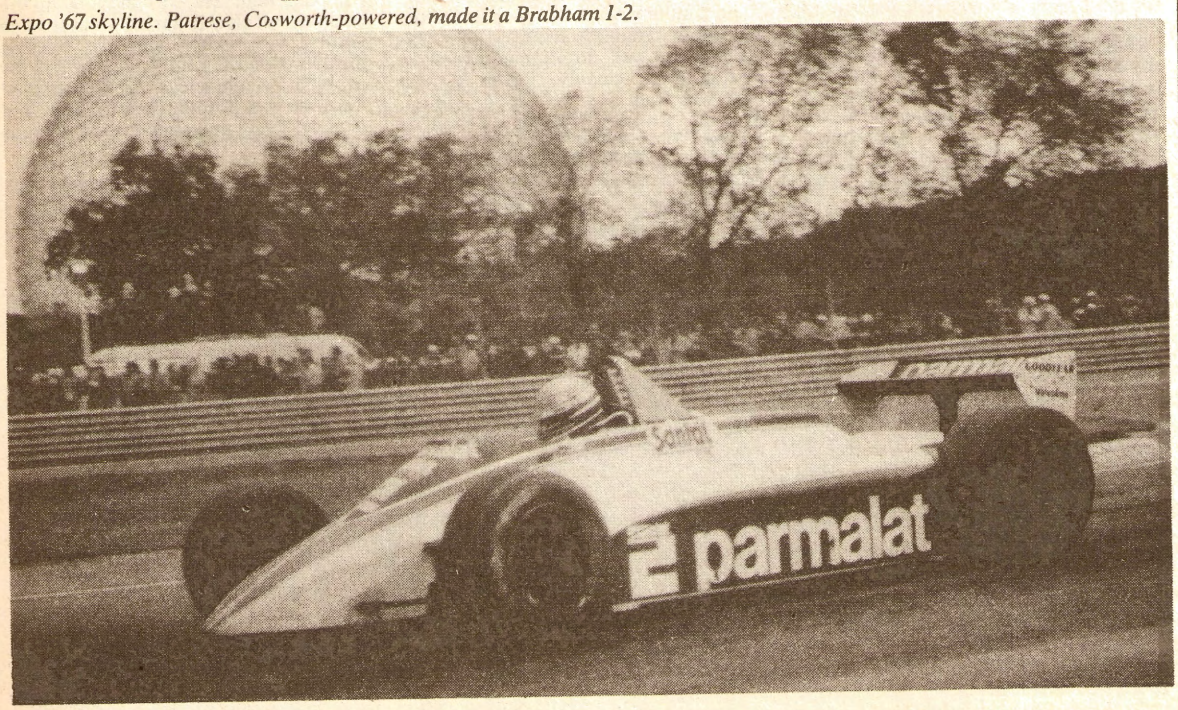
At Montreal, Guerrero was one of a number of drivers to be severely troubled by porpoising. "I can't get through the quick turns after the pits properly," he said. "The car is bouncing so much that I have to lift off. We can make it better through there, but it is terrible on the straights — and I have to lift off there!" For the last session drastic changes improved matters somewhat, and with Michelin qualifiers Roberto got in easily enough.

So, too, did the Marches of Raul Boesel and Jochen Mass, the Brazilian a hair quicker than his team mate. On Friday Raul was involved in, shall we say, a dispute with fellow-countryman Chico Serra over territorial rights during the untimed session. When both were back in the pits, Chico came down to have words with Raul, eyewitnesses reporting a somewhat foolhardy attempt to push his fist through the letterbox of Boesel's helmet. As Serra walked away, it seems that his protagonist attempted to put him into touch, and further 'discussions' ensued. . . .

ATS had a terrible time. Without a spare car, their problem became acute when Winkelhock ran into Arnoux's Renault during the first session. The German, so startling in Detroit, was clearly in distress through the final timed hour, his car bucking so alarmingly over the bumps that even the abnormally brave Manfred was having to back off. Fifth on the grid a week before, he failed to make the field at Montreal. Eliseo Salazar did get in, however, despite poor handling and most of Saturday morning lost with gearbox problems.

Although Jan Lammers accompanied the Theodore team to Montreal, he was ▶

Expo '67 skyline. Patrese, Cosworth-powered, made it a Brabham 1-2.



continued

unable to drive, thanks to the unpleasant thumb injury incurred at Detroit. Therefore, Geoff Lees was drafted in for the weekend, and he did his usual competent job, working the understeering car into the race, albeit back in 25th position.

Out for the race were Serra's Fittipaldi and Emilio de Villota's March, the Spaniard putting in a tremendous number of laps, but never looking like a qualifier.

So, at the end of a summery Saturday, we had a Ferrari on the pole for the first time in more than a year, and that the spectators appreciated. But would this be yet another 'turbo grid,' with boost up high and sticky tyres, all going to pieces on Sunday, when it mattered? The weather forecast for race day — cloudy with occasional showers — was hard to take seriously as we basked in the evening sun. Would the crowds turn out? That was a thought still much on the organisers' minds, more so when it became clear that the Metro system, by which means 60% of the spectators traditionally arrive, would be on strike on race day. In best Buckton fashion, of course, those responsible said the very last thing they wanted to do was disrupt the Grand Prix. Perish the thought. But a principle was a principle, and so with commendable initiative, the organisers immediately set about commandeering every spare coach in Quebec, to bring the fans to the track *free*. No country in the world works harder for its race, and you hoped their drive would be rewarded.

THE GRAND PRIX

Overnight the shades came down, and they did not lift with the new day. Summer had evaporated. The forecasts had been right. Sunday morning was grey and misty and downright chilly. There seemed to be rain in the air, and the start was not scheduled — TV schedules, remember — until 4.15.

To everyone's astonishment, however, it remained dry all day. In the morning warm-up, the Brabhams of Piquet and Patrese were quickest, their times so close as to suggest that choice of power unit mattered not at this particular place. On reliability you had to fancy Riccardo's chances rather than Nelson's, but the wind was whipping up, and turbos love cool weather.

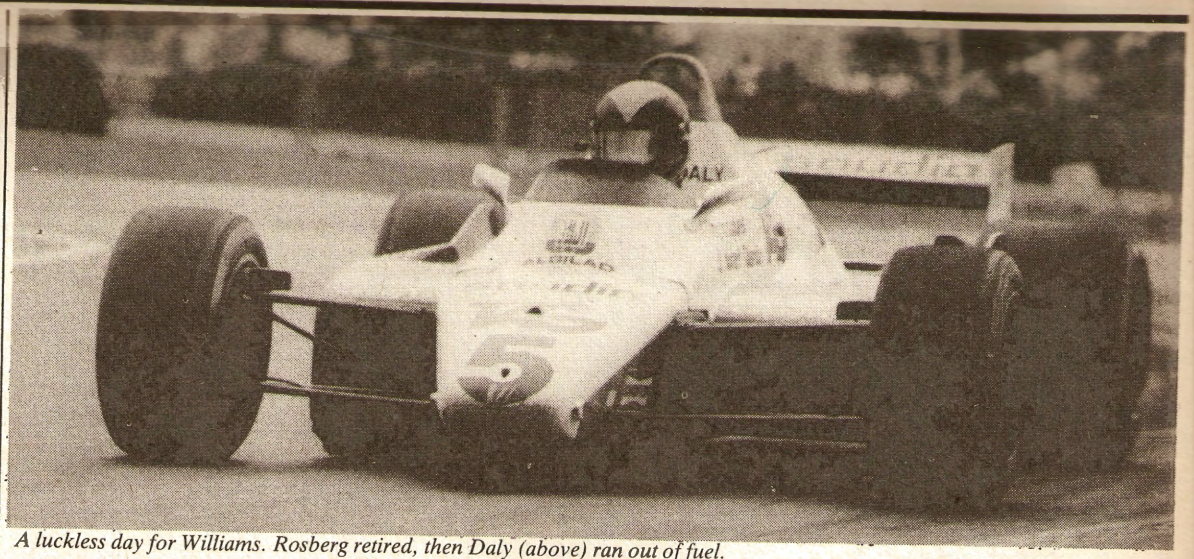
During the session there were the usual last-minute problems, Henton stripping a pinion in his crownwheel and, Jarier blowing an engine, Guerrero a driveshaft, Surer an exhaust. Among the leaders, only Giacomelli was in strife, his Alfa refusing to run cleanly due to fuel starvation. The mechanics went to work again.

Finally, after an endless wait, they were away, Pironi leading them on the final parade lap. Down to the hairpin they came, weaving black patterns on the track, trying to work some heat into the tyres. Onto the grid, forming up, and it seemed a long, long, time before the red light went on. By now Pironi, his Ferrari in gear, was creeping helplessly. Didier jabbed the brake pedal, momentarily dropped the revs, and the engine died. All Grand Prix drivers have experienced this, and all had every sympathy for his plight.

The Frenchman held up his left arm to warn those behind, and when the green flashed Alain Prost, directly astern of the Ferrari, moved left to go round it, those behind following suit.

This is one of the most perilous situations in Grand Prix racing, with all that power unleashed, less than a full road available, some inevitably unaware of the problem, unable to *see* it.

It looked this time as though everyone would get away with it. "I was accelerating hard," remarked Derek Daly later, "and suddenly saw Pironi in front of me. Mansell was alongside me, on my left, and I must thank him for reading the situation so well. He moved left of the Ferrari, and he left me room to do the same. In fact, neither of us lifted off, just jinked left at the same moment . . ." There were many other, similar, stories.



A luckless day for Williams. Rosberg retired, then Daly (above) ran out of fuel.

As the last few cars approached, however, there was trouble, and of the worst kind. Drivers towards the back of a Formula 1 grid are moving quickly indeed — over 100mph — by the time they reach the front row positions. Boesel's March hit the left rear wheel of the beached Ferrari, took off and fortunately landed right way up, with no harm to the driver. Right behind Boesel, though, was Paletti's Osella, the driver presumably unaware of the impending hazard, perhaps a little overkeen to do well in only his second Grand Prix.

With a truly sickening force, the blue car canoned into the red one, knocking it across the track, where it was clipped by Lees's Theodore, with no particular harm to either. Medical cars and ambulances stopped, but the first man to reach the unfortunate Paletti was Didier Pironi, who ran across the road and began pulling wreckage from the front of the Osella. The young Italian was unconscious in what remained of his cockpit, and doctors and rescue workers began to arrive.

Three-quarters of a minute after the impact, with people all around, the Osella suddenly burst into flames, and a dreadful sight it was, with Paletti still immobile, trapped in the middle of it. Fire marshals dealt very efficiently with the blaze, which required at least five large extinguishers for its snuffing out. That done, work then began to free the driver, and get him to hospital as soon as possible. So badly was the car crushed that the task took 28 minutes, after which Paletti was taken aboard a helicopter, alive but fearfully injured. It was clear very soon that there was little realistic hope of his survival, and he died, of massive internal injuries, two hours later.

The enormity of the tragedy necessarily left everyone stunned, but the track workers grimly set about the task of clearing away the debris, refilling extinguishers, preparing for a restart. Eventually it was announced that the race would begin at 6.15, by which time the murk and gloom had well and truly descended. It was also bitingly cold.

Enzo Osella announced that Jean-Pierre Jarier's car would be withdrawn from the race, out of respect for poor Paletti, and Theodore had no option but to pack up, for there was no spare car for Lees. The race having lasted less than three laps, all damaged cars could be replaced by T-cars, which let Boesel back in. Salazar had been clouted by Lees's car, so he faced the task of running Winkelhock's recalcitrant non-qualifier.

Facing the most difficult dilemma of all was Pironi, who has been through so much tragedy recently. Through no fault of his, the car had stalled on the line, another had hit it, and the hapless driver was dying. Didier agonised for some time, made his decision and prepared to climb aboard the spare Ferrari. It was the action of a courageous man, and the only one he could take.

And so, in a frankly dismal evening, the red number 28 car once again led the field slowly round to the start line. This time there was no drama, everyone getting away cleanly, Pironi leading narrowly from Arnoux, Prost, Piquet, Watson, Rosberg, Giacomelli and de Cesaris. But it was soon clear that the Ferrari T-car, without the new front suspension and much work on its set-up, was not going to hold sway for long. On the second lap Arnoux moved through into the lead, and Piquet, having passed Prost, was also closing on the Ferrari.

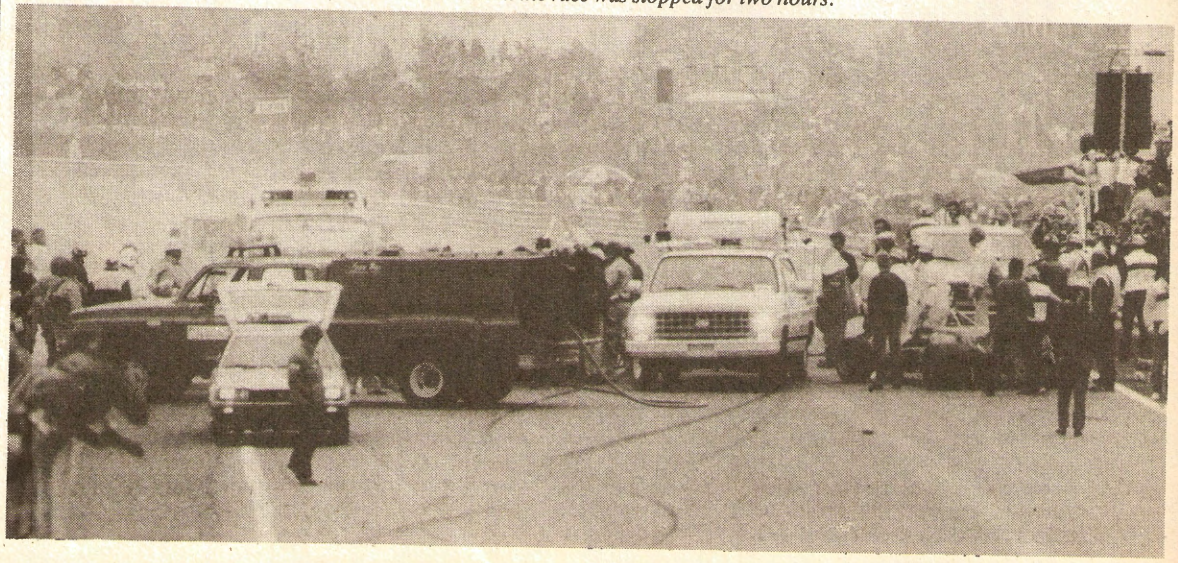
On lap two, unhappily, we had more trouble. Right at the start of the race, Giacomelli's Alfa V12 had become a V10. Bruno nevertheless made an excellent start, but was quickly swamped by the pack. Coming into the hairpin, at the end of lap two, he was intending to make for the pits. Behind were Daly's Williams and Mansell's Lotus, Derek diving for the inside, and finding, surprisingly, no resistance at all. For Nigel it was more than a surprise: "I had no idea that Bruno was intending to pit. He didn't have his arm in the air, and he wasn't off the racing line. I was coming up fast behind him, and it just seemed to me that he braked amazingly early to let Derek through. When he did I wasn't ready for it . . ."

The Lotus driver stood on his brakes, began to slide sideways, hit the Alfa and flew high into the air, fortunately landing back on its wheels. The rest made it through without getting involved, but the Alfa and Lotus were still in the middle of the road by the time the leaders came around at the end of lap three.

Bruno had been quickly out of his cockpit, giving his rear wheel a disgruntled kick before walking away to the pits, but Mansell was a long time moving.

There seemed to be no obvious reason for this, nothing of the car which could be trapping him. He was moving in the cockpit, but clearly having great trouble getting out. After gingerly levering himself from the Lotus, the cause of his problem became clear. As he stumbled away, he was gripping his left elbow, and from his every movement it was obvious

The horror of the accident scene. After Paletti hit Pironi the race was stopped for two hours.





On lap 2 Mansell's Lotus hit Giacomelli's slowing Alfa. Nigel's left arm maybe broken.

that he was in agony: "Then this bloody marshal came over and grabbed my bad arm. I'm sure he was acting from the best of motives, but it hurt so much that I lashed out at him with my good arm!"

Eventually, an ambulance arrived, and Nigel, stretchered, was taken to the track hospital. The arm may be broken. "My left hand slipped through the steering wheel at the first impact, then the car landed on its front wheels, which wrenched the steering wheel — with my hand still caught . . ." Mansell could be out for as long as eight weeks.

Meanwhile . . . we had a race. Arnoux was doing his customary thing, running away with the early laps. After five of them, he led Piquet by nearly three seconds, but Nelson was really on the move now, and proceeded to cut back the gap. On lap nine, the healthy-sounding Brabham-BMW came by in the lead. By now we already had ourselves a two-car race, for Prost's Renault, still in third place, was being dropped.

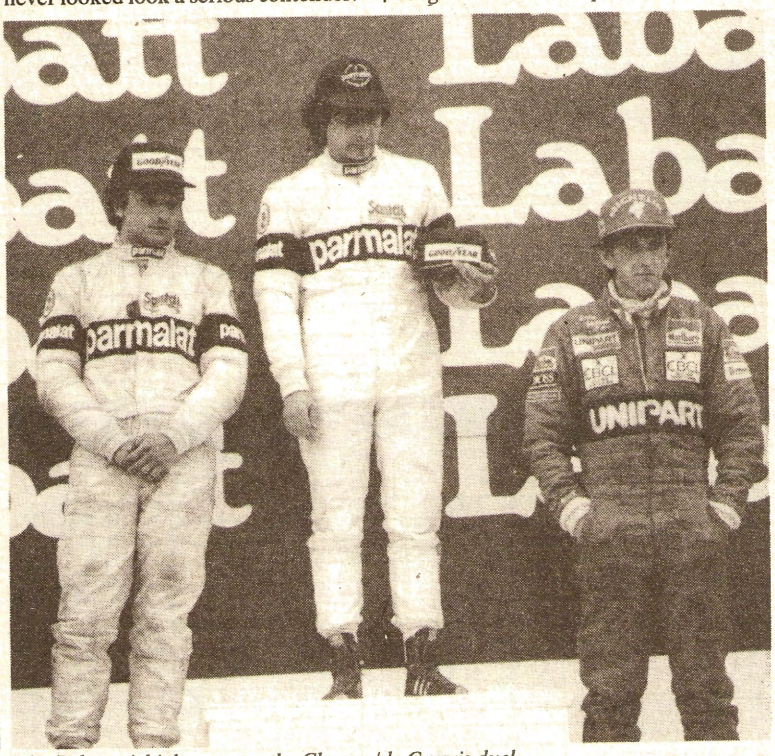
Already out by this time were Guerrero, who had lost his clutch, and Laffite, who retired his Ligier because of dire handling, Jacques convinced that something had broken at the back.

If one of the blue cars was already out, the other was going splendidly. By lap eight, Cheever had passed Pironi for fourth place, and a lap later de Cesaris took his Alfa past the Ferrari, which was clearly no match for its pole-winning sister car. Andrea, it should be said, overtook Didier under a yellow flag at the hairpin, but apparently this went unnoticed by the marshals.

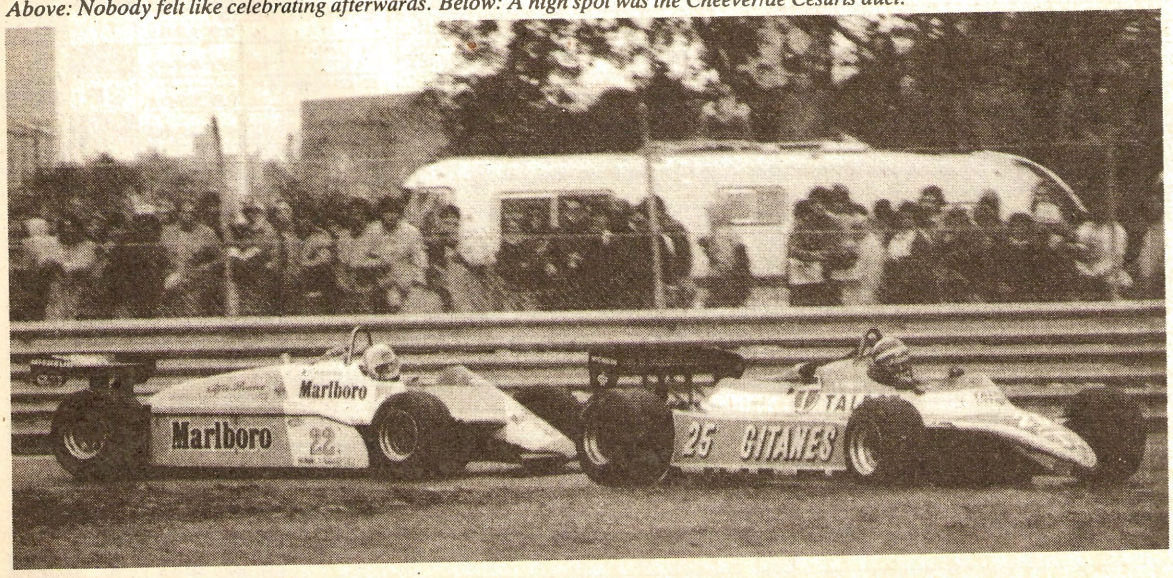
At the same spot Piquet had a big moment on lap 11, but gathered up the Brabham and hurtled off into the middle distance once more, with Arnoux still in touch, but apparently not able to challenge.

Very much on the move at this point was Patrese, who dealt swiftly with both de Cesaris and Cheever during his climb from a poor start. After 20 laps, it was Piquet, Arnoux, Prost, Patrese, Cheever, de Cesaris, Watson, Daly, Pironi and de Angelis. Into the pits for good had gone Niki Lauda, who had topped a thoroughly uncharacteristic weekend by destroying his clutch at the start, having never looked look a serious contender.

For the Williams pair, it was a decidedly unhappy evening, with Rosberg's car porpoising badly and dropping down the field. Keke was also in trouble with failing rear brakes, as was Daly, and later gave it all up when he lost fifth gear. In the early laps, Derek had come up impressively, running with Watson and even looking like getting by, but now, with his brakes going away, any challenge was out of the question.



Above: Nobody felt like celebrating afterwards. Below: A high spot was the Cheever/de Cesaris duel.



On the 23rd lap Pironi came in to have an engine problem looked into. Thinking that the problem might be fuel starvation, the mechanics added some Agip, also changing all four wheels before sending Didier out again. Later he would stop for more of the same, and finally, when the black box had been changed during a third stop, the Ferrari began to perform. For the last 30 laps of the race, indeed, Pironi was the fastest man on the track, and set a new lap record shortly before the end of the race.

Arnoux seemed able to contain Piquet's lead to around a couple of seconds, but any hope of a late-race battle between the two disappeared on lap 29 when the Renault spun and stalled, Rene unable to restart it, exactly as happened at Monte Carlo. This was effectively the end of the yellow turbos' challenge for the day, for Patrese had overtaken Prost, and now inherited second place. On lap 31 the second Renault expired in a massive cloud of smoke. Engine. Another. Gone.

At 35 laps — half-distance — everything was set fair for Brabham, with Nelson leading Riccardo by nearly half a minute, BMW turbo leading Cosworth. The cynic in me wondered if Bernie wanted it this way round . . .

Behind the two white cars ran de Cesaris, who had overtaken Cheever, and was driving superbly, even starting to gain a little on Patrese. Nor was the Ligier far behind the Alfa. There, and there alone, lay the only interest in the race. By now the spectators were chilled through, most just wanting it all to be over. At Lords, they would have stopped it all on grounds of bad light, but here the procession ground on and on.

Nothing much happened in the last hour. All the way down it was stalemate. Piquet caused a few BMW hearts to flutter when the crisp note became a crackle and pop: "It was like at Monaco," reported Nelson later. "As the race went on, the mixture got leaner and leaner, but I compensated by turning down the boost . . . I had really no problems, no trouble with brakes, nothing."

It was a cantering victory, then, for the World Champion. He lost his win at Rio, so Montreal was the first in a long time. Remarkable, is it not, that a car and driver should fail to qualify one weekend, then win the next? In the last few laps Patrese began to catch Piquet, but Nelson was in no difficulties, and ran out a comfortable victor.

Third, fourth, fifth, sixth: Watson, de Angelis, Surer, de Cesaris. *Whaaaat?* What happened to the order in the last few laps? A hundred and ninety miles around the Circuit Gilles Villeneuve is heavy on fuel, and Cheever, de Cesaris and Daly did not have enough of it. Eddie got out and kicked his car, Andrea wept with frustration and Derek shrugged it off. All three had driven extremely well, and deserved better.

So Marc Surer's Arrows, which had been on seven cylinders for virtually the whole race, took two championship points, reward for the Swiss's sheer dogged persistence. For much of the race he had followed team-mate Baldi, another to make a good impression, dicing for a long way with Alboreto's misfiring Tyrrell, which expired eventually with engine and gearbox problems.

"John can't go wrong at the moment," Niki Lauda had said during practice. "He's on one of those streaks when everything works out for one driver. They happen." Perhaps the most significant event of the afternoon was John's luck continued to run well. At present, the cards *are* falling for him. "Today was a bonus," he admitted afterwards. "I was just hoping for some points, one or two, maybe, because I was in no position to challenge. To be third, right at the end, amazed me . . ."

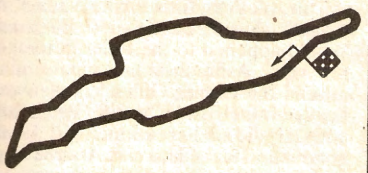
Points from the blue is how most World Championships are settled.

Canadian Grand Prix, June 13, 1982. Circuit Gilles Villeneuve.
Race data: Alan Phillips. Lap chart: Michele Dubosc.

WINNER	N. PIQUET	in BRABHAM BT 50			average speed	107.932	mph
FASTEST LAP	D. PIRONI	in FERRARI 126 C2	on lap 66	in	1 m. 28.323 s.	111.681	mph
EXISTING RECORD	D. PIRONI	in LIGIER JS 11/15		in	1 m. 28.769 s.	111.546	mph
PREVIOUS RESULT	J. LAFFITE	in LIGIER-MATRA JS 17	(MONTREAL CIRCUIT).		average speed	85.307	mph
WEATHER	COLD. OVERCAST	LENGTH 70 laps of 2.74 mile circuit,		191.8 miles			

ENTRIES

No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE	
1	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF / VALVOLINE	GOOD	BT 50/3	1.5 BMW 4-CYL TURBO	RACE CAR.
1T	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF / VALVOLINE	GOOD	BT 50/2	1.5 BMW 4-CYL TURBO	
2	R. PATRESE	BRABHAM BT 49 D	PARMALAT RACING TEAM	ELF / VALVOLINE	GOOD	BT 49D/18	DFV	NEW CAR.
3	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	– / VALVOLINE	GOOD	011-6	DFV	
4	B. HENTON	TYRRELL 011	TEAM TYRRELL	– / VALVOLINE	GOOD	011-2	DFV	RACE CAR.
4T	B. HENTON	TYRRELL 011	TEAM TYRRELL	– / VALVOLINE	GOOD	011-4	DFV	
5	D. DALY	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL / MOBIL	GOOD	FW 08-4	DFV	
6	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL / MOBIL	GOOD	FW 08-3	DFV	RACE CAR.
6T	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL / MOBIL	GOOD	FW 08-1	DFV	
7	J. WATSON	McLAREN MP4 B	MARLBORO TEAM McLAREN	– / UNIPART	MICH	MP 4B-5	DFV	
8	N. LAUDA	McLAREN MP4B	MARLBORO TEAM McLAREN	– / UNIPART	MICH	MP 4B-4	DFV	
9	M. WINKELHOCK	ATS D5	ATS WHEELS	– / –	MICH	D5-3	DFV	DNQ. DNS.
10	E. SALAZAR	ATS D5	ATS WHEELS	– / –	MICH	D5-4	DFV	ACCIDENT START. D5-3 IN RESTART.
11	E. DE ANGELIS	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	– / VALVOLINE	GOOD	91-6	DFV	
12	N. MANSELL	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	– / VALVOLINE	GOOD	91-7	DFV	
14	R. GUERRERO	ENSIGN N181	ENSIGN RACING	– / VALVOLINE	MICH	N181-1	DFV	
15	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF / ELF	MICH	RE 30B-6	1.5 RENAULT TURBO V6	
16	R. ARNOUX	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF / ELF	MICH	RE 30B-5	1.5 RENAULT TURBO V6	RACE CAR.
16T	R. ARNOUX	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF / ELF	MICH	RE 30B-7	1.5 RENAULT TURBO V6	
17	J. MASS	MARCH 821	MARCH GRAND PRIX	– / VALVOLINE	AVON	821-RM 08	DFV	
18	R. BOESEL	MARCH 821	MARCH GRAND PRIX	– / VALVOLINE	AVON	821-RM 09	DFV	ACCIDENT START. RM 06 IN RESTART.
19	E. DE VILLOTA	MARCH 821	ONYX RACING	– / VALVOLINE	AVON	821-RM 07	DFV	DNQ. DNS.
20	C. SERRA	FITTIPALDI F8D	FITTIPALDI AUTOMOTIVE	– / VALVOLINE	PIR	F8D-5	DFV	DNQ. DNS.
22	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	– / –	MICH	182-4	ALFA V12	
22T	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	– / –	MICH	182-3	ALFA V12	RACE CAR.
23	B. GIACOMELLI	ALFA ROMEO 182	AUTODELTA	– / –	MICH	182-1	ALFA V12	
25	E. CHEEVER	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF / ELF	MICH	JS 17-04	MATRA V12	
26	J. LAFFITE	TALBOT-LIGIER JS 17	EQUIPE TALBOT-GITANES	ELF / ELF	MICH	JS 17-02	MATRA V12	
28	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP / AGIP	GOOD	126 C2-057	FERRARI V6 TURBO 1.5 KKK	ACCIDENT START.
28T	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP / AGIP	GOOD	126 C2-059	FERRARI V6 TURBO 1.5 KKK	USED IN RESTART.
29	M. SURER	ARROWS A4	TEAM RAGNO-ARROWS	– / ELF	PIR	A4-1	DFV	
30	M. BALDI	ARROWS A4	TEAM RAGNO-ARROWS	– / ELF	PIR	A4-2	DFV	
31	J-P. JARIER	OSELLA FA1C	OSELLA AUTOMOBILI	– / VALVOLINE	PIR	FA1C-004	DFV	WITHDRAWN IN RESTART.
32	R. PALETTI	OSELLA FA1C	OSELLA AUTOMOBILI	– / VALVOLINE	PIR	FA1C-003	DFV	ACCIDENT START.
33	G. LEES	THEODORE TY	THEODORE RACING	– / VALVOLINE	GOOD	TY 01	DFV	





PRACTICE 1

DATE FRIDAY p.m. JUNE 11.

WEATHER DRY. THEN WET

22	A. DE CESARIS	1m. 30.286s.
6	K. ROSBERG	1m. 30.963s.
28	D. PIRONI	1m. 31.332s.
2	R. PATRESE	1m. 31.343s.
16	R. ARNOUX	1m. 31.494s.
5	D. DALY	1m. 31.757s.
1	N. PIQUET	1m. 32.105s.
8	N. LAUDA	1m. 32.246s.
15	A. PROST	1m. 32.258s.
3	M. ALBORETO	1m. 32.792s.
25	E. CHEEVER	1m. 32.969s.
12	N. MANSELL	1m. 33.023s.
23	B. GIACOMELLI	1m. 33.136s.
11	E. DE ANGELIS	1m. 33.242s.
26	J. LAFFITE	1m. 33.664s.
17	J. MASS	1m. 33.756s.
7	J. WATSON	1m. 35.027s.
18	R. BOESEL	1m. 35.573s.
33	G. LEES	1m. 36.359s.
29	M. SURER	1m. 36.428s.
14	R. GUERRERO	1m. 36.524s.
19	E. DE VILLOTA	1m. 37.409s.
20	C. SERRA	1m. 37.678s.
30	M. BALDI	1m. 38.956s.
4	B. HENTON	1m. 39.211s.
10	E. SALAZAR	1m. 39.542s.
32	R. PALETTI	1m. 41.020s.
31	J-P. JARIER	1m. 41.588s.

PRACTICE 2

DATE SATURDAY p.m. JUNE 12

WEATHER HOT. DRY.

28	D. PIRONI	1m. 27.509s.
16	R. ARNOUX	1m. 27.895s.
15	A. PROST	1m. 28.563s.
1	N. PIQUET	1m. 28.663s.
23	B. GIACOMELLI	1m. 28.740s.
7	J. WATSON	1m. 28.822s.
6	K. ROSBERG	1m. 28.874s.
2	R. PATRESE	1m. 28.999s.
22	A. DE CESARIS	1m. 29.183s.
11	E. DE ANGELIS	1m. 29.228s.
8	N. LAUDA	1m. 29.544s.
25	E. CHEEVER	1m. 29.590s.
5	D. DALY	1m. 29.883s.
12	N. MANSELL	1m. 30.048s.
3	M. ALBORETO	1m. 30.146s.
29	M. SURER	1m. 30.518s.
30	M. BALDI	1m. 30.599s.
31	J-P. JARIER	1m. 30.717s.
26	J. LAFFITE	1m. 30.946s.
14	R. GUERRERO	1m. 31.235s.
18	R. BOESEL	1m. 31.759s.
17	J. MASS	1m. 31.861s.
32	R. PALETTI	1m. 31.901s.
10	E. SALAZAR	1m. 32.203s.
33	G. LEES	1m. 32.205s.
4	B. HENTON	1m. 32.325s.
9	M. WINKELHOCK	1m. 32.359s.
19	E. DE VILLOTA	1m. 34.045s.
20	C. SERRA	1m. 42.730s.

STARTING GRID

D. PIRONI 1m. 27.509s.		28
R. ARNOUX 1m. 27.895s.	16	
A. PROST 1m. 28.563s.		15
N. PIQUET 1m. 28.663s.	1	
B. GIACOMELLI 1m. 28.740s.		23
J. WATSON 1m. 28.822s.	7	
K. ROSBERG 1m. 28.874s.		6
R. PATRESE 1m. 28.999s.	2	
A. DE CESARIS 1m. 29.183s.		22
E. DE ANGELIS 1m. 29.228s.	11	
N. LAUDA 1m. 29.544s.		8
E. CHEEVER 1m. 29.590s.	25	
D. DALY 1m. 29.883s.		5
N. MANSELL 1m. 30.048s.	12	
M. ALBORETO 1m. 30.146s.		3
M. SURER 1m. 30.518s.	29	
M. BALDI 1m. 30.599s.		30
J-P. JARIER 1m. 30.717s.	31	
J. LAFFITE 1m. 30.946s.		26
R. GUERRERO 1m. 31.235s.	14	
R. BOESEL 1m. 31.759s.		18
J. MASS 1m. 31.861s.	17	
R. PALETTI 1m. 31.901s.		32
E. SALAZAR 1m. 32.203s.	10	
G. LEES 1m. 32.205s.		33
B. HENTON 1m. 32.325s.	4	

LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
28 D. PIRONI	28	16	16	16	16	16	16	16	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
16 R. ARNOUX	16	28	1	1	1	1	1	1	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	2	2	2	2	2	2	2	2	2
15 A. PROST	15	1	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	2	2	15	15	22	22	22	22	22	22	22	22
1 N. PIQUET	1	15	28	28	28	28	28	25	25	25	25	25	25	25	25	25	2	2	2	2	2	2	2	2	2	2	2	15	15	22	22	25	25	25	25	25	25
23 B. GIACOMELLI	7	7	7	7	7	7	23	28	22	22	22	22	22	2	2	2	25	25	25	25	25	25	25	25	22	22	22	22	25	25	7	7	7	7	7	7	7
7 J. WATSON	6	6	25	25	25	25	22	22	28	2	2	2	2	22	22	22	22	22	22	22	22	22	22	22	25	25	25	25	7	7	5	5	5	5	5	5	5
6 K. ROSBERG	22	22	22	22	22	22	7	7	2	28	28	28	28	28	28	28	28	28	7	7	7	7	7	7	7	7	7	5	5	11	11	11	11	11	11	11	11
2 R. PATRESE	23	25	6	2	2	2	2	2	7	7	7	7	7	7	7	7	7	7	28	5	5	5	5	5	5	5	5	5	11	11	6	6	6	6	6	6	6
22 A. DE CESARIS	25	2	2	6	6	6	6	6	5	5	5	5	5	5	5	5	5	5	5	28	28	28	11	11	11	11	11	11	6	6	30	30	30	30	30	30	30
11 E. DE ANGELIS	2	8	8	8	8	8	5	5	6	6	11	11	11	11	11	11	11	11	11	11	11	11	(28)	6	6	6	6	6	30	30	29	29	29	29	29	29	29
8 N. LAUDA	8	5	5	5	5	5	11	11	11	11	6	6	6	6	6	6	6	6	6	6	6	6	6	30	30	30	30	30	29	29	3	3	3	3	3	3	3
25 E. CHEEVER	5	11	11	11	11	11	26	8	8	8	8	8	8	8	30	30	30	30	30	30	30	30	30	29	29	29	29	29	3	3	18	18	18	18	18	18	18
5 D. DALY	12	26	26	26	26	26	8	30	30	30	30	30	30	30	8	8	29	29	29	29	29	29	29	3	3	3	3	3	18	18	(28)	28	(28)	17	17	17	17
12 N. MANSELL	30	29	30	30	30	30	30	29	29	29	29	29	29	29	29	29	3	3	3	3	3	3	3	18	18	18	18	18	28	28	17	17	(17)	28	28	28	28
3 M. ALBORETO	11	30	29	29	29	29	29	17	17	17	17	17	17	17	3	3	(8)	17	18	18	18	18	18	28	28	28	28	28	17	17	4	4	4	4	4	4	4
29 M. SURER	26	17	17	17	17	17	17	3	3	3	3	3	3	3	17	17	17	18	(17)	17	17	17	17	17	17	17	17	17	4	4							
30 M. BALDI	29	3	3	3	3	3	3	(25)	18	18	18	18	18	18	18	18	18	10	10	10	4	4	(4)	4	4	4	4	4									
31 J-P. JARIER	3	18	18	18	18	18	18	18	10	10	10	10	10	10	10	10	10	4	4	4																	
26 J. LAFFITE	17	10	10	10	(10)	10	10	10	4	4	4	4	4	4	4	4	4																				
14 R. GUERRERO	18	4	4	4	4	4	4	4																													
18 R. BOESEL	10	(14)																																			
17 J. MASS	(4)																																				
32 R. PALETTI	(14)																																				
10 E. SALAZAR																																					
33 G. LEES																																					
4 B. HENTON		-1 LAP																																			

RACE STOPPED DURING FIRST LAP AFTER ACCIDENT ON START LINE. CARS 31, 32 AND 33 DID NOT TAKE RESTART.

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	7	7
25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	7	7	11
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5	5	29
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	11	11		
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	29	29		
6	6	6	6	6	6	6	6	6	6	6	6	6	6	30	30	30	30	29	29	29	29	29	29	29	29	29	29	29	30	30		
30	30	30	30	30	30	30	30	30	30	30	30	30	30	29	29	29	29	30	30	30	30	30	30	30	30	30	30	30	28			
29	29	29	29	29	29	29	29	29	29	29	29	29	29	17	17	28	28	28	28	28	28	28	28	28	28	28	28	28				
3	3	3	3	18	18	18	18	18	18	17	17	17	17	28	28	17	17	17	17	17	17	17	17	17	17	17	17	17				
18	18	18	18	17	17	17	17	17	17	28	28	28	28	4	4	4	4	4	4	4												
17	17	17	17	28	28	28	28	28	28	4	4	4	4																			
28	28	28	28	4	4	4	4	4	4																							
4	4	4	4																													



RESULTS

No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES		SUSP.	G BOX	PLUGS	INJECT.	ELECS.
1	1 N. PIQUET	BRABHAM BT 50	70	1h. 46m. 39.577s.	107.932	GIRL	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
2	2 R. PATRESE	BRABHAM BT 49D	70	1h. 46m. 53.376s.		GIRL	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
3	7 J. WATSON	McLAREN MP4 B	70	1h. 47m. 41.413s.		LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
4	11 E. DE ANGELIS	JPS-LOTUS 91	69			LOCK	FER	KONI	HEW FGA 400	NGK	LUCAS	LUCAS
5	29 M. SURER	ARROWS A4	69			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	MARELLI DINOPLEX
6	22 A. DE CESARIS	ALFA ROMEO 182	68	NOT RUNNING AT FINISH.		LOCK	FER	KONI	ALFA ROMEO	CHAMPION	LUCAS	LUCAS
7	5 D. DALY	WILLIAMS FW 08	68	NOT RUNNING AT FINISH.		LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
8	30 M. BALDI	ARROWS A4	68			LOCK	FER	KONI	HEW FGA 400	CHAMPION	LUCAS	MARELLI DINOPLEX
9	28 D. PIRONI	FERRARI 126 C2	67			LOCK	FER	KONI	FERRARI	CHAMPION	LUCAS	MARELLI DINOPLEX
10	25 E. CHEEVER	TALBOT-LIGIER JS 17	66	NOT RUNNING AT FINISH.		LOCK	FER	KONI	HEW FG 400	CHAMPION	LUCAS	LUCAS
11	17 J. MASS	MARCH 821	66			LOCK	FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
12	4 B. HENTON	TYRRELL 011	59			LOCK	FER	KONI	HEWLAND-TYRRELL	CHAMPION	LUCAS	LUCAS

RETIREMENTS

No.	DRIVER	LAPS	REASON
12	N. MANSELL	1	ACCIDENT.
23	B. GIACOMELLI	1	ACCIDENT.
14	R. GUERRERO	2	CLUTCH.
26	J. LAFFITE	8	HANDLING.
8	N. LAUDA	17	CLUTCH.
10	E. SALAZAR	20	ENGINE.
16	R. ARNOUX	28	SPUN OFF.
15	A. PROST	30	ENGINE.
3	M. ALBORETO	41	ENGINE.
18	R. BOESEL	47	ENGINE.
6	K. ROSBERG	52	GEARBOX.

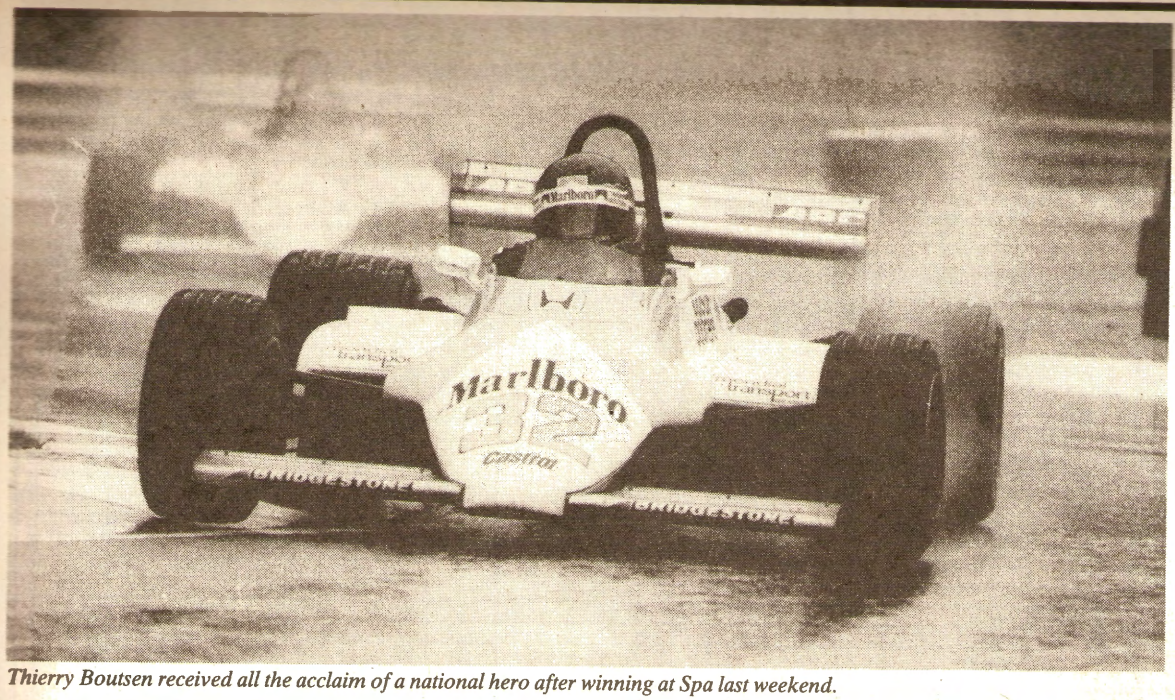
CHAMPIONSHIP POINTS

DRIVER

1	J. WATSON	30	18=	M. WINKELHOCK	2
2	D. PIRONI	20	18=	E. SALAZAR	2
3	R. PATRESE	19	18=	M. SURER	2
4	A. PROST	18	21=	C. SERRA	1
5	K. ROSBERG	17	21=	J. LAFFITE	1
6	N. LAUDA	12			
7	N. PIQUET	11			
8=	E. CHEEVER	10			
8=	M. ALBORETO	10			
8=	E. DE ANGELIS	10			
11	N. MANSELL	7			
12=	C. REUTEMANN	6			
12=	G. VILLENEUVE	6			
14	A. DE CESARIS	5			
15	R. ARNOUX	4			
16=	J-P. JARIER	3			
16=	D. DALY	3			

CONSTRUCTOR

1	McLAREN-FORD	42
2=	FERRARI	26
2=	WILLIAMS-FORD	26
4	RENAULT	22
5	BRABHAM-FORD	19
6	LOTUS-FORD	17
7=	LIGIER-MATRA	11
7=	BRABHAM-BMW	11
9	TYRRELL-FORD	10
10	ALFA ROMEO	5
11	ATS-FORD	4
12	OSELLA-FORD	3
13	ARROWS-FORD	2
14	FITTIPALDI-FORD	1



Thierry Boutsen received all the acclaim of a national hero after winning at Spa last weekend.

