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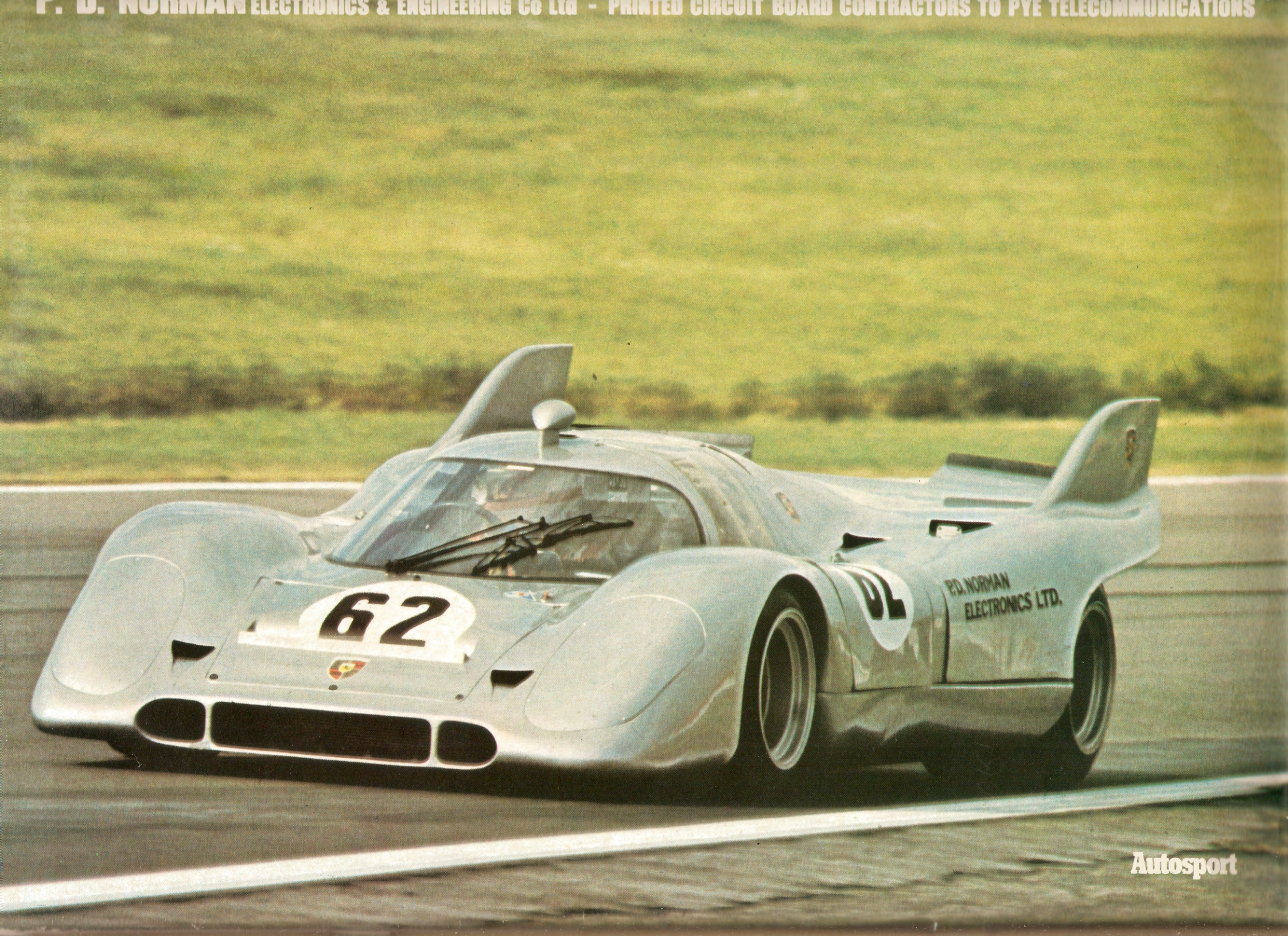


Castrol Autosport NATIONAL RALLY CHAMPIONSHIP 1981 RAC

Talbot beat Datsun

Boutsen's Enna F2 □ British win at Spa
Patrick dominates Russek □ Lotus Esprit Turbo

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July 30, 1981 Vol 84 No 5

FRONT COVER

The Argentine's round of the World Rally Championship — the Codasur — became a fight between the lone works Talbot of Guy Frequelin and Shekhar Mehta's Datsun Violet (pictured). Report: Page 16. Photo: Hugh Bishop.

NEXT WEEK

Can Watson do it again, or will the turbos run away with it? . . . Nigel Roebuck's report from the German Grand Prix will have the answers — Al Unser interview — British F3 from Mallory — Hunsruck rally — Armchair Enthusiast — Michigan 500 — Plus more news and features*

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Although most of the regular World Rally Championship front runners did not make the trip to the Argentine, the Codasur rally was a thriller all the way. Just one works Talbot took on the might of the Datsun team but Guy Frequelin eventually came out on top ahead of Safari winner Shekhar Mehta. Hugh Bishop was our man on the spot.

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In the rarefied world of Grand Prix racing the turbocharger is begining to dominate. Lotus may not use one in Formula 1 just yet, but have proved they can make it work on the road. Matthew Carter has been sampling the astonishing Esprit Turbo . . . and emerges impressed.



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Malcolm Patrick went to South Wales with one aim in mind . . . to strengthen his grip on the Castrol/AUTOSPORT National Rally Championship. By dint of some careful, canny driving he did just that . . . but shoe-string operator Reg Mullenger did his best to upset the applecart. Peter Foubister reports on round 6.

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Anyone who saw Gilles Villeneuve's Silverstone accident in slow motion on television cannot fail to have been worried by the direction in which "no suspension" is taking us. Grand Prix reporter Nigel Roebuck discusses the trend with comments from Frank Williams. Also on the Fifth Column agenda is Gerard Ducarouge's move from Talbot, while Jean Sage talks about Ferraris, his Ferraris.

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For the first time in countless years the domination of this event by BMW and the Ford Capri was halted. British Group 1 supremo Tom Walkinshaw teamed with Pierre Dieudonné took their raucous Mazda RX-7 to a convincing win at Spa — and one that was nearly trouble-free, too. Bob Constanduros reports.



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Heard the one about the VW Jetta — that's a Golf with a boot — that has a real sting in its tail? It's a VW development exercise, with a fuel injected 1600cc engine up front . . . and another in the boot. It's true!

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WEEKEND SPORT 56

Details of where to go and what to see this weekend on the motor sport front.

Ducarouge leaves Talbot-Ligier

Gérard Ducarouge is no longer manager of the Talbot-Ligier Formula 1 team. We understand that he and Guy Ligier came to the parting of the ways immediately after the British Grand Prix. It is not known, however, which of the two men took the decision, and the statement, issued only in France, makes no comment on this point.

Ducarouge — difference of opinion?



From now on, Guy Ligier himself will act as team manager, heading a revised management team, which includes Jean-Claude Guenard (test and development engineer), Phillippe Ligier (the patron's brother, who will act as Personnel Manager) and Jean-Pierre Jabouille, whose mysterious new title is Supervisor/ Chief Consultant Public Relations Manager.

"I don't know which way my career will go now," said Ducarouge last week. "I'll go to Hockenheim because I can't leave Formula 1 behind just like that. Competition has become my whole life, and I can't really imagine doing anything else. After Hockenheim I'll take a holiday — in six years with Ligier, I've had a total of two weeks' break. I'm open to offers. What else can I say?"

Ducarouge refused to comment on his departure from Talbot-Ligier: "I don't wish to speak about how and why I left the team." Clearly, it was not 'on the best of terms.'

Tyrrell: no truth in sale rumours

At Enna last weekend there was a rumour that Ken Tyrrell had sold 50% of his racing organisation to Gjohn Bosch, the enormously wealthy father of sometime FF1600 driver, Glenn. Bosch Sr is the head of a huge Dutch construction company.

However, on Tuesday morning we spoke to Tyrrell about the rumour, and he denied it: "I don't know how these stories start. There's absolutely no foundation in that whatever. Earlier this year there were rumours that I was selling part of the team to Elton John and Rupert Keegan . . ."

Eddie Cheever will have the second of the new 011 cars at Hockenheim this weekend (the first having been written off by the American at Silverstone, of course). "We're hoping to have a second car ready for Michele Alboreto by Zandvoort," said Ken.

Bosch's entry in the Marlboro British F3 championship, Roberto Moreno's Barron Racing/Banque de Paris Ralt RT3, carried additional support from Imola Ceramica, Tyrrell's F1 sponsor, at the British GP meeting . . .

Piquet cleared of Zolder charge

Nelson Piquet has been cleared of the FISA charge of misconduct against him, made after the chaotic start to the Belgian Grand Prix in May.

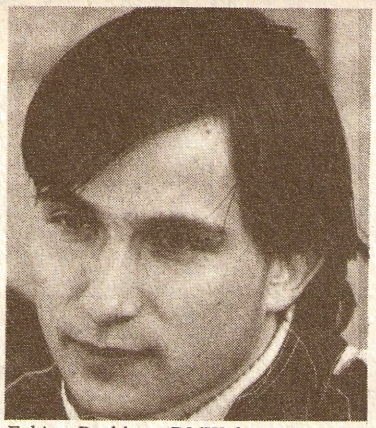
The Brazilian was originally fined $10,000 by FISA for doing a second parade lap alone. The fine was announced at the same time as those of $5,000 imposed on the 12 drivers who took part in the startline 'protest demonstration'. But Piquet's case was later referred to his ASN, in this case the RAC Motor Sports Association.

The RAC Tribunal convened to hold an enquiry into Piquet's actions, and evidence was given by Nelson himself, and also by three independent witnesses. It was proved, to the satisfaction of the tribunal, that some cars were still stationary on the dummy grid (without drivers aboard) when Piquet completed his first parade lap.

Evidence was given by two persons who saw an official (with a FISA armband) instruct, by waving, Piquet to proceed on another formation lap after he had stopped. It was also proved that, on Piquet's return to the grid at the end of this second formation lap, other cars came onto the grid after he was in position.

Piquet — not guilty.





Fabi — Brabham-BMW drive?

Fabi: F1 debut soon?

The Italian press reported on Monday that Corrado Fabi would drive the Brabham-BMW F1 turbo car at the Italian GP at Monza. However, when shown the story at Catania airport, BMW competitions boss Paul Rosche held his head in his hands "I don't think there is any way that could happen. I think it is very wrong for young drivers to do Formula 1 with little experience and especially with a turbo car — it requires a totally different style of driving. I think if Corrado drives the car I will be on holiday that weekend."

Rosche said he did not expect the car to be raced until Nelson Piquet's championship chances are clear cut. "If the car does race this year I am sure Nelson will drive it. he has done all the testing and is the only driver who knows how to drive it."

Rosche and competitions manager Dieter Stappert confirmed over last weekend that BMW will be selling their F1 turbo engine to other teams," but only when it is ready and when we have some engines available. At the moment we do not have enough to keep Brabham supplied."

Alfa's F1 V8 turbo

Alfa Romeo presented their new '158' turbocharged V8 Formula 1 engine to the Italian press at Arese on Monday. At the announcement, the engine was mounted in an old monocoque, similar to that raced, with V12 engine, by Mario Andretti and Bruno Giacomelli this season.

The new engine, which uses twin KKK turbocharger units, has given 605bhp on the dynamometers, and is said to produce 585bhp on the road. These figures, however, are meaningless in the absence of boost pressure figures, which were not given at the launch. Interestingly, the 158 — apart from being the only turbocharged eight-cylinder unit to appear so far — does not have fuel injection, but runs on carburettors. This is apparently in the interests of lightness and simplicity.

The new engine — in the old chassis — has been tested at Balocco by Giorgio Francia. At Zeltweg, however, Andretti will have a new carbon-fibre monocoque (with V12 engine), and this can apparently be adapted easily to take the turbo motor. Mario is expected to dubut it with the turbo motor at Monza in September.

Mike's traumas

Long after the Formula 2 race at Enna last Sunday had finished, Mike Thackwell and Ralt boss Ron Tauranac were still discussing with the stewards of the meeting their decision to fine the Ralt-Honda driver £1000 and recommend that his licence be taken away.

The start of what was an unbelievably dramatic weekend for the young New Zealander came on Friday during unofficial practice, when he was fined £50 and reprimanded for overtaking under the yellow flag. The facts were that he was doing 150mph and overtook a car doing 10mph as the yellow flag came into view." There was just nothing I could do — if I had hit the brakes there would have been the biggest incident of the weekend," said Thackwell.

He argued the point through an interpreter, but the Sicilians would not listen, and appeared to have it in for him when he was reported for a similar incident during the race. They simply withheld his starting and prize money and refused to listen to any argument.

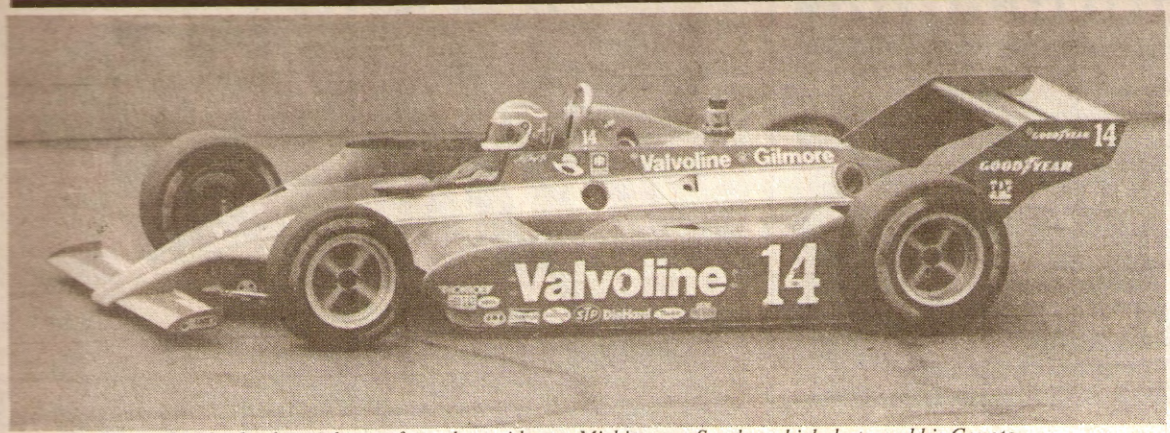
Naturally Thackwell and the team have appealed against the decision.

Add to this the fact that Thackwell had three tyre explosions at 160mph during the weekend. Then the overheating car died on him at the first start and the gear knob come away in his hand at the restart.



At the launch of the new Formula 1 Alfa Romeo engine on Monday, Carlo Chiti was asked who would be driving for the team in 1982. "If Mario Andretti decides to carry on, "he replied, "then we would very much like him to stay with us, and if he decides to retire from F1, the man we would most like is Riccardo Patrese."





A. J. Foyt escaped with a broken right arm from the accident at Michigan on Sunday which destroyed his Coyote.

Foyt hurt in Coyote crash

A.J. Foyt miraculously escaped with a broken right arm after a massive accident in last Saturday's Michigan 500. His Coyote-Cosworth was completely destroyed in the shunt, which occurred on lap 80.

In the early stages of the race, Foyt ran well, in the leading bunch, but was dissatisfied with his car's handling. When the race was stopped for an hour and a half after the pit fire (see separate story), AJ changed the handling characteristics, but on the restart found that the Coyote was now too loose (oversteering badly).

For all that, he was still on the lead lap when, on lap 74, Kevin Cogan's Phoenix blew up. Immediately there was a yellow flag period, during which AJ twice pitted. The restart came on lap 80, whereupon Foyt immediately crashed at the second turn.

The Coyote hit the guardrail with the right front corner, which was instantly torn off. It then spun several times before sliding once more into and along the guardrail, once more with its right side. The rear corner of the car was also torn off at this point, and AJ's arm was hanging out of the cockpit.

Foyt was unconscious when rescuers reached him, but quickly began to come round. He was trapped in the wreckage for 10 minutes, and immediately taken to the University of Michigan Hospital by helicopter.

At first there were fears of leg and spinal injuries, and also rumours of a punctured lung, but doctors found that his only injury was a compound fracture of the right arm. For this he was in surgery for two hours on Saturday evening, and a hospital statement later said that the operation had gone well, and that AJ was expected to regain complete use of the injured arm. It is now expected that he will leave hospital this weekend.

Will this shunt lead to retirement? Apparently there are no such thoughts in Foyt's mind . . .

Pirelli F2 problems

After feeling badly let down at Enna last weekend, the Maurer and March (for Corrado Fabi) F2 teams are making contingency plans to use something other than Pirelli tyres.

Pirelli arrived at Enna with two types of tyre; one was too hard, and the other too soft, and all of them were in short supply. Maurer went as far as mounting a set of M&Hs for Eje Elgh to try in the final session of practice, but mechanical problems meant there was not enough time. However, Paul Owens confirmed that they are certain to test the tyres before Spa.

March's chief engineer sent a strong telex to Pirelli's Milan headquarters on Monday expressing concern about the situation and team maanger John Wickham said that, although they very much wanted to stay with Pirelli, as they had an Italian driver and sponsor, he would consider asking Bridgestone to supply all three cars (Danner made the switch at the weekend as there were not enough Pirellis to go round) if Fabi's championship chances looked like being jeopardised.

Pirelli themsleves admitted that the weekend's arrangements were unsatisfactory but, with Italian holidays due to start this week, the situation might not improve for the next two races. it seems that the Pirelli engineers started their holidays early; there was not one to be seen in Sicily all weekend and from supplying 98% of the field at the start of the season their representation in the championship they dominated last year is likely to dwindle rapidly in the next couple of weeks unless some drastic action is taken.

Pitlane fire stops Michigan 500

The Michigan 500 was stopped for over an hour and a half last Saturday after a major fire in the pits.

It began when Herm Johnson pitted his Penske PC7 quite early in the race. The self-sealing fuel valve on the hose failed to operate — as was the case with Rick Mears's accident at Indainapolis — and fuel sloshed out over the hot engine.

On this occasion, however, the repercussions were potentially far more serious, for the fire quickly spread over the back of the pit, igniting a stack of spare tyres. Soon after, it spread further, to involve also the pits of Roger Rager, Bobby Unser, Dick Simon and Jerry Karl.

Our American Editor reports that, for about five minutes, the fire appeared to be out of control, but after a quarter of an hour everything was doused down. It seems that the fire fighting was extremely good, with many firemen behaving extremely bravely.

One of Unser's crewmen threw a bucket of water over Johnson's helmet, which was ablaze, and this had the desired effect, saving the driver from greater injury. As it was, Johnson suffered minor facial burns, and 13 others were treated either for burns or smoke inhalation. Roger Penske, the owner of the track, later paid tribute to the firemen, saying that their courage had "saved the whole place." Our man says he cannot imagine what might have happened in a similar inferno at Indianapolis . . .



Some racing drivers retire early and grow old gracefully, others never give up, and still more disappear and do something completely different. Teddy Pilette may fall into the latter category. If he can't find a Group C drive next year, he is going round the world in his recently acquired Grand Erg vehicle.

He's already done a trip of nearly 5000 miles across the dunes of the Sahara in the 5.5-litre, truck.

His grandfather crossed Africa on foot in 1912 and 1913, and Pilette intends to follow his route. The rear end of the truck is built up as a camper, and Pilette's only complaint is its noise. For safety, it has bullet-proof sides and is the first of an Italian-built range using Fiat engines. Proudly worn on the front of the vehicle is Teddy's BRDC badge.

Detroit GP is on

The Detroit Grand Prix is definitely on, and will take place on June 20 next year. This was officially confirmed at a reception in Detroit last Wednesday.

The function was under the Presidency of Henry Ford II, and was attended by FISA President Jean-Marie Balestre and FOCA President Bernie Ecclestone, as well as Prince Metternich, the President of the FIA.

In the course of the reception, Ford presented Balestre with the resolution passed by the Michigan Senate, confirming its complete support for the project. And it is clear that the Grand Prix has pretty heavy support: also present were the Presidents of the General Motors Corporation, American Motors, Goodyear and Hudson, as well as Jim Melvin, President of the SCCA, and Chris Pook, President of the Long Beach Grand Prix Association.

Mr Elliott Estes, formerly the President of General Motors, accepted the Presidency of the Detroit Formula 1 Grand Prix Committee.

At present, little is known of the proposed circuit, save that it will be a street track, through the centre of the city, and of about four kilometres.

Teo Fabi's big shunt

One way and another, it was a weekend of major shunts all over the racing world, but fortunately no one was seriously hurt.

Perhaps the biggest befell Teo Fabi in practice for the Elkhart Lake CanAm race. Last Friday, the Italian was taking his Newman March through a fifth-gear kink when the rear wheels locked solid, and the car went out of control.

Thereafter the March slid backwards towards the guardrail, which had straw bales in front of it. On impact, the car was launched high into the air, whereupon it somersaulted into the trees beyond. Teo was released from the car uninjured, but badly shaken. The car was, as you might expect, completely wrecked.

The following day — believe this if you can — Fabi went out in the team's spare car, and qualified it for the pole! However, with two black eyes and in a generally battered condition, he decided to accept medical advice that he should give this race a miss, and flew back to England with Robin Herd.

Huub's ace return

Making a sensational return to Formula 2 last weekend was Dutchman Huub Rothengatter. He was the fastest non-Bridgestone runner in practice (fourth) and led the race initially, finally finishing a good second to Thierry Boutsen's similar March. Sponsorship for Rothengatter's drive in the ex-Lienhard car came from Zandvoort's Bouwes Hotel, Gjohn Bosch and Marlboro. It is rumoured that the Bouwes Hotel are talking to Fittipaldi about sponsoring one of their cars for the rest of the season. After the weekend's performance, Rothengatter must surely be first choice of driver if the financially-troubled Fittipaldi team are prepared to release Keke Rosberg or Chico Serra.

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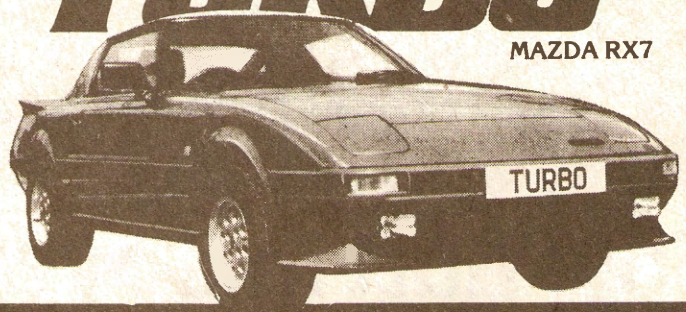
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'WATTIE' WATSON PIPS FROGS TO THE POST.

Victory at last for John Watson and the Marlboro MP4. Third in Spain, second in France, and now a well-deserved win at home.

One man's gain, however, is another's loss, and Renault must be feeling sick at the poor reliability of their cars.

Wattie's win won't do anything to quell Anglo/French aggro. Grand Prix International listens to grumbles from both sides of the channel.

A throaty growl announces the arrival of the new Parmalat/Brabham B.M.W. The latest contender in the Turbo stakes.

Commiserations to Colin Chapman. The curse of the Lotus 88 strikes again.

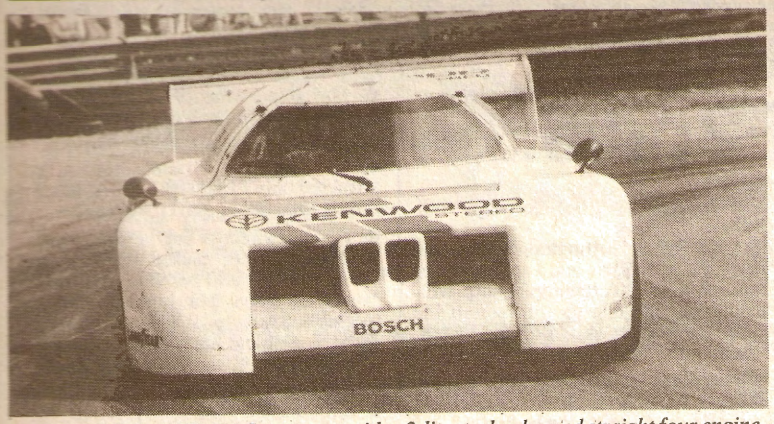
On a more cheerful note, Keith Botsford interviews the last of the gentlemen drivers, the victorious John Watson.

Our special two page photo article focuses on the Formula III drivers who are destined for bigger and better things.

And as the frenzied screams of 115,000 ecstatic Brits drown the roar of Wattie's MP4 we ask: Has the British reserve finally run out?

The British Grand Prix issue will be available from July 30th in patriotic red, white and blue (plus a few other colours) at top notch newsagents everywhere.





David Hobbs's BMW M1C now runs with a 2-litre turbocharged straight four engine.

BMW M1C receives 580bhp turbo motor

Competitors in the IMSA GT Championship in the USA must now be more wary of the BMW M1C, the car which is being run in the Camel backed series by BMW North America for David Hobbs.

The March Engineering built M1C was not fielded in the Six Hours at Watkins Glen because it was back in the Connecticut factory of Dale Dietrich's DM Engineering organisation, being converted to take a new engine to replace the normally aspirated 3.5-litre straight-six from the BMW M1, which produces only about 470bhp. The Kenwood Stereo sponsored M1C is now doing the IMSA events with the 2-litre turbo straight-four which was fitted to the BMW 320i entry a couple of years back. This power unit develops around 580bhp, and the expatriate Englishman is confident that it will put the M1C right on the pace.

Loos backs Bellof

Promising 23-year old German driver Stefan Bellof is now being supported by wealthy sportswear manufacturer — and former Porsche 935 team sponsor — Georg Loos in his quest to win his country's Formula 3 Championship. Bellof drives a Ralt-Toyota RT3 prepared by Bertram Schafer Racing and has scored one second, two thirds and a fourth in his four outings with the familiar red-liveried car. He currently lies fourth in the series.

Beginning this weekend at the German Grand Prix meeting, Loos is also entering a pair of Renault 5 Turbos in the European series. One will be run by Bellof and the other by 18-year-old former kartist Cathy Muller.

Honda branch out

Although the Honda hieracy are saying nothing at the moment, it seems almost certain that they will supply engines to two Formula 2 teams next year rather than sponsoring a works effort as they have done with Ralt this season. There is no indication who the teams might be, although they would like two different chassis to be used. At a BMW press conference at Enna last weekend they confirmed that they will continue to be very much involved in F2 for the forseeable future, which will almost certainly means that a works March team would continue the relationship which has brought a lot of success during the past nine years.

Honda are expected to do an F1 development programme next year with their V8 turbo along the lines that BMW have developed their turbo with Brabham. The betting still favours Williams as the chosen team.

Good entry for Kyalami Castrol 9 Hrs

With a new sponsor, Castrol, the traditional Kyalami long-distance sports car race in November looks like regaining some of its former glory this year with a number of top European entries.

Confirmed runners for the Castrol 9 Hours on November 7 include Jochen Mass/Reinhold Jöst (Porsche 936), Desiré Wilson/Derek Bell (Porsche 935), Jurgen Barth/Dale Wittington (Porsche 908), Hans Stuck/Hans Heyer (BMW M1), Nelson Piquet/Walter Rohrl (Lancia Monte Carlo) and Martino Finotto/Carlo Facetti (Ferrari 308GTB).

Brabham's Spa visit

Sir Jack Brabham was regarded with a certain amount of curiosity as he wandered around the Spa pits. What was a retired Australian World Champion doing, driving an English car (Ford Capri), run by a Luxembourg driver (Romain Feitler), prepared by a Dutchman (Rene Bolders) in Koblenz, Germany, and sponsored by a French underpants manufacturing company?

"I was testing Goodyears, and they asked me if I'd like to do the race. I thought it would be a bit of fun really. The last time I did a 24 hour race was at Le Mans in 1970, and the last time I was here was in 1968," replied Sir Jack.

Had the place changed much? "No it's still pouring with rain!" The new circuit met with Sir Jack's approval, but how did the cars compare with the Falcon and Holden that he's driven in Bathurst? Sir Jack grimaced and shook his head, and added tactfully, "about the same really."

The prize of success at Spa

It was very hard not to win some kind of prize in the Spa 24 Hours. Every year, the Belgians get together a fantastic range of prizes and sponsors, and this year was no exception. Based on various positions throughout the 24 hours, there were no fewer than 455 prizes offered by 39 companies, and that was only when the programme went to press. Even more were expected by the time the race started.

Some of these prizes were fairly extraordinary. One wonders what the team in the lead at the 20th hour are going to do with the police siren promised them by SPRL Debernard. Another prize, for instance, was a gallon of oil from Valvoline for the car that was 48th at the third hour. Certainly worth winning was a weekend's tennis holiday for eight at the Antwerp Novotel to be won by the first lady after two hours.

Now those were the trade prizes. More official versions were, for instance, a hi-fi set to the winners, the drivers weight in Napoleon sweets to the first lap leader, and Bastos cigarettes worth over £300 to first overall. In terms of cash, prizes were awarded to first to seventh overall from approximately £3000 to £200, and the first five in each class, from £1400 to £200.

Ralt halt Indy plans

Ralt boss Ron Tauranac confirmed at the weekend that he had started and stopped an Indy car programme. The approach which he accepted came from Dave Psachie the team manager for Mexican Josele Garza and Geoff Brabham. However, Psachie has now left the team and Tauranac has stopped work on the project.

Psachie initially wanted Ralt to produce six chassis using the Weismann gearbox, but Tauranac said that he really only wanted to be committed to building one car to begin with: "It is a whole new ball game and I would want to build and test a car thoroughly before committing myself to a build programme. I have had another offer to build a car since but I'm not convinced that I want to do it.

"I fancy going for an extended skiing holiday this winter and I've also got to start on a replacement for the RT3. Although it is pretty successful right now, I am sure that March will come up with something soon. The RT3 was my first ground effect car and I've learned a lot since then, which will mean starting from scratch. I don't want to get left behind so I've got to start work on that soon so that it is properly tested and developed by the time I need it for production."

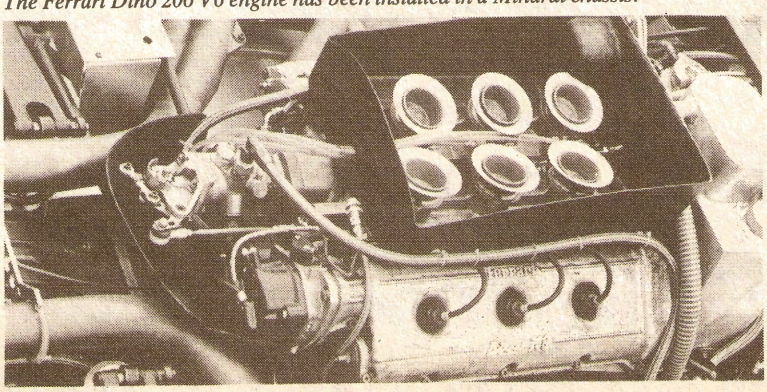
Ferrari's V6 engine shows promise

Although the Ferrari Dino 206 engine made an inauspicious debut at Enna last weekend in the back of F2 debutant Paulo Barilla's Minardi, the team have been most encouraged by its testing showings in the hands of number one driver Michele Alboreto.

The Tyrrell F1 driver did a back-to-back test with his BMW-powered car at Imola on the way to Enna and reported that it felt very good: "I managed to do the same time with both cars," he said.

Alboreto said that he thought he might race the V6-powered car in the penultimate championship race at Misano, although designer Giacomo Caliri denied it. "At the moment we are not sure what the programme is. Barilla will definitely drive the car at Spa and Donington, but after that it depends on sponsorhsip." French F3 driver Philippe Alliot is tipped to be a possibility and rumour is that Michelin want to get involved in F2 with him.

The Ferrari Dino 206 V6 engine has been installed in a Minardi chassis.



Prodsaloon debutants at Spa

Making their European debut at Spa over the weekend were Tom Dodd-Noble and Adam Macmillan, normally to be found in production saloon events. Their ex-Toleman Ford Capri, using a Neil Brown engine, is prepared by their own garage in London, and, despite retirement before half-distance, the team did well to get the car in the race. The two drivers have ambitious plans for next year: if a sponsor can be found, they hope to do the World Endurance Championship with a Group C car.



Wisell — bowing out?

Wisell to retire?

Reine Wisell, the Swedish former Grand Prix driver, was making his second appearance of the year at Spa, but now that it's virtually all the racing he does, Reine is seriously considering retiring. "I'm in my 20th year of racing now," says the evergreen Swede, "and I'm nearly 40. Furthermore, I now live in Sri Lanka where I'm working on a holiday complex. So it's rather a long way to come for a race, and driving one of these is very different from a Land-Rover."

"Oh, I don't know," chipped in John Cooper, co-driver of the Bastos Chevrolet Camaro with Wisell and Bourgoignie, "I would have thought they were quite similar!"

Rude's the name

Kathy Rude was a new name to most onlookers at Spa where she made her European racing debut last weekend. She's a bouncing little lady from Los Angeles who drives a variety of cars in the States, including testing Formula Ford and Atlantic cars, and racing a GTU Mazda in IMSA events. She shared a Mazda with Philippe Martin at Daytona earlier this year, and he was meant to get her a ride in the Mazda team at Spa. However, due to a misunderstanding, Martin never managed to find her a car, and in the end, she teamed up with Frenchman Jean-Claude Lagniez and Belgian Quirin Bovy in a Chevrolet Camaro. Unfortunately, the little lady put the big car off the road before half-distance.

Gold Cup prospects

Remember the days when the Oulton Park Gold Cup race was a classic? This year there will be a chance to re-live those times at the BARC-organised meeting on September 26/27, for an event called the Historic Gold Cup Race will be held for cars typical of the type which competed in this race before 1961. This basically means that this feature race of the day will be for historic Formula 1 cars.

The incentives being offered to prospective entrants include starting money of £200 per car, and it is planned to invite 24 cars to take part. Anyone with an eligible car who is interested in taking part is asked to contact Bert Young (Tel: 01-636 9184).

Big promotion for Donington F2 race . . .

While the Formula 2 Association are having serious internal discussions on improving the promotion of the Formula, Donington Park have set a superb example to other organisors with their Radio Trent Race Week leading up to their John Howitt Trophy championship race on August 15/16.

Highlight of the promotion, which will cover Monday to Thursday before the event, will be a one-mile cavalcade through the streets of Nottingham on Thursday lunchtime.

The promotion will be based at Nottingham's Victoria Hotel and leading drivers from the European Formula 2 championship and supporting Tricentrol saloon car series will meet the public at the Hotel's Antoinette restaurant. On Thursday the cars will be driven through the streets from the City Council's house in the market square to the hotel, where they will be officially welcomed by the Lord Mayor. A lunchtime press conference will be followed by an evening gathering of civic dignitaries and leading industrialists from Nottingham, many of them having their introduction to motor sport.

Radio Trent, Nottingham's commercial radio station and sponsors of Donington's FF2000 championship, will be interviewing drivers throughout the week and doing a one-hour live broadcast during the cavalcade.

Other plans for the meeting are a static display in the hotel foyer where discount tickets for the meeting can be bought and various goodies given away while the local bus company, Barton's, are providing free transport to and from Donington on race day.

Although the race at Spa is only a week before, all the F2 teams and drivers are wholeheartedly behind the Donington effort and have guaranteed their support for it.

The 70 lap ninth round of the wide-open F2 championship is the highlight of another of the Donington Racing Club's action-packed 13 race programmes. Admission will be £5 for each adult, and children under 15 are free.

. . . with backing from Howitt

The Howitt Printing Group is to back Donington Park's European Formula 2 Championship meeting on the weekend of August 15/16. The enthusiastic Nottingham-based company also support the circuit's 'Driver of the Year' awards, although this will be the first time that they have lent their name to an entire meeting.

"Our involvement with Donington began with the re-opening of the circuit," said Managing Director Patrick Howitt, "and, not only has Donington proved a superb venue for entertaining customers and giving employees from our Nottingham factories the chance to go motor racing, but the attitude of Tom Wheatcroft and his management team make us feel part of the Donington family."

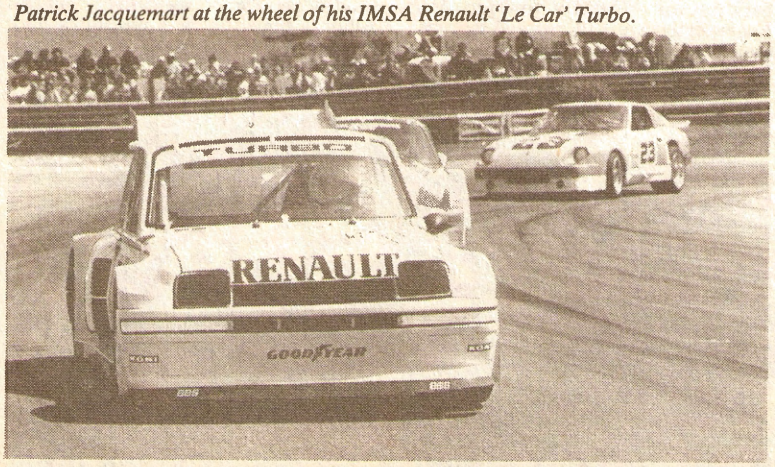
In the past, Howitt Printing have enjoyed supporting local drivers Frank Sytner and Gary Ferriman as well as involving themselves with personal support for Kenneth Acheson over the past three seasons. Donington's most prestigious race of the year will now be entitled The Howitt Printing European Formula 2 Meeting.

PATRICK JACQUEMART

During recent testing at the Mid-Ohio circuit near Lexington, the American IMSA racing series lost one of its most colourful drivers. Patrick Jacquemart crashed his Renault 'Le Car' Turbo heavily and was killed instantly. He was 35 years old.

The Frenchman emigrated to America in 1973 after an extensive grounding in motor sport in France, where he raced Renault Gordinis and *Formule Renault*. He rose to become competitions manager of Renault USA and scored many successes for the marque, particularly over the past couple of years in the Champion Spark Plug Challenge series. To his family and friends, AUTOSPORT offers its sincere condolences.

Patrick Jacquemart at the wheel of his IMSA Renault 'Le Car' Turbo.



Briefly . . .

● McLaren International have signed a contract with Michelin for the remainder of the 1981 Grand Prix season.

● The Spanish Grand Prix, which attracted only 25,000 spectators, made a loss of £30,000.

● Renault's recent engine problems at Silverstone were caused by leaks between valves and valve-seats, which caused excessive heat build-up, leading to 'thermal fatigue.' The team is familiar with the problem, but say that it does not usually occur in the course of a single Grand Prix.

● Giorgio Stirano, until recently the chief designer of Osella, is building an F3 chassis which will bear his own name. It is expected to make its debut in the European F3 Championship round at Imola in September.

● Paul Newman and Robin Herd are reportedly working hard to get Teo Fabi into a Formula 1 car for the north American Grands Prix. In the same pair of races, Jacques Villeneuve is almost certain to make his F1 debut in a factory Arrows.

● It is said that, had Nelson Piquet not been fit to drive for Brabham at Hockenheim this weekend, Jan Lammers would have partnered Hector Rebaque in the team . . . they say that Bernie has promised him a drive before the end of the year.

● Jean Rondeau is thought to be looking to turbocharged Peugeot engines for at least some of his Le Mans cars in 1982.

● It is said in Italy that Mauro Baldi will make his Formula 1 début at Monza in September — at the wheel of a third works Alfa Romeo . . .

● The F3 Temporada series, scheduled for Argentina in November, is now almost certainly off.

● Paul Newman, among others, is campaigning strenuously for a CanAm race at Las Vegas, to be run on the Friday before the Grand Prix! That would mean three CanAm races — Laguna Seca, Riverside and Vegas — on consecutive weekends . . .

● Tony Cicale is expected to test the new VDS CanAm car next week. If all goes well, Geoff Brabham, currently the championship leader, may debut the car at Edmonton, the next round.

● Surprise visitor to Enna last weekend was Frank Gardner, who went as a guest of BMW. He was visiting the competitions department in Munich for a some bits for a project in Australian and thought he'd catch a bit of sunshine while he was at it.

● John Webb of Motor Circuit Developments has made a further, most useful contribution to the 'Racing for Britain' scheme by putting on a second Talbot Sunbeam Celebrity race in aid of the fund. The event will be run at Brands Hatch on August 31, Bank Holiday Monday.

● Stewart Fowler, a regular front runner in Mini 1000, has recently acquired Colin Hawker's Group 1 1.3 Ford Fiesta. The Dartford garage proprietor hopes to contend some of the remaining Tricentrol Championship rounds before, hopefully, making a full onslaught next season.

● Contrary to information supplied on one of the incident sheets for the Minolta Super Sports race at Silverstone on July 17, Gerry Marshall did not spin his Lola T70. Gerry cannot remember the last time he spun in a race.

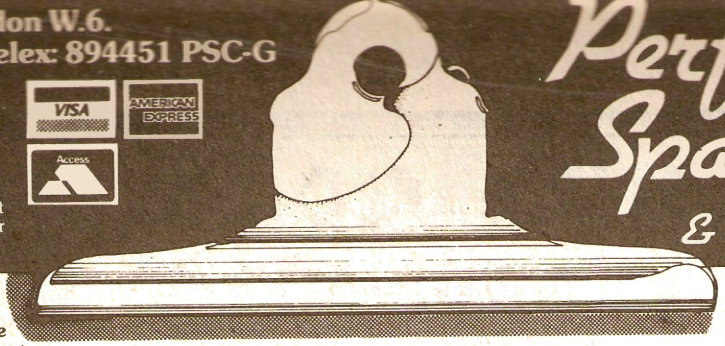
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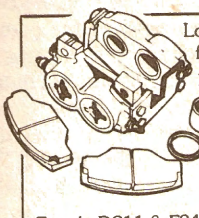
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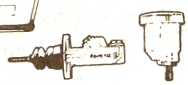
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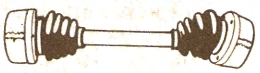
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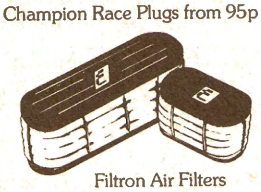
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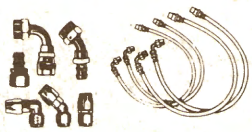
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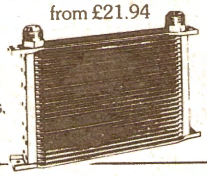


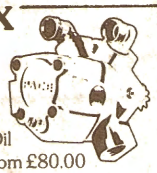
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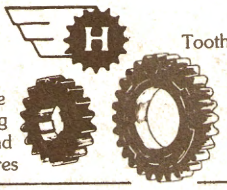
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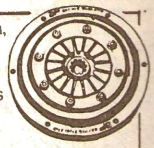


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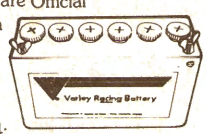


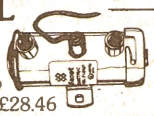


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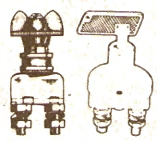
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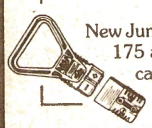
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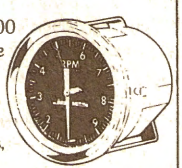




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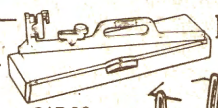
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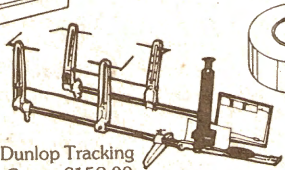
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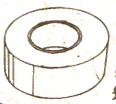


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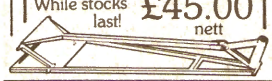


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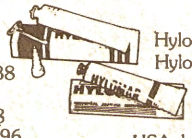
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Carry on the good work

The management of the 'Racing for Britain' scheme contacted us early in the week to ask us, on their behalf, to thank the BRDC and Silverstone Circuits for all their assistance before, during and after the British Grand Prix.

'Racing for Britain' was donated stand space at Silverstone, and the opportunity was used to the full. The new range of leisure goods was on sale at the stand, and the instigators of the scheme report a brisk trade, both in 'gear' and in new contributors. During the meeting, almost 33,000 forms were distributed, and many people took advantage of the discounts being offered at the stand to contribute their £7.50, and instantly recover it.

The total fund now exceeds £20,000 thanks to the support of the public and of companies, some of which have contributed more than the £100 suggested minimum. However, although none of the management personnel is paid out of the fund, there are considerable administrative expenses, and 'Racing for Britain' needs many more contributors if it is to increase its financial support of Formula 3 drivers Jonathan Palmer and David Leslie. In addition, the scheme has a commitment to supporting young British Formula Ford drivers, whose names will shortly be announced.

Palmer, currently leading the Marlboro British Formula 3 Championship, is still short of cash to complete the season, and Leslie's financial situation is desperate. At the moment, he can afford to do only a few selected races from the rest of the 1981 series, even though he already operates on a detrimentally smaller budget than his rivals in F3. The Scot has actively co-operated with the 'Racing for Britain' organisers, showing great enthusiasm for the idea, and the management committee sees as a priority putting Leslie back onto a secure financial footing.

If you are one of the people who were handed 'Racing for Britain' forms at Silverstone, but have not yet filled it in, why not do so now? If not, just send off a £7.50 cheque (made payable to 'Racing for Britain') with your name and address to the scheme at 41 Richmond Avenue, Bedfont, Mddx. Remember that your contribution entitles you to a large number of discounts both on the scheme's personalised leisure wear and many other things, including facilities at race circuits.

The organisers of the scheme have very adequately countered some early scepticism by showing that it is certainly feasible, and in its first year it has already done enough to keep two of our brightest young prospects in the game. The early response was very encouraging; more contributions are needed *now* not only to enable the organisers to reach their 1981 targets, but also to ensure that they can set rolling the snowball effect which will place the 'Racing for Britain' scheme firmly on the British motor racing scene on an annual basis. It is in everybody's interest that, in 1982 and beyond, contributors get even better value for their money under a scheme which can make a real contribution towards sending our aspiring talent on their way to Formula 1.

Correspondence

the editor is not bound to agree with readers' opinions

Alan who?

On July 23, you printed a letter stating how much a reader had enjoyed watching "Alan Jones in a full-blooded four-wheel drift, twice through Stowe corner," when driving a Cooper-Climax in the Cooper Cars demonstration at the British Grand Prix meeting.

Well, I must unfortunately inform your reader that in fact it was not Alan Jones, it was that saloon car ace David Brodie of 'Run Baby Run' fame.

'The Brode', being a good friend, informed me that he stood in for Alan because Alan had to go to the drivers' briefings.

So, sorry to disappoint all those Alan Jones fans, but David has the four-wheel drift talent in Historic Formula 1 cars, and adds he wouldn't mind driving one regularly — any offers?

DIDCOT, BERKS. LEE EVANS,
R&D Engineer,
Williams Grand Prix Engineering.

Well done, John

I would like to take this opportunity of thanking all those people who made last weekend's Marlboro British Grand Prix at Silverstone such a success.

Thanks to the team-work of all the hundreds of volunteer officials and marshals, members of my own staff at Belgrave Square and Silverstone Circuits Limited, I hope that once again we have given the British motor racing fans, who came to the circuit in their tens of thousands, and those other fans round the world who were able to watch the event on television, a splendid spectacle. Obviously an event of this magnitude needs a sponsor and I count the RAC Motor Sports Association Limited as being very lucky to have such an enthusiastic backer as Marlboro.

I must also add in this letter my thanks to all the drivers, both in Marlboro British Grand Prix and the supporting races, who made it possible — and hearty congratulations to John Watson and Marlboro Team McLaren.

LONDON, SW1 BASIL TYE
Managing Director, RACMSA

Thanks, Keke!

I would like to offer my sincere gratitude to the Fittipaldi team, and in particular, team manager Peter Warr and Keke Rosberg, for the very kind and courteous attention they gave me at the British Grand Prix at Silverstone.

In these days of enormous sponsorship requirements, and superstar status for drivers, an unsponsored team struggling at the back of the field has its fair share of headaches. Despite their problems, Peter Warr allowed me access to the Fittipaldi pits to take photographs, spent some time talking to me, and duly introduced me to Keke Rosberg, who also spent his valuable time talking to me, presented me with a few momentos, and finally posed for a photograph with me.

I left the team feeling deeply impressed. Such manners seem rare in Formula 1 today. All I can say to the reluctant sponsors of Fittipaldi is "Get a move on! They deserve your help!"

PERTH, SCOTLAND ROBERT STORIE

Allinson replies

I would like to respond to the letter by Mr Graeme Glew of Team Touraco (AUTOSPORT, July 16) in an endeavour to clarify the position finally.

Under the RAC regulations my vehicle was declared illegal because I had no provisions for sealing the engine. In his letter to you Mr Glew implies that because I was able to pull away from the Lola of Mark Peters on the straights then my engine was illegal. This is definitely not the case and I would welcome any inspection of my engine.

I repeat that my vehicle was declared illegal solely because I had no provisions for the sealing of the engine under RAC regulations, a fault which I have now rectified.

I wonder how many other vehicles could have been declared illegal for the reason that they, too, had no provisions for sealing of the engine?

PENRITH, CUMBRIA TONY ALLINSON

Walkabout

I have just returned from Silverstone after a great three days of Formula 1 sights and sounds and decided that the Ligier Matra must be the best-sounding F1 car — just music to the ears!

However, you could not get to see the F1 cars closely. Sure, I bought my paddock tickets on the practice days but all you could see was the fronts of the transporters. Why were there no pit walkabouts like previous years at Silverstone and Brands Hatch?

DARTFORD, KENT S. CHAPMAN

Formula Ford proposals

As a regular Formula Ford competitor, I was most interested to read Marcus Pye's recent comments on the structure of the sport (*Humble Pye*, July 9), and his proposal for a 1975-78 series for FF cars.

While I do not wish specifically to argue the pros and cons of another Pre '74 type championship, I would like to comment on the wider issue of improving the relatively weakened state of "top level" Formula Ford racing (and to a certain extent much of club racing).

The existing competitors, teams, marshals and circuit organisations who participate in Formula Ford racing represent a *massive* resource for the present enjoyment and future development of our sport. This resource is being squandered and diminished by lack of co-ordination, foresight and structured co-operation within the sport. The responsibility for this mal-administration must lie with the organising clubs, and the RAC MSA, at the highest level (I would certainly level no criticism at the incredibly hard working organisers I met "on the day").

In recent times the ridiculous lack of co-operation in event planning, and incredible spitefulness, between certain of the main clubs has contributed directly to the difficulties of British Club National Racing. To take the case of top level FF racing, as Marcus Pye points out, each club must have its own "top" championship, even in an entry drought. With the success of the Pre '74 series (Incidentally, as far as I am aware the excellent secretary of the Pre '74 register, John Nicol did not conceive the idea; this was done by Bob Lee and Graham Templeman) which the BRSCC subsequently adopted, we now find that the BARC apparently wants a slice of the same action, namely 75-78 Formula Ford! There may, in fact, be a genuine demand for a 75-78 series but surely overall what is needed, is a structured arrangement of FF championships, both national and regional, expert and novice, "new" and "old", which transcend petty club territorial boundaries, concentrate resources and so magnify the result in all eyes. Indeed it might be argued that if the organising clubs fail to achieve this co-ordination they have no remaining function. The organisation and promotion of the sport would then be best kept directly in the hands of circuit "owners", responsible only for attracting competitors and spectators to "their" venue.

There is no doubt in my mind that the sport generally, and FF racing specifically, can be revitalised by rationalisation starting at the highest level. Many problems exist, such as how to effectively (and

enjoyably) direct and develop the energy, skills and enthusiasm of the marshalling force on a co-ordinated national basis. As a suggestion, instead of the disco on the night of the FF festival, why not enlighten the FF community with a short presentation from the main organising club concerning their proposals for next year's racing; followed by a light-hearted forum (sponsored? MCD) for drivers, teams, marshals to air their views and ask questions? Of course, the BRSCC organise the FF Festival and they may not want to give a platform to other organising clubs . . .

ROYSTON, HERTS. SIMON DAVEY.

Latin temperament

I must comment on some of Nelson Piquet's comments in the press recently.

First, his comments about Carlos Reutemann. Well, maybe Mr Piquet has forgotten the last lap of the 1978 British Grand Prix, and that epic battle with Mario Andretti last year in Holland? At present, Carlos is 17 points ahead of Mr Piquet and, coupled with the fact he has six years more experience and seven more wins to his credit, I think Mr Piquet is hardly qualified to criticise — not just yet, anyway.

Second, if he is looking for the best financial deal, perhaps he should have stuck to tennis. If money is his main criteria for racing, then maybe all the teams would chip in to pay him to stay off the track . . .

Finally, Mr Piquet's running battle with Alan Jones. If he wishes to behave like a lunatic, could he do it elsewhere? Formula 1 cars at 150mph are hardly the weapons for a duel. What if, when Mr Piquet is getting even, he causes a big pile-up and someone gets really hurt or worse?

Somebody ought to tell him that he is not in karts now. People are killed in Formula 1 cars without reckless idiots trying to cause trouble. If he thinks he has been hard done by, he should protest vigorously, but he should do it through the proper channels and not, like a spiteful infant, by insults and rash statements.

Formula 1 has managed to scrape through a great deal recently and, at the moment, a Latin charger set on making a name for himself could do an awful lot of harm to himself and other innocent people.

DONCASTER. STEPHEN NORTH.

Armco attack

May I through your magazine express my appreciation of the assistance given to me at Mallory Park following my excursion over the Armco. In particular, the marshals for their very prompt attention at the time of the incident, for their genuine concern afterwards and their willing muscles at the end of the meeting which enabled me to get the remains of the car into the transporter.

NORLEY, CHESHIRE PETER BURDIS

10 Then as now? 25

Ten years ago this week (AUTOSPORT, July 29, 1971) the final round of the World Sports Car Championship, at Watkins Glen, saw Porsche confirmed as champions, with eight wins from 11 races, although they failed to win the Glen 6 Hours when both JW/Gulf 917s suffered a rash of punctures soon after the one hour mark. Several other leading cars dropped out at this point: the Penske Ferrari of David Hobbs/Mark Donohue, the fastest car, broke its steering, and the works 3-litre Ferrari of Jacky Ickx/Mario Andretti broke its starter motor. Waiting in the wings was the Alfa Romeo of Andrea de Adamich/Ronnie Peterson, who gave the Italian team its third win of the year. Porsche salvaged second and third places with Jo Siffert/Gijs van Lennep and Richard Attwood/Derek Bell, while Alain de Cadenet/Lothar Motschenbacher brought their Ferrari 512M into fourth place.



Derek Bell attempts some repairs to his Porsche 917.

Carlos Pace scored his first Formula 2 success by winning on aggregate the two heat Imola race. François Cevert took the first heat in his Tecno, but the Brazilian came through in the second in his Frank Williams-run March 712. Marches occupied the next three places in the hands of Giovanni Salvati, Xavier Perrot and Wilson Fittipaldi. Helmut Marko took yet another win in the supporting 2-litre sports car event. his Lola T212 finishing comfortably ahead of Jean-Pierre Jabouille's Abarth.

One of the annual treats on the hillclimb calendar took place at Bouley Bay in Jersey, and for the fourth year running competitors arrived with Tony Marsh's 1967 hill record still the target. This time, however, David Hepworth set a storming time in his four-wheel drive car, leaving the new record at 44.06s. Next four in the top ten run-off were Sir Nick Williamson, Roy Lane, Tony Griffiths and Mike MacDowel.

The Spa 24 Hours turned out to be a real long-distance thriller, Dieter Glemser/Alex Soler-Roig taking the only surviving works Ford Capri to victory despite the constant threat of the works-backed Mercedes 300SEL of Hans Heyer/Clemens Schickentanz. Tragedy struck when Belgian Raymond Mathay was killed when his BMW crashed.

A feature by then Rallies Editor John Davenport looked under the skin of rallying's supercar of the time, the Datsun 240Z.

Twenty-five years ago this week (AUTOSPORT, July 27, 1956) the perseverance of the Automobile Club de l'Ouest was finally rewarded; the £300,000 programme of safety improvements, instigated after the appalling 1955 accident, had been completed at Le Mans, and the circuit was ready for use again. Held six weeks later than usual to allow the changes to be made, the race boasted a good entry despite the absence of works teams from Alfa Romeo, Mercedes-Benz and Maserati. Great Britain were strongly represented by Jaguar and Aston Martin, France's hopes rested on Amedée Gordini, and Italy had a formidable challenger in the shape of the secretly developed 2½-litre Ferrari.

The Owen Racing Organisation had released a statement to explain the cause of Tony Brooks's fiery accident at Silverstone. Contrary to earlier speculation that the BRM had rolled when its differential locked solid, the throttle pedal had in fact stuck, possibly as a result of a stop earlier in the race to change the throttle control rod. BRM's problems in the British Grand Prix had led them to withdraw their entries for the next World Championship round.

A large crowd attended Silverstone for the 21st birthday party of the Aston Martin Owners Club at the St John Horsfall meeting. A parade of Aston Martins included the 1923 single-seater popularly known as 'Razor Blade' (with Sammy Davis at the wheel), while D. Elwell-Smith won the St John Horsfall in his 1933 International.



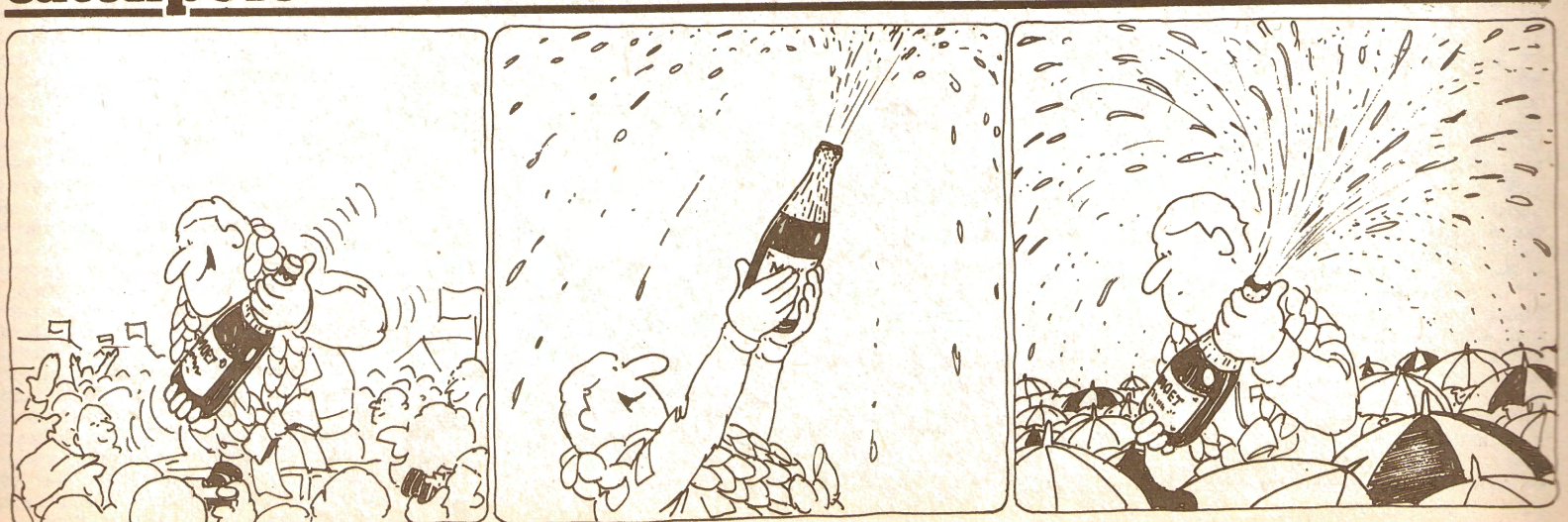
Club racing 1956, led by the rare R4 Jowett Jupiter.

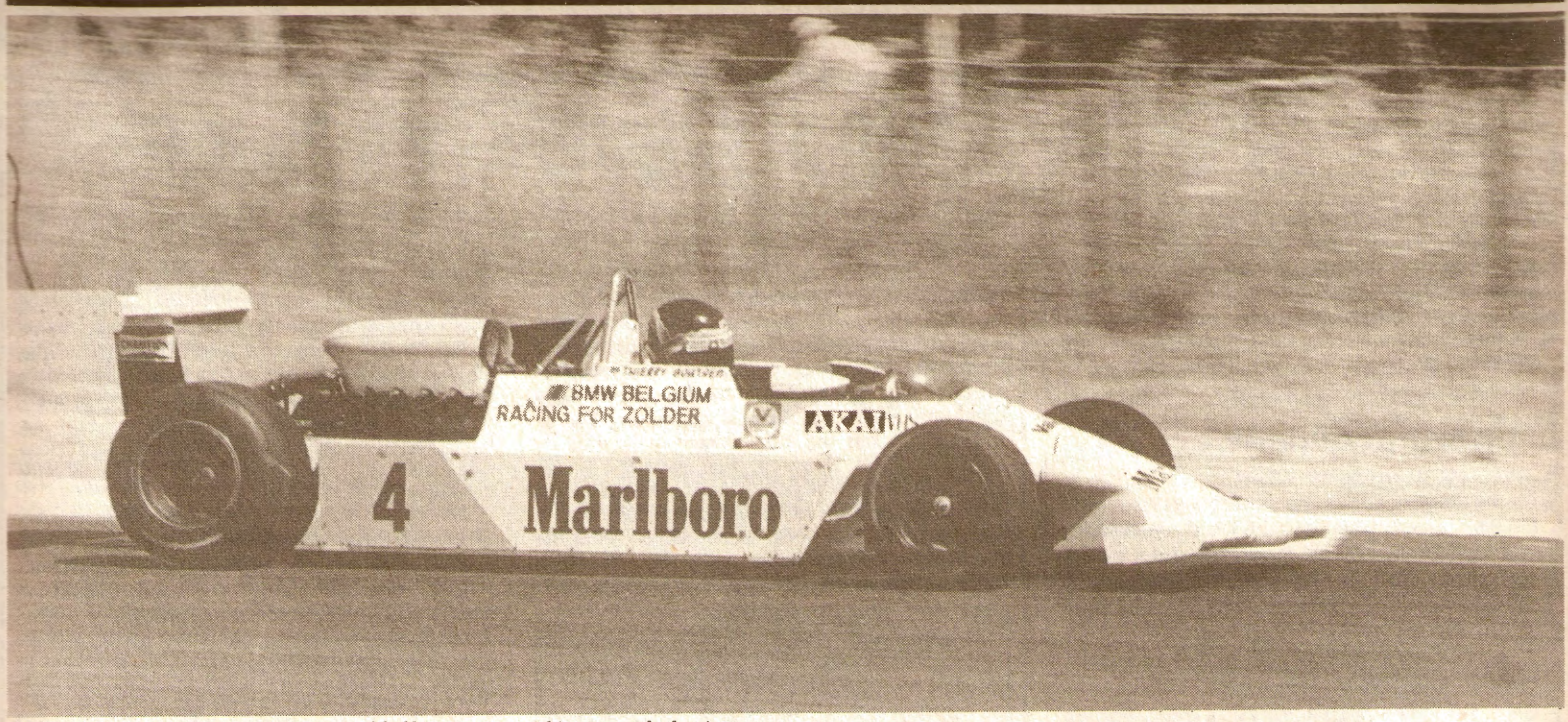
The Vanwall Trophy meeting at Snetterton drew only six cars for the main race, but Roy Salvadori (Maserati) and Archie Scott-Brown (Connaught) put on a superb show to keep the spectators happy. The latter was forced to retire with a gearbox problem (but not before he had set a new outright record at 95.86mph), leaving Salvadori to an easy win. Salvadori was competing in three of the five races of the day, also winning the *Formule Libre* H.W. Sear Trophy.

With the demise of racing at Dunrod, enthusiasts across the Irish Sea had only one chance to see a real road race in 1956. Held at the Wicklow circuit, the Leinster Trophy was won by Brian Naylor, in a Maserati-engined Lotus. Peter Whitehead's Maserati broke the outright circuit record.

Catchpole

by Barry Foley





Intelligent driving by Thierry Boutsen enabled him to preserve his tyres and take victory.

Bully for Boutsen

Boutsen's Bridgestones hold out — Lees and Thackwell not so fortunate — Rothengatter's excellent second — Pirelli disarray — Paletti and Johansson crash — Report & Photography: IAN PHILLIPS

Boutsen and Bridgestone claimed the headlines at a sun baked Enna last Sunday. Thierry Boutsen became the first driver in eight European Formula 2 Championship rounds to claim two wins this year when he took the chequered flag in the works Marlboro March-BMW 812. Using the Japanese Bridgestone tyres, the Belgian had claimed pole position but was playing second fiddle to Geoff Lees's Ralt-Honda in the early stages of the race. Lees, and his front row starting team mate Mike Thackwell, both had frightening experiences as their overheating Bridgestones literally exploded at 160mph. Boutsen, running the same type of tyre, saw Lees's problem at first hand and intelligently altered his style to hold on to win by just over three seconds.

In second place, and always in a challenging position, was Huub Röthengatter, having his first race for nine months and being the leading challenger to the Bridgestone cars throughout the weekend. Driving as if he had never been away, he gave M&H their best result to date in his Bouwes Hotel, and Marlboro Gjohn Bosch backed March-BMW.

That Pirelli tyred cars filled the next four places was no thanks to the Italian company's efforts over the weekend. Michele Alboreto's Minardi and the Maurers of Roberto Guerrero and Eje Elgh swapped the places among themselves on occasions during the race, providing most of the interest. Final point scorer was Jo Gartner's private Toleman, which although not his most convincing drive, was just reward for the times when he has been unlucky.

The race featured a number of incidents. In the first, Stefan Johansson's Marlboro Toleman rolled at the start after Thackwell's stalled Ralt had been knocked into him. The race was stopped. In the second event, both the Ralt-Hondas had their moments, while Ricardo Paletti was launched into a frightening series of rolls in his Pioneer March from which he was most fortunate to escape unharmed.

With only Boutsen and Elgh of the leading championship runners scoring points, the title race is still wide open but, with Boutsen on home ground next time, things look good for the works March team.

ENTRY & PRACTICE

Although there was a six-week gap between rounds seven and eight of the European championship, the leading teams did surprisingly little development work between races and, in true leave-it-to-the-last-minute motor racing style, there was a lot of fibreglass hand luggage at Heathrow as everyone embarked on the naturally chaotic Alitalia journey to Sicily.

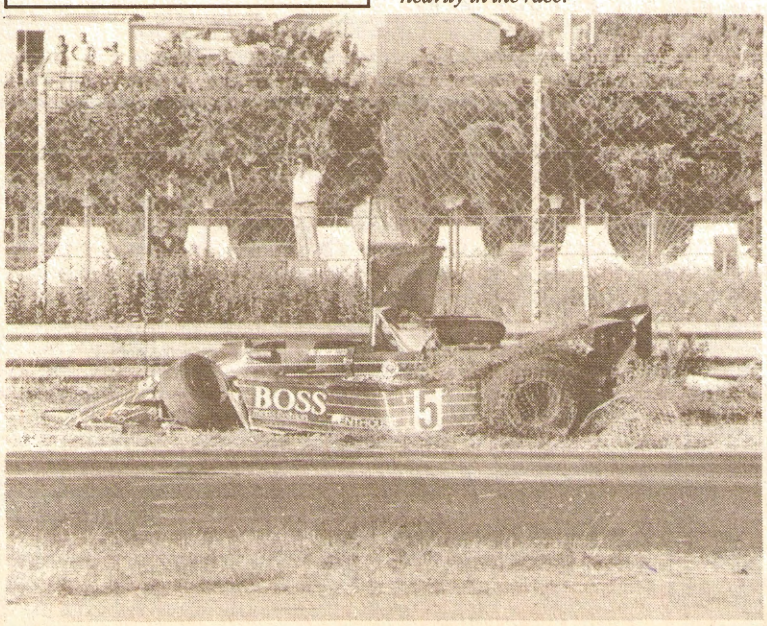
Although the 2.85-mile circuit round Lake Pergusa used to be everyone's unloved event, a great deal of money has been well spent in the past couple of years, making the circuit and surroundings pleasurable — always providing you can withstand the inescapable, scorching sun, which gave track surface temperatures of up to 50 deg C.

The three major tyre companies, Pirelli, Bridgestone and M&H, had all done some development work during the break, and the two half-hour unofficial sessions on Friday gave an immediate indication of which had been successful. Bridgestone and M&H runners were immediately happy. The Pirelli teams, though, looked worried — and their concern hardened throughout practice as it became more and more apparent that, for this weekend at least, the covers which they had supplied to the long-suffering IRTS men were entirely inadequate in supply and performance, and the technical back-up negligible. With three men in with a very good chance of winning the championship — Eje Elgh, Corrado Fabi and Stefan Johansson — it was an incredible attitude, even more so when the Minardi team was getting a wide choice of tall and narrow tyres which, with the exception of Pau, its performances to date have not justified.

Bridgestone's competitions director in Europe, Hiroshi Yasukawa, has run a very tight and efficient show since they entered the formula and, although the circuits are all new to them, they always manage to produce a range of tyres from the information supplied by March and Ralt which suit all eventualities. That they had the best rubber was confirmed by the practice times, their three top runners filling the top places. Of the five compounds available, the choice narrowed down to the YZS or the slightly harder YZT. The quick times were set on the S tyres, although there were doubts about its durability if the surface temperature ran too hot. Thierry Boutsen

F2 EUROPEAN CHAMPIONSHIP — ENNA — **8**

A bad weekend for Christian Danner. He had problems in practice and then crashed heavily in the race.



claimed his third pole position of the year by a fairly clear margin, and once again the works March team ran faultlessly. They tried running very flat rear wings, but the drivers preferred to sacrifice some straight-line speed for grip in the three chicanes, which the Sicilians love to cover in cement dust at every opportunity and which, consequently, were always slippery.

There are two distinct lines of thought on the quick way through the proliferation of chicanes at the circuit. Some think riding every kerb is the way to go, others do it anyway as if magnetised to them, while others studiously avoid them. Boutsen was of the opinion that he had to ride them while, in complete contrast, the next quickest men, Mike Thackwell and Geoff Lees in the Ralt-Hondas, were very careful to avoid them. "If we touch them, we've made a mistake," said Thackwell, now obviously well recovered from his leg injuries. A touch of a kerb visibly upset the balance of the comparatively big Ralts, but their strength lay in the power of the V6 engines which allowed the drivers to *drive* the cars through the twisty bits on the throttle.

Thackwell set his time in the generally slower second session, having found his springing too soft ("and dangerous to drive") in the morning. Although Lees was third on the grid, he was none too happy about his practice. In the first session, his race car sprung an oil leak and he was forced to use the spare with an old spec engine, which nevertheless he qualified second. In the afternoon, the old problem of the fuel boiling in the tank reared its head just as he put on the soft tyres, and he found himself stranded out on the circuit. Both drivers found the cars sliding a lot in the morning and very much had to compromise on the wings, as they found the power of the Honda engine dropping off well before the end of the long flat-out section.

The smiling face of lanky Dutchman Huub Röthengatter made a welcome return to F2 at Enna, a deal having being arranged to take over Jurg Leinhard's updated March. Backing came from the Bouwes Hotel, Gjohn Bosch and Marlboro. The Chuck Graemiger-run team swapped its Heidegger engine for one of Heine Mader's BMWs and, equipped with the M&H British Standard Racing compound "60" tyres, Röthengatter was immediately on the pace. Although he had not driven for nine months, he was revelling in the situation and, for all but the final ten minutes of the first session, was fastest of all. Once Bridgestone had sorted out their soft tyres, they took over, but Röthengatter was happy in the knowledge that he could do his times all day long on his tyres, which were race rubber — a fact confirmed with second fastest time in the morning warm-up.

Like a number of other drivers, Röthengatter's afternoon times were disallowed when the scrutineers produced their 4cms measuring stick at the pit entry lane. As the session was generally slower, nobody really minded too much that *all* the offending cars' times were disallowed. Most of the teams knew that, with the large amount of damper rebound they were running, the cars would not recover their composure after a heavy braking session in front of the scrutineers. Some engineers just warned that, if the measuring practice was to continue hydro-pneumatic systems would invade F2.

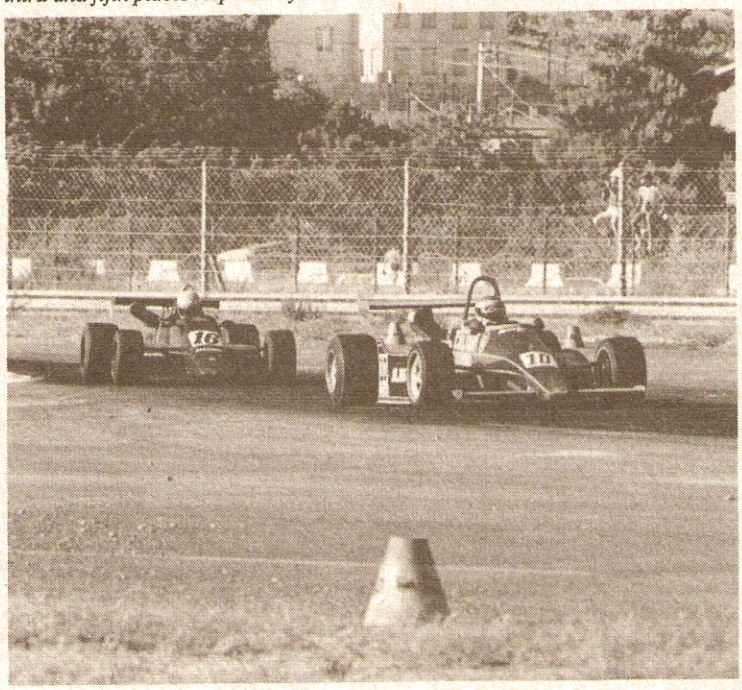
Piero Necchi was Pirelli's favoured runner of the weekend, and was consistently their quickest in Arturo Merzario's March, but the times were not really convincing. Corrado Fabi took a long time to get in the groove round the chicanes, but rewarded Gordon Coppuck's infinite patience by turning it on right at the end of the second session to haul himself up the grid and split the two Maurers of Roberto Guerrero and Eje Elgh.

Qualifying
Existing record: 1m 31.26s **Weather: very hot.**

Driver	Car	Tyres		Time
Thierry Boutsen	March-BMW/Rosche 812	B	1:3092	1:31.73
Mike Thackwell	Ralt-Honda RH6/81	B	1:32.83	1:31.55
Geoff Lees	Ralt-Honda RH6/81	B	1:31.56	1:32.77
Huub Rothengatter	March-BMW/Mader 812	M	1:32.02	No time
Piero Necchi	March-BMW/Mader 812	P	1:32.16	1.33.60
Roberto Guerrero	Maurer-BMW/Mader MM81	P	1:32.22	1:33.64
Corado Fabi	March-BMW/Rosche 812	P	1:33.54	1:32.49
Eje Elgh	Maurer-BMW/Mader MM81	P	1:32.53	1:33.45
Richard Dallest	AGS-BMW/Mader JH15	M	1:32.71	No time
Stefan Johansson	Toleman-Hart T850	P	1:32.71	No time
Guido Pardini	Toleman-BMW/Heidegger T850	P	1:33.46	1:32.72
Michele Alboreto	Minardi-BMW/Mader FLY81	P	1:32.99	1:33.12
Ricardo Paletti	March-BMW/Mader 812	M	1:33.06s	1:34.11
Jo Gartner	Toleman-BMW/Heidegger TG280	P	1:33.32	No time
Carlo Rossi	Toleman-Hart TG280	M	1:34.17	1:37.65
Gianfranco Trombetti	March-BMW/Mader 812	P	1:34.63	1:34.29
Ricardo Londono	Toleman-Hart TG280	P	1:34.83	1:37.27
Fredy Scharwiler	Toleman-BMW/Heidegger T850	M	1:35.16	1:36.22
Christian Danner	March-BMW/Rosche 812	B	1:44.10	31
Johnny Cecotto	March-BMW/Heidegger 812	P	1:35.77	DNP
Roberto Del Castello	March-BMW/Heidegger 782	P	1:35.91	1:36.00
Paul Smith	March-Hart 812	P	1:36.27	1:36.18
Paolo Barilla	Minardi-Ferrari FLY81	P	1:36.31	1:36.60
Guido Dacco	Merzario-BMW/Merzario M2	P	1:37.41	No time
Loris Kessel	March-BMW/Heidegger 802	D	DNP	1:40.93

B: Bridgestone; M: M&H; P: Pirelli; D: Dunlop
DNP: Did not practice.
No time: Practised but time disallowed for contravention of 4cms rule.

Dice of the race was between Alboreto's Minardi and Elgh's Maurer resulting in third and fifth places respectively.



The Maurers featured the most visual changes since the last event, wearing some smart — and effective — new sidepods. The troublesome medium speed understeer was eliminated altogether by the pods, which have produced F2's cleanest underside profile yet. Both drivers went off on Friday and were late out in the first session. They were very unhappy with their service from Pirelli, to the extent that they had some M&H tyres mounted to try on Elgh's car. The Swede damaged an underwing and so lost the opportunity of the trial while race settings were finalised on Guerrero's car very much to his satisfaction.

AGS did a lot of work in the break and arrived with JH18 in narrow-track form for Richard Dallest. However, it suffered from a driveshaft problem, while being very quick through the twisty bits, and ultimately the 1978 JH15 was used for almost the whole of qualifying — its straight-line speed still being superior to the reprofiled new car!

Stefan Johansson was in trouble with the Docking Spitzley Marlboro Toleman, finding it totally unsuited to Pirelli's soft sidewall range of tyres which gave initial understeer and terminal oversteer — neither of which are desirable at this circuit . . . He also felt that the engine was tight and slowing him a bit — a fact confirmed when he set fifth fastest time with a fresh unit in the warm-up.

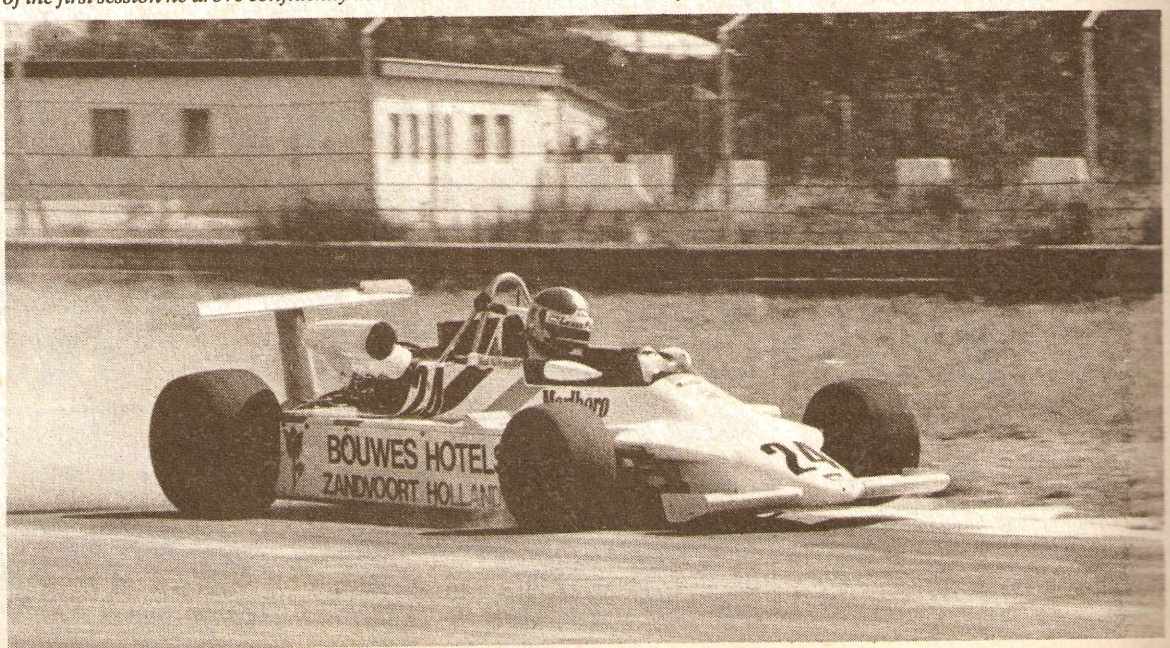
Guido Pardini got his BMW-powered T850 wound up in the afternoon session to record 11th fastest time. The Minardi team never looked like repeating their Pau practice performance, even though Michele Alboreto had 15ins fronts and a choice of narrow or wide rears. Alboreto put the problem down, once again, to the soft springs. The car immediately felt better in the warm-up, although the engine went off.

The March Onyx team were confident of success for Riccardo Paletti after some really good testing in the break and, initially, their optimism seemed well founded. However, a switch to the 62 compound M&Hs midway through the first session lost them ground from which they did not recover.

Jo Gartner, now (happily) properly sponsored in his Toleman-BMW, was a Pirelli sufferer and was not feeling good anyway, having an attack of Sicilian tummy. Carlo Rossi's afternoon session was ruined with a seized wheel bearing in the original Toleman chassis.

Of the rest, Christian Danner lost the ▶

Huub Rothengatter was pleased to be back in a racing car after nine months without a drive; after setting fastest practice times for most of the first session he drove confidently in the race to reward his team with a fine second place.



continued

whole of the first session with a blown engine on his now Bridgestone-shod March (there weren't enough Pirellis for it anyway), while Johnny Cecotto twice took wheels off Markus Hötz March. Paul Smith did the same in the second session with his unique March-Hart but was generally happy with his progress.

Finally, the Minardi-Ferrari appeared with newcomer Paolo Barilla. In Alboreto's hands, it had matched the BMW-powered car at Imola during testing and, although it gave no trouble and sounded well, it never looked like being a quick combination at Enna.

RACE

With a fair number of Sicilians colouring the surrounding hills (nobody is charged admission anyway), and the race televised live in Italy, Austria and Switzerland, the starter held the 25 cars for too long on the grid and, as he flashed the lights green, chaos ensued.

Thackwell's Ralt-Honda had boiled and it died as he dropped the clutch. Three of those immediately behind him got through, and Johansson almost made it when the hapless New Zealander was punted into the passing Toleman. Johansson was then catapulted into the Armco and went about 200yds upside down on the roll-over bar, eerily listening to his helmet being worn away and being given a petrol shower. Finally it came to a halt under his sponsors' noses. "I just sat there with my finger on the extinguisher button until they got me out," he said later, surprisingly cheerfully, and lucky to have escaped without a scratch.

Rothengatter was leading at the end of the lap, but the race was stopped there and then for the debris to be cleared.