National service

Boutsen triumphs at home — race shortened by rain — Johansson on pole again — Thackwell on form — Cecotto second — Report: IAN PHILLIPS — Photography: JEFF BLOXHAM.

"Thierry Boutsen est en tête! Fantastique! Merveilleux! Incroyable! Bravo Thierry!" **yelled Spa commentator Pierre Van Vliet at the end of the 23 laps of the Grand Prix de Spa Francorchamps last Sunday. The Belgian crowd, watching in possibly the worst weather conditions ever seen during a Formula 2 Championship race, responded in a way that made one think we were in Italy. At the end of the shortened race, runners-up Johnny Cecotto and Mike Thackwell stood alone and unnoticed for fully ten minutes while Boutsen was paraded up and down in front of the grandstand, mobbed, slapped on the back, hand-shaked 'til his arm came loose. The local boy had come good. Real Good.**

The eighth round of this year's European Formula 2 Championship began with the Spa-Francorchamps circuit awash and the Ardennes forest shrouded in low dark cloud which was emptying its load every five minutes or so. Marlboro Team Spirit drivers Stefan Johansson and Thierry Boutsen shared the front row. Boutsen took the lead at the start and the rest of the 28 strong field followed him blindly. The dense, low spray thrown up by each car hiding the numerous rivers which traversed the track at constantly changing places. It was a potentially lethal situation and the fact that after the first lap there were less than half a dozen genuine overtaking manouevres during the ensuing 99 miles illustrates just how cautious everyone had to be.

"Getting the lead at the start was the most important part of the race" recalled Boutsen afterwards. He and he alone, was able to drive with a clear vision. Johansson, who had started on a harder Bridgestone wet tyre, more suited to the very wet conditions which prevailed early on, amazingly sat glued to his team-mate's tail, unable to see anything but the red light in front of him. The Bridgestone tyres were superior in the conditions and the pair of them were in a class of their own.

Crawling into the pits with an electrically dead engine, after ten laps, was Johansson and inital third place man Thierry Tassin was the first of four drivers to hit the bank hard at Eau Rouge. One's heart went out to Johansson: five times he's started from pole position this year. Six times he's led and yet here he was sidelined again by another silly problem. "If only there was someone to blame, it would make it easier," said the Swede who has accepted his fate with real dignity throughout.

Anyone who finished the race deserved a medal — the first three life peerages. The respective works and private March BMW drivers Johnny Cecotto and Mike Thackwell also put in magical performances. Their Michelin and Avon wets were not suited to the streaming conditions but both drivers gave 100 per cent throughout and survived many a lurid moment.

Phillipe Streiff was passed by Thackwell on what became the penultimate lap after a race spent staving off numerous determinded attacks while Corrado Fabi showed that he could drive in the wet during the final stages with a succession of gap shrinking laps to take a close fifth. Yet again it wasn't a good meeting for the Ralt team but Jonathan Palmer stuck to his task well and came home sixth.

F2 EUROPEAN CHAMPIONSHIP **8**
SPA

ENTRY & PRACTICE

The revised Spa Francorchamps circuit being only a recent addition to the F2 calendar, it poses one of the more demanding challenges of the year to drivers, engineers and tyre manufacturers. Some teams took advantage of a promotional day at the circuit at the end of April but incessant rain meant that few had much more to go on than what they learned at the inaugural race last year.

The 4.335 mile circuit, winding its way through the Ardennes Forest, provides a picturesque and interesting setting and at first glance looks as though it is difficult. But having claimed his fifth pole position from the season's eight races, Stefan Johansson reckoned that it was not as difficult as it appeared. "There are two difficult and important corners, the rest really are nothing tricky at all." The two corners he referred to were the traditional 125mph *Eau Rouge* at the bottom of the start/finish hill and the double left hander, Spa, on the new section of the circuit, which is approached downhill in fifth gear. "These are the two corners where you have to be quite brave and if you get through them quickly you are well set up for the rest of the circuit", said Johansson.

The one unfortunate aspect of the circuit, which still retains its traditional pits and paddock area, is the silly 'Bus-Stop' chicane insisted on by Jean-Pierre Jarier when he inspected it four years ago. The actual existence of it is probably unnecessary, there being plenty of run-off area at the *La Source* hairpin which comes at the end of the straight which it interrupts. If it is really a necessity then it should be redesigned hastily before the Grand Prix people arrive and go on instant strike.

Through Spa's illustrious history the weather has always played a major part and this year was no exception. In common with the rest of Europe the area had enjoyed a fortnight of glorious sunshine prior to Friday afternoon's warm-up. But as the course was opened down came the rain. And the conditions continued to change like an alarm clock for the rest of the weekend. Mercifully, on Saturday, the rain stopped at the green light and came back again with the chequered flag so that the official sessions were basically run in the dry, although at the start of both of them there were puddles, rivers and general dampness.

For the second successive meeting Marlboro Team Spirit filled the front row of the grid. As at Pau, there was real purpose about both Stefan Johansson and Thierry Boutsen's approach. For Boutsen, of course, this was his big race in front of his home crowd. Coming to the race lying a close second in the championship this was the place he knew he had the best chance to win and put himself in the lead of the series. Johansson too was equally anxious to put in a good performance. His four previous pole positions having netted him just 8 championship points, he not only needed a result but also to rescue his situation.

It was Johansson who was immediately setting the pace. The previous lap record was 2m 16.18s although Boutsen's 1981 pole time was 2m 15.3s. Just warming up on race tyres saw Johansson well under these times and with the Bridgestone qualifiers working well he was able to lap comfortably in the 2m 13s bracket. In the first session he was the only driver to get under 2m 14s and reckoned that he would probably manage 2m 13.00s in the second session providing he got a clear lap on his qualifiers. As it happened he did 13.10s, his engine having developed a high rev misfire. Prior to doing his final quick laps he turned in a few laps on full tanks with race tyres and managed 2m 15.3s which in itself was a good time.

Boutsen was short of some 700 rpm in both sessions but was very happy with the balance of the car and tyre performance; he ended up just 0.16s slower than his team-mate. "I am happy to just be second quickest. Starting from pole position this year has been a bad omen." At both the important corners the two Spirits were impressive. At *Eau Rouge* both drivers followed the line which Boutsen pioneered last year, whipping over into the pit exit lane to get a slingshot run through the right hand corner at the bottom of the hill, then ramming down into fourth and coming hard back on the power all the way through the right hand climb up the hill. The confidence to be able to take the corner this way was not only spectacular to watch but also rewarding in lap times. Johansson was thinking over lunch that it might be on in fifth gear but never got round to trying it. Curiously though, at the double left hander (which is similar to the back of Thruxton but downhill) the drivers took a different approach. Johansson was dabbing the brakes and going through in top while Boutsen found that his car settled better if he shifted down a gear for the first part of the corner and took fifth again going into the second bit. In terms of time through the section it really didn't appear to make any difference but looked a whole lot quicker than those drivers who were using a very long fourth and not getting into fifth until, in some cases, just a couple of hundred metres before the next right hand, third gear corner.

Filling the next two places were the works March-BMWs of Corrado Fabi and Johnny Cecotto, again with almost identical times. Fabi set his time in the morning session on qualifiers and then virtually equalled it on race tyres in the afternoon. Cecotto was unhappy in the morning because a couple of the Italian club racers, at the back of the grid, had held him up badly when he was on qualifiers but it took him no time to get back up there in the afternoon.

Unlike the two Spirit drivers there was no real urgency about setting a scorching time by the two March men. They set their times without ever looking stretch-

Qualifying

Weather: Damp-Dry, overcast.
Existing record: 2m 16.18s

Stefan Johansson	Spirit-Honda 201	2:13.16	**2:13.10**
Thierry Boutsen	Spirit-Honda 201	2:14.51	**2:13.26**
Corrado Fabi	March-BMW/Rosche 822	**2:14.22**	2:14.55
Johnny Cecotto	March-BMW/Rosche 822	2:15.55	**2:14.39**
Stefan Bellof	Maurer-BMW/Heidegger MM82	**2:14.82**	2:15.76
Philippe Streiff	AGS-BMW/Mader JH19	**2:14.86**	2:15.21
Thierry Tassin	Toleman-Hart TG280	**2:15.29**	2:16.30
Jonathan Palmer	Ralt-Honda RH6/82H	2:17.25	**2:16.06**
Mike Thackwell	March-BMW/Mader 822	2:17.39	**2:16.22**
Christian Danner	March-BMW/Rosche 822	2:16.89	**2:16.30**
Kenny Acheson	Ralt-Honda RH6/82H	**2:16.48**	2:17.44
Jean-Louis Schlesser	Maurer-BMW/Mader MM82	2:16.76	**2:16.70**
Carlo Rossi	Toleman-BMW/Heidegger T850	**2:16.74**	2:18.90
Alessandro Nannini	Minardi-BMW/Mader FLY281	2:17.99	**2:16.78**
Jo Gartner	March-BMW/Mader 822	**2:17.02**	2:17.61
Pascal Fabre	AGS-BMW/Mader JH19	2:23.43	**2:17.40**
Beppe Gabbiani	Maurer-BMW/Heidegger MM82	2:18.00	**2:17.77**
Piero Necchi	Toleman-BMW/Heidegger TG280	2:20.72	**2:17.78**
Paulo Barilla	Minardi-BMW/Mader FLY281	2:19.20	**2:17.93**
Frank Jelinski	Maurer-BMW/Mader MM82	2:20.54	**2:18.21**
Cliff Hansen	March-BMW/Mader 822	2:21.06	**2:18.44**
Satoru Nakajima	March-Honda 812	**2:18.88**	2:19.60
Roberto del Castello	Toleman-BMW/Heidegger T850	**2:19.07**	2:23.48
Oscar Pedersoli	March-BMW/Mader 822	2:21.58	**2:19.65**
"Pierre Chauvet"	Maurer-BMW/Heidegger MM82	2:21.99	**2:19.79**
Harald Brutschin	March-BMW/Mader 822	2:21.15	**2:20.11**
Guido Dacco	Minardi-BMW/Mader GM75	**2:20.82**	2:22.45
Gunther Gebhardt*	March-BMW/Baier 812	**2:23.16**	no time

*Did not start

ed and with their Michelin race tyres enabling them to run at much the same pace, they felt good for the race — if it didn't rain. Third team member Christian Danner was 10th having suffered a misfire in the final 30 minutes of the second session which ruled out any real improvement when he'd got the car set up to his liking.

Maurer designer Gustav Brunner wore a worried look throughout practice. "We have a few problems and are just not quick enough", he said about Stefan Bellof's fifth quickest time. Brunner couldn't be specific about quite where the problem lay although it appeared that his suspension system wasn't settling down on the left front side as intended which was ruining the balance and inducing a worrysome understeer. Whatever deficiencies there might have been, Bellof was once again making up for it with his total commitment driving style and it was interesting to see the smoke pouring off the skirts through the left handers, even though, as far as wings were concerned, he was running very little downforce. Jean-Louis Schlesser had much the same handling problems with his car but still managed 12th quickest, while Beppe Gabbiani seems to have lost all his confidence and was well down again, despite having a short-stroke Heidegger and his full quota of Q-tyres.

Phillipe Streiff was in the top six again with the AGS-BMW, this time there was no bitching about how he'd achieved it although the team still retain their controversial skirts. Pascal Fabre was 16th having had an engine failure in the first session. AGS had asked Heine Mader to fit works style valve gear on their engines, which the amiable Swiss had done reluctantly and he hoped that this failure would encourage the team to go back to the spec he likes to use.

After a sensible day's testing at Donington, where they were able to try out some revised settings, the Docking-Spitzley Tolemans were on the pace in the wet and dry. Sadly, though, the team is desperately under-financed and just cannot afford to throw their Avon tyres on the cars as some of the bigger teams do. Nevertheless, Thierry Tassin, performing in front of his home crowd in F2 for the first time, was able to run the same time with the Avon race and qualifying tyres. He suffered a broken roll bar in the morning session — the current system, admitted Alan Docking, being too weak for the way the cars are now set up. With the lack of qualifiers Tassin's seventh place was extremely good while Carlo Rossi's 13th was encouraging after his recent self-imposed disasters.

The mood in the Ralt-Honda camp was fairly gloomy after the respective eighth and 11th grid placings for Jonathan Palmer and Kenny Acheson. Both drivers reckoned they were having to extend themselves beyond a respectable limit to achieve the times which were 3secs off the Spirit pace and slower that Geoff Lees and Mike Thackwell were able to do last year in the old car. "We know this car is better than last year," said Ron Tauranac "and basically I don't think we have a problem with it."

What appears to have happened is that the drivers prefer the car set up with dual springs as it gives them a more comfortable ride, but this is at a variance with Tauranac's ideas on how the cars should be set up to work effectively. "We will never get a dual spring system to work until we can lock it down like Maurer do, and I consider that to be illegal" said Tauranac.

Having been quickest in the Friday unofficial session on Dunlops, Mike Thackwell switched to Avons for the official sessions, having discovered that he hadn't got a front tyre which would last more than half the race. The Hotz March used the tall front Avons first seen on the Schafer Maurer at Pau but unfortunately there weren't any qualifiers in this spec. Thackwell's Mader engine went off in the first session (when he was clocked as third fastest through *Eau Rouge* behind the two Spirits) and so different was the fresh unit for the afternoon that he found all his gearing was out.

"As a protest against the way Formula 2 is going" Minardi engineer Giacomo Caliri fitted hydraulic suspension to his cars for the weekend (see *Pit and Paddock*). Alessandro Nannini was again quicker than Paulo Barilla and Caliri said he was happy with the way things were going especially with their M&H tyres.

The Merzario March team was in disarray over the weekend, Art having fallen out with Max Heiddegger and put a Mader in Jo Gartner's car. The Austrian was very disappointed, having qualified third lasat year in his own Toleman, "with the Heidegger it would have been possible for me to make the top six". Instead he was 15th and really the last of the competitive runners.

Of the rest Piero Necchi had a Heidegger long-stroke engine in his Colombo Toleman for the first time while Frank Jelinski suffered from there being no tall Avon qualifiers. Cliff Hansen again acquitted himself well despite a few niggling problems and was actually hoping for a wet race.

Satoru Nakajima looked to thoroughly enjoy himself, learning the circuit in the wet with the March-Honda which was beginning to show its age, the chassis having softened quite a bit, which made dry weather running a precarious affair.

Having been lucky with Saturday's weather it all changed for Sunday. A heavy, rain-laden mist shrouded the circuit and the track was very wet as the cars set out for the 30 minute warm-up. Boutsen, Johansson, Tassin, Thackwell and Rossi set the pace. Bridgestone's deep treaded wet tyres were evidently superior in the deep water but in the places where the rain wasn't lying the Avons were good. The Michelin runners were hoping that the track would be damp rather than wet and with the weather prone to change quickly this could easily happen. In fact Boutsen's local knowledge led him to choose a slightly softer wet than Johansson which, should the circuit dry, would pay dividends.

RACE

The unique downhill start at Spa served to further the agonising before the start. Only the two Spirit-Honda drivers on the front row could hope to get to *Eau Rouge* in the lead and have a clear, spray-free run ahead of them. For the rest the prospect was not pleasant.

As the lights flashed green Johansson had too much wheelspin and it was the local hero Boutsen who lead the spray-shrouded pack up the hill and out into the country, Johansson second and the rest unidentifiable.

The Belgian fans' adrenalin began to flow as it was still Spirit-Honda number 32 which nosed its way round the first gear *La Source* hairpin at the end of the first lap and into their sight. Johansson was next then, up from seventh place, Tassin, Cecotto, Streiff, Bellof, Fabi and Thackwell. The remainder led by Palmer, who'd made a later, satisfactory change to a single set-up, were already some way behind. Amazingly there was only one car missing, Cliff Hansen's March. The Californian reckoned he had made up half a dozen places by the final chicane and was looking forward with relish to the wet race before his dreams were shattered by dead electrics.

Two of the race's genuine overtaking manoeuvres took place on the third lap when the pattern became established. Thackwell passed Fabi and Rossi took Palmer and the back half of the field all moved up one as Nannini crashed.

The two Spirits were moving away at the front. Tassin, who started on new Avons in the hope of getting a better bite in the standing water, had seen the best of that brief advantage and now could do no more than stabilise his third position. Cecotto was keeping him in sight driving as hard as he dared and hoping that the circuit would dry and allow his Michelins to come into their own. Streiff and Bellof were in the same situation but driving so closely together that the German must have been on remote control. Thackwell caught them easily but found himself totally blinded and having started on a very used set of Avons decided to hang back until the rain abated a little. Fabi wasn't showing a lot of interest in mixing it with anyone and was being caught by Rossi who'd started on used Avons too, Alan Docking hoping that it would dry later and the decision would pay dividends.

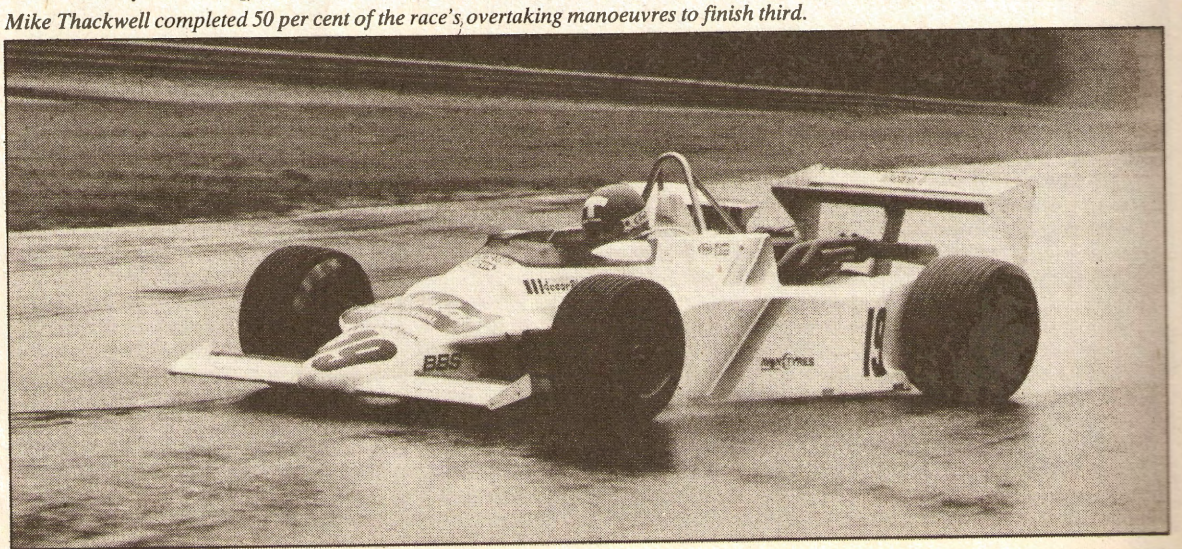
Other than the two leaders and the trio looking for fifth place nobody else was daring to put themselves close enough to make an overtaking manoeuvre.

Almost equally spaced, the remainder were in the order Palmer, Schlesser, Acheson, Gabbiani, Gartner, Danner, Barilla, Jelinski, Necchi, Nakajima, Chauvet, Brutschin, Del Castello, Fabre, Pedersoli and Dacco.

Other than Pedersoli's retirement with a broken rear rocker nothing else happened until lap 10. At the start of the lap Johansson was closer than ever to Boutsen driving totally blind but with his slightly harder Bridgestones giving him better drainage at this point, when the rain was at its worst. It was frightening to see how close the pair were running. As they arrived at the top of the hill Boutsen found himself being sprayed by a back marker. Johansson, watching the only thing he could see, his team-mate's rear wheels, saw them slide wide. Taking a deep breath he went for a gap which he felt (and hoped) must have been there. When he opened his eyes he was in the lead. "From then on it was easy. With a clear road ahead I was able to pull away quite easily. My tyres were just perfect for those conditions."

The majority of the spectators were quite unaware of this dramatic event because as the cars came into sight of the ▶

Mike Thackwell completed 50 per cent of the race's overtaking manoeuvres to finish third.



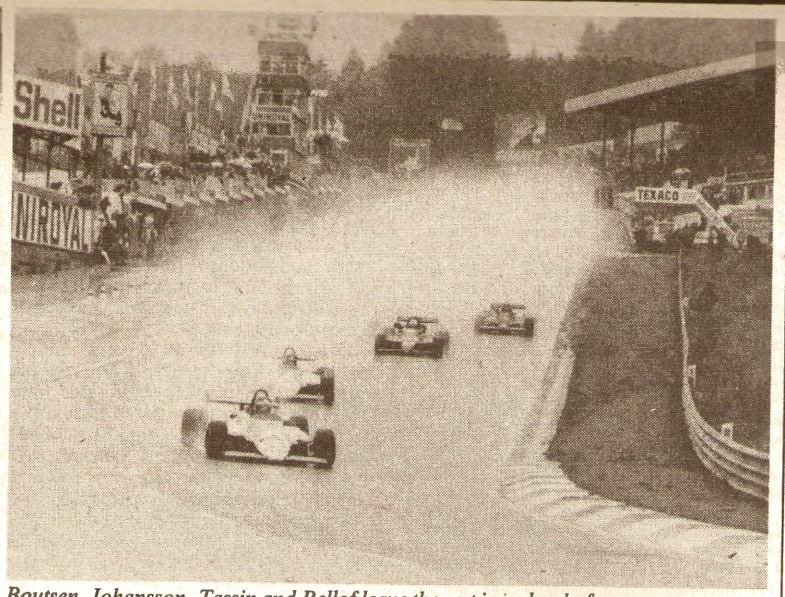
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pits area it was still Boutsen ahead. Alone. Johansson was still the next man to appear but his Spirit was going agonizingly slowly and aiming for the pit lane. In fact the car was coasting, its engine dead. "Just before I got to the chicane the engine just cut out. I couldn't believe it. Why me? Again?" said Johansson who sat in the cockpit for fully 10 minutes or more as the Honda engineers tried to trace the fault. From a distance one could only admire Johansson's calm as he sat there, hands clasped behind his helmeted head. If tears had dampened his balaclava everyone would have understood.

We hadn't expected to see Boutsen come through on his own but we had known that Cecotto would have been in third place. At the start of that 10th lap everyone's eyes had been diverted down the hill as an eerie 'Whoosh' and 'Thump' broke the air waves. In the bank at *Eau Rouge* was Tassin's Toleman totally destroyed. With the recent increase in rain the river which crosses the track at the bottom of the dip as they enter the uphill right hander had deepened. The third placed car just aquaplaned straight off and into the bank very hard. Tassin, who'd driven so well, was fortunate to escape with nothing more than a badly bruised leg and concussion.

This incident elevated Cecotto to a lonely second, Boutsen pulling out a second a lap at this stage. Streiff's third place seemed secure too, as there was no way either Bellof or Thackwell could dare make a move. Fabi was alone in fifth and Rossi stablizing his sixth position, waiting for the fresh rain to drain away.

That's the way it stayed until lap 15 when *Eau Rouge* suddenly became akin to a breaker's yard. That treacherous river was deeper than ever, and for the Michelin and Avon runners it spelled instant disaster if the driver was not *very* cautious. Bellof was the first to go. When Necchi lost it a lap later it was a miracle that he didn't hit Bellof's Maurer, or any of the head-scratching rescue personnel. As we watched the tow truck drag



Boutsen, Johansson, Tassin and Bellof leave the rest in a cloud of spray.

Bellof's car upside down through the mud, Rossi lost it narrowly missing the Maurer and the truck and slamming into the barrier.

The whole of the desperately underfinanced Docking team had been wiped out and as you looked across to the pits, trying to communicate condolences, the only thing that stood out were the spare nosecones bearing the legend T. L. Clowes Insurance and it was comforting to know that at least the sting would be taken out of the catastrophe.

During the period of all this drama the start and finish straight was a sea of yellow flags and urgent arm waving, stressing utmost caution. We saw Boutsen have a lurid moment on one lap, the back end of the Spirit breaking away viciously and the Belgian, stretched to his limit, controlling the car up the hill as he fought its desire to take to the grass.

As the race entered its final 10 laps the rain actually stopped and the clouds lifted a little. Boutsen was given the 'easy' signal but Cecotto found his Michelins begining to grip a little more and having stabilised, even slightly decreased, the gap, to the man who was about to take his championship lead.

Streiff was third but found Thackwell crawling all over him round most of the circuit, the New Zealander easily being able to make up the ground he was losing with his caution at *Eau Rouge*. Fabi too was getting a little more confident and making up ground on Thackwell at the treacherous point, the two Marches and the AGS were providing the dice of the day. The spray was still bad, both Thackwell and Fabi had horrendous tales of getting lost, and in front of the pits Fabi treated us to the extent of the problem. Trailing Thackwell down the hill he pulled out of the spray thinking they were going into the braking area "and then I found I'd got two wheels on the dirt. We hadn't even passed the kink halfway down. I was lost!"

On lap 21 the battling trio caught Chauvet but for a whole lap they failed to double the private Maurer and they went into lap 22 as a quartet. Going into the double left hander there had still been no change, Streiff seemingly unable to lead the way past, being caught out by the Austrian's strange stop-go tactics.

Thackwell, making up the ground here that he was losing at *Eau Rouge*, took a run at the pair of them and went through on the inside of the second of the bends catching Streiff completely by surprise. Immediately the private March made the place secure while Streiff and Fabi never did get past Chauvet.

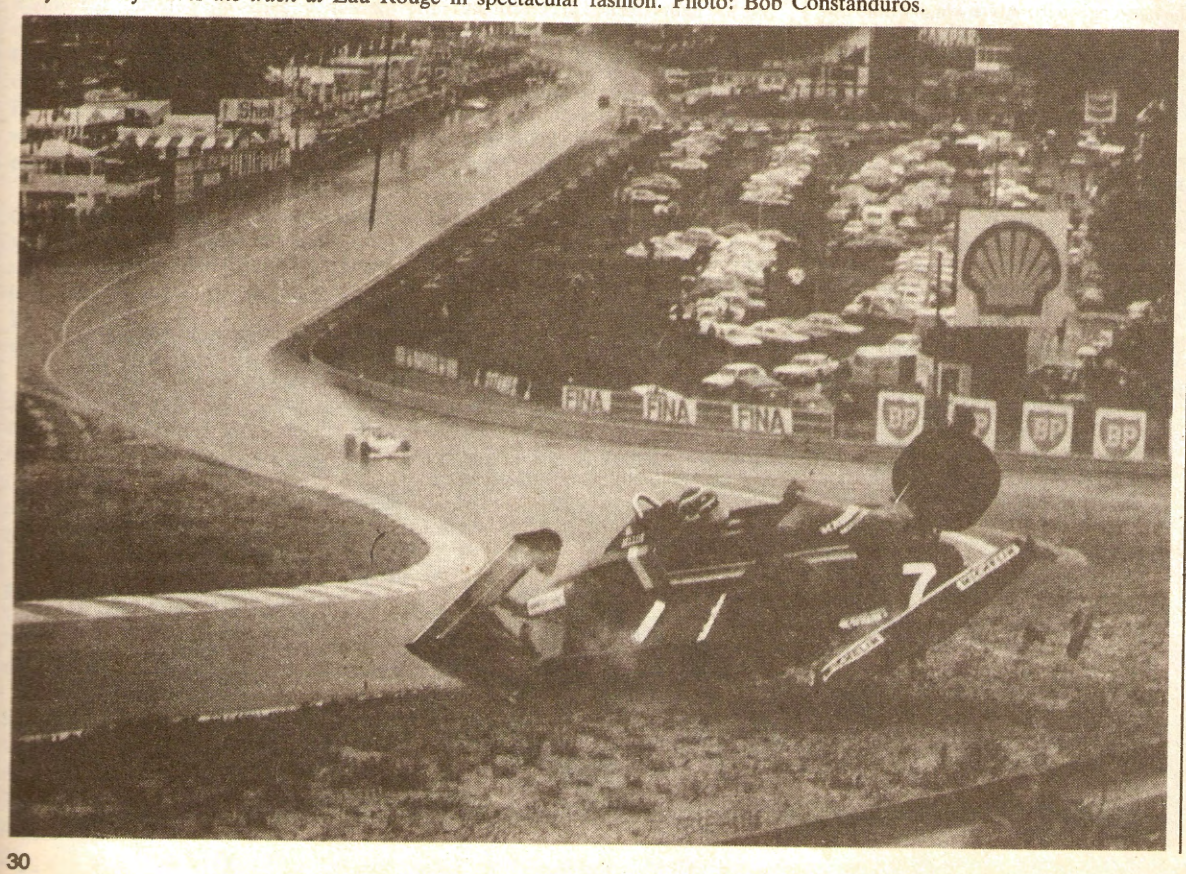
The weather by now had really begun to improve and the prospect of the final seven laps was good. But what's this? The chequered flag! As Boutsen crossed the line at the end of lap 23 the grandstand erupted as they saw him take the chequered flag. The confusion was lost in the excitement. Even the victor himself, wasn't sure, or even pleased, that the race had ended early. "I'd started on tyres which would have given me an advantage in drying conditions and I would have liked to have proved that we were the best whatever the conditions."

While saying that he had the best car, best mechanics, best tyres and everything else that a winner wants, he was shamefully modest about his own contribution to his success. "I just tried to be careful, you know. As long as I had 10 seconds on Cecotto I knew I could take it easy. The only problem was that the rivers were rarely in the same place twice. But the tyres were so good I could drive with one hand if I wanted to." Sure those Bridgestones were good, but it also takes a good driver to make the use of such an advantage in the impressive way that the new championship leader did.

Cecotto was disappointed that the race was stopped early because he had given his all to take second place. Thackwell was also unhappy that it had been stopped. It was perhaps indicative of what he might have done in the closing stages that having finally passed Streiff he set the fastest lap of the race.

Streiff was annoyed with himself for not having got past Chauvet and held on to his third place. Fabi's late race confidence would almost certainly have seen him make a big impression too if the race hadn't been stopped. Nearly a minute further back, in sixth place, came Palmer who'd driven cleanly and sensibly throughout and was happier with his car on its revised settings than he had been all weekend.

Stefan Bellof leaves the track at Eau Rouge in spectacular fashion. Photo: Bob Constanduros.



Spa Francorchamps
European Formula 2
Championship
round 8
June 13
23 laps — 99.705 miles

1, Thierry Boutsen (Spirit-Honda 201), 58m 17.47s, 102.57mph;
2, Johnny Cecotto (March-BMW 822), 58m 40.06s;
3, Mike Thackwell (March-BMW 822), 59m 05.44s;
4, Phillipe Streiff (AGS-BMW JH19), 59m 11.00s;
5, Corrado Fabi (March-BMW 822), 59m 14.17s;
6, Jonathan Palmer (Ralt-Honda RH6/82H), 1h 00m 07.55s;
7, Jean-Louis Schlesser (Maurer-BMW MM82), 1h 00m 08.22s; 8, Beppe Gabbiani (Maurer-BMW MM82), 1h 00m 11.57s; 9, Christian Danner (March-BMW 822), 1h 00m 13.25s; 10, Kenny Acheson (Ralt-Honda RH6/82H), 1h 00m 18.10s; 11, Frank Jelinski (Maurer-BMW MM82), 1h 00m 31.69s; 12, Paolo Barilla (Minardi-BMW FLY281B), 1h 00m 42.44s; 13, Satoru Nakajima (March-Honda 812), 1h 00m 43.14s; 14, Roberto del Castello (Toleman-BMW T850), 22 laps; 15, Jo Gartner (March-BMW 822), 22 laps; 16, Pierre Chauvet (Maurer-BMW MM82), 22 laps; 17 Harald Brutschin (March-BMW 822), 22 laps; 18, Guido Dacco (Minardi-BMW GM75), 21 laps; 19, Pascal Fabre (AGS-BMW JH19), 20 laps.

Fastest lap: Thackwell, 2m 29.48s, 104.40mph.

Retirements: Carlo Rossi (Toleman-BMW DS1), 17 laps, accident; Piero Necchi (Toleman-BMW TG280), 16 laps, accident; Stefan Bellof (Maurer-BMW MM82), 15 laps, accident; Stefan Johansson (Spirit-Honda 201), 10 laps, electrics; Oscar Pedersoli (March-BMW 822), 6 laps, broken rocker; Thierry Tassin (Toleman-Hart DS1), 9 laps, accident; Alessandro Nannini (Minardi-BMW FLY 281B), 1 lap, accident; Cliff Hansen (March-BMW 822), 0 lap, ignition.

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Overall
1, Win Percy (1.6 Toyota Corolla) 60
2, Richard Longman (1.3 Austin Metro) 49
3, Vince Woodman (3.0 Ford Capri) ... 38
4, John Morris (1.6 VW Golf GTi) 36

2501 – 3500cc
1, Vince Woodman (3.0 Ford Capri) 38
2, Jeff Allam (3.5 Rover V8) 35
3, Gordon Spice (3.0 Ford Capri) 29
4, Andy Rouse (3.0 Ford Capri) 27
5, Rad Dougall (3.5 Rover V8) 15
6, Dennis Leech (3.5 Rover V8) 6
7, Charles Sawyer-Hoare (3.0 Ford Capri) 3
8, Graham Goode (3.0 Ford Capri) 2
Brian Muir (3.5 Rover V8) 2

1601 – 2500cc
1, Hamish Irvine (2.0 Triumph Dolomite) ... 31
2, Terry Nightingale (2.3 Mazda RX-7) 28
3, Jon Dooley (2.5 Alfa Romeo Alfetta GTV6) 22
4, Mike Buckley (2.0 Ford Escort RS2000) ... 16
5, Tony Dickinson (2.0 Ford Escort RS2000) 11
6, James Burrows (2.0 Toyota Celica) 6
Mike Kimpton (2.3 Mazda RX-7) 6
8, David Palmer (2.3 Mazda RX-7) 3

1301 – 1600cc
1, Win Percy (1.6 Toyota Corolla) 60
2, John Morris (1.6 VW Golf Gti) 36
3, Tony Lanfranchi (1.6 VW Scirocco) 20
4, Martin Brundle (1.6 Audi 80) 9
5, Andrew Thorpe (1.5 Alfa Romeo Sud Sprint) 8
6, Jock Robertson (1.6 Ford Fiesta) 6
7, Robin Brundle (1.6 Toyota Celica) 4
8, John Spiller (1.6 Talbot Sunbeam ti) 3
John Tait (1.6 Toyota Corolla) 3
10, Terry Watts (1.6 Talbot Sunbeam ti) 1

Up to 1300cc
1, Richard Longman (1.3 Austin Metro) 49
2, Alan Saunders (1.3 Austin Metro) 20
Roger Curnow (1.3 Austin Metro) 20
4, Steve Soper (1.3 Austin Metro) 19
5, Neil McGrath (1.3 Austin Metro) 11
6, Jon Dooley (1.3 Alfa Romeo Sud ti) 9
7, Rob Kirby (1.3 Alfa Romeo Sud ti) 3
8, David da Costa (1.3 Vauxhall Astra) 2

These positions are provisional

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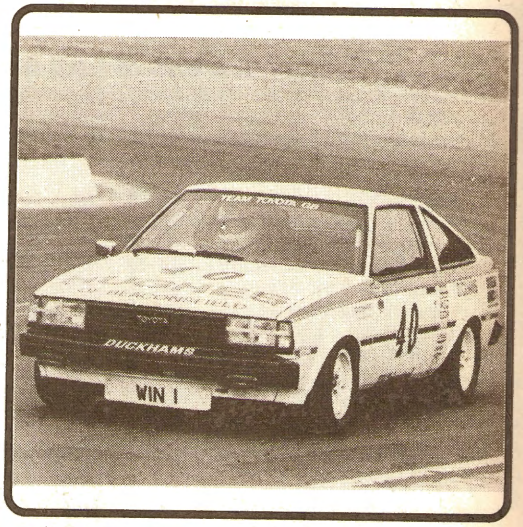
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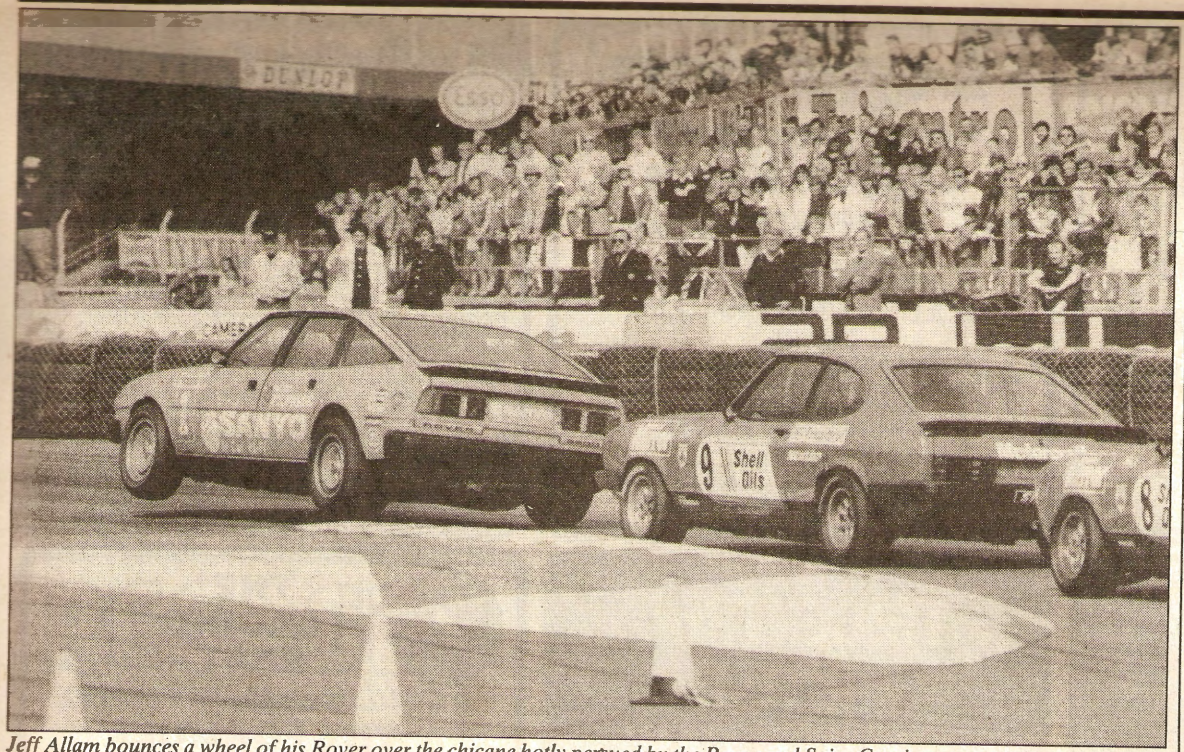
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Jeff Allam bounces a wheel of his Rover over the chicane hotly persued by the Rouse and Spice Capris.

It's a knockout

Cracking race — Allam just beats Woodman — Percy cruises to another class win — Two hospitalised — Report: MATTHEW CARTER — Photography: TIM WREN

The Tricentrol runners were lined up on the grid, their warm-up lap completed and last minute adjustments made. The drivers focused on the starting light gantry. An expectant hush fell over the crowd. Shortly after 4pm on Sunday, round 6 of the 1982 British Saloon Car Championship got underway. For the next half an hour or so the crowd witnessed one of the best races they are likely to see for a long while.

Sadly, only those present at Silverstone will know exactly what others missed. For as the drivers were lining up, the BBC TV film crew, who had recorded the preceeding rather tame European Formula 3 race, were packing up their equipment. As the green lights flashed on, the film crew began their journey home . . . another opportunity missed.

Anyone who has seen a Tricentrol race knows of the spectacle. The sight of four or five powerful saloons continually swapping the lead lap after lap is not soon forgotten. Add to that cars with which the general public can readily identify and surely you have excellent TV? Alas, at the current rate of progress, it seems we will never know . . .

G1 TRICENTROL SALOONS **6**
SILVERSTONE

ENTRY & PRACTICE

After poor showings at the last two championship rounds at Thruxton, the works Sanyo-backed Rovers came to Silverstone full of hope. With a tight Avon tyre contract loosened, and on a fast open circuit that suits the cars, drivers Jeff Allam and Peter Lovett were looking happy.

Sure enough Allam was immediately to the fore, getting down to pole winning times early, while any rustiness Lovett may have felt at Thruxton — that was his first race of the season as replacement for Frank Sytner — had disappeared. The bogey time for the front runners on the Silverstone Grand Prix circuit is 100secs for a lap of the 2.932 mile track. To date only Allam has been able to get into the 1m 39s bracket. Some measure of how much more competitive the Capris are this season, can be seen by the practice times.

With the beneift of qualifying tyres — no fewer than four men broke the 100sec barrier. And just 0.7sec covered the front two rows. Joining Allam in the elite were Gordon Spice and Andy Rouse in their *Daily Mirror*/Shell Capris, the pair being split by man of the moment Vince Woodman in his Esso Capri. Poor Lovett, on the outside of the front row, missed the cut by 0.02sec!

Mind you there is little doubt that Lovett would have joined them, had the second session not been a wash-out. Rover's team manager in the absence of Tom Walkinshaw, away in Czechoslovakia with the Group A Jaguar XJS, was Hugo Tippett. And as Hugo said: "The only thing we needed to do was slipstream Peter a little further up the ladder, but with all that rain there was no point in even going out." Both works Rovers sat out the second session as did Spice's Capri, but both Rouse and Woodman ventured fourth. Andy was checking settings in case of a wet race, while Vince was having his first opportunity to try the latest Michelin wets. Not a great deal was proved . . . other than that the Esso Capri had a terrible misfire which had started in the later part of the first session. Brows were furrowed in the Woodman camp.

They weren't the only ones to paddle around in the afternoon session, but the serious times were set in the morning. Both Patrick MotorSport Rovers — Rad Dougall being joined by Brian Muir — went out in both sessions, Dougall being quickest in the dry (just 0.5secs off Lovett's time) and Muir quickest in the wet. Both were comfortably ahead of Charles Sawyer-Hoare's *Daily Mirror* Capri who was nevertheless happy with his time: "It's the best I've ever done around here."

Graham Goode (Capri) and Dennis Leech (Rover) completed the top class runners ahead of 1600cc class men Win Percy and Tony Lanfranchi. While Lanfranchi's Scirocco may have been more than 2secs off the pace of the Hughes of Beaconsfield Toyota, Tony was delighted with his progress. Development work by Richard Longman had at last paid off, and he was ahead of John Morris's Morris Vulcan Golf GTi, even if the further 2secs gap flattered to deceive. Morris spent the entire first session with diabolical handling problems but enjoyed the second session." We have discovered that Thruxton dry settings are ideal for Silverstone in the wet," he said.

Indeed all three 1600cc class front runners went out in the wet, recording similar times. Percy was the slowest, abandoning practice before a dryish line appeared, with Morris quickest overall in that session. If it was wet for the race, the class struggle would be very interesting indeed.

Splitting Lanfranchi and Morris came top 2500cc class man, Tony Dickinson in his Escort RS2000. Having been disqualified from a Thruxton class win for being underweight, Dickinson was making sure that didn't happen again. He weighed his car after practice and found it bang on the limit . . . "That's too close for comfort," he said, "we will add more ballast before the race." And that for a car he had been convinced was far too heavy!

Behind Morris came the bulk of Dickinson's class rivals headed by Hamish Irvine's Dolomite and Jon Dooley's Napolina Dealer Alfa Team Alfetta GTV6. The latter did not know

QUALIFYING

Jeff Allam (3.5 Rover V8)	1:39.32	DNP	
Gordon Spice (3.0 Ford Capri)	1:39.50	DNP	
Vince Woodman (3.0 Ford Capri)	1:39.54	1:54.82	
Andy Rouse (3.0 Ford Capri)	1:39.87	1:53.58	
Peter Lovett (3.5 Rover V8)	1:40.01	DNP	
Rad Dougall (3.5 Rover V8)	1:40.50	1:58.03	
Brian Muir (3.5 Rover V8)	1:41.43	1:56.26	
Charles Sawyer-Hoare (3.0 Ford Capri)	1:43.11	DNP	
Graham Goode (3.0 Ford Capri)	1:43.96	1:59.16	
Dennis Leech (3.9 Rover V8)	1:44.41	DNP	
Win Percy (1.6 Toyota Corolla)	1:44.54	1:57.91	
Tony Lanfranchi (1.6 Volkswagen Scirocco)	1:46.74	1:57.21	
Tony Dickinson (2.0 Ford Escort RS2000)	1:47.60	2:09.35	
John Morris (1.6 Volkswagen Golf GTi)	1:48.67	1:56.67	
Hamish Irvine (2.0 Triumph Dolomite Spirit)	1:48.72	1:58.30	
Jon Dooley (2.5 Alfa Romeo Alfetta GTV6)	1:49.02	2:02.33	
Mike Buckley (2.0 Ford Escort RS2000)	1:49.77	2:17.55	
*Arne Riis (2.0 Triumph Dolomite Spirit)	1:50.79	1:59.92	
Alan Curnow (1.3 Austin Metro)	1:51.42	2:04.22	
Pete Hall (1.6 Toyota Celica)	1:51.50	2:05.01	
Robin Brundle (1.6 Toyota Celica)	1:51.68	2:00.91	
*Jock Robertson (1.6 Ford Fiesta)	1:51.91	DNP	
Richard Longman (1.3 Austin Metro)	1:51.97	2:03.20	
John Spiller (1.6 Talbot Sunbeam)	1:52.11	DNP	
Andrew Thorpe (1.5 Alfa Romeo Sud Sprint)	1:52.45	2:13.24	
Neil McGrath (1.3 Austin Metro)	1:52.67	2:01.90	
Steve Soper (1.3 Austin Metro)	1:52.79	1:59.00	
Roger Saunders (1.3 Austin Metro)	1:52.92	DNP	
Alan Greenhalgh (1.6 Volkswagen Golf GTi)	1:53.40	2:07.95	
Rob Kirby (1.3 Alfa Romeo Alfasud ti)	1:56.04	DNP	
David da Costa (1.3 Vauxhall Astra)	1:59.07	2:09.23	
Mike Kimpton (2.3 Mazda RX-7)	2:03.28	DNP	
James Burrows (2.0 Toyota Celica)	DNP	2:10.94	

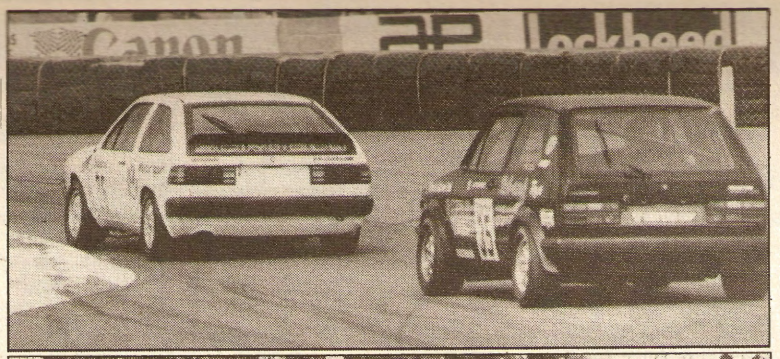
Alan Curnow and Neil McGrath had to give best to Richard Longman in the baby class.

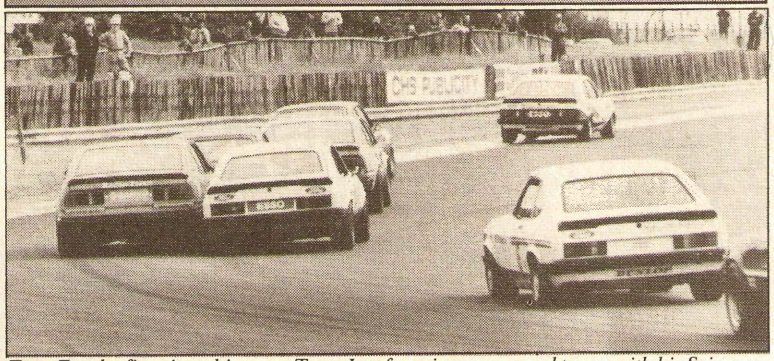


whether to laugh or cry. On the one hand a new engine and exhaust manifold meant Dooley had far more power than before, but that power was causing other problems. His first session was halted by a smashed flywheel casing — a recurrence of the car's Thruxton retirement — while after just four laps of the second session a replacement was already on the way out.

There were no fewer than seven starters in that class, more than for a long time. Behind Dooley came Mike Buckley's Escort and Dane Arne Riis having one of his occasional Tricentrol outings in his trusty Dolomite. The final class pair were firmly at the back of the grid, Mike Kimpton's first outing in Terry Nightingale's Mazda RX-7 was thwarted by engine seal trouble while James Burrows only got his 2-litre Toyota Celica to the second session and had no chance of setting a sensible time.

Once again the second half of the 1600cc runners — this time headed by the improving Celica of Pete Hall and Robin Brundle — were humbled by a Metro. Alan Curnow's Datapost car headed the babies by a comfortable margin, though the team had a heart-stopping moment in the second session when a small fire broke out. It was quickly extinguished. Although Curnow had three larger capacity cars between him and team-mate Richard Longman, his lead could hardly be called comfortable. In a re-run of the battle at the front just 1sec separated Curnow from the following six runners. Aside from Longman those were all from the 1600cc class. The rest of the Metros came next, Neil McGrath's Everest car just heading Steve Soper's yellow Hepolite machine and the Wadham Stringer car of Roger Saunders. Filling in the gaps between the Metros and the last two 2500cc class runners came Alan Greenhalgh's Golf — still not fulfilling its potential — Rob Kirby's 1.3 AlfaSud, carefully running in another new engine, and David da Costa's very new Vauxhall Astra.





Top: For the first time this year, Tony Lanfranci was on equal terms with his Scirocco. Above: The leading pack.

RACE

The rain stayed away, which was good news for most, though poor Arne Riis and Jock Robertson were destined not to get a race. Riis found his Dolomite down on power on race morning and rather than risk an engine decided to scratch, while the Pegasus team had been working feverishly to change a diff and gearbox in Robertson's Fiesta only to run out of time. Car, driver and team finished the job and arrived at the assembly area just in time to see the others start . . .

And what a start it was, too. Woodman judged everything to perfection and stormed off into Copse first — "I can't remember what I did, but I did it right," said the Bristolian — with the Spice/Rouse Capris and Allam's Rover in tow. Also there was Charles Sawyer-Hoare who managed a demon start in his Capri. Before the off he had been worried, sitting on the outside of the Patrick MotorSport pair of Rovers saying: "I can think of nicer places to start a race." But the expected fight for territorial rights at Copse never came, for the CSH start was as good as Muir's and Dougall's were the opposite. Dougall's problem was a lack of a clutch which saw him down among the Metros for that first lap.

It was a dramatic first lap. In trouble on the line was Dooley's GTV6 which refused to start. With the help of a push he finally got going, flat last. Soper's luckless season continued, the yellow Metro being pushed off by bigger cars twice on that first lap. With rear hatch door open he completed two laps before pitting into retirement. Lanfranchi's hopes of a good showing were thwarted when the brakes stuck on, on the warm-up lap. He pitted after a slow first lap but was straight out again as they freed themselves.

A dispirited Rob Kirby retired his 'Sud with yet another blown engine, and he was joined shortly afterwards on the retirement list by Alan Greenhalgh. It turned out to be a race with an unusually high mortality rate but, frankly, it didn't matter. At the head of the field was a race to end all races. The front four swapped places all around the circuit. As they passed the start/finish line, the lead in the first half dozen laps was held by Woodman (laps 1&2); Spice (lap 3); and Rouse (laps 4-6). But at other points Allam managed to put the Rover's nose in front, while Lovett caught up after a poor start to join in the fun and games, too. As Allam said afterwards: "It was incredible. We all lead and we all ran fourth. I even went from second to fifth on one corner as Peter and the rest went by."

Down the field Percy, lying a comfortable 11th overall, headed his class from Morris, while just behind this pair Tony Dickinson and Hamish Irvine were locked in their own private battle . . . though the late starting Dooley was reeling them in at a rate of something like 2secs a lap. But behind them came near tragedy. With Longman heading a train of eight or nine cars, it looked like a perfect race with action throughout. On lap 3, however, the Metros of Longman, McGrath and Curnow were in line astern coming into Club when Buckley's Escort appeared from nowhere. McGrath takes up the story: "Buckley tried to come past all three of us at once. With his wheels locked he slid into me, spun me round and spun himself. Alan stopped dead behind me, but Pete Hall was unsighted and T-boned the Escort driver's door, flipping it over." To add to the chaos, John Spiller's Talbot cannoned into the rear of the Celica, to spread carnage across the track.

Both Buckley — whose car lacked side supports on the roll cage — and Hall were taken to hospital, Buckley with a suspected fractured pelvis, and Hall with suspected fractured ribs.

Despite the cars, glass, glass-fibre and ambulances littering the track, the pace of the rest continued unabated. On lap 6, as the front five came upon back marker Lanfranchi, another disaster was narrowly avoided. Spice's throttle stuck open, he cannoned into the rear of Woodman who in turn hit Lanfranchi. The little — and previously very pretty — Scirocco spun across the track under the *Daily Express* bridge. "Oh damn, I thought, and I've sold that spare shell," said Lanfranchi to himself in the middle of the spin. He was lucky not to hit anything solid and was able to continue after a stop for two new front tyres and a spot of bodywork bending.

The furious pace was causing more retirements. Sawyer-Hoare's splendid run ended with a sick engine on lap 8, while the Napolina Alfa team's bad spell continued. Andrew Thorpe had retired the 1.5 Sprint on lap 6 and hopes rested on Dooley. In a fighting mood, he flung the black V6 further and further up the leader board dispensing with all and sundry *en route*, including Mike Kimpton who was getting to grips with the Mazda. On lap 7 he simply drove past the Dolomite/Escort battle to head the class, but on the next tour retired with no electrics. An alternator failure which caused his flat battery on the grid finally shut everything down.

By half distance Lovett was making his mark at the front. Into Club he made a bid for second but a bodywork rubbing match with Woodman saw the Rover dive into the pits for a tyre change. But still the other four kept up the pace. On lap 10 the order was Spice, Rouse, Allam, Woodman with Muir and Dougall following at a respectful distance some way ahead of Goode, Leech and Percy all having lonely races. Running 10th on the road was Morris but he had been joined by Lanfranchi who was three laps down. Showing that the Scirocco is now a far better machine that it was, Lanfranchi and Morris were evenly matched and enjoying a dice, until the Golf threw its fan belt, and Morris eased his pace with a watchful eye on his temperature gauge.

Fan belt trouble was also worrying Rouse. "The temperature gauge needle was jammed up against its backstop from lap 4. The fact that it held till the end was remarkable. Without that I would have won, no question."

On lap 12 Allam took to the front. Although he held that lead to the end, it was never a strong lead. At first he had to fend off Rouse, but as Andy slipped back, Woodman took over. With Spice in throttle trouble and Rouse overheating, Capri honour once again rested on Vince's shoulders.

And Allam's brakes were on the way out. He spent the last couple of laps pumping the Rover into every corner, Woodman getting ever closer. At the flag Allam just made it, less than 0.4secs ahead of Woodman, and with a record fastest lap to his credit. Team-mate Lovett lost almost a lap in the pits with a tyre change but no doubt would have been with Allam had that coming together not happened.

In the classes Percy continued his 100 per cent record, Win also setting a new record fastest lap on his way. Morris took his usual second spot but there was a new man in third, Robin Brundle, who will no doubt be a force to be reckoned with before long. The 2500cc class fell to Dickinson after Irvine's charge — and his engine — went sick, with Kimpton in second. James Burrows had his most competitive run to date in the class, but was another retirement.

After the carnage of lap 3, the Metro battle was badly split. Longman thus had an easy run to the flag, though Curnow almost caught up by the end. McGrath's drive was hindered by ill-handling after being hit by Buckley, but not before he had been able to show his Metro is back in the ball-park, with fastest lap.

So that was that. Sadly no report can possibly capture all the drama and action. Only those who witnessed the race live will know what really happened . . . but perhaps now's the time for a little pressure to be put on the BBC by the RAC, who administer the series. Then maybe we can all share in the spectacle.

Postscript. As Allam and Woodman were congratulating each other afterwards, their team managers came over with long faces. Woodman's nearside rear had an inch long gash caused by the glass at Club, while Allam's front nearside bodywork had two jagged pieces of metal just a fraction away from the tyre. Both were lucky to make it to the finish . . .

And as the TWR camp were celebrating an overdue win, came news from Czechoslovakia that the Jaguar had won too. "Thank goodness for that," said a team member — we have withheld his name to protect the innocent — "Tom's been like a bear with a sore head for the past month. Maybe this will make him smile."

SILVERSTONE (GB)
Jun 12/13
Tricentrol RAC British Saloon Car Championship, round 6
20 laps — 58.64 miles

Overall
1, Jeff Allam (3.5 Rover V8), 33m 48.56s, 104.07mph;
2, Vince Woodman (3.0 Ford Capri), 33m 48.95s;
3, Andy Rouse (3.0 Ford Capri), 33m 52.92s;
4, Gordon Spice (3.0 Ford Capri), 34m 03.90s;
5, Brian Muir (3.5 Rover V8), 34m 13.98s;
6, Rad Dougall (3.5 Rover V8), 34m 15.21s;
7, Graham Goode (3.0 Ford Capri), 34m 34.59s; 8, Dennis Leech (3.5 Rover V8), 35m 04.94s (incl 10sec penalty); 9, Peter Lovett (3.5 Rover V8), 35m 29.02s; 10, Win Percy (1.6 Toyota Corolla), 19 laps; etc.

2501—3500cc: 1, Allam; 2, Woodman; 3, Rouse; 4, Spice; 5, Muir; 6, Dougall. **Fastest lap:** Allam, 1m 39.61s, 105.97mph (record).

1601—2500cc: 1, Tony Dickinson (2.0 Ford Escort RS2000), 96.13mph; 2, Mike Kimpton (2.3 Mazda RX-7); no other finishers. **Fastest lap:** Jon Dooley (2.5 Alfa Romeo Alfetta GTV6), 1m 46.67s, 98.75mph.

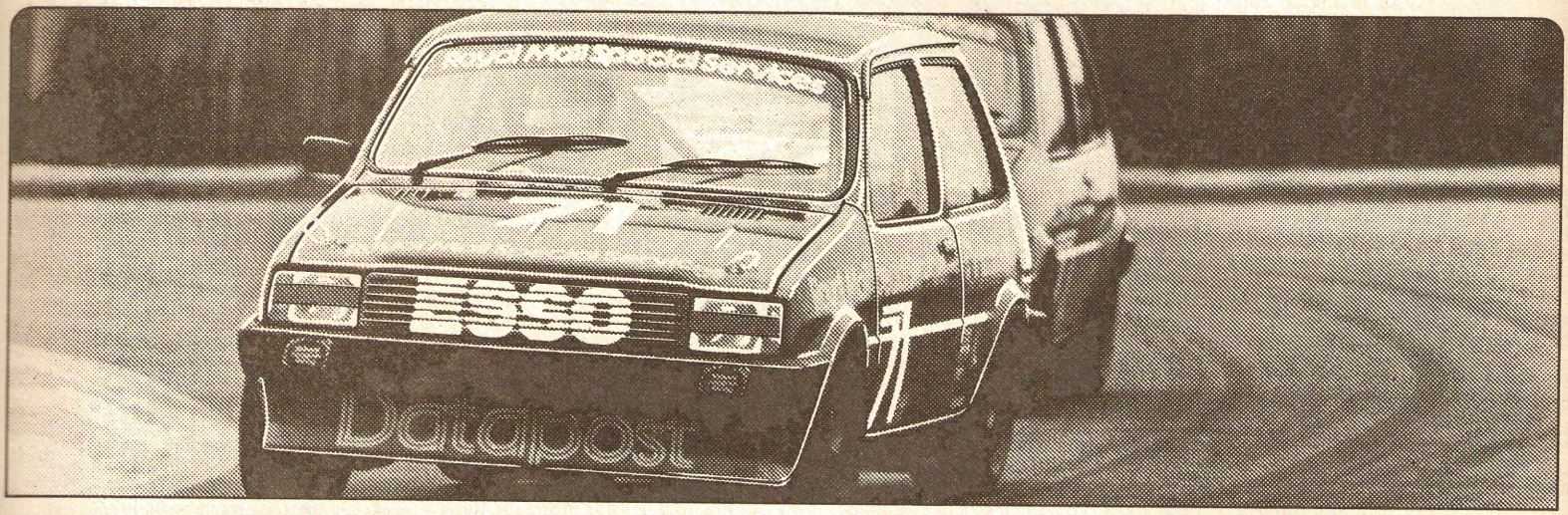
1301-1600cc: 1, Percy, 98.73mph; 2, John Morris (1.6 VW Golf GTi); 3, Robin Brundle (1.6 Toyota Celica); no other classified finishers. **Fastest lap;** Percy, 1m 44.26s, 101.24mph **(record).**

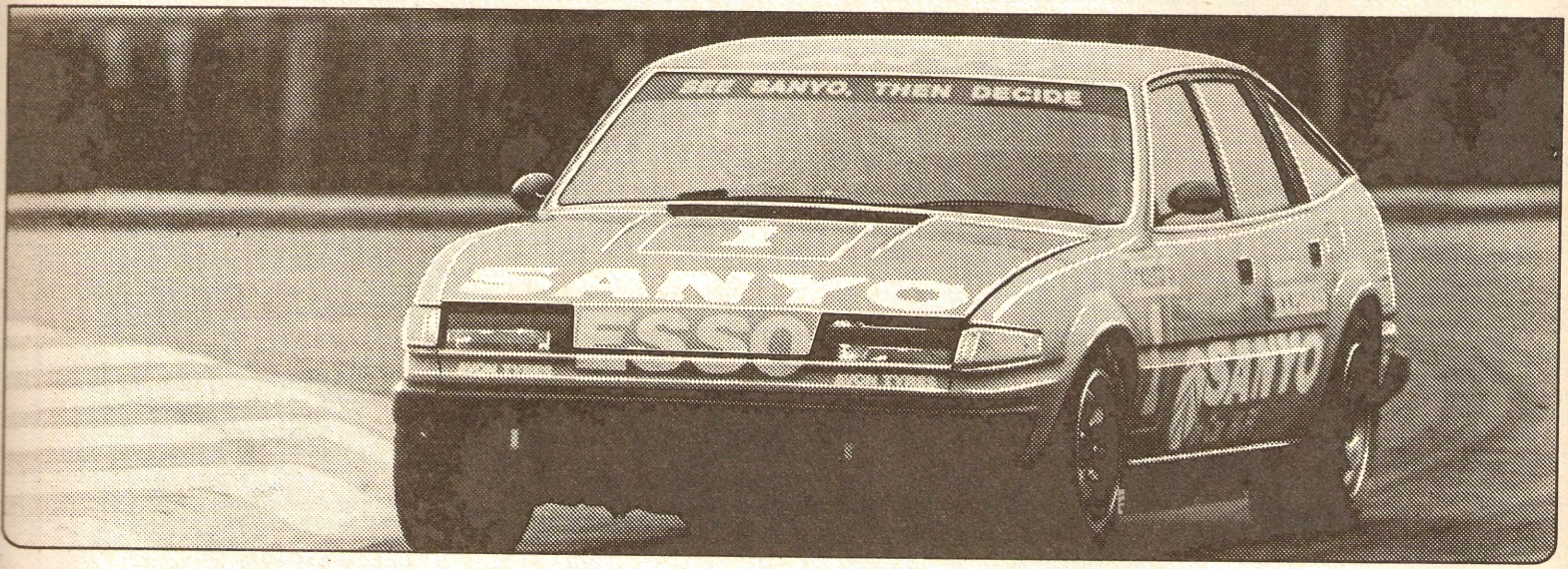
Up to 1300cc: 1, Richard Longman (1.3 Austin Metro), 92.75mph; 2, Alan Curnow (1.3 Austin Metro); 3, Neil McGrath (1.3 Austin Metro); no other classified finishers. **Fastest lap:** McGrath, 1m 51.44s, 94.72mph.

Championship positions: 1, Percy, 60; 2, Longman, 49; 3, Woodman, 38; 4, Morris, 36; 5, Allam, 35; 6, Hamish Irvine (2.0 Triumph Dolomite Sprint), 31.

Austin Rover win again.

Rover outright winner. Metro wins in its class. Silverstone June 13th. R.A.C. British Saloon Car Championship.





Results*

ROVER WINS OUTRIGHT

Driver: Jeff Allam in Sanyo/Esso Rover 3500

METRO 1st, 2nd, 3rd in CLASS 'D'

1st: Richard Longman in Datapost/Esso Austin Metro
2nd: Alan Curnow in Datapost/Esso Austin Metro
3rd: Neil McGrath in Everest Double Glazing Austin Metro

*Results subject to official confirmation. Rover 3500 and Austin Metros shown above, prepared to Group 1 Saloon Car specification.

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Move over to Austin Rover.



Copse Corner on the opening lap with Pirro holding off the close Marlboro battle between Mansilla (55), Byrne (11), Moreno, Scott and Abella. James Weaver has already gone through.

Penalty score

Emanuele Pirro wins for Euroracing — Unwell Weaver takes second — Mansilla scores maximum Marlboro points — Abella's good showing — Report: JEREMY SHAW — Photography: TIM WREN.

For most of last weekend's Marlboro European F3 Trophy meeting at Silverstone, James Weaver's Yokohama-shod Ralt RT3 seemed in control. The 27-year-old Englishman qualified comfortably on pole position in the only dry session on Saturday and was confident of being able to repeat his convincing Euro victory at Donington earlier in the year.

On race-morning, though, Weaver crashed at Copse and was fortunate indeed still to be able to start the race, his mechanics having done a good job in repairing the damage. He duly led away from the start but Italian Emanuele Pirro then forced his way to the front at the end of lap 1, incurring a 10sec penalty as his Marlboro Euroracing-Alfa 101 infringed the Penalty line ruling.

Weaver, put out of his stride and not feeling at all well, lost a couple of places as a result and found it difficult to get back in the groove. He was back into second place by lap 12, but Pirro paced himself to perfection and was able to maintain an advantage of a little over 10secs, thus ensuring himself of maximum points. Driving all on his own and with only a pit-board for guidance, this was a most impressive performance from the young Italian.

Equally impressive was Enrique Mansilla, who recorded his first Marlboro 'victory', taking third place on the road after passing Roberto Moreno's similar Ralt.

ENTRY & PRACTICE

The BRDC's Marlboro European Trophy Formula 3 event attracted a very fine field of 33 cars last weekend, representing a marked contrast from the Donington European round earlier in the year in which there had been only a dozen takers. The reason, of course, was simply that the Silverstone round counted also towards the hard-fought Marlboro British series, although another contributory factor, no doubt, was that BBC television cameras were present to record the action for broadcast this Saturday.

As had been the case at this corresponding meeting in each of the previous two seasons, those drivers chasing points in the Euro-series were allowed to run whatever kind of tyre they chose, although to be eligible for Marlboro points, they may use only the specified Avon rubber. Last year, on the British-spec Goodyear (as it then was) tyre, Jonathan Palmer managed a fine third position overall, so it was expected that most regular Marlboro runners would opt to remain on their proven compound, rather than go to the expense and hassle of buying and then tuning their sensitive cars onto different tyres. This turned out to be the case, although with one notable exception.

James Weaver had won the Donington Euro-round in April using Yokohama tyres and, surprisingly, he made the decision to forfeit any chance of improving upon his second position in the Marlboro series by again using the Japanese-made tyres. "Money's a bit scarce at the moment," explained team manager Eddie Jordan, "and these tyres were free, so we thought James would have a better chance of making a real impression and therefore help us for the future."

James tried a variety of compounds during mid-week testing before settling on a harder compound to that which had proved so successful at Donington, although even these turned out to be

F3 EUROPEAN CHAMPIONSHIP **8**
SILVERSTONE

rather marginal on wear-rate for the 20 lap race. Weaver underlined his point by being easily fastest on Saturday morning, his time of 1m23.88s being almost 1.2secs underneath Mauro Baldi's lap record. This worked out at an average speed of no less than 125.84mph, but James still wasn't happy: "I should have been quite a bit faster than that," he stated, "but I was baulked on that lap . . ."

He never had a chance to improve on that in the second session due to heavy rain, but at least that meant he would start from pole position. Just. On the race-morning warm-up, Weaver was sent out with harder compound tyres on the hard-worked left hand side of his car, the Yokohama technicians wanting to make sure that their charge would last the distance. This made the car very twitchy to drive, and Weaver, having lapped in 1m 25.2s, then lost control at Copse Corner, spinning off through the catch-fences. The Racing for Britain Ralt's rear wing was ripped off in the impact and a rear corner badly damaged. James, himself, suffered a whip-lashed neck and felt distinctly unwell afterwards. Nevertheless, with his team having worked hard to repair the car, he would race: "And give it death for the first few laps."

Second fastest in that all-important first practice session was Emanuele Pirro. The Italian was flying the Marlboro-Euroracing flag alone at this meeting and was determined to give a good account of himself. "I have no problems," he reported, going on to explain that his Michelin tyres are at their best for about three or four laps. "In that time the car is very good. Then I can go flat out at both Stowe and Club Corners. But it is difficult to do," he added with a smile.

Pirro's comments were echoed by several other drivers. Even the quickest of the British-spec (less grippy) Avon-shod cars were completely flat around the back half of the track, although points leader Tommy Byrne, interestingly, was not. Murray Taylor's man was several tenths slower than he had been in testing, and was finding his car difficult to balance, especially as more rubber was laid down on the surface. Over-night, the team tinkered around with settings on the Hesketh-tuned engine and Tommy felt quite a lot happier on race morning, having lapped in 1m 25.6. As far as the grid was concerned, though, he was back on row three, behind fellow Marlboro points-chasers Enrique Mansilla and Roberto Moreno.

For Mansilla, this was further proof of his steady improvement under the expert guidance of Dick Bennetts's West Surrey Racing team. The young Argentine has worked hard at his driving over recent weeks and here was the result of that toil. On race-morning, he was slightly slower, Bennetts having made a few alterations to the car as well as running new tyres on the left side. "One of them has grained quite a lot," said Bennetts, "so I guess it's back to the old tyres and the old set-up for the race." Mansilla merely nodded his agreement, obviously confident of a good showing in the race.

Roberto Moreno was similarly confident, the Brazilian being just 0.03sec adrift of his fellow South American in his reliveried F1 Super Oils/Whelmar Builders/Ivens Lumar Group Ralt, which still relied on trusty Toyota motivation rather than the expected Alfa, which had blown up during the week . . . (see *Pit & Paddock*).

One of the most impressive performances came from Carlos Abella. On the weekend of the opening of the World Cup in his homeland, Abella really was on the ball with his Mick Cook Racing-tended Ralt-VW and qualified two places ahead of Martin Brundle's similar Team BP/VW car. Sandwiched between them was Dave Scott — still less than 0.2sec adrift of the quickest Marlboro runner — who unfortunately skated off in the wet session and left his Intersport Racing crew quite a rebuild job. Their customary efficiency saw the car looking as immaculate as ever on Sunday morning, although close inspection revealed a slight crease in the monocoque just behind the right front wheel. "It's no problem, though," said Dave after the warm-up, "the car feels fine."

Ninth and 10th positions on the grid were claimed by the Michelin-tyred Martini-Alfa of Alain Ferté and the similarly shod Ralt of countryman Denis Morin. The former once again be- ▶

QUALIFYING

1st session dry, 2nd session wet
Record: Mauro Baldi, 1:25.07

Weaver	Ralt	1:23.88	1:56.50(Y)
Pirro	Euroracing	1:24.60	1:41.94(M)
Mansilla	Ralt	1:25.69	1:39.66(A)
Moreno	Ralt	1:25.72	1:36.71(A)
Byrne	Ralt	1:25.79	DNP(A)
Abella	Ralt	1:25.82	DNP(A)
Scott	Ralt	1:25.88	1:38.21(A)
Brundle	Ralt	1:26.07	1:41.90(A)
Ferté	Martini	1:26.56	1:40.16(M)
Morin	Ralt	1:26.78	1:43.83
Langes	Anson	1:26.82	1:54.46(P)
Toledano	Ralt	1:26.85	NT(A)
Nielsen	Ralt	1:26.98	1:41.61(M)
*Alliot	Martini	1:26.99	DNP(M)
Argetsinger	Ralt	1:27.20	1:44.94(A)
Hytten	Ralt	1:27.33	1:44.89(Y)
O'Brien	Anson	1:27.33	DNP(A)
Giangrossi	Ralt	1:27.48	DNP(P)
Nakako	Hayashi	1:27.70	DNP(D)
Shaw	March	1:28.38	DNP(A)
Theys	Martini	1:28.52	1:43.93(M)
*Lee-Davey	Ralt	1:28.58	DNP(A)
Zamagna	Anson	1:29.09	1:48.60(P)
Kempe	Ralt	1:29.16	1:48.83(A)
Leslie	Magnum	1:29.17	1:43.27(A)
Steele	Ralt	1:29.52	1:50.05(A)
Norton	March	1:31.98	DNP(A)
Birrell	March	1:36.37	DNP(A)

* Did not start; DNP — Did not practice
A — Avon; D — Dunlop; M — Michelin; P — Pirelli; Y — Yokohama

continued

moaned the handling deficiencies of his MK37, particularly on fast corners, such as are prevalent at Silverstone, of course, although at least he made the start, which is more than his seemingly eternally unlucky team-mate Philippe Alliot, who, just like at Donington, crashed in practice.

Claudio Langes did a very good job in his brand new, Pirelli-tyred Anson, qualifying 11th on his first visit to the track, although team-mate Gero Zamagna lost any chance of a good placing by spinning into the Woodcote chicane fencing quite early and damaging the rear of his SA3C.

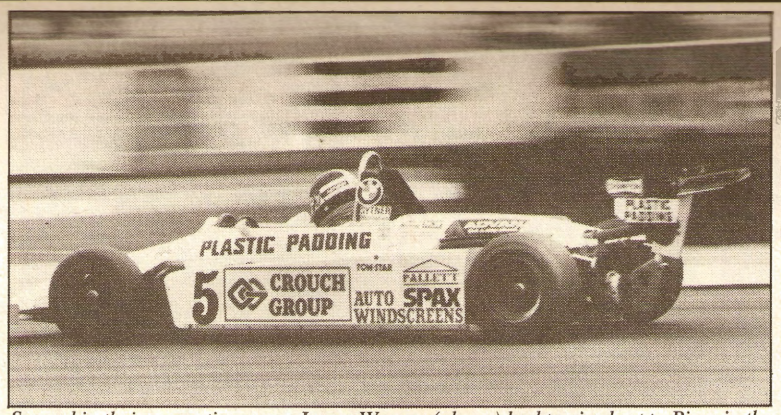
Another man who should have been higher was John Nielsen in his VW Motorsport Ralt. "There was no balance on the car for practice," said the likeable Dane before the race, "but we changed everything overnight and it seems to handle quite well now. I've been fighting with it all weekend but now I feel quite confident for the race."

Of the rest, Mario Hytten took a gamble on running Yokohama tyres on his DB Motorsport Ralt but could not make the car handle to his liking, while Osamu Nakako had similar problems with Japanese Dunlops on his pretty Hayashi. At least they were better off than poor Paolo Giangrossi and Tim Lee-Davey, who both crashed their Ralts heavily at Club Corner and took no further part in the proceedings.

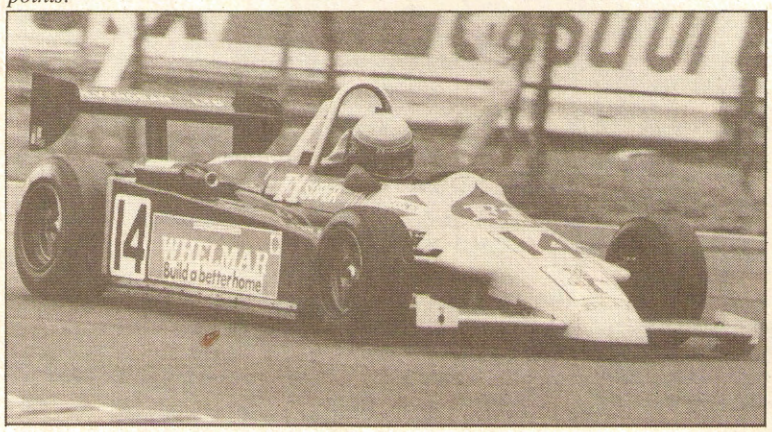
RACE

The rigours of practice left a respectable field of 25 cars for the Sunday afternoon start, James Weaver taking up his pole position despite feeling far from well. As the lights changed, his Ralt did not make a particularly good start, but that advantage of a car's length afforded by the F1-type staggered grid was enough to allow James to lead Pirro's fast-starting Marlboro car into Copse Corner. Mansilla followed in third place, although this became fourth when Moreno took a very fast line through Stowe and then slingshotted his way through on the straight between there and Club.

Under the *Daily Express* bridge towards Woodcote, Weaver still led Pirro, but the Italian decided to make his move early and tried to match the Ralt under braking. He came up alongside, realised he wasn't going to make the corner and so opted to cut straight across the 'penalty-line', rejoining in front of Weaver and causing the Englishman to brake. Unluckily, this allowed Moreno to move into second place as they sped towards Copse, while Mansilla also took advantage of James being unsettled by moving ahead at Stowe.



Second in their respective races, James Weaver (above) had to give best to Pirro in the overall stakes, while Moreno (below) followed home Mansilla in the quest for Marlboro points.



Right behind this group, Scott made a good start to hold fifth place, just ahead of the duelling Ralt-VWs of Abella and Brundle. Nielsen should have been up with them as well, but his right rear Michelin had exploded dramatically at Copse on the opening lap, putting the Dane out of the race.

Byrne was also in a bit of trouble, being boxed in at the start and then finding himself elbowed down to ninth place on lap 2 in some shuffling of the pack at Woodcote. Immediately, though, he began to fight back and picked off Ferté's Martini and Brundle on successive laps before setting his sights on Abella.

After five laps, Pirro was already 3.5secs clear of Moreno, who was still under pressure from Mansilla. There was then a small gap to Scott, being hounded by Abella, Byrne and Brundle, with Langes going well in his Anson to be ahead of Monaco winner Ferté, Morin and Alfonso Toledano (Ralt).

On lap 9, Moreno was forced to lift off slightly at club corner in order to pass Bob Birrell's clutchless March, and this enabled Mansilla to regain the lead of the Marlboro class, still running in second place on the road. Roberto did not look very pleased afterwards, but he did concede that Mansilla had driven very tidily and was slightly quicker than himself.

The race at this stage had settled down into a distinct pattern, with the only real interest being to see whether Pirro could pull out enough of a lead to overcome his 10sec penalty for that first lap indiscretion. Weaver, however, now came to grips with the situation and by lap 12 had moved ahead of both Moreno and Mansilla. Already, the gap to Pirro had extended to more than 10secs.

Over the next few laps, the Englishman strove hard to make inroads, but Pirro was equal to the challenge. Driving right on the limit, the tall Roman held the gap just wide enough to claim an excellent victory, following up that achieved last month at the Osterreichring.

For Weaver there was only disappointment, runner-up for the fifth time this year. At least he had tried hard, though, battling against "mega-oversteer" as well as still feeling the effects of his accident earlier in the day.

Mansilla was thrilled to claim his first maximum Marlboro score, shadowing Weaver's car in the closing laps and edging clear of Moreno, while Abella also posted his best result to date in taking a fine fifth ahead of Bryne. The Irishman actually set third fastest race lap (and a new Marlboro record) in his pursuit of the Spaniard but decided towards the end to settle for sixth place, preferring to notch up a few more points rather than risk an accident.

Scott had been head of both of these until locking up his brakes at Woodcote while staving off a challenge from Abella. His green Ralt bounced over the kerbs, at the same time being passed by both his rivals, and earning (rather harshly, it seemed) a 10sec penalty from the resident Judge of Fact, who adjudged him to have crossed the Forbidden Line.

This dropped Dave a couple of places in the order and allowing a troubled Martin Brundle to take fifth in the Marlboro class. Langes was the other man to profit. He had driven a most promising race in his light blue Anson, but was not quite able to record his first points scoring finish.

Ferté came next, still battling hard with his Martini, although he was excluded from the results at scrutineering when his skirts were found to be too low.

Morin dropped back from the Martini in the closing stages, but Hytten went very well in his Ralt after limping away from the start-line without first gear. Mario steadily worked his way through the field until he came up against a dicing O'Brien and Toledano, the latter proving particularly difficult to pass. At the final corner, he managed to take 11th position thanks to jumping high over the chicane kerbing, although he became another to be adjudged to have crossed the line and so he was bumped down to a lowly 16th in the final reckoning.

Enrique Mansilla drove a very fine race, taking his first maximum Marlboro points score in his West Surrey Racing Ralt RT3.



SILVERSTONE (GB)
Jun 13
European Formula 3 Championship, round 8, Marlboro British F3 Championship, round 8
20 laps — 58.64 miles

1, Emanuele Pirro (Euroracing-Alfa Romeo/Novamotor 101), 28m 54.04s (including 10 secs penalty), 121.74mph;
2, James Weaver (Ralt-Toyota/Novamotor RT3C/81), 28m 54.35s;
3, Enrique Mansilla (Ralt-Toyota/Nicholson-McLaren RT3D/82), 28m 56.94s;
4, Roberto Moreno (Ralt-Toyota/Anglia Cars RT3D/82), 28m 59.29s;
5, Juan-Carlos Abella (Ralt-Volkswagen/Brabham RT3C/81), 29m 01.58s;
6, Tommy Byrne (Ralt-Toyota/Hesketh RT3D/82), 29m 03.53s;
7, Martin Brundle (Ralt-Volkswagen/Brabham RT3D/82), 29m 14.45s; 8, Claudio Langes (Anson-Toyota/Nicholson-McLaren SA3C), 29m 16.98s; 9, Dave Scott (Ralt-Toyota/Anglia Cars RT3C/81), 29m 19.76s (including 10sec penalty); 10, Denis Morin (Ralt-Toyota/Novamotor RT3C/81), 29m 30.41s; 11, Alfonso Toledano (Ralt-Toyota/Novamotor RT3B/80), 29m 38.16s; 12, Mike O'Brien (Anson-Toyota/Anglia Cars SA3C), 29m 38.42s; 13, Didier Theys (Martini-Alfa Romeo/Novamotor MK37), 29m 38.93s; 14, Peter Argetsinger (Ralt-Toyota/Anglia Cars RT3C/81), 29m 44.49s; 15, Mario Hytten (Ralt-Toyota/Anglia Cars RT3C/81), 29m 47.55s, (including 10 sec penalty); 16, Gero Zamagna (Anson-Toyota/Nicholson-McLaren SA3C), 30m 03.24s; 17, Osamu Nakako (Hayashi-Toyota/Toda Racing HR 321), 30m 04.89s; 18, Phil Kempe (Ralt-Toyota/Novamotor RT3D/82), 30m 10.40s; 19, Roy Steele (Ralt-Toyota/Hesketh RT3C/81), 19 laps; 20, David Leslie (Magnum-Toyota/Robinson 823), 19 laps; 21, Tony Norton (March-Toyota/Novamotor 803), 19 laps. **Disqualified:** Alain Ferté (Martini-Alfa Romeo/Novamotor MK37), 29m 19.96s, skirt height.

Fastest lap: Euro Tyres — Pirro, 1m25.36s, 123.66 mph
Avon tyres — Byrne, 1m 25.71s, 123.15mph (**record**).

Retirements: Ian Shaw (March-Toyota/Racing Fabrications 813), 13 laps, spun off; Major Bob Birrell (March-Toyota/Anglia Cars 813), 12 laps, clutch; John Nielsen (Ralt-Volkswagen-Brabham RT3D/82), 0 laps, burst tyre. **Did not start:** Philippe Alliot (Martini-Alfa Romeo/Novamotor MK37); Paolo Giangrossi (Ralt-Alfa Romeo/Novamotor RT3D/82); Tim Lee-Davey (Ralt-Toyota/Hesketh RT3C/81).

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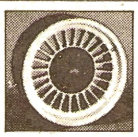


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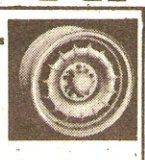
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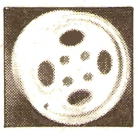


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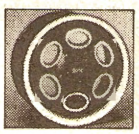
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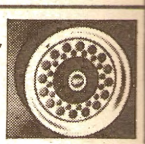
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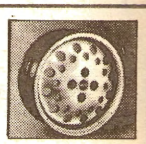
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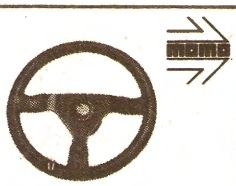


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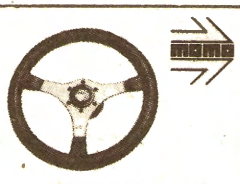




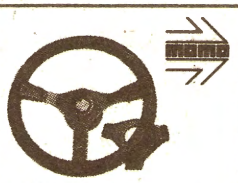
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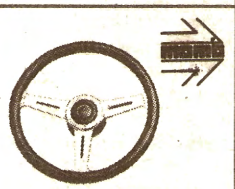


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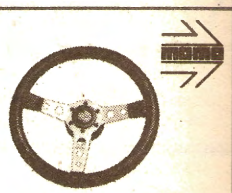


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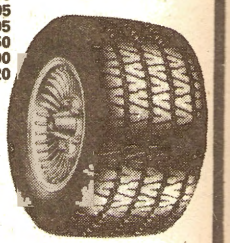
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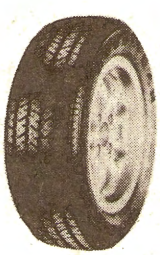
†195-50VR15	£102.70
†205/50VR	£123.90
†225/50VR15	£140.95
205/55VR16	£132.95
225/50VR16	£150.50
†245/50VR15	£150.00
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185/60x13	£46.90
205/60x13	£60.75
205/60VR13	£65.50
185/60x14	£51.00
185/60x14	£52.70
195/60HR14	£66.70
205/60VR14	£87.70
195/60VR15	£72.87
205/60HR15	£71.95
205/60VR15	£90.10
235/60HR15	£108.00
235/60VR15	£126.00
205/55VR16	£148.90
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190/55HR365	££49.05
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190/65HR390	£56.30
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240/55VR390	£85.00
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New V.W/Audi, TRX wheel & tyre £86.00



MICHELIN XWX-XDX

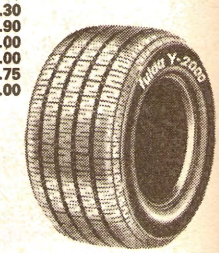
195/70x14XDX	£71.90
195/70x14XWX	£77.35
205x14XWX	£87.35
205/70x14XWX	£86.45
205/70x14XDX	£80.40
215/70x14	£94.40
185/70x15XWX	£76.50
185/70x15XDX	£71.20
195/70x15XWX	£85.00
205/70VR15XWX	£90.65
205/70x15XDX	£74.85
215/70x15XDX	£93.75
225/70x15	£101.85





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185/60x14	£38.30
195/60x14	£49.90
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Head down and concentrating hard. Grindrod at work in Greece with McRae.

Greek tales

IAN GRINDROD, who finished sixth as co-driver to Jimmy McRae on the Acropolis Rally, describes his experiences in Greece and advances some unconventional views on present trends in world rallying.

The Acropolis was the first World Championship rally for Jimmy and I in the Rothmans Opel team and because neither of us had been on the event before we went out quite early to make sure we were fully prepared. The rally is definitely one of the toughest in the world, and we were not going to make any mistakes.