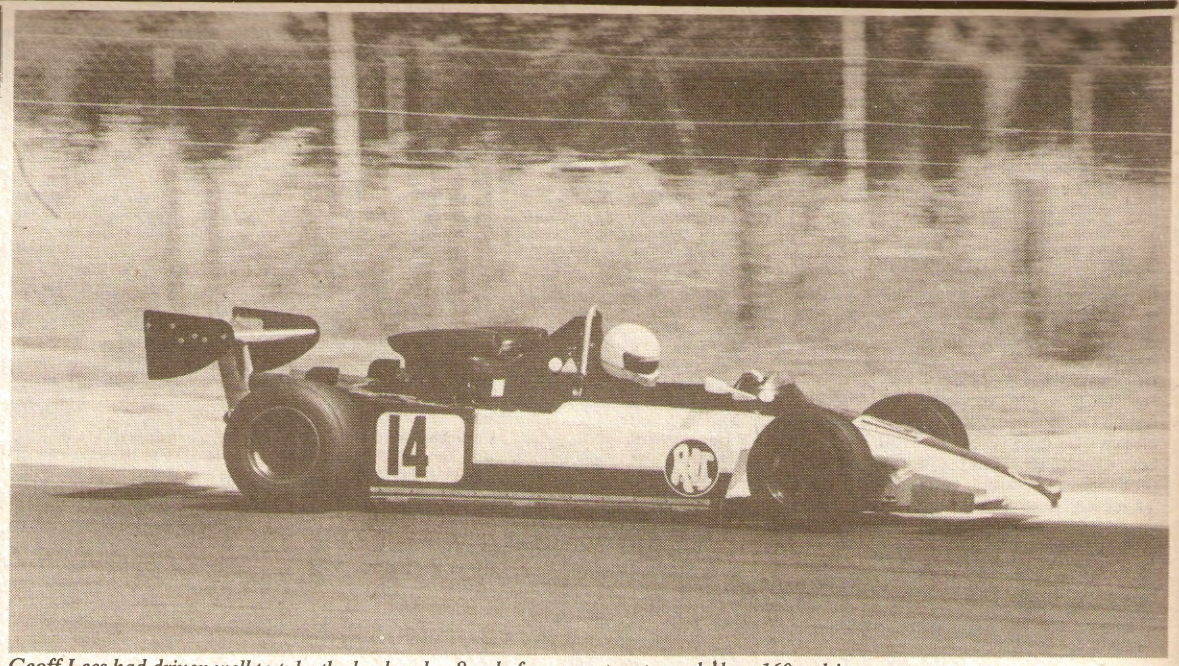
With just Johansson missing, the grid reformed and again Thackwell suffered — this time the gear-knob coming off in his hand as he grabbed the lever Mercifully the pack avoided him this time around, the Ralt coming round in 21st place at the end of the lap. Boutsen and Rothengatter again headed the field, with Guerrero third and Lees fourth having avoided being put out by Dallest at the first chicane (the Frenchman justly being penalised for jumping the start).

Rothengatter slipstreamed into the lead on the second lap and held it until lap 5, when Boutsen returned the compliment. Lees by this time was with them in third place, and this trio were a little way clear of the rest. Alboreto, happy with his fresh engine and improved handling, was really charging and headed the Maurers of Guerrero and Elgh. Necchi, Dallest and Gartner were next with the Colombo Tolemans of Pardini and Rossi ahead of the slow starting Fabi ("my brain was on holiday"). Thackwell was up next in 14th place, but a long way behind.

Contrary to pre-race expectations, Lees's Ralt-Honda was quick on the straight and he breezed past Boutsen on lap 8. The Belgian was able to gain some ground in the first and second chicanes, and did not lose touch, while Rothengatter too hung on in spectacular style.

Lees was stroking round, trying hard not to overwork his tyres, but as he approached the third chicane at 160mph on lap 12, the left rear tyre exploded as he took his foot off the throttle. The rear suspension was torn apart, but Geoff skilfully kept it all in a straight line and hobbled back to the pits, his sun tan having turned very pale . . .

Boutsen, having witnessed the drama at close quarters, immediately altered his roll-bars to induce understeer, and thus save his similar rear tyres: "I knew that if I carried on as it was the same would happen to me. So I stayed well away from the kerbs too. Huub was quicker than me on the straights, but I could still keep the gap fairly constant by having an advantage in the chicanes." Rothengatter, also, was not about to overdo it at this stage preferring to save his tyres for a late onslaught.



Geoff Lees had driven well to take the lead on lap 8 only for a rear tyre to explode at 160mph!

The leading duo were comfortably clear of the third place battle, which on lap 14 was headed by Elgh from Alboreto and a slightly fading Guerrero, who had a top-end misfire. Necchi was in a lonely sixth place, while Gartner was holding off Fabi for all he was worth. Dallest was next with Thackwell now tenth, having benefitted from a mighty accident involving Pardini and Paletti.

Pardini tried to outbrake Dallest into the third chicane and spun. Paletti had no choice but to ride over Dallest's rear tyre, which flipped the Pioneer March twice before it hit the barrier head-on, which then opened up, as the car came to a rest Pardini ran into it. "If it was any other car than a March I would be dead," exclaimed Paletti afterwards, surveying what the shunt and souvenir hunters had left of his once pristine car.

On the same lap, we also lost Danner, who spun out heavily on Cecotto's oil. A few laps before, Rossi had quit with no fuel pressure, so the midfield was fairly decimated by one-third distance.

As the leaders went their own way, about 3secs apart, Guerrero recovered his full power and edged ahead of Alboreto, the pair of them passing Elgh on lap 22 when the Swede made a mistake at the third chicane and flat-spotted his tyres.

Necchi still held sixth place but was coming under pressure from Thackwell, who had easily disposed of Gartner and Fabi and looked the quickest man on the circuit. His progress continued until lap 29 when, like his team-mate earlier, a rear tyre exploded. The results, though, were not as dramatic, and he was able to stop for a replacement, rejoining in ninth place and still driving with real aggression, despite a badly blistered right hand from the knobless gear stick.

Entering the final 15 laps, Boutsen had nearly 6secs in the lead, but he had counted on being without Del Castello. The elderly March was wayward down the straights and in the chicanes, and in one lap reduced the Belgian's lead to about 2secs, Rothengatter not relaxing his effort for one moment. However, with his tyres feeling good (even though the left rear was blistered), Boutsen dialled out the understeer and put in a couple of quick ones to extend the gap once more. "The only problems I had all race were backmarkers," he said afterwards. "Jacky Ickx told me I must arrive at Spa leading the championship, and I am happy now to know that I will."

Rothengatter was understandably excited about his comeback. He had driven well throughout and, even with his tyres virtually through to the canvas, he was giving 100% to the end, and he was not far off being 1980's winner number eight. On this form, he will win before the end of the year.

Elgh's tyres evened themselves out some ten laps after his early mistake and, from laps 26 to 31, he was hounding Alboreto again, briefly regaining third place on lap 32 before the dreaded Del Castello loomed again, causing him to lock up heavily once more and ruin his tyres for good. Guerrero took up the chase of the Minardi but could not slice into the final four seconds.

Necchi had looked certain to take sixth place but, on lap 33, he was in the pits with a flat battery which lost him two laps. This elevated Fabi into the points, having finally got past Gartner and pulled well away despite a damaged nose fin. However, it was not to be his day either, as the engine failed nine laps from the end. This put Gartner into sixth place, with Thackwell on the same lap and catching hand over fist.

It seemed impossible that the Ralt could encounter another major drama but, on the approach to the third chicane, absolutely flat out, the front left tyre exploded, the whole centre tread pulling itself away and exposing the inside of the rim to fresh air. The nose and suspension were both damaged enough to prevent any further forward progress, and a very angry Thackwell walked back to the pits.

So Gartner was left all alone in sixth place, a good showing for his new sponsors. All the other runners were a lap or more behind.

Thierry Boutsen samples the spoils of victory again, the only man to do so twice this year.



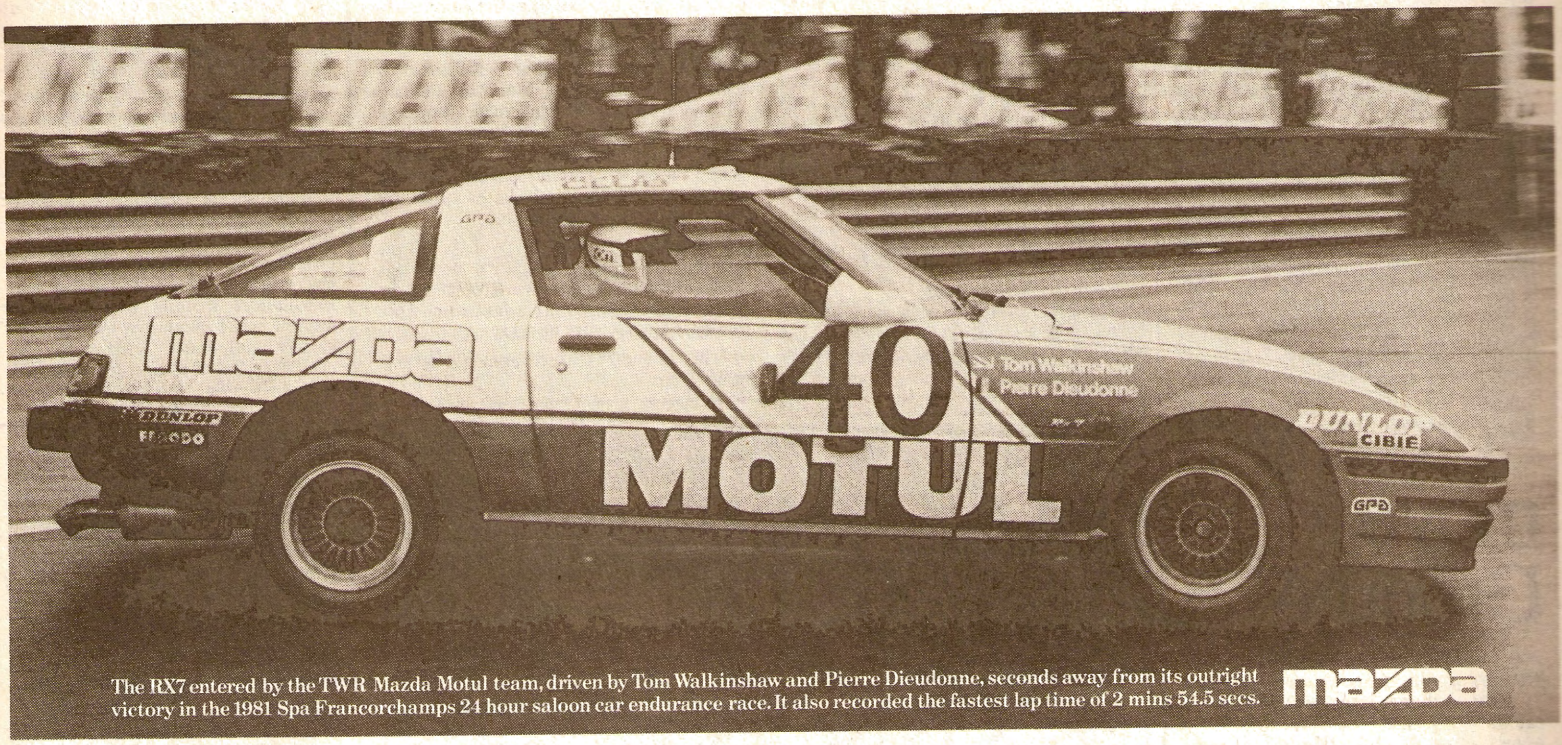
ENNA-PERGUSA (I)
Jul 26
European Formula 2 Championship, round 8
45 laps — 128.34 miles

1, Thierry Boutsen (March-BMW 812), 1h 10m 9.82s, 118.36mph;
2, Huub Rothengatter (March-BMW 812), 1h 10m 13.12s;
3, Michele Alboreto (Minardi-BMW FLY81), 1h 10m 24.58s;
4, Roberto Guerrero (Maurer-BMW MM81), 1h 10m 28.63s;
5, Eje Elgh (Maurer-BMW MM81), 1h 10m 37.44s;
6, Jo Gartner (Toleman-BMW TG280), 1h 11m 18.66s;
7, Fredy Schnarwiler (Toleman-BMW T850), 44 laps; 8, Paul Smith (March-Hart 812), 43 laps; 9, Richard Dallest (AGS-BMW JH15), 43 laps (including 1m penalty for jumped start); 10, Roberto del Castello (March-BMW 782), 42 laps; 11, Piero Necchi (March-BMW 812), 42 laps; 12, Gianfranco Tromebetti (March-BMW 812), 41 laps.

Fastest lap: Boutsen, 1m 32.05s, 120.30mph.

Retirements: Mike Thackwell (Ralt-Honda RH6/81), 39 laps, tyres; Corado Fabi (March-BMW 812), 35 laps, engine; Ricardo Londono (Toleman-Hart TG280), 25 laps, engine; Guido Dacco (Merzario-BMW M2), 20 laps, engine; Johnny Cecotto (March-BMW 812), 14 laps, engine; Ricardo Paletti (March-BMW 812), 13 laps, accident; Guido Pardini (Toleman-BMW T850), 13 laps, accident; Christian Danner (March-BMW 812), 13 laps, accident; Geoff Lees (Ralt-Honda RH6/81), 10 laps, tyres; Paolo Barilla (Minardi-Ferrari FLY81), suspension failure; Loris Kesell (March-BMW 802), 4 laps, electrics; Carlo Rossi (Toleman-Hart TG280), 3 laps, fuel pressure; Stefan Johansson (Toleman-Hart T850), 0 laps, accident.

Sorry we couldn't show the Fords or BMW's.



The RX7 entered by the TWR Mazda Motul team, driven by Tom Walkinshaw and Pierre Dieudonne, seconds away from its outright victory in the 1981 Spa Francorchamps 24 hour saloon car endurance race. It also recorded the fastest lap time of 2 mins 54.5 secs.

mazda

(They weren't at the finishing line when the picture was taken.)

Talbot move to Brazil as Frequelin extends lead

The win by Guy Frequelin on the Codasur Rally in Argentina has put both he and Talbot into commanding positions in the World Rally Championship. Frequelin himself new leads the Drivers' series by 23 points from Shekhar Mehta while Talbot leads the Makes series by 18pts from Datsun. However, the positions are becoming complicated by the fact that only the seven best results in the year count. Other scores will be discarded.



Guy Frequelin — huge lead.

Frequelin has now started in, and scored on, five events this season and seems likely to run in at least three more rounds before the year is out. He is making the trip from Argentina north to Brazil, starting the event in Sao Paulo on August 4. After that, his programme includes the San Remo and Lombard RAC rallies.

Meanwhile, Mehta, who has slipped quietly up the chart without anybody really noticing, has scored on only three rallies so far, and has his Safari win to thank for his high score. He is now planning to start in Brazil also and may then get a chance to have a crack at the San Remo and RAC events.

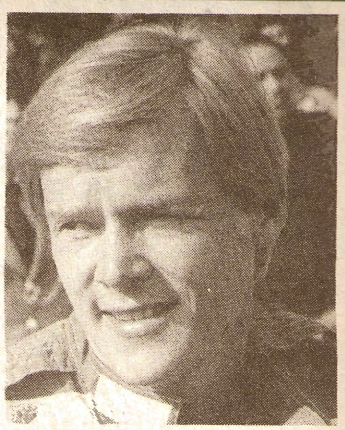
Trailing these two are Markku Alen (1000 Lakes and RAC rallies) and Ari Vatanen (Brazil, 1000 Lakes, San Remo and RAC rallies). Vatanen, having started the year with the best programme, will now have to work the hardest to make up for lost ground.

If Frequelin looks secure, then his team, Talbot, must be more than pleased. The driver combination of the Frenchman and his young team-mate, Henri Toivonen, has proved to be highly successful and Toivonen will carry the flag in the next round of the Makes' championship, the 1000 Lakes. Last year he was staggeringly fast on this, his home event, and the chances of him repeating his RAC rally victory do not seem too remote. The Talbot team have scored on five rounds of the Makes' series so far, and have at least three more chances of improving their score.

Only Datsun are still in the running as opposition and they now face a dilemma. If they run Group 2 cars for the rest of the year, then the chances are that they will still be beaten by the G2 Talbots. If they change over to G4 cars, in the hope of picking up extra category points, then they will be running against Opel, Ford and Fiat on at least two events. Either way, it seems that only luck will bring them to the top of the table.

Talbot are, justifiably, over the moon with the latest result. On the phone from Paris at the end of last week, a company spokesman told us, "It is fantastic. This really is a very, very good result."

The Coventry-based team has struck gold again.



Ari Vatanen is going ahead with plans to compete on the Rally of Brazil, despite virtually destroying his Rothmans Escort in Argentina last week. The car is apparently beyond repair and plans are in hand to fly a new Escort to Brazil later this week. Vatanen badly needs to score points in the World Rally Championship if he is to maintain his challenge.

The Codasur rally started badly for the Finn, with his car impounded in customs until just before the start. On the event itself he lost time with mechanical trouble before rolling heavily while driving in the dust of a slower competitor. Neither he, nor co-driver David Richards, were hurt.

Ford say move to Group A

The Ford Motor Company is advising drivers running in the current Group 1 category to change into the new Group A category for next year. Writing in an open letter to all drivers of Ford competition products, John Griffiths, the Ford Competitions Engineer, has laid down the options open for next year and then made some quite specific recommendations. Although these refer particularly to the current G1 Escort RS2000, they are of interest to anybody planning to rally next year.

The 1982 international regulations outlaw the current G1 cars. Instead, drivers will have a choice of running under the new Group A rules or transferring their cars across into the current G2, which will be permitted for one more year. Although the homologation rules for Group A mean that cars in the new category will be slower than G2 cars, Ford are still recommending Group A.

The reasons given by Griffiths are as follows. 1: Group 2 is valid only for 1982. 2: all future homologation will be done with Group A in mind. There will be no further homologation in G2. 3: Group A is here to stay. The sooner that we learn to live with it, the better.

Griffiths points out the dangers of 'performance chasing' by converting G1 cars over to G2 under the old rules and the suggestion is that entrants with the most money would get the results. By comparison, Ford expect a Group A Escort RS2000 to be about 30bhp down on a G1 car.

Further advice is available from John Naylor, Ford Rallye Sport, Arisdale Avenue, South Ockendon, Essex; but keep your enquiries brief.



A famous name on the Codasur. Juan-Manuel Fangio, nephew of the great man.

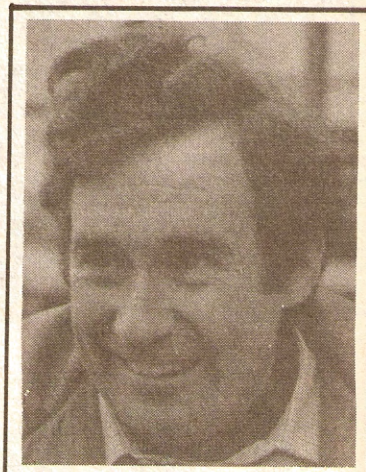
McRae at Ulster head

The *Belfast Telegraph* Ulster Rally, Britain's 'forgotten' international event, has attracted over 85 crews to its Craigavon start on August 7. Reigning tarmac champion, Jimmy McRae, heads the field to defend his lead in this year's Irish series, but he can expect plenty of opposition from the quick Irish crews, many of them running over home ground.

Apart from McRae, cross-channel entries are sparse and only John Price (Renault 5 Turbo) and Cyril Bolton (Triumph TR7 V8) are likely to break into the Irish ranks. The G1 battle should be a straight fight between Austin McHale and Richie Heeley.

One of the G1 stars from the Circuit of Ireland, Ken McKinstry, could make some impact again, now that he has moved up to G4 power. McKinstry, well-known locally as a navigational rally man, starts from 16th spot with his new, ex-Vincent Bonner Escort RS.

1 Jimmy McRae/Ian Grindrod	Opel Ascona 400
2 Ger Buckley/John Caplice	Vauxhall Chevette HSR
3 Bertie Fisher/Frank O'Donoghue	Ford Escort RS
4 Brendan Fagan/Ronan Morgan	Vauxhall Chevette HSR
5 Sean Campbell/Austin Frazer	Opel Ascona 400
6 John Coyne/Christy Farrell	Talbot Sunbeam Lotus
7 John Price/Hugh Wylie	Renault 5 Turbo
8 Derek Boyd/Drexel Gillespie	Talbot Sunbeam Lotus
9 Robin Lyons/Ian McFarland	Talbot Sunbeam Lotus
10 Cyril Bolton/Roy Kernaghan	Triumph TR7 V8
11 Ken McMillen/David Bowle	Ford Escort RS
12 Winston Henry/Ronan McNamee	Ford Escort RS
13 —	
14 Austin McHale/John McGee	Ford Escort RS2000
15 Richie Heeley/Vincent Meade	Ford Escort RS2000



Sub-Servia

The Spanish Ford Fiesta driver, Salvador Servia, is to drive a works car on the Manx and RAC rallies, according to sources in Spain. Servia, who has shone both at home and on World championship events such as Monte Carlo, currently lies second in the Spanish national rally championship with his 1600cc, G2 car.

The Spanish championship leader, Jorge de Bagration, (above) was injured last week when his Stratos crashed heavily after a jump on a stage. The car hit a telegraph pole before falling 100m down a mountainside and Bagration was lucky to escape with nothing worse than a chipped heel bone. His co-driver suffered broken toes. In the graphic description of our Spanish correspondent, "they were both born again".

The accident has probably put paid to Bagration's plans to compete on the Rothmans Manx international. Even if a new car is built in time, Bagration will have missed a National round and will need to score points at home rather than travel abroad.

Madeira bound?

On Tuesday, with the British competitors in the Madeira rally flying out of the country, their cars were still at MCD headquarters in Widnes. The ship, which was scheduled to carry the cars and service wagon, was lying out of service, still in Madeira.

Dave Campion of MCD spent many hours on the phone trying to find a means of transporting the team, which consists of Geoff Fielding's new G4 Escort, Mike Stuart's G1 Escort and Louise Aitken's G2 Fiesta. On Tuesday morning he found a ship which is due to sail from Lisbon on Friday.

Hasty plans are being made to get the cars to Lisbon but, while the distance is not too great, customs problems could mean that the cars never make it to the island.

Stuart wins

Mike Stuart took his first win in a Group 4 Escort RS at the weekend, driving Paul Windsor's David Rees supported car on the Wadham Stringer rally. "It is the first time I have driven a Group 4 car and I really felt at home straight away. I've got to have one now, perhaps two actually, one for tarmac and one for the forests," Stuart enthused at the beginning of this week. "I am very grateful to Paul for the loan of the car, because it was good to have my first G4 drive without any pressure."

Windsor also lent his Ford Fiesta to Phil Easton, a Radio City disc jockey experiencing his first rally. The event was held as a single venue rally over Aintree, using the access roads for most of the mileage, and Stuart eventually finished 18secs ahead of Tony Worswick's Escort.

● The line up for the Bank Holiday Supersprint is growing rapidly with Russell Brookes driving the Andrews Talbot Sunbeam Lotus the latest recruit to the list.

IRDC outing

More than 100 handicapped children will attend a special IRDC outing at Donington Park today (Thursday) for the annual Children's Rally Round. To meet them, and provide the fun and entertainment, will be many of Britain's leading rally drivers headed by Russell Brookes, Terry Kaby, Malcolm Patrick, Malcolm Wilson, Julian Raymond, Jeff Churchill, and Dave Fuell.

The manufacturer support for the day has been strong as well, with Ford, Dealer Team Vauxhall, Talbot, Shell, Michelin, Pirelli and local motor clubs all involved. Their contributions to a special 'Treasure Chest' will ensure that the children take home some special prizes.

In addition to the rally rides will be an autotest course, a visit to the famous Donington Museum, film shows, a barbeque and some surprise guests. The day starts at 10.00am, and this is the second year the IRDC have organised this special day for the children.



Pat Messer's Alfa Romeo powered Talbot Sunbeam took a class win on the Peter Russek Manuals Rally at the weekend, to extend the lead in the 1300cc class of the Castrol/AUTOSPORT National Rally Championship. It is Messer's third class win of the series and he now holds a six point lead over Chris Stoddart, with Terry Wilson third. Stoddart actually won the two opening rounds of the series, but has failed to score on the Isle of Man or the Russek Rally, a blown engine putting him out on Saturday. Battle will be resumed on the Europa Lodge Lindisfarne Rally in three weeks time, over the Kielder complex, where the new reservoir means many popular forest roads are no longer in use.

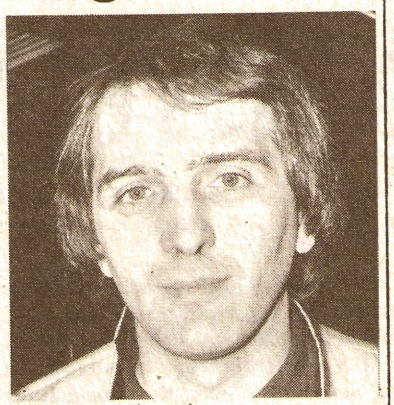
Mid-season changes

A number of interesting 'new' partnerships appeared for the first time on the Peter Russek Rally at the weekend headed by Russell Brookes who was accompanied by Victor Gauntlett from Pace Petroleum.

Their run ended with a broken motor after the first special stage, while regular co-driver Mike Broad was left waiting in the service area.

Championship regular George Hill was partnered by Lyn Jenkins for the first time in some years because Ron Varley has gone deeper into the mobile food business. His pizza parlour, run from a converted bus, has apparently taken bookings for most weekends in the near future, and Ron may not be back for some time. Reg Mullenger had Ed Morgan with him, on a good run to third overall, while there were a couple of interesting changes in the classes as well.

Andy Miers, the current leader of the Group 1 championship has split with Alyn Edwards, and took John Walker with him to his first class win in the championship this year. In the Talbot ti Challenge, Steve King will no longer be partnered by Steve Fellows from *Motoring News*, (although the team retains the paper's support) and road rally man Dave Taylor is the new co-driver. King was on the pace all day for the first time this year, adding new life to the challenge and hounding eventual class winner, Steve Arnold, all the way.



Ron Varley — into pizzas



World Rally Champion Walter Rohrl is about to change cars again, but is sticking with Porsche. A 911 SC is to be entered on two German events, the Algarve rally in Portugal, an Italian national and the Rothmans Manx Trophy. The car has factory support.

Mogil step in

The Mogil Motors Stages is the new name for the penultimate round of the Esso Scottish Rally Championship, also counting for the Norflex and West of Scotland rally series. It will run on Saturday September 19, and has been supported by Bowmaker for the last six years.

Bowmaker pulled out at the beginning of this year, and the organisers have only now attracted another major backer. Mogil's Managing Director, Tony Charnell, has raced sports cars in the past and last year, Louise Aitken's Ford Fiesta was run by the team. This is the company's first event sponsorship.

The rally will this year be based at the Moffat Mercuty Inn, and use 45 miles of forest stages, including Castle O'er, Twiglees, and a double run through the Forest of Ae. The entry fee is £45 and the secretary is Mrs Mary Robinson, 12 Carrick Road, Dumfries. Tel: Dumfries 67274.

Briefly . . .

● Mike Jackson's efforts on the Scottish International Rally earned the International Year of the Disabled fund £1000. His Escort RS, co-driven by Jack Davidson had a troubled run and eventually retired with a dropped valve half-way through the final day's stages. Earlier, petrol backfired through carburettors starting a minor fire although the crew soon extinguished the flames.

The team's efforts on the John Clark BMW Granite City Rally when they finished ninth, coupled with the Scottish outing raised the money for the charity. Support for the car has come mainly from Hydrasun, and *The Scotsman* newspaper.

● The 218 Shirley Motor Spares Stages Rally will take place on Bank Holiday weekend, Sunday August 30. Stages included cover both tarmac and loose surface roads, and there is a long list of awards for both Novices, Beginners and Experts. There are 80 spaces available for an entry fee of £25 for the daylight stage event in the Aldershot-Camberley area. On offer are 12 stages totalling more than 25 miles. The entries secretary is Chris Allinson, 1 Longlands Way, Heatherside, Camberley. Tel: Camberley 29645.

● After three rounds, the ANECCC Road Rally Championship is being led by John Metcalfe and John Clark driving their Westbridge Garage Escort Twin Cam. Currently second are Norman Barrow and Dave Sherwen from Cumbria, but with one win already this season, they could easily take the lead over the next seven events.

The 1300cc class has been well supported, with several crews regularly finishing in the top ten, and an added incentive for these competitors is a set of alloy wheels donated by Swift Motorsport of Peterlee. The leaders are George Black and Betty Campbell driving their Demolition Autos Mini 1275GT. They are currently ahead of two ex-police Ford Escorts driven by Lisle Hobson and Steve Retchless. The next round of the series is the Devil's Own Rally on the night of Saturday, August 8.

● Rodney Eyles is maintaining his challenge in the Irish Tarmac Championship with support from Crown Furniture. His Group 1 1600cc Talbot Avenger is leading class 2 in the championship after taking maximum points on the Galway rally, an accident on the Circuit rally, and a steady run to third place in class 2 in the Donegal rally recently. Eyles is a garage proprietor from Wellington in Somerset and is partnered by Tony Brown.

● The Megaleasing Trophy is the latest award to be offered on the Pirelli Tour of Cumbria, the penultimate round of the Castrol/AUTOSPORT championship. The award will not be given to a team on the rally, but to the service crew of the winning car. Megaleasing already sponsor the occasionally rapid Sunbeam Lotus of Hexham farmer Ralph Lockey, but boss Logan White has been so impressed with the work put in by Ralph's back-up team that he decided to offer this new award. It will take the form of a trophy for each member of the crew up to a maximum of three.

● Doug Riach took the Group 1 class on the Border Counties Rally at the weekend to retain his maximum points score in the Esso Scottish Rally Championship. His Opel Ascona i2000 has already clinched the Group 1 award in the series, but now he hopes to take the Group 1 award on every round in the championship.



Despite driving with his neck in a collar, Guy Frequelin was consistent enough to win and give himself a huge lead in the championship.

Talbot on the move

Frequelin wins in Argentina — Talbot extended championship lead — Salonen retires while leading — Vatanen crashes after mechanical trouble — Report & photography: HUGH BISHOP

Despite injuring his neck early in the Codasur Rally Guy Frequelin eventually won his battle against a formidable Datsun team. Paired with Jean Todt in his Sunbeam Lotus, Guy regained the lead only in the final stages of the event when the Violet GT of Timo Salonen and Seppo Harjanne juddered to a halt with transmission failure. Rothmans' hopes of winning the World Rally Championship took a further dive when Ari Vatanen went out of the event before the halfway point, having lost well over an hour with a broken crank-shaft pulley. He then rolled the Escort end over end in the choking dust of a car he was catching on the following stage.

Guy Frequelin's first World Championship win helps Talbot to secure an eight points advantage over Datsun in the Championship, while he himself extends his lead in the Drivers' category with 66 points. Shekhar Mehta moves into second place on 43pts with his steady, if lucky second overall in his Group 4 Violet GT, beating the local hero Jorge Recalde in a G2 160J.

The entry for this, the first of the two South American rounds of the World Championship, was, on paper, the poorest of the year. The biggest disappointment for the Argentines was the non-appearance of their national hero, Carlos Reutemann, who was otherwise engaged at the British Grand Prix. This certainly affected the size of the crowds, who had turned out in their millions last year, although they will have been discouraged this year by the extreme cold, and even snow, on some of the route.

The strongest entry came from the Japanese Datsun team, with no fewer than four of their familiar red, blue and white Violets, two new G4 cars for the team leaders, Timo Salonen and Shekhar Mehta, who had his wife Yvonne co-driving again, and two G2 practice cars which were refettled for the local drivers, Ricardo Zunino (the occasional Formula 1 driver taking part in his first WCR event) and Jorge Recalde.

Ranged against them were the only two other cars with any real hope of outright victory, the Talbot Sunbeam Lotus of the Frenchman Guy Frequelin and the David Sutton Cars prepared,

WCR WORLD CHAMPIONSHIP **CODASUR RALLY** **7**

Rothmans Escort of Ari Vatanen. This was finally retrieved from the customs on only the Wednesday before the start, leaving Vatanen little time to test before the start, especially as he was suffering the after effects of a rough crossing of the River Plate to Uruguay and back by hydrofoil!

Instead of the various starting points which had been unpopular last year, there was just the one start this eyar, from the capital city of Argentina, Buenos Aires. Half the six-lane main street which runs past the head office of the Automobile Club of Argentina was closed off for the 4.00pm start, on Saturday afternoon, bringing much of the city to a noisy, hooting halt. A run out of some 800kms brought crews to what should have been the first stage, but heavy rains before the start had flooded the access that led across salt flats.

The second stage, 32kms from Tapso to El Alto, became the first competitive test of the event. The fast curves and crests resembled those of Finnish stages



Shekhar Mehta, partnered by his wife Yvonne, took second overall and is second in the series.

and were obviously to Vatanen's liking, as he set fastest time by some 30secs, from fellow Finn Timo Salonen. This, despite a strange brake problem on the Escort which meant that the rear brakes locked too easily.

The next stage started the other side of the small village of El Alto and led north for another 30kms over very narrow and twisty tracks. This was probably the slowest stage of the rally and Salonen took 21secs back from Vatanen, with Frequelin third fastest.

The tired crews, who had driven all night, then had to wait around for three hours before the next stage, the last before Tucuman, was due to start, an unnecessary halt with no chance of even retiring to the nearest bar. This was the same tarmac stage with which the rally had started last year, and where Datsun had lost their chances by having no racing tyres. They did not make the same mistake this year and it was Timo Salonen who set the fastest by 11secs from Frequelin. Much more importantly Salonen took a 6sec lead overall, which meant that he would begin the real rally the following morning with a dust free run at the head of the field.

Frequelin, having decided not to chase the two Finns, was already 1min in arrears in third spot ahead of Mehta. In fifth was Recalde, ahead of Uruguay driver Domingo de Vitta in another David Sutton car, de Vitta having caused some consternation in the Rothmans camp when he wandered into their hotel wearing Marlboro overalls.

Being nervous of his brake problems, Ari Vatanen had the pedal box changed the following morning, dropping him ten mins. on the road. It was discovered that a missing circlip on the balance bar had been the cause of the troubles. The first stage that morning was run before daylight and was part-tarmac, part-gravel, 50kms in length passing by a statue of an Indian who once roamed this area. Vatanen was obviously much happier with the car, now regaining the lead on stage times by taking 1m 28s from Frequelin on the stage. Salonen only managed third fastest, partly because, travelling first on the road, he met up with five private cars

driving on the stage.

From the end of the stage crews passed under the stones which are the Argentine equivalent of Stonehenge, the mysterious carved granite Menhirs which date back 20 centuries to the Inca era, and then on along a tight road section which was to be used as stage in the opposite direction later in the rally. In this area the temperature had dropped to around −10°C and a shock was in store for Ricardo Zunino, who dropped his Datsun over the edge, rolling the car and being stranded for several hours in the freezing conditions. In fact, it was difficult to understand why the organisers didn't use this section as a stage, instead of the almost straight 48km section of the day, which Vatanen covered at an average speed of just over 100mph. The worst hazard on the whole stage was an icy river crossing where the water froze instantly on the windscreen, making visibility very limited. Domingo de Vitta was forced to retire his Escort at the end of this test, out of service time after severely damaging the rear-axle by hitting a rock sideways.

There then followed the longest stage of the day, the 127km test from San Carlos to Cachi, in the foothills of the Andes. Having to drive the last 40kms of the test with no brakes Salonen lost over 4mins to Vatanen, who was trying desperately to catch up lost time. Frequelin, slipped through into the lead as the Datsun man dropped 6mins on the following road section trying to sort his problem, which appeared to be caused by a leaking caliper. He continued over the next 108km stage with a pedal which only worked when pumped, which must have been particularly hairy on this, the highest stage of the rally.

But he wasn't the only one in trouble. Just 30kms in from the start of the stage, Vatanen was stopped with the pulley wheel sheared off the end of the crank-shaft. It looked like his rally was finished, and it might even have been better if it had ended there. His service crew drove straight past the start-line marshal at the beginning of the test, following another competitor into the stage. They eventually reached the stricken Escort safely and, with a little ingenuity, got it running again, Vatanen getting to the end of the stage 1h 20m behind Frequelin, and now with only 3mins of lateness left. The service crew stayed in hiding for two hours.

This long stage also caused problems for the Talbot team when a diversion put in after the crews had made their recce appeared to be a good new road. Frequelin was in fifth gear at the point where it rejoined the old road, but what he failed to notice was that there was a deep trench between the two roads. The impact snapped one rear shock-absorber completely in two but, much more seriously, it jarred Frequelin's neck, compressing the vertabrae. By the time that he reached the halt in Salta the rally leader was complaining of loss of feeling to his finger tips, and was obviously in some pain.

The Talbot mechanics meanwhile had changed the suspension and, fortunately, there was little more damage. Salonen had the brakes fixed on his car, so was again ready to attack on the one last stage before returning to the sugar manufacturing town of Tucuman. Despite the exhaust manifold blowing on his Datsun, Salonen took the 123km long test by some 1m 30s from Guy Frequelin. The next fastest was Alcuaz in his Peugeot 504, some 12mins adrift; so where were all the stars?

Shekhar Mehta was stopped on the stage with a completely flat battery, the alternator having apparently failed. Not ▶



A frustrated Ari Vatanen watches while the service crew work on his Escort.

Ford
Two Group 4 Escorts were brought from the David Sutton Cars workshops, a new car for Ari Vatanen (RRK 425W) and EUW 939V for the Uruguay driver, Domingo de Vitta. A clash of sponsors meant that Vatanen's car was to be sponsored by Rothmans and Duckhams while de Vitta's car was sponsored by Mountain Dew soft drinks and Castrol. The driver has personal sponsorship from Marlboro. In the end, Castrol stickers went to Vatanen's car — and de Vitta removed Marlboro! Both cars were left hand drive, and if they survived the Argentina rally were due to go to Paraguay for an overhaul in time for the Brasil Rally. Both cars were fitted with carburettors but no differential oil coolers. Normal 5.1 ration axles were used, although some stages had very long straights.

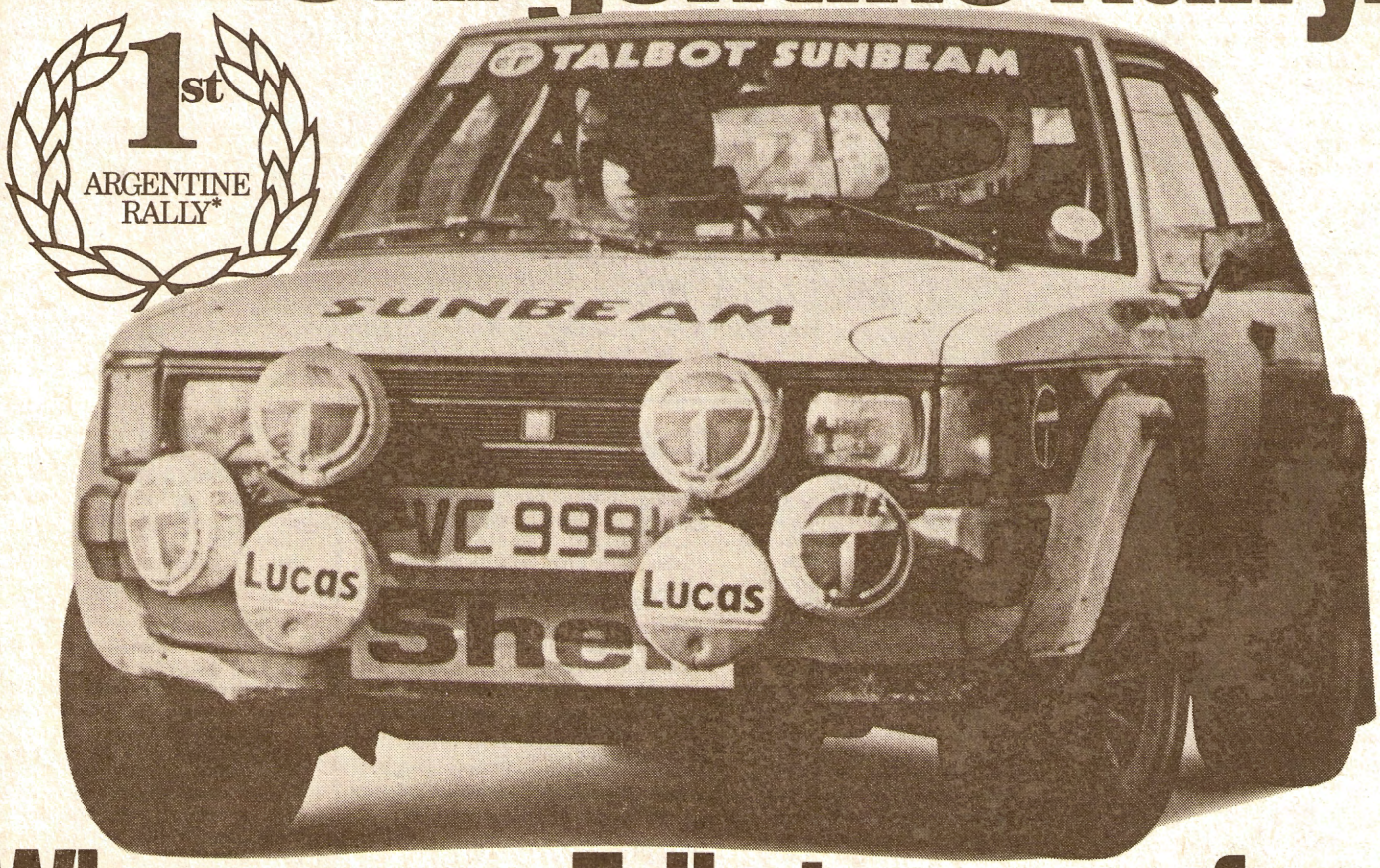
Datsun
Originally it was planned for Timo Salonen to drive a Group 4 Violet GT and for Shekhar Mehta to use a Group 2 160J. Later it became possible for the local driver Jorge Recalde to have a training 160J and for erstwhile fellow Argentine, Ricardo Zunino to have a spare Violet GT. In the end the two factory drivers had Group 4 cars and the local drivers, Group 2. Salonen's car was KNY59TA2957 (left hand drive) and Mehta's KNY57RU693 (right hand drive), while both Zunino's car and Recalde's were left hand drive.