We actually spent most of our time with Henri Toivonen and Fred Gallagher making the notes, although we really did not see Walter Rohrl at all. He made his own preparations and the only time we saw him was at headquarters in Glyfada.

The pre-event work was done in a full specification car. I think it was Walter's recce car from the Safari and obviously it had done quite a few rallies before that. Pretty well used in fact. We had one service crew to look after the pair of us and so we split the work when the northern section was completed and came back to Athens to rebuild the car for a day. The guys we had looking after us had to work hard — we both broke axles, and we broke the front suspension.

There was one mechanic who was pretty new to the job, but wherever we stopped he found us. The maps are not very good out there and so if he was a bit unsure of himself he stopped and asked a taxi driver where the gravel road was!

It's more interesting to do a recce with another crew, because then it's possible to have a bit of fun and that's important. The four of us get on pretty well so when we had completed the stages we did some of the tighter road sections as well.

I think Fred probably has more notes for the road than I did, but it was quite difficult to tell which road sections were going to be tight and which ones would be easier. He had a bit of an advantage because he did the rally last year.

Fred and I often write the notes up together, because that is the most boring occupation in world if you're on your own. Nine books of pace notes is a lot of work. I write the notes in pencil to start with — it's easier when the car is moving — and it's easier to make corrections. And then afterwards I go over them with a felt tip pen and rub all the pencil off. It's a better system than writing them all out again, because you can't miss anything. You don't even have to think, and in Athens we could watch the British Airways flights leaving every few minutes.

The Glyfada bungalows are right under the flight path, and I didn't sleep a wink the first night. I thought it was terrible, but eventually I got used to it. The night the rally stayed in Kalambaka, I couldn't sleep because there were no aeroplanes going over! It was too quiet. Glyfada's actually the best place to stay — there are plenty of places to eat, and it's the real centre for the event.

In the final days before the rally, the service plan was completed by Jochen Berger and Gunter Wanger, and all we had to do was tell them where we wanted service. During the recce we timed the road section to get a rough idea of exactly how long there is for service, and where the best place will be.

We did that and were presented with a service plan. Running three cars is very difficult anywhere — I remember doing an RAC with Leyland in a four car team and that was terrible.

But it was especially difficult on this Acropolis because after we were reclassified we were running second, third, and fourth — each minute on the road. At every service point the cars were turning up virtually together and I think the mechanics coped very well.

Sometimes it was a matter of getting out and putting in the petrol to help, but on the last night sections through the Peloponnese there wasn't even time to get out of the car. That must be the most difficult night's rallying one could ever do anywhere in the world.

Two minute service stops, really tight road sections with pace notes. The 12 hours from the restart in Lagonissi until the rest halt in Gythion were incredible — the fastest 12 hours I have ever done.

Even through the night, the spectators were out and I saw more people on the road sections than I did on the stages. We came through Trikala, on the second day after Kalambaka and the road book route wasn't followed. The police and the spectators sent us down another road — it was a quicker route than the official one!

They stopped the traffic, waved you through red lights and if anyone stepped off the pavement they got hit over the head with a baton. The rally's coming through — everything must stop.

The pattern for that was set right at the start. We each had a motorcycle escort, and he actually took us from the start at the Acropolis all the way out to the national road, which would be about six or seven kilometres, through winding streets and traffic.

Although I tried to follow the road book I hadn't a clue where I was half the time. It was impossible to see junctions because of the people.

We caught Michele Mouton about half way through the section and our motorcycle guy was doubly keen, carving everybody up and banging on their roof as he passed them, making them slow down and pull over. When we caught Michele he gave their motorcycle guy a real bollocking for not going fast enough! Then we got the old salute when he pulled over.

Most of the junctions on road sections had policemen at them. I think they may have different sorts of policemen over there — they may be street sweepers with uniforms, perhaps. I related it to doing the RAC, where you get stuck in traffic jams and spend hours trying to get through towns. In Greece you overtake on whatever side is convenient at the time.

Obviously at the end of the event we were a bit disappointed at finishing sixth, when we perhaps could have been third or fourth without all those problems near the end. But I think Jimmy drove very well, and he proved a point because it was his first World Championship drive.

European Championship events are difficult, but they are short, and the RAC Rally — our World Championship qualifier — is so easy compared to these others. Portugal, Acropolis, they are all very difficult, with lots of hard work. The RAC has easy road sections and lots of service time.

And their roads are a lot rougher. There's no way you can call Kielder rough compared to that, no way at all. I used to think the Scottish was rough, but it is "motorway."

There was an extremely rough road section on the final night on the Acropolis, and we did an extra recce for it. If they put even a few miles of that in a stage rally in Britain, people would refuse to drive up it. There were great big boulders and bits where the road was missing, washed away by the rain. Mind you, I am glad the rain arrived because we did the recce in real heat, and I was not relishing completing the rally in those temperatures. I am sure it was a lot easier for the crews, even if it was tougher on the cars.

The car stood up to it all very well. The Opels certainly ride the rough stuff quite well. Before the rally, Rauno Aaltonen did a lot of testing on the first stage, which really was quite bad. He blasted up and down at full chat to see what fell off and how far the tyres lasted depending on the compound. Then they worked out the tyre plan.

Can you imagine doing that sort of work if you are a privateer? I think the sport is going the wrong way in that respect. Rallies now appear to be run for the top 20 crews, and if they carry on like this the money-no-object teams will wash the private guys away.

Look at Group B. Who is going to be able to afford a Group B car?

Right now, one of the best things about rallying is that the individual can start an event against the best drivers in the world. There is no other sport where you can do that. You can't play football at Wembley against the European Champions unless you're professional.

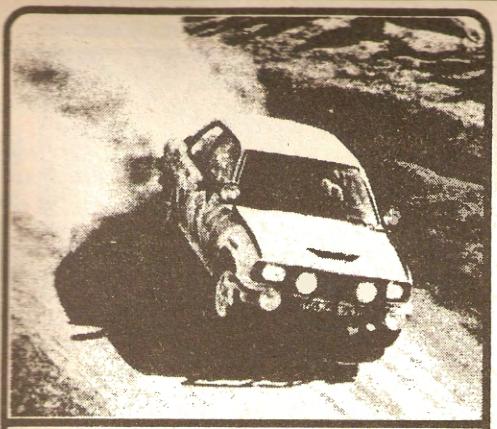
But, remember, if it all goes further in favour of the top 20, the rest are not going to get a look. And then who is going to run a rally for them? There wouldn't even be 20 factory teams on current form.

Group B is a killer. It will kill the sport in general. The situation in Britain ever since Ford started rallying is that people like to run a 2-litre BDA Escort because it's the same car that Ari Vatanen has. It's their fault if they're not going so quickly, but at least they are on equal terms at the start.

If you turn to a guy and tell him that the works use Group B, but he should run Group A or Group N, I don't think he will be interested. Personally, I think they should have made everything Group A, and then the private people would have been able to stay fairly close to the factories.

I will admit that some of the spectacle might be lost if everyone stuck to Group A, but then I don't see that there is a great spectacle in someone geting smashed up when a Lancia hits the wall. I wouldn't get into one.

Rallying is a risky sport, but so is crossing the road. You have to weigh it all up, and safeguard oneself to the best of one's ability. ■



Backstage

PETER FOUBISTER

A step in the right direction

Throughout the 1981 British Open season, there were two drivers who impressed greatly. Tony Pond was perhaps the fastest driver to appear, while Jimmy McRae emerged as the champion after a year of impressive driving.

Last week it was pleasing to see that both men had works backing on the Acropolis Rally. Pond was a member of the official Datsun team, driving a Violet GTS, while the Scotsman was making his first World Championship appearance for the Rothmans Opel Rally Team in an Ascona 400.

Both men have had to fight to find teams which will offer them drives at World Championship level, and already this year Pond has shown—on the Safari—that he can match the Finns in terms of speed and bravery. The car broke in Greece.

McRae, too, must have proved a point last week, because until his car mysteriously suffered electrical failure during the last night he was in third place, and the car was in its usual immaculate condition.

"He did everything we asked him to do," commented Opel boss Tony Fall, "and obviously we are very pleased with the result."

It was indeed unfortunate that McRae should suffer bad luck on his only scheduled World Championship appearance (Lombard RAC apart) with the team, especially when he fought so hard for an extended programme, only to be rejected.

There could be encouragement for the future, however, and not just in terms of breaking the barrier which has hampered British drivers ever since Stuart Turner rejected his own so effectively a decade ago.

The obvious trend for rallying is one which follows the Grand Prix path down the business highway. More and more, the commercial sponsors play a major part in the game and influence programmes . . . and drivers.

In the last year—and in particular last week—those sponsors cannot have failed to notice the coverage offered to the British drivers by the national papers.

They are simply not interested in an extremely quick Scandinavian chap who might just about win the World Championship. McRae and Ian Grindrod proved that the media want to know exactly how the home talent fares. Forget the foreigners.

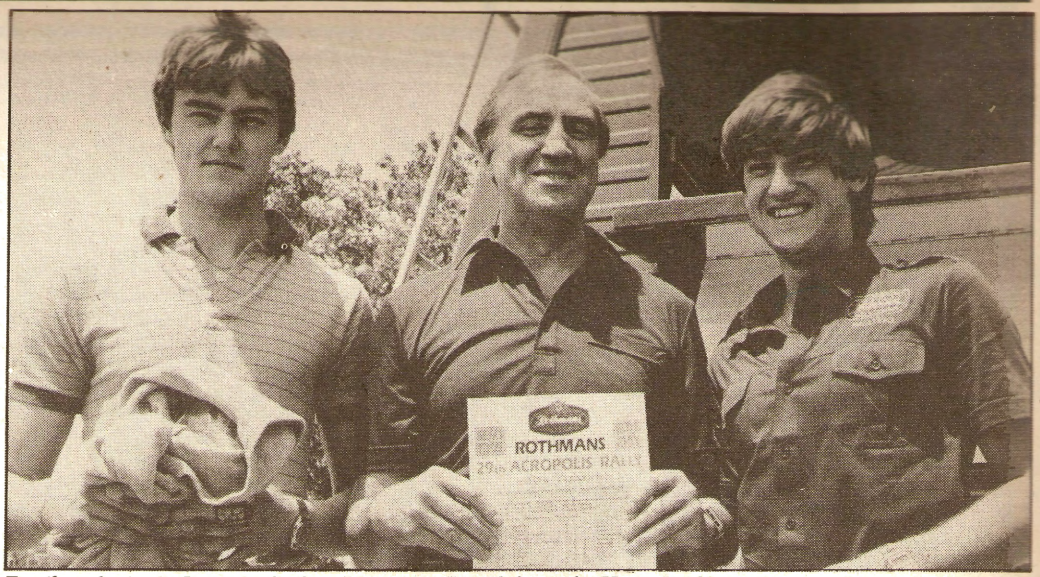
Perhaps when future decisions affecting the careers of our own British talent are made there could be increased support from within the sport. Then, perhaps, we can expect the difficult path our drivers tread to be eased slightly. The age old argument that British drivers cannot cope is untrue.

In the same way the old tradition which has demanded that only Scandinavians are capable of winning also appears to be on the way out. A German and a French girl currently head the World Championship for Drivers.

It would do a great deal to help the sport in this country if a little courage pushed others into backing British drivers for a proper assault on the sport's major titles.

Leyland are non-starters at the moment. Vauxhall have already opted to run Terry Kaby and Russell Brookes with Blydenstein prepared Chevettes, which leaves only Toyota and Audi in this country . . .

It is not only the manufacturers' problem. Some of the British drivers should take a leaf from their motor racing counterparts. In the racing world an ambitious, aggressive attitude is required just to enter Formula Ford, and progression is often dependent on hard work from drivers and their representatives. The commercial world will not wait. An attack is required from the drivers, not only on the special stages but in the office as well.



Family gathering in Greece—the three Toivonens. From left to right: Harri, Pauli and Henri.

Odd or even?

While the drivers moved north out of Athens at the start of the event, radio reports headlined the news that restrictions on public vehicles in the centre of Athens would mean that only certain cars would be allowed to drive on certain days.

The plan in the past has been to allow vehicles with registration plates ending in an odd number to drive on certain days, and those with even numbers on other days. The idea is apparently to reduce the pollution in the city and in particular to reduce the rate of destruction of the Acropolis itself. The exhaust gases have apparently eaten away at the structure, and the 3000 years old pillars now boast a bit of 20th Century support in the form of scaffolding!

But while the city dwellers now find their travel limited, the country folk have few problems finding the rally. Itwas obviously the highlight of the year, and road sections and stages alike attracted the crowds.

One-man outfit

Greece is a land of characters, and perhaps none more so than 'young' Johnny Pesmazoglou, who was contesting his 29th Acropolis Rally. Now in his 60s, Pesmazoglou won the first ever rally, and has started every rally since then.

He is a man with firm ideas about the use of pace notes and has developed a system which renders the co-driver almost useless. The recce is completed by the driver alone, speaking into a tape recorder, describing each bend and brow.

Back at headquarters, the co-driver sorts out the tapes, and then the pair complete a second trip. The co-driver pushes the button, speaking Pesmazoglou's description of the next bend through the passenger compartment, via a couple of sizeable speakers mounted directly behind the driver's seat. On the event the co-driver repeats the exercise. Maybe someone once called him a wrong note.

Accidents

A couple of top Japanese drivers set off from Athens last week at the start of the event, with a Nissan Skyline and a conventional Silvia.

Sadly only the Group 2 Silvia driven by Yoshio Iwashita returned at the end of the second leg, and as Juichio Kojimoto had been impressive in his Group A Skyline it was necessary to establish the real reason for retirement.

"Ah so," commented Iwashita's co-driver. "Clutch."

"Clutch." C-L-U-T-C-H was entered in my little green book, causing terrible consternation on the part of Mr Nakahara.

"No, no, no, clutch," he shouted.

"Yes, clutch," I replied, showing the helpful little chap the note.

"No, clutch," came the retort as his clenched fist hammered into his other open palm. "He clutched."

"Accident?"

"Yes, yes."

"Ah so!"

Late amendments

Amid the excitement of the finish and the fabulous win for Michele Mouton and Fabrizia Pons, few people remembered the events of 1981 when the entire Audi team were excluded during the event for a technical infringement.

In fact the results of the 1981 rally are apparently still not final, in theory. There was no notice of the hearing which confirmed the exclusions and consequently the results remain illegal.

There were actually 34 finishers on the event last week, but the Group A winner, a Renault 18, was then excluded, handing the Group to a Toyota. When we went to press there were still no details about the exclusion, although it is believed that an appeal was lodged with the officials.

Apart from that notice, there were no further amendments to the list of finishers and the rally was closed. Until last Tuesday, when a telex to Britain revealed that the Japanese driver Yoshio Iwashita — who brought his Nissan Silvia home in ninth place — had been excluded as well.

Again no further details are available, but the time limit for amendments to the results list was well over and the information leaves the event in a rather confused state.

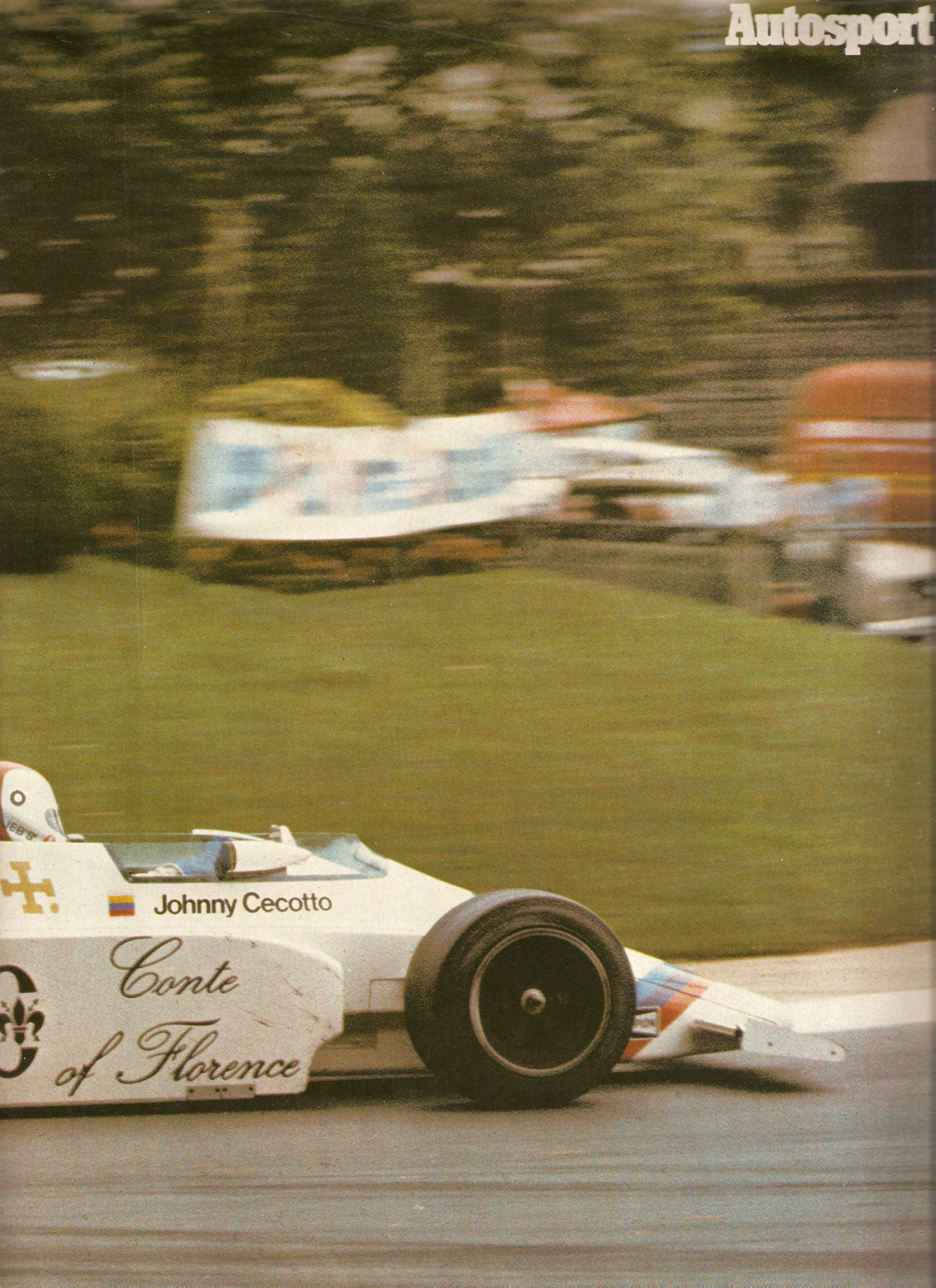
The organisers have made a habit of late amendments on their rally. Last year the Group 1 winner was disqualified after all parties had been informed that the results were final. Currently the 1982 positions in Groups 2 and A remain unclear. ■

Facing page
Jimmy McRae and Ian Grindrod passing through one of the many pretty Greek villages as they took their Rothmans Rally team Opel Ascona 400 to a superb sixth place on the Acropolis Rally.


ROTHMANS
ROTHMANS


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4

Autosport



New Racing Cars

Arizona Mirage

Phoenix businessman Harley Cluxton takes his GTC team to Le Mans this week for a fifth time, and with high hopes of achieving the first American victory in the French classic since 1967. STEVE NICKLESS describes the new car which will equip the Andretti family in next weekend's 24 Hours.



Mario Andretti gives the virgin new Mirage M12 its first shakedown runs at Riverside. Reminiscent of the Lola T600, the John Horsman/ Howden Ganley designed Mirages will be crewed at Le Mans by Mario and Mike Andretti, and Rick Mears and John Morton, with sponsorship from Pioneer hi-fi, Valvoline and Goodyear. The power unit is the 3.9-litre Ford DFL, and the ground-effect M12 is expected to go about 220mph down Mulsanne. Photo: John Lamm.

On the last Friday in May, 23 men were working double shifts, around the clock, in a flat-out attempt to prepare two Mirage M12 coupes for an airplane departing June 10 and bound for France. Harley Cluxton, proprietor of Scottsdale, Arizona, based Grand Touring Cars, is determined to win Le Mans in his fifth attempt since acquiring Gulf Research Racing at the end of the 1975 racing season. To do so, he has spared little expense.

Two second-place finishes in 1976-77 — and two dramatic setbacks in 1978-79 — provided the impetus for the Mirage M12, which came to life as a series of drawings in October, 1981. Harley Cluxton lacked funding enough to run a Cosworth DFX turbopowered Mirage at Le Mans in 1980, but attended in 1981 as a spectator, determined to be on the working side of the pit rail again. Cluxton was enthused about what he saw: "What was happening? Why you could run any engine in anything last year. It was great."

Armed with a preliminary outline courtesy of John Wyer, the man who built Mirage from the ashes of the Ford GT40 project in 1967, Cluxton and John Horsman (another name of significance in the history of the Mirage sports-racers) began to think about Group C. The M12 was designed from the outset around the promise of a 3.9-litre Cosworth DFL V8, which looked to be the best solution to the then-proposed fuel consumption regulations. Though Group C rules were not finalised as yet, the pipeline to Wyer, who was on the Group C steering commission, was kept open and running. Howden Ganley at Tiga Cars was commissioned to build a pair of rolling chassis, designed concurrently with new mild ground-effect Horsman bodywork.

In the end, only the windshield regulation and the flat bottom plate upset the original drawings, Cluxton says. Bodywork buck complete, the Grand Touring Cars crew waited for the first rolling chassis from England

which arrived in January.

Cluxton, who had originally hoped to watch his machine on the track in February, did not even see it in the wind tunnel until March. It was first tested at Riverside in mid-April, the second chassis (less complete than the first one) arrived in late April, and the team is well behind. With respect to the testing mileage it had hoped to accumulate, that is; in terms of performance, the car has been extremely promising.

The Tiga Cars-constructed M12 monocoque is more or less conventional, of bonded aluminium honeycomb and with stressed engine and Hewland VG five-speed gearbox. Front suspension (double unequal length wishbones, inboard coilsprings-over-dampers operated by a pull rod) and rear suspension (top rocker arm, lower wishbone, inboard spring/dampers) also tread familiar ground. Anti-roll bars are torsion bar/blade-type, cockpit adjustable. The 99-litre fuel sits amidships, just aft of a relatively small driving compartment.

The brake calipers are Lockheed, gripping 12ins diameter, 1.375ins thick ventilated sphericone discs. Because they work inside large 16ins BBS modular wheels, unlike the last Mirage's 13ins, Horsman has dispensed with the water-cooling feature needed in the last trip to Le Mans. Tyres are Goodyear.

The long-tailed machine's dimensions: length 187ins, wheelbase 105ins, track 63ins/59ins front/rear, height 40.2ins. The skirtless Horsman-designed Kevlar and fibreglass bodywork, with windscreen wipers and mirrors attached, boasts a wind-cheating 0.32 drag coefficient. (The Renault V6-powered Mirage M9s measured 0.37 and the M10s 0.33 for those of you wondering if the air tunnels extract a penalty . . .)

Despite the addition of expensive carbonfibre doors and wing, the car weighed in at 1785lbs (810 kilos). "It's gotten heavier," said Horsman. "All we've done is put weight on, air jacks, that sort of thing."

Lockheed/Georgia wind tunnel testing complete, the hastily finished machine was towed to Riverside Raceway for first tests in mid-April. First to drive the car was Mario Andretti — a brilliant Cluxton coup will see Mario and son Michael sharing controls at Le Mans — and, after a total of 10 hours of running time spread over a few days (including four hours of night running), an enthusiastic Cluxton had this to say:

First, the Mirage, like many other l-car DFL runners which have gone by the Cosworth book, ran up against fuel vaporisation problems with the metering adjusted to economy settings. This ruined the first day's test. (A pair of Bosch pumps, air shrouds and some thought have since eliminated this; Harley jokes that he may leave the cars home and bring only his fuel system "fix kits" — with hefty price tag — to Le Mans . . .)

Second, the ground-effect tunnels work as designed. The team was eventually able to reduce the small rear wing angle of incidence to 2 degrees. (A look at Silverstone 6 Hour photos has convinced the team it has an advantage in this respect.)

Third, the chassis, once tuned and with minor problems eliminated such as bodywork rubbing on tyres, exhibited no handling vices.

Fourth, the plan to use water-to-oil heat exchangers *à la* Formula 1 — keeping holes in the bodywork to a minimum — was scrapped. (A disappointed Horsman said that fitting conventional oil coolers has been a problem, capital 'P' in his tone of voice.)

Fifth, 19-year-old Michael Andretti, who had never driven a "big car", was a revelation, eventually lapping within eighth-tenths of a second of his father's pace.

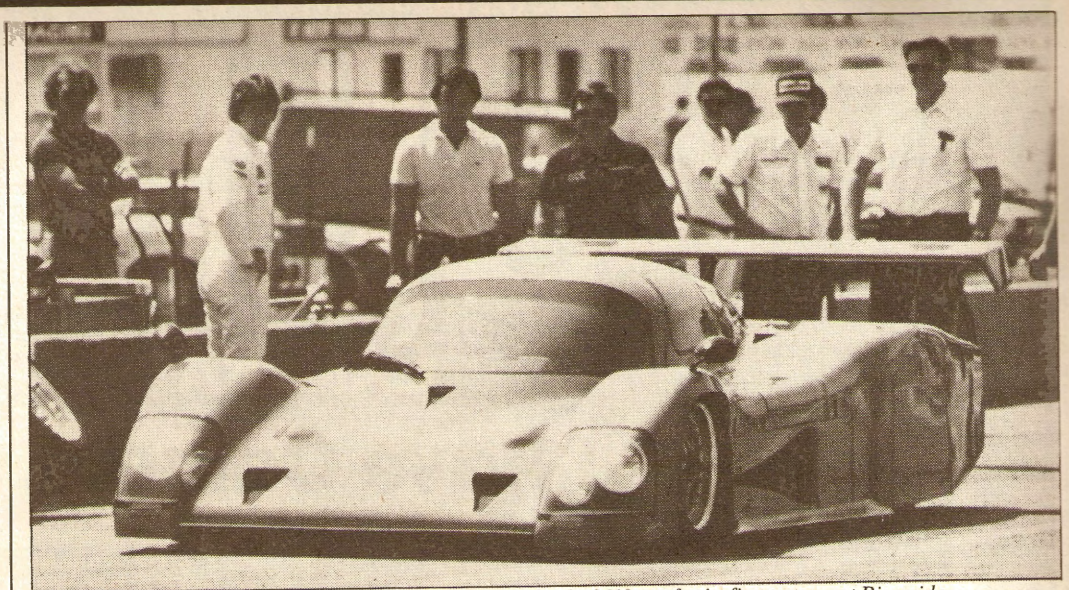
Justifiably optimistic, the team moved on to the 74-mile oval at the Ohio Test & Research Centre for high-speed runs designed to search for instability and determine proper ride height. Mike handled all the testing chores (his father was at Indianapolis) and was able to lap consistently in the 183mph range (this despite the presence of an artificial chicane designed to work the gearbox!). A top speed of 212mph was recorded despite a strong 25mph crosswind, and Horsman reckons 215-218mph on Mulsanne is to be expected.

Average fuel consumption during the 500-mile two day test (there were no dramas) was claimed to be 8.3 miles-per-gallon!

Hard work now centred on completion of the second car. The test car is in fact owned by Phil Conte, president of CGI and sponsor of John Morton in the Budweiser CanAm series. Cluxton has announced that Andretti *père et fils* will share one car, while the talented Morton will share the second with Indycar star Rick Mears. The Mirage Le Mans effort will not want for lack of driving prowess . . .

Major sponsorship for the Mirage Le Mans effort comes from Pioneer Electronics France, with considerable help from Valvoline and Goodyear and a number of trade sponsors including Bosch. Following their hopefully successful Le Mans outing, the cars will be returned to Scottsdale and Cluxton intends to take in "a few rounds of the CanAm" (which has recently announced the eligibility of C-cars) and at least two IMSA enduros (the car can be made to comply with IMSA GTP regulations).

Although it is very much Anglo-American in execution, Cluxton proudly proclaims his an all-American entry. He intends to hear the scratchy, recorded rendition of *The Star Spangled Banner* played when this year's 24 Hour marathon winds down. ■



Mike Andretti and Harley Cluxton (left) watch Mario take the M12 out for its first test run at Riverside.

SILENT PARTNER

Very much unheralded in the public introduction of the Mirage M12 is Phil Conte. The fact, he says, doesn't bother him in the least.

Conte owns one of the Group C Mirage M12s which will be entered by Harley Cluxton's Grand Touring Cars at Le Mans. His company CGI, an electrical switching gear manufacturer, is also the enthusiastic backer of John Morton in the 1982 Budweiser CanAm and, after watching confident young Mike Andretti test the new Mirage at Riverside, has added Mario's son's Bosch/VW Super Vee to his ambitious sponsorship programme.

The 45-year-old "kid from Brooklyn", the son of Sicilian immigrants, was promoted from shipping clerk to president of the company in the space of 12 years, associates say. You don't do that by being stand-offish; Conte is not. In a short space of time, he has got into motor racing in a big way.

Conte was a vintage car enthusiast and owner when he met John Morton. The talented but perennially underfinanced Morton joked with him at Long Beach in 1981 about his prized Gulf Research Mirage M6 coupe on display. "Put a new engine in it," Morton said, "and we'll run it at Le Mans this summer."

Conte took the suggestion almost literally, and from there to here was one big summer-long step. He wants his driver, Morton, to win, and in that his business interests and Cluxton's business interests dovetail neatly . . .

THE MIRAGE LINEAGE

M1	Built in 1967 by John Wyer's team; a revised Ford GT40 with Ford V8 power. M1s win at Spa, Montlhery, Kyalami, Karlskoga, Skarpnacks.
M2	Designed in 1969 by Len Terry to use the BRM V12; never raced.
M3	The Terry M2 chassis fitted and raced with an F1 Cosworth V8. Wins at Imola.
M4	1969 'makework' Formula Ford.
M5	The M2/M3 fitted, unsuccessfully, with a 5-litre OHV Ford V8.
M6	A new car designed around the Cosworth V8, raced in 1972 and 1973. In two seasons wins at Spa, Imola. M6 coupe designed to accommodate Weslake 12-cylinder.
GR7	The M6 raced in 1974 by John Horsman-managed Gulf Research Racing, carrying on after 1973 retirement of Wyer.
GR8	Updated M6/GR7 for 1975. The only Mirage Le Mans winner also won at the Nürburgring and Road America.
M9	Gulf Oil withdraw at the end of the 1975 season; American Harley Cluxton buys the team. Ran GR8 at Le Mans, 1976. M9 revised GR8, lengthened to accept Renault V6 turbo; second at Le Mans.
M10	Revised GR8/M9 fitted with Cosworth DFV for Le Mans 1979.
M11	Stillborn 1980 Le Mans project designed around Cosworth DFX turbo.
M12	Cosworth DFL-powered Group C car for Le Mans 1982.

LOVE AND HATE

Harley Cluxton, an American attorney and seller of Ferraris and other exotics, should have won Le Mans in 1979. His pair of Mirage 10s, built around the floor pans and steel bulkheads of the turbo Renault-powered M9s which had once been the magnificent Gulf Research Racing GR8s, were the only threat to Porsche. And when the two works German machines succumbed to the ravages of the place, the Mirages needed only to finish.

But one does not grapple with the ghosts of the Sarthe circuit: one courts them. And Cluxton had not found their favour. The first M10 retired with an uncharacteritic failure of its new ZF gearbox. Soon after, the second began an 18-hour ordeal: first gear was lost, the exhaust system broke — twice — and the electrics failed (the first time cutting the headlights as driver Vern Schuppan turned into a fast left-hander, sending him into the guardrail; the second and third time without mishap when a brave, ill, Derek Bell was at the wheel).

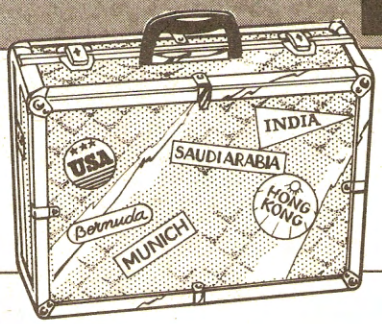
With 40 minutes left before the stroke of 4pm, the 3-litre Cosworth DFV — which had lost compression in one cylinder — refused to fire during the last pitstop. It was coaxed (at last!) to run, and Bell steered the handicapped machine to the end of pit road, whereupon it quit again. For good. The car was not even classified a finisher.

This was Cluxton's fourth attempt at Le Mans since acquiring the vestiges of Gulf Research from John Horsman in 1975; twice one of his Mirages had finished second. Now, again, he had not won.

AUTOSPORT's Quentin Spurring, who has cultivated a journalistic truce with the ghosts of Le Mans, once labelled Harley Cluxton's affair with the place "a love/hate relationship". Cluxton disagrees. "It's all hate," he says. And still he returns, to tame the beast and this year, he says, to win.

FOR THE IMAGINATIVE PHOTOGRAPHER

SLR CAMERA



Have Camera, will travel

No photographer goes on holiday without his camera–but capturing the true atmosphere of far away places requires special skill. SLR Camera has found two globe-trotting photographers who avoid all the clichés and bring back pictures with insight and impact.

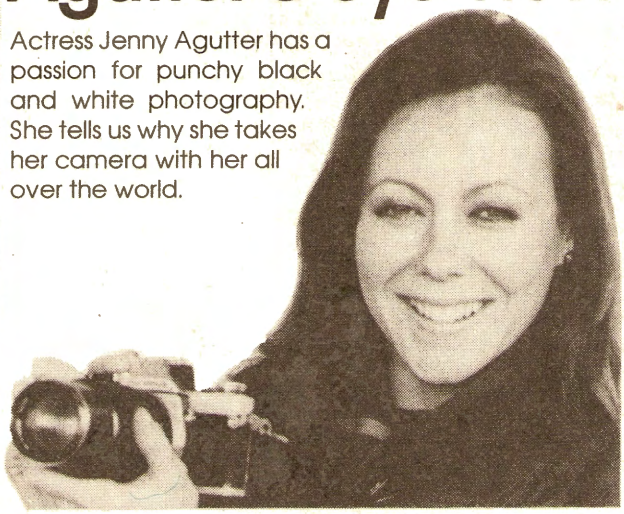
MID-RANGE ZOOMS



Zoom lenses offer greater freedom for tight framing without tedious lens changing. We test four of the most versatile mid-range zooms to find a real alternative to your standard.

Agutter's eye view

Actress Jenny Agutter has a passion for punchy black and white photography. She tells us why she takes her camera with her all over the world.





Nikon FM2–is it so good?

We put the world's fastest SLR through its toughest test yet. A team of highly experienced technicians give detailed reports on construction, lens performance, and exposure and shutter accuracy.
Balanced by practical verdicts from well-known professionals.

THE FILM JUNGLE

The newest types of 35mm colour print film aren't just for simple holiday snaps. We tell you what's available, what to use it for, and how to choose it.

The magic ingredients

A great photograph is not just a technically correct, perfectly printed shot. We list the 27 elements that lift ordinary pictures into the realms of photographic art.



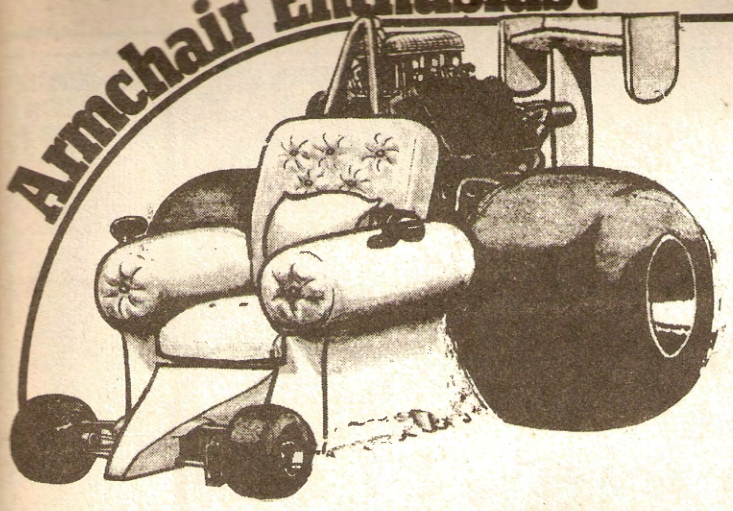
A SECOND CAMERA

Have you ever caught yourself saying 'If only I'd had my camera'? Then carry a 35mm compact. Small but sophisticated, they make an ideal second-stringer for the serious photographer. We test and evaluate six of the best.

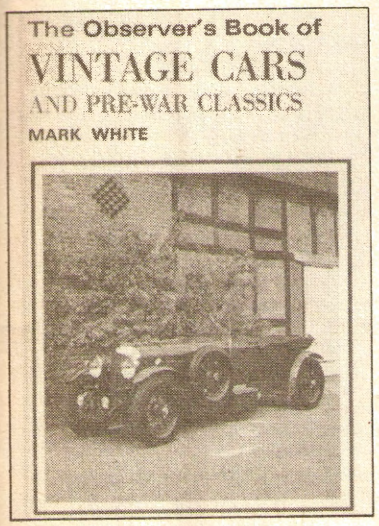
All this and more in the July issue of the new, bigger SLR Camera magazine.

It's out now, 80p.

Armchair Enthusiast



Books



THE OBSERVER'S BOOK OF VINTAGE CARS AND PRE-WAR CLASSICS
and THE OBSERVERS BOOK OF CLASSIC CARS AFTER 1945
Published by Frederick Warne Ltd.
Hardback, both 184pp, both £1.95

Following hard on the heels of The Observer's Book of Automobiles (*Armchair Enthusiast* May 6) come these two companion volumes, in the excellent pocket sized Observer series that has been with us for so many years. Surely every one knows just how useful these publications are, especially for the beginner. Michael Bowler sums up the post-war volume in his foreword: '... it is an excellent grounding to all the knowledge and enthusiasm that goes into making up the classic car cult.'

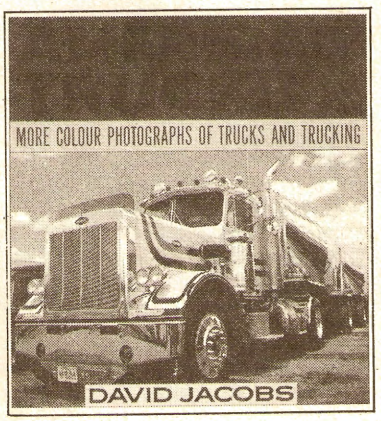
The pre war volume manages to combine the two areas of vintage and thoroughbred machinery with great efficiency. As ever the books are well illustrated and the selection of cars covered will upset very few enthusiasts.

It is quite remarkable how The Observers Series has managed to continue to produce small books of such quality for so long without losing sight of their objectives ... and at such competitive price as well.

PJH

AMERICAN TRUCKS 2
More colour photographs of trucks and trucking.
By David Jacobs. Published by Osprey Publishing Ltd.
Paperback, 128pp, £5.95.

As a follow-up to American Trucks, this book is guaranteed to appeal to three types of person: lovers of trucks, photography and Americana. But lets face it, that amounts to a lot of people.



Englishman David Jacobs has returned to California to record this excellent selection of colour photographs of trucks and anything related thereto, including the people who drive them, their bosses and even their wives.

The quality of the photographs is superb as is the reproduction. A super colourful addition to anyone's motoring library; not to be read, merely broused through.

PJH

Runners Up

"Wow, this brake coolant refreshes the parts other collants cannot reach."
Andrew Dixon of Westerham, Kent.

"So that's where the brake water went..."
William Marshman of Tiverton, Devon.

"Those English, they agree to the ban on water cooled brakes then they fill the tanks with gin instead."
David McLaughlin of Blackheath, London.

"The President won't mind if I take a swig from his drink... Sacre bleu. Balestre's teeth."
Phil Lincoln of Twickenham, Middlesex.

"Idiot, I ordered Chateau Laffite."
Brian Humphris of Forest Hill, London.

"Ah, this Chateau Balestre is so hard to swallow."
Tim Hall of Horndean, Hants.

"Mon Dieu, I have drunk all of it,... and I am still under the weight limit."
Peter Riley of Guilsborough, Northants.

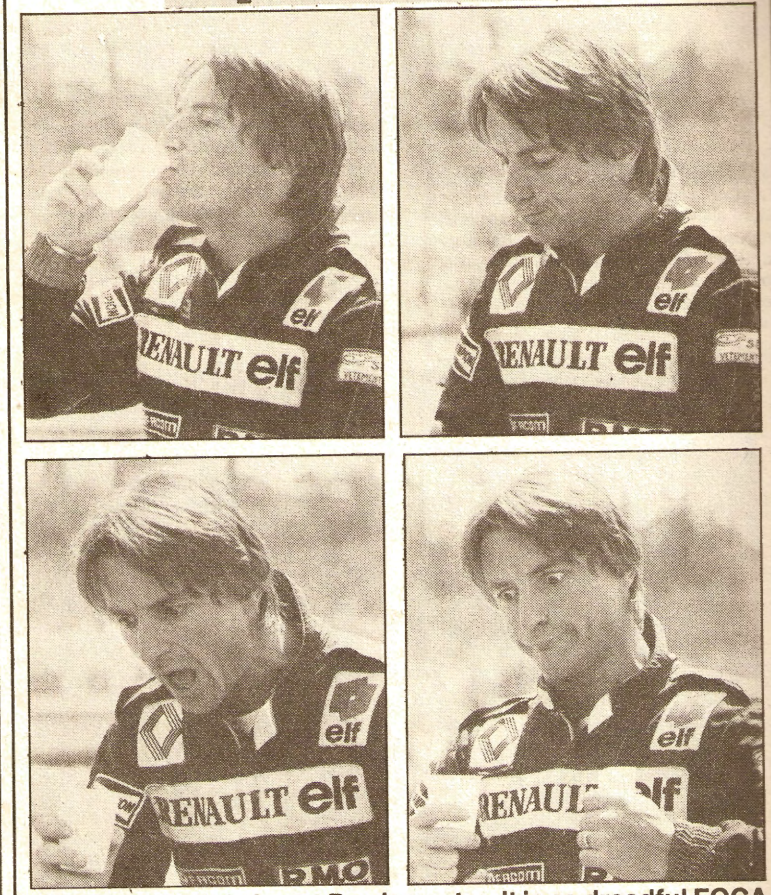
"Wow, it refreshes a part even Heineken could not reach."
Stan Dickerson of Eltham, London.

"Milk has got a lotta... Tadpoles?"
Gill Cook of West Malling, Kent.

"When I was told it was courtesy of the sponsors, I forgot that they are Elf."
Paul O'Connor of St John's, Worcester.

GRAND PRIX ENTERPRISES.

Caption Competition

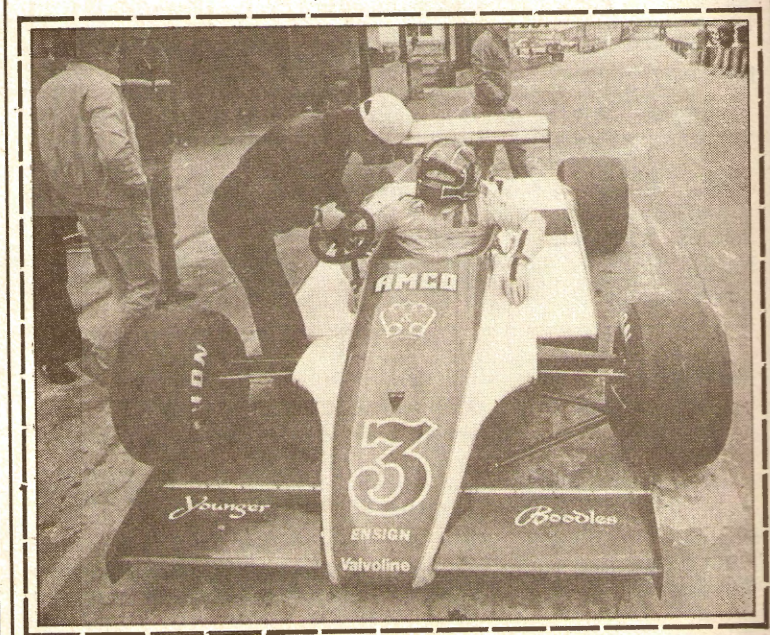


"Sacre bleu! This is not Perrier water, it is ze dreadful FOCA brake coolant."
Alan Davidson of Redcar, Cleveland.

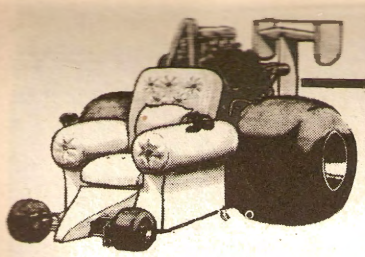
Caption Competition

Alan Davison wins himself a TAG Williams jacket, generously supplied by Grand Prix Enterprises.

For the June edition of *Armchair Enthusiast* the prize for the caption competition has been generously donated by Grand Prix Enterprises. The sender of the winning caption will be the lucky recipient of one of their fabulous TAG Williams jackets as advertised in AUTOSPORT.



DETAILS OVERLEAF



continued



This Cortina currently dominates the busy west London Cromwell Road. It is suspended from a jig by Araldite glue, the jig is then bolted to the advertising hoarding. Araldite plan to move the display to other major cities for the rest of the year. How long before someone nicks the wheels . . .?

Video

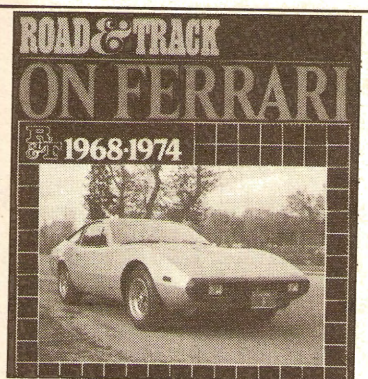
RALLYESCOPE 822 (Mintex, Portugal and Rodgers Carpets rallies 1982): VHS Colour, 50 mins. £24.95 or hire to motor clubs.

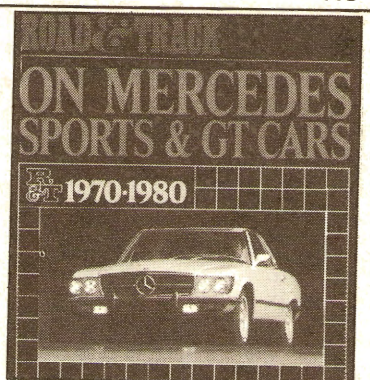
Rallyescope 822 is the second offering this year from VTV Rally Reports and is a much more enjoyable tape than the first. Covering the Mintex, Portugal and Rodgers Carpets rallies, the viewer gets the best action from three major championships.

As before, the picture quality is of a very high standard and would be a valuable asset to any collection of motor sport films. The film has already attracted a lot of interest whenever it has been shown before or after events and this is one of the main fields of presentation that the Bradford company are aiming at.

The flavour of all three events is well captured on the film and it is to be hoped that future films show similar variety of content.

KO

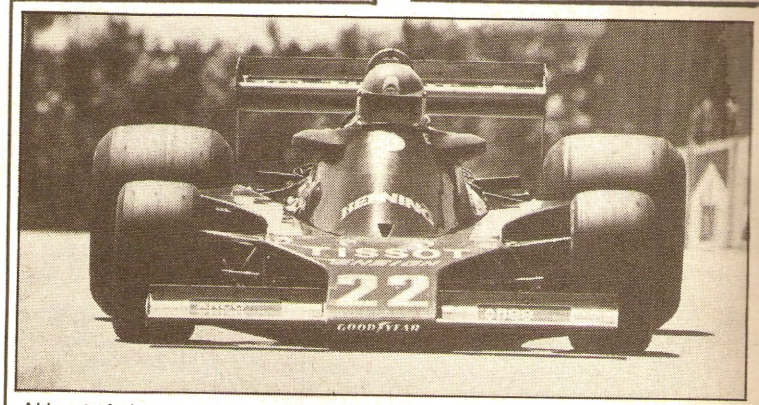




Road & Track on Ferrari 1975-1981, Road & Track on Ferrari 1968-1974, Road & Track on Mercedes Sports & GT Cars, Road & Track on Fiat Sports Cars. These are four new titles issued by Brooklands Books, which consist of articles reprinted exclusively from the American Road & Track *magazine. Reprints of old road tests (and track tests) are always of interest, these more so than the norm because they express the American point of view of so many cars that the British enthusiast is already familiar with. The books are available from specialist bookshops at £4.95 each, paperback, 88pp.*

Who, What, Where, When?

PAGE & MOY LTD



A big entry for last month's competition was 75 per cent correct in spotting that: **Who? — Alberto Colombo; What? — ATS HS1; Where? — Zolder, Belgium; When? — Belgian Grand Prix practice, May 19/20, 1978.**

Among the plethora of useful information that accompanied your answers we gleaned the following facts: Alberto Colombo, in his first attempt to enter Grand Prix racing, failed to qualify for the race after he lost one engine and then team leader, Jochen Mass, took over the car after a hefty shunt with the McLaren M23 of one Bruno Giancomelli. Colombo retained his place in the team but failed to qualify for the Spanish GP as well, a few weeks later.

Colombo was the first in a long line of second string ATS drivers that year, after Jean-Pierre Jarier had been removed from the team by mercurial owner, Gunther Schmid. Schmid wanted Eddie Cheever to drive the car in Belgium but had been unable to contact him in time before Colombo appeared on the scene, presumably displaying the suitable quantity of *Lire*.

The race was won in convincing style by the great Mario Andretti, followed home by the late Ronnie Peterson, in one of their many 1-2 finishes of that year for the Lotus team.

One correspondent who sent us the correct answer (but not the first one out of the bag) went so far as to point out that the ATS HS1, which was a derivative of the Penske F1 car, was surpassed in ugliness only by the Maki F1 design! A matter of opinion, of course.

So on to the June version. We have found this intriguing photograph which looks to have been taken about the same time as last month's picture of Colombo. A lot of people drove this particular type of car over the years but exactly *Who, What, Where, When?* is this one. Answers, on post cards only please, to arrive in the office no later than Friday June 25 addressed to: WHO, WHAT, WHERE, WHEN? AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

GRAND PRIX ENTERPRISES.

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

MY CAPTION IS:

.....

.....

.....

NAME

.....

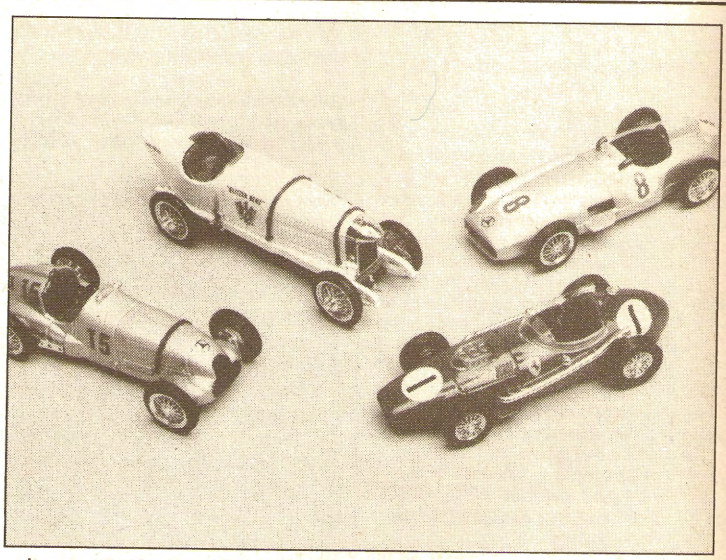
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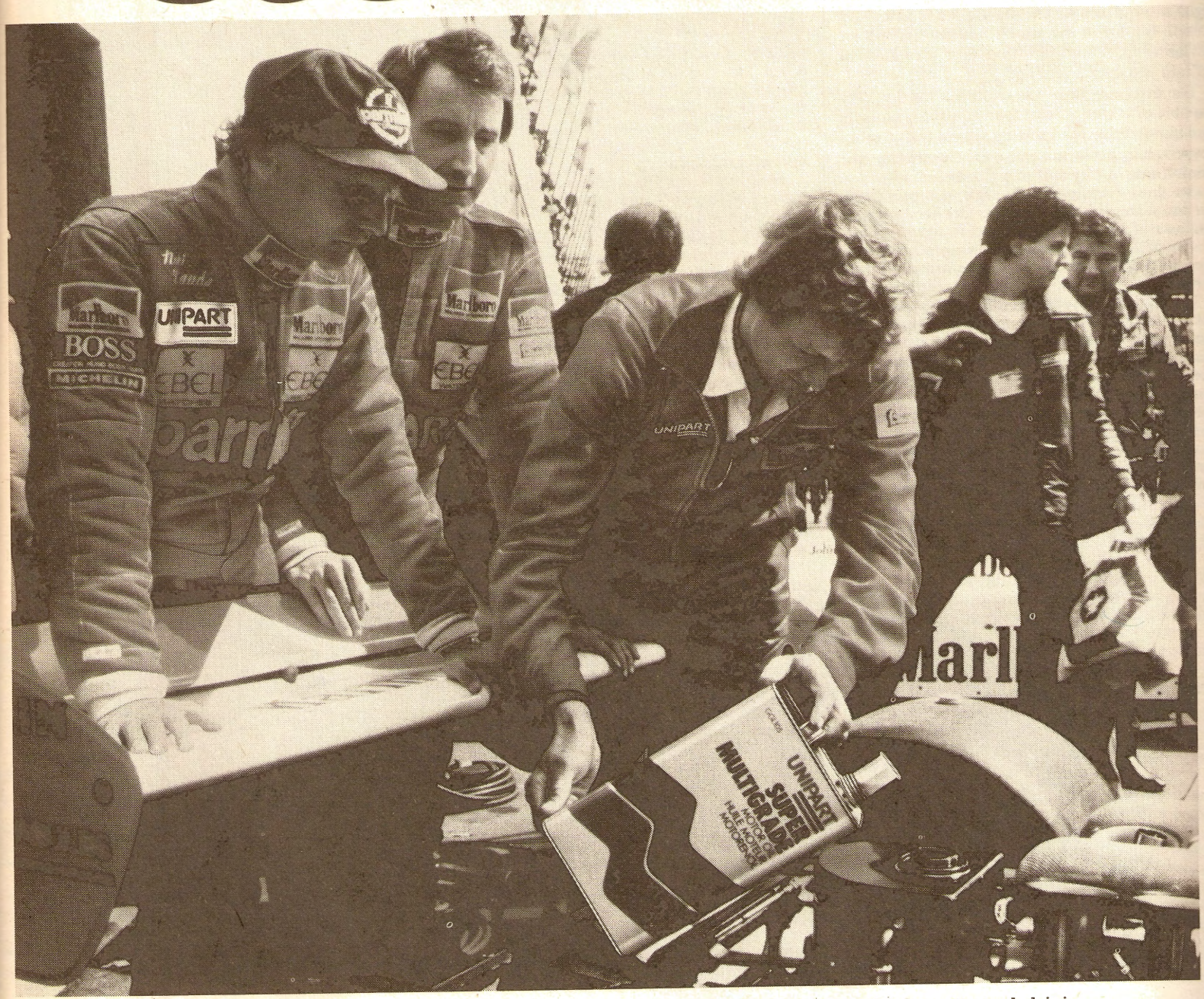
Cut out the completed coupon and send it to Grand Prix Enterprises Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Friday June 25.



Brumm Mercedes Blitzen Benz, Mercedes Benz W125, Mercedes Benz W196, Ferrar Dino 246, 1/43 scale

Four new models have arrived from Brumm to add to their growing collection. In chronological order they are: the "Blitzen Benz" resplendent in its Indianapolis colours of white with red upholstery, Barney Oldfield's name on the tail and the name "Blitzen Benz" above the German eagle emblem on the side; next is the 1937 Mercedes Benz 137 in either GP or Vanderbilt Cup forms, the latter, pictured here, includes the Nazi swastika on the tail; jumping further forward to the W196 sans *political motifs and in one form only; lastly the Ferrari Dino which comes as either the Phil Hill version with wrap round screen or the Hawthorn machine with black spoked wheels. These models cost £4.50 each and in case of difficulty obtaining them, write to Modeltime (Wholesale) Ltd, 64-66 Windmill Road, Croydon, Surrey CR0 2XP for the name of the nearest stockist.*

TWO OF OUR MOST SATISFIED CUSTOMERS.



When you've won Grand Prix races with different drivers you must be doing something right.

The Unipart Sponsored Marlboro McLaren International Formula One Racing Team in the persons of John Watson and Niki Lauda have done just that, each time with our oil in the hot spot.

Unipart Super Multigrade has a low viscosity to protect an engine at high temperatures, the kind of temperatures Niki and John created driving their Unipart-sponsored Marlboro MP 4B's.

But Unipart's low viscosity also flows more quickly during cold starts, while its special formulation protects against bearing wear and corrosion.

Which is why Niki and John put exactly the same oil in the cars they drive to work as in the ones they drive after they get there.

UNIPART

The answer is yes. Now what's the question?

Designed for the eighties

PETER FOUBISTER tries out the Audi Coupé, the little sister of the rally-starring Quattro.

There is one car in particular which has made its mark in the motoring world over the last 12 months. Whether it is in the restricted world of top class rallying, or simply on the open road, the Audi Quattro already has an impressive list of converts.

Audi's concept was to produce a machine to fit the top of the market. Out and out performance was the goal, although a stylish "slippery" body was vital. That design is now pretty familiar in motor sport success advertisements.

But in slightly revised form, and with the emphasis firmly changed towards economy, the silhouette is becoming an increasingly familiar sight around town. The look-alike is the Audi Coupé GT 5S, a car which has also gained an enviable reputation since it was first introduced to Britain just over a year ago.

The brief this time was to offer a touring car, capable of taking at least four adults in comfort, and maintaining the sporting appeal but offering respectable performance and consuming the minimum quantity of that precious fuel.

As we move further into the 1980s, the priorities in car design are changing. More than ever, economy is a vital asset of any successful production car, whatever its market. If the technicians have done a good job during the car's development, the marketing department will certainly let us know through their advertising outlets.

The Audi Coupé is obviously aimed at helping to end the traditional coupé tag which has suggested superb accommodation for two (plus the kids) and a bit of acceleration. This new car combines good accommodation for four, or even five, and still gives pretty respectable performance.

But the overall theme is "Economy". Pick up the handbook and the first page describes in great detail exactly when to change gear, how to save fuel. Put the car in motion, and it will not be long before a little yellow light is telling you that the next gear up would save some precious four-star. And once that next ratio is selected, a quick glance at the rev counter will probably show that you are gliding along effortlessly at two or three thousand revs. And then the "Econometer" housed alongside the rev counter will swing into the 'no go' area at the top of its arc, and that little yellow light will glow again . . .

It is all part of the training. The technicians produced the materials and therefore it would be foolish to leave their efforts unproven.

Audi claim that the 1.9-litre engine should give 30mpg in normal day to day driving, while the government figures show 43.4mpg at a constant 56mph. Those figures were reflected during our time with the car, and even after a healthy bit of exercise over motorway and Welsh mountain roads, we could not reduce the consumption to less than 26mpg.

The power source is the now familiar five-cylinder Audi engine, in a new 1921cc format fed by a single downdraught carburettor into a 10:1 compression ratio, relatively high by today's standards. It delivers its maximum power of 115bhp at the top of the rev range (about 5900rpm) and that is sufficient to take it to 60mph around the 10secs mark.

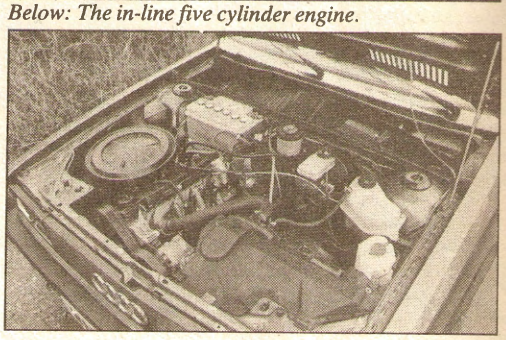
Maximum speed is 115mph, attained in fourth gear

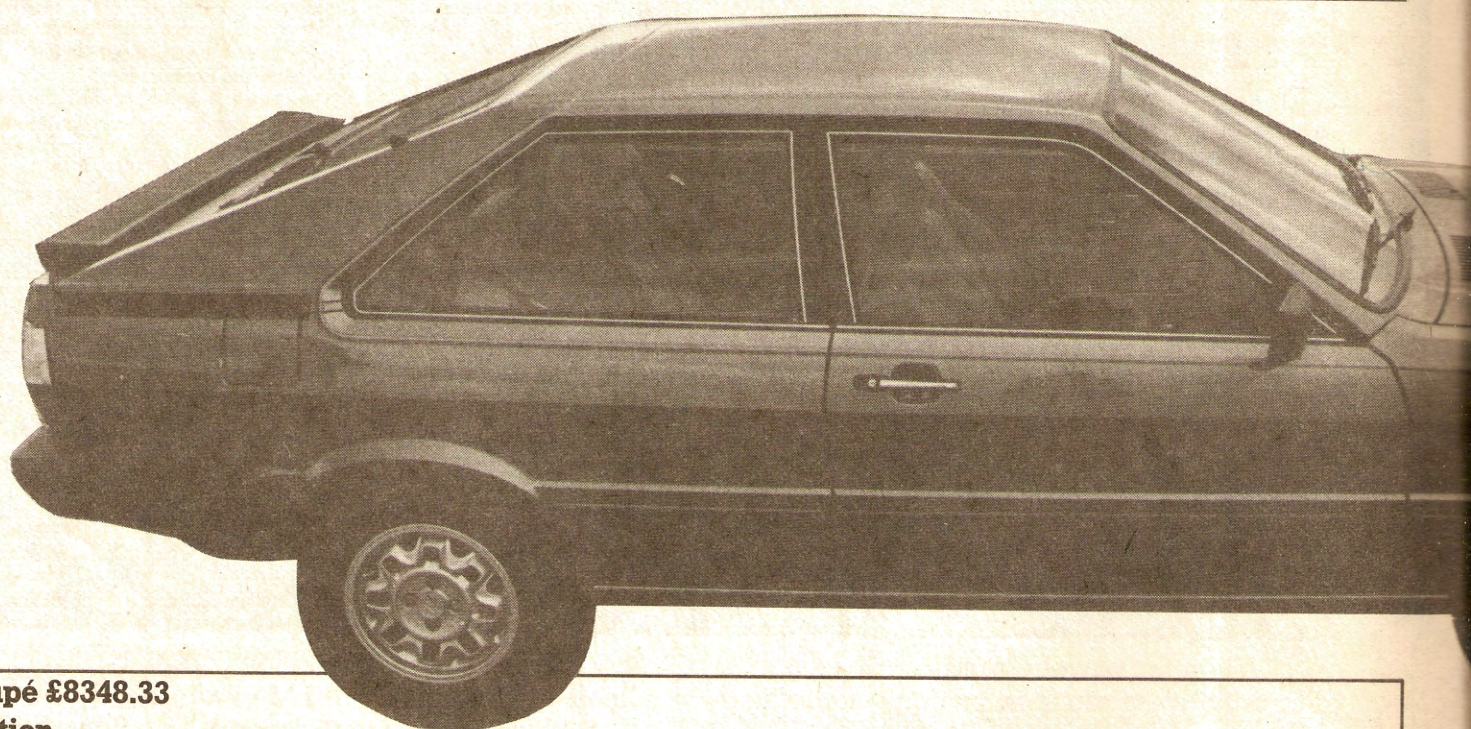


Above and Below: Outwardly similar to the Quattro but quite different below the skin.



Below: The in-line five cylinder engine.





Audi Coupé £8348.33

Specification

Cylinders/Capacity	five in line/1921cc
Bore/stroke	79.5/77.4
Valve gear	overhead cam
Compression ratio	10.1:1
Fuel system	Two stage carburettor
Power/rpm	115bhp/5900rpm
Torque/rpm	114lb ft/3700rpm
Steering	Rack and pinion, power assisted
Brakes	Servo assisted discs front and drums rear
Wheels	Alloy 6J x 13ins; steel radial ply tyres 185/60HR14
Suspension (F)	McPherson strut, independent
Suspension (R)	Trailing arm location; coil springs

Dimensions

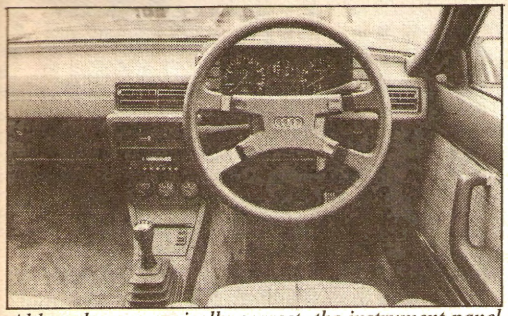
Wheelbase	100ins
Tracks (F/R)	55.1ins/55.7ins
Length	171.2ins
Width	66.2ins
Weight	20.0cwt
Boot	17.4cu ft

Fuel

Govt. mpg: City/56/75mph 22.5mpg/43.4/33.2

Performance

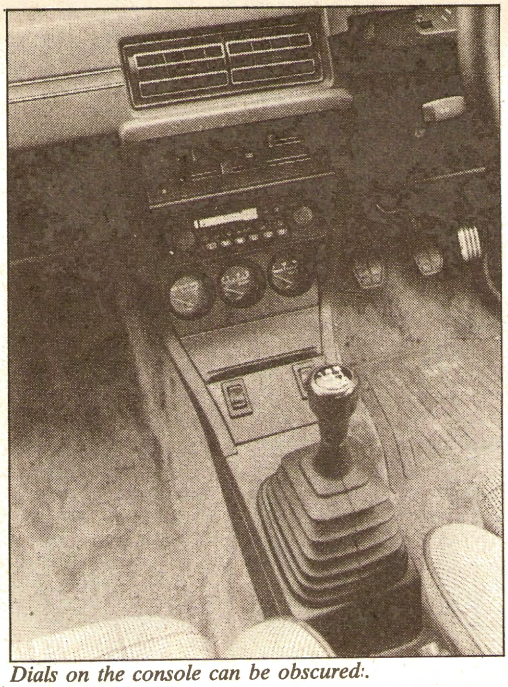
Maximum speed	115mph
0-30mph	2.2s
0-40mph	4.9s
0-50mph	7.0s
0-60mph	9.5s
0-70mph	12.3s
0-80mph	15.8s
0-90mph	20.2s
0-100mph	28.8s



Although ergonomically correct, the instrument panel does have a few shortcomings.



Excellent comfort and support is provided by the seats.



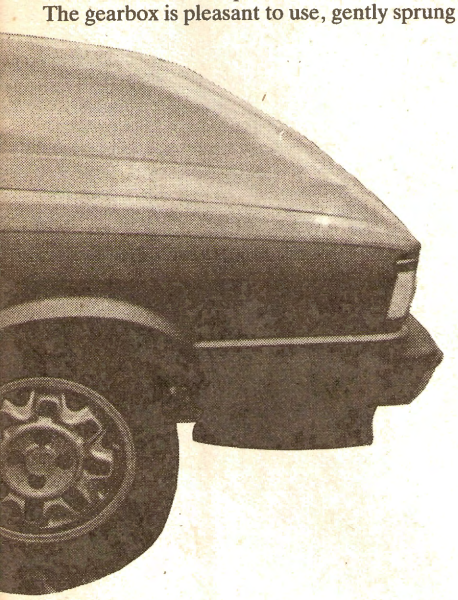
Dials on the console can be obscured.

rather than fifth, which is aptly labelled 'E', on the lever.

The gearing is quite high, so if performance is required, it is a matter of winding it up the rev band and only when past the 4000rpm does it really begin to hustle. As the revs increase, so engine noise becomes apparent for the first time. A throaty note (exactly halfway towards that of a good six-cylinder) is apparent in the most pleasant way, although at lower revs it is hardly audible.

The long legs, low engine noise, and the Econometer light all contrive to ensure that the driver is in the highest gear possible during a trip. Consequently, changing gear will probably still keep the rev counter below the 3500 mark, and a conscious effort to go down two gears is often needed to hasten progress, in a suitable manner. Getting up the scale can otherwise take an uncomfortable period of time . . .

The gearbox is pleasant to use, gently sprung to the



3/4 plane and with 'E' in the top right position. The pedals are arranged to eliminate effectively any chance of heel and toe techniques, although throttle travel is limited by a floor stop, so much more pleasant than the stretched cable feeling.

Steering is power assisted, and although a little light at speed it is ideal for town use.

The motorway is the car's obvious environment, offering relatively effortless cruising with little wind noise until the driver approaches maximum speed. Fifth gear will inevitably be selected only a short time after joining the dual carriageway, and retained except for particularly swift overtaking, or perhaps with a full load on steep hills: 80mph shows just 3000rpm on the counter in fifth.

It is a fact of life that any motorway journey today should have its period of one-way, hard shoulder, flashing light, 50mph speed limit as the road surface is rebuilt after one year's hard use. In these conditions, crammed in beside the articulated lorries, fifth gear can cope until about the 40mph mark.

When released, and faced with the original three-lane piece of road, fifth will take you back up to cruising speed, but at a leisurely pace. The alternative is to pick off the trucks in more rapid succession in a lower gear, but that will inevitably give the nagging, mother-in-law yellow light a chance to remind one of the extravagance. Whatever notice is taken, the car will go a long way on one tank of petrol, which takes 15 gallons, a real bonus which eliminates lots of self-service halts either during the week or on a journey.

From the motorway and onto the open road fifth (sorry 'E') is suitable only for gentle cruising, which the car does with considerable style. If the pace is increased, 'E' should be forgotten, the revs increased and full use made of the lower gears. Keeping the revs above 4000rpm will mean a healthy response from the motor.

The brakes are solid and reliable as one would expect, although at rest it is possible to put the pedal to the floor with a long push. They perform quite adequately but can feel rather dead and spongy, although over narrow undulating roads where hard braking is often required they performed well. Drum brakes are standard at the rear.

Assisting in both the acceleration and braking of the car is its relatively light weight, tipping the scales at just over 1000kgs. Handling also benfits with MacPherson struts and coil springs up front, with trailing arms bringing up the rear.

The system copes well with slight body roll and few of the vices often evident in a front wheel drive car being pushed hard. The ride at low speed is firm, distinctly impressive on motorway, and gives confidence on the open road. Understeer is a rare experience and on lower class roads, size is the limiting factor rather than the car's ability to cope with the conditions. It can feel quite a large car at times.

The only real complaint about the ride came from one rear seat passenger. Delighted about the leg room and space they felt the suspension too soft at speed, and sickness imminent . . .

The rear bench seat is split with cushioning but as there is no conventional transmission tunnel, the expected *solid* seat in the centre is not there, so the "fifth" position can be used in reasonable comfort. Room is obviously increased by the "vertical" boot, rather than one which slides under the back parcel shelf.

The boot is very deep but with a high rear panel, and all luggage has to be lifted high, and then "posted" *à la* letter box. The spare wheel is mounted at the side, rather than underneath the compartment.

Moving to the front of the passenger accommodation, the "Reed" upholstery gives slight relief from the otherwise strongly green colour scheme. Everything is green, and although tasteful it does dominate. Those front seats offer excellent firm support on long journeys with no risk of sore backs, while during cross country work they assist the belts in securing the occupants.

Optional extras for the car are very few, virtually everything comes as standard, including central locking, electric windows, five-speed gearbox, and power steering. The only real alternatives are sun-roof, automatic transmission, and black leather interior trim, if that's the way you like it.

The seats are adjustable for height, although tall people could still find a problem with visibility in wet weather because Audi refuse to convert the windscreen wipers from their natural left hand drive sweep. The result is a large area of the driver's screen unswept.

Vision to the rear is also pretty limited, particularly the offside rear quarter because of the broad roof pillars and the narrow rear window. To combat the problem, door mirrors are standard on both sides (with internal adjustments).

There are few problems inside the car, although the controls surrounding the driver are ergonomically correct, rather than attractive. Stalks to the right and left of the steering wheel control indicators, and headlamp dippers on one side, and wipers on the other. The wiper stalk offers two speed wipers, an intermittent wipe, a screen wash, and by pushing the lever away, a screen wash (two wipes only) for the rear screen — again a standard feature on the car.

The speedometer and rev counter dominate the instrument housing ahead of the driver, with the fuel gauge and the economy gauge sharing prominent position between the two main dials. That yellow light sits below the Econometer.

The clock is housed inside the rev counter, while supplementary instruments are mounted in a central console with oil pressure, water temperature and voltmeter together. With the driver's hands in a conventional driving position, it is impossible to see the latter two gauges.

The ventilation outlets and heating system above offer a good combination of air — including cold air to the face and warm air below — while below the instruments is a concealed ashtray and cigar lighter, housed behind a flip-over panel. Another trend of the eighties — away from the smokers.

There are a good selection of pockets, in doors, underneath the dash, and also to the right of the steering column. This particular cupboard holds all the car's associated paper work, including VAG service books, the handbook and details of the VAG network around the country, which currently stands at 360 outlets.

The back up offered with the car is considerable, and the Coupé starts life with a full one year warranty, whatever mileage that entails. Another emotive avenue is inevitably the rust problem, and again VAG score bonus points by giving a six year guarantee against major corrosion and rust.

The advantages of the Audi Coupé are numerous; it is an extremely sensible motor car. Directed at a growing market, and aimed at combating economy problems the car acquits itself well, particularly in terms of fuel consumption.

It offers excellent accommodation, comfort, and even fairly respectable performance. But it is not an exciting car. It does not leap up and grab you once aboard. Fast motoring means some hard work winding it up, but it remains pleasurable. With the new 2.2-litre motor installed the latest Audi will move closer to the original tag which coupés used to hold in terms of performance. But it will retain the advantages of this new breed of motor car designed for the eighties. ■

Team Castrol News



HALL LEADS AGAIN

The Daily Mirror Ford Fiesta Championship shows signs of developing into a repeat of the 1981 'Rob and Charles Show' with last year's top two drivers — Rob Hall and Charles Tippet separated by the slimmest of margins at the top of the table.

Both of the Team Castrol drivers are the best of friends off the track but once the lights turn to green no quarter is given or expected with both cars usually finishing bumper to bumper.

For the 1981 Champion, Rob Hall, this season has seen him continue his winning streak which bought him an amazing nine victories in succession during last year's title chase. Never one to change a winning combination, he has retained the same car for this year and with the continued support of his enthusiastic sponsors, main Ford dealers Lloyds of Stafford, Rob has never been more determined. The car has been 100% reliable over the past two seasons, even more remarkable because in that time the Castrol-lubricated engine has only been rebuilt once.

Lloyds help out with some preparation plus the supply of parts but most of the work on the car is down to Rob and he sees this painstaking approach in preparing the Fiesta as a main reason for his success: "It might look very easy to go out week after week and always be scrapping for the lead but it's all the hours and midnight oil that are spent in the garage that no-one sees that makes the driving the simple part."

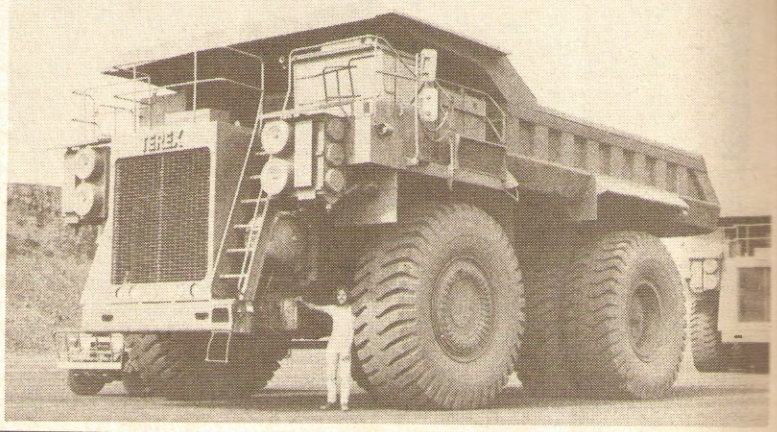
The prize for the 1982 Champion is an XR2 and while there are still plenty of races left in the series, the chances are that Rob and Charles will be around come presentation time.

Penfold's FF Hopes

For 22 year-old John Penfold, motor racing has long been a dream and it was not until he travelled to Australia that the dream became a reality. "I was in the traditional position of knowing what I wanted to do but not having the money to do it. So I took off for Australia with a couple of hundred pounds in my pocket determined to work for a year and earn enough to get started in Formula Ford", commented John. Despite the lack of a work permit, he eventually started work for a mining company in Parburboo driving a 350 tonne dump truck — "useful experience for the first lap barging match," explained John. Twelve months working 15 hours a day left him a healthy bank balance and returning to England in 1981 he purchased a Royale and although the results were not very impressive, he did score a victory at a non-qualification race. "It was very much a one-man band; I prepared the car, drove to the circuits, made all the adjustments during practice as well as racing it. This season, I have managed to arrange for a mechanic to work on the car so things should be a bit less hectic."

The remainder of the Australian cash was invested in a Van Dieman RF81 for this year which he has found to be an excellent car. Results have shown a steady improvement over the season with three top ten places including one victory.

Although he has no illusions about winning the Dunlop/Autosport Star of Tomorrow Championship, he is rapidly maturing into a consistent front runner and if determination is anything to go by he will certainly succeed in the long run.

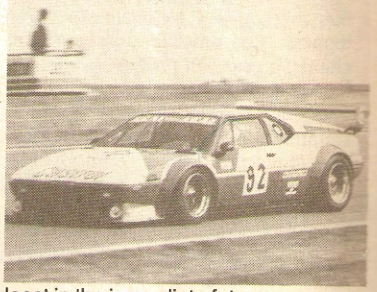


DANISH SUCCESS

The Team Castrol BMW M1 of Jens Winther and Lars Larsen has been finishing well up in the field in recent rounds of the World Endurance Championship. Winther, at 43, has had plenty of experience both on the track and in the forests. His rally successes include outright victory on the Tour de Ros and a class win on the 1976 Monte Carlo Rally. Now driving the Danish entered M1 with team mate Larsen, he is able to add to his long list of successes.

To date, the crew have scored World Championship points at Monza and Nurburgring plus a class victory at the Silverstone Six Hours. At the 'Ring', the M1 finished 7th overall, an excellent performance for the car which is in Group 4 trim and consequently at a considerable disadvantage in terms of power output.

In addition, the car is some 200 kg over minimum weight but with a limited budget the team are unable to implement a major weight-saving programme, at least in the immediate future.



With experienced drivers behind the wheel and an enthusiastic support crew the Team Castrol M1 could well spring a few more surprises before the season ends.

Le Mans Revisited

The sound of an Aston Martin returns to the Sarthe this week-end, when the Castrol-lubricated works Nimrod, carrying the hopes of British enthusiasts, makes its Le Mans début. One of the most famous marques in Le Mans history, Bentley, also returns in the shape of three Mulsanne Turbos which will be used as course cars. Echoing the connection of half-a-century ago, the Bentleys are naturally using Castrol.

Castrol Merchandise

CASTROL RALLY JACKET
This high-quality Rally Jacket is a warm medium weight, fully-fashioned garment with concealed hood and storm cuffs, heavy-weight two-way zip, side and patch outer pockets plus a large inside security pocket. Made from anti-gliss nylon with warm polyester padding and foam interlining, this fully lined jacket is available in all sizes from 34" to 46" and costs £19.84 inc. VAT.

TEAM CASTROL BAG
This useful large capacity travel bag is made of extra strong easy-to-clean PVC and is ideal for carrying sports gear etc. The bag measures approx. 20" × 12" × 7" and is priced at £4.79 including VAT.

CASTROL UMBRELLA
A superb quality, double-ribbed umbrella which is ideal for race meetings or the golf course. With a diameter of approx. 50" the umbrella sells for £6.92 including VAT.



To order any of the items above send a Postal Order/Cheque (including £1.50 postage and packing) made out to Castrol Limited to Consumer Relations Department, **Castrol Limited, Burmah House, Pipers Way, Swindon, Wilts, SN3 1RE.**

Castrol

FILM LIBRARY

Castrol have available a wide range of superbly produced films covering most forms of motor and motor cycle sport. For full catalogue and booking forms apply to: **Castrol National Film Library, Athena Avenue, Swindon, Wilts, SN2 6EQ, or telephone (0793) 693402.**

Castrol

Team Castrol News, Views & Results

Peter Black in his faithful Mallock Clubmans single-seater has set FTD at the first three rounds of the ACSMC Sprint Championship . . . . Warming up for the European Kart Championships, **Richard Boston** from Yorkshire won the Mallory Park round of the British Long Circuit Championship which took him into joint lead of the series . . . . Scotland's **Dom Buckley** is putting in some fine performances in the Scottish forests and looks like being another contender for the title again this year . . . . Mechanical problems have cost kart racer **Jonathon Cook** a month's racing so far but he is planning a return to the tracks in June . . . .

Bob Fowden from Llanelli is having a good year so far with two top finishes in rallysprints plus a 10th overall on the Welsh International Rally . . . . Stock Car racer **Jeff Fowkes** appears to have sorted his car following early season troubles and is now finishing well up in the BRISCA Points Championship . . . . Front runner in the Dunlop/Autosport Star of Tomorrow Championship **Kevin Haddock** has really come into his own this season and is in second place in the prestigious FF1600 series . . . . Another Stock car driver **Clive Hawkins** has been upgraded to a yellow roof following recent results . . . .

Mike Hutchinson continues to impress in the Motoring News/BTRDA Road Rally Championship and this could at last be Mike's year . . . . Robbie Kellet has taken his kart to two top ten finishes in the British 210 Series . . . . **Jeff Ledger** with his unique 1591cc BDA Escort leads the ANECCC Division 2 Championship . . . . **Liz Montgomery** took the Ladies Award on the Burmah Rally in May which followed a 3rd place class finish at her home event, the Circuit of Ireland. . . .

Trevor Stiles is a front runner in both the Marchant & Cox and Kentagon FF 1600 series. . . . **M. J. Reeve** is lying in second place in the NASA/South Wales League Championship. . . .



Exhausted Mick Hill

Minicross veteran Mick Hill is aiming to repeat his double Championship success of 1981 in his Team Castrol/Mr Exhaust Mini 850 with which he won the LSCMRA and TEAC series last year.

Mick was around right at the beginning of Minicross five years ago and has seen the sport grow from a fringe activity to an integral part of the competition scene. "In the first season I suppose we had about 25 registered competitors and used to race in front of a small and enthusiastic crowd. Now there are over 100 cars eligible for the title and the crowds are really huge." The original idea according to Mick was to design a low-cost form of motor sport which would be easy to get involved in: "I suppose it is a combination of 2CV Cross which is popular on the continent and Mini Seven racing", explained Mick.

The formula has certainly worked and many drivers are getting their first taste of motor racing. There is very much a clubby atmosphere at the meetings with everyone helping each other with advice or parts.

Low-cost is certainly the theme in Minicross and Mick reckons that around £750 will cover the building of a reasonably competitive car plus paying for a full season's racing. Restrictions on modifying cars ensure that the costs remain low while also making the racing very close.

Results from the early part of the season leave Mick 6th in the Billericay Motor Club/MDA Championship and 2nd in the LCSMRA series, so he is clearly not about to give up his titles without a fight.

The Gasman Cometh

Simon Hamilton-Smith is campaigning a unique car this season. Simon is driving a modsports Davrian which has been converted to run on either LPG (Liquid Petroleum Gas) or petrol. Support for the team comes from Landi-Hartog while Team Castrol are supplying technical assistance and back-up in providing lubricants for this racing project.

Although current RAC regulations limit the Davrian in LPG form to hillclimbs and sprints, Simon is hoping to persuade the RAC to permit the car to take part in Modsports events.

Plans for this season consist of running in sprint events in LPG form and competing in modsports on the same circuits using petrol, as Simon explains: "This will provide us with a direct comparison of times so we can see the benefit of running on LPG. Driving the car it certainly feels as quick in LPG form while of course the fuel costs can be almost half that for petrol."

In his first sprint event this season Simon finished 1st in class beating the second place man by over 8 seconds, which is certainly an encouraging result for the team.

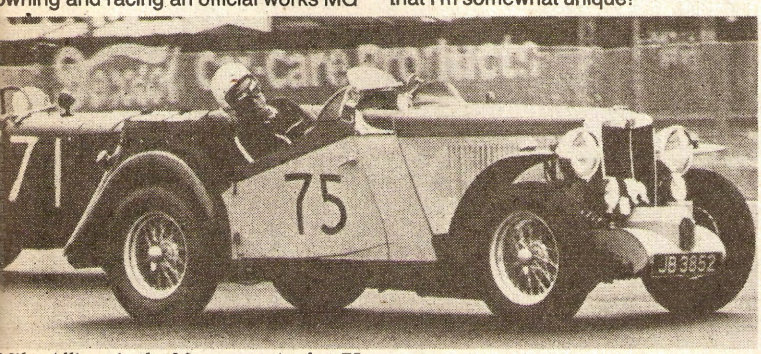
Castrol's Research Division has taken the opportunity to implement a full programme of tests with the team — an example of how racing can improve products for the motorist.

MG ENTHUSIAST

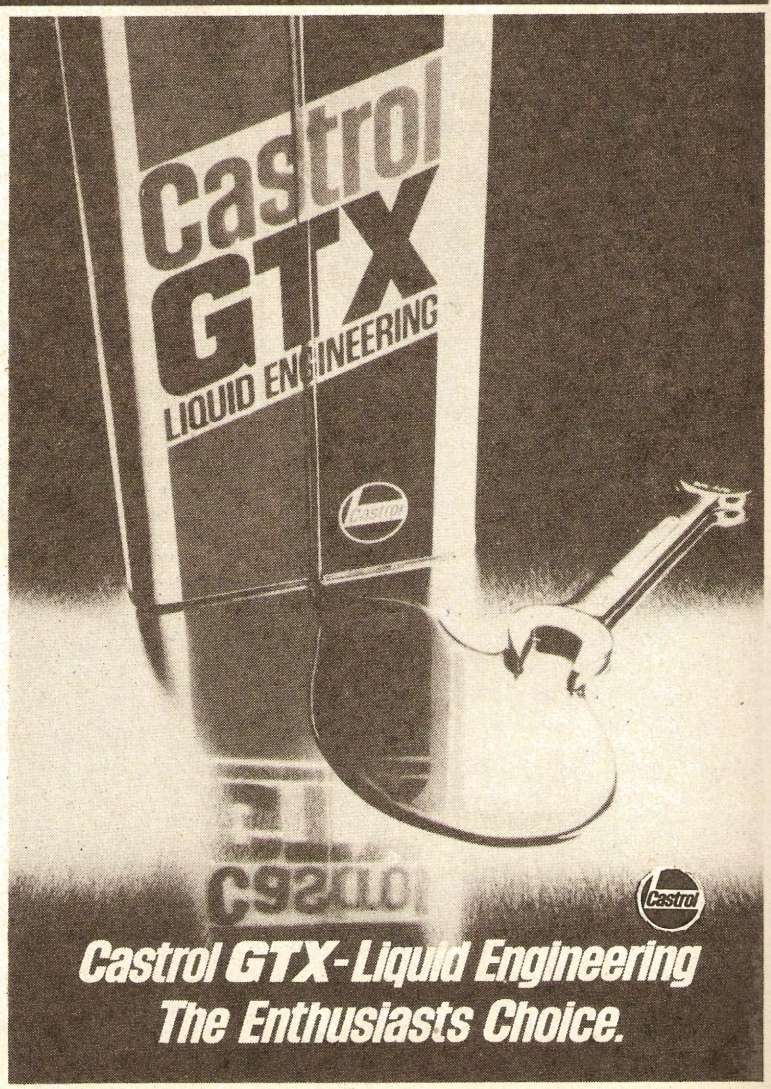
Mike Allison is quite simply an MG enthusiast. His workshop at Coventry Road Garage in Cubington, Leamington Spa usually contains a couple of modern-day MGBs and Midgets, plus examples of the T and P series cars. In fact, Mike can handle anything to do with any MG up to full restoration if required.

He also has the enviable pleasure of owning and racing an official works MG Magnette of 1934 vintage. Mike purchased the car back in 1960 and has since restored the vehicle to its former glory. The original 6-cylinder 1271cc supercharged engine still produces 120bhp and the car which in the hands of Humfrey Symons ran in the Alpine Trial of 1934 and the 1935 Monte, is still just as competitive in today's historic racing events.

Mike sees the car very much as a workhorse and doesn't bother to enter concours events. On many occasions he actually drives the car to a race, competes and then drives home again: "I really do it for enjoyment as much as anything and try to race as frequently as possible. It's a matter of dragging myself away from the workshop at week-ends." Highlight of Mike's association with the Magnette was winning the BRDC Brooklands Society Trophy in the early seventies: "I think that really surprised a few people and certainly surprised me!" said Mike. Just to prove he's not lost the touch, Mike recently went out and set the fastest time he'd recorded around Silverstone. Summing up his enjoyment of historic racing, 45 year-old Mike said, "Well there are not too many people from my generation who can claim to race a car older than themselves so I suppose that I'm somewhat unique!"