Talbot
World championship leader Guy Frequelin was supplied with a Little brothers-prepared new, left hand drive, Sunbeam Lotus (KDU 222V), which was flown to South America. The car was originally intended for use with 15 inch wheels but finally 13 inch wheels were used as normal. A 4.89 axle was fitted, and plans were being made during the event for the car to be re-prepared in Argentina before going afterwards to Brasil.

Timo Salonen was desperately unlucky, retiring from the lead with three stages to go.



Talbot Sunbeam Lotus wins Argentine Rally.



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The Colt Lancer made its South American début on the Codasur, finishing 11th.

WCR WORLD CHAMPIONSHIP CODASUR RALLY 7

continued

being a mechanic himself, it was his wife Yvonne who set to and removed the battery, before they found some way of stopping Recalde to change power-packs with him. Then, of course, they had to tow start the Datsun, before setting off to repass the six cars which had gone by while they had been stranded. Jorge Recalde was not rewarded for his help. He lost more time when the engine died in a deep river crossing and he had to be towed out.

Meanwhile, Ari Vatanen had started the stage sixteenth on the road and, on the early part of the stage, where the track was almost straight, the dust of the previous cars was still in the air. Having only been over the route once, his notes had not been checked and the car went too wide on a very fast curve. The front dug into the deep sand on the outside and the car catapulted end over end, damaging the bodyshell very badly. A very angry Finn continued slowly towards the end of the stage.

Back at the half-way halt in Tucuman, the positions showed Frequelin on 6h 07m 44s, Salonen on 6h 12m 34s, and Mehta 6h 28m 17s.

There was now one complete day of rest before the 36 remaining crews set out on the shorter third leg on the Wednesday morning. This began with yet another stage of over 100kms, the tortuous and precipitous track climbing westwards towards Andalgala, where there was a fine covering of snow on the higher parts of the stage.

Drivers started this stage at 2min intervals and, with 5kms still to go, Salonen had caught up with Frequelin but could find no way past the canny Frenchman. Then on the very next stage, the Talbot lost its lead, stopping for three minutes to change a puncture.

Mehta was also in trouble; his rear axle had been changed the night before and the new unit began to whine well before the end of the stage. By driving steadily he reached the finish where it was discovered that the diff needed another three points of oil and it appeared that it had not been properly filled the previous evening. He then had to drive the next two stages before it was possible to fit another axle. Meanwhile Recalde was now suffering from the same battery problems which Mehta had the day before and his Datsun was now carrying a spare.

After two stages, the crews reached the most western point of the rally at Delen and the start of the longest stage of the rally, 158kms to Paloseco. Guy Frequelin again hit a bump too fast for his own comfort and, at the end of the day, he went to hospital in Tucuman to have his neck put in a surgical collar. Despite this, he still held second place, only 3mins behind but now more determined than ever to finish.

Mehta was some 30mins in arrears in third place while Recalde was a full 1 hour further back. Ernesto Soto easily led Group 1 with his Renault 12 TS after Francisco Mayorga had earlier retired his Saab 900 Turbo with engine problems. This was, incidentally, the first time that this model had been used in Argentina. Also being débuted was the Mitsubishi Lancer of Julio Pardo. He steadily recovered from earlier problems to finish 11th.

Immediately after the re-start of the fourth and final leg, the Datsun team changed the gearbox and clutch assembly on Timo Salonen's car, the clutch thrust bearing having seized the previous evening, probably as a result of picking up some sand in a river crossing. The day had again started early (7am) with the first 83km stage causing few problems and Salonen pulling out a further 3mins on Frequelin, who had long since settled for second spot.

But the second stage, which climbed the near vertical cliff face above the start from Portezuelo and then levelled out before travelling over 118kms to Frias saw a delighted Frenchman arrive first on the road. Timo Salonen's Datsun was sitting beside the road about half way through the stage with no drive. The new clutch had apparently failed.

Guy Frequelin could now really relax and cruise to the finish. Recalde set fastest times on the final two stages that led back to the finish in Tucuman. The Argentine town had turned itself over to the rally for almost a week, and made a very suitable and friendly centre on which to base this gruelling event of the World Championship.



Fastest of the locals was again Jorge Recalde, this year driving for Datsun.

Codasur Rally
Jul 18-23
World Rally Championship, round 7
World Rally Championship for Makes, round 6

1, Guy Frequelin/Jean Todt (Talbot Sunbeam Lotus) 14h 22m 53s;
2, Shekhar Mehta/Yvonno Mehta (Datsun Violet GT) 15h 01m 44s;
3, Jorge Recalde/Jorge del Buono (Datsun 160J) 16h 01m 19s;
4, Ernesto Soto/Carlos Silva (Renault 12) 17h 12m 50s;
5 Ricardo Albertengo/Ricardo Alberto (Peugeot 504) 17h 37m 35m;
6, Luis Echegoyen/Natalio Horovitz (Ford Escort RS) 17h 45m 30s;
7, Federico West/Gregoria Asadourian (Ford Escort RS) 18h 04m 32s; 8, Luis Romero/Alberto Soria (Renault 12) 18h 37m 21s; 9, Miguel Tubal/Jorge Guiral (Datsun 160J) 18h 57m 21s; 10, Horacio Maglione/Javier Concepcion (Peugeot 504) 19h 11m 59s.

80 starters: 26 finishers.

Rally leaders: SS 1 cancelled, SS2 to SS3, Ari Vatanen; SS4 to SS7, Timo Salonen; SS8 to SS10, Frequelin; SS11 to SS14, Salonen; SS15 to SS17, Frequelin.

Special stages times:

	1st	2nd	3rd	4th	5th	6th
Salonen	7	3	3	—	—	—
Vatanen	4	1	1	—	—	—
Recalde	3	1	2	3	6	—
Frequelin	2	10	3	1	—	—
Mehta	—	1	5	10	—	—



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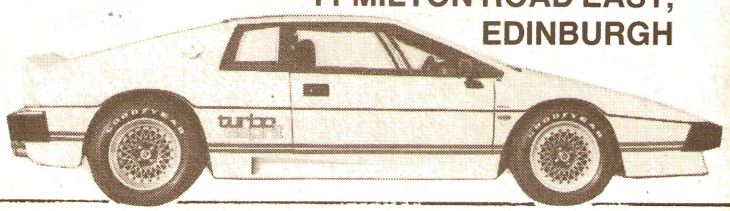
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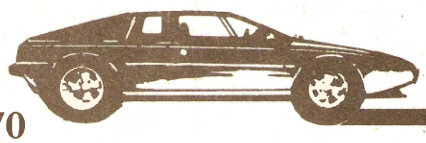
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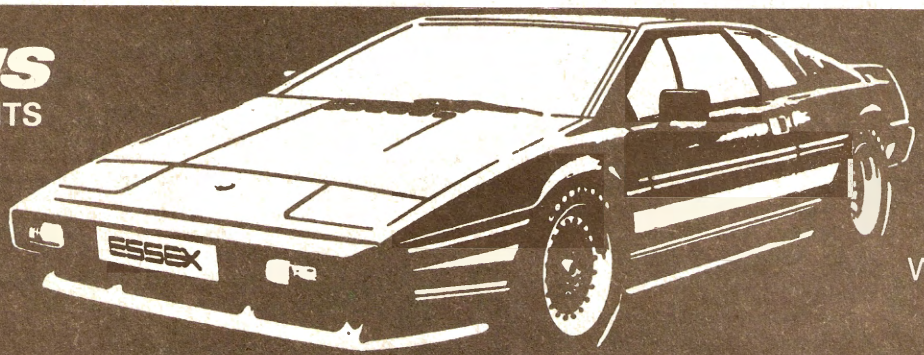


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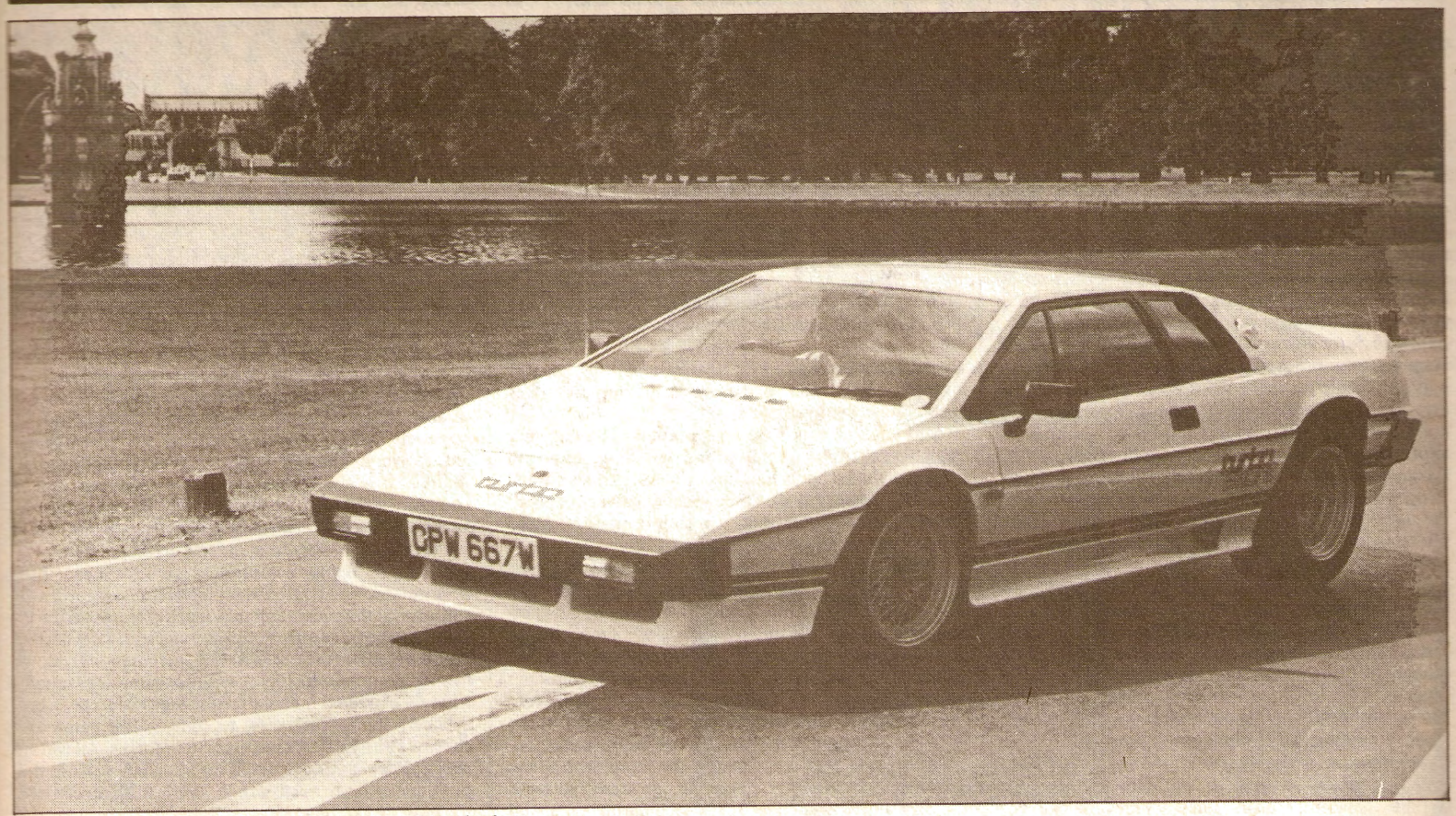
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Stunning to look at, the Esprit Turbo goes as well as it looks.

White tornado

A British-built supercar . . . that's the Lotus Esprit Turbo. MATTHEW CARTER has been experiencing its performance.

When it comes to supercars, it is the Italians who seem to have the most firm grasp of the concept. Ferrari, Maserati, Lamborghini . . . these are the names that have topped the exotic market for years.

British pretenders to the crown have tended to fall in the John Bull-mould. Tough, strong and fierce, certainly, but without the beauty of the lithe Latins. Until Lotus, that is.

Lotus — like Ferrari, conquerers of the race track — have been making road cars for years but have only now moved into the supercar bracket. Their passport into these exalted circles is the quite remarkable mid-engined Esprit Turbo, the car which represents the current state of the turbocharging art.

Colin Chapman may have been called many things in his life, but never a 'fad follower'. And yet, on the face of it, he is simply following in the footsteps of the mass manufacturers who have discovered the turbocharger and turned it into the instant image booster. What Lotus have done is redesign the car to take the extra power that a turbocharger provides, and made a machine that makes the Italians really look to their laurels. And besides, the turbocharger appeals to Chapman's sense of efficiency. His cars have always performed as well as cars far bigger than they . . . and the Esprit turbo underlines that still further.

Although it may look similar to its tamer stablemate, the Hethel-built Esprit Turbo is quite different under the skin. Lotus themselves stress that the development of the Turbo itself took somewhere in the region of three years.

The basis is, of course, the mid-engined two seater Esprit which follows usual Lotus practice with a GRP bodyshell mounted on a steel backbone chassis — now galvanised and with a five year anti-corrosion warranty.

Externally the turbo can be indentified by its deep front air dam, exaggerated boot spoiler and NACA ducts along the sills to help get that all-important cooling air into the engine bay. And, of course, there are those unsubtle words and stripes (red on the white test car) that tell the world just which beast it is.



Above: Deep rich leather upholstery covers the cockpit, rendering the car a sybarite's delight. Below: Understeer and oversteer are near meaningless terms — the Turbo just goes round corners.



Until April this year there had been many more differences between the two models. The Turbo had a new chassis with a wider front box section, a new engine cradle with four wide-based mounting points and increased torsional stiffness. The front suspension followed Elite practice with upper wishbones and a single lower link but with an increased track, while at the rear suspension loads that had been taken by the engine and transmission were now taken by added top transverse links and plunging driveshafts. In April the Series 3 Esprit was announced incorporating many of the turbo's better features.

But it is the engine that is the *raison d'être* of the machine. Again based on the 16-valve twin overhead camshaft oversquare four cylinder unit that Lotus originally developed for the Elite, the turbo unit is designated the 910 and displaces 2174cc. A relatively small Garrett T3 turbocharger is used, but its installation is so successful that others would do well to follow the Lotus example.

The bugbear of the turbocharger is throttle lag, those few seconds wait before the kick in the back when accelerating, and the comparative lack of low down pulling power. Elimination of these problems was top of the Lotus list.

They achieved it by designing the inlet and exhaust system with minimum volumes in mind. In this installation the normal method of allowing the compressor to draw in the air/fuel mixture from the carburettor has been abandoned in favour of allowing the compressor to deliver compressed air to the sealed twin Dellortos. Boost is controlled by a wastegate at 8psi. ▶

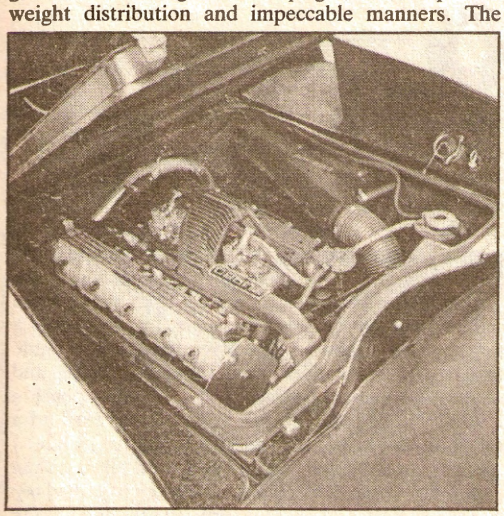
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It's fine in theory and it works in practice too. The ordinary Esprit performs well enough, but the turbo is just sensational. Running in town the car's extraordinary flexibility comes into its own, while shown an open road the thing just flies.

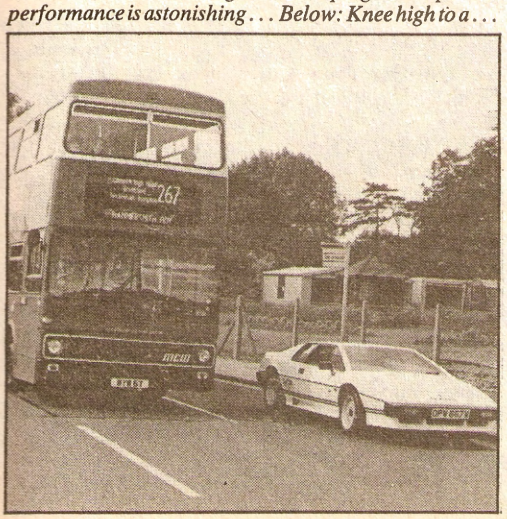
For those expecting some delay in throttle response there is disappointment. Only the rush of speed and the speedometer's climb up the scale indicates that the turbo is already in full swing . . . the lack of lag surprised even those used to the near-perfect set-up found in the Audi Quattro. Performance is there in abundance. Although we were unable to match Lotus's claimed 5.5s for 0-60mph, the 6.1s it took us still keeps it in the supercar bracket. And its top speed of 145mph is quite academic for these small isles. You are close to breaking the 70mph limit at 7000rpm (there's no red line) in second! What is more important — and more impressive in its own way — is how the Esprit Turbo becomes such a safe vehicle in everyday traffic. No more "close your eyes and hope" overtaking manoeuvres — the turbo picks up and you are past the car in front. There's often no need to drop a gear either, the engine picking up smoothly from as low as 1500rpm, and quickly from 2000rpm. Torque, as well as power, is vastly improved over the old 2-litre Esprit.

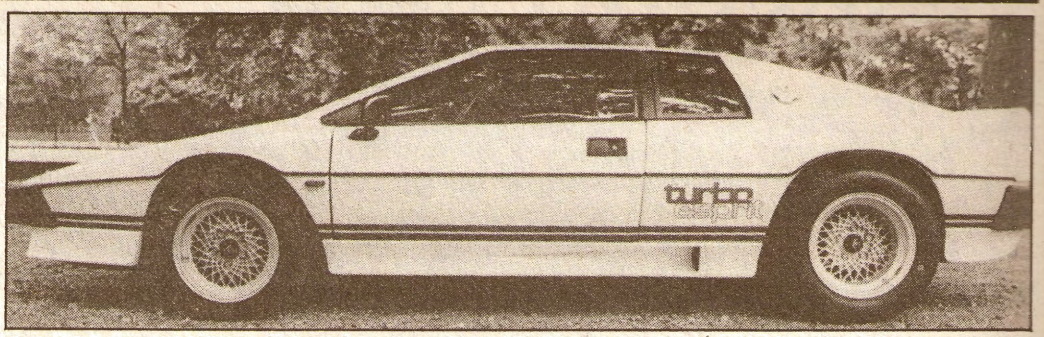
Although controls are on the heavy side, the clutch and gearbox combine to make gearchanging a joy — though, in truth, something you don't have to do that often anyway. With maxima in the gears of 40, 63, 92, 125 and 145mph, stirring the stick is not often needed while its gearing of 22.7mph per 1000rpm in overdrive top means that, at the legal limit, the engine is turning over at a mere 2800rpm or so. With its incredible stability, a natural cruising gait is somewhere between 100-110mph. No fuss, no drama, no problems.

As expected from a Lotus the car handles as well as it goes. The mid-engined concept gives a near perfect weight distribution and impeccable manners. The unassisted steering, while heavy at parking speeds, lightens up as soon as the car is moving and gives tremendous feedback.



Above: The heart of the matter. 2.2-litre turbo-charged mid-mounted Lotus engine developing 210bhp. The performance is astonishing . . . Below: Knee high to a . . .





The Turbo is distinguished from 'ordinary' Esprits by the NACA ducts in front of the rear wheels.

Mid-engined cars have a reputation of having very high levels of roadholding and handling, but with wicked habits if badly handled. The Lotus does not fall into this category at all. Understeer and oversteer is all but forgotten as the machine simply powers round corners as fast as the pilot demands.

On the track, where limits can be explored, the Esprit understeers gently in slow corners though this very slight tendency can be instantly overcome by a dab on the throttle, while lifting off mid-corner simply brings the front end back on line. Excellent grip is given by the Goodyear NCT tyres — slightly fatter at the rear than the front — and the whole package really does bring race car levels of handling to the road. And not at the expense of comfort either. Remarkably, Lotus engineers have contrived to endow the Esprit with a firm but comfortable ride . . . it doesn't glide over surfaces by any means but most road irregularities are well damped. Body roll and pitch are virtually non-existent making the sensation of driving a racing car even stronger.

The driver sits low in the machine in well fitting and extremely comfortable leather covered seats. Although the seats move only in a fore and aft plane — the rake is non adjustable as is the steering column — everyone who drove the car found themselves at home . . . the only slight criticism being the narrow footwell and the handbrake which is mounted on the right and almost too far out of reach. The controls are excellently placed, and all the instruments are easily read . . . yes, even the 170mph (!) speedometer.

On the move the performance, handling and ride are complemented by the peace and quiet of the car. The engine, despite being just behind the driver's head, is well insulated and only really noticable at the top end of the scale, while tyre roar is well controlled. Only wind noise above and beyond the 100mph mark mars the whole.

So far the story is one of good news . . . needless to say not everything about the car is perfect. Naturally a buyer of a two-seater mid-engined sports car is not looking for a car to carry the wife and kids and all the suitcases that a long family holiday entails. Even so, the Esprit is short on luggage space, even for a car of its type.

The front boot holds the small spare wheel — not an uninflated space-saver illegal spare as found in some cars, but a "normal" 185/70 15 tyre, brake servo and fluid reservoirs, leaving precious little room for anything else. Put a coat in there and the chances are it will come out dirty, too. The larger boot can be found at the rear, sandwiched between the engine and the rear panel. The space is actually filled by a zippered canvas bag — and thanks to that engine, gets very hot. Interior oddment space is limited to a small glove box.

Despite the inclusion of air conditioning in the test car — a white "Essex" version with just about every option you can think of — ventilation is poor, while the roof mounted radio/stereo tape player console may look like something out of the space age, but it does not work as it should. For something like £1000 the wafer thin tape player, tuner and amplifiers — with enough flashing lights to make a top-line disco jealous — look impressive but is less than startling. Perhaps the old problems of trying to surpress a GRP car have yet to be mastered.

And it's not a car that likes to be used every day for mundane tasks. Although that lovely engine never let us down, there were times when, after sitting in traffic, apparent fuel vaporisation caused the machine to stutter, while rearward visibility leaves a good deal to be desired. It is also a wide car and that sloping nose is completely out of sight of the driver. Having said that we had no problems threading it through traffic, even parking it, so maybe the problems are in the mind.

Although fuel consumption is good for a car of its performance and style, time gained on a fast motorway run is lost at the pumps as it takes such a time to fill the 19 gallon tank to the brim. For maximum speed it is best to open both fillers, but even so that last couple of gallons have to be squeezed in gently. Oil consumption is about what we expected for a hard working DOHC unit, but checking the oil level and topping up the sump are chores. The handbook recommends that the oil level be checked two minutes after a run . . . which means the tiny dipstick is too hot to handle, while the filler cap is at the most awkward angle.

But these are small niggles. Anyone who buys such a sports car is prepared to put up with a few problems just to be able to savour the power and the glory that the car offers.

And the Lotus Esprit Turbo is a rare car indeed.

LOTUS ESPRIT TURBO
£20,900

Specification

Cylinders, capacity	4 in line, 2174cc, mid-mounted
Bore x stroke	92.29mm x 76.20mm
Valve gear	16 valve DOHC
Compression ratio	7.5 to 1
Fuel system	2 Dellorto 40 DHLA H carburettors
Turbocharger	Garrett AiResearch T3
Power/rpm	210bhp at 6000rpm
Torque/rpm	200 lb ft at 4000rpm
Gear ratios	0.76, 0.97, 1.32, 1.94 and 2.92 to 1
Final drive	Hypoid bevel, 4.375 to 1
Steering	Rack and pinion
Brakes	Discs all round, inboard at rear
Tyres (F)	Goodyear NCT 195/60 VR 15
(R)	Goodyear NCT 235/60 VR15
Suspension	
(F)	Ind. Upper wishbone with lower transverse link, anti-roll bar
(R)	Ind. Unequal length transverse links with radius arm

Dimensions

Wheelbase	96.0in
Track (F/R)	60.5/61.2in
Length	165in
Width	73in
Weight	2690lbs
Ground clearance	5in

Performance

Max in 5th	145mph
Max in 4th	125mph
Max in 3rd	92mph
Max in 2nd	63mph
Max in 1st	40mph
0-30mph	2.3sec
0-40mph	3.1sec
0-50mph	4.6sec
0-60mph	6.1sec
0-70mph	8.6sec
0-80mph	10.4sec
0-90mph	12.8sec
0-100mph	16.9sec
0-110mph	20.6sec
Standing ¼mile/speed	14.8s/95mph
50-70mph in 4th	5.6sec
50-70mph in 5th	9.2sec

Fuel

Urban/56mph/75mph	15.7/28.4/24.1mpg
Test consumption	17-21.5mpg
Tank size	19 gallons
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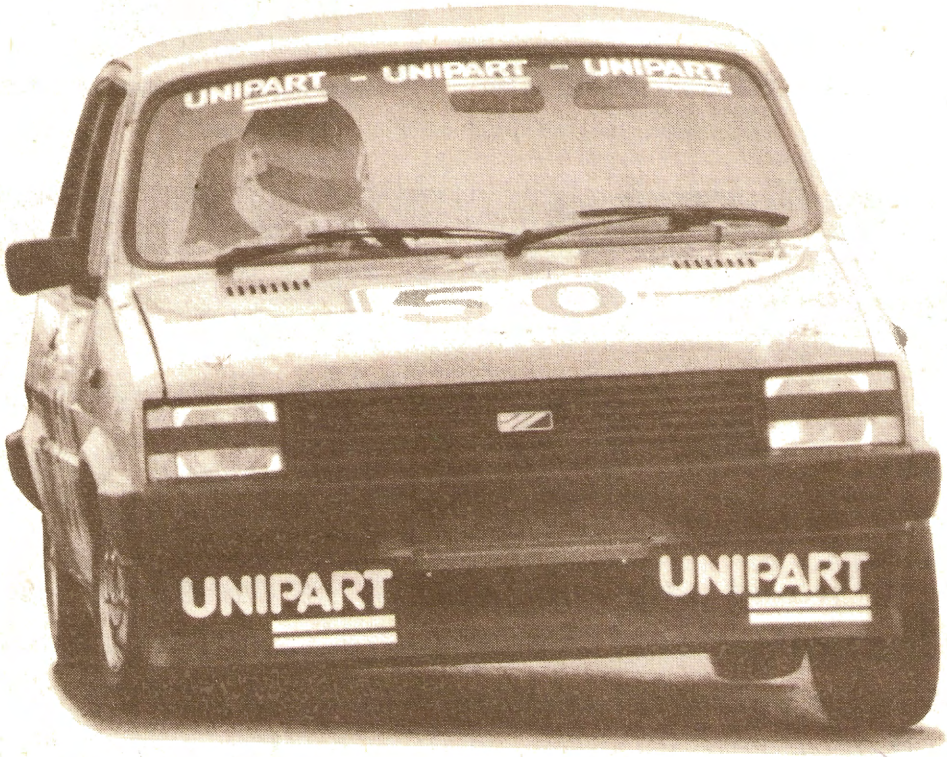
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The answer is yes. Now what's the question?

Briggs stars with Palagan Van Diemen

The undoubted star of Saturday's BRSCC race meeting at Oulton Park was triple F4 champion Ian Briggs who, on his return to FF2000 with a brand new Van Diemen, came through the carnage to finish fifth from 15th slot on the grid. 'Briggo' is having his first proper stab at FF2000 this year having run a Reynard spasmodically in the formula a few seasons back. The Sonning newsagent started the season with the Trevor Hegarty-run Penistone Hardmetals team but left recently to run his own outfit once more. Ian's Van Diemen RF81 arrived a week ago and Sam Nelson did a marvellous job in getting a new engine ready at short notice. After a brief shakedown run in the wet Briggs entered the race round at Oulton where conditions in practice were changeable.

Starting on slicks, Ian called in for wets only to find the best track conditions at the end of the session. With no time to change rubber again he languished down the grid but a phenomenal start (and avoidance of the hairy startline shunt) left him handily placed at the end of the first lap. The Van Diemen, painted in Briggs's traditional blue livery, then picked off its rivals one-by-one until Ian latched onto Julian Morley's ill-handling Royale in the closing stages. Alas the condenser in the distributor failed on the final tour, preventing Ian from attacking Morley's fourth place, but he was sufficiently far ahead of Max Busslinger's Rushen Green Van Diemen to coast over the line fifth — in the pit lane! Prospective sponsors Palagan Travel of Wendover, Buckinghamshire should be well pleased with the result. On this form Briggs will surely be in the winner's circle again soon.

Hartley in a Jam

An unfortunate non-starter in Saturday's Muraspec F4 round at Oulton Park was Mike Hartley whose troubled season may now be at an end as his quick Imp engine suffered suspected big-end failure in practice. Hartley, an accountant from Haslemere, has campaigned the ex-Ian Briggs Delta 804 in the attractive livery of Fairfield Packaging this year, having run a very old but effective Brabham previously. "I've spent more money on the last few races than I did all last season", said Hartley ruefully at Oulton, "so I think that means the end of my racing for a while. Ray Payne at Hartwell has been very good to me on the engine side but unless I can buy or borrow another unit somehow I'm finished". Now that the 750 MC's championship is in its healthiest state for years, partly thanks to Muraspec Textured Wallcoverings support, it would be a great shame for one of the leading names in F4 to drop out for the want of £1500.

Schaffer's FF2000

One of the finds of last season, Brazilian ace Luiz Schaffer, returned to Britain recently to tie up an FF2000 deal in preparation for a full season, hopefully of F3, in 1982. Naturally the lanky South American's first call was to Ralph Firman, whose Van Diemens he raced so successfully last season, and a deal was swiftly concluded to run a new RF81 in the remaining Pace FF2000 rounds. Rushen Green Racing will be running Schaffer's machine, in the colours of Grants Whisky (Brazil), starting at Brands Hatch next Sunday. Luiz, thought by many to have been the best of the young South Americans in 1980, is likely to be a force to be reckoned with very soon.

In addition to Schaffer's RF81, Dennis Rushen and Robin Green's FF2000 commitments for the rest of the year will include American racer Kim Campbell who recently clocked an unreal 154mph on a 250cc kart in the 'States.

New CVH engines in F1300. .

The Board of the 750MC has confirmed that the 1600cc Ford CVH engine, as fitted to the latest front-wheel-drive Escorts, will be eligible in standard (not sports) guise for their long-established F1300 championship from January 1, 1982. Detailed specifications and finalised regulations will be announced by the Club shortly although the engine will have to run in G1 form with dry-sump lubrication. Carburation details have yet to be decided.

Engines should fit existing chassis without major problems and availability of the modern units should ensure that the formula continues to thrive. Existing 1300cc engines will, of course, be eligible and fully competitive although the original 1200cc all-steel Ford blocks will be phased out for the 1984 season.

The acceptance of the CVH engine by the 750MC is a major coup for the pioneers of low cost motor sport — the sports versions of the engine are expected to replace the existing Kent-block units in FF1600 within three years!

. . .and turbo Monoposto?

At the behest of several existing competitors, the Monoposto Club is circulating a questionnaire on the subject of forced induction (super/turbocharging) within their formula. This sheet is being distributed through the club's monthly Startline magazine to gauge interest prior to any recommendations by the Monoposto Club directors. Prospective Mono competitors who wish to voice their opinions should obtain a questionnaire from Bob Mitchell, 99 Mill Hill Road, Acton, London W3 8JF. "Motor Racing in the Grand Prix style for the Club enthusiast" is the Monoposto Club's motto — if Renault, Ferrari, Toleman, Alfa Romeo and Matra have turbos in F1 why can't they follow suit?

Six of the best

The 1981 Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship reached its mid-point at Snetterton on Sunday and, interestingly, the six rounds run to date have each produced a different winner. Young Mike Mackonochie added his name to the list of victors at the Norfolk venue and also was adjudged AUTOSPORT 'Star of the Race' by a unanimous panel decision. Mackonochie, a cargo manager with Saudia Airlines, competed in a few 'Star of Tomorrow' rounds last year with Team Touraco, winning a heat at the season-opener at Mallory. A shortage of finance curtailed his season but this year, with backing from pop musician Gary Numan's air charter/air taxi firm Numanair, he has bounced back with wins in the Snetterton rounds of both national novice championships. Mike's ex-Keith Wickham Van Diemen-Auriga RF81 was headed, albeit briefly, by Karl Jones's Royale RP26 and Dave Hunt's pole-position Cossack Van Diemen at Snetterton but once clear the immaculate Rushen Green Racing-prepared car took command, Mike's smooth economical style and circuit know-ledge outweighing the combined might of Kenny Andrews (Esselte Dymo Van Diemen), Hunt and Mark Peters (Slush Puppie Team Touraco Lola) in the final reckoning.



Mackonochie — sixth winner

With five rounds remaining the championship table could not record a more open situation with the top eight drivers covered by less than 12 points — the maximum available at each round. So far this season Dougie Spencer (third at Snetterton in his newly acquired Van Diemen), Jones, Phil Kempe, Keith Fine and Neil Myers (all in Royale RP26s) have won rounds before Mackonochie although the consistent Andrews now leads the trail by a scant two points *(see Sportscard)*. Spencer — who won the opening round in the works Image 681 — Jones, Myers, Peters, Chris Ringrose (Van Diemen RF80) and Mackonochie have earned themselves exclusive AUTOSPORT tankards for outstanding performances in the rounds. Roll on Mallory Park on August 30.

DUNLOP Autosport STAR OF TOMORROW FF CHAMPIONSHIP

Briefly. . .

● Interesting to see not only Alan Henry, *Motoring News*'s GP editor, but also leading freelance journalist Jeremy Walton enjoying themselves behind the wheel in the Unipart Metro Challenge and *Popular Motoring* Fiesta events at Snetterton on Sunday!

● Miki Dee Racing's latest recruit, 21-year-old Mark Leveson, contested his first Dunlop-AUTOSPORT 'Star of Tomorrow' round at Snetterton on Sunday. His Royale RP29 is presented in the livery of Farr Transport Ltd. Leveson qualified in midfield for the final but had an 'off' in the race, his third ever!

● The third annual BMRMC Racing Car Show at the Central Milton Keynes Middleton Hall shopping centre will take place on November 4-8. Last year an estimated 175,000 people visited the show which attracted extensive media coverage including television exposure. All display sites are offered free of charge at the Club's major fund raising event. Enquiries to Ray Darvill on (0908) 564273 please regarding this excellent exhibition.

● Silverstone Dunlop-AUTOSPORT 'Star of Tomorrow' winner Keith Fine appeared at Snetterton last weekend with an extensively updated Royale in the Fine & Humfrey colours. Earlier in the year Royale Racing were represented in the novice series by not one of their latest RP29 designs but as the model has proved more than a match for the Van Diemens of late several new or updated cars have been out.

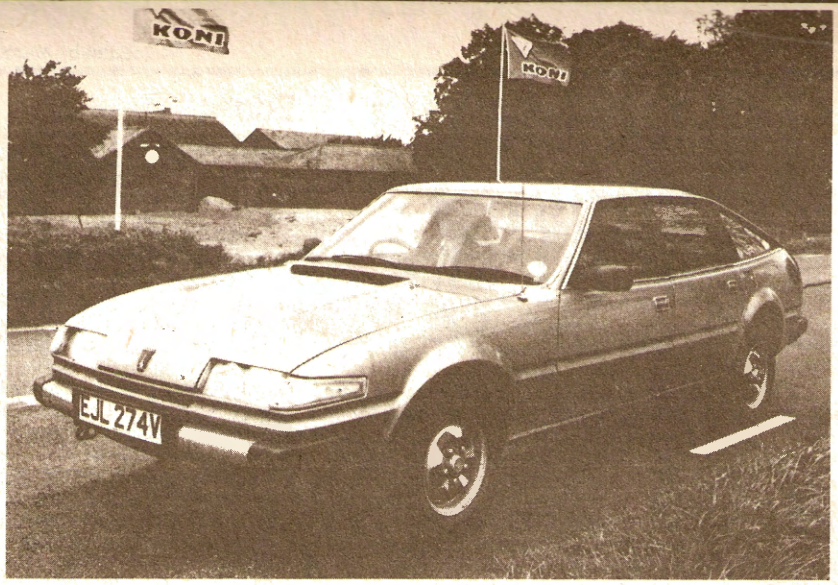
● Orpington dentist Dave Mercer has entered this weekend's Pace FF2000 round at Brands Hatch with a Lola T580. Mercer has already raced his G6 Vogue, a Formula Atlantic Chevron B42 and John Tait's Sports 2000 Lola this season.

● Missing from the BRSCC Modsports/ASCAR grid at Sunday's meeting was Peter Grigg's 5.3V8 Aston Martin DBS. Unluckily the Buckinghamshire driver suffered a heavy accident at Paddock Bend during practice on Wednesday. The Aston ended up on top of the Armco severely damaged although Grigg walked away unharmed. The day had started badly for him in any case when his tow-car had lost its clutch on the way to the circuit.

● Former BRSCC South Western FF1600 champion Roger Orgee had his first single-seater outing for a while at Oulton Park on Saturday where he drove Race Car Services's second Reynard SF81. Alas clutch failure robbed him of a start although RCS boss Ian Castle fared better at Snetterton on Sunday where he drove Orgee's regular Ford Fiesta.

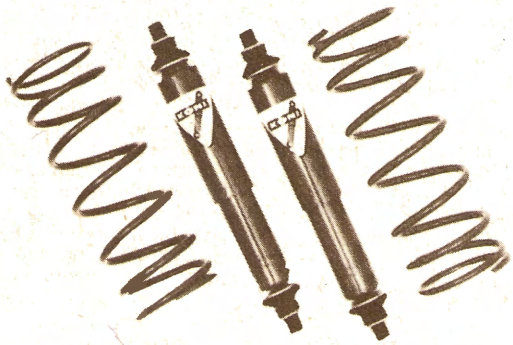
● In their efforts to upstage Slush Puppie Team Touraco on the FF1600 scene Image Race Cars mechanics Andy Mackie and Trevor Bale have been promoting the favourite soft drink through their racing activities. The lads appeared at Oulton and Snetterton last weekend with 'Vimto Team Image' emblazoned on T-shirts, in deference to the beverage which, to their dismay, is rarely found in the South.

● Muraspec F4 contenders were at Oulton on Saturday and, continuing the recent trend, a splendid entry arrived at the Cheshire venue. Once again Cambridge's Brian Turner emerged victorious in the rapid Holley Enterprises BTC although several of his rivals had problems. Cliff Watts's Jaycraft Delta lapsed onto three cylinders, Max Samuel-Camps's Ralt (has it increased in value since former owner Slim Borgudd won a World Championship point at Silverstone?) lasted only a lap while Keith Hatton's Delta IRF4 could offer no challenge with a bent valve.



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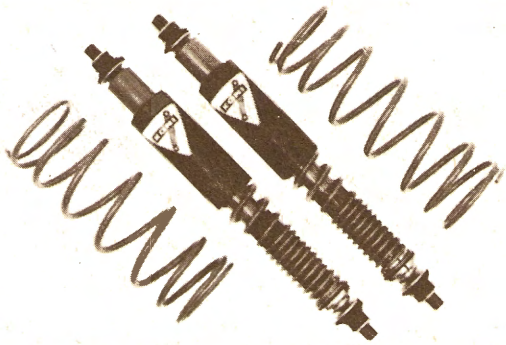
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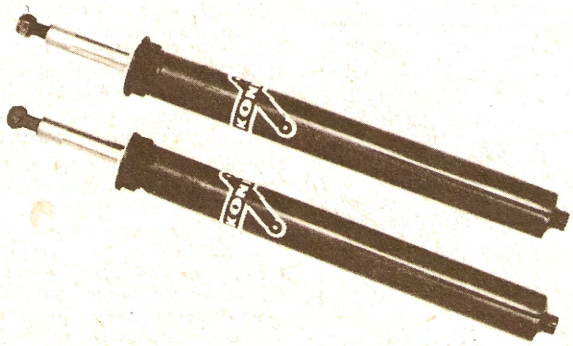
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Malcolm Patrick devastated the opposition in the opening twenty-six mile stage and cruised home to his second maximum points score of the season.