Mike Allison in the Magnette, number 75



Mighty Midgets

AUTOSPORT'S intrepid track tester MARCUS PYE has been to visit some of the MGCC Midget racing men to try out their machinery.

The high cost of competing in the so-called 'major' national motor racing championships may have been reflected in declining grids over the past few seasons but a reversal of this trend has been noticed, and welcomed, in many of the genuine 'club' formulae. The competitors' switch of emphasis towards lower cost circuit racing — virtually nothing can be considered cheap these days — has brought increased status to the budget formulae with the result that more rounds are now being incorporated at prestigious meetings. Good competitor support, close racing and smartly turned out vehicles generate greater public awareness in 'club' sport which, in turn, encourages new drivers into the fray.

A case in point is the MGCC's Modern Midget championship which, like the Monoposto Formula and the many series administered by fellow low-cost racing stalwarts, the 750MC, is currently enjoying something of a boom. In fairness this kind of racing has seldom been bad in the past — far from it — but had until recently rarely been seen outside the smaller race meetings. The prevailing economic climate and the determination of promoting clubs and race organisers to put on events for capacity grids — to satisfy competitor and spectator alike — is changing the face of British national motor racing and the Midget series is just one of several set to benefit.

Thriving on the bonds of cameraderie and mutual interest which the active one-marque club is perhaps best-equipped to offer its members, the Midget series is just one of four racing and speed championships organised by the MGCC.

Originated in 1977 by the Midget Competition Group of the MGCC, the Modern Midget championship has become one of the most popular spectacles on the busy club racing calendar, growing in strength and appeal by the season.

To cater for the widest spectrum of competitors, the MG Midget competition is divided into classes for road-going and modified machinery from which an overall champion emerges. Competitors from each division have taken the overall title in the past, an additional enticement to those with 'standard' cars being a bonus point for every round to which the car is driven on the road. Otherwise points are awarded on a 6-5-4-3-2 basis to the first five finishers in each group with one point for every other driver to take the flag and one for fastest lap in each class. Interestingly four competitors have each won their respecitve division twice (Modified: Steve Everitt, 1977 and '79; Dave Sheppard, 1980-81; Road-going: Mick Marks, 1977-78; Tim Cairns, 1979-80), while Martin Wilson took full-race honours in 1978 and Peter Felix is the reigning road car title-holder!

The competition is open to any 'Spridget' from the first Austin-Healey 'frog-eye' Sprite built in mid-1958 to the last MG Midget to roll off the assembly line in Abingdon at the end of 1980.

Stringent regulations govern the preparation of a contender for the road-going class, the few modifications allowed including the mandatory RAC safety equipment: laminated windscreen, roll over bars, firewalls and extinguishers. Bodyshells must be production Midget or Sprite items complete with both front seats although the driver may opt for a competition bucket-type seat. Bumpers may be removed and fibreglass panels may be used provided that the car meets the minimum weight limit of 1,450lbs. Should ballast be necessary it must be securely located beneath the seats.

Cars fitted with the 1500cc engine must retain this in standard form, including carburettors, manifolds and air cleaner although older machines may be fitted with the later 1275cc 'A' series engines with a maximum of 0.060in overbore. Twin SU carburettors of a maximum of 1¼in diameter are allowed on these engines which may be fitted with the BMC 731 camshaft. Manifolds, air cleaners and exhaust system are unrestricted.

Standard transmissions must be retained in all cases although a competition clutch lining may be fitted to the production unit. Any type of rear shock absorbers and heavy-duty anti-roll bars may be specified with the otherwise stock suspension, and steering must be standard, like the brakes to which competition pads and servos may be added. Road tyres from the RAC approved list can be fitted to steel or wire wheels with a maximum rim width of 4½ins.

Cars in the modified division are out and out racing machines which comply basically to the RAC Modified Sports Car regulations with one or two minor deviations. Once again the body/chassis unit must remain as designed between the wheel hubs although suspension geometry may be altered as long as the method of suspension is unchanged.

Cylinder heads and blocks must be production components although the engine capacity may be increased by removing and machining materials. Free manifolds and carburettors are allowed as is supercharging. Different ratios are allowed within standard gearbox casings while differential ratios and type are unrestricted providing that they fit in the standard axle casing.

Extensive use of fibreglass panelling is made in the modified Midget class while integral front air dams and rear deck spoilers are permitted. Open cars are allowed to run with aero-screens in place of the full windscreens demanded by modsports rules, although opinions vary as to whether open or closed cars are more efficient.

A 15-round championship is promoted for the MG Midget drivers, this season-long trail visiting no fewer than nine circuits. Both classes traditionally witness spectacularly close racing due to the evenly-matched cars and drivers. It is not unusual to see flag-to-flag battles for the class lead and the large number of regular competitors guarantee fine dicing at either end of the field.

Just before this year's championship got under way Carol Ashby (who looks after much of the administration of the Midget series) arranged for AUTOSPORT to test a representative selection of MGCC members' cars so that we could gain a little insight into this popular form of marque racing. Despite being short of preparation time, four drivers brought their Spridgets (two road-going and two modified cars) to Brands Hatch on the day, a bitterly cold test session.

The 'standard' cars, from opposite ends of the Spridget production run, provided a very interesting comparison, Kent-based surveyor Martin Ingall's machine being an early Austin Healey Sprite and Southend garage proprietor Michael Chittenden's a late-model 1500cc Midget, some 15 years newer. Although it was originally built as a 948cc 'frog' Sprite, Martin's car is now motivated by a 1275cc BMC 'A' unit and sports one of the pretty fibreglass Sebring noses.

Keeping a watchful eye on the tachometer, I ventured out in Ingall's immaculate pale blue car first. The free-revving engine soared to my 7000rpm limit very easily in the lower gears but before I could wind it up I was mystified to feel the Sprite slowing down as I selected third on the entrance to Surtees. As I pulled onto the grass to investigate — observers from the back of the pits must have thought I was totally incompetent — I noticed the reason . . . Sitting closer than I would have liked to the large steering wheel had allowed me to flick the ignition off as I downchanged. Sheepishly, I turned the key back to on and continued.

The little Sprite stayed beautifully on line round the







Left: Mike Chittenden's 'standard' 1500 Midget. Right: Martin Ingall's 1275 Sprite.

notorious Paddock Hill bend — which I took in third although, on reflection, a circumspect effort in top may have proved equally effective — with that characteristic and satisfying burble from the exhaust on over-run. Stable and simple to direct at my pace, the car was particularly good fun through the Surtees/McLaren complex where it displayed surprisingly little roll and a little initial understeer on the apex of the right-hander.

After the chilly airyness of the Sprite, the amply-glazed hardtop of Mike Chittenden's Midget offered some creature comforts although, once again, the driving position was not ideal once on the move. The former Reliant 750F competitor (Mike campaigned the innovative Trick series of cars with Rob Wells in the mid-'70s) runs the only 1500cc Midget seen regularly in the MGCC series.

Once I was strapped inside the 'greenhouse' Mike told me not to worry about the gauges — "as I don't and nothing has broken yet" — and to change gear when it seemed appropriate. Immediately the extra 200cc under the bonnet was apparent, the well turned out orange car being a little quicker at the top end than Ingalls's Sprite although there did not seem to be much to choose between the cars on acceleration.

If the Midget was slightly superior on the straights it was nothing like as efficient in the corners, at least not at first, for the MG displayed a marked tendency to roll and slide through Surtees which, although easily controllable (and great fun I might add!) was not as reassuring. Chittenden's machine tended to oversteer through McLaren but put its power down well and, once the trick of faster cornering was worked out, it proved to be an effective and enjoyable car.

Towards the end of my stint in the car I found myself chasing Martin in the Sprite and resolved to have a dice if at all possible. Remembering to check the mirrors at every opportunity to stay clear of Tony Trimmer's omni-present F1 Fittipaldi, I inched closer, trying third and top through Paddock — the latter with only a dab on the fading brakes. Unbeknown to me a driveshaft oil seal had split rendering the rear brakes less effective by the lap, apparently a common fault.

Although very different in their ways both road cars were rewarding to handle. Without doubt the newcomer with a properly prepared Spridget could have a lot of fun in this class for comparatively little outlay. The cars are sufficiently quick to be interesting and very reliable.

A move into the modified division would pose far greater problems though, not to say a heavier strain on the competitor's pocket. For this reason commercial sponsorship is permitted and encouraged at this level — many of the drivers could not afford to race without it.

Barry Rogers is in his third year of Midget racing, having tried his hand previously in an FF1600 car with the Jim Russell school. He bought his car, a 1961 shell believe it or not, for the 1980 season which was notable only for four engine blow-ups in seven starts.

Midway through last year Leda Audio Accessories of Ware decided to sponsor the effort and, with additional help from Ripspeed, Joal Engineering (who do all his machining work) and Coxshall Builders, Barry's team is looking good. Terry Spittle, who used to prepare Rick Morris's FF1600 cars, builds Rogers's engines and a 1420cc unit was "screwed together" for our test and the first three races of the season. This has recently been replaced with a 1476cc engine developing slightly more power — an estimated 115bhp at the wheels as opposed to about 112 although as yet the car has not been on a rolling road.

The engine drives through a straight-cut close ratio gearbox, overall gearing being varied simply by changing differentials to suit individual circuits. A 3.9:1 final drive ratio is used at Brands. Rose-jointed front suspension with fabricated wishbones was incorporated on the much lightened car over the winter as was an adjustable brake balance system. New body panels show off Leda's revised livery to good effect.

Being slightly taller than the car's owner I had to adopt an unorthodox position in the cockpit as the driving seat was bolted to the floor. Crooked legs do not allow easy pedal operation but once adapted to the best compromise I felt quite at home at the wheel. The heavy but positive clutch required some effort initially, as did the tiny stubby gear lever but once on the move all fell more easily into place.

Having allowed a couple of laps for the 10in Goodyears to accumulate some heat — the Midget was extremely twitchy at first but adhered to the surface better by the lap thereafter — I quickened my pace and found that the harder the car was pushed the better it felt. The urgent wail from beneath the bonnet sent the rev-counter rocketing round to 8000rpm before each upchange was needed.

Cornering forces could be progressively increased as the tyres really started to bite and the brakes also worked superbly once warm. The sweep through Surtees, taken fairly hard in the road cars, became more of a blur as I concentrated on choosing the best turning-in point for McLaren, which the open machine powered through in exhilarating power oversteer once the front end had been persuaded to settle down and the rubber gained temperature. Holding top and accelerating hard past the pits, Paddock, not unnaturally, came up much quicker than before. A quick squeeze on the brakes, stay wide, snick third and plunge down through the late apex, the Midget felt very good and was also forgiving on the one occasion I got too sideways.

It is no surprise that Barry has already picked up three top three placings this season. Certainly his first Midget round victory cannot be far away for the car is probably the best presented machine in the series and his driving improves with every outing.

Undoubtedly the most successful MG Midget racer of recent years and a formidable competitor in the modsports championships as well as the exclusive MG series, Hawkhurst engineer Steve Everitt has notched up countless victories in his highly-developed machine. A renowned Brands Hatch expert, and always right on the pace elsewhere, Everitt has raced the same trusty machine since 1977.

A carburation problem manifested itself late on the test morning but Steve and Martin were able to balance the Webers sufficiently for me to put in a couple of exploratory laps before the flag was shown for the end of the session.

The 1450cc engine rasped into life on the button and, after some difficulty engaging first, I rumbled out onto the circuit. Immediately I felt that Steve's car was much more stiffly set than Rogers's machine and the combination of this and very cold Goodyear slicks nearly caught me out at slow speed through Paddock. The gearchange was lighter than that of the other car, presumably due to the extra leverage from a longer stick although it was necessary to floor the clutch on this one to get gears successfully — all a question of acclimatisation.

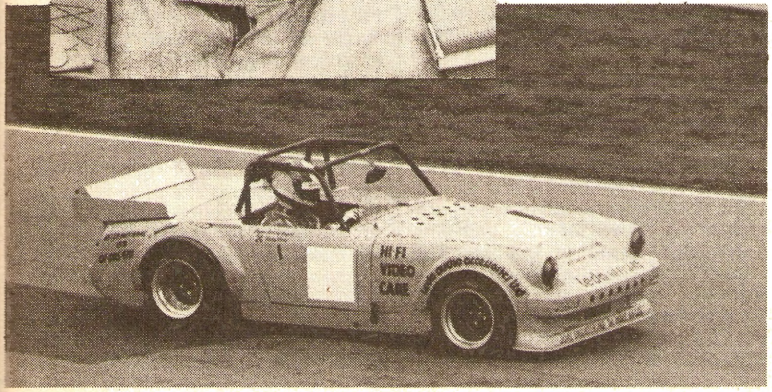
Despite using restricted revs, Everitt's car felt quick in a straight line and through Paddock and Graham Hill bends where a total absence of roll made it feel particularly surefooted. On the tight corners it seemed to want to hang the tail out rather more than Barry's at a similar stage of lappery. It would have been nice to go for some times in both modified cars over, say, 20 laps, to enable a detailed comparison to be made but Everitt's track record — and subsequent wins at Donington (where Rogers led until his gear-lever sheared), Castle Combe and Brands speaks for itself. He currently leads the 1982 MG Midget championship.

The championship has never been more popular with oversubscribed entries leading to split races this season. Obviously the MGCC have got the recipe right for arch rivals on the tracks are the first to help each other if a problem arises in the paddock. Men to watch in the full race cars include Tim Cairns, Peter Nott and James Thacker in the Spridgebits car, John Boness, David Brooker-Carey and John Baggott while Keith Ashby always mixes it — and often wins — on his occasional forays back into the series. The Croydon-Fowler brothers, former FVee man Wally Lisles, Peter Felix, David Jeal and John Simpson are among the swift pilots of road cars.

Next time you get the chance to see a Midget round, don't miss it. Chances are it will be one of the highlights of the afternoon's sport. Should you feel the urge to join in the fun, Larry Quinn is the person to contact at 17 Turner Close, Shoeburyness, Essex. Tel: Shoeburyness 3538. As MG Midget Competition Secretary he will be pleased to welcome you to the club. ■









Left: Barry Roger's modified Midget. Right: Steve Everitt who races in the same category.

RAC pressured on tyres

The RAC MSA's Ford formulae 'open day' attracted some 26 interested parties to the Committee rooms at Belgrave Square to air their views on a number of pre-advised subjects. Needless to say the current tyre situation in the Ford formulae commanded the greatest attention of the panel, chaired by Pierre Aumonier of the BRDC and comprising Robert Langford (RAC), Peter Browning (BRSCC) and Cecil Mitchell (RAC Scrutineer). Further items on competitor discipline — with particular reference to Sports 2000 but extended across the board — and the provision of selected International permit British S2000 rounds were also discussed.

Following the awarding of new RAC MSA 'control' tyre contracts for FF1600, FF2000 and S2000 from January 1, it has been evident to the competitor that all is not well with the Dunlop tyres which were specified as a result of tests conducted by Derek Ongaro. Indeed reports from drivers who took part in these tests indicate that Advan/Yokohama rubber would have been preferable in the racing-tyred categories (on cost, longevity and supply criteria) and that Avon's submitted FF1600 tyre performed better than the Dunlop, a different tyre from last season's control.

Unfortunately Ongaro was not at the meeting (he was in Montreal in preparation for his Canadian GP duties) so the test procedures could not be clarified but it did emerge that certain key concerns — the car manufacturers themselves — were not adequately informed of the test days themselves.

In the case of the FF2000/S2000 fraternity, some constructors were asked to attend a test last July but were informed that it was cancelled at short notice. No Sports car team was invited to the substitute day — despite offers of assistance — while Tim Davies ran a single-seater and clearly found the Japanese rubber to offer advantages in several respects. Dunlop ran some tests in conjunction with Ian Taylor with Sports 2000 cars at a similar time.

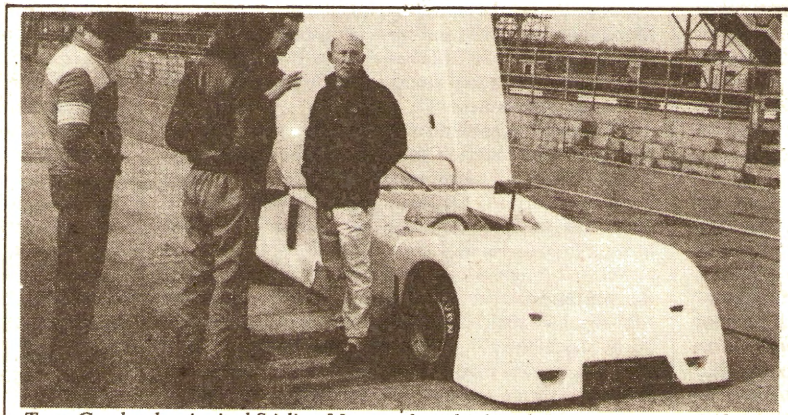
Rick Morris took part in the FF1600 test with a works Royale while Quique Mansilla ran an FF1600 Van Diemen for Ongaro, both drivers recommending the Avon tyres. It is interesting to note that Ongaro's idea of tyre suitability is somewhat different to the views of the competitors and that he therefore put Dunlop's rubber forward before the Race Committee as the best alternative once more. Perhaps more pertinent on the FF1600 front is the fact that the RAC themselves published last year's Dunlop FF1600 tyre numbers as the 1982 standard in their first *Competitors News* of the year — did the Race Committee therefore not realise that Dunlop had completely changed their construction for 1982 even though they acted in good faith?

Major tyre problems have confronted competitors in all three formule this year, the rubber being inconsistent and expensive compared with viable alternatives. Tyre expenditure is a major part of a contemporary racing budget — surely the RAC is not looking after its licence holders by pricing their racing out of the market in controlled formulae?

Dunlop admitted that they had experienced difficulties with their FF2000 tyres, indeed Derek Freathy and Brian Bennett are working very hard to rectify the situation having instigates changes in the 'cure' of the rubber prior to Mallory Park last month and again at Brands Hatch last week. Although the 'new' tyres were in limited supply they were a vast improvement on their predecessors. The FF1600 problems are still unresolved.

Having heard the opinions of the competitors and the trade suppliers, the RAC MSA panel has asked for an enquiry into the situation, to be chaired by Peter Cooper, acting Chief Executive. Detailed technical evidence and factual experiences will be heard.

The major bones of contention seem to surround the test itself, arguably not properly convened or conducted; the disparity between the drivers' findings and those of the RAC Race Committee — for whatever reason — and the continuing changes to what was, supposedly, a "known quantity" control tyre. Results of the enquiry are eagerly awaited.



Tony Gordon has invited Stirling Moss to share his North Downs Chevron B19.

Air Hanson historics

Snetterton Circuit hosts what is believed to be its first ever exclusively historic race meeting this Sunday with the HSCC taking charge of the Willhire-sponsored spectacle. Anglia TV are taking their outside broadcast units to record the feature race, the Air Hanson Historic Sports Car Endurance event of 90 minutes duration, and also the handicap which closes the seven-race programme.

Around 20 historic sports machines will contest the long-distance event, each crewed by a team of two drivers. Two compulsory pit-stops are scheduled for driver and tyre changes, introducing some of the tactics and intrigue associated with international enduros.

John Foulston and John Brindley head the entry with the Atlantic Computers McLaren M8 — the fastest car of all — while Stirling Moss/Tony Gordon and Vin Malkie/Richard Budge in their Chevron B19s should prove consistently quick and less thirsty. Simon Hadfield/Richard Dodkins hope to manage without a fuel stop in their pukka long-distance Lotus 47 while the little Chevron B8s of Peter Grant, Alan Eisner and Roger Andreason should go well. Assorted Lotus 23Bs, a couple of Jaguar Es, an ex-Le Mans MGB and the Triumph TR3 of Darryl Uprichard/Reg Woodcock will also be in there pitching . . .



Julian Bailey — brighter Brands.

Ford's commuters

The entire front row of the RAC FF1600 grid at Silverstone on Sunday afternoon rushed to Brands Hatch for the clashing Townsend Thoresen championship race as soon as the event was over. Rick Morris, who drove Keith Fine's Royale into fourth in the RAC flew to Kent for a fine TT victory in his own car but the others were not quite as successful. Silverstone winner Mauricio Gugelmin crashed his spare Van Diemen later while Julian Bailey bent his Lola then raced to Brands for third place in a loaned Van Diemen.

Pancho's Tiga drive

Londoner John 'Pancho' Webb, one of the prime movers in the Sports 2000 category since its inception in 1977, renewed his links with the Tiga *marque* in the British championship round at Silverstone on Sunday.

Webb opted for one of the original Steve Harvey-designed SC77s in the early days of the formula — when he enjoyed the backing of Monsieur Rochas — but has driven a variety of Lolas and the 'rebel' Robinson on infrequent outings since then.

Webb concluded a deal with Anglian Windows, the Norwich double glazing concern, to run Neil Crang's Tiga SC80 at the weekend and proclaimed the Geoff Ralphs-run machine "the best sports car I've ever raced".

John borrowed the rolling chassis late last week and had to make do without testing while one of Geoff Farmer's quick Adelphi engines was fitted. Nonetheless he qualified eighth in the wet and stormed through to fifth place in the race on guessed settings" which left him with excess understeer. Webb hopes to race the Tiga in further rounds of the increasingly healthily supported series, finance permitting.



Gerry Witenden and 'Green Goddess'.

Witenden goes home

Popular Australian FF2000 driver Gerry Witenden has returned 'down under' after three years in Britain with Delta Race Cars and, latterly, their London agent Alfista Team Delta. Gerry first came over to England at the beginning of 1979 having finished second in his national FF1600 championship. Armed with very limited finance Witenden bought his own Delta T79 chassis, 'The Green Goddess', but was unable to capitalise on a fine second place finish at Snetterton when the money dried up completely.

Thereafter Gerry put a lot of his time into the development of subsequent Delta FF2000 and F4 cars, his technical expertise in this field earning much admiration from fellow competitors. A few Sports 2000 drives in John Poxon's Tiga and the DB Motorsport March showed that Witenden's racing talent had not deserted him either despite irregular outings over the years.

Ideally Gerry would like to raise the finance for a proper F3 effort or a full season of British FF2000 in 1983 but the current competitiveness of the Australian Formula Pacific scene also interests him. Witenden would undoubtedly be a strong contender in such a championship. Gerry's many British friends will be keen to know that his new address is 1 Lawrenny Avenue, Goulburn, 2580 NSW, Australia.

Briefly . . .

● Howard Mason of the RAC Technical Commission has recently inspected the Ford Fiesta of David Grimshaw and declared it illegal due to ineligible gear ratios. Grimshaw thus loses all points gained to date in the *Daily Mirror*/BRSCC Ford Fiesta championship.

● Formula Services, Val Adaway's motor racing secretarial concern, is looking into the sponsorship field with the assistance of Nigel Tubb, formerly PR Manager with Team Touraco. Full details are available from Val on 0933 677705 or Nigel on 0789 293552. The company is aiming to secure backing for as many of its clients as possible and will be starting a sponsorship file shortly.

● Pro Racing Services will be running a second 82F chassis alongside Motasport International team-leader David Button for the rest of the BARC P&O Ferries FF1600 championship. Mexican Rocky Lozano has left the BRP team and takes Esso backing to the Hollman brothers' outfit. Negotiations are also in hand to run a front-running driver in the RAC FF1600 championship which Button may join once he has his International licence.

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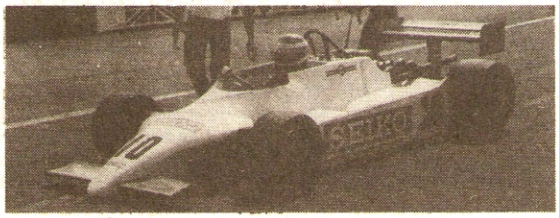
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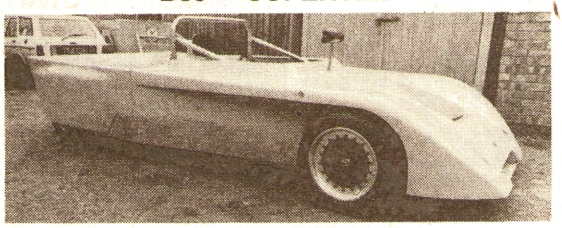
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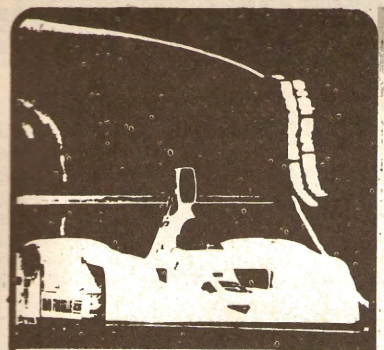
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International Races

POCONO NASCAR

Sparkling Allison

Bobby Allison won the Van Scoy Diamond Mines 500 at Pocono on June 6 to keep his NASCAR Winston Cup title hopes well and truly alive. It was the veteran Alabama man's third victory of the year with the DiGard Racing Gatorade Buick Regal.

Former Indy-car driver Tim Richmond recorded his best NASCAR finish to date by taking second place in his JD Stacy-backed Buick.

Richard Petty ran well early on but lost fuel pressure shortly before the finish and, in true NASCAR style, his STP Pontiac was pushed across the line by team-mate, and son, Kyle who was classified 11th! Buddy Baker also ran strongly before crashing, while Dale Earnhardt retired in similar fashion from a race which had to be stopped several times due to intermittent rain and which ultimately ended under the yellow flags.

GORDON KIRBY

POCONO (USA)
Jun 6
Van Scoy Diamond Mines 500
NASCAR Winston Cup
Grand National
Championship, round 13
200 laps — 500 miles

1, Bobby Allison (Buick Regal), 200 laps, 113.572mph;
2, Tim Richmond (Buick Regal), 200 laps;
3, Benny Parsons (Pontiac Grand Le Mans), 199 laps;
4, Harry Gant (Buick Regal), 199 laps;
5, Terry Labonte (Chevrolet Monte Carlo), 199 laps;
6, Ricky Rudd (Pontiac Grand Prix), 199 laps;
7, Richard Petty (Pontiac Grand Prix), 199 laps;
8, Geoff Bodine (Pontiac Grand Prix), 198 laps; 9, Jody Ridley (Ford Thunderbird), 198 laps; 10, Dave Marcis (Chevrolet Malibu), 198 laps; etc.

BRNO ETC

The Jaguar pounces

A fine field of cars travelled all the way to Brno for round 8 of the revitalised European Touring Car Championship last weekend, where not only was the BMW Italia team's winning streak finally broken, but it was done by none other than the Tom Walkinshaw/Chuck Nicholson Motul/Akai Jaguar XJ-S. The V12 car ran beautifully throughout the weekend, qualifying easily on pole position, and was never headed in the 3½-hour race, finally taking the flag some 70secs clear of the Belgian BMW 528i of Michel Delcourt/Dany Swyssen.

The new Group A regulations certainly seem to have created a great deal of interest in the series this year and whereas in the past we have seen a small nucleus of only a handful or so competitors taking in all the rounds, that number seems to have been increased many-fold this year. Heading a large entry of over 50 cars at the demanding Brno circuit last weekend, of course, was the series leading BMW of Helmut Kelleners/Umberto Grano, which had proved victorious in each of the races held to date. Wakinshaw, however, was out to maintain his Jaguar's steady improvement and he could have done that in no better fashion than by setting the fastest time in practice of 3m 48.73s, which compared to the fastest of the BMWs at 3m54.10s!

Third fastest was the locally entered BMW of Zdenek Vojtech/Bretislav Enge, who have moved this year from their all-conquering Skoda, just 0.5sec adrift of the Enny 528i, while Herbert Herler/Helmut Doring shared row two of the grid i their Opel Monza.

One row back, Enzo Calderari/Marco Vanoli missed the first day of practice with their newly painted Eggenberger BMW and qualified only just ahead of the swiftest 2500cc class runner, the Luigi Alfa Romeo of Jean Xhenceval/Marco Micangeli which was split from the sister car of Gianfranco Brancatelli/Mauricio Micangeli on the grid by the Aplilatte Alfa of Italian girls Lella Lombardi/Cambaighi.

Whereas practice had been held in very hot conditions, apart from a heavy downpour just after the final session was completed, race-day dawned rather cooler, much to the delight of most of the drivers. There was still a very large crowd on hand, lined all around the picturesque, armco-lined, 6.8-mile road circuit.

From the start, Walkinshaw leapt away in the Jaguar, quickly opening out a large lead. Behind, though, a huge battle raged between a host of BMWs, Opels and even a couple of Ford Capris that had made their way over from Berlin.

The first of the leading cars to stop was that of Calderari/Vanoli, who once again had tyre difficulties on their 528i and were forced in earlier than they had anticipated.

After 24 laps, Walkinshaw brought the Jaguar in, and Nicholson was able to rejoin the fray with new Dunlop tyres and a full tank of fuel without even losing the lead that Walkinshaw had built up. Just three laps later, though, rain began to fall, lightly at first and then more heavily. Some drivers opted to change onto wet weather or intermediate tyres, but Walkinshaw, controlling matters from the pits, from where he was in constant radio contact with Nicholson, instructed his driver just ot carry on at greatly reduced speed. "The radio was fantastic," said Tom later, "because we knew just what the conditions were like all round the circuit and I could see that the rain would soon pass over."

At one point, Enge closed right up on the Jaguar, having been one of those to change onto intermediate tyres, but then the track began to dry and Chuck started to pull away once more. A little later, when trying to keep pace with the Jag, Enge lost control at a very fast right-hander on the long back straight and crashed into the barriers. The car caught fire on impact, but Enge escaped with slight burns to one leg and an arm.

Not long before, Lella Lombardi had also been caught out on the treacherous surface, her Alfa aquaplaning off just past the pits and rolling heavily down the road, The car was a total write-off, from which the experienced Italian lady was very lucky to emerge unscathed.

Nicholson, however, negotiated the conditions and the carnage with great determination and even had time for a swift, 8 secs pitstop just before the end to ensure that he had enough petrol to see him through the final minutes. It was a polished victory and, said Walkinshaw: "Everything went according to plan."

Delcourt/Swyssen brought their BMW home some 70secs behind the winning Jaguar, while Xhenceval/Marco Micangeli, like the Jag, stayed out all the time on slick tyres and were rewarded with third overall as well as a class win.

Another to change onto wets was the Kelleners/Grano car, although Kelleners then made a rare mistake, swiping the barriers and forcing a pitstop to check for damage before recovering to finish fourth ahead of Willi Bergmeister/Manfred Trint in the first of the Votex-Audi Coupes, who came through ahead of the Herler/Doring Opel.

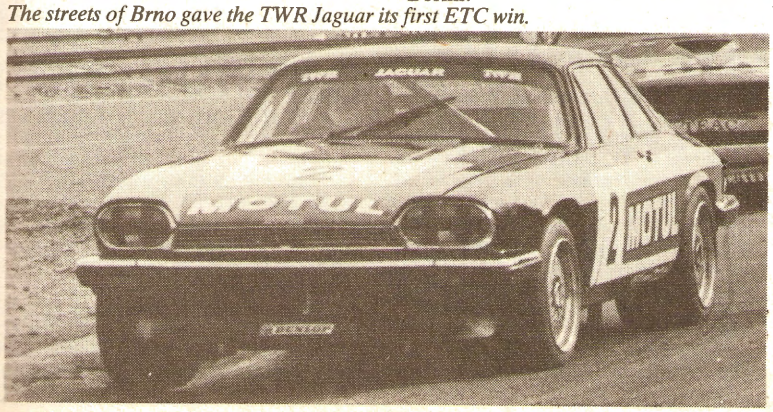
BRNO (CZ)
Jun 13
European Touring Car Championship, round 6
3½ Hours

1, Tom Walkinshaw/Chuck Nicholson (5.2 Jaguar XJ-S), 53 laps, 3hr33m17s;2, Michel Delcourt/Dany Swyssen (2.8 BMW 528i), 51 laps;
3, Jean Xhenceval/Marco Micangli (2.5 Alfa Romeo GTV6), 51 laps;
4, Helmut Kelleners/Umberto Grano (2.8 BMW 528i), 50 laps;
5, Willi Bergmeister/Manfred Trint (2.0 Audi Coupe), 50 laps;
6, Helmut Doring/Herbert Herler, (3.0 Opel Monza), 50 laps;
7, Gianfranco Brancatelli/Maurizio Micangeli (2.5 Alfa Romeo GTV6), 50 laps; 8, Enzo Calderari/Marco Vanoli (2.8 BMW 528i), 50 laps; 9, Franz-Josef Brohling/Axel Felder (3.0 Ford Capri), 50 laps; 10, Marcello Gallo/Antonio Palma (2.8 BMW 528i), 50 laps; etc.

Class winners: Wakinshaw/Nicholson; Xhenceval/Micangeli; Hans Ley/Wolfgang Mertgen (1.6 VW Golf GTI).

Championship points: 1, Kelleners and Grano, 160; 3, Vanoli and Calderari, 92; 5, Xhenceval/Micangeli, 80; 7, Dagmar Suster/Frank Jerancic (1.6 Audi 80), 70; 9, Anna Cambiaghi/Lella Lombardi (2.5 Alfa Romeo GTV6), etc. **Next round:** June 27, Osterreichring

The streets of Brno gave the TWR Jaguar its first ETC win.



HAMEENLINNA

Finnish first

Finland's Hameenlinna circuit hosted the opening round of this year's Euroseries Sports 2000 Championship on June 6 and, after a two-part event, the aggregate result saw Swede Hans Edvinsson, runner-up in the series last year, emerge ahead by 1.39secs from Thorkild Thyrring.

Edvinsson took his Lola to a convincing victory in the first heat, held on Saturday, and then was content to follow Thyrring's Tiga home in the second to ensure himself of the overall spoils.

Also on the programme was round 2 of the Scandinavian Regional FF1600 Euroseries in which local man Harri Kangas worked out a clear lead in his PRS. Hakan Olausson (Van Diemen), who won the opening round recently at Mantorp Park, was forced out this time with engine problems, so Swede Gunnar Eriksson claimed second in his similar car, followed by Jens Andersson (Van Diemen) and Klaus Pedersen (PRS), who now leads the points table.

HAMEENLINNA (SF)
Jun 5/6
EFDA Euroseries Sports 2000 Championship, round 1

1, Hans Edvinsson (Lola-Scholtz T590), 28m 01.39s;
2, Thorkild Thyrring (Tiga-Nelson SC81), 28m 03.78s;
3, Ronnie Petersen (Tiga), 28m 19.66s;
4, Leif Lindström (Royale S2000M), 28m 32.29s;
5, Ted Aspjaa (Lola), 29m 05.90s;
6, Per Dahl (Tiga), 29m 08.38s; etc.

Scandinavian Euroseries FF1600
Qualifier, round 2

1, Harri Kangas (PRS 82F), 14m 43.53s;
2, Gunnar Eriksson (Van Diemen), 14m 52.82s;
3, Jens Andersson (Van Diemen), 14m 53.88s;
4, Klaus Pedersen (PRS), 15m 01.08s;
5, Steen Dupont (Van Diemen), 15m 02.06s; etc.

MONZA (I)
Jun 6
Italian Formula 3 Championship, round 6
17 laps — 61.27 miles

1, Guido Cappellotto (Ralt-Alfa Romeo RT3), 32m 34.30, 112.86mph;
2, Marco Brand (Ralt-Alfa Romeo RT3), 32m 35.65s;
3, Stefano Livio (Dallara-Toyota 382), 32m 38.00s;
4, Fernando Cazzaniga (Dallara-Alfa Romeo 382), 32m 39.65s;
5, Luigi Sebastiani (Dallara-Alfa Romeo 382), 32m 39.81s;
6, Paolo Munarini (Dallara-Toyota 382), 32m 44.31s; etc.

Fastest lap: Cazzaniga and Pierluigi Martini (Ralt-Alfa Romeo RT3), 1m 52.70s, 115.12mph.

Championship points: 1, Cappellotto, 40 pts; 2, Enzo Coloni (March and Ralt), 33; 3, Ivan Capelli (March and Ralt), Livio and Cazzaniga, 12; 6, Luigi Giannini (Dallara) and Martini, 7; etc. **Next round:** Jun 27, Monza.

CROIX-EN-TERNOIS (F)
Jun 6
French Formula 3 Championship, round 7
20 laps

1, Michel Ferté (Martini-Alfa Romeo MK37);
2, François Hesnault (Martini-Alfa Romeo MK37);
3, Patrick Gonin (Martini-Alfa Romeo MK37);
4, Pierre Petit (Ralt-Volkswagen RT3);
5, Bernard Santal (Ralt-Toyota RT3);
6, Patrick Teillet (Martini-Alfa Romeo MK37); etc.



ndy 500 victor Gordon Johncock had an easier time at Milwaukee.

IONTREAL F ATLANTIC

Coconis conquers

Tim Coconis fought his up from ninth osition on the grid for Saturday's North merican Formula Atlantic Chamionship round at Montreal to take the ead from pole-winner Norm Hunter on ap 25 and then ease away to a clear ictory. It was a most impressive perormance from the Californian and noves him up into the lead of the series fter four rounds.

Mexican Rogelio Rodriguez was the nly others serious contender for victory n the day, although he was finally forced ut with a broken rear wing.

MONTREAL (CDN)
Jun 12
North American FAtlantic Championship, round 4
37 laps — 101.4 miles

1, Tim Coconis (Ralt RT4), 1hr 2m 41.16s, 97.06mph;
2, Norm Hunter (Ralt RT4), 1hr 2m 55.30s;
3, Dan Marvin (Ralt RT4) 1hr 3m 31.31s;
4, Hubert Phipps (Tiga FA82), 1hr 3m 39.61s;
5, Dave McMillan (Ralt RT4), 1hr 3m 48.14s;
6, Allen Berg (March 82A), 1hr 3m 56.78s;
7, Joe Sposato (Ralt RT4), 1hr 3m 57.56s;
8, Mark Moore (Ralt RT4); 1hr 4m 08.66s; 9, Willy T Ribbs (Ralt RT4), 1hr 4m 21.15s; 10, Whit Ganz (Ralt RT4), 36 laps; etc.

Fastest lap: Coconis, 1m 39.69s, 98.95mph.

ROUEN F3

Petit France

Pierre Petit once again scored a clear rench Formula 3 Championship victory t Rouen last weekend, taking his Dave rice Racing/Crédit Agricole Ralt-olkswagen to a clear victory after 20 aps of the challenging Rouen circuit.

Petit made up for his finishing only ourth at Croix-en-Ternois the week efore, that being his first outing with a ew VW-powered RT3, and after qualfying only third, he was leading by lap 3 nd thereafter pulled away by as much as sec per lap.

François Hesnault led away from the tart in his UFO/Martini, being followed y Patrick Gonin's Motul-backed Martii, but Petit made short work of both of hem and eventually won by nearly 15 ecs. Hesnault held second for most of he race, but Gonin had the misfortune to un low on fuel on the final lap, and he ould only coast across the line in sixth lace.

Another likely contender was Michael erté, whose Alfa engine blew on the ery first lap.

ROUEN (F)
Jun 13
French Formula 3 Championship, round 8
20 laps — 68.88 miles

1, Pierre Petit (Ralt-Volkswagen RT3), 39m 35.22s, 104.40mph;
2, François Hesnault (Martini-Alfa MK37), 39m 49.13s;
3, Pierre Lombardi (Ralt-Toyota RT3), 40m 04.30s;
4, Philippe Huart (Ralt-Toyota RT3), 40m 24.13s;
5, Jean-Pierre Traschel (Lola-Toyota T672), 41m 22.94s;
6, Patrick Gonin (Martini-Alfa Romeo MK37), 41m 33.06s; etc.

Fastest lap: Petit, 1m 57.16s, 105.83mph.

Championship points: 1, Petit, 95; 2, Michel Ferté (Martini), 75; 3, Hesnault, 71; 4, Philippe Renault, 60; 5, Gonin, 56; etc. **Next round:** Jul 18, La Chatre.

RIVERSIDE NASCAR

First time winner

The NASCAR Winston Cup series has unearthed another winner. At Riverside last Sunday, former Indy-car driver Tim Richmond went one better than his second placing at Pocono a week before and guided JD Stacy's Buick Regal to a fine victory on the tricky 4.1-mile road circuit.

The former USAC Rookie of the Year has notched up a string of impressive results since taking over the JD Stacy Buick drive from Joe Ruttman and ran strongly throughout the weekend, qualifying on the front row alongside Terry Labonte's similar JD Stacy Buick and then leading home the Winston Cup points winner after 95 laps around the Californian road circuit.

Many of the likely front runners retired in the early stages, among them Darrell Waltrip and Bobby Allison, who have between them dominated this event in recent seasons.

RIVERSIDE (USA)
Jun 13
Budweiser 400
NASCAR Winston Cup Grand National Championship, round 14
95 laps — 400 miles

1, Time Richmond (Buick Regal), 95 laps;
2, Terry Labonte (Buick Regal), 95 laps;
3, Geoff Bodine (Pontiac Grand Prix), 95 laps;
4, Dale Earnhardt (Ford Thunderbird), 95 laps;
5, Neil Bonnett (Ford Thunderbird), 95 laps;
6, Roy Smith (Buick Regal), 94 laps;
7, Jody Ridley (Ford Thunderbird), 94 laps; 8, Mark Martin (Buick Regal), 93 laps, 9, Ron Bouchard (Buick Regal), 93 laps; 10, Jim Reich (Chevrolet Monte Carlo), 92 laps; etc.

Championship points: 1, Labonte, 1806 pts; 2, Darrell Waltrip (Buick), 1740; 3, Bobby Allison (Buick), 1730; 4, Dale Earnhardt, 1570; 5, Morgan Shepherd (Buick), 1564; 6, Benny Parsons (Pontiac), 1555; etc. **Next round:** Jun 20, Michigan.

MILWAUKEE CART

Go-go Gordon

Just a couple of weeks after winning the Indianapolis 500 for the first time in eight years, Gordon Johncock was at it again last weekend, claiming pole position for the Gould/Rex Mays 150 at the Wisconsin State Fairgrounds, Milwaukee and then dictating the pace of the race with his STP-Wildcat and ending up the winner by 11.8secs. If his win was popular, then so was the man who came in second, none other than Anthony Joseph Foyt, who stepped out of his car after the race looking as if he had hardly started, despite this being his first short-track race in 3 years.

Right from the start of the meeting, though, it was Johncock setting the pace, his Cosworth-powered Wildcat chassis coping well with the unbanked, 1-mile track and he eventually wound up qualifying on pole position with a new track record of 25.266s, averaging out at a speed of 142.884mph.

Rick Mears was also right on the pace with his Gould Charge Penske, lapping in 25.273s, while Mario Andretti in the second STP Wildcat, Pancho Carter (March 82C), Kevin Cogan (second works Penske) and Johnny Rutherford (Chaparral) all qualified beneath the latter's year-old record.

Cogan blotted his copybook again with a shunt after only four laps of practice on Thursday, so he had to rely on the team's last PC10 and was taking things relatively cautiously, while Rutherford qualified better than he has all season, running his Pennzoil-backed team's spare Chaparral fitted with a transverse Weissmann gearbox and a March-like rear suspension and wing arrangement.

Foyt didn't bother to arrive until the Friday but still settled quickly into the groove with his Gilmore Racing March and set seventh best time, just ahead of Tom Sneva, who wasn't at all happy with his Bignotti-Cotter Racing 82C.

It was Mears who got the drop on Johncock at the green flag, the Californian's Penske leaping into the lead, although it took Gordy just six laps to redress the balance, while Andretti then made it a Wildcat 1-2 on lap 12 when he also found a way by the Penske. At this stage, Carter, Foyt, Sneva and Rutherford were still all just about in touch, although Johncock was beginning to extend a slight advantage at the front.

The first round of pitstops began on lap 60, and most had already been in by the time Johncock peeled off on lap 68. Foyt, however, still ran on, and he enjoyed five laps in the lead before he came in, the Texan planning on running the whole race on just a single stop.

When the race settled down again, it was clear that both Carter and Andretti had had disastrous stops, the former's March having run out of fuel as he made for his pit and then refused to fire up, while Mario stalled his car when leaving. Both men lost several laps before rejoining.

This left Sneva now in third place, chasing Johncock and Mears, with Foyt there in fourth place and Rutherford the only other man unlapped. One of the best showings was put up by rookie Bobby Rahal, who had overcome an awful qualifying run to work his way up into the top ten before his March suffered a bent rear rocker arm.

Rutherford was the next in trouble, gearbox failure forcing him out after 77 laps, but the race was still on at the front and at quite a pace, too, as the 150-miler ran through without one single yellow flag.

On lap 117, Johncock, by now in control, lapped Mears, who made his second, very fast pitstop shortly afterwards, just taking on fuel. Johncock made his on lap 135 and he was then able to cruise home to the end, Mears being slowed by a down-on-power engine, thought to have been caused by an electrical fault.

Up into second place, though, came Foyt, who made it through on just that one fuel stop but still failed to oust Johncock, although Andretti was not so lucky, having to sit out the final few laps after using up his supply of fuel. He was eventually classified ninth.

Cogan put in a steady, no-nonsense run to take fifth place, four laps down, just ahead of Johnny Parsons's March.

GORDON KIRBY

MILWAUKEE (USA)
Jun 13
Gould/Rex Mays 150 CART/PPG Indy-car World Series, round 3
150 laps — 150 miles

1, Gordon Johncock (Wildcat-Cosworth Mk8B), 1hr 10m 52.69s, 126.987mph;
2, AJ Foyt (March-Cosworth 82C), 1hr 11m 04.49s;
3, Rick Mears (Penske-Cosworth PC10), 149 laps;
4, Tom Sneva (March-Cosworth 82C), 149 laps;
5, Kevin Cogan (Penske-Cosworth PC10), 146 laps;
6, Johnny Parsons (March-Cosworth 82C), 146 laps;
7, Geoff Brabham (March-Cosworth 82C), 145 laps; 8, Josele Garza (March-Cosworth 82C), 144 laps; 9, Mario Andretti (Wildcat-Cosworth Mk8B), 143 laps; 10, Howdy Holmes (March-Cosworth 82C), 141 laps; etc.

Championship points: 1, Mears, 80 pts; 2, Johncock, 64; 3, Roger Mears (Penske), 29; 4, Danny Sullivan (March), 28; 5, Cogan, 26; 6, Andretti, 24; etc. **Next round:** July 4, Cleveland.

MILWAUKEE FSV

Pimm's No 1

Former Formula Ford driver Ed Pimm scored his first Super Vee victory at Milwaukee last weekend, taking his Red Roof Inns Ralt RT5 to an impressive victory after a close tussle with Mike Andretti.

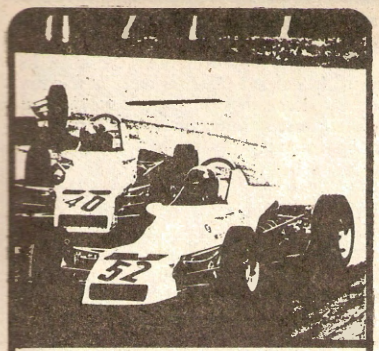
Pimm also qualified on pole position in a new record of 28.782s for the 1-mile track, although it was Andretti who showed first at the start. These two ran the first 42 laps in nose-to-tail formation before Pimm moved ahead following a yellow flag period. Soon afterwards, Andretti began to slow with a punctured right rear tyre and he lost three laps in the pits while a new wheel was fitted.

Rick Talbot took over from Andretti, finishing around 2secs down on the winner, with Greg Atwell and Mike Rosen next up. Interestingly, Jon Beekhuis qualified his new Argo a most promising fifth and went on to finish seventh, despite a spin in tandem with Davey Jones, who recovered slightly more quickly to take sixth.

GORDON KIRBY

MILWAUKEE (USA)
Jun 13
Robert Bosch/VW Super Vee Championship, round 4
62 laps — 62 miles

1, Ed Pimm (Ralt RT5), 34m 37.715s, 107.440mph; 2, Rick Talbot (Ralt RT5); 3, Greg Atwell (Ralt RT5); 4, Mike Rosen (Ralt RT5); 5, Bob Ciccone (Ralt RT5); 6, Davey Jones (Ralt RT5); etc.



National Races

KNOCKHILL

Obscured by clouds

The second SSCC meeting at Knockhill on Sunday June 6, was lucky to take place at all, as low cloud descended to ruin the morning practice and only rose sufficiently to allow five complete races, the meeting having to be abandoned midwav through the historic event.

Sharing the front row with Harry Simpson in the up to 1-litre GT race, Ian Forrest made a hesitant start with his Drambuie Davrian, allowing the Edinburgh Aluminium car away to an uncatchable advantage. Forrest, though, had fought his car up to second before the end of the lap, leaving Bob Milne to be overwhelmed by the Imp of Bill Donald. Behind, the chequered Imp of Adrian Hamilton ably fended off the Clan Crusader of Tom Paterson.

A somewhat hectic Formula Ford 10-lapper followed, led by the Reflex Racing PRS of Vic Covey, despite the close attentions of Ross Cheever, (Van Diemen) Roy Low and Peter Jamieson. By mid race, Low forced his PRS in front, but shortly afterwards retired with a badly smoking engine, this encouraged Cheever to renew his efforts on Covey, the pair easing away from the Forth Valley Travel PRS of Jamieson, in third.

John Fyda surged his Agra Mallock into its accustomed lead in the Clubman/Sports 2000 race, with John Clark relinquishing second to the Chevron of Lawrence Jacobsen, who soon inherited the front spot as Fyda, having no top gear, wisely retired, following an ominous protest from the gearbox. This elevated the Link 2000 of Richard Mitchell to third from the Elden of Martin Dunn, and the Mallocks of Jim Irwin and Gary McDonald.

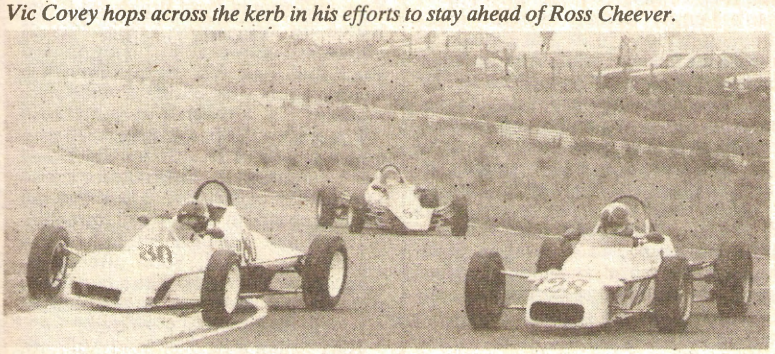
The GT race which followed was initially an Esprit benefit, led for most of the 10 laps by Ron Cumming in his white Brentwood Hotel version, from George Coghill with the Norfrost Hart-Esprit. The latter was suffering from bad understeer, resulting in agricultural excursions which earned him a black flag to remove the hay, and elevating John Bothamley and his Esprit into contention. Unfortunately, Cumming and Bothamley then had a coming together as the latter elbowed into the lead, causing some ill-feeling which was continued later in the paddock.

The Formula Ford final was held over a frantic 12 laps, with Roy Low pulling out a sizeable advantage in his PRS from a large field headed by Vic Covey who had to contend with a very on-form Stuart Roden, Peter Jamieson and Ross Cheever. All were intent on claiming second place, but the Reflex Racing driver kept his cool, reeling in Low to take the front, while Cheever shot into third as Jamieson and Roden tangled. Low then spun off on the next lap, as did Jamieson in sympathy, but by this time the race pattern was established with Covey a worthy winner from Cheever.

As the clouds lowered further, the Historic cars rumbled off led by the Elva FJ of Grant Stephen from the immaculate XK120 Jaguar of John Foster, with Bill Ness third in his Merlyn Mk1 and the silver HWM Jaguar of Kirk Rylands chased by Keith McLeod (MG). That was the order when the meeting was abandoned.

BILL HENDERSON

Vic Covey hops across the kerb in his efforts to stay ahead of Ross Cheever.



KNOCKHILL (GB), Jun 6, SSCC

GT Cars, up to 1000cc (10 laps): 1, Harry Simpson (1.0 Davrian), 10m 17.1s, 75.84mph; 2, Ian Forrest (1.0 Davrian), 10m 24.4s; 3, William Donald (1.0 Hillman Imp), 10m 40.2s; 4, Bob Milne (1.0 Imp), 10m 53.7s; 5, Adrian Hamilton (1.0 Davrian-Imp), 11m 01.0s; 6, Tom Paterson (1.0 Clan Crusader), 11m 02.8s. **Fastest lap:** Simpson, 1m 00.8sz, 76.97mph.

Formula Ford 1600 race (10 laps): Vic Covey (PRS 82F), 10m 25.9s, 74.77mph; 2, Ross Cheever (Van Diemen RF82), 10m 26.8s; 3, Peter Jamieson (PRS 80F), 10m 37.0s; 4, Chris D'Agostino (PRS 80F), 10m 45.7s; 5, John Dunn (PRS RH01), 10m 46.4s; 6, William Rose (Royale RP26), 10m 47.3s. **Fastest lap:** Roy Low (PRS RH01), 1m 00.7s, 77.1mph.

Clubmans and Sports 2000 race (10 laps). 1, Lawrence Jacobsen (2.0 Chevron B52), 10m 13.2s, 76.32mph; 2, John Clark (2.0 Chevron B54), 10m 21.6s; 3, Richard Mitchell (2.0 Link S2000), 10m 36.1s; 4, Martin Dunn (2.0 Elden S2000), 10m 36.4s; 5, Jim Irwin (1.6 Mallock U2 Mk16), 11m 05.6s; 6, Garry McDonald (1.6 Mallock U2 Mk16), 11m 10.3s. **Fastest lap:** John Fyda (1.7 Mallock U2 M24), 58.2s, 80.27mph.

GT Cars, over 1000cc (10 laps): 1, John Bothamley (2.0 Lotus Esprit), 9m 49.4s, 79.40mph; 2, Ron Cumming (1.8 Lotus Esprit), 9m 53.2s; 3, Eric Munnoch (3.5 Stiletto Imp-Rover), 10m 37.0s; 4, Hugh McKinnon (1.2 Davrian), 9 laps; 5, George Coghill (2.0 Lotus Esprit-Hart), 9 laps; 6, Graham Stupple (1.3 Marcos GT), 9 laps. **Fastest lap:** Bothamley, 56.4s, 82.98mph.

Formula Ford 1600 race (12 laps): 1, Covey, 12m 27.6s, 75.12mph; 2, Cheever, 12m 30.2s; 3, Low, 12m 32.6s; 4, Stewart Roden (Van Diemen), 12m 34.4s; 5, Jamieson, 12m 39.3s; 6, Rose, 12m 45.8s. **Fastest lap:** Roden, 1m 00.6s, 77.23mph.

SILVERSTONE

More Mauricio

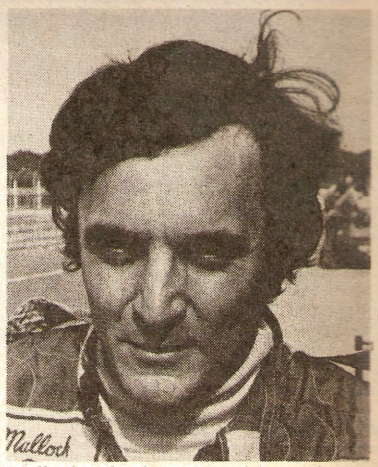
The BRDC's full supporting programme of races at Silverstone last weekend was nothing if not action-packed. Best of them all was probably the tricentrol saloon encounter (see page 34), although the first round of the RAC British FF1600 Championship provided a typically thrilling race, at least for second place. Mauricio Gugelmin, however, swiftly detached himself from the dicing group and pulled away to a copybook victory.

The previous day saw qualifying for all races as well as a couple of Pre-74 FF1600 heats. Both were run in wet conditions, although both were nevertheless close-fought. In the first 7-lapper, Mike Jordan took his Van Diemen-nosed, ex-Andy Wallace Hawke DL11 through into the lead and held it there, despite close attentions of the more experienced Brian Songhurst (John Kimpton Racing Dulon).

The second race was held in drier conditions and proved an even better race with Peter Hancock, Peter Rogers (Merlyns), Ian Millward (Lola), Chris Woodcock, Gareth Lloyd (Dulons) and Steve Bradley (Van Diemen) scrapping amongst themselves. Unfortunately, Hancock retired from the lead after four laps with mechanical maladies, while Millward had already spun out at Becketts, so it was 19-year old Rogers who emerged ahead at the end, scoring a most accomplished victory from the much more experienced Woodcock, Bradley, who leads the series, and Lloyd.

Sunday's proceedings commenced with a Tricentrol Clubmans round, although this had to be red-flagged immediately after the start following a nasty start-line shunt. Chris Hodgetts, from pole position, moved only a few yards before suffering yet another half-shaft breakage on his JB Racing/Jaxa Paints Mallock U2, and Richard Groombridge, flying through from the back of the grid, found himself unsighted and crashed heavily into the stationary car. The officials quite rightly stopped the race, although almost the entire field chose to ignore the flags and proceeded at only slightly reduced pace through the area of the incident. All drivers received stern words afterwards from Pierre Aumonier. At the restart, Richard Mallock leapt from row two to lead in Creighton Brown's usual, works-prepared U2, pulling out a clear lead over the rest. Will Hoy outbraked a whole bunch of cars at Woodcote in superb style to claim second place, having started well down the field after the wet practice session, but could make only a slight impression upon Mallock, who went on to take the flag after an excellent drive. David Harrington finished a distant third in his L & R Commissioning U2, while Jon Britton just scraped home fourth after a race-long tussel with Callum Macgregor's older U2, Jim Yardley's Beagle and the U2s of Gareth Chapman and Paul Gibson. In class B, Vernon Davies guested in the works Mallock to lead the early laps but was then overhauled by Alex Moss, making a welcome return to the fray. In the closing laps, both were being caught rapidly by Malcolm Jackson, although time just ran out for the Warwickshire driver and he had to settle for third in class.

Practice for the Sponsorship Promotions-supported first round of the RAC British FF1600 series saw Julian Bailey's Racing for Britain Lola T640 on pole



Mallock — back in 'Benny' Brown's U2.

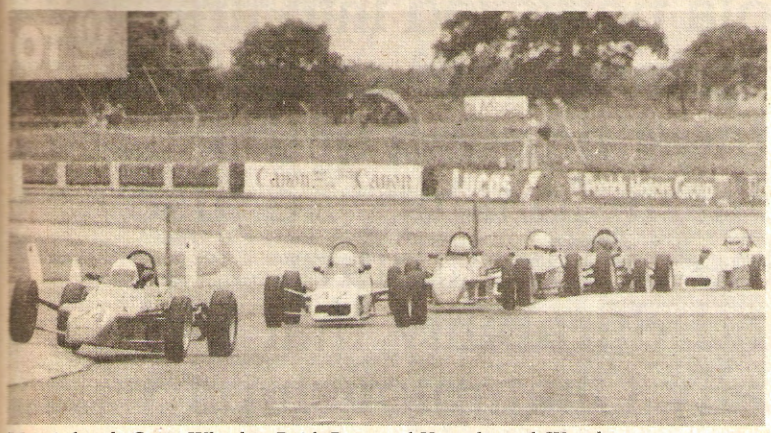
position, flanked by Mauricio Gugelmin's Van Diemen and Rick Morris in Keith Fine's usual Royale, all three of them combining their day's work with a Townsend Thoresen round at Brands Hatch. Gugelmin leapt away into the lead from Morris, but Bailey was engulfed by the pack, struggling to find gears. At the end of the opening lap, Bjorn Langrekken desperately late-braked his way to the front of the group battling for second. Gugelmin could have asked for nothing better, as the wayward Norwegian held up the main pack and allowed his Brazilian team-mate to establish himself in the lead.

The main attention, though, was focused upon a tremendous scrap for second involving Langrekken, despite a big moment at Stowe on lap 2, the Royales of Morris and David Wheeler, the Van Diemens of David Hunt, Andy Wallace, Gianfranco Cané and Anthony Reid and the Lolas of a recovered Bailey, Mark Peters and John Pratt. It was enthralling stuff. Lap 7, unfortunately, saw the demise of Bailey at Stowe after a coming-together with Cané, while the Mexican lasted only as far as Woodcote before again tangling with another car and vaulting away into the unyielding barriers. The yellow flags came out as a bewildered Cané was extracted from his car, although the second-placed group seemed to take very little notice as they all swept past a lap later.

As expected, the outcome of the battle was not resolved until the final tour, when Langrekken took over the position at Stowe and, against the odds, held it to the flag to be followed very closely by Wallace, Morris, Hunt, who had slid a bit wide at Club, Pratt, Reid, Wheeler and Peters, although Reid was later penalised for having missed out the chicane on one lap.

The British Sports 2000 race was very tame in comparison. Mike Taylor, his Royale now handling completely to his liking once again, romped away from pole position and the only real interest surrounded a battle for second between Richard Eyre, who made a very good start in his Tiga, and Frank Sytner, making a comeback to the category in a Richard Dutton-run Royale. Try as he did, though, the Nottingham man was unable to find a way past. Jeremy Rossiter ran a fairly lonely fourth, his Spax-car still not handling totally to his liking on fast corners, while John Webb took a distant fifth in his Tiga.

After the two main races of the day, for F3 and Tricentrol Saloons, the Pre-74 FF1600 boys emerged for their 10-lap final. Mike Jordan led away in his Peter Harris-prepared Hawke but had to give best at Woodcote both to Bradley, who slipped through very neatly on the inside, and Rogers. For most of the race, these three circulated in fairly close company before Bradley established the superior-



Morris heads Cane, Wheeler, Reid, Pratt and Hunt through Woodcote.

SILVERSTONE (GB), Jun 12/13, BRDC

Pre-74 Formula Ford 1600, Heat One (7 laps): 1, Mike Jordan (Hawke-Peter Harris DL11), 14m 34.88s, 84.45mph; 2, Brian Songhurst (Dulon-Minister MP15), 14m 35.12s; 3, Peter Lawrence (Royale-Hansen RP3A), 14m 49.55s; 4, Neil Crocker (Hawke DL11), 15m 29.44s; 5, David Porter (Elden-Chamberlain Mk10C), 15m 33.45s; 6, P N Crooks (Palliser-Scholar WDF3), 15m 41.93s. **Fastest lap:** Songhurst, 2m 03.40s, 85.54mph **(establishes record).**

Pre-74 Formula Ford 1600, Heat Two (7 laps): 1, Peter Rogers (Merlyn-Hansen Mk20A), 14m 11.91s, 86.73mph; 2, Chris Woodcock (Dulon-Auriga MP15), 14m 12.08s; 3, Steve Bradley (Van Diemen-RS Engines FA73), 14m 12.20s; 4, Gareth Lloyd (Dulon-Rowland MP15), 14m 13.51s; 5, Chris Wittingham (Dulon-Minister MP15), 14m 55.26s; 6, Simon Drake (Dulon MP15), 14m 58.90s. **Fastest lap:** Bradley, 1m 57.23s, 90.04mph **(record).**

Tricentrol Motor Corporation Clubmans Sports Championship race (10 laps) — overall and fully-modified class: 1, Richard Mallock (1.7 Mallock U2-Hart Mk24), 15m 19.88s, 114.75mph; 2, Will Hoy (1.7 Mallock U2-Chamberlain Mk20B), 15m 23.17s; 3, David Harrington (1.7 Mallock U2-Nicholson-McLaren Mk21), 15m 31.42s; 4, Jon Britton (1.7 Mallock U2-Chamberlain Mk21), 15m 43.94s. **Fastest lap:** Hoy, 1m 30.56s, 116.55mph. **Formula Ford-engined class:** 1, Alex Moss (Mallock U2-Minister Mk21), 102.15mph; 2, Vernon Davies (Mallock U2-Nelson Mk21); 3, Malcolm Jackson (Mallock U2-Jackson Mk20B). **Fastest lap:** Jackson, 1m 40.71s, 104.81mph.

Sponsorship Promotions/RAC British Formula Ford 1600 Championship race (10 laps): 1, Mauricio Gugelmin (Van Diemen-Auriga RF82), 17m 03.33s, 103.15mph; 2, Bjorn Langrekken (Van Diemen-Auriga RF82), 17m 14.76s; 3, Andy Wallace (Van Diemen-Minister RF82), 17m 14.82s; 4, Rick Morris (Royale-Auriga RP31M), 17m 14.94s; 5, David Hunt (Van Diemen-Auriga RF82), 17m 15.35s; 6, John Pratt (Lola-Scholar T640E), 17m 16.14s. **Fastest lap:** Langrekken, 1m 40.91s, 104.60mph.

British Sports 2000 Championship race (12 laps): 1, Mike Taylor (Royale-Nelson S2000M), 19m 23.27s, 108.88mph; 2, Richard Eyre (Tiga-Nelson SC81), 19m 26.88s; 3, Frank Sytner (Royale-Neil Brown S2000M), 19m 27.24s; 4, Jeremy Rossiter (Royale-Neil Brown S2000M), 19m 52.57s; 5, John Webb (Tiga-Adelphi SC81), 19m 54.21s; 6, Alan Sidorov (Lola-Titan T592), 20m 02.41s. **Fastest lap:** Sytner, 1m 35.79s, 110.19mph.

Pre-74 Formula Ford 1600 Championship race, final (10 laps): 1, Bradley, 17m 55.11s, 98.18mph; 2, Rogers, 17m 59.80s; 3, Jordan, 18m 02.53s; 4, Lawrence, 18m 08.63s; 5, Lloyd, 18m 12.90s; 6, Woodcock, 18m 13.12s. **Fastest lap:** Bradley, 1m 45.93s, 99.64mph **(record).**

Lucas CAV Production Sports Car Championship race (10 laps) — overall and over 2500cc: 1, Malcolm Paul (3.5 Morgan Plus 8), 18m 37.35s, 94.44mph; 2, Tony Lanfranchi (2.0 Porsche 924 Carrera GT), 18m 51.66s; 3, Chris Ashmore (3.0 Porsche 911SC), 19m 20.90s; 4, Trevor Lewis (2.2 Lotus Esprit Turbo), 19m 53.83s. **Fastest lap:** Steve Cole (3.5 Morgan Plus 8), 1m 49.25s, 96.61mph **(record), 1501-2500cc:** 1, Richard Morrant (2.5 Triumph TR6), 84.38mph; 2, John Stenning (1.6 Caterham Super 7); 3, Maynard Soares (1.6 Caterham Super 7). **Fastest lap:** Morrant, 2m 02.01s, 86.51mph **(record). Up to 1500cc:** 1, Ian Jacobs (1.5 Matra Simca Bagheera S), 81.37mph; 2, Bruce Kennedy (1.5 Fiat X1/9); no other finishers. **Fastest lap:** Kennedy, 2m 07.72s, 82.64mph.

SNETTERTON (GB), Jun 13, BARC

Oceanair Clubmans Sports Championship race (10 laps): 1, Martin Wood (Mallock U2-Nelson Mk22), 12m 40.5s, 90.74mph; 2, Peter Clark (Mallock U2-Close Mk 18), 12m 40.8s; 3, Dave Orchard (Centaur-Chamberlain Mk 14X), 12m 57.8s; 4, Ian Negson (Mallock U2 Mk18BW), 13m 23.2s; 5, Guy Binns (Mallock U2-Chamberlain Mk 20/21), 13m 28.5s; 6, Ray Brooks (Gryphon C4A), 13m 29.7s. **Fastest lap:** Clark & Wood, 1m 14.2s, 93.00mph.

'Champion of Snetterton' Formula Ford 1600 championship race (10 laps): 1, Simon Davey (Van Diemen-Alan Smith RF78/79), 12m 30.8s, 91.91mph; 2, Gary Evans (Van Diemen-Minister RF82), 12m 33.3s; 3, Ross Cheever (Van Diemen-Scholar RF82), 12m 39s; 4, Bernard Horwood (Van Diemen-Minister RF81), 13m 06.3s; 5, Malcolm Campbell (Van Diemen-Scholar RF82), 13m 07s; 6, Jeremy Ewen (Van Diemen-Auriga RF81), 13m 08.1s. **Fastest lap:** Davey 1m 13.5s, 93.89mph.

BARC Formule Libre challenge round (10 laps) — overall: 1, John Travis (March-Hart 792), 11m 34.8s, 99.32mph; 2, Keith Corridon (Lyncar-Cosworth 79A), 11m 36.6s; 3, John Lowe (March-Volvo 773), 11m 49.8s; 4, Peter Bell (Dulon-Auriga MP20), 12m 34.4s. **1601cc & over:** 1, Travis, 2, Bell. **Fastest lap:** Andy Barton, (March-Hart 802), 1m 04.5s, 106.99mph **(record). Up to 1600cc.** 1, Corridon; 2, Lowe. **Fastest lap:** Corridon, 1m 07.3s, 103.09mph **(record).**

MGCC MG Midget championship race (12 laps) — overall & modified class: 1, Steve Everitt, 15m 27.1s, 89.33mph; 2, Tim Cairns, 15m 27.5s; 3, Barry Rogers, 16m 03.4s; 4, Geoff Weeks, 16m 27.2s; 5, John Gallagher, 16m 28.9s; 6, Edward Reeve, 16m 50.4s. **Fastest lap:** Everitt, 1m 14.8s, 92.26mph. **Standard class:** 1, Robert Nettleton, 15m 34.3s, 76.35mph; 2, Simon Croydon-Flower, 16m 56.3s; 3, Andy Mathew, 15m 34.7s. **Fastest lap:** Nettleton, 1m 28.7s, 77.80mph.

Muraspec Formula 4 championship race (10 laps): 1, Brian Turner (BTC-Ford 004), 11m 34.5s, 99.37mph; 2, John Brown (Delta-Hartwell 804), 12m 08.9s; 3, Max Samuel-Camps (Ralt-Ford RT1), 12m 11.1s; 4, Paul Tickner (March-Allan 713), 12m 20.7s; 5, Len Fletcher (March-Hartwell 773/4), 11m 38.5s; 6, Vivien West (Delta-Allan IRF4), 12m 32.8s. **Fastest lap:** Turner, 1m 08.2s, 101.19mph **(record).**

P&O Ferries Formula Ford 1600 championship race (12 laps): 1, Beat Jans (Van Diemen-Auriga RF81), 15m 03.2s, 91.69mph; 2, Dougie Spencer (Van Diemen-Scholar RF82), 15m 03.3s; 3, Kevin Haddock (Sparton-Scholar FF82), 15m 04.5s; 4, Gary Evans (Van Diemen-Minister RF82), 15m 05.3s; 5, Ross Cheever (Van Diemen-Scholar RF82), 15m 05.8s; 6, David Button (PRS-Scholar 82F), 15m 10.8s. **Fastest lap:** Button, 1m 13.2s, 94.28mph.

Gates Varley Monoposto championship race (10 laps) — overall and class A: 1, Kenny Stone (March-Ford/Thorpe 74B), 11m 23.8s, 100.92mph; 2, Terry Mills (March-Performance Services 773), 11m 32.9s; 3, John Holroyd (GRD 373), 12m 08.9s; 4, Paul Tickner (March-Allan 713), 12m 09.2s. **Fastest lap:** Mills, 1m 06.5s, 103.78mph **(record). Class B:** 1, Francis Phillips (Supernova-Aldon BH3-004), 12m 34.7s, 91.44mph; 2, David Cox (Ensign LNF3), 11m 56s; 3, Richard Welsh (Hawke DL16/W), 12m 21.8s. **Fastest lap:** Phillips, 1m 13.9s, 93.39mph **(establishes record).**

ity of his ex-Donald Macleod Van Diemen and pulled out a few seconds over the impressive Rogers, with Jordan, having his first race of the year, not far back in third.

The final race of the day, for Lucas CAV Sportscars, saw only 13 starters but did prove quite enertaining. For half of the race, Steve Cole's Lyster Oil Morgan held a fairly small lead over Malcolm Paul's similar car, although Cole's 100% record this year then came to an end as his engine lost its fan belt and overheated. Thus, Paul cruised away on his own, well clear of Tony Lanfranchi's lovely AFN Porsche 924 Carrera and the 911SC model of Chris Ashmore. The main attention, however, was directed towards another super B-class battle, with 22-year old Richard Morrant performing wonders in his Triumph TR6 against the Caterham Super 7s of Gary White and John Stenning. On lap 4, Morrant and White arrived at Woodcote side-by-side, the TR just braking late enough to claim the line for the corner until a slight nudge from White saw both cars spinning out. White then spun again at Copse before calling it a day, but Morrant charged back into contention, taking Stenning with three laps to go and recording a class win in only his second ever race. Ian Jacobs once again won the smallest class in his pretty Matra, aided when Nick Emmony's Midget spun off on the first lap.

JEREMY SHAW

SNETTERTON

Unbeatable Beat

The BARC ran seven races at Snetterton last Sunday in their usual efficient and compact style. These were predominantly for single seaters; without any saloon cars on the programme. Once again this season, the organisers were beset with a low turnout — only the Monoposto and Midget categories could master anything close to a full grid. Despite this and the distinctly unfriendly weather that prevailed, the meeting was a success for there was a good quota of close and exciting racing for competitor and spectator alike to savour.

Heavy showers interspersed the morning practice sessions but by the time the contenders for the Oceanair Clubmans Sports qualifier assembled on the grid to open the racing, the rain had abated and the track was drying. Black clouds, however, still menaced. Against this dark background, Martin Wood and Peter Clark staged a re-run of the absorbing tussel they had with their Mallocks at the circuit two weeks earlier. The pair were equally matched for pace although Wood again appeared to have an edge in the first few laps which once more meant that Clark had the role of pufsuer. On lap 7 Clark found a gap on the inside as they rounded the long Coram curve to lead through Russell, Wood pulled alongside and they crossed the start/finish line abreast; Martin nosed ahead but amazingly at Riches Peter again held the advantage. One lap later Wood's effort came when they were much closer to the corner and he was through with no chance for Clark to retaliate. At the close Wood again took the chequered Flag; the margin a scant 0.3sec. Dave Orchard (Centaur) was a lonely third after John Watson (Mallock), who had been his close challenger, spun and was forced to pit to remove a damaged nose section.

Simon Davey increased his lead in the Champion of Snetterton FF series with another win in his Van Diemen. Davey led all the way and was relieved that he could put his car away undamaged and leave for a holiday the next day without thoughts of rebuilding when he returns just before the next round; for latterly the championship had included some damagingly close contests.

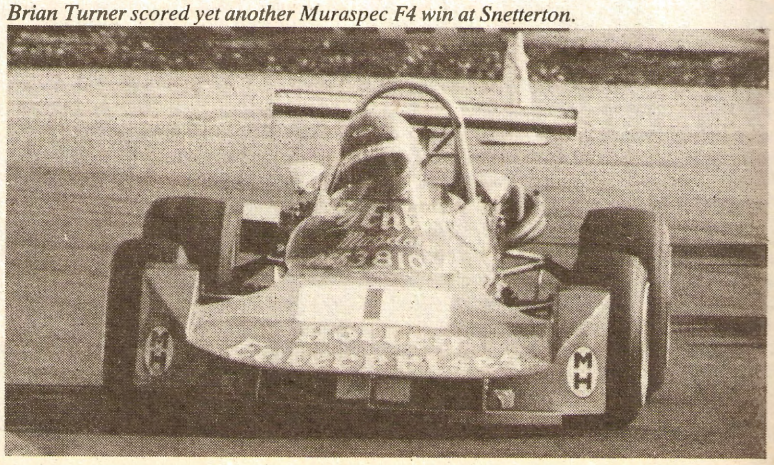
Gary Evans held second spot, his Rushen-Green prepared Van Diemen not handling well as there had been insufficient time to fully restore it after a practice off. Ross Cheever, younger brother of Grand Prix driver Eddie, was learning all the way in third spot though on his first visit to the Norfolk venue.

Next came a BARC *Forumule Libre* challenge race that attracted five starters. Keith Corridon kept his F Atlantic Lyncar ahead of John Travis's F2 March until the penultimate lap when Travis swept past on the Revett straight. Third place man, John Lowe, inadvertently played a part in deciding the outcome of this dispute; for two corners later his unique Volvo-engined March was lapped and allowed Travis through but badly delayed Corridon so that the expected retaliation did not materialise.

Andy Barton had travelled to East Anglia for the first time in nine years but sadly his F2 March expired on the warm-up lap. Barton trickled back to the pits and after seven of the race's 10 laps had been run he fired up and entered the fray to establish a new *Libre* lap record — small compensation but a fitting reward for a gallant effort.

A superb three-cornered fight for the lead was the feature of the MG Midget championship round. Usually in the order Peter Nott, Tim Cairns and Steve Everitt, the leading trio raced closely, swopping places at the most unlikely points on the circuit. In among the many slower cars they were even more spectacular. At two-thirds distance Cairns was leading and as Everitt attempted to further demote Nott at Riches, Peter ran wide and hit the tyre barrier hard. Everitt then quickly closed the gap to Cairns and on the last lap the two raced from Riches to Sear side-by-side. Cairns led on the Revett straight, but at the complex it was Everitt, an advantage he held to the line. Robert Nettleton, eighth overall, was the ▶

Brian Turner scored yet another Muraspec F4 win at Snetterton.



When Hannu Mikkola powered into first place in the Scottish rally in his Pirelli-shod Audi Quattro, he not only won the 4th round of the Rothmans British Open Championship, he also proved, yet again, the value of Pirellibility.

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SNETTERTON continued

victor in the road-going class well clear of Simon Croydon-Fowler who had duelled with Jon Simpson for much of the distance.

Brian Turner dominated the Muraspec F4 qualifier to win by over half a minute. Although he had no one to race against, Brian pressed on all the way and set a new lap record with his BTC. Far behind, Rob Moores (Chevron), John Brown (Delta) and Max Samuel-Camps (Ralt) disputed the runner-up slot, the position finally going to Brown, after Moores ran out of road at Coram on the last lap.

Suprisingly, with a round of the RAC FF1600 championship being held at Silverstone, there were rounds of the other two major series for the formula on the same day. Snetterton's P&O round suffered only in that the leading runners were absent and nothing was lost in the way of the intensity of competition. Six cars figured in the front-running group; the works Van Diemen of Beat Jans, the similar but private cars of Dougie Spencer, Gary Evans and Ross Cheever along with the PRS of David Button and the Sparton of Kevin Haddock. For most of the time, including the all-important final tour, the Swiss Jans led to record his first ever FF win. Interestingly, a study of the lap times showed that the other five cars in contention all lapped quicker than Jans who was weaving on the pit straight in his efforts to stay ahead. Eventually the order behind Jans resolved itself with Spencer second 0.1s behind, Haddock a fine third as his car appeared to lack the straight-line speed of the rest, Evans, his car's handling still not right, Cheever, still learning and Button, who spun out of second spot at half distance.

The large field of Monoposto cars were disappointing in that they produced a processional race for Gates-Varley points. Out front Kenny Stone (March) was challenged only briefly when Terry Mills (March) caught him napping as they threaded through the slower cars while lapping them. Mills then missed a gear and the chance was gone. In fact Terry indulged in a huge spin at Riches late in the race but still finished second. Third was poleman John Holroyd (GRD) but only just from Paul Tickner whose March qualified for both Monoposto and F4. Fifth was the FF-engined class winner Francis Phillips whose Supernova amazingly lasted the distance with a very smokey engine to finish well ahead of his nearest class rival.

ANDY LEEDER

OULTON PARK

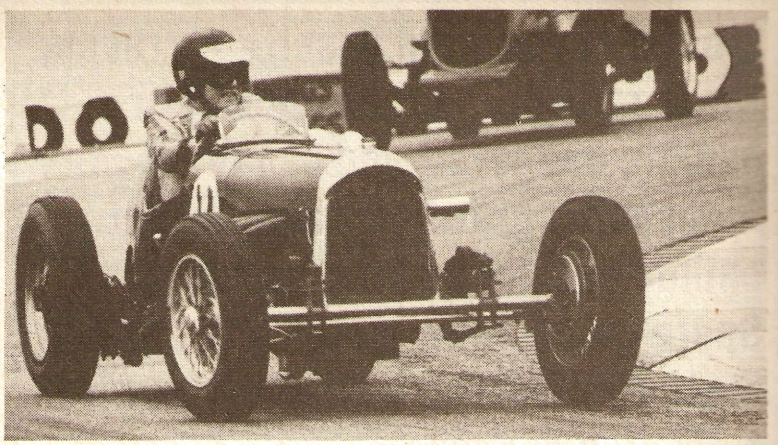
Historic Humphrey

ERA R11B, whose long racing career has involved many famous drivers, notably Ken Wharton, took Martin Morris to his, and the car's, eighth Richard Seaman Memorial Historic Trophy win at Oulton Park on Saturday. Morris, who calls the car Humphrey, apparently, gained the lead when Patrick Lindsay retired with electrical problems in ERA R5B, Remus. Later in the day, Remus was to suffer a massive accident in the Allcomers race from which, mercifully, the driver was fortunate to escape without serious injury despite his car being very badly damaged. Young Tim Llewellyn took the Seaman Vintage Trophy after a spirited drive in his huge 8.3-litre Bentley, challenged only by Ron Footitt in the AC/GN Cognac Special.

To many, the Richard Seaman Memorial Trophies meeting at Oulton each June is the highlight of not only the circuit's calendar but also that of the organising club, the VSCC, and as always the day opened with a five-lap handicap for a mixed field of cars. This time, the handicappers didn't quite manage to produce the massed finish they aim for, R Dean's Alvis Silver Eagle and the MG's of D Cotter and B Foster making the most of their opportunity to take the first three places. Donald Ulph's Austin Seven and David Hine's Lagonda LG45 managed to reach fourth and sixth places respectively from later starts.

A good field of 500cc Formula 3 cars assembled for an 8-lap scratch race and, while half of them dropped by the wayside, J Turner charged through the field to win after missing the official practice session. Early leader, P Schroeder held on to second place until he dropped out on the last lap and R Warr spun his cooper Mk VI out of second place on the opening lap. I Frost's Martin-Norton prevented a complete Cooper domination but lost the third place which he held, first to E Lewis's Cooper MkVIII and then to the battling pair of D Price and R Wright. Turner's fastest lap was no less than 2.7secs inside the old class lap record.

In the first of the day's major events, Ron Footitt got the Cognac Special away very smartly but, by Foster's, Tim Llewellyn had taken the lead in his 8-litre



Ever competitive, Ron Footitt was on form with the Cognac Special.

engined Bentley 3-litre. Peter Morley was in third place in the Napier-engined Bentley followed by Hamish Moffatt, winner of this event for the last two years in the Bugatti T35B, and two more Bentley's in the hands of Keith Schellenberg and Gordon Russell.

Footitt retook the lead for a few laps before being out-braked by the Bentley coming into Lodge for the sixth time. Llewellyn then proceeded to pull away slightly from the AC/GN, the Bentley sliding round Lodge with its tyres smoking and its lap times within a whisker of the vintage record set by Freddie Giles in the Cognac Special which now pursued it. Just before half-distance, Moffatt retired his smoking Bugatti leaving Schellenberg to close on and eventually pass Morley while, at the same point, Giles retired his GN Morgan from eighth place with a misfiring engine.

A five lap scratch race featured a very entertaining race-long duel between John Seber's Wolseley Hornet and C Hudson's Aston Martin Ulster at the completion of which the time-keepers were unable to separate them although the Wolseley was very slightly ahead at the line. R Campbell's Austin Fiat left the circuit on the opening lap while challenging Seber for the lead, recovered and then galloped up the lap-charts to finish third.

A superb line-up of ERA's assembled for the Seaman Historic race, only R4A being a non-starter due to its driver, Sir John Venables Llewellyn, being ill. Donald Day in R14B sprang into the lead at the start but Pat Lindsay was in front within half a lap and Day had Martin Morris close on his tail. Both Lindsay and Morris had won this event seven times each and were clearly going to fight this one out between them because, by three laps, Morris had moved past Day and was striving to close the gap on Lindsay.

Willie Green was in fourth place on his own, whereas fifth place was being hotly disputed by Bill Morris in R12B and Brian Classic in R2A. Footitt was next up and the first non-ERA, but he was to be passed before the end by Rodney Felton's Alfa Romeo and Patrick Marsh in ERA R1B, the ex-Seaman car which was also raced by Billy Cotton.

Martin Morris had pulled clear of Day and was gradually closing the gap on Lindsay. Remus, however, was going beautifully and had lapped 0.3secc inside his own lap record but then it all turned sour and a low tension lead broke on the magneto, forcing Lindsay to pull off at The Avenue with under two laps left. Thus it was Morris and R11B who took the flag ahead of Day, the battling Bill Morris and Classic, Felton and Marsh, Green having stopped at about the same time as Lindsay when a bearing seized on ERA R4D.

Mike Quartermaine's Vauxhall 30/98 lost the lead on the road to Campbell's Austin Fiat in the six-lap Handicap race which followed as these two approached Lodge for the last time. However, it was Walker's Alvis Speed 20 which took the honours, thanks to starting with one lap already credited to it.

The Allcomers Race, sponsored by the Cheshire Building Society, saw Bruce Halford on pole in his Lotus 16 which led away at the start followed by Patrick Lindsay, who had overcome his earlier electrical troubles, Roddy MacPherson in his Cooper Bristol and Donald Day's ERA. Halford may not have been driving flat out exactly but Lindsay, who was keeping ERA R5B on the tail of the little Lotus was certainly serious, these two pulling clear of MacPherson who, in turn, was soon comfortably ahead of Day. Willie Green did not have the Bamford Ferrari Dino in which he was entered but, instead, took over the wheel of Peter Mann's ERA R9B and was in fifth place just ahead of A Rothschild's Maserati 250F, Alan Cottam in Barry Simpson's Cooper Bristol and David Vine's Cooper.

Lapping even faster than in the Seaman Historic race — his best time was a full second inside his old lap record, being 1m 12.6s — Lindsay took the lead from Halford at about half way. The Lotus and ERA put on a superb display of close driving until, with Halford back in front, they came to lap a group of slower cars at Druids on lap 11. As they divided to find their separate ways through this group, the ERA's rear wheel rode over the wheel of one of the slower cars and Lindsay and Remus were launched at frightening speed almost head-on into the barrier. Lindsay was removed to hospital for a thorough examination but was believed to have suffered only brusing in the impact which severely damaged the ERA and left methanol pouring from its split tank.

While the race was rather dampened by this incident, Halford went on to win from MacPherson and day, both of whom lapped inside their existing class records, the ERA having fought off a strong challenge for third place from Rothschild's Maserati. Cottam claimed fifth place ahed of Green and Vine with Gerry Walton, the sole Connaught representative, next up. Guy Smith's Frazer Nash, which had been one place behind the Connaught, was eliminated in Lindsay's incident.

A further five-lap handicap, won by G Walker, preceded the final event, the traditional five-lap handicap for everything from road-going vintage sports cars to ERA's and Cooper Bristols. The MG KN Special of R Sweet defeated the best intentions of the handicappers and emerged as the winner but Roddy MacPherson was less than 5secs behind and separated from the winner by Cottam, out again in Simpson's Cooper Bristol.

PETER MCFADYEN

OULTON PARK (GB), June 12, VSCC

Handicap race (5 laps): 1, R Dean (2.4 Alvis Silver Eagle), 8m 57.6s, 57.52mph; 2, D Cotter (847 MG J2), 8m 59.2s; 3, B Foster (747 MG Montlhéry), 9m 02.9s; 4, D Ulph (750s/c Austin Seven), 9m 16.1s. **Fastest lap:** D Hine (4.5 Lagonda LG45), 1m 31.4s, 65.15mph.

Scratch Race for 500cc Racing Cars (8 laps): 1, J Turner (Cooper MkIX), 11m 32.0s, 68.84mph; 2, E Lewis (Cooper MkVIII), 12m 17.9s; 3, D Price (Cooper MkVIII), 12m 25.4s; 4, R Wright (Cooper MkV), 12m 26.0s. **Fastest lap:** Turner, 1m 23.6s, 71.22mph **(record).**

Richard Seaman Memorial Vintage Trophy race (16 laps): 1, Tim Llewellyn (8.3 Bentley 3/8), 21m 21.5s, 74.34mph; 2, Ron Footitt (2.0 AC/GN), 21m 28.2s; 3, Keith Schellenberg (4.4 Bentley 3-litre), 15 laps: 4, Peter Morley (24.0 Bentley Napier), 15 laps; 5, Dick Smith (1.5 Frazer Nash Meadows), 15 laps; 6, Gordon Russell (8.0 Bentley 8-litre), 15 laps. **Fastest lap:** Llewellyn, 1m 18.6s, 75.76mph.