The odds shorten

Patrick cruises to second National win — Brookes, Heggie and Elsmore fail on first stage — long stages take toll — Miers's G1 — Arnold's Talbot ti — Report: PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS.

The hours immediately before an important event often turn out to have been the worst part of the whole affair once the waiting is over. Last Friday, Malcolm Patrick was determined to increase his lead in the Castrol/ AUTOSPORT National Rally Championship, but well aware that the long demanding tests of Saturday's Peter Russek Manuals Rally would leave no room for error.

Furthermore, he knew that no quarter would be given by his main adversaries, Graham Elsmore and Donald Heggie, the two men closest to him in the National points battle; and that the opening 26-mile stage would be crucial — the rally could be won or lost on the first special stage.

He won that stage, and need not have worried. Less than 5 mins into the forest his Opel Ascona 400 swept past Heggie's Escort RS as the crew rushed to change the first of two punctures in the stage. Later he passed Russell Brooke's Talbot Sunbeam Lotus, also stopped with a puncture, on his way to an easy fastest time and the lead he was to hold for the rest of the competition.

Elsmore's challenge never materialised, for he suffered an engine failure on that opening forest stage, to retire from the event and head home wondering about the future. Brookes also retired at the end of the stage with engine failure — an exact repeat of last year's outing.

The only challenge to last the duration came for Andy Dawson's non-championship Datsun Violet, but his tyre testing exercise obviously hampered progress. The car eventually finished 39 secs adrift, but clear of the third placed Escort of Reg Mullenger, who had a fine day to head home the rest of the National competitors.

The battles were no less serious in Group 1, where Andy Miers increased his championship lead with his first class win taking tenth place overall in the process.

In the Talbot Sunbeam ti Challenge Steve Arnold fought off a splendid effort from young Steve King, to again take the honours.

With his second maximum points score safely stored away, and a 100 per cent finishing record still intact, Patrick has taken a clear lead in the series, proving that his investment to run a 'works' effort was worth it. Second is Jeff Churchill, and third Bill Dobie with both Heggie and Elsmore now dropping back with two non-finishes.

For many years the Peter Russek Manuals Rally has offered teams in the National championship one of the sternest tests of the season. Traditional mileage over the tarmac Epynt ranges (with pace notes) have been a factor but, this year, John Henderson took the brave decision to omit the ranges and present a new, perhaps even more demanding, format.

An all-forest format, with long stages and centralised servicing crammed the action into about six and a half hours of motoring. The Port Talbot MC organisation could be relied on to keep competitors under pressure all day however, with short, sharp link sections and strict timing at the service areas. With only 15 minutes maxiumum lateness, seven tests, and 80 stage miles, servicing was restricted to three periods of about half an hour each.

Henderson and his team have always guaranteed a most complete event but this year considerable efforts had obviously been made to ensure that their sponsors, Peter and Kathy Russek, obtained as much mileage out of the rally as possible. The Mayor of Swansea flagged away the first cars from the town centre at 11.00am after a cavalcade through the streets. BBC and ITV cameras recorded the action for reports and Swansea Sound, the independent local station, carried regular updates, complementing the wider, Castrol-supported service which supplies many other stations up and down the country.

The only hiccup for the organisers occurred on the opening test, when the course car ran out of fuel mid-way through the 25-mile plus forest stage. A 20 min delay stalled the action, and later, on the penultimate test, the same car blew its motor, again stopping the competition for a short time. They were minor problems in a superb event.

The response to the new, all-forest, event was just what the organisers had hoped for, with both Russell Brookes and Andy Dawson , starring at the top of the list and, more importantly, many club drivers adding flavour to the event. Of the 86 strong entry, over 20 advised the scrutineers that they would present their cars on the Saturday morning, at a special session designed to save hotel costs for local competitors.

RALLY

Everyone was looking forward to the opening 26 mile stage. Or so they would have had you believe. In truth some were a bit nervous, others simply worried. "It should be good, I am looking forward to it," was the stock answer, "but . . ." and it was obvious that the threat of a puncture and its instant effect was uppermost in the drivers' mind.

Penalties on this first test could easily decide the event so it needed a definite decision about driving style. With the Castrol/AUTOSPORT championship still wide open, anyone out to win had to go for gold; to take the chance on punctures.

5 NATIONAL RALLY CHAMPIONSHIP 5
PETER RUSSEK RALLY

For Dawson and Brookes however, with nothing at stake except pride, the decision may have been a little easier. After 13 miles of the stage Brookes blasted his way down the valley-side kicking up dust and in perfect control. About 1min 17sec later the Datsun arrived in typical Dawson style, lights ablaze, the big car pushed on past a group of watchers, including John Taylor, one of Dawson's colleagues on the long departed (and much missed) Ford Rallye School. "Give it plenty," he shouted in encouragement.

But then there was a gap. Graham ▶

continued

Elsmore's Escort RS, newly prepared in Motorhalt/Warner's Motors colours, had ground to a halt, and not because of tyre troubles. An oil union failed only miles into the stage, repeating the early retirement which Graham suffered on the opening event of the season.

Patrick was the next driver through, the Opel already bristling with a selection of foliage picked up as the car squeezed its way along some of the very narrow tracks.

Then there was another gap, where Heggie's red Escort should have been. This time it was a tyre problem and the crew have changed the wheel, but been passed by both George Hill and Bill Dobie.

"The thing about a long stage," Hill had commented about 15 hours earlier, "is that the further you go, the more cars you pass. It urges you on." He had decided to avoid punctures on the test, recording a time over 1min slower than the quickest run.

By the end of the stage, the Datsun was first car on the road, passing Brookes's Talbot as Victor Gauntlett completed an efficient wheel change. Patrick followed on his way to a time 21secs quicker than Dawson, and 42secs quicker than Bill Dobie, his nearest championship rival.

Dobie's time was spoilt on the last corner, for he spun the car within sight of the finish line. Compared to some others his delay was minimal. Francis Tuthill's run ended here when the car clipped some logs ripping out the back axle; the car stopping only a couple of yards from the stage finish board.

"We had been passing cars," commented Dilys Rogers, Richard Iliffe's co-driver later in the day, "and I kept telling Richard that that was another one we didn't have to worry about, when we fell into this big hole, at the finish." The car went over twice, but suffered remarkably little damage and ended down the culvert at an odd angle. Others, including Paul Kynaston in the Opel Ascona i2000, followed.

With the cars now off the mountain and visiting the service area for the first time, positions could be confirmed. Different teams recorded very different fortunes.

"I must be getting old," quipped Dawson, tired after his first forest driving since last November's RAC Rally. The team checked the car, and replaced the 14ins M&S tyre with a softer 13ins M&S for the next stage.

Heggie was not so concerned about his age, rather his unpopularity with some powers far above." I would be better ditch-hooking the car. We had a second puncture and had to change it; the enthusiasm rather goes when there are two stops."

Aware that his chances of victory and hence retaking the championship lead had gone, the team briefly considered an early start to the long run north to Fife. Co-driver George Dean decided otherwise, and soon Heggie and the Escort were back in fighting mood.

Reg Mullenger had taken a good opening time, his Ford Escort only 5secs slower than Dobie, at the start of a hard day for him and co-driver Ed Morgan. Morgan was experiencing some interesting moments because the car started the stage on used Dunlop M&S and was consequently making Mullenger work extremely hard as the miles passed and the rubber wore away. Without a service crew, his wife had driven their estate car to the park and Mullenger was doing most of the work, in and out of the car.

Meanwhile the first Talbot Sunbeam Lotus to arrive at the Mike Little service barge was not the Andrews Heat for Hire car, but Kevin Stones, his Sunbeam showing Shell colours only. Brookes had only just finished the test, his engine well off song. The oil pressure had fallen dramatically, and the car crept away from the forest with a second flat tyre. It did not make the service area under its own power, a dejected Brookes opting instead to visit a local hostelry. Exactly a year ago his Talbot retired with a blown head gasket in the same forest.

For Stones, it was a satisfactory start to the proceedings, leading a couple of other 'youngsters' away from the forest. Rene Livingstone was 4secs slower, but looking happier also, while Ian Tilke was another 4secs down in a similar frame of mind. Sharing Tilke's time was Andy Miers, opening his Group 1 account with a good show.

The rally now moved to the forests north of Resolven, where Patrick again kept the Opel ahead of its rivals, headed this time by Chris Lord. His Talbot Sunbeam Lotus, with support from Griflex and Cliffords of Sidcup, was showing some of the old pace of which both Lord and the car are capable. A fresh motor, and a trip to Mike Little's Carlisle tuning shop had done much to help the car, and Lord was looking (and sounding!) back on form.

Andy Dawson proved that soft Dunlops last a maximum of 9 miles, dropping time on the 16mile stage, but still retaining the second place he would hold for the day, while Reg Mullenger used another old set of tyres to keep himself ahead of the fourth place battle.

The varying fortunes of several drivers over the two opening stages meant that a tight bunch was forming with Rene Livingstone fifth and Tilke sixth. The G1 battle saw Terry Pankhurst now 1sec ahead of Miers in eighth. Bill Dobie's Escort dropped some time when he found a sharp rock in the middle of the road, and the inevitable puncture slowed him.

Jeff Churchill was in determined mood however, wanting to do well on home territory. His Escort was already comfortably in the top ten, and ready to move up again on the third stage with a fastest time, shared with Reg Mullenger.

While Churchill could take fresh tyres for the stage, (the first of a series of three totalling 31 stage miles without service,) Mullenger had to opt for the same tyres with which he had just completed the first 26 miler!

These two men finished Rhigos 4secs ahead of Heggie, while Patrick entered a new phase of the rally. Already nearly 1min clear of Mullenger, he opted for a controlled approach, his nearest championship rivals Elsmore and Heggie were already out of contention. His times for the rest of the day were somewhere in the ▶



Steve King led the ti Challenge with two stages to go but dropped a place with gearbox problems to let Steve Arnold through.

Talbot ti challenge

Steve Arnold and Dave Cousins won the Talbot Sunbeam ti Challenge driving their Carrier Properties sponsored car on Saturday, to increase their lead in the one-make championship. They eventually finished comfortably ahead of Steve King, although King was slowed over the last stages with gearbox troubles. King justifiably earned the Skip Brown Piston award, however, for he maintained a challenge throughout the day, and looked set to win until the gearbox problem intervened.

The day started badly for the Scots because, while Heggie changed two punctures in the overall battle, Stewart Robertson spun his Talbot and lost time when the starter motor failed. It was Arnold followed by King on the opening tests, as Steve Smith's car suffered gearbox troubles. Arnold punctured a tyre on the third stage but lost little time and kept the class lead.

"My biggest problem so far has been wiping the sweat out of my eyes on the long stages," he said, evidently working very hard over the forest roads. While he continued the battle with King (the two never more than seconds apart) Smith continued his day of troubles. The throttle broke and the ever-present BOC came to assist. Two punctures over the second last test would ensure he stayed behind.

When the cars returned to the final service point, the gap was only 1sec — to King. Remembering the last lap dash against Steve Smith on the Isle of Man, Dave Cousins, knowing what was to come, remarked: "Why is it that we always have to go like demented idiots at the end of every round of the ti championship?"

There was more sweat to come, and Arnold set off to try to claw back that precious second over the last 14 miles. His efforts actually took him up a couple of places overall, but he need not have bothered, for King was left with only first and third gears to finish the day. A sad end, but he has now shown that he can threaten the 'established' front runners in the category, and will be out to repeat the performance on the next round in Kielder forest.



Andy Miers took his first class win of the year and increased his championship lead.

Group 1

Andy Miers achieved his first Championship Group 1 victory at the weekend when his Ford Escort RS2000 finished tenth overall, beating Kevin Curran's similar car by just under 1min. His win extends his lead in the Castrol/AUTOSPORT Group 1 championship race.

Miers took the lead on the opening stage, while some of his opposition found themselves in trouble on the long test. Terry Pankhurst was slowed when the jack under his seat slipped forward under the throttle pedal, while Ian Hughes was in more serious trouble with the Skip Brown Talbot Avenger.

"A valve has gone," commented co-driver Hugh McNeil. "We cannot even find the pushrod so it is running on three cylinders, but no-one caught us so we will carry on. There is no time to do anything about it just now." In typical style Hughes continued until service time allowed a straight cylinder head swap with his road estate car, allowing the car back onto four cylinders for the remainder of the day, and a hard fight back.

Pankhurst was impressive over the next stage, taking sixth fastest time overall on the new Dunlops which most of the top Group 1 men now use.

That gave him the G1 lead, 1sec ahead of Miers who spent time up a bank bending a track control arm.

Then on the fourth test and isolated from the service area, Miers ripped off the car's exhaust system forcing him to complete the following 18 mile test with only the manifold intact. The problem meant Pankhurst took a comfortable class lead still well inside the top ten overall, chased by Kevin Curran and Graham Evans.

The troubles switched again on the fifth test, because, while Miers roared through, Pankhurst went off, the car undamaged but firmly stuck. It took some time to regain the road, and the crew were OTL although they continued 'just in case'.

This meant Miers was back on top, and following the third service period Curran was a clear second. Graham Evans had to do most of the fifth stage in top gear and arrived ready to complete a gearbox change. Unfortunately the operation took the crew more than the allotted service time, and although the car booked out at the right time, it had to return for the job to be completed. When the car did leave the control area again, the marshals, alerted by another team, noticed the car leaving and so a 30min penalty was levied.

Stanley Orr reversed roles with fellow Irishman Paul Murray by taking third in class after Paul had a troubled day, and Ian Hughes clawed his way back to fifth to collect more valuable points in his bid to give the Avenger another Group 1 championship.

Other fancied drivers included Graham Walker who put the Escort over onto its roof — "It shouldn't have happened" commented co-driver Ken Wilson — and Cliff Spencer who had a miserable day with mechanical problems slowing him early on.

The Chevette Cup. Half way to £11,000.

PLACING AS AT 1ST JULY 1981

1	Tony Davies Firenza 2300 s/c	Racing	235 pts
2	Bill Gwynne Chevette 2300 HSR	Rallying	120 pts
3	Fred Henderson Chevette 2300 HS	Rallying	95 pts
4	Jim Thomson Chevette 2300 HS	Hillclimbs	88 pts
5	Brian Wiggins Astra 1300	Rallying	80 pts
6	Colin Christie Chevette 2500 s/c	Sprints	80 pts
7	Derek Evans Chevette 2600 s/c	Rallying	75 pts
8	Michael Quaife Chevette 2600 s/c	Rallycross/ Sprints	72 pts
9	Steve Smith Chevette 2300 s/c	Sprints/Racing	61 pts
10	Dennis Turner Chevette 2300 s/c	Rallying	60 pts
11	Chris Sims Viva 2300	Racing	57 pts
12	Colin Richards Chevette 3000	Rallycross/ Sprints	56 pts
13	Bill Dobie Chevette 2300 HS	Rallying	55 pts
14	Terry Kaby Chevette 2300 HSR	Rallying	50 pts
15	Tony Trotman Chevette 2300 s/c	Rallying	49 pts
16	Geoff Boud Chevette 2300 HS	Rallying	49 pts
17	George Hill Chevette 2600 HS	Rallying	46 pts
18	Eamonn Ellis Chevette 2600 s/c	Rallying	45 pts
19	Graham Burton Chevette 2300 s/c	Rallying	44 pts
20	John Poulton Chevette 1600 s/c	Rallying	41 pts

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continued

top ten and the only quick time came on the fifth test (JC Van Hire 2) which used quite a lot of the mileage included in the first test.

The long stages were proving an ideal battle ground for while Heggie now put his mark on the event by taking every fastest time until the rally returned to Swansea, he could still not get back into the top ten places. Hill's Chevette, Lord's Sunbeam, Livingstone's Escort, and Churchill's Escort were all chasing Mullenger and, in their efforts, young Tilke was suffering. "I think I am steadily falling down the leader board," was how he described it, while Kevin Stones was also finding the pace a bit too hot.

Even so, starting the third test, less than 1min separated second placed Dawson and Stones in tenth. The gap had stretched when the cars returned to service with five stages completed but, in the middle, things could not have been closer.

"It's quite difficult to believe that you can drive your heart out for 16 miles and discover that Bill's beaten you by 1sec and you finished 3sec ahead of Jeff," commented George Hill as his Heru Audio Chevette was readied for the final forests. George had actually closed the gap, but must have been cursing the slow time on the opening test.

The actual gaps were; Mullenger 21 seconds ahead of Lord . . . 2 seconds . . . Churchill charging . . . 1 second . . . Livingstone . . . 11 seconds . . . Hill . . . 2 seconds . . . Dobie. Two stages and 14 miles to go, a lot of championship points at stake.

Quickest of the group on the long fifth stage had been Dobie, "We managed to change tyres before we arrived, so the car started the test on fresh tyres," but at the end it was still just a single second he had gained from Hill.

"I tried to change tyres before that last stage in the control while we were waiting for the stage to open," enthused Dawson, "just to put the rear wheels onto the front, but the marshal wouldn't let me. Even threatened to exclude me and things like that. So I left them where they were!"

His progress was proving a little eratic, depending on the rubber fitted at the time, but he had still pulled away from Mullenger.

Mullenger's Escort was in trouble. "Near the end of that last stage, the back plate came off the differential and it lost all its oil. We had to drive it here and it's making a terrible noise. I really don't know if it will last," he commented.

So many times in the recent past Mullenger has threatened to take a good result only for something to fail. It looked again as if he would be thwarted. The car set off for the final tests with the oil topped up. There had been no time to do anything else, even if there had been a full service crew. The halts were main time controls, and penalties were high.

Graham Evans who had been challenging in the G1 category had a broken gearbox which required replacement. With the job not completed he had to return to service after booking out and was spotted on his second departure, to incur a 30min penalty for visiting a control twice.

Both the final tests used sections from earlier stages, sometimes in the opposite direction, but the surfaces were still ideal and some even thought they were improved. Many tracks had never been used before, some only on last year's event, and there were even patches of grass to catch the unwary.

Heggie continued to take quickest times, but, surprisingly it was Mullenger who was second fastest, the differential still wailing, but functioning. Churchill was 4secs quicker than Lord here moving ahead to fourth, Hill took a couple from Dobie, while Nigel Worswick made another appearance in the top ten times with his Ford Escort RS on one of its rare championship appearances.

Another man who had been making odd top ten time appearances was Ray Radford, whose similar car had beaten Worswick for second fastest time on the Rhonda test. A bad time on the first test meant that he never figured overall and, on this stage his car flew off the road, over a drop. The organising club's video film showed the trail of damage to trees 20 feet from the ground, and the car, sadly, was totally destroyed. Both members of the crew were taken to hospital but later released.

Another short link section took the drivers to the final test and, with the battles well behind him, Malcolm Patrick eased the Opel Ascona through, some 13 seconds off Heggie's quickest time. He was not looking for drama.



Back on form was Chris Lord driving the Clifford Griflex Sunbeam.

Others were finding it hard to avoid it. Churchill (nicknamed Andy Pandy due to his red pin-stripe overalls) was charging and co-driver Roger Evans admitted to some worrying moments. All this effort was not to be wasted however, for the Clifford Sunbeam of Chris Lord took an identical time to keep the margin at 2 secs. It was Rene Livingstone, George Hill and Bill Dobie who set quick times here however, for Livingstone actually closed to within 1sec of Lord, and Dobie shaved 3secs from Hill. His lead before had been 4secs and he kept seventh place, with Dobie eighth and cursing his early puncture. Only 12secs separated them all.

The cars then headed south to the finish in Swansea, where they gathered, after the final control, at the top floor of the NCP Car Park adjacent to the Dragon Hotel. The cars barked their way up to the allotted area, with eager teams working out final confirmed placings, and rueing their problems. As Tilke's Silkolene Escort arrived the Talbot of Stones, which had been clinging on to tenth spot behind Tilke was not in view. Nor was Mullenger's Escort.

Mullenger had brought his car to the finish, but the differential would not allow the car up the tight ramps. The third placed car stayed at ground level while Stones was stuck further away, only a couple of miles from the finish of the last test. The car had clipped a rock, pulling out the track rod end, and sending it in a drunken state off the road. A particularly sad end to Stones' day.

Up front though, it was a well earned and popular win for Malcolm Patrick, who got the early break and drove sensibly to take the points and increase his championship lead. Andy Dawson repeated his second place of last year, while Reg Mullenger received particularly loud applause for his hard work, bringing his car home third on pretty well-used rubber.

Behind these three came the racers, and the spirit with which all entered the competition, proved the character of the teams in the National series. Roger Evans donated a bottle of champagne to each of the fastest stage winners, setting up an excellent evening's socialising, and completing one of the best competitions seen in the series for some time. If the events continue at this excellent standard, and the drivers with this degree of commitment, then the RAC can start looking for next year's sponsor with great confidence . . .

Showing his usual exuberance Andy Dawson took second place driving the Datsun.



PETER RUSSEK MANUALS RALLY
Jul 25,
Castrol/AUTOSPORT National Rally Championship round five

1, Malcolm Patrick/Brian Rainbow (Opel Ascona 400), 100m 46s;
2, Andy Dawson/Kevin Gormley (Datsun Violet), 101m 25s;
3, Reg Mullenger/Ed Morgan (Ford Escort RS), 102m 05s;
4, Jeff Churchill/Roger Evans (Ford Escort RS), 102m 30s;
5, Chris Lord/Rick Smith (Talbot Sunbeam Lotus), 102m 32s;
6, Rene Livingstone/Jim Leighton (Ford Escort RS), 102m 33s;
7, George Hill/Lyn Jenkins (Vauxhall Chevette HS), 102m 41s; 8, Bill Dobie/Roger Jones (Ford Escort RS), 102m 42s; 9, Ian Tilke/Stuart Dytham (Ford Escort RS), 103m 27s; 10, Andy Miers/John Walker (Ford Escort RS 2000), 103m 58s.

Class 1 (up to 1300cc): 1, Pat Messer/Pete Messer (Sunbeam), 114m 00s; 2, Terry Wilson/K.G. Reddaway (Ford Escort), 117m 09s; 3, Chris Morris/Pete Williams (Toyota Starlet), 119m 32s.

Class 2 (1301cc to 1600cc): 1, Steve Arnold/David Cousins (Talbot Sunbeam ti), 105m 58s; 2, Steve King/Dave Taylor (Talbot Sunbeam ti), 106m 34s; 3, David Palmby/Peter Clark (Talbot Sunbeam ti), 109m 14s.

Class 3 (over 1600cc): 1, Rene Livingstone/Jim Leighton (Ford Escort RS), 102m 33s; 2, George Hill/Lyn Jenkins (Vauxhall Chevette), 102m 41s; 3, Bill Dobie/Roger Jones (Ford Escort RS), 102m 42s.

Starters/finishers: 86/52

Rally leaders: Malcolm Patrick (Opel Ascona 400), SS1 to SS7

Leading retirements: Russell Brookes (Talbot Sunbeam Lotus), engine, 1 stage completed; Graham Elsmore (Ford Escort RS), engine, 1 stage; Francis Tuthill (Ford Escort RS), accident, 1 stage; Kevin Stones (Talbot Sunbeam Lotus), 6 stages, steering failure.

Best stage times

SS1, JC Van Hire 1 (25m 00s): 1, Patrick, 30m 37s; Dawson, 30m 58s; Dobie, 31m 19s; Mullenger, 31m 24s; Stones, 31m 31s; Livingstone, 31m 35s.

SS2, Rheola (13m 30s): Patrick, 17m 24s; Lord, 17m 25s; Mullenger, 13m 33s; Dawson, 17m 42s; Livingstone, 17m 47s; Pankhurst, 17m 47s.

SS3, Rhigos (4m 00s): Mullenger, 4m 18s; Churchill, 4m 18s; Heggie, 4m 22s; Worswick, 4m 23s; Lord, 4m 27s; Livingstone, 4m 27s; Dobie, 4m 27s; Hill, 4m 27s.

SS4, Rhondda (5m 30s): Heggie, 6m 21s; Worswick, 6m 22s; Radford, 6m 23s; Dawson, 6m 25s; Patrick, 6m 25s; Livingstone, 6m 27s.

SS5, JC Van Hire 2 (18m 30s): Heggie, 22m 41s; Patrick, 22m 48s; Dawson, 22m 57s; Dobie, 23m 01s; Hill, 23m 02s; Churchill, 23m 05s.

SS6, Clwyd (7m 30s): Heggie, 8m 49s; Mullenger, 8m 57s; Churchill, 8m 59s; Dawson, 9m 02s; Lord, 9m 03s; Patrick, 9m 04s.

SS7, Crynant (7m 30s): Heggie, 9m 43s; Dobie, 9m 45s; Hill, 9m 48s; Livingstone, 9m 49s; Dawson, 9m 51s; Churchill, 9m 56s; Lord, 9m 56s; Mullenger, 9m 56s.

We are now well into the mid-season sequence of fast circuits. After Dijon and Silverstone, the Grand Prix scene shifts on Sunday to Hockenheim, which has a lap speed approaching 140mph.

On the strength of the last two races, favourites for the German Grand Prix must be Renault, closely followed by Brabham and McLaren. At Silverstone only Nelson Piquet provided any true opposition to the Renaults, and the same may be true on Sunday.

During recent testing at Hockenheim, René Arnoux was conclusively quicker than anyone else. The little Frenchman's luck was wretched at Silverstone, but it has to turn sooner or later. The Renaults dominated Hockenheim last year — but neither finished. Whatever happens, expect Arnoux and Alain Prost to run at the front in the early stages.

Piquet was in tremendous form at Silverstone, gradually reeling in Arnoux until the accident. The Brazilian may be in some pain from his bruised foot, but I can't see it impeding him too much. Will he used the BMW-engined BT50 as a qualifying car in Germany? Hector Rebaque drives the second car.

Inevitably bucked by their Silverstone victory, McLaren should be in good shape with their MP4s for John Watson and Andrea de Cesaris. The cars have good straightline speed, and work superbly through fast corners. Don't discount the possibility of two in a row for Wattie, and look for de Cesaris in the first four rows of the grid.

Although rather out of the limelight in the last couple of races, the Williams team can never be overlooked. They scored their first 1-2 at Hockenheim, remember, in 1979, and Alan Jones looked set for victory last year until delayed by a puncture. The World Champion has taken no points from the last three races, and must be on for a victory in the near future. Carlos Reutemann, 17 points clear at the top of the point standings, will presumably look for safe points at this stage of the season.

Who knows what Ferrari will produce? They won where they shouldn't have done, at Monaco and Jarama, and were off the pace at Dijon and Silverstone, defeated by the fast corners. The clumsy 126Cs will be a handful for Gilles Villeneuve and Didier Pironi this weekend, but they should be better than in the British Grand Prix. Gilles set the second best testing time at Hockenheim a fortnight ago.

The German circuit will mean unhappy memories for the Alfa Romeo team, for Patrick Depailler lost his life in a testing accident there just a year ago. Bruno Giacomelli recovered his composure superbly at the time, finishing fifth in the Grand Prix. He and Mario Andretti should be reasonably competitive with the V12 cars this time.

Three years ago, Mario won the German Grand Prix, of course, at the wheel of a Lotus 79. This weekend the team's fortunes rest on Elio de Angelis (keeping a sharp eye open for flags . . .) and Nigel Mansell. Only 87s will be taken to Germany . . . So far the cars have not proved terribly quick in a straight line.

Jacques Laffite won last year's race, but then his Ligier had a Cosworth engine at the back. This time, with a Matra V12, Jacques and Patrick Tambay face a sterner task. The French engine has shown a distinct lack of top end power in recent races. And Guy Ligier will be running the team, rather than Gérard Ducarouge (see *Pit and Paddock*).

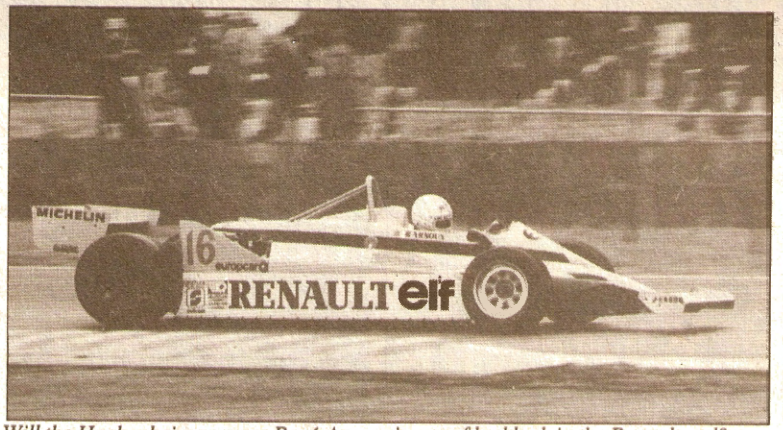
A good outsider must be Riccardo Patrese, whose Arrows A3/4 will, of course, be on Pirellis. At Silverstone the Italian tyres showed remarkable wear qualities. Hockenheim is often very hot, and this could be important. Siegfried Stohr is in the second Arrows.

All being well, Eddie Cheever will debut the Tyrrell 011, after destroying the first chassis at Silverstone, and Michele Alboreto will be in the older 010. Keke Rosberg and Chico Serra will be out once more in the ageing Fittipaldi F8Cs, and Jean-Pierre Jarier joins Beppe Gabbiani in the Osella team again.

The one-car teams are much as usual. Derek Daly drives the Reynard March, Marc Surer the Theodore, Eliseo Salazar the Ensign and Slim Borgudd the ATS. Last, we have the Tolemans, yet to quality for their first Grand Prix. Something tells me that this weekend that duck could be broken.

If the Renaults last, I think one of them will win. Failing that, look for Piquet or Watson or Jones or Villeneuve or Pironi or . . . I'll go for Arnoux.

NSR



Will the Hockenheim race see René Arnoux's run of bad luck in the Renault end?

GERMAN GRAND PRIX

Arnoux's turn?

GRAND PRIX FORM GUIDE

Last six GP results					Driver	Nat	Car
12	R	2	7	17	R..... Alan Jones	AUS	Williams FW07C
3	1	R	4	10	2..... Carlos Reutemann	RA	Williams FW07C
R	6	5	NC	13	4..... Eddie Cheever	USA	Tyrrell 011
—	12	R	NQ	16	R..... Michele Alboreto	I	Tyrrell 010
1	R	R	R	3	R..... Nelson Piquet	BR	Brabham BT 49C
10	7	R	3	2	1..... John Watson	GB	McLaren MP4
6	R	R	R	11	R..... Andrea de Cesaris	I	McLaren MP4
13	NQ	NQ	NQ	NQ	6..... Slim Borgudd	S	ATS D7
NS	5	R	5	6	R..... Elio de Angelis	I	Lotus 87
NS	3	R	6	7	NQ .... Nigel Mansell	GB	Lotus 87
R	NQ	—	14	R	NQ .... Eliseo Salazar	RCH	Ensign N180B
R	R	R	R	1	R..... Alain Prost	F	Renault RE30
8	NQ	R	9	4	9..... René Arnoux	F	Renault RE30
NQ	NQ	NQ	16	R	7..... Derek Daly	IRL	March 811
R	R	NQ	12	R	R..... Keke Rosberg	SF	Fittipaldi F8C
NQ	R	NQ	11	R	NQ .... Chico Serra	BR	Fittipaldi F8C
R	10	R	8	8	R..... Mario Andretti	USA	Alfa Romeo 179C
R	9	R	10	15	R..... Bruno Giacomelli	I	Alfa Romeo 179C
11	NQ	7	13	R	R..... Patrick Tambay	F	Talbot-Ligier JS17
R	2	3	2	R	B..... Jacques Laffite	F	Talbot-Ligier JS17
7	4	1	1	R	R..... Gilles Villeneuve	CDN	Ferrari 126C
5	8	4	15	5	R..... Didier Pironi	F	Ferrari 126C
2	NS	R	R	14	10..... Riccardo Patrese	I	Arrows A3B
NQ	NS	R	R	NQ	R..... Siegfried Stohr	I	Arrows A3B
R	R	NQ	NQ	NQ	NQ .... Beppe Gabbiani	I	Osella FA1B/81
—	—	—	—	—	8..... Jean Pierre Jarier	F	Osella FA1B/81
9	11	6	—	12	11..... Marc Surer	CH	Theodore TY01
NQ	NQ	NQ	NQ	NQ	NQ .... Brian Henton	GB	Toleman TG181
NQ	NQ	NQ	NQ	NQ	NQ .... Derek Warwick	GB	Toleman TG181

HOCKENHEIM, GERMANY

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	13.00-14.00
Saturday	10.00-11.30 (untimed)
Sunday	12.10-12.40 (untimed)
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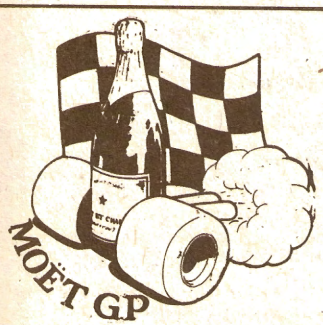
Sunday	Grandstand 14.00 onwards (race coverage)
	Grand Prix 22.05 (race highlights)

Radio 2 MW

Saturday Sport on 2	12.00-13.00 (practice)
	13.00-14.00 (preview)
Sunday Sunday Sport	13.30-15.30 (race commentary)
	19.00 (race report)

PREVIOUS RESULTS

Year	Circuit	Driver	Nat	Car
1968	Nurburgring	Jackie Stewart	GB	Matra-Ford MS10
1969	Nurburgring	Jacky Ickx	B	Brabham-Ford BT26
1970	Hockenheim	Jochen Rindt	A	Lotus-Ford 72
1971	Nurburgring	Jackie Stewart	GB	Tyrrell-Ford 003
1972	Nurburgring	Jacky Ickx	B	Ferrari 312B2
1973	Nurburgring	Jackie Stewart	GB	Tyrrell-Ford 006
1974	Nurburgring	Clay Regazzoni	CH	Ferrari 312B3
1975	Nurburgring	Carlos Reutemann	RA	Brabham-Ford BT44
1976	Nurburgring	James Hunt	GB	McLaren-Ford M23
1977	Hockenheim	Niki Lauda	A	Ferrari 312T2
1978	Hockenheim	Mario Andretti	USA	JPS-Ford 79
1979	Hockenheim	Alan Jones	AUS	Williams FW07
1980	Hockenheim	Jacques Laffite	F	Ligier JS11/15



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Can Williams return to the winning streak on the circuit where Alan Jones took his first win for the team two years ago? Or will the Renaults, bound to be up near the front, be able to last?

As a clue, last year's race was won at an average speed of 137.215mph, when Jacques Laffite unexpectedly inherited the lead in the closing stages.

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WORLD CHAMPIONSHIP
After nine of 15 rounds

Carlos Reutemann	43
Nelson Piquet	26
Alan Jones	24
Gilles Villeneuve	21
Jacques Laffite	21
John Watson	19
Alain Prost	13
Riccardo Patrese	10
Eddie Cheever	8
Elio de Angelis	8
Didier Pironi	7
Nigel Mansell	5
René Arnoux	5
Hector Rebaque	5
Marc Surer	4
Mario Andretti	3
Patrick Tambay	1
Andrea de Cesaris	1
Slim Borgudd	1

CONSTRUCTORS CUP

Williams-Ford	67
Brabham-Ford	31
Ferrari	28
Ligier-Matra	21
McLaren-Ford	20
Renault	18
Lotus-Ford	13
Arrows-Ford	10
Tyrrell-Ford	8
Ensign-Ford	4
Alfa Romeo	3
Theodore-Ford	1
ATS-Ford	1





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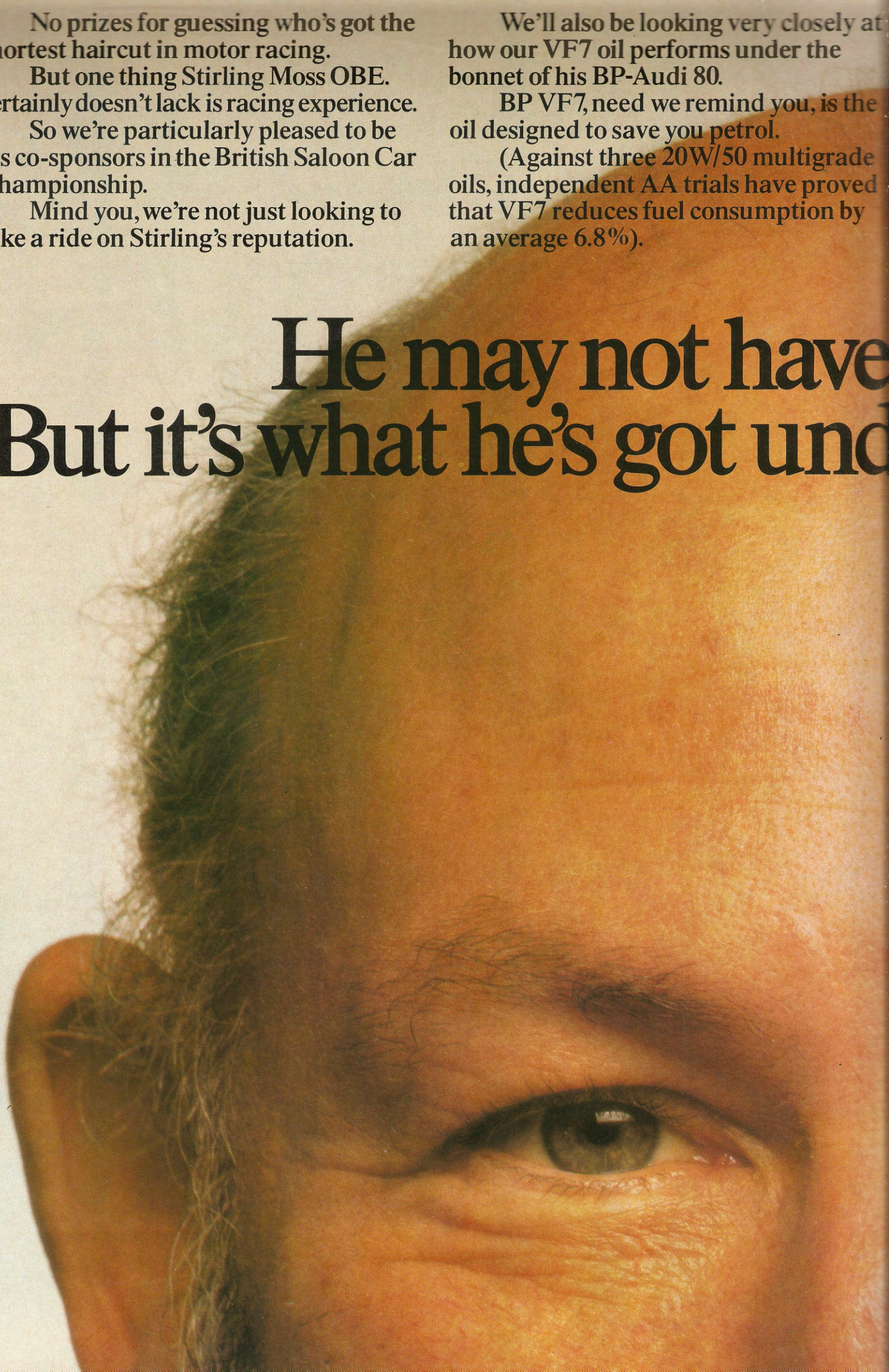
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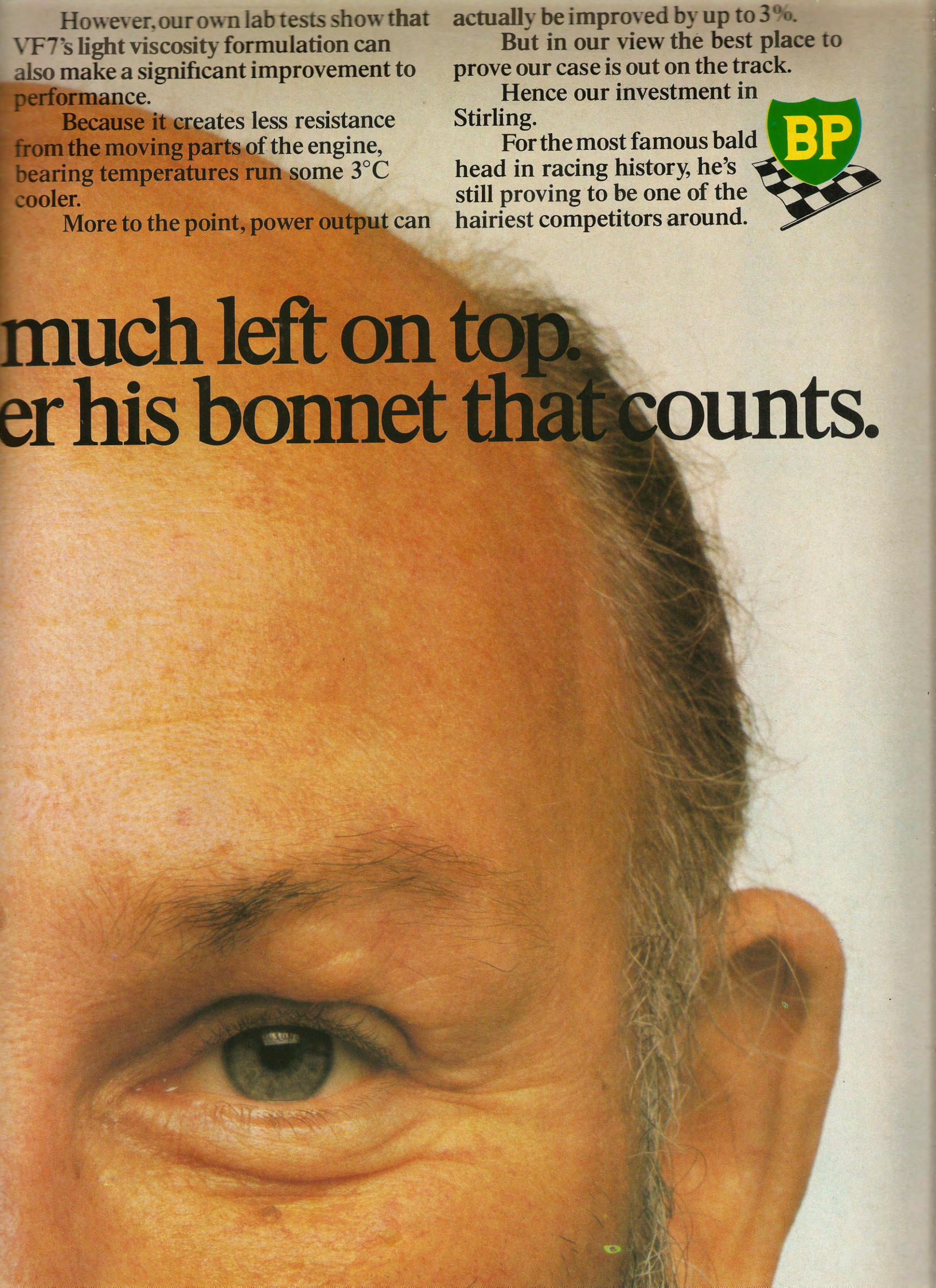
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67
Autosport

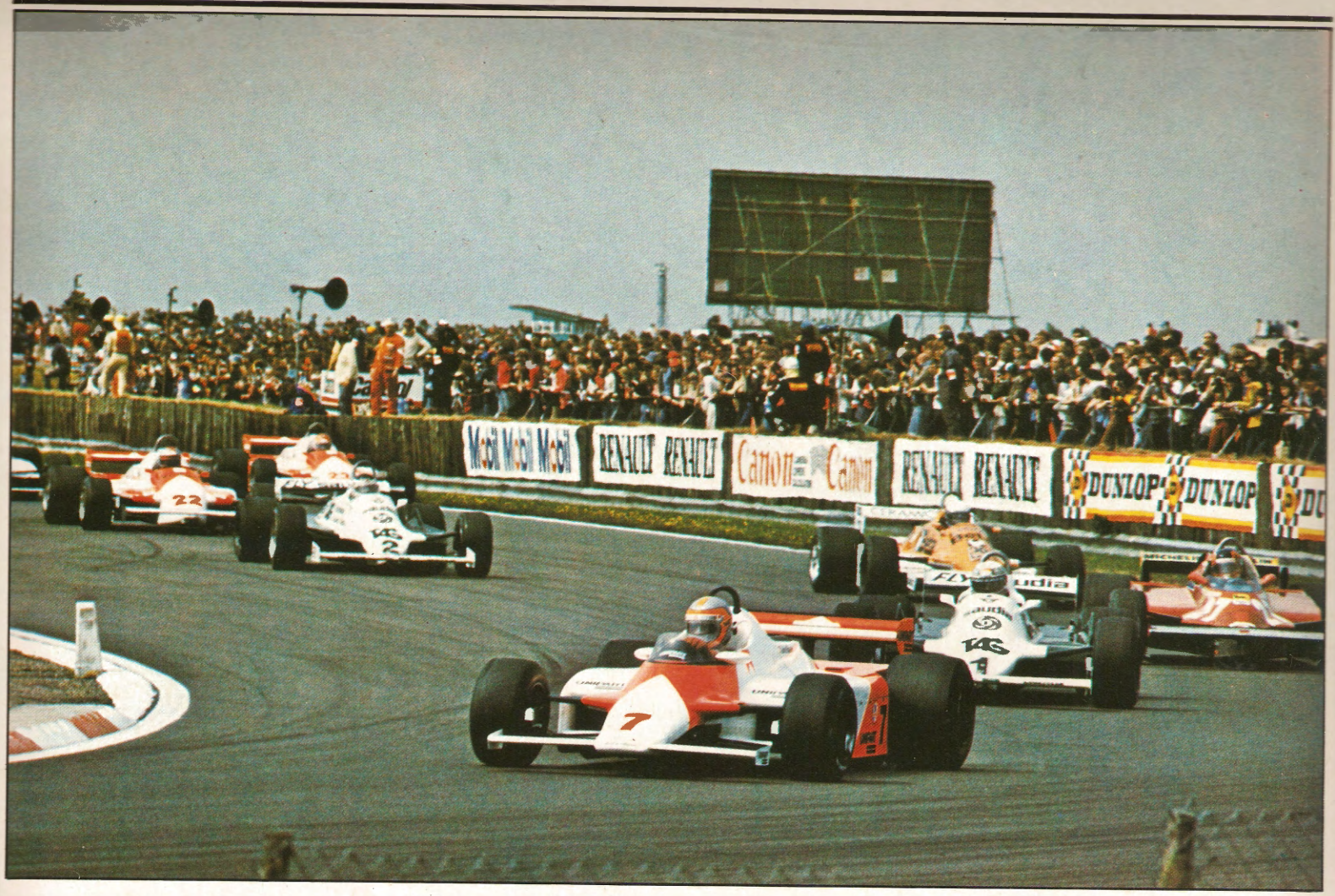


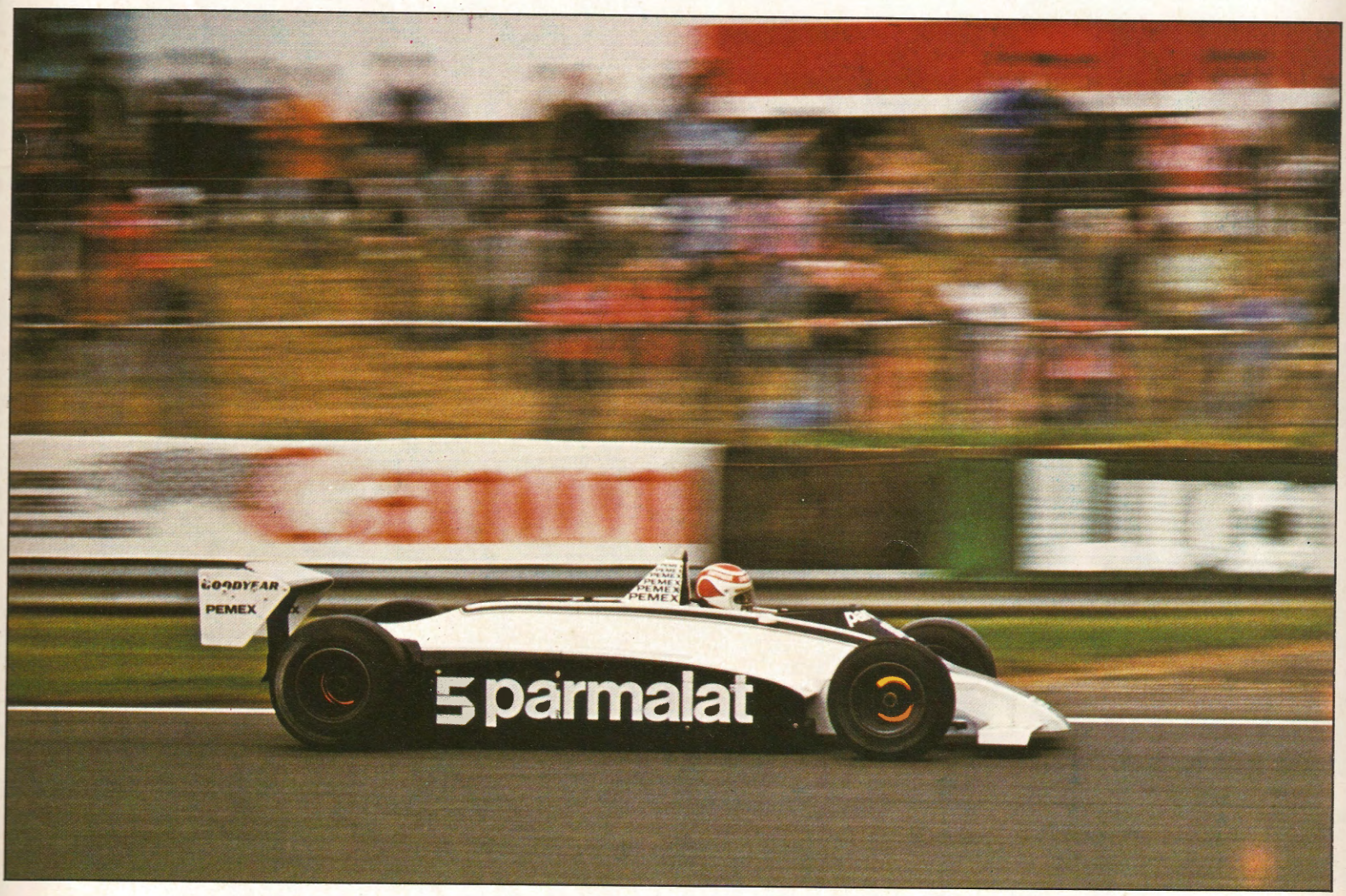
UNIPART

The answer is yes.



Now what's the question?


Mobil Mobil Mobil
RENAULT RENAULT
Canon Canon
RENAULT RENAULT
DUNLOP DUNLOP
7
22


GOODYEAR
PEMEX
5 parmalat



Fifth Column

BY NIGEL ROEBUCK

Too silly . . .

A couple of days after the British Grand Prix, I was on the 'phone to Frank Williams, and, naturally enough, the subject of the Villeneuve-Jones accident came up. "Did you see it on TV in slow motion?" asked Frank. I said that I had.

"Then you'll have seen," he went on, "that when Gilles hit the kerb, that Ferrari was just launched into the air. When it landed, it just kept on bouncing until he finally lost control. Crazy, isn't it?"

I was glad to hear Frank say this, for its coincided precisely with my own reading of the shunt. So hard is the ride of this year's cars that any contact with kerbing simply bounces them off the ground.

Ever since the Woodcote chicane was installed in 1975, cars have always tagged the kerb. In the past, however, the suspension has done its work, absorbed the shock, and the car has gone on its way. With little more than one inch of total suspension movement available, however, there is no shock absorption worth the name.

Even bumps in the road cause problems. "For me," said Didier Pironi, at Dijon, "the most frightening place here is the end of the pit straight. I'm hard on the brakes, and the car is bouncing around so badly that it literally feels as if it may somersault. I'm serious . . ."

This is indeed a ridiculous generation of Grand Prix cars, and makes a total mockery of all Jean-Marie Balestre's stated 'safety' aims. Last year he ranted endlessly about cornering speeds, how they were getting out of control and had to be reduced. The pole position time for this year's British Grand Prix was almost a second faster than that of Alan Jones in 1979. Cornering speeds may be slightly lower than last year, but the cars are infinitely more dangerous.

No official reason has ever been given for the accident which took Patrick Depailler's life a year ago, but we may be sure — bearing in mind the circumstances of the disaster — that driver error played no part in it. The assumption has always been that "something broke," and in the aftermath of the Frenchman's death much was made of the colossal forces put by downforce on the cars' suspension. It was another reason, said the anti-skirt brigade, for abolishing sliding skirts. That, they said, would solve the problem.

FACING PAGE
Top: On the parade lap of the British Grand Prix, Watson leads Jones, Villeneuve, Patrese, Reutemann, Andretti and Giacomelli. In a race of enormous attrition, only Watson and Reutemann went the full distance. Photo: Jeff Bloxham. Bottom: Nelson Piquet lights up the carbonfibre brakes of the Brabham BT49 on the approach to Woodcote. Photo: Barrie Smith.

Not so, said the designers. the only sensible way to reduce cornering speeds is to reduce the plan area of the cars, literally cut the downforce-inducing area with which we have to work. Of course, they said, banning the sliding skirts (which enabled, in well-executed cases, a perfect 'seal' with the ground to be maintained) will slow us down for a while, but give us a few months, and we'll get a lot of the downforce back.

And so we have cars with skirts (which are supposed to be illegal) riding almost on the ground (which is also illegal).

Worse than that, however, worse even than the laughable sight of cars struggling towards the pits at walking speed, their drivers frantically hoping for a ground clearance of six centimetres before The Test, is the fact that suspension breakages are far more likely with these cars than those of the sliding skirt era.

Because there is no discernible suspension movement now, what little shock absorption there is must be borne by the suspension arms and tyres, which were hardly intended for that purpose. Apart from the fact that they inevitably make a pretty bad job of it — witness Villeneuve's bouncing over the kerbs at Woodcote — you have to wonder about the forces acting upon them in these circumstances. As Patrick Head has said: "There is no way I — or any other designer — can calculate the momentary forces going through the cars now. We're in the dark. You're going to have many more component failures with these cars than you ever had with the sliding skirt cars. For the drivers, they're dangerous; for the engineers, they're boring, and of no technical interest whatever. . ."

You can understand the frustrations of an inventive mind which is thwarted by the fact that, to be competitive at the moment, means downforce, semi-skirts and rock-hard suspension. The era of the big go-kart.

Motor racing, it seems, marches in step with the world, and this is the age of brute force, the nadir of subtlety. Sport is a faithful mirror of life. "There's so little feel in these cars that they're no fun to drive," said one Grand Prix star to me recently. "You can't be delicate with them at all." Is not the same true of cricket or football? How can you reasonably expect delicacy from David Gower as he faces Michael Holding, when uppermost in his thoughts *must* be self-preservation. And what of Osvaldo Ardiles's gorgeous skills when some cloggie puts studmarks on his shin in the first couple of minutes?

Today, everyone looks for a way round the rules, whatever the game, be it played at Silverstone, Lords, Stamford Bridge or out in the big world.

By getting round the rules with their absurd hydraulic suspension systems, the Formula 1 constructors have given FISA a collective V-sign. And until the men in Paris have the guts to uphold their own regulations, we will continue to have silly cars having silly accidents, such as that which eliminated three leading contenders after four laps of the British Grand Prix.

Next time you're by a starting grid, M. Balestre, study the cars as they wait, stationary, for the green light. And then cast your mind back to the Concorde Agreement, and something about a six-centimetre gap.

And then *DO* something about it. Let us have the cars in "Long Beach" specification, with a lot of supension and not much downforce. The drivers liked them that way — and so did the spectators. As it is, you continue to devote your time and energies to the persecution of Colin Chapman, the only man to circumvent the six-centimetre rule without resorting to a go-kart.

The other half

Of all the team managers in Grand Prix racing, Jean Sage is perhaps the most easy-going. For him, racing remains a passion, rather than a business, and perhaps this is why he is unfailingly good-humoured.

It is also this genuine love of the thing which enables him to look beyond his own team. He has a particular yen for Ferraris, and currently has a delectable trio: a 308GTB, a Daytona and a 1960 250GT competition coupé, similar to that with which Stirling Moss used to win the Tourist Trophy at Goodwood these many years ago.

Sage also buys anything printed anywhere about the cars from Maranello. On Wednesday evening, I found him at the bookstall in the Silverstone paddock. "I have a lot of books, you know," he said, "but I concentrate on those about Ferrari. If I didn't limit myself mainly to one make. . ."

Suddenly he spotted something. "Ah! Look at that, I must buy it for Forghieri!" He held up a book. Its title? *How to make your car handle better. . .*

"You know," he went on, a little more serious now. "My 250GT is a very expensive hobby. I need new tyres for it, and look at the prices." In horror, I saw in his catalogue that these worked out at £117 each. "And you need four?" I said. "No, six! They are different at front and rear, and I need a spare for each end." Over 700 quid for a set of tyres. I was quite impressed by that.

Then a Renault 5 drew up, and out stepped Rob Walker. "I'm glad to see you have good taste in cars, Rob," said Jean, by way of greeting. "Did I see you at Dijon? I can't remember. . ."

"No," answered this most English of men. "I didn't go to Dijon. We took Ginger Rogers to Wimbledon that weekend. . ."

From the mouth of anyone else in the world, that would have sounded like the ultimate affectation. In Rob's slow drawl, it was as if he had given old Mrs Perkins a lift to the bus station.

I forgot about Jean and his tyres.



Jacques Laffite and Gérard Ducarouge — hard times ahead at Ligier for the drivers?

Blue touch paper

We don't yet know the reason for Gérard Ducarouge's departure from the Talbot-Ligier, but clearly it came about very swiftly. If the coiffured team manager had any inkling of it at Silverstone, he gave no indication of it. By the following Wednesday, however, the decision had been taken.

From now on, it appears that Guy Ligier himself will run the team, which must be a cause of trepidation to all his staff. The self-made former rugby player is not the most temperate man I have met. His rages are legendary.

Debriefings in the blue motorhome are inclined to be stormy affairs. I remember going in to see Patrick Depailler on one occasion, and feeling sure I had come upon a Riot Squad convention, such was the hullabaloo. *"Cinq minutes, hein?"* said Patrick, his expression making it clear that now was not the moment. I retired to the comparative peace of the outside world, to the echoing sounds of fist on table, dancing cognac bottles and ashtrays.

I remember, too, a couple of races last year when the team appeared to devote most of its time and energy to rowing, at the expense of preparing for the race. At Paul Ricard Didier Pironi was in disgrace for having competed, against the will of his employer, at Le Mans. Throughout the weekend, Didier was cold-shouldered by the management, addressed by his surname, generally made to feel like a naughty third-former. And his cool refusal to be moved by this merely doubled Ligier's fury.

Then, at Imola, the news of Pironi's move to Ferrari became public, and hell hath no fury. Having told journalists at Ricard that Didier would *not* be in his team for 1981, Ligier reacted vigorously to the news that his driver had secured employment elsewhere. The weekend was one of dissension, and the Ligiers qualified 13th and 20th, after being front runners at Zandvoort two weeks before.

And now Ducarouge, the team's all-purpose shock absorber, is gone, and Guy — despite an outwardly capitalist existence, apparently a close friend of François Mitterrand — will run the show himself. It could be that Jacques Laffite and Patrick Tambay will have to dig very deep into their reserves of *savoir-faire*.



The man who was to be back at the front 24 hours later, Tom Walkinshaw, leads a bedraggled field on the first lap.

Attack at dawn

Walkinshaw/Dieudonné win a thriller — Joosen/Andruet/Vermeersch pipped — Woodman/Buncombe/Clark third — Ultra competitive entry — Never a dull moment — Report & photography: BOB CONSTANDUROS

"We came to win, there's no question about it," said Tom Walkinshaw after winning last weekend's Spa 24 Hours in Belgium in one of his own, Tom Walkinshaw Racing, Mazda RX-7s. Early in the race, a rubber gaiter around the gear stick broke, allowing gearbox oil to leak, but that was the only problem for the winning team. However, in a very competitive entry, it meant that rivals pulled out a lap ahead of him and co-driver Pierre Dieudonné.

But within eight hours, the Mazda RX-7 was the only rival to the BMW 530i driven by leaders, Eddy Joosen/Jean-Claude Andruet/Dirk Vermeersch. "As soon as it got light, I decided to attack," said Tom. "I took the lap back off the BMW in a flat-out stint just as it got light, and the tyres were worn to the canvas by the end of it." From then on, the Mazda inched ever closer, until just 90mins from the end of the race. Tom was just over 5mins ahead of the BMW, but he still had another pit stop to make.

Then, instead of the thrilling climax to an excellent 24 hour race, Andruet dribbled into the pits with a broken rocker. Once the team had isolated the damaged lobe, the five-cylinder BMW continued to the finish, and Joosen to his fourth consecutive second place. Third place in a very competitive race went to Vince Woodman/Jonathan Buncombe/Peter Clark in Vince's Esso sponsored Ford Capri run by CC Developments, while behind another BMW came the second TWR Mazda of Jeff Allam, Chuck Nicholson, Marc Duez and Win Percy. Despite a soaking start to the race, there were very few accidents in one of the best Spa 24 Hours ever seen.

ENTRY & PRACTICE

There are times when saloon racing is a great relief from the pressures of Formula 1. There are no arguments about how high the cars are, whether a driver has been to the briefing, and no Jean-Marie Balestre to dish out fines. Going to Spa after a fraught season of F1 is like going to the West Indies instead of Brixton.

Only the weather ever upsets anything at Spa. It's more akin to Brixton than the West Indies, and practice for this year's 24 Hour classic was frequently interrupted by showers. Even so, the phenomenal entry of 65 cars came through it unscathed, and ten had to be dropped as the maximum number to start at Spa is 55.

Normally speaking, the field at Spa constitutes the cream of Group 1 in Europe. However, France's NOSCAR championship now differs so much from the championships in Britain, Holland, Belgium and Germany that few of the French entrants could be bothered to change their cars to Spa regs. Even so, there was a tremendous entry: 17 Ford Capris, 11 Escort RS 2000s, 10 BMW 530is, seven Camaros, four Mazdas, four VW Sciroccos, three Toyotas, two Audi 80s, two Audi 4000s, two Opel Monzas, two Golf GTis, and a single AlfaSud Sprint.

Most people would admit that practice at Spa means little: after all, it is a 24 hour race. But it did mean something for two former Formula Ford sparring partners: Claude Bourgoignie and Tom Walkinshaw. Bourgoignie was driving one of the seven 5.7-litre Camaros, his sponsored by Bastos. In the Belgian G1 championship, his main problem has been brakes, but at Spa Bourgoignie was confident that the brakes would not be a problem, and that changing pads would take no longer than refuelling the car. Most of the Camaros, in fact, had a system where the whole caliper was changed. Bourgoignie's experienced drivers were just as happy, although John Cooper said that it was his first time at Spa, and his first time in a Camaro.

While the Camaros would have to pit every hour, the little Mazdas would have to pit only every two hours for fuel. The presence of Tom Walkinshaw's RX-7 beside him on the grid was a worry to Bourgoignie, even though the Camaro was a whole 2.35secs quicker than the Mazda. But no-one could quite understand just how Walkinshaw had set such a quick time.

But that was the only controversial point. The most amazing thing was just how close the times were. The tenth car after Walkinshaw's Mazda was only 2.6secs slower; the 20th car was only 4.08secs slower; the 30th car was only 5.11secs slower; and the 40th car was a mere 7.44secs behind the Mazda. What a competitive 24 hours this was going to be!

Apart from the Mazda, the quickest cars were all Camaros and Capris. The heavier BMWs were outclassed, but Claude Ballot-Lena did not think that would be the case in the race. "What you need here is good Germanic steel, a good tough car. None of these light English cars," he joked. An interesting novelty on the two Juma BMWs, the Joosen/Vermeersch/Andruet and Xhenceval/Herregods/Grano cars, was the use of Pirelli tyres. But how would wet-weather specialist Andruet get on without his beloved Michelin wets? Elsewhere, Derek Bell's Waterloo Motors-built 530i was brand new and had to be sorted out, hence its lowly grid position. Gordon Spice had a slight fuel leak in his Belga Capri, and the Woodman/Buncombe/Clark Esso Capri had gearbox trouble. Walkinshaw's only problem was with the brakes, but obviously that was sorted for the final session on Friday.

Further back on the grid, Adam Macmillan and Tom Dodd-Noble were having their first foreign race in their ex-Toleman Capri, but a blown Racing Services engine in the first session was quickly changed for a more efficient Neil Brown unit. Holman Blackburn, Bob Akin and John Morrison nearly didn't qualify, and were amused to find, like Bell, that they were slower on their softer 'qualifying' tyres than they were on the race versions.

The sad story of practice was that neither of the Opel Monzas qualified, and nor did David Palmer's Mazda. Palmer had hired the Mazda from Tom Walkinshaw, but a duff coil, the rain and then another misfire, plus difficulty fitting Dunlops onto new rims, meant that the drivers ran out of time, and they never made the grid.

Otherwise, it was business as usual for the rest, and few drivers were unhappy to be far down the grid. There were 24 hours to go yet.

RACE

If the practice days had at least been partially dry, race day dawned wet and foggy. What would it be like in 24 hours time, one wondered? The rain persisted until 15mins before the 3.00pm start, by which time the faithful Belgians, who turned up in large numbers despite the weather, had turned the place into a quagmire.

With soaking wet track conditions, it was quite a surprise to see all the cars complete the first lap. Even though Walkinshaw led into Eau Rouge at the start, Bourgoignie soon took the Camaro into an appreciable lead. De Deyne initially took up the chase, only to be overtaken by Feitler's Goodyear-shod Capri, and before the hour was up, that car was in the lead. Both Camaros had expected to pit within the first hour, but Bourgoignie pitted early when the alternator/fuel pump drive belt came off and flew through the bonnet. Both the alternator and pump had to be changed, and then the pulley had to be tightened, so that lost the team their lead and position in the top 10.

As a result of the two Camaro stops, Schlesser had taken his Capri up to second, while the Luigi-prepared Camaro of van Hove was up to third, in front of de Deyne. Doering was in fifth, giving Mark Thatcher a good start, and Guitteny was sixth in the first of the BMWs.

A number of drivers preferred to take it easy during these opening laps in the rain, principally because of other drivers' behaviour. Walkinshaw was back in 13th place, and Spice was only in 16th, but the first 24 cars were still on the same lap as the leader. Badly delayed in the opening hour was Derek Bell's BMW — a short circuit burned out the starter — and Loek Bermeulen's Camaro, which had to have a new gearbox.

The situation was still very fluid in the second hour. Even though Feitler was in the lead, most of his rivals had by now made their first pit stops. What made things particularly difficult was the intermittent return of the rain, although the track was now drying. Feitler still led, and was a lap in front of the rest, which

was soon eaten up when he stopped 7mins after the two hour mark. The Martin brothers had pulled up to second, while Ballot-Lena was in third, followed by van Hove's Camaro. The Mark Thatcher Capri was still well-placed, as was the first of the Mazdas, that of Duez/Allam/Nicholson. Still very much in touch with the leaders were Spice/Tassin, Dieudonné/Walkinshaw and Woodman/Buncombe/Clark, even though they were 15th, 16th and 17th respectively. Further back was Les Blackburn's Capri, the drivers taking things easy in these opening stages, while the Dodd-Noble Capri had had a spin, and then the starter motor had had to be replaced. Huub Vermeulen had made a silly mistake and crashed the car, but at least he brought it back, which is more than Philippe Alliot managed to do in his Capri. The two Bastos BMWs which had been on Pirellis found the tyres so bad that they had changed to Michelins.

In the third hour, Feitler struck trouble. The car would not pull over 5000 revs, and it was not until more than an hour later that preparation expert René Bolders discovered dirt in the catch tank, much to Jaussaud's disappointment: "Just the same as last year." The Brabham car had been in brake trouble and was back in 27th place.

So the van Hove Camaro found itself in the lead, with the Schlesser/Verney/Ferté Capri in second. Despite the tyre change, Xhenceval's BMW was up to third, but with another eight cars on the same lap, including the Woodman/Buncombe/Clark Capri, both the previously mentioned Mazdas, and Spice/Tassin. De Deyne's Ted Grace-built Camaro had also had a lengthy brake pad stop, as the pad had welded itself to the caliper. That had dropped it back to 37th.

Despite dark clouds, the track was still dry as they went up to the four hour mark. Out of the top ten was Schlesser's KWS-prepared Capri as Ferté had been put off line by another car and spun, hitting the barrier. Another with problems was Walkinshaw's Mazda, which dropped to 17th because of a puncture. And there was more bad news for the team: the Percy/Lovett car lost a wheel out on the circuit, probably due to a broken half-shaft.

The situation at the front was still changing with every pit stop. The Duez/Allam/Nicholson car was up to second behind Spice/Tassin, with the Martin brothers third, Thatcher's Capri was fourth, and the van Hove Camaro fifth. Bell's BMW was still last after both half-shafts had to be changed: the Gitanes 530i had lost 45mins altogether.

Even after five hours, the race was still open. There was no pattern, no-one was pulling away, and it was just the way 24 hour racing should be. By now everyone had settled into his rhythm, so hopefully this was the way the race was going to continue. The two Belga Capris of Spice/Tassin and the Martin brothers sandwiched the Luigi Camaro of van Hove, while into the picture had come Joosen's BMW in fourth place. Walkinshaw's Mazda was back up to sixth, followed by five more Capris, including Woodman's. Back in 15th place suddenly was the Allam/Duez/Nicholson Mazda, whose differential had been playing up and had to be changed.

Just before 9.00pm, the sun had come out while Bourgoignie posed with Miss Belgium. It didn't help the Camaro at all, languishing in a distant 40th place, but it did mean that at least the night looked as though it might be dry. The first four cars were covered by a minute at the sixth hour, with van Hove's Camaro leading the British Capri, followed by Joosen/Andruet/Vermeersch (Bastos BMW) and the Frenchman, Lapeyre/Chasseuil in their Capri. Woodman caught and overtook the Camaro in that hour, but then pitted, leaving the lead at 10.00pm to Joosen's BMW, with the Belga Capri of Spice/Tassin second, and the privately run Belga Capri of Semoulin/Snobeck/'Alain Dex' in third. That was an indication of just how much the order was changing.

Two French Capris dropped out in the next hour. Lapeyre crashed his car, and a valve guide broke on the Schlesser/Verney/Ferté car, dropping it from 11th place. Another casualty was the Macmillan/Dodd-Noble Capri with a broken crown wheel and pinion while the Martin brothers had to have both front calipers changed. That and a punctured seal took 12mins, and dropped them to 11th. Van Hove later had a 6mins stop for the Luigi mechanics to change the rear brake shoes, which dropped the Camaro to ninth place.

More pit stops returned the lead to Woodman/Buncombe/Clark after eight hours with Joosen's BMW next up, followed by the Gartmann/Doering/Thatcher Capri in third place. Walkinshaw's Mazda was fourth, from Spice/Tassin. The second Mazda was back in 25th after the diff trouble. The Semoulin/Snobeck/Dex Capri had to have the rear brake shoes changed, and that dropped it back considerably. Feitler's previously strong running Capri had re-found its misfire, and, before the eight hour mark, petrol failed to get through to the engine altogether, and the car was abandoned out on the circuit. Its sister car, driven by Sir Jack Brabham, had to have the wheel-bearings on one side replaced, so it was now even further back.

Just before midnight, the CC Racing Mechanics changed a halfshaft on Woodman's Capri which dropped them from the lead to fifth, leaving Joosen's BMW in the lead from the Mazda, Spice's Capri and the Thatcher-shared similar car. Blackburn/Akin/Morrison were up to 17th, and the second Mazda was 19th. John Cooper, with Bourgoignie and Wisell, was up to 26th, but 14 laps behind the leading bunch.

The Joosen/Vermeersch/Andruet BMW hung on to lead for the next six hours, while steadily the rivals were delayed or dropped out. Only the Walkinshaw/Dieudonné Mazda remained in touch, sometimes dropping to as much as two laps behind the leader, particularly when the headlight fuses blew at 3.30am, causing a lap to be lost. Spice/Tassin, a lap behind at midnight, lost 40mins when the rear axle had to be changed in the 14th hour, but were up to eighth by 6.00am. The Capri which Mark Thatcher was sharing, dropped to eighth before retiring with a holed engine, but Vince Woodman's Capri was running like a train, and was in third place at 6.00am. The Guitteny/Bleynie/Guerin BMW was up to fourth, and had been followed by Vanierschot's Capri, but at 02.15am the car steamed into the pits on three wheels, and replacing the left rear suspension dropped the car to ninth place at 6.00am.

The lead car's team-mate, with Xhenceval as principal driver, was twice delayed by stops to change the wiper motor, and again for a new battery and alternator, taking a total of 14mins, but, as Xhenceval was lapping at well under 3mins, he was up to fifth place. In sixth place was the second Mazda after a good climb through the field, now with Percy driving, while seventh was Blackburn's Capri, which was still running steadily and according to plan. The Semoulin Capri was back up to 10th after exhaust

►

QUALIFYING

9	Claude Bourgoignie (B)/Reine Wisell (S)/John Cooper (GB)	5.7	Chevrolet Camaro	2:51.25
40	Pierre Dieudonné (B)/Tom Walkinshaw (GB)	2.3	Mazda RX-7	2:54.00
28	Romain Feitler (L)/Jean Jaussaud (F)	3.0	Ford Capri	2:54.05
17	Henny Hemmes (NL)/Loek Vermeulen (NL)	5.7	Chevrolet Camaro	2:54.09
32	Jean-Louis Schlesser (F)/Any-Charlotte Verney (F) Alain Ferté (F)	3.0	Ford Capri	2:54.50
7	Michel de Deyne (B)/Teddy Pilette (B)/"Davit" (B)	5.7	Chevrolet Camaro	2:54.87
4	Philippe Alliot (F)/"Destic" (F)/Dany Snobeck (F)	3.0	Ford Capri	2:55.46
3	Jean-Michel Martin (B)/Philippe Martin (B)	3.0	Ford Capri	2:55.71
†	Gordon Spice (GB)/Thierry Tassin (B)	3.0	Ford Capri	2:55.76
33	Vince Woodman (GB)/Johnathan Buncombe (GB)/Peter Clark (GB)	3.0	Ford Capri	2:55.76
2	Alain Semoulin (B)/Dany Snobeck (F)/"Alain Dex" (B)	3.0	Ford Capri	2:56.60
37	Jean-Claude Lagniez (F)/Quirin Bovy (B)/Kathy Rude (USA)	5.7	Chevrolet Camaro	2:56.66
16	Jean-Marie Pirnay (B)/Jean-Pierre Gabreau (B)/Guy Neve (B)	3.0	Ford Capri	2:56.78
18	Huub Vermeulen (NL)/Job van Oostrum (NL)/Jim Vermeulen (NL)	5.7	Chevrolet Camaro	2:56.79
12	Raijmond van Hove (B)/Georges Cremer (B)/Martino Finotto (I)	5.7	Chevrolet Camaro	2:56.95
23	Jean-Claude Lompech (F)/Bernard Salam (F)/Thierry Perrier (F)	3.0	Ford Capri	2:56.97
31	Dieter Gartmann (D)/Helmut Doering (D)/Mark Thatcher (GB)	3.0	Ford Capri	2:57.61
10	Eddy Joosen (B)/Dirk Vermeersch (B)/Jean-Claude Andruet (F)	3.0	BMW 530i	2:57.63
29	Lucien Guitteny (F)/Gerard Bleynie (F)/Jacques Guerin (F)	3.0	BMW 530i	2:57.89
6	Albert Vanierschot (B)/Guy Pirenne (B)/Alain Corbisier (B)	3.0	Ford Capri	2:57.95
11	Jean Xhenceval (B)/Daniel Herregods (B)/Umberto Grano (I)	3.0	BMW 530i	2:58.08
15	Patrick Neve (B)/Roger Dorchy (F)/Guy Neve (B)	3.0	Ford Capri	2:58.20
34	Claude Ballot-Lena (F)/René Metge (F)/Jean-Marc Smadja (F)	3.0	BMW 530i	2:58.22
5	Andre Lierneux (B)/Andre Lacroix (B)/Alain Corbisier (B)	3.0	Ford Capri	2:58.23
8	Xavier Lapeyre (F)/Guy Chasseuil (F)	3.0	Ford Capri	2:58.24
42	Marc Duez (B)/Jeff Allam (GB)/Chuck Nicholson (GB)	2.3	Mazda RX-7	2:58.48
53	Dieter Selzer (D)/Gunther Braumueller (D)/Alain Beauchef (L)	2.0	Ford RS2000	2:58.84
35	Michel Paulus (B)/Claude de Wael (B)/Jacques Berger (B)	3.0	BMW 530	2:58.89
21	Adam Macmillan (GB)/Tom Dodd-Noble (GB)/Hermes Delbar (B)	3.0	Ford Capri	2:58.91
25	Derek Bell (GB)/Alain Peltier (B)/Herve Regout (B)	3.0	BMW 530i	2:59.01
24	Jean-Louis Trintignant (F)/Marianne Hoepfner (F)/Alain Cudini (F)	3.0	BMW 530i	2:59.11
41	Win Percy (GB)/Peter Lovett (GB)	2.3	Mazda RX-7	2:59.19
22	Rein Frankenhout (NL)/Hans Maasland (NL)/Fred Frankenhout (NL)	3.0	BMW 530i	2:59.31
19	Ben Moritz (NL)/Franz Lubin (NL)/Jim Vermeulen (NL)	5.7	Chevrolet Camaro	2:59.53
27	Sir Jack Brabham (AUS)/Gunther Steckkonig (D)/Remy Marquet (B)	3.0	Ford Capri	2:59.58
26	Michel Delcourt (B)/Dany Swyssen (B)/Jean-Marie Baert (B)	3.0	BMW 530i	2:59.74
20	Holman Blackburn (GB)/Bob Akin (USA)/John Morrison (GB)	3.0	Ford Capri	2:59.87
45	Rudy Doetsch (D)/Romain Wolff (L)/Etienne Barras (B)	2.0	Ford RS2000	3.00.30
52	Pierre Bos (F)/Michel Bienvault (F)/Marc Carnavale (F)	2.0	Ford RS2000	3:01.24





A gripping finish to the 24 Hours saw the swift Mazda RX-7 (above) of Tom Walkinshaw/Pierre Dieudonné take victory, with the Eddy Joosen/Jean-Claude Andruet BMW 530i (below) having to settle for second place after suffering a broken rocker arm with just 90mins to go.

continued

and brake problems. Another retirement was Ballot-Lena's BMW with no oil pressure. Cooper's shared Camaro was 18th, while Bell's BMW was 26th after more problems, but he had been seconded into the second team car which Trintgnant/Hoepfner/Cudinin had taken to 12th place by 6.00am.

In the next six hours, the news was the way in which the Mazda chipped away at the BMW's lead. Tom Walkinshaw's team knew that they had to get on even terms with the BMW, and second by second, they reduced the gap. Bieudonné unlapped himself just before 8.00am, only for pace cars to come out on the circuit. Suddenly there were Mazdas everywhere, the reason for the interruption was an accident suffered by Pirenne, although it appears that it was not serious for the driver.

Battle resumed shortly after, and again Dieudonné reduced the gap. Pit stops confused the issue, so that the Mazda even led the 16th and 18th hours. The 19th and 20th were led by the BMW, but the Mazda was a matter of seconds behind. With three hours to go, the two cars were ony 5.3secs apart, and the Mazda team reckoned that both cars still had two pit stops to go.

Without doubt, this exciting lead battle dominated the morning, but Woodman/Buncombe/Clark kept up a steady progress in their unchallenged third position, always a lap or two behind the leader. Behind them, the second Bastos BMW and the similar car of Bleynie/Guitteny/Guerin waged a battle from which the Bastos car came off best, having a four lap lead, at 11.00am as the sun came out.

The second Mazda had been involved in this battle, but slipped back with a 9mins stop to repair a back axle locating bracket, which dropped the car out of touch with those in front. Spice/Tassin had made up a place, overtaking Les Blackburn's Manns Garage car which held eighth. However, Spice's next adversary was a whole six laps in front.

The first of the Gitanes BMWs, with Tringnant and Bell now driving, was in ninth place, ahead of the Semoulin Capri. Brabham was in 21st place, his Capri having suffered all kinds of problems, most of which the former World Champion shrugged off. The Martin brothers were back in 12th, having first of all had a fire when the oil pump broke, then two new rear axles, and finally a broken rocker, so they were now limited to 6000 revs. Among the retirements were the de Deyne and Bourgoignie Camaros, the latter with a suspected blown engine, and the former with a blown head gasket, after Ted Grace's men had changed badly damaged calipers and pads on numerous occasions. In all, there were 27 cars still running.

The Bastos team's only problem was that Dirk Vermeersch had taken to the escape road at the chicane, had then driven fast through the escape road chicane, narrowly missing marshals, and had not obeyed their orders. For this, he was excluded from taking any further part in the Spa 24 hours, which left the team with two drivers, Joosen and Andruet.

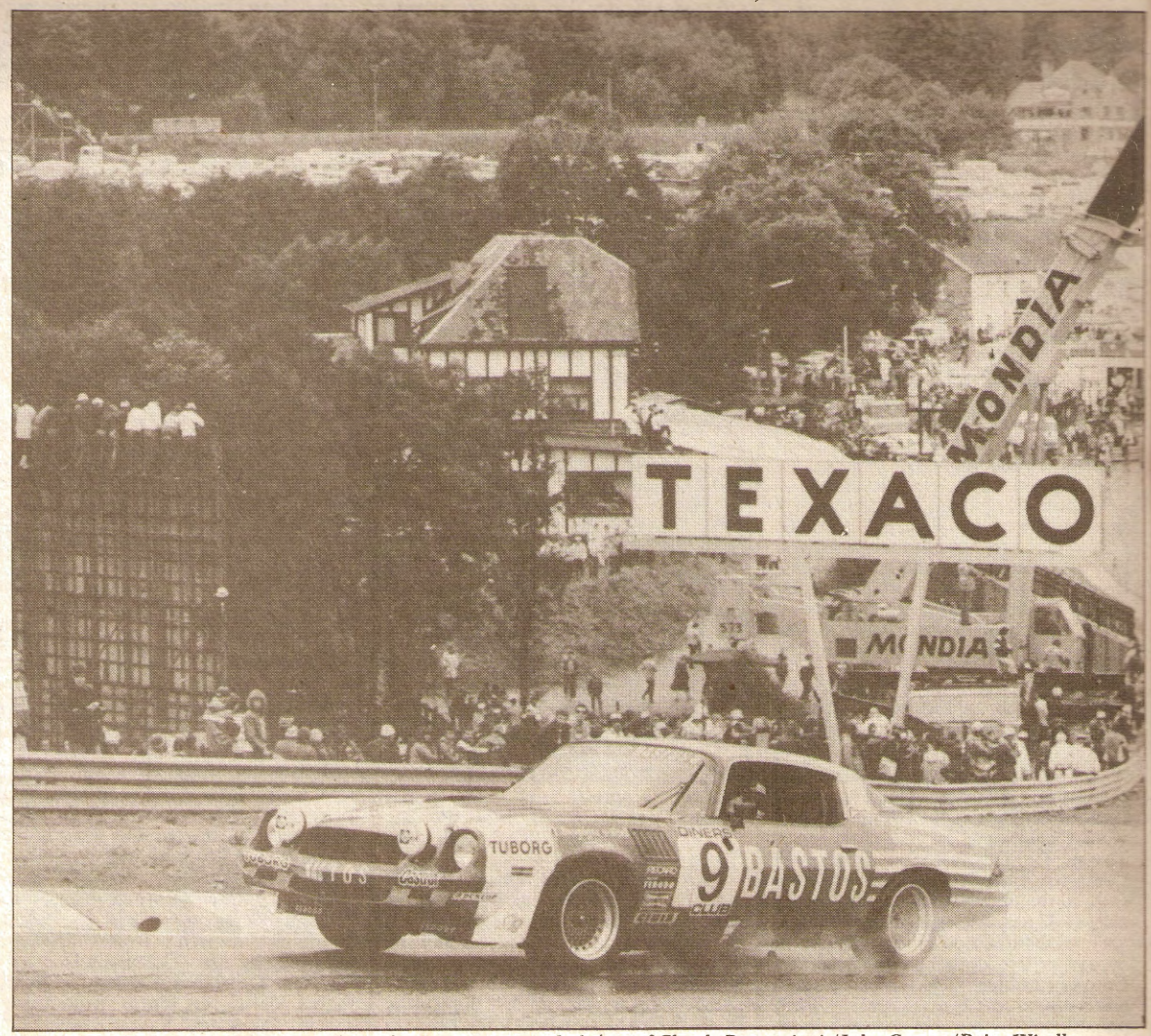
At mid-day, Joosen's BMW had a slim 3.4secs lead over the Mazda; 9mins later, Dieudonné took the lead and began to draw away. His lead lasted for 36mins until the Mazda made the first of its two pit stops. When Walkinshaw rejoined, he was 1m 17.2s behind the BMW, yet within six laps he had whittled that lead away to nothing, as the BMW headed for what was meant to be its final pit stop.

The car emerged with just over two hours to go, and just over 2mins behind Walkinshaw. Andruet had taken the wheel, and, in the next nine laps, he lost a couple of seconds. But then the car was overdue. Ultimately, the red and white BMW dribbled into the pits, and during its 4m 27s pit stop a broken rocker was diagnosed. There were nearly 90mins still to go, and obviously the car would no longer play any part in the fabulous battle all the way to the chequered flag. For Mazda, it was an enormous relief. Walkinshaw could ease up, and their final pit stop would have none of the desperate feeling about it. From there, the car could cruise home, even though Tom said afterwards that he was looking forward to the battle.

Despite losing the lead, Andruet was still determined, lapping on around 3m 8s having isolated the malfunctioning rocker, and hoping that the third placed Woodman/Buncombe/Clark Capri would not overtake him. Behind, Xhenceval/Herregods/Grano were safe in fourth place, while the second Mazda had nine laps over the Blackburn/Akin/Morrison Capri. With Bell's help, the Trintignant/Hoepfner BMW had made it into the top ten, while both Belga Capris, those of Spice and the Martin brothers suffered driveshaft breakages.

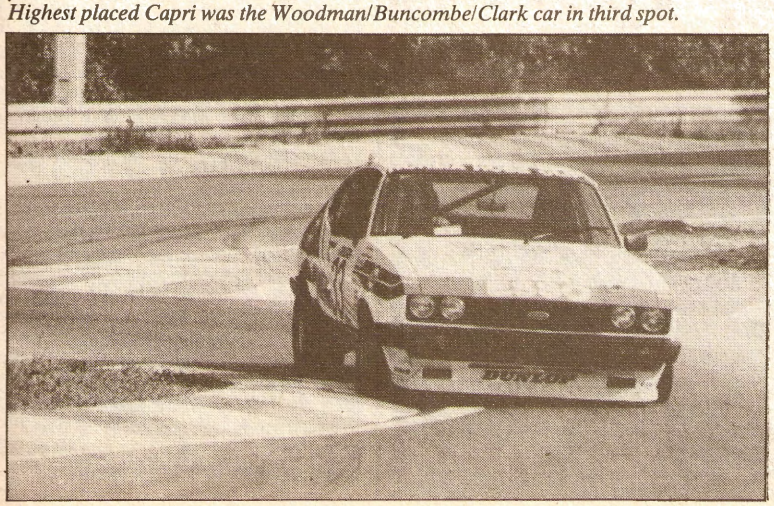
Spice/Tassin dropped to eighth, while the Martin brothers were down in 13th place. The Guitteny BMW was 11th having been black-flagged for a leaking fuel tank, which dropped the car from a promising top ten position.

And, finally, the man with the chequered flag began a flourish with it as the first car approached, waved it around his head and dropped it on the ground. It was a light-hearted end to a very tough race, and one that all of the spectators thoroughly enjoyed. Now if only all long distance races were like that . . .



Pole position fell to one of the seven Chevrolet Camaros entered, the car of Claude Bourgoignie/John Cooper/Reine Wisell.

Highest placed Capri was the Woodman/Buncombe/Clark car in third spot.



SPA-FRANCORCHAMPS (B)
Jul 25/26
17th Spa 24 Hours

1, Pierre Dieudonné/Tom Walkinshaw (2.3 Mazda RX-7), 456 laps, 1974 miles, 82.48mph;
2, Eddy Joosen/Jean-Claude Andruet (3.0 BMW 530i), 454 laps;
3, Vince Woodman/Jonathan Buncombe (3.0 Ford Capri), 453 laps;
4, Jean Xhenceval/Daniel Herregods/Umberto Grano (3.0 BMW 530i), 451 laps;
5, Marc Duez/Jeff Allam/Chuck Nicholson/Win Percy (2.3 Mazda RX-7), 445 laps;
6, Holman Blackburn/Bob Akin/John Morrison (3.0 Ford Capri), 435 laps;
7, Jean-Louis Trintignant/Marianne Hoepfner/Alain Cudini/Derek Bell (3.0 BMW 530), 434 laps; 8, Gordon Spice/Thierry Tassin (3.0 Ford Capri), 431 laps; 9, Alain Semoulin/Dany Snobeck/"Alain Dex" (3.0 Ford Capri), 429 laps; 10, Peter Seikel/Hans Nowak/Fred Rosterg (2.2 Audi 4000), 428 laps; 11, Lucien Guitteny/Gerard Bleynie (3.0 BMW 530), 426 laps; 12, Philippe van de Velde/Robert Hanon (2.0 Ford Escort RS2000), 417 laps; 13, Jean-Michel Martin/Philippe Martin (3.0 Ford Capri), 416 laps; 14, Derek Bell/Alain Peltier/Herve Regout (3.0 BMW 530), 416 laps; 15, Herbert Kummle/Karl Mauer/Axel Felder (2.0 Ford Escort RS2000), 412 laps; 16, Michele Delcourt/Dany Swyssen/Jean-Marie Baert (3.0 BMW 520), 412 laps; 17, Jacques Janssen/Guy Katsers/Jose Close (1l6 1.6 Toyota Corolla), 410 laps; 18, Rein Frankenhout/Hans Maasland/Fred Frankenhout (3.0 Ford Capri), 408 laps; 19, Valttin Simons/Paul Simons/Jean-Louis Hecq (1.6 VW Golf GTi), 406 laps; 20, Marc Piessens/Freddy Kottulinsky/Franz Dubois (2.2 Audi 4000), 403 laps; 21, Sir Jack Brabham/Gunter Steckkoenig/Remy Marquet (3.0 Ford Capri), 401 laps; 22, Raijmond Van Hove/Georges Cremer/Martino Finotto (5.7 Chevrolet Camaro), 393 laps; 23, Retz Weirig/Rolf Rosenkranz/Pascal Witmeur (2.0 Ford Escort RS2000), 393 laps; 24, Marc Demol/Claus Schinkel/Guy Trigaux (2.0 Ford Escort RS2000), 387 laps; 25, Claude Holvoet/Philippe de Leener/Freddy Fruhauf (1.6 Toyota Corolla), 352 laps; 26, Edgar Dören/Hueweler/Oscar Kessler (1.6 Audi 80 GTE), 341 laps.

Fastest lap: Dieudonné/Walkinshaw, 2m 54.5s, 89.43mph.



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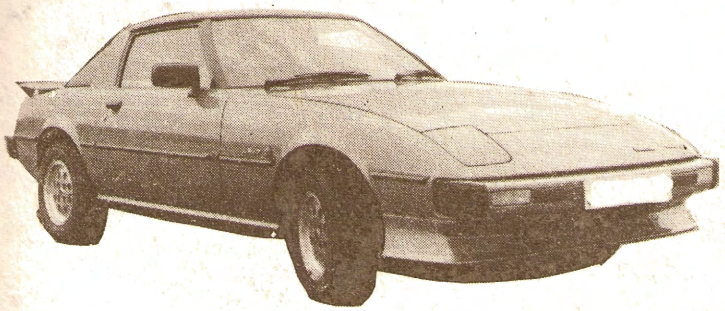
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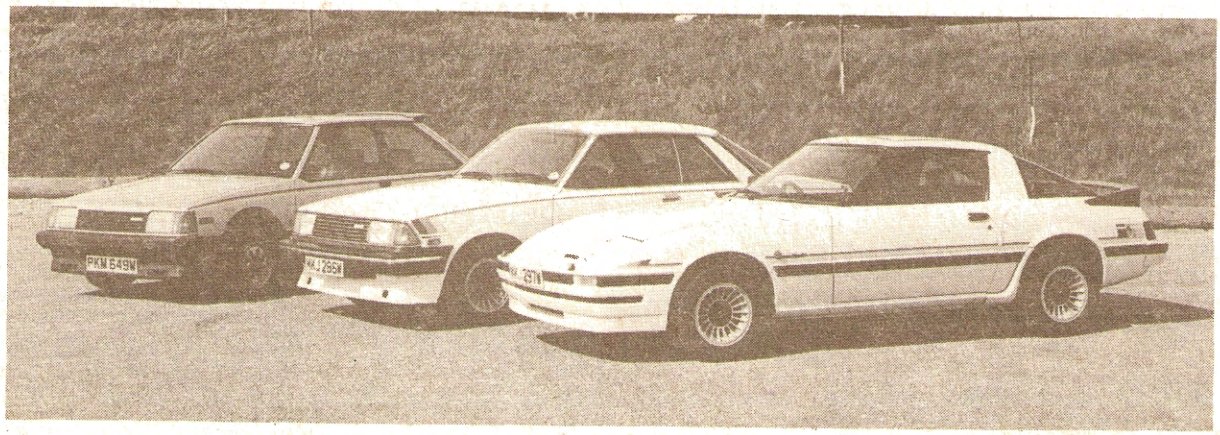
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Left: Wider wheel arches and a spoiler/skirt trim add dramatically to the looks of the Jetta. Audi headlights are fitted. Above: VW team manager, Klaus-Peter Rosorius, examines the latest baby. So far, only one prototype verison of this extraordinary car, which boasts two engines, has been built.

VW Jetta Twin-Jet

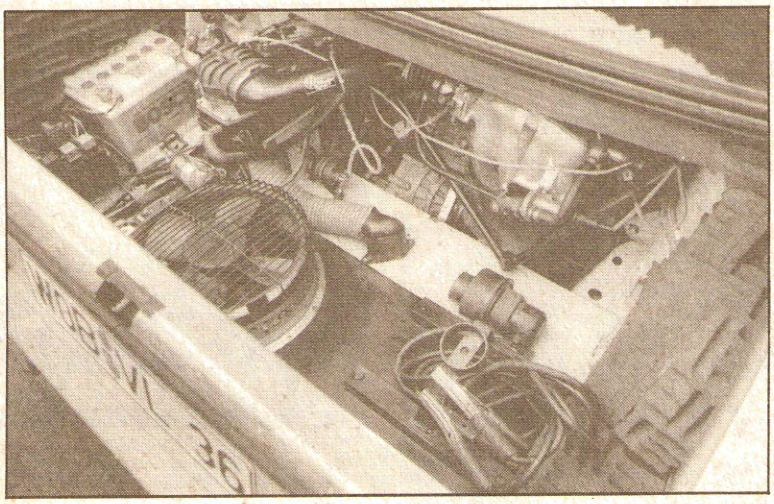
VW Motorsport are developing a revolutionary car, with two engines!

The competition department of VW is developing a revolutionary new Jetta for rallying. The car follows on established principles only in so far as it is four-wheel drive. The Jetta Twin-Jet, as it has been named, uses two engines, one in the front and one in the rear.

The idea is not new. John Cooper tried a similar exercise with Mini Coopers back in the 1960s but technology was not sufficiently advanced and the car proved to be impossible to handle. The latest VW project takes the idea a step forward.

The Twin-Jet is the brainchild of Austrian engineer Kurt Bergmann, who also designs and builds Super-Vee cars. Under the direction of VW Competitions Manager, Klaus Peter Rosorius, the first prototype has now been built and shown to the press.

The prototype uses the standard Golf/Jetta front subframe units, one mounted in the standard position and the other turned round and mounted in the boot. The second unit fits into the boot floor without modification to the passenger compartment.



The prototype Twin-Jet can be used either as a front-wheel drive vehicle, a rear-wheel drive vehicle or, of course, a four-wheel drive vehicle. Control is by electromagnetic switching.

At the moment the car uses two manual gearboxes but the plans allow for the fitting of an automatic gearbox and automatic speed control between the two engines. Presumably this will incorporate a micro-processing computer and avoid some of the problems which occurred with the Cooper project.

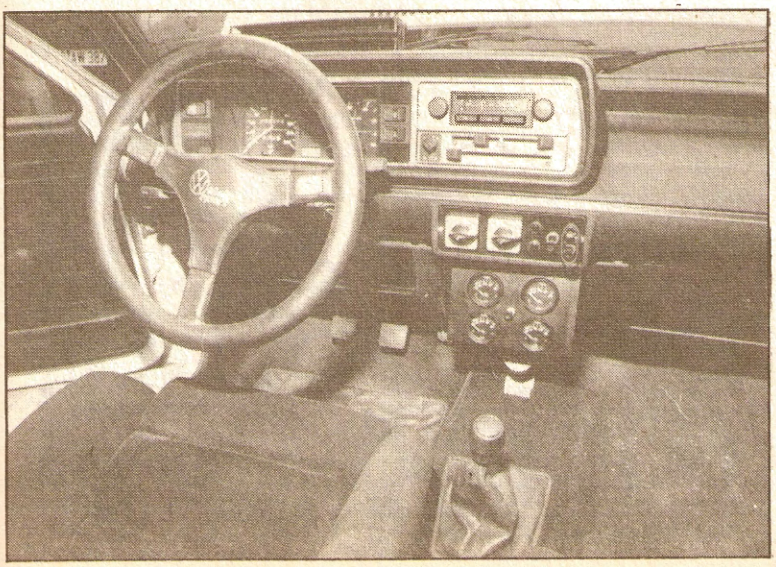
Looking ahead, the company is considering fitting the Twin-Jet system to both the Jetta and the Scirocco bodyshells, possibly with the latest 16-valve heads on 1800cc blocks. That would give the car something over 400bhp in a bodyshell weighing just over 1000kg.

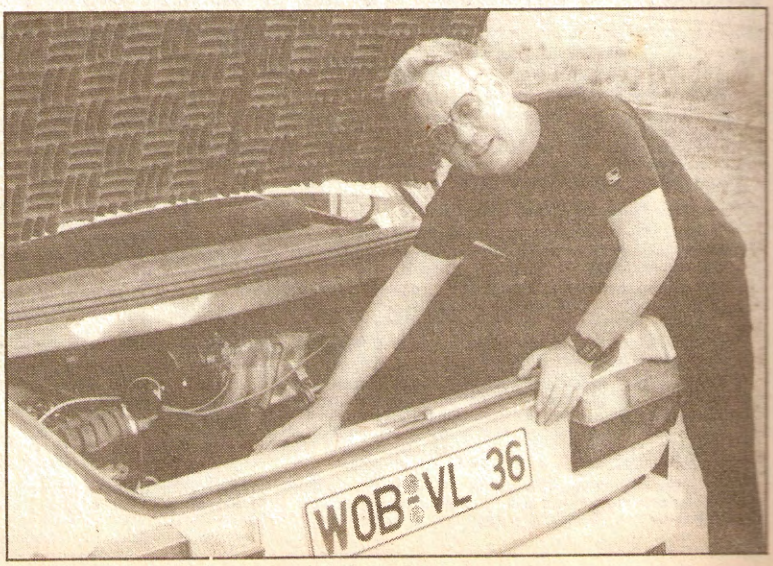
The power/weight ratio compares very favourably with other machinery and all eyes are on the new Group B regulations. Final decisions have yet to be made.

The VW division of the VW-Audi Group are determined about one thing. They don't plan to be left behind by the Audi Quattro in the race for success.

ROLF NIEBORG

Above: The second engine is mounted in the boot. Below left: Only the central console controls give away the secret. Below right: Kurt Bergmann developed the car.







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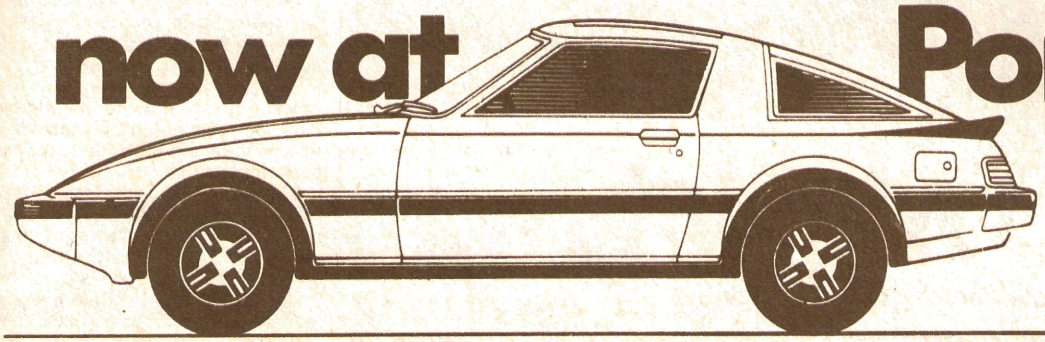
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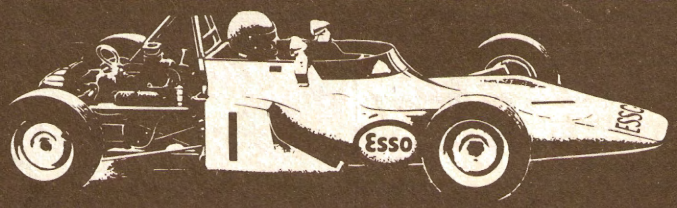
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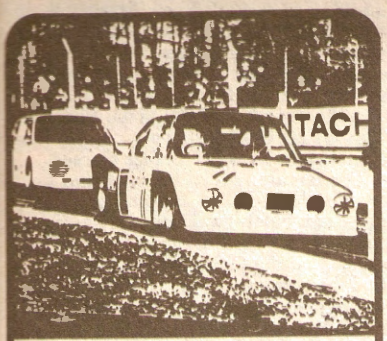
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National Races

BRANDS HATCH

Button sews it up

The woods of Brands Hatch echoed to sounds of klaxons, cowbells and musical horns on Sunday, when each race winner received a more enthusiastic reception than usual. It was not that the racing was all that spectacular; it was mainly due to a large influx of spectators who had arrived early to gain advantageous positions for the annual Festival of Speed. After five commonplace races, the action moved onto the Clearways Oval, and Promotasport Raceway International took over the organisation from the BRSCC to complete an action-packed day with their own programme of Bangers and Superstox. Highlight of the 'more normal' racing was a fine FF1600 win for Beaconsfield teenager David Button.

Paddock Bend on the opening lap of the Pre '74 Challenge race provided the sort of excitement that the majority of the crowds wanted to see. As a result, poleman Rob Mears (Elden Mk10C), along with several others, retired on the spot, while Mike Jordan's smart Ferdotti Motor Services Hawke DL11 gained a useful lead. David Simpson (Royale RP16A) held an inoffensive second place early on but came under pressure from Rod Latham (Elden Mk10C) and dropped to third along Brabham Straight. Latham set his sights on Jordan and reduced the gap consistently over the remaining laps, but Jordan held on by 1sec. Simpson came under further fire and had been passed by Alan Carruthers (Titan Mk6B) at Paddock before dropping even further back with a quick spin at Clearways on lap 8. Ian Millward (Lola T204) toured home a lonely fourth ahead of Mike Bartram (Lotus 61M) and Graeme Foley (Elden Mk10C).

The Penistone Hardmetals Reliant 750 Championship race was furiously contested although, sadly, Simon Fry's attractive new Nimrod 001 dropped out of contention from pole position with a chronic misfire. Ian Sclanders (DNC Mk5) led to Druids with Peter Woodcock's immaculate black Centaur Mk16 in hot pursuit. Last year's 750 Champion, Bob Simpson (SS Reliant), was sidelined after an opening lap shunt at Surtees and a fraught six car chain began the second lap in the order, Sclanders, Woodcock, Mick Harris (Darvi Mk4/5), Keith Cooper (Wessex CH767), Dick Harvey (Darvi Mk5) and Chris Hague (Hague 81). Woodcock gained the lead at Druids on lap 2 while Hague had made astonishing progress to appear along Cooper Straight up into third position. The Dorset schoolteacher had only made the grid with seconds to spare after a swift cylinder head change between practice and the race, but he sailed into the lead on lap 5 and quickly pulled away to put the issue beyond doubt. Woodcock just kept Sclanders out of second place, while Harvey nipped inside Cooper at Graham Hill Bend on lap 7 to follow team-mate Harris across the line.

There were thrills galore in the mixed Ascar and Modified Sports race with the Ascars being given a 25secs start. Unfortunately Mark Hales was unable to take up 'pole' in his rapid 3.0 Marcos GT and had to start from the pit road, and this left the other potentially fastest car on the circuit — Rob Cox-Allison's Caterham Super 7 — with the daunting prospect of catching the, by comparison, unstable Camaros. Of the Ascars, Davide Bertorelli pulled into the pits at the end of lap 1, leaving Jon Fletcher and Jim Mensley to scrap for the lead. Cox-Allison soon found a path through the Ascar smokescreen and despite a couple of lurid moments exiting Druids, when he found his way blocked by unwieldy Camaros, was in third place by lap 5. Hard on the heels of the Super 7 were John Digby (1.5 Ginetta G4) and the new Davrian Mk8 of Bob Jarvis who were also finding it difficult to account for the Ascars. Cox-Allison powered past Mensley along Brabham Straight on the last lap and squeezed inside Fletcher at Graham Hill Bend to take a well deserved victory. Fletcher just holding on to second place overall ahead of Jarvis with Mensley and Digby only yards further back. Steven Roberts (1.4 Davrian Mk7) touched off Pat Longhurst's smoking Imp powered model and the luckless Hales only managed to beat some of the traffic and finished a good ninth overall.

The Tricentrol Clubmans Sports Championship round was more straightforward. From the middle of the front row Richard Mallock stormed into the lead with his bright yellow Mk23 model. Second place was a fierce contest in the opening laps between Dave Orbell (Mallock U2 Mk16) and the polewinning Phantom P81 of Chris Greville-Smith. But at half distance Orbell's engine signalled enough and the Cambridge driver briskly pulled onto the grass along Cooper Straight. David Harrington, in another of the latest Mallock Mk23s, took third narrowly ahead of Paul Gibson. In the 1600cc class Phil Brown (Mallock Mk18CW) always held the upper hand over Andy Smith (Mk21), but Paul Webb (Delapena Mk23) was closing dramatically in the last few laps.

Poleman for the Pre '74 FF1600 Championship race was 18-year-old student David Button, in only his fifth ever motor race. But this former British kart teamster made a dreadful start and looked out of the reckoning as he crossed the line fifth at the end of lap 1. It was the similar Merlyn Mk20 of Brighton's Miles Brough in control ahead of Tony Sinclair (Ray 73F), Simon Davey (Dulon MP15) and Peter Lawrance's hastily prepared Royale RP3A (built from the remains of his rolled chassis and a recently purchased ex-hillclimb car). Sinclair was alongside Brough into Paddock for the third time and going up Hailwood Hill, Sinclair nosed ahead; a lap later and Brough had been relegated to third behind Davey, who had not taken up the challenge.



Richard Mallock — Clubmans victor.

It was not until half distance that Button got down to business and he swiftly dealt with Brough and then Davey. By lap 10 Button appeared right on Sinclair's 'shirt' tail and fought his way into the lead as they approached Druids. Sinclair, who must have felt the race was in his pocket, did not give up but Button was equal to the challenge. Davey was close up in third, having drawn slightly away from Brough, but Lawrence had fallen back and was using all the road at Paddock to stay ahead of a frantic battle between Craig Dennis (Lotus 69), Steve Bradley (Van Diemen RF73), Drew Barwick (Elden Mk10), Clifford Fisk (Dulon MP15) and Chris Knight (Dulon MP15). Button's fastest lap with the elderly, but effective, marque, compares favourably with the FF1600 lap record in 1973 which stood — to a Merlyn Mk17 no less — at 51.4secs.

PAUL HARMER

BRANDS HATCH (GB), Jul 26, BRSCC

Penistone Hardmetals Reliant 750 Championship (10 laps): 1, Chris Hague (Hague 81), 9m 17.0s, 77.79 mph; 2, Peter Woodcock (Centaur Mk16), 9m 22.5s; 3, Ian Sclanders (DNC Mk5), 9m 22.6s; 4, Mick Harris (Darvi Mk4/5), 9m 23.4s; 5, Dick Harvey (Darvi Mk5), 9m 23.9s; 6, Keith Cooper (Wessex CH767), 9m 25.5s. **Fastest lap:** Hague, 53.8s, 80.54 mph **(record).**

BRSCC Modified Sports Car Championship & John Woolfe ASCAR Championship (10 laps) — overall: 1, Rob Cox-Allison (1.8 Caterham Super 7), 9m 08.4s, 82.85mph; 2, Jon Fletcher (5.6 Chevrolet Camaro), 9m 12.0s; 3, Bob Jarvis (1.0 Davrian Mk8), 9m 12.2s; 4, Jim Mensley (5.7 Chevrolet Camaro), 9m 13.2s. **Modified Sports over 2000cc:** 1, Mark Hales (3.0 Marcos GT) 80.46 mph; 2, Martin Sharpe (2.6 Datsun 260Z); no other finishers. **Fastest lap:** Hales, 51.8s, 83.65mph. **Modified Sports 1501-2000cc:** 1, Cox-Allison; 2, Mike Gidden (1.8 Caterham Super 7); 3, Richard Ward (1.8 Lotus Elan). **Fastest lap:** Cox-Allison, 50.6s, 85.63mph. **Modified Sports 1151-1500cc:** 1, Digby, 81.99 mph; 2, Roberts; 3, Barry Rogers (1.4 MG Midget). **Fastest lap:** Digby, 51.3s, 84.46 mph. **Modified Sports up to 1150cc:** 1, Jarvis, 82.25mph; 2, Pat Longhurst (1.1 Davrian Mk7); 3, Dan Arundel (1.1 Davrian Mk7). **Fastest lap:** Jarvis 50.5s, 85.80mph. **ASCAR:** 1, Fletcher 79.50mph; 2, Mensley; 3, Brian Rice (5.7 Chevrolet Camaro). **Fastest lap:** Mensley, 53.0s, 81.75mph.

Tricentrol Group Clubmans Sports Championship (10 laps): 1, Richard Mallock (1.7 Mallock-Nicholson Mk23), 7m 50.3s; 92. 13mph; 2, Chris Greville-Smith (1.7 Phantom-Chamberlain P81), 7m 52.2s; 3, David Harrington (1.7 Mallock-Nicholson Mk23), 8m 00.0s; 4, Paul Gibson (1.7 Mallock-Titan Mk23), 8m 01.2s. **Fastest lap:** Greville-Smith, 45.5s, 95.23mph. **Class B:** 1, Phil Brown (1.6 Mallock-Minister Mk18CW), 85.38mph; 2, Andy Smith (1.6 Mallock-Ford Mk21); 3, Paul Webb (1.6 Mallock-Webb Mk20/23). **Fastest lap:** Webb, 48.6s, 89.16mph.

BRSCC FF1600 Challenge (10 laps): 1, Mike Jordan (Hawke-Auriga DL11), 9m 10.0s, 78. 78mph; 2, Rod Latham (Elden-Minister Mk10C), 9m 11.0s; 3, Alan Carruthers (Titan-Alan Smith Mk6B), 9m 14.2s; 4, Ian Millward (Lola-Jones T204), 9m 18.7s; 5, Mike Bartram (Lotus-Dart 61m), 9m 27.9s; 6, Graeme Foley (Elden-Minister Mk10C), 9m 29.7s. **Fastest lap:** Jordan & Latham, 53.8s, 80.54mph.

BRSCC Pre '74 FF1600 Championship (15 laps): 1, David Button (Merlyn-Ford Mk20A), 13m 14.2s, 81.84mph; 2, Tony Sinclair (Ray-Creswell 73F), 13m 15.7s, 3, Simon Davey (Dulon-Close MP15), 13m 16.0s; 4, Miles Brough (Merlyn-Hansen Mk20A), 13m 18.6s; 5, Pete Lawrence (Royale-Hansen RP3A), 13m 26.1s; 6, Craig Dennis (Lotus-Auriga 69), 13m 26.2s. **Fastest lap:** Button, 51.7s, 83.81mph.

OULTON PARK

Davies is innocent

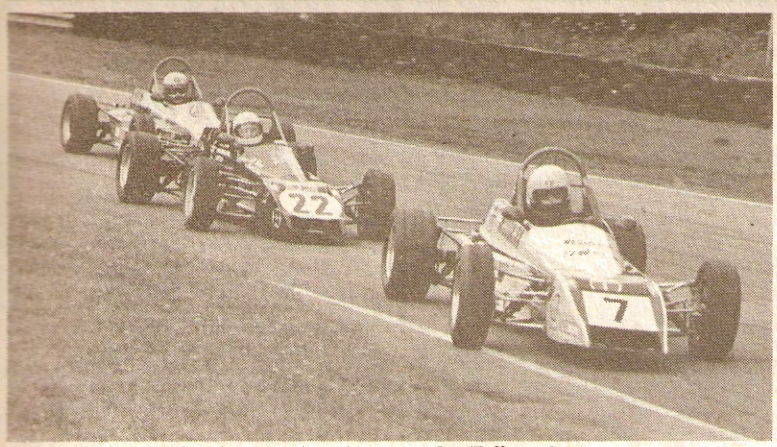
In a race overshadowed by ill-feeling and allegations of irresponsible driving at the start, Tim Davies and John Village made a fine debut as team-mates in the Penistone Hardmetals Royales by finishing first and third respectively in the Pace British 2000 Championship race, the main event at Saturday's BRSCC (NW Centre) meeting.

Formula Talbots opened the programme of racing after a very enjoyable half-hour or so of vintage motoring in which some 30 cars, ranging from a 1911 Rolls Royce to more sporty vehicles of the 1930s, circulated at a variety of speeds, most of them quite rapid! As usual, the Talbots made up in quality what they lacked in quantity and a splendid race for the lead lasted for all 10 laps between John Hayes-Harlow, Jeff Ward and Paul Jackson, with Hayes-Harlow generally looking to be in command and actually pulling out a slight advantage in the closing laps. The other two starters, Tony Kenworthy and AUTOSPORT's Marcus Pye, were not very far behind in the all-Sparton field. A Formula Ford 1600 consolation race was run concurrently with the Talbots and gave David Wheeler an easy win in his SDC Royale RP29.

The MGCC Midget Championship race divided into Road Going and Racing classes was led initially by Steve Everitt, who managed to keep ahead of pole position occupant, Dave Sheppard, for three laps while the opening lap at Old Hall saw Peter Nott and John Boness eliminated in a pile-up which was only the start of the action at this corner. Tim Cairns maintained contact with the leaders for a few laps before dropping back to a more distant third place. Peter Green, who started from the outside of the front row, had a good dice with James Thacker two places further down. Ronnie Grice leading this pair home while Tony Williams, driving with a borrowed engine from a road car after his own had blown up in testing earlier in the week, was unfortunate to lose his fourth place when problems intervened. The road-going cars provided plenty of off-course action, the early leader of the class, Trevor Lewis being passed by Robert Nettleton, who had been held up by the first lap fracas, and Peter Felix.

The two works Van Diemens of Ayrton da Silva and Alfonso Toledano shared the front row of the Townsend Thoresen FF1600 grid with the Royale of Brazilian Fernando Macedo. Toledano made the best start and led from da Silva and Rick Morris, who had brought the other Team Royale RP29 through from the third row, but, by the end of the first lap, da Silva was past the Mexican ex-kart champion. The black and yellow Van Diemen had soon pulled out an impressive lead and Morris was pressing Toledano hard for second place with Macedo. Chris Marsh and last year's Pre '74 FF1600 champion, Andy Wallace, all close behind. By the sixth lap, Morris was up into second place and, although Toledano hung on for a while, the Royale eventually broke clear and the Brazilian's lead never looked in much danger. Wallace managed to get the better of Macedo and Chris Marsh also passed the works Royale for a time.

Steve Lincoln, who had started from the seventh row, had moved up to seventh place and was heading the second group of cars when he was the first to fall foul of some oil at Old Hall, he and



Johnny Hayes-Harlow hung on for a long-overdue Talbot win.

four others spinning off. Mark Smythe was fortunate not to roll his Image when he and Stuart Ashwell touched at Old Hall, the Image flying up onto two wheels before landing the right way up, allowing Smythe to continue.

A good field of assorted MGBs, Cs and V8s came out next, although Championship leader David Franklin was not entered. Terry Smith stole the advantage over pole man John Lodge at the start, Bill Nicholson joining these two at the front of the field in a superb race for the lead while, a little way back, Neville Mariner, Martin Richardson and Gerry Brown disputed fourth place. In sixth place was Charles Buchanan in his road-going MGB Roadster which spun leaving Old Hall for the fourth time, and was stopped on the edge of the track when a group of three cars came round nose to tail. The first two went either side of the stranded Buchanan and the third, Mark Ashworth's Standard Roadster, was suddenly confronted with the stationary car. The heavy collision did not harm the drivers but blocked the track sufficiently to stop the race.

The event was completed with another seven laps, the cars lining up in the order at three laps, with Smith now on pole. Five laps into this second 'heat', Smith's engine went off song and he retired following a spin at Cascades. Lodge then took over the lead but Nicholson did all he could to pass, finishing only 0.1sec behind on aggregate of the two times. John Hewitt headed the standard cars home and set a new class record, as did Nicholson in the Fully Modified class, although he was lucky to survive a lurid spin at Old Hall without making contact with the car beside him. John Dignam, in the RAFMSA-entered MGB, took the remaining class.

Practice for the Pace British 2000 Championship round had been somewhat chaotic for most of the front runners, a big entry making a flying lap difficult to achieve, added to which rain at the start of the session stopped pretty soon, allowing the track to dry quickly. Mike Taylor in the Fulmar Royale was fastest for about three quarters of the session having gone out on wets but, when the track dried, he came in to switch to dry tyres. At about this time, Julian Morley and Calvin Fish came into contact at Druids, the Rushen Green Van Diemen being pitched into the air and rolling, Fish escaping with a shaking while Morley's Royale was less damaged and was able to make the grid. However, with rescue vehicles on the track, it was too late for fast times and Tommy Byrne, who had taken a gamble and gone out on slicks at the start of the session, reaped the benefit with fastest time overall, while Taylor found himself way back on the fifth row. Alongside Byrne were Simon Kirkby and Frank Bradley, with John Village, having his first outing in the Penistone Royale, sharing the second row with David Sutherland.

The level of feelings on the grid following practice was evident from the furious pace of the green flag lap and the aggressive tactics which had been threatened for the start materialised when the flag dropped. Taylor and Russell Spence were eliminated from the race without completing a lap, Kevin Riley's Van Diemen also being punted off in a start-line shunt from which Sutherland emerged unscathed. Tim Davies took the lead from the third row of the grid, Kirkby and Byrne right behind and leading Village, Frank Bradley, Morley and Sutherland. Byrne was the next to go when his clutch failed and Bradley was soon out with a broken setting ring on his rear damper.

Davies was well established in the lead but Kirkby was able to bring the Reynard a little closer as they lapped the slower cars in the closing stages while behind them, Village was taking things steadily in his first race with his car. Morley held fourth place throughout with, first, Sutherland closing up and challenging him before retiring and then Ian Briggs whose Palagon-sponsored Van Diemen had stormed up the field from 15th place on the grid only for his challenge to Morley to fade with lack of fuel as the race ended. Max Busslinger and Warren Briggs had a good dice which culminated with the Swiss passing Briggs to claim sixth place.

Brian Turner headed the closing Muraspec Formula 4 race all the way but was about to come under strong attack from Cliff Watts when the latter all but spun at Old Hall, managing to keep the car going in the right general direction and restarting before he was passed by third placed Mike Whatley. However, plug lead problems intervened and dropped Watts to fourth while Turner was followed home by Clive Alexander, who had displaced Whatley from second.

PETER McFADYEN

OULTON PARK (GB), Jul 25, BRSCC (NW)

Formula Talbot Challenge race (10 laps): 1, John Hayes-Harlow (Sparton-Greetham FT80), 10m 48.6s, 92.09mph; 2, Jeff Ward (Sparton-Greetham FT80), 10m 48.1s; 3, Paul Jackson (Sparton-Rowland FT80), 10m 48.2s; 4, Tony Kenworthy (Sparton-talbot FT80), 10m 56.0s; 5, Marcus Pye (Sparton-Greetham FT80), 10m 59.5s; no other starters. **Fastest lap:** Hayes-Harlow, 1m 03.7s, 93.48mph.

Formula Ford 1600 Non-Qualifiers race (run concurrently with Talbot race): 1, David Wheeler (SDC Royale RP29), 11m 24.1s, 87.04mph; 2, Simon Broad (Image-Auriga 681), 9 laps; 3, Robert McMahon 7 laps. **Fastest lap:** Wheeler, 1m 07.3s, 88.48mph.

MGCC Midget Championship race (10 laps): Overall and Race Modified: 1, Dave Sheppard (1.5 MG Midget), 11m 54.7s, 83.31mph; 2, Steve Everitt (1.5 MG Midget), 11m 57.8s; 3, Tim Cairns (1.4 MG Midget), 12m 14.8s; 4, Ronnie Grice (1.5 MG Midget), 12m 20.5s. **Fastest lap:** Sheppard, 1m 09.6s, 85.55mph. **Road Going Cars:** 1, Robert Nettleton, 12m 29.3s, 71.52mph (9 laps); 2, Peter Felix, 12m 40.2s; 3, Trevor Lewis, 12m 44.1s. **Fastest lap:** Nettleton, 1m 21.0s, 73.51mph.

Townsend Thoresen Formula Ford 1600 Championship race (15 laps): 1, Ayrton da Silva (Van Diemen-Minister RF81), 16m 59.7s, 87.59mph; 2, Rick Morris (Royale-Nelson RP29), 17m 02.6s; 3, Alfonso Toledano (Van Diemen-Minister RF81), 17m 08.3s; 4, Andy Wallace (Royale-Auriga RP29), 17m 13.7s; 5, Fernando Macedo (Royale-Nelson RP29), 17m 20.3s; 6, Chris Marsh (Van Diemen-Nelson RF81), 17m 21.5s. **Fastest lap:** Da Silva, 1m 06.4s, 89.67mph.

'Collector's Car' MGCC MG BCV8 Championship race (10 laps): Overall and Fully Modified: 1, John Lodge (1.9 MGB Sports), 13m 09.9s, 75.38mph; 2, Bill Nicholson (1.9 MGB), 13m 10.0s; 3, Gerry Brown (2.0 MGB), 14m 01.5s; 4, Peter Blackburn (3.5 MGB GT V8), 14m 13.1s. **Fastest lap:** Nicholson, 1m 15.3s, 79.08mph **(record). Standard MGB/MGC:** 1, John C. Hewitt (1.9 MGB Roadster), 14m 33.6s, 68.16mph; 2, Colin L. Cork (1.8 MGB Sports), 9 laps; 3, Ray Osborne (1.8 MGB Tourer), 9 laps. **Fastest lap:** Hewitt, 1m 23.5s, 71.31mph (record). **Standard V8s and Road Going Modified MGBs and MGCs:** 1, John Dignam (1.8 MGB), 14m 31.6s, 68.31mph; 2, David Jarvis (1.8 MGB), 14m 34.5s; 3, Peter Mallmson (1.8 MGB Roadster), 14m 36.3s. **Fastest lap:** Martin Richardson (2.0 MGB), 1m 21.7s, 72.75mph.

Pace British Formula Ford 2000 Championship race (15 laps): 1, Tim Davies (Royale-Nelson RP30), 15m 49.7s, 94.05mph; 2, Simon Kirkby (Reynard-Neil Brown SF81), 49.9s; 3, John Village (Royale-Nelson RP30), 15m 53.2s; 4, Julian Morley (Royale-Nelson RP30), 16m 10.5s; 5, Ian Briggs (Van Diemen- RF81), 16m 21.8s; 6, Max Busslinger (Van Diemen-Nelson RF81), 16m 24.4s. **Fastest lap:** Kirkby and Village, 1m 02.5s, 95.27mph.

Muraspec Touch Fabrics Formula 4 Championship race (10 laps): 1, Brian Turner (BTC-Ford 004), 10m 53.2s, 91.10mph; 2, Clive Alexander (Ensign-Hartwell MN77), 11m 29.9s; 3, Mike Whatley (March-Ford 773/4), 11m 30.8s; 4, Cliff Watts (Delta-Wallinger T79), 11m 31.4s; 5, Colin Brook (March-Ford 713/753), 11m 43.2d; 6, Keith Hatton (Delta IRF4), 9 laps. **Fastest lap:** Turner and Watts, 1m 04.1s, 92.89mph.

RAC British Formula Ford 1600 Championship
After five of seven rounds

1 Ayrton da Silva (Van Diemen RF81)	85
2 Rick Morris (Royale RP29)	85
3 Enrique Mansilla (Van Diemen RF81)	60
4 Alfonso Toledano (Van Diemen RF81)	53
5 Peter Argetsinger (Royale RP29)	18
6 Andrew Gilbert-Scott (Van Diemen RF81)	17

Manufacturers Championship

1 Van Diemen	90
2 Royale	85
3 Pacer	26
4 Ray	11
5 PRS	4
6 Sark	1

Next round: Snetterton, August 9.

DONINGTON PARK

Concours encores

The two-day Historic Sports Car Club meeting at Donington last weekend was sponsored by Pace Petroleum and, in addition to two full days of racing, with eight races on each day, there were various other attractions to delight the connoisseur. Both Saturday and Sunday saw an Autojumble and the second day was the occasion of the Sixth National Classic Car Concours, held outside the circuit in the area of Coppice Corner.

The feature race of the weekend was supposedly the FISA International Trophy Race, but this was rather a non-event with only ten cars taking to the track. It seems that the Continental competitors find the temporary import of racing cars to England rather more difficult than to other European countries, and in consequence tend not to bother.

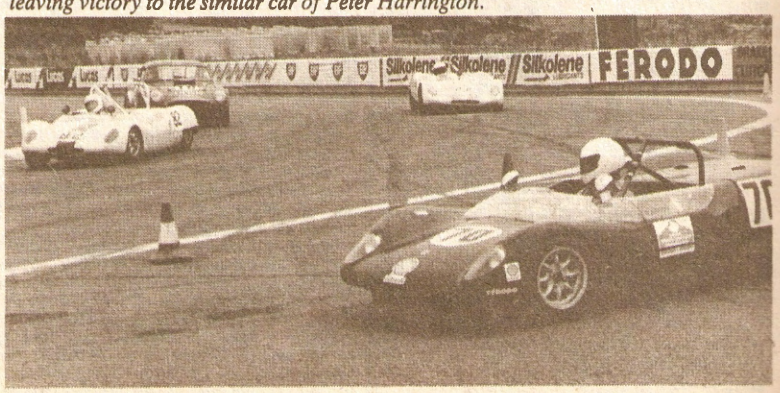
At the end of lap 1 of Saturday's opening race, a Uher Hi-fi Thoroughbred Sports round, Dave Preece's white Jaguar XK 120 led Reg Woodcock's Triumph TR3 and the quickly-cornered Mk1 Sprite of former Lotus 6 man, Chris Smith. By half distance, the leading trio, plus Mike Ridley's Aston Martin DB4 were running nose to tail, Woodcock cheekily out-braking the Jaguar into the chicane, only to appear the next lap back in fourth place with a dented front wing. Preece took a comfortable win from Ridley, although the unfortunate Smith had to give best to Woodcock when the class-winning Sprite developed a dire misfire on the last lap.

The first lap leader of the Seldon Classic Sports Car Championship race, John Brindley, made a rare error at the chicane on lap 2, allowing Peter Harrington's similar Lotus 23 into the lead, followed by Tony Hill's rare Ginetta G10 V8. By the end of the fifth lap, Stephen Mitchell (Lotus 23) had pushed Brindley back to fourth, although a wild attempt by Mitchell to pass the Ginetta at the chicane allowed Brindley to recapture third again. Despite misfiring badly towards the end, Harrington took the chequered flag first, with Mitchell nosing ahead of Hill and Brindley in a frantic side by side, last lap dive for the second spot.

A very rapid start by Mike Harrison's little Mallock U2 surprised Martyn Chapman, who only just led into Redgate on lap 1 of the Pre 1960 Racing and Sports/Racing event. By lap 2, Mike Bowler's Lister Jaguar was past Harrison and on the next lap passed Chapman's Monzanapolis Lister to lead the race, although Chapman remained glued to the rear of Bowler's car for the rest of the race. Behind third placed Harrison came Mr U2 himself, Arthur Mallock, after a faultless drive in his Formula Junior Mk II.

One of the 1964 Grovewood Award winners, Roger Mac, put in a stylish drive in his ex-Protheroe Jaguar E type to win easily in the HSCC Post Historic Roadsports Championship race. The main drama in the race came on the first lap when Simon Hadfield tried to outbrake everybody round the outside at Redgate, and not surprisingly ended up with his ▶

John Brindley's spin with his Lotus 23 cost him the lead of the Seldon Classic Sports race, leaving victory to the similar car of Peter Harrington.



DONINGTON continued

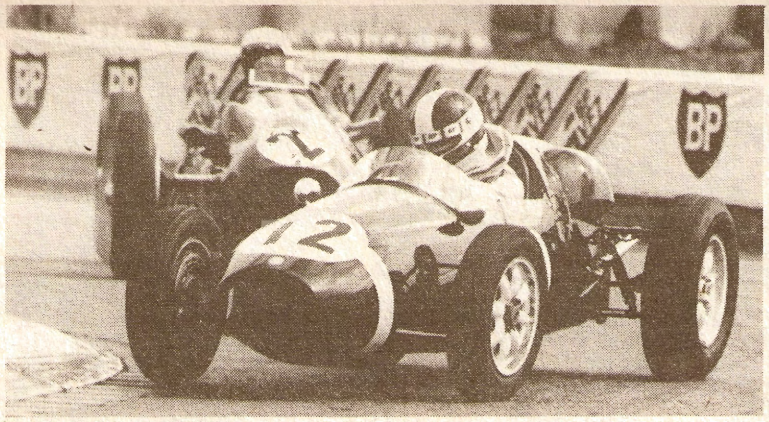
Lotus Elan upside down in the sand. Tim Sisson's 4.2 litre 2+2 E type was second throughout ahead of Michael Shryver's class-winning Elan.

It took only until the end of lap 3 for Ron Gammon's neat MG TF to take the lead of the MG T register round after recovering from a first corner spin. Early leader Glyn Giusti spectacularly hung on to second place in his TB, but pole position man Dave Clewley retired his TB from third place a couple of laps from the end.

Run concurrently with the 'T' types were three classes of the Uher Thoroughbreds, Bruce Cole's DB4 Aston Martin, Peter Newman's XK 140 and Roger Joice's Frazer Nash taking the awards.

The Varley Formula Junior and Formula 500 race was an orderly affair. After passing Peter Thomas's Lotus 22 on the second lap, John Narcisi stroked home in his earlier 20 model. Third place was not quite so secure for Malcolm Ricketts (Lotus 22), who passed Arthur Mallock's U2 at half distance but was unable to shake off the immaculately-driven front-engined machine. The battle of the 500s was more frantic, with Frederick Tidball's Cooper Mk 8 just beating John Turner's Mk 9 to the line.

The struggle for the lead of the Atlantic Computer Trophy/Willhire GT race was probably the highlight of Saturday's precedings. Although Nigel Hulme's open Lola T70 burst into an early lead, it was soon a two car affair between Mike Wheatley's T70 coupé and John Foulston's CanAm McLaren M1B. Some desperate tyre burning, late braking manoeuvres saw the two beasts swap places several times, but Wheatley finally threw it away with a massive spin at Park chicane on lap 8. Hulme just failed to catch Wheatley for second, while Nick Mason took fourth in his black M1C ahead of Mike Pendlebury's enthusiastically-driven, class-winning Piper GTR.



James Weaver, enjoying a guest outing in a Cooper, leads Paul Grist (Talbot Lago).

The final race on Saturday, for road-going pre-1957 saloons, was less closely contested than usual. Roger Andreason's Jaguar 2.4 went unchallenged to the chequered flag and set a new lap record ahead of Terry Heley's Ford Zephyr, which had an easy time after early challenger Les Howes had a major blow-up in front of the pits in his Zodiac. Henry Crowther (Jaguar Mk XIII) was a distant third.

After morning practice, the racing on Sunday began promptly at 2.00pm with a race for Closed Grand Touring Cars built between 1945 and 1964. Roger Ealand in his Marcos GT soon took the lead and slowly eased away from Tony Hill (Ginetta G10) to take the first win of the day. Hill held off the challenge of Stewart Bond (Aston Martin) until half distance when the Ginetta expired, so thereafter Bond had runner-up position easily from Barry Sewell (Marcos GT), who had a close fight with the similar car of Cyril Baxter before finally pulling away.

An HSCC Championship round for Sports Racing and Single-seaters saw Martyn Chapman dominate the race in his Monza Lister Jaguar as first Alan Baillie (1.0 Lola) and then Paul Grist (4.5 Talbot Lago) took up the chase. Baillie lasted only four laps but Grist moved into second when both Baillie and James Weaver's Cooper went off after a close dice. Roger Williams (2.0 HMW F2) took third from Tony Steele (1.1 Lola Mk2), who got away from the close attentions of Nick Mason's 2.0 Connaught A Type.

Ten laps for Historic and Post-Historic Roadsports cars made up race 3 and John Sisson (E Type) made heavy weather of second place for the first two laps before leader Roger Mac (E Type) dropped to ninth. Sisson went on to win as Mac pulled his car back through the order to finish second, just 2.5secs adrift. While Mac was making amends for his early moment Simon Hadfield (Elan) and Jem Marsh (Marcos GT) had an entertaining dice, Hadfield eventually coming third overall while Marsh dropped to sixth after a spell in second spot.

The Pace Petroleum FISA Trophy Race was poorly supported. Mike Harrison (Mallock U2) started on pole and led all the way with Alan Baillie (Lola) in pursuit for all 15 laps, but having to settle for second place some 3secs down. Third place was heavily disputed between David Springett (Lotus X1 Le Mans) and Peter Walker (Lola): Springett took his class but had to give best to Walker, who was 3secs in credit at the finish. Fifth was Alan Miles (Elva), who mixed it with the Lotus and Lola for a few laps and was the last unlapped runner.

Pre-December 31 1968 Sports Racing and GT cars had ten laps, John Foulston (5.0 McLaren M1B) having no problem in winning from Nigel Hulme (5.0 Lola T70 MkIII) and Nick Mason (5.0 McLaren M1C), the top three positions not changing from start to finish. Fourth place was a fight between the Chevron B8 of Richard Budge and the Ginetta G12 of Richard Dodkins — the Chevron got by with three laps to go but remained under pressure right to the flag.

A handicap event for all HSCC registered cars was run on the basis of ten laps with each car being given a target time for the race; the car which beat its ▶

DONINGTON PARK (GB), Jul 25/26, HSCC

Uher Hi-Fi Thoroughbred Sports Championship race (10 laps) — overall: 1, Dave Preece (Jaguar XK120), 15m 17.25s, 76.82mph; 2, Mike Ridley (Aston Martin DB4), 15m 25.29s; 3, Reg Woodcock (Triumph TR3), 15m 27.44s; 4, Chris Smith (Austin Healey Sprite), 15m 29.99s. **Modified, over 2000cc:** 1, Preece; 2, Ridley; 3, Woodcock. **Fastest lap:** Ridley, 1m 27.91s, 80.15mph. **Modified, up to 2000cc:** 1, Smith, 75.77mph; 2, Jem Marsh (Marcos GT); 3, Darryl Uprichard (Triumph TR3). **Fastest lap:** Smith, 1m 28.64s, 79.49mph. **Production (post 1955), up to 2000cc:** 1, Patrick Keen (Morgan Plus 4), 62.52mph; 2, Mel Clarke (Porsche 356B Roadster); 3, Douglas McLay (MGA). **Fastest lap:** Keen, 1m 37.94s, 71.94mph.

Seldon Classic Sports Car Championship race (10 laps) — overall: 1, Peter Harrington (Lotus 23), 14m 36.00s, 80.44mph; 2, Stephen Mitchell (Lotus 23), 14m 40.24s; 3, Tony Hill (Ginetta G10), 10m 40.25s; 4, John Brindley (Lotus 23), 14m 40.62s. **GT cars over 3000cc:** 1, Hill, 80.05mph; 2, Martin Colvill (AC Cobra); 3, no other starters. **Fastest lap:** Hill, 1m 26.58s, 81.43mph. **GT cars 1300-3000cc:** 1, Roger Ealand (Marcos GT), 77.49mph; 2, Barry Sewell (Marcos GT); Cyril Baxter (Marcos GT). **Fastest lap:** Ealand, 1m 28.93s, 79.23mph. **GT cars up to 1300cc:** 1, Jem Marsh (Marcos GT), 70.59mph; 2, Robin Longdon (Lotus Elite); 3, Richard Higgins (Sprite). **Fastest lap:** Marsh, 1m 36.70s, 72.87mph. **Sports racing over 1600cc:** 1, Brian Carty (Elva-BMW Mk8S), 75.12mph; 2, David McLaughlin (Lotus 30); no other starters. **Fastest lap:** Carty, 1m 30.63s, 77.75mph. **Sports Racing up to 1600cc:** 1, Harrington; 2, Mitchell; 3, Brindley. **Fastest lap:** Harrington, 1m 24.86s, 83.03mph.

Pre 1961 Historic Sports Racing Cars and Single-Seaters race (10 laps) — overall: 1, Michael Bowler (Lister Jaguar), 14m 50.26s, 79.10mph; 2, Martyn Chapman (Monza Lister Jaguar), 14m 51.32s; 3, Mike Harrison (Mallock U2 FJ), 15m 30.76s; 4, Arthur Mallock (Mallock U2 FJ), 15m 36.11s. **Over 2000cc:** 1, Bowler; 2, Chapman; 3, Martin Colvill (AC Cobra). **Fastest lap:** Bowler, 1m 27.20s, 80.81mph. **1100-2000cc:** 1, David Springett (Lotus XI Le Mans), 70.11mph; 2, David Thomas (Lister Bristol); 3, Peter Thomas (Cooper Bristol). **Fastest lap:** Springett, 1m 38.39s, 71.62mph. **Up to 1100cc:** 1, Harrison, 75.70mph; 2, Mallock; 3, Tony Steele (Lola Mk11). **Fastest lap:** 1m 29.16s, 79.03mph.

HSCC Post Historic Roadsports Championship race (10 laps) — overall: 1, Roger Mac (Jaguar E-Type), 15m 44.12s, 74.63mph; 2, Tim Sisson (Jaguar E-Type), 15m 46.57s; 3, Michael Shryver (Lotus Elan), 15m 52.52s; 4, David Chaney (Marcos GT), 15m 59.78s. **Over 3000cc:** 1, Mac; 2, Sisson; 3, David Neill (Jaguar E-Type). **Fastest lap:** Mac, 1m 31.93s, 76.65mph. **2000-3000cc:** 1, Barry Thorne (Daimler SP250), 72.10mph; 2, Dave Newman (Reliant Sabre); 3, Michael Hughes (Triumph TR5). **Fastest lap:** Thorne, 1m 34.92s, 74.23mph (**class record**). **1200-2000cc:** 1, Schryver, 73.98mph; 2, Chaney; 3, John Jarvis (Lotus Elan). **Fastest lap:** Schryver, 1m 32.61s, 76.09mph. **Up to 1200cc:** 1, Geoff Holland (Honda S800), 61.96mph; no other starters. **Fastest lap:** not given.

MG T Register Championship race (10 laps): 1, Ron Gammons (TF), 16m 02.27s, 73.23mph; 2, Glyn Giusti (TB), 16m 07.30s; 3, John Brigden (TC), 16m 33.72s; 4, George Edney (TB), 17m 04.23s; 5, Dave Saunders (TC), 17m 20.70s; 6, Nick Taylor (TB), 17m 36.94s. **Fastest lap:** Gammons, 1m 33.69s, 75.21 (**record**).

Uher Hi-Fi Thoroughbred Sports Championship race (10 laps) — overall: 1, Bruce Coles (Aston Martin DB4), 16m 33.50s, 70.92mph; 2, Alan Harding (Austin Healey 100/6), 16m 40.52s; 3, Peter Newman (Jaguar XK140), 9 laps; Roger Joice (Frazer Nash), 9 laps. **Over 2000cc, post 1955:** 1, Coles; 2, Harding; no other finishers. **Fastest lap:** Coles, 1m 37.41s, 72.34mph. **Over 2000cc, up to 1955:** 1, Newman, 65.97mph; 2, Eric Hall (Austin Healey Silverstone); no other finishers. **Fastest lap:** Newman, 1m 44.68s, 67.31mph. **Up to 2000cc, up to 1955:** 1, Joice, 65.70mph; no other finishers. **Fastest lap:** Joice, 1m 43.83 67.86mph.

Varley Batteries Formula Junior Championship race with Formula 500 cars (10 laps): 1, John Narcisi (Lotus 20), 14m 47.97s, 79.35 mph; 2, Peter Thomas (Lotus 22), 15m 07.28s; 3, Malcolm Ricketts (Lotus 22), 15m 12.51s; 4, Arthur Mallock (Mallock U2 FJ), 15m 12.82s; 5, Roger Williams (Cooper T59), 15m 38.63s; 6, Andrew Chapman (Lotus 20), 16m 07.30s. **Fastest lap:** Narcisi, 1m 26.64s, 81.33mph (**record**). **Formula 500:** 1, Frederick Tidball (Cooper Mk8), 70.02mph; 2, John Turner (Cooper Mk9); 3, Paul Schroeder (Cooper Mk8). **Fastest lap:** Tidball, 1m 37.34s, 72.39mph (**class record**).

Atlantic Computer Trophy race for Willhire Historic GT Championship (10 laps) — overall and over 2000cc: 1, John Foulston (McLaren M1B), 13m 08.98s, 89.31mph; 2, Mike Wheatley (Lola T70), 13m 42.20s; 3, Nigel Hulme (Lola T70), 13m 46.99s; 4, Nick Mason (McLaren M1C), 13m 47.73s. **Fastest Lap:** Foulston, 1m 15.82s, 92.93mph (**record**). **1300-2000cc:** 1, Mike Pendlebury (Piper GTR), 84.63mph; 2, Richard Dodkins (Ginetta G12); 3, Richard Budge (Chevron B8). **Fastest lap:** Pendlebury, 1m 21.46s, 86.50mph. **Up to 1300cc:** 1, Ian Polley (Le Mans Sprite), 72.84mph; 2, David Pratley (Austin Healey Sprite); no other starters. **Fastest lap:** Polley, 1m 34.76s, 74.36mph.

Pre 1957 Saloon car race (10 laps) — overall: 1, Roger Andreason (2.4 Jaguar Mk1), 17m 12.74s, 68.23mph; 2, Terry Heley (Ford Zephry), 17m 20.18s; 3, Henry Crowther (Jaguar Mk8), 18m 18.02s; 4, Brian Pollard (Standard Vanguard), 18m 34.53s. **Over 2700cc:** 1, Crowther, 64.17mph; 2, Dick Bradley (Jaguar Mk8); no other finishers. **Fastest lap:** Crowther, 1m 48.37s, 65.02mph. **1902-2700cc:** 1, Andreason; 2, Heley; 3, Pollard. **Fastest lap:** Andreason, 1m 39.96s, 70.49mph (**record**). **1252-1901cc:** 1, Paul Harrison (Borgward Isabella), 55.18mph; 2, Antonia Loysen (Citroën Light 12); no other finishers. **Fastest lap:** Harrison, 1m 55.36s, 61.18mph. **Up to 1251cc:** 1, David Burrows (Morris Minor), 62.39mph; 2, Mike Cox (Austin A35); 3, Philip Stokeley (Fiat Abarth 600). **Fastest lap:** Burrows, 1m 50.28s, 63.89mph (**record**).

Race for Grand Touring Cars built between 1945 and 1964 (10 laps) — overall: 1, Roger Ealand (Marcos GT), 14m 47.63s, 79.38mph; 2, Stewart Bond (Aston Martin DB4), 15m 12.75s; 3, Barry Sewell (Marcos GT), 15m 42.85s; 4, Cyril Baxter (Marcos GT), 15m 53.59s. **Over 2501cc:** 1, Bond, 77.20mph; 2, David Gill (E Type), 9 laps; 3, Phillip Roberts (Austin Healey 3000). **Fastest lap:** Bond, 1m 26.12s, 81.82mph (**establishes class record**). **Up to 2500cc:** 1, Ealand; 2, Sewell; 3, Baxter. **Fastest lap:** Ealand, 1m 25.84s, 82.09mph (**establishes record**).

HSCC Championship Race for Sports Racing and Single seaters (10 laps) — overall: 1, Martyn Chapman (Monza Lister Jaguar), 15m 22.89s, 76.35mph; 2, Paul Grist (Talbot Lago), 15m 43.43s; 3, Roger Williams (HMW F2), 15m 54.74s; 4, Tony Steele (Lola Mk2), 16m 02.09s. **Over 1500cc:** 1, Chapman; 2, Grist; 3, Williams. **Fastest lap:** Chapman, 1m 28.88s, 79.29mph. **Up to 1500cc:** 1, Steele, 73.24mph; 2, David Springett (Lotus X1 Le Mans); 3, John Longhurst (Lotus 18). **Fastest lap:** Alan Baillie (Lola), 1m 30.44s, 77.91mph.

HSCC Registered Historic and Post-Historic Roadsports Cars race (10 laps) — overall: 1, John Sisson (E Type), 15m 40.54s, 74.92mph; 2, Roger Mac (E Type), 15m 42.98s; 3, Simon Hadfield (1.6 Elan), 15m 51.31s; 4, David Chaney (1.6 Marcos GT), 15m 56.37s. **Over 3001cc:** 1, Sisson; 2, Mac; 3, David Neill (E Type). **Fastest lap:** Mac, 1m 31.08s, no speed given. **1601-3000cc:** 1, Chaney, 73.68mph; 2, Jem Marsh (Marcos GT); 3, Darryl Uprichard (2.0 TR3). **Fastest lap:** Marsh, 1m 31.94s, no speed given. **Up to 1600cc:** 1, Hadfield, 74.07mph; 2, R. P. Cook (Ginetta G4); 3, John Jarvis (Elan). **Fastest lap:** Hadfield, 1m 33.32s, no speed given.

Pace Petroleum FISA Trophy Race (12 laps) — overall: 1, Mike Harrison (Mallock U2), 18m 13.34s, 77.34mph; 2, Alan Baillie (Lola), 18m 16.33s; 3, Peter Walker (Lola), 19m 26.42s; 4, David Springett (Lotus X1 Le Mans), 19m 29.69s. **Formula Junior cars, 1958-60:** 1, Harrison; 2, Baillie; 3, Hans Boeling (Volpini) 11 laps. **Fastest lap:** Harrison, 1m 29.55s.

Prototype and two-seaters up to 1100cc, 1956-60. 1, Walker, 72.49mph; 2, Alan Miles (Elva); 3, Ealand (1.0 Rejo). **Fastest lap:** Walker, 1m 34.93s, 74.23mph (**establishes record**). **Prototypes and two-seaters over 1100 and up to 1450cc:** 1, Springett, 72.29mph; no other starters. **Fastest lap:** Springett, 1m 34.95s, 74.21mph (**establishes record**).

Sports Racing and GT cars (built before December 31, 1968) race (10 laps) — overall: 1, John Foulston (McLaren M1B), 13m 23.08s, 87.74mph; 2, Nigel Hulme (Lola T70 Mk3), 13m 34.53s; 3, Nick Mason (McLaren M1C), 13m 47.52s; 4, Richard Budge (Chevron B8), 13m 58.06s. **Over 2000cc:** 1, Foulston; 2, Hulme; 3, Mason. **Fastest lap:** Foulston, 1m 18.45s, 89.82mph. **Up to 2000cc:** 1, Budge, 84.08mph; 2, Richard Dodkins (Ginetta G12); 3, Anthony Gordon (Chevron B8). **Fastest lap:** Mike Pendlebury (Piper GTR), 1m 22.21s, 85.71mph.

Handicap Race for all HSCC Registered Cars: (10 laps). 1, John Jarvis (Elan); 2, Darryl Uprichard (2.0 TR3); 3, John da Silva Lucas (Porsche 550 Spyder); 4, Ian Polley (1.3 Le Mans Sprite); 5, David Neill (3.8 E Type); 6, Geoff Williams (2.4 Jaguar). **Fastest lap:** Dave Abbott (2.0 Elva BMW), 1m 31.71s, 76.83mph.

Historically Interesting Car Race (10 laps) — overall: 1, Bobby Bell (BRM P153), 12m 24.47s, 94.65mph; 2, David Auger (Lola-Cosworth T282), 12m 43.23s; 3, Foulston, 13m 04.49s; 4, Andrew Fletcher (Chevron B16), 13m 36.19s. **Over 2001cc:** 1, Bell; 2, Auger; 3, Foulston. **Fastest lap:** Bell, 1m 12.76, 96.84mph. **Up to 2000cc:** 1, Fletcher, 86.33mph; 2, Budge; 3, Peter Harvey (Brabham BT21B). **Fastest lap:** Fletcher, 1m 17.14s, 91.34mph.

Pre-1965 Saloon and Allcomers Race (10 laps) — Allcomers and overall: 1, Reg Woodcock (TR3), 15m 13.02s, 77.18mph; 2, David Scheldt (Lancia Stratos), 15m 16.65s; 3, David Preece (Jaguar XK120), 15m 28.32s; 4, Uprichard, 16m 04.27s. **Fastest lap:** Scheldt, 1m 28.59s, 79.54mph. **Saloons:** 1, Alan Mills (Ford Zephyr), 65.86mph; 2, David Burrows (Morris Minor); 3, J. Murphy (2.4 Jaguar Mk1). **Fastest lap:** Mills, 1m 42.02s, 69.07mph.

DONINGTON PARK continued

target time by the most was declared the winner. Dave Abbot (Elva BMW) led all the way from Michael Schryver (Elan) and John Jarvis (Elan) but on the handicap times Jarvis took the honours from Darryl Uprichard (TR3) and John da Silva Lucas (Porsche 550 Spyder), Abbot managing only 11th place.

The quaint class of 'Historically Interesting Cars' was the setting for race 7, with Bobby Bell taking his incredible-sounding BRM P153 to an easy win from DFV-powered Lola T280 sports car of David Auger, with Foulston managing third place this time out. The up-to-2000cc class went to fourth-placed Andrew Fletcher in his Chevron B16 (arguably the prettiest-ever sports racer) who had to climb from a very lowly position after the start. The real dice in this race took place between Ian Giles (Lola T212) and Mason's McLaren: on lap 3 Mason spun out of Park chicane and Giles did likewise in avoidance, both cars continuing in close company. As the race was drawing to a close, Mason trailed Giles into the Chicane and tried to get past on the run into Redgate but failed; on the penultimate lap Mason had a go at Giles down the main straight and got past, but Giles retaliated and retook the front position, holding the larger car in the run to the flag.

Last race of the weekend was for Pre-1965 Saloons and an extra class for 'Allcomers'. With sports and racing cars in the Allcomers class, it was hardly surprising that the overall honours went to these cars with the Lancia Stratos of David Scheldt leading the pack on the first time past the pits but down in fourth next time through behind Reg Woodcock (TR3), David Preece (Jaguar XK120) and Uprichard. The Stratos was up one place on lap 3 and took until lap 6 to take second behind Woodcock, who went on to win. Preece held third and Uprichard fourth, with Peter Harris (Gemini 4A) the first single-seater home in fifth. Of the saloon contingent, Alan Mills (Zephyr) triumphed with David Burrows (Minor) heading a superb three car fight which lasted for most of the race — the other contestants being J. Murphy (Jaguar Mk1) and David Lewis (Austin A35). At every lap through the Chicane the lead of this group seemed to alter, often in mid-corner, but Burrows had all of 0.28secs over the Jaguar across the line with the A35 only 0.26secs further down.

PAUL BOOTHROYD/
JOHN COLLEY

SNETTERTON

Mike's moment

The BRSCC organised a successful Saloon Car Festival at Snetterton last Sunday. There were six events for this popular type of club racer on the programme, with prod saloon and mod-saloon championship races and qualifying rounds of four of the series that cater for a single marque and model. The single seaters also entered in such numbers that there was a full grid for the non-qualifiers' event as well as the championship race, a Dunlop-AUTOSPORT Star of Tomorrow round that was impressively won by Mike Mackonochie.

Recent addition to the Modified Saloons on the Ronnie Scott's Club championship trail is Derrick Brunt with a 2.3 Vauxhall Magnum. It is a happy coincidence that farmer Derrick, who has less time available to race these days, has found a series in which he can race the ex-Jeff Allam Group 1 car that has been gathering dust in one of his barns for a few seasons, and that the series has both a variation from its predominantly Mini and Imp derivatives and an experienced yardstick against which others can evaluate themselves. For this, his second outing, Brunt began with a troubled practice, due to an electrical problem, so that the bright yellow car started the race from near the back of the 18 car grid. The first half of the race belonged to John Hopwood, who made an excellent start to lead in his 1.3 Mini and then successfully held Bill McGovern (1.0 Imp) at bay. Brunt romped past both of them just after half distance, however, on his way to a fine win, and the pair were similarly demoted by Steve Pengelly (1.3 Mini). The closing laps were very lively as McGovern fought back to snatch second spot overall on the last lap, but the unfortunate Hopwood fell to fifth behind Peter Briars (3.0 Capri), whose race was spoiled, as was his practice, by a misfire, although he briefly held second place on the penultimate lap.

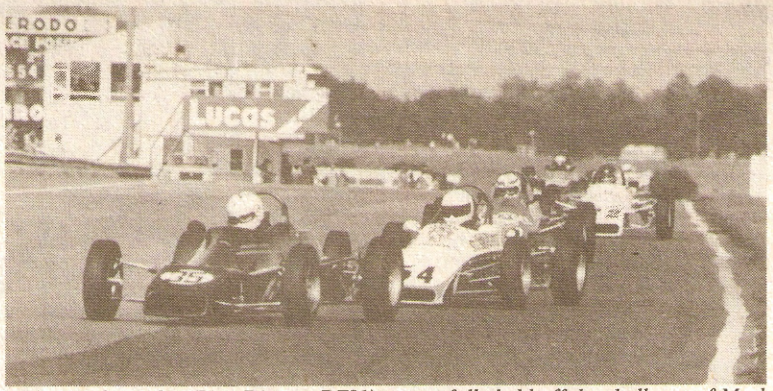
At the start of the *Popular Motoring* Ford Fiesta challenge race, poleman Dave Grimshaw, side-by-side with Rob Hall, led the field into the first corner. Hall amazingly hung on around the outside and had a definite advantage as they sped towards Sear. From then on Hall was in front till the chequered flag, but Grimshaw made him work very hard for his victory; there were never more than three lengths between the cars and on several occasions Grimshaw looked to have forced an opening but never made it to the front. Third, at the head of a nose-to-tail bunch of five cars, was Roger Jones. Jim Edwards, who had led this group a couple of times, was fourth, from Charles Tippet, Dave Loudoun and John Pearson.

Those who failed to make the 'Star of Tomorrow' championship race via their practice performances had a second chance in a qualification event from which the first two only would progress. A gaggle of seven cars diced furiously over this privilege with pole-sitter John Penfold (Royale RP26), Adrian Brown (RP24), Paul Mather (RP26) and the fast Crosslé of John Dumfries heading the bunch initially in company with Gordon Reeves's ex-Ian Stirling PRS 80F. Midway through the race enthusiasm got the better of this pack, an incident at Sear eliminating the Royale trio and Dumfries. Reeves kept his head though and emerged with Terry Heaps (Ziebart Van Diemen) and Stephen Samengo-Turner (Lloyds/Vulcascot Image) in close company. Heaps climbed over the Russell kerbing and incurred a 10sec penalty which dropped him behind Samengo-Turner and the erratic John Bartlett (Sussex T-shirt Company RP24) at the flag, SS-T having just been unable to outwit the other pair on the line.

Renault 5s outnumbered the places on the grid so that two of them had to sit out the Staw Elf challenge. Stephen Smith had annexed pole after a practice that was punctuated by spins, and his race was no less eventful. Although he led the opening lap, he spun down to a midfield position as the pack negotiated Sear for the second time, and in the course of his recovery from that set-back he went off the track and hit the tyre-lined barrier hard exiting Russell; instant retirement. Terry Blamire, who heads the championship points, inherited the lead but he was soon passed by Paul Longfield and later in the race by Keith Newland-Hodges. Newland-Hodges also closed on Longfield in the last few laps but the latter's car showed a slight speed advantage on the long Revett straight and at the chequered flag Longfield was two lengths ahead of his rival. Longfield's joy was unfortunately short lived, for his car failed the post-race scrutineering and was excluded. Behind Blamire, Phil Wight held the upper hand in an exciting three car battle that also featured David Salter and John Hammersley.

The Inca Car Audio Mini 1000 round was hectic even by the standards of Mini racing, and it provided arguably the best race of the day. Most of the runners remained in contact with the leaders, who were usually Rick Cutting and Chris Hampshire. Positions changed frequently each lap but, after a sort out on the all-important final tour, Chris Hampshire got to the front. John Davies was second (he had languished tenth at half distance), John Simpson third (sixth on the penultimate lap) and Bob Addison fourth, but Cutting fell to sixth and Mike Fry to seventh.

The Unipart Metro challenge runners, although fast, were very processional by comparison: the leading five cars remained in the same order throughout. Impressive winner was Steve Soper, who



Mike Mackonochie (Van Diemen RF81) successfully held off the challenge of Mark Peters (Lola T540E) to win the sixth round of the Dunlop-AUTOSPORT series.

SNETTERTON (GB), Jul 26, BRSCC

Ronnie Scott's Club Modified Saloon Car championship race (10 laps): Overall: 1, Derrick Brunt (2.3 Vauxhall Magnum), 13m 35.2s, 84.66mph; 2, Bill McGovern (1.0 Bevan Californian Chrysler), 13m 43.2s; 3, Steve Pengelly (1.3 Motospeed Mini), 13m 43.8s; 4, Peter Briars (3.0 Ford Capri), 13m 44.7s. **Over 1300cc:** 1, Brunt; 2, Briars, 3, Derek Barnes (Ford Capri). **Fastest lap:** Brunt, 1m 17.5s, 89.04mph. **1001-1300cc:** 1, Pengelly, 83.77mph; 2, John Hopwood (Howley Mini); 3, Ian Hargreaves (Avonbar Mini Cooper S). **Fastest lap:** Hopwood, 1m 20s, 86.27mph. **851-1000cc:** 1. McGovern, 83.83mph; 2, Douglas Fairbairn (Sunbeam Hartwell Stiletto); 3, Ron Lowles (Mini). **Fastest lap:** McGovern, 1m 19.8s, 86.48mph. **Up to 850cc:** 1, Glenn Board (Sunbeam Brown Imp Sport), 14m 46.6s, 77.84mph; 2, Chris Davison (Mini). **Fastest lap:** Board, 1m 25.8s, 80.43mph.

Popular Motoring Ford Fiesta challenge race (10 laps): 1, Rob Hall, 14m 14s, 80.81mph; 2, David Grimshaw, 14m 16.5s; 3, Roger Jones, 14m 25.1s; 4, Jim Edwards, 14m 25.4s; 5, Charles Tippet, 14m 25.8s; 6, Dave Loudoun, 14m 26.4s. **Fastest lap:** Grimshaw, 1m 24.1s, 82.06mph.

Staw Elf Renault 5 Challenge race (10 laps): 1, Paul Longfield, 15m 31.8s, 74.06mph; 2, Keith Newland-Hodges, 15m 32.1s; 3, Terry Blamire, 15m 39.5s; 4, Phil Wight, 15m 40.6s; 5, David Salter, 15m 40.8s; 6, John Hammersley, 15m 41.3s. **Fastest lap:** Longfield, 1m 31.6s, 75.34mph (Provisional results).

Inca Car Audio Mini 1000 challenge race (10 laps): 1, Chris Hampshire, 14m 13.1s, 80.90mph; 2, John Davies, 14m 15.1s; 3, John Simpson, 14m 15.2s; 4, Robert Addison, 14m 15.4s; 5, Peter Calver, 14m 17.3s; 6, Rick Cutting, 14m 20s. **Fastest lap:** Davies and David Carvell, 1m 23.2s, 82.95mph.

Unipart Metro championship race (10 laps): 1, Steve Soper, 13m 31s, 85.09mph; 2, Patrick Watts, 13m 33.4s; 3, Paul Taft, 13m 34.4s; 4, Steve Harris, 13m 44.8s; 5, Jerry Hampshire, 13m 44.9s; 6, Malcolm Harrison, 14m 02.3s. **Fastest lap:** Soper, 1m 20s, 86.27mph.

Wilcomatic 3000 Production Saloon car championship race (10 laps): Overall and 2301-3000cc class: 1, Gerry Marshall (Ford Capri), 14m 18.5s, 80.38mph; 2, Pete Hall (Opel GSE), 14m 19.0; 3, Graham Scarborough (Ford Capri), 14m 20.9s; 4, Martin Carroll (Opel Commodore GSE), 14.21s. **Fastest lap:** 1m 24.2s, 81.96mph. **1601-2300cc:** 1, Martin Williams (Toyota Celica GT), 14m 56.4s, 76.99mph; 2, Pete Walters (Triumph Dolomite Sprint); 3, David Scriven (Triumph Dolomite Sprint). **Fastest lap:** Walters, 1m 26.9s, 79.42mph. **Up to 1600cc:** 1, Tony Lanfranchi (VW Scirocco GLi), 14m 32.8s, 79.07mph; 2, Andrew Thorpe (Alfa Sud Ti Veloce), 14m 40s; 3, Juliette Slaughter (VW Scirocco). **Fastest lap:** Lanfranchi, 1m 25.4s, 80.81mph.

DUNLOP Autosport
STAR OF TOMORROW CHAMPIONSHIP

SNETTERTON (GB)
Dunlop-AUTOSPORT 'Star of Tomorrow' Championship, round 6, Jul 26
12 laps — 23.00 miles

1, Mike Mackonochie (Van Diemen-Auriga RF81), 15m 03.6s, 91.65mph;
2, Kenny Andrews (Van Diemen-Scholar RF81), 15m 07.0s;
3, Dougie Spencer (Van Diemen-Scholar RF81), 15m 09.5s;
4, Karl Jones (Royale-Auriga RP26), 15m 13.4s;
5, Chris Ringrose (Van Diemen-Auriga RF80), 15m 13.5s;
6, Mark Peters (Lola-Auriga T540E), 15m 16.9s;
7, Neil Myers (Royale-Ministers RP29), 15m 25.7s; 8, David Hunt (Van Diemen-Minister RF81), 15m 29.9s; 9, Robert Meaton (Royale-Auriga RP26), 15m 33.1s; 10, Mike Hawkins (Lola-Auriga T540E), 15m 33.5s; etc.

Fastest lap: Jones, 1m 13.9s, 93.39mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 qualification race (8 laps): 1, Gordon Reeves (PRS-Minister 80F), 10m 30.7s, 87.54mph; 2, Stephen Samengo-Turner (Image-Auriga FF5), 10m 31.3s; 3, John Bartlett (Royale-Scholar RP24), 10m 32.8s; 4, Terry Heaps (Van Diemen-Alan Smith RF78/79), 10m 40.8s (inc. 10 sec penalty); 5, Paul Simpson (Sark-Scholar 2), 10m 41.2s; 6, Mike Davies (Hawke-Auriga Mk20B), 10m 42.7s. **Fastest lap:** Adrian Brown (Royale-Auriga RP24), 1m 16.2s, 90.57mph.

Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship After six of 11 rounds:

1	Kenny Andrews (Van Diemen RF81)	35
2	Karl Jones (Royale RP26)	33
3	Phil Kempe (Royale RP26)	31
4	Mark Peters (Lola T540E)	30
5	Dougie Spencer (Image 681/ Van Diemen RF81)	29
6	Neil Myers (Royale RP26/29)	27
7	Mike Hawkins (Lola T540E)	24
	Chris Ringrose (Van Diemen RF80)	24
9	Keith Fine (Royale RP26/29A)	22
10	Robert Synge (Image FF5/FF4/681)	19
11	Kevin Haddock (Van Diemen RF79)	14
12	Robert Meaton (Royale RP26)	12
13	Mike Mackonochie (Van Diemen RF81)	10
14	Dave Hunt (Van Diemen RF81)	9
15	Robin Donovan (Royale RP26)	7
16	Neil McGuigan