Scratch Race (5 laps): 1, J Seber (1.6 Wolseley Hornet), 7m 41.2s, 64.55mph; 2, C Hudson (1.5 Aston Martin Ulster), 7m 41.2s; 3, R Campbell (1.1 Austin Fiat), 8m 01.8s; 4, D Rawson (748 Austin 7), 8m 04.3s. **Fastest lap:** Hudson and Campbell, 1m 29.8s, 66.31mph.

Richard Seaman Memorial Historic Trophy race (16 laps): 1, Martin Morris (2.0s/c ERA), 20m 05.0s, 79.06mph; 2, Donald Day (2.0s/c ERA), 20m 39.2s; 3, Bill Morris (1.5s/c ERA), 21m 15.7s; 4, Brian Classic (1.5s/c ERA), 21m 16.3s; 5, Rodney Felton (2.6s/c Alfa Romeo Monza), 21m 19.4s; 6, Patrick Marsh (1.5s/c ERA), 15 laps. **Fastest lap:** Patrick Lindsay (2.0s/c ERA), 1m 13.3s, 81.23mph **(record).**

Handicap race (6 laps): 1, H Walker (2.8 Alvis Speed 20), 9m 30.9s, 57.71mph; 2, R Campbell (1.1 Austin Fiat), 9m 45.6s; 3, M Quartermaine (4.3 Vauxhall 30/98), 9m 47.2s; A Smith (1.5 Frazer Nash Meadows), 9m 58.6s. **Fastest lap:** Smith, 1m 26.1s, 69.16mph.

The Cheshire Building Society Allcomers race (16 laps): 1, Bruce Halford (2.5 Lotus 16), 20m 25.6s, 77.73mph; 2, Rodney Macpherson (2.0 Cooper Bristol MkII), 20m 40.7s; 3, Donald Day (2.0s/c ERA), 20m 42.6s; 4, Amschel Rothschild (2.5 Maserati 250F), 20m 48.0s; 5, Alan Cottam (2.0 Cooper Bristol Mk1), 21m 02.5s; 6, Willie Green (1.5s/c ERA), 16m 31.1s. **Fastest lap:** Halford, 1m 11.3s, 83.51mph.

Handicap race (5 laps): 1, G Walker (750 Austin 7), 9m 17.5s, 65.98mph; 2, A Smith (939 MG PB Midget), 9m 17.6s; 3, D Bensham (747 Austin 7), 9m 25.6s; 4, C Hancock (995 Fiat Balilla), 9m 26.1s. **Fastest lap:** D Smith (2.0 Frazer nash), 1m 34.7s, 62.88mph.

Handicap race (5 laps): 1, R Sweet (1.3s/c MG KN Special), 7m 28.6s, 67.88mph; 2, A Cottam (2.0 Cooper Bristol Mk1), 7m 30.2s; 3, R Macpherson (2.0 Cooper Bristol MkII), 7m 33.2s; 4, D Vine (2.0 Cooper Bristol), 7m 36.0s. **Fastest lap:** Macpherson, 1m 14.2s, 80.25mph.

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LYDDEN HILL

Newby's mark

The dust flew when the BP Superfind FF1600 contenders visited Lydden at the BARC L & HC Centre's second meeting of the season, Mark Newby surviving the spins and protests to win easily on a dry but cloudy day.

The opening BP heat saw Mark Newby (Royale RP31M) win fairly easily. His task was made easier when Steve Kempton (Royale RP29) and Kevin Warner (Sark 2) tangled entering the Elbow, terminating Warner's day there and then, Kempton continuing to qualify for the final. However, Kempton was protested by the Mike Boyd Maunsell team but this was thrown out on a technicality. Boyd Maunsell did not have a good day as his other car, a Tiga FF79 crewed by Rick Blakey, became a three-wheeler in practice, the fourth landing somewhere in the woods.

The second heat nearly saw a repeat when Paul Mather (Royale RP26) and John Penfold (Van Diemen RF81) also collided at the same place. Fortunately neither fell off and Penfold drew out a comfortable lead, with Mather in second, harried hard by Andy Middlehurst (Van Diemen RF82).

The third race was for FF1600, this time for the Marchant and Cox regulars. After Colin Stancombe (Royale RP26) rushed into the lead, the race was stopped when Nicholas Owen (Rostron CT4) was left stranded in mid-track at the hairpin after a collision with Alfonso Piccoli (Lola T540). At the restart, Stancombe did a repeat performance and won easily. Nigel Fright's well-driven old Rostron CT77 was second, pressured heavily by Dave Payne (Van Diemen RF80).

The fourth race for special saloons, production saloons and sports cars featured a splendid duel between the Imps of Brian Leonard and Michael Law, Leonard's blue version always having the edge. After retirements, Steven Harman's more normal looking Imp was third. Tim Dodwell's familiar Mini 1275GT beat Ken Pursey (MG Midget) for Production honours.

Due to the rigours of practice and previous races, the pre '74 FF1600 race had only 3 competitors. Dennis Humphries was, however, very happy to take a win in his attractive orange Jamun T3.

The BP final saw Mark Newby take a clear lead from the green light to win by over 5secs and strengthened his championship lead. Paul Mather was second, holding off Andy Middlehurst after an excellent fight. Protests were again levelled at Steve Kempton, this time by John Penfold, who was barged out of the way at the Hairpin. Kempton retired shortly after, though Penfold recovered to seventh.

The enjoyable meeting finished with a five-car *Formule Libre* race that was won at a canter by the red and white 1.6 March 77B of Colin Richardson from far-off Peebles. Melvyn Coon (Mallock U2) nipped past Tony Howard (Lola T580) at half-distance to finish in second place.

GRAHAM NIGHTINGALE



Mark Newby — Lydden winner.

LYDDEN HILL (GB), Jun 13, BARC (L&HCC)

BP 'Superfind' Formula Ford 1600, heat one (10 laps): 1, Mark Newby (Royale RP31M), 7m 57.5s, 75.39mph; 2, Martin Cooper (Royale RP26), 8m 02.8s; 3, Mark Tidman (Van Diemen RF82), 8m 04.3s; 4, Alfonso Piccoli (Lola T540), 8m 06.5s. **Fastest lap:** Kevin Warner (Sark 2), 46.4s, 77.59mph.

BP 'Superfind' Formula Ford 1600, heat two (10 laps): 1, John Penfold (Van Diemen RF82), 7m 52.0s, 76.27mph; 2, Paul Mather (Royale RP26), 7m 57.4s; 3, Andy Middlehurst (Van Diemen RF82), 7m 57.6s; 4, Martin Stretton (Royale RP31M), 7m 58.1s. **Fastest lap:** Penfold, 46.3s, 77.75mph.

Marchant & Cox Formula Ford 1600 Championship race (12 laps): 1, Colin Stancombe (Royale RP26), 9m 16.3s, 77.66mph; 2, Nigel Fright (Rostron CT77), 9m 29.5s; 3, Dave Payne (Van Diemen RF80), 9m 29.8s; 4, Dave Connor (Royale RP26), 9m 42.8s; 5, Alfonso Piccoli, 9m 52.6s; 6, Mark Pattinson (Hawke DL12), 11 laps. **Fastest lap:** Stancombe, 45.8s, 78.60mph.

Special Saloon/Production Saloon/Production Sports car race (10 laps) — overall: 1, Brian Leonard (1.2 Raylen Imp), 7m 57.2s, 75.44mph; 2, Michael Law (1.0 Bevan Stiletto), 7m 58.1s; 3, Steve Harman (1.0 Hillman Imp), 8m 25.6s; 4, Steve Holland (850 Hillman Imp), 8m 41.0s. **Fastest lap:** Leonard, 46.7s, 77.00mph. **Class winners:** Leonard; Law; Holland; Ken Pursey (1.3 MG Midget); Tim Dodwell (1.3 Timmini).

Lydden Hill Pre-74 Formula Ford 1600 championship race (10 laps): 1, Dennis Humphries (Jamun T3), 8m 01.1s, 74.83mph; 2, Cyril Levy (Titan Mk6C), 9m 19.0s; 3, Alan Cooper (Merlyn Mk11), 8m 38.9s; no other starters. **Fastest lap:** Humphries, 47.3s, 76.11mph.

BP 'Superfind' Formula Ford 1600 Championship race, final (12 laps): 1, Newby, 9m 21.1s, 76.99mph; 2, Mather, 9m 26.3s; 3, Middlehurst, 9m 26.9s; 4, Stephen Barnes (Van Diemen RF80), 9m 33.0s; 5, Cooper, 9m 33.5s; 6, Martin Stimpson (Royale RP31M), 9m 34.0s. **Fastest lap:** Middlehurst, 45.9s, 78.43mph.

Formule Libre race (10 laps): 1, Colin Richardson (1.6 March 77B), 7m 25.5s, 80.81mph; 2, Melvyn Coon (1.6 Mallock U2), 7m 30.0s; 3, Tony Howard (2.0 Lola T580), 7m 39.2s; 4, Malcolm Swetman (2.0 Delta T80), 7m 59.1s; 5, Ray Freelove (2.0 Reynard), 8m 13.8s; no other starters. **Fastest lap:** Richardson and Coon, 43.6s, 82.57mph.

BRANDS HATCH (GB), Jun 13, BHRC

Shell Super Sunbeam race (10 laps): 1, Richard Cresswell, 11m 05.3s, 65.13mph; 2, Nigel Summerfield, 11m 27.7s; 3, Karl Jones, 11m 31.2s; 4, J. Hitchcock, 11m 31.4s; 5, Ian Yarnold, 11m 55.1s; 6, W. Lanyon, 12m 05.5s. **Fastest lap:** Jones, 1m 02.6s, 69.22mph.

'Champion of Brands' Formula Ford 1600 Qualification race (10 laps): 1, Wil Arif (Sark-GP Speed 1), 8m 44.0s, 82.69mph; 2, Tim Jones (Ray-Creswell 80F), 8m 44.0s; 3, Chris Hall (Jamun-Minister T11), 8m 50.4s; 4, Nick Boswell (Royale-Boss RP29), 8m 50.5s; 5, Gray Hedley (Van Diemen-Auriga RF80), 8m 50.6s; 6, Steve Brown (Sark-Hansen 2), 8m 52.2s. **Fastest lap:** Jones, 51.4s, 84.30mph.

Bobcat ASCAR Challenge race (10 laps): 1, Jim Mensley (5.7 Chevrolet Camaro), 8m 37.9s, 83.66mph; 2, Ricky Fagan (5.7 Chevrolet Camaro), 8m 41.5s; 3, Jon Fletcher (5.7 Chevrolet Camaro), 9m 01.4s; 4, John Herman (5.7 Chevrolet Camaro), 9 laps; 5, Ray Canning (5.7 Chevrolet Camaro), 8 laps; no other finishers. **Fastest lap:** Ray Taft (5.3 Aston Martin DBS V8), 50.6s, 85.63mph.

Reliant 750 Formula Championship race (10 laps): 1, Dick Harvey (Darvi Mk5), 9m 25.1s, 76.68mph; 2, Simon Fry (Nimrod Mk2), 9m 25.6s; 3, David Storey (Centaur Mk 18), 9m 25.7s; 4, Bob Simpson (SS Reliant), 9m 25.8s; 5, Paul Mullen (Mullen Mod 1), 9m 30.7s; 6, Peter Woodcock (Centaur Mk 16), 9m 40.6s. **Fastest lap:** Simpson, 54.1s, 80.09mph.

'Champion of Brands' Formula Ford 1600 Series race (10 laps): 1, Andy Ackerley (Ray-Creswell 82F), 8m 39.4s, 83.42mph; 2, Trevor Stiles (Van Diemen-Minister RF80), 8m 39.9s; 3, Martin Holman (Van Diemen-Scholar RF80), 8m 42.0s; 4, Paul Gerrish (Ray-Dart 82F), 8m 42.3s; 5, Ted Whitbourn (Crosslé-Minister 30F), 8m 42.5s; 6, Karl Jones (Royale-Scholar RP29), 8m 44.7s. **Fastest lap:** Whitbourn, 50.6s, 85.63mph.

Formula Talbot Challenge race (10 laps): 1, Jeff Ward (Sparton-Greetham FT80), 8m 05.8s, 89.19mph; 2, Sean Walker (Sparton-Greetham FT80), 8m 05.9s; 3, Tim Barry (Wimhurst-Rowland LT81), 8m 26.6s; 4, Andrew McKecknie (Sparton-Greetham FT81), 8m 47.2s; 5, Tony Kenworthy (Sparton-Rowland FT80), 8m 48.4s; no other starters. **Fastest lap:** Ward and Walker, 47.6s, 91.03mph.

BRSCC Production Saloon Car Championship race (10 laps) — overall and 2301-3000cc: 1, Graham Scarborough (3.0 Ford Capri), 9m 51.3s, 73.28mph; 2, Gerry Marshall (2.8i Ford Capri), 9m 52.0s; 3, Malcolm Prior (3.0 Ford Capri), 9m 52.8s; 4, David Yates (2.8i Ford Capri), 9m 56.7s. **Fastest lap:** Marshall, 58.1s, 74.58mph. **1601-2300cc:** 1, Martin Williams (2.0 Toyota Celica), 70.07mph; 2, Ken Crofton (2.0 Triumph Domolomite Sprint); 3, David Scriven (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 00.1s, 72.10mph. **Up to 1600cc:** 1, John Llewellyn (1.6 VW Scirocco GLi), 71.69mph; 2, Steven McHale (1.6 VW Scirocco GLi), no other finishers. **Fastest lap:** Llewellyn, 59.4s, 72.95mph.

Pace British 2000 Championship race (15 laps): 1, Ayrton Senna da Silva (Van Diemen-Nelson RF82), 11m 44.8s, 92.22mph; 2, Calvin Fish (Van Diemen-Neil Brown RF82), 11m 45.8s; 3, Kenny Andrews (Van Diemen-Nelson RF82), 11m 52.6s; 4, Victor Rosso (Van Diemen-Neil Brown RF82), 11m 53.8s; 5, Max Busslinger (Van Diemen-Neil Brown RF82), 12m 03.6s; 6, Neil Myers (Van Diemen-Nelson RF82), 12m 09.1s. **Fastest lap:** da Silva and Fish, 46.4s, 93.98mph **(record).**

Townsend Thoresen Formula Ford 1600 Championship race (10 laps): 1, Rick Morris (Royale-Auriga RP31M), 8m 31.0s, 84.79mph; 2, Alan Holloway (Van Diemen-Auriga RF82), 8m 33.2s; 3, Julian Bailey (Van Diemen-Auriga RF81), 8m 33.4s; 4, Len Greenney (Sark-Auriga 1), 8m 42.2s; 5, John Dumfries (Ray-Dart 82F), 8m 42.2s; 6, Adam Wallis (Van Diemen-Minister RF82), 8m 42.4s. **Fastest lap:** Morris, 50.1s, 86.49mph.

BRANDS HATCH

No boobs in the sun

A scriptwriter would have been hard pressed to improve on the drama and excitement in the *Sun* Free Motor Race Day at Brands Hatch on Sunday. Hopefully the majority of the crowd were newcomers and, as such, could not have had a better first taste of motorsport.

Following a monster display on the grid at lunchtime a Shell Super Sunbeam race in aid of the Shoreham Church Appeal opened the racing. Lewisham bellringer Richard Cresswell landed the main prize of £500 donated by MCD with a well deserved victory while race favourite Nigel Summerfield, from Shoreham, and Ian Yarnold had an appealing scrap for second place before side-swiping each other at Clearways.

The almost customary first lap FF1600 resulted in a delay while the cars of the unfortunate Rick Shortle, Kevin Jones and Neil Barnett (Paddock Bend) plus Alan Benton, Geoff Fane and Michael Valentine (McLaren) were removed. From the restart Wil Arif (Sark Mk1) firmly held off the challenge of Tim Jones (Ray 80F) while the other two qualifying places for the Champion of Brands event fell narrowly to Chris Hall (Jamun T11) and Nick Boswell (Royale RP29).

Ray Taft roared into the lead in the mighty Hyde Vale Aston DBS from the rolling ASCAR start but retired to the pits after only four laps with overheating. Jim Mensley took over but he was fortunate to see the chequered flag with an overspill from the catchtank leaking onto the big Camaro's exhaust and creating a sizeable smokescreen. Championship leader Ricky Fagan never got on terms with his Autodex Camaro.

Excitement of a somewhat slower pace was provided by the well subscribed 750 Formula contestants. An eager group of six made the running with the dashing 47-year-old Keith Cooper (Wessex CH767) at the helm until a broken oil line sidelined him along *Cooper* Straight on lap 2. Mick Harris left the argument two tours later at Druids leaving his teammate Dick Harvey (Darvi Mk5) to fend off Simon Fry (Nimrod Mk2), David Storey (Centaur Mk18) and Bob Simpson (SS Reliant). Harvey was pushed without rest by Fry — whose efforts won him the MCD Man of the Meeting award, (£50 plus another £10 from a delighted spectator!) while Storey and Simpson were eagerly searching for alternative routes.

In the Champion of Brands round, poleman Martin Holman (Van Diemen RF80) came under immediate pressure from the Ray 82Fs of Andy Ackerley, whose model now bears added allegiance to Deacons Builders, and John Oxborrow. Ackerley tried the outside at Paddock to good effect but Oxborrow found his path blocked and spun luckily without contact in front of the rest at the foot of the hill. Trevor Stiles (Van Diemen RF80) battled ahead of Holman and closed decisively on Ackerley. Holman withstood some more pressure from Ted Whitbourn (Crosslé 30F) and Paul Gerrish (Ray 82F) while only yards further back Karl Jones (Royale RP29) emerged ahead of Robin Donovan (Royale RP26) and Lennie Bull (Van Diemen RF79) after a racelong scrap.

▶

Da Silva won again at Brands, after a fine dice with Calvin Fish.

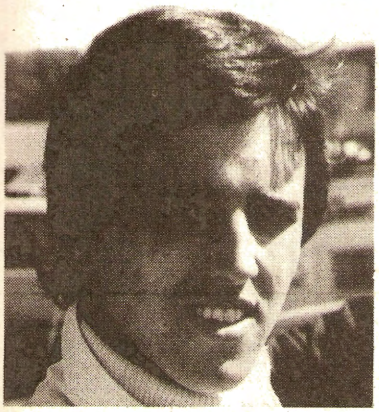


BRANDS HATCH continued

Another Sean Walker/Jeff Ward dispute provided the excitement in the Formula Talbot Challenge. From pole, Walker's FIA/Car Parts model stormed ahead but Ward swept up the inside approaching Druids on lap 4. Just a glint of daylight appeared between the two for the remainder of the race with Walker constantly alongside down Brabham Straight and trying for the brave outside line at Paddock; but it was not to be and Ward held on by the shortest margin.

David Yates's 2.8 Ford Capri snatched pole for the BRSCC Production Saloon Race but a dreadful start nullified this advantage and Yates had to be content to sit in fourth place and watch the nose-to-tail antics of fellow Capri pilots, Graham Scarborough, Gerry Marshall and Malcolm Prior. John Cleland stepped into Tony Lanfranchi's Monorep Opel Monza and had to contend with TL's ex-VW Scirocco GLi now as capably handled by John Llewellyn.

The Pace British Ford 2000 round was halted on lap 2 when Norwegian Sigurd Krane went out of control and slammed into the Paddock Bend fencing. Amazingly, in view of the wrecked Van Diemen, Krane was unharmed.

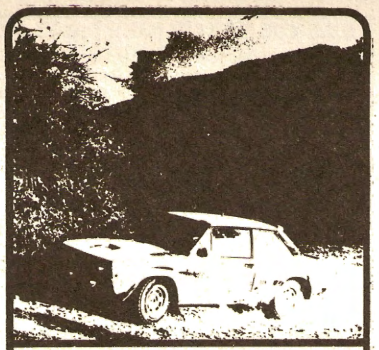


Calvin Fish — on the pace.

Ayrton da Silva (Rushen Green Van Diemen RF82) had equalled the lap record during: "First I think about winning, then maybe the record," stated the brilliant Brazilian before the race. Although da Silva led every yard of the race he was matched for the entire distance by Calvin Fish and was pushed to a new record which was equalled by Fish. Kenny Andrews (Rushen Green Van Diemen RF82) had the Bob Salisbury RF82 of Victor Rosso in his mirrors throughout before securing a fine third place, while behind Rosso the other Salisbury car of Max Busslinger was fifth. Neil Myers had a bent nearside front fin removed seconds before the start and was hard pressed to keep his stricken Penistone RF82 ahead of Tim Davies (Roger Cowman Royale RP32M), Russell Spence (Penistone RF82) and the two Uniroyal Tredaire RF82s of Frank Bradley and Rob Cooper.

Rick Morris, Mauricio Gugelmin and Julian Bailey all travelled down from Silverstone to contest the Townsend Thoresen FF1600 round which had been re-arranged by the organisers to the end of the day. Morris forced his Royale RP31M inside early leader Alan Holloway (Auriga Racing Services Van Diemen RF82) at Paddock on lap 2 to regain the title lead. Bailey fought hard for third place in an untried RF80 ahead of Mike Thompson's Quest and Gugelmin. Thompson tapped Gugelmin at McLaren, and the Bazilian ended his race in the tyrewalls, while the Quest suffered damage in the incident and crashed at Paddock.

RICHARD KENLEY



International Rallies

HESSEN RALLY

Kleint in charge

There were 148 crews who started the fifth round of the German Rally Championship, the ADAC Rallye Hessen and, as we expected Harald Demuth took his Audi Quattro into an early lead. The Opel of Jochi Kleint was second until the Quattro went off in the foggy conditions on stage seven, losing 4 mins and letting Kleint through.

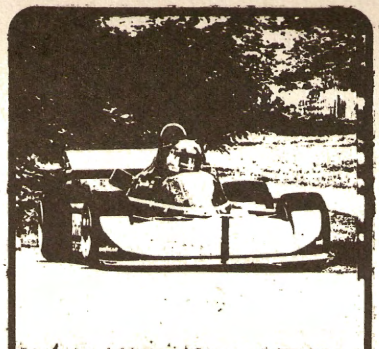
Demuth chased hard and by the 13th stage was only 1min behind the leader but then lost the advantage again when he slid off through using slick tyres on the slippery tracks.

The current German Champion, Alfons Stock driving a VW Golf lost more than 6mins with electrical problems and Manfred Hero lost over 18mins, struggling with only third and fourth gear on his Porsche Turbo. Both drivers pressed on despite their problems and worked themselves up to 5th and 7th respectively.

The result means that Jochi Kleint now leads the German Championship by 6 points from Demuth after five of the ten rounds.

HESSEN RALLY (D)
Jun 10/13
European Rally Championship, round 22

1, Kleint/Wanger (Opel Ascona 400), 4h13m45s; 2, Demuth/Fischer (Audi Quattro), 4h16m02s; 3, Haider/Pattermann (Ascona 400), 4h24m24s; 4, Rausch/Hopfe (Opel Ascona 400), 4h37m33s; 5, Stock/Schmuck (VW Golf), 4h55m52s; 6, Weber/Berg (Opel Ascona 2000i), 5h16m30s.



Off-Track

BELGIAN RALLYCROSS

Monten's moment

Despite everything seemingly in its favour, the Audi Quattro of Dutchman Jan de Rooy failed to pull off the expected victory at the Duivelsberg circuit near Maasmechelen in Belgium on June 6. Instead, and much to the crowd's delight, it was Belgian champion François Monten (VW Beetle) who claimed the outright honours.

Qualifying had been conducted in typically continental sunshine but flashes of lighting heralded the start of a thunderstorm as the time for the finals approached.

As the cars slithered off the line, though, de Rooy's bonnet flew open and the Audi driver lost a lot of time fixing it down again before continuing. This left Monten in the lead with Briton John Welch just couldn't quite get close enough to the leader, and so, five wet laps later, Monten took the chequered flag to record another win ahead of Welch, Ed van Schie (Escort) and Joss Fassbender (Renault Alpine).

BILL MANTOVANI

DUIVELSBERG (B)
Jun 6
Belgian Rallycross Championship, round 2

1, François Monten (VW Beetle Turbo); 2, John Welch (Ford Escort); 3, Ed van Schie (Ford Escort); 4, Joss Fassbender (Renault Alpine); 5, Jan de Rooy (Audi Quattro); 6, Joop van Schie (Ford Escort); etc.



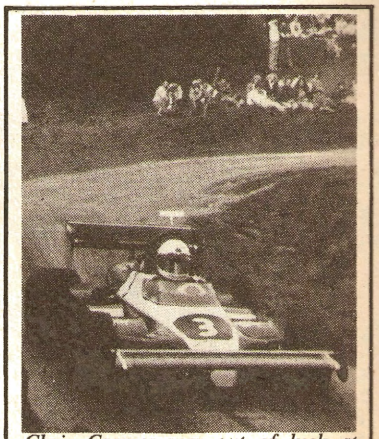
Lebanese Kuwait resident Michel Saleh won his second successive Marriott hotels Jordan Rally on June 3/4, his Toyota Celica leading home the Corolla of Tony Giorgiou.



De Rooy and Monten battle it out.

Pace-BARC Sprint Championship

Points positions after 3 rounds: 1, Rod Wadham, 30.42 (class 2); 2, Mervyn Brake, 29.58 (9); 3, Chris Patterson, 28.34 (16); 4, Clive Wooster, 20.62 (16); 5, Paul Griffiths, 20.29 (3); 6, John Istead, 20.25 (8) and John Songer, 20.25 (13); etc.



Chris Cramer was out of luck at Fintray, a broken gearbox restricting his challenge. Martin Bolsover was again on top form to take RAC Championship honours.

GOODWOOD SPRINT

Bunker drive

The Lancia, Circle and Harrow Car Clubs ran their annual 3 Clubs Sprint at Goodwood recently amidst sunshine and some controversy. Reigning BARC champion John Istead (Datsun 240Z) saw championship points slip away as he was beaten by Jake Allport's Porsche, although the times recorded were disputed, while Mark Baillie was lucky to escape injury when he rolled his Ford RS2000 at Lavant Corner.

There were plenty of trophies to be won and the most prestigious, that for BTD, was taken by the Mallock U2 Mk16B of Tony Bunker by a clear 3secs.

DUD CANDLER

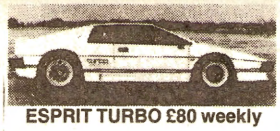
GOODWOOD (GB)
Jun 6, 3 Clubs Sprint

BTD: Tony Bunker (Mallock U2 Mk16B), 90.9s.
Class winners: Andrew Russell (Ginetta G15), 117.9s Rod Wadham (VW Golf GTI), 110.0s; Paul Griffiths (Lancia Beta Monte Carlo), 112.4s; Bert Shirley (Pontiac Trans-Am), 108.3s; Bob Knight (Mini Cooper S), 112.9s; Dick Jest (Ford Escort t/c), 107.3s; Alan Murrell (Ford Escort RS2000), 114.2s; Jake Allport (Porsche 911SC), 103.3s; Derek Lee (Hillman Imp), 105.1s; Bob Bolton (Mini Cooper S); 101.9s; Barry Waterhouse (Lancia Beta Monte Carlo), 108.8s; Geoff Styring (Porsche Carrera), 97.0s; Reg Powell (Pink Panther), 93.9s; Stuart Rose (Morris Minor), 133.6s.

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1981 X Eclat, Riviera	£11,950	*£272	1981 W Datsun 280 ZX	£6,950	*£158
1981 W Elite, 4000m	£11,950	*£272	1979 V Opel 3.0 Monza	£7,950	*£181
1981 X Esprit, 9000m	£10,950	*£250	1976 P Alfa Montreal RHD	£4,750	*£108
1981 X Esprit, 7000m	£10,950	*£250	1979 V TR7, s/roof	£3,950	*£90
1979 T Esprit, black	£8,450	*£192	1978 S Panther Lima, 6000m	£4,950	*£112



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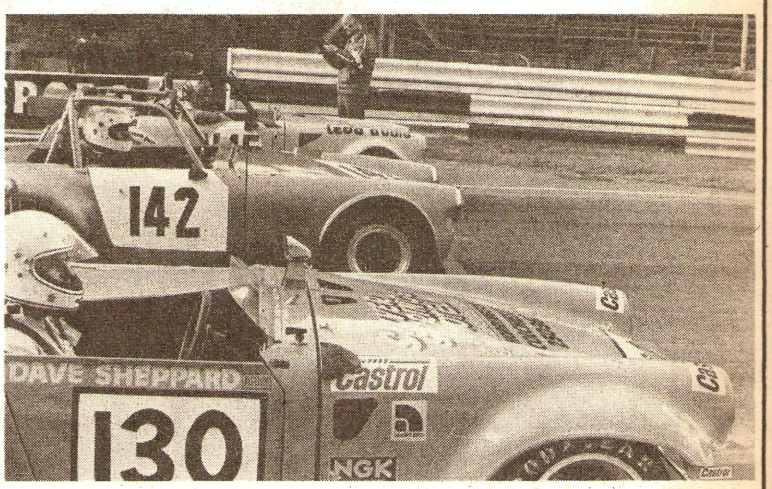
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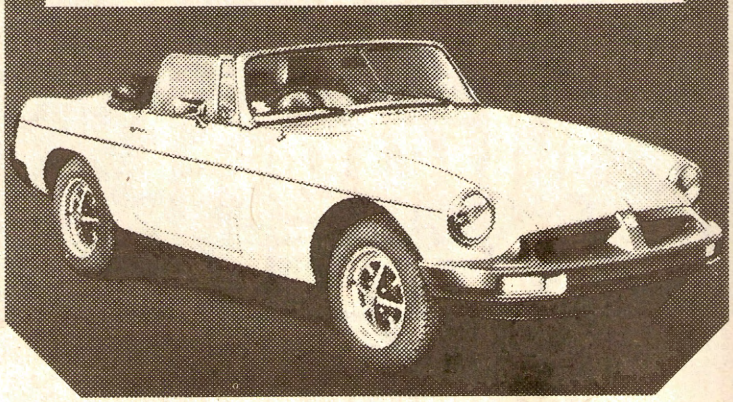
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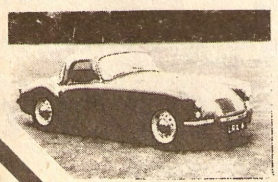


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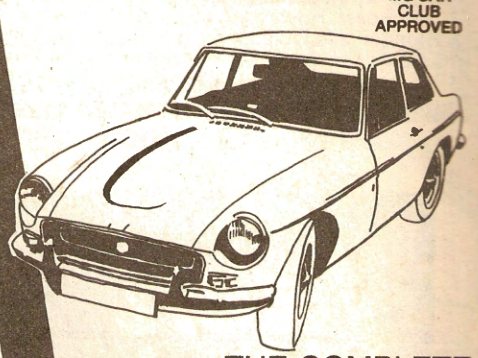
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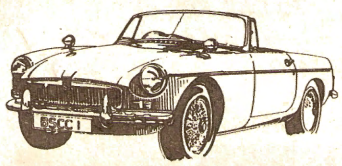
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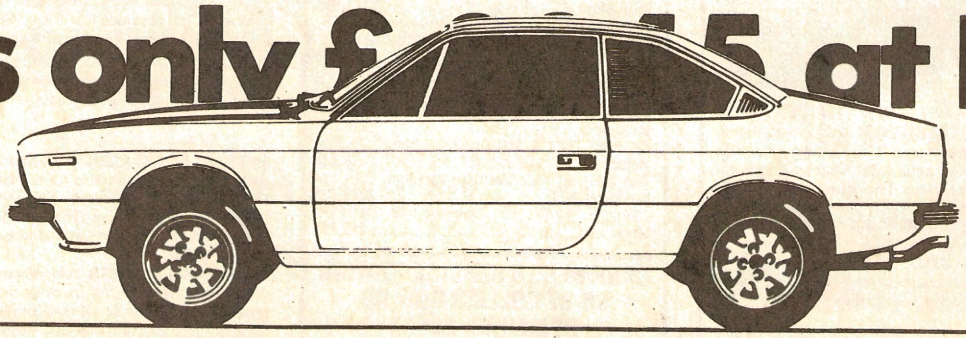
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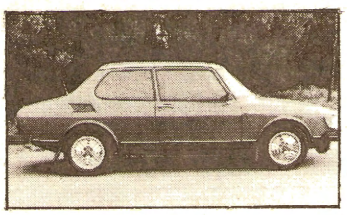


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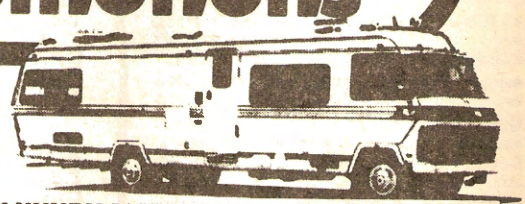
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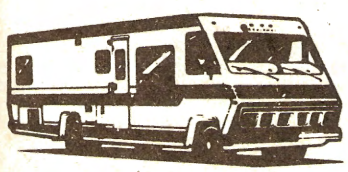
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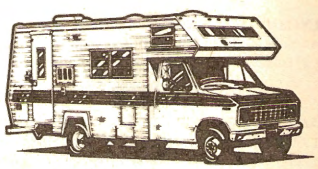
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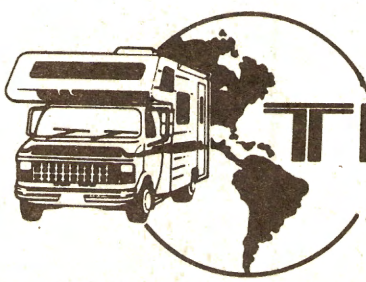
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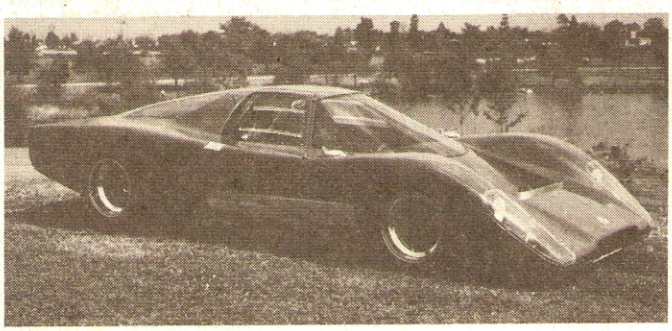
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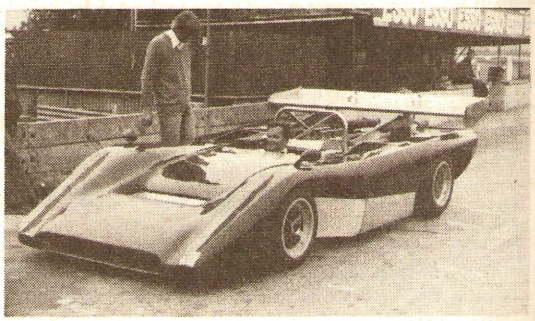
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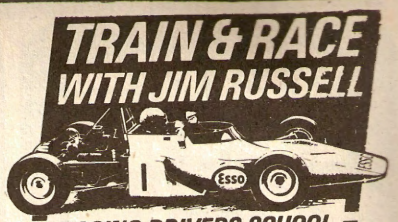
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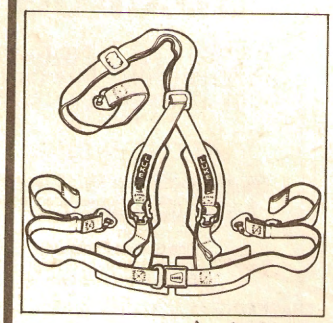
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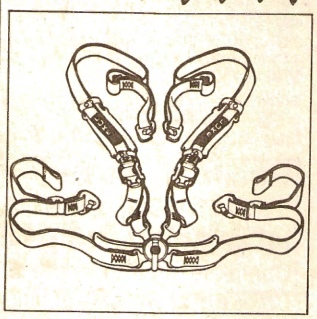
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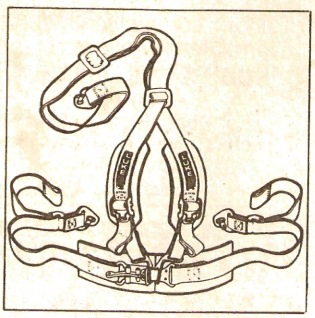


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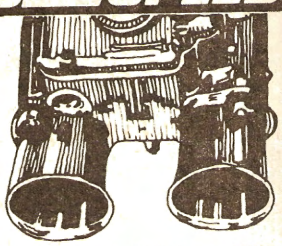
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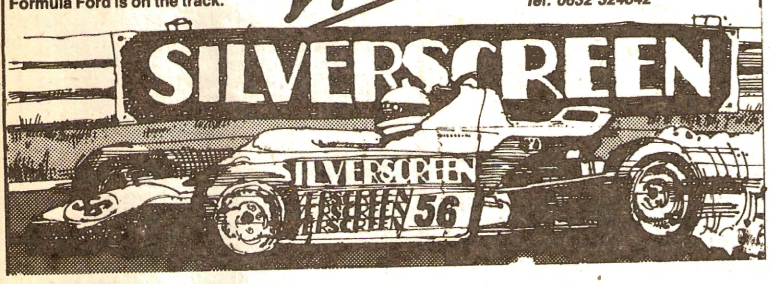
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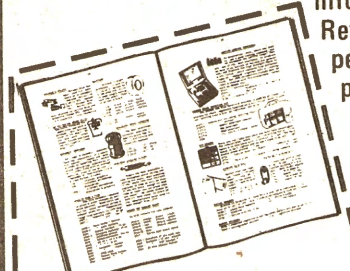
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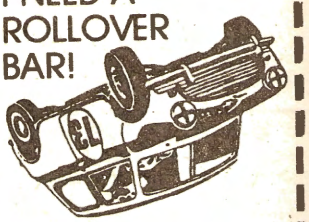


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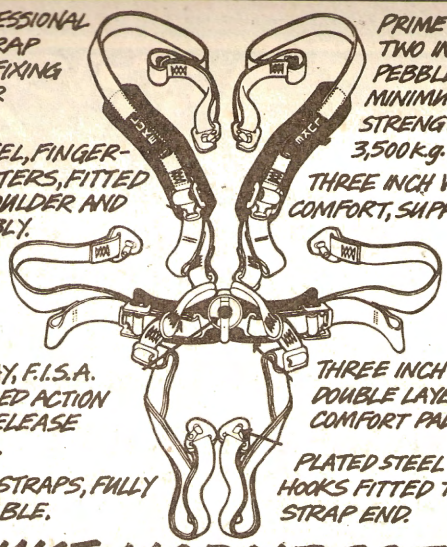
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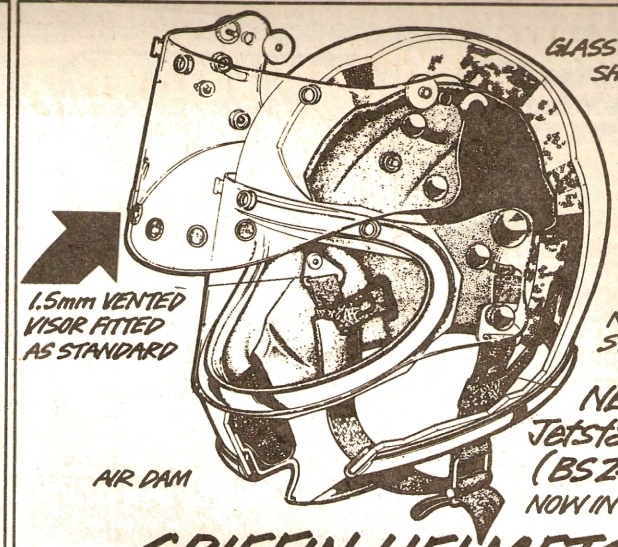
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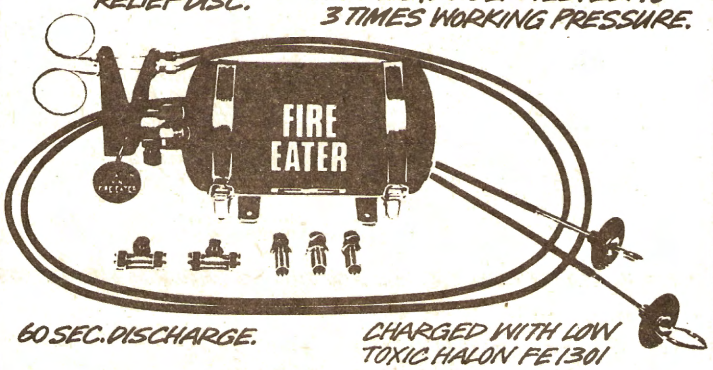
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MGB Spares, John Hills, Arthur Street, Redditch, Worcs — 0527 20880

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Naseby Engines Ltd. Race and Rally Engine Test Facilities (Froude G490 EH rolling road to 300 bhp). Unit 31, Alvis Way, Royal Oak Industrial Estate, Daventry, Northants — (03272) 2662

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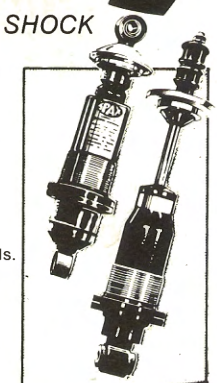
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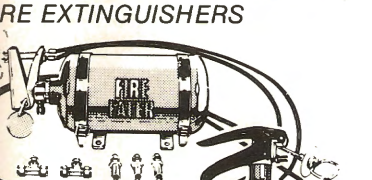
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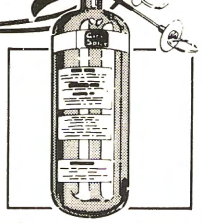
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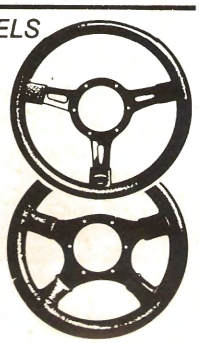
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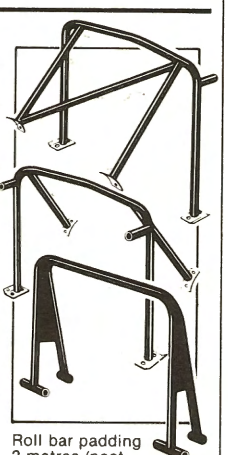
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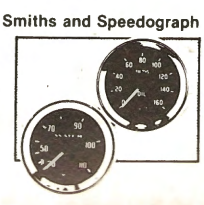
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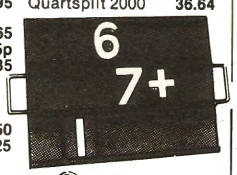


P & P on application

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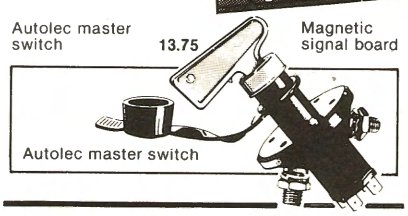


Data board	3.65
Lap charts x 25	85p
Watch clips (each)	1.35
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Tyraps (pack of 10)	1.25

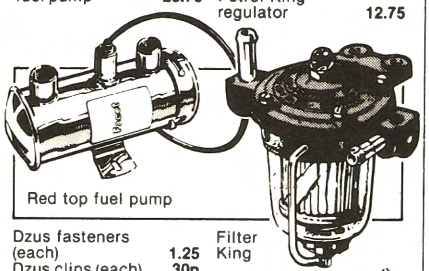


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Magnetic signal board



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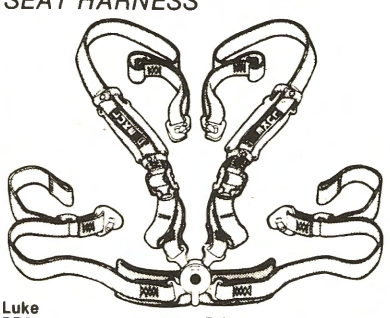
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P & P on application



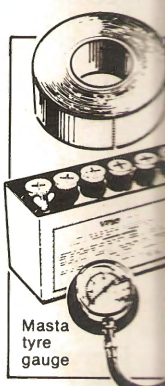
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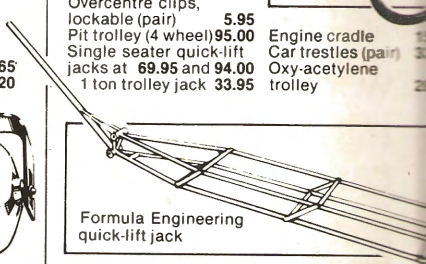
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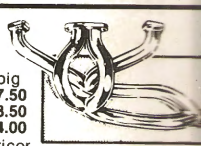
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Engine cradle
Car trestles (pair)
Oxy-acetylene trolley



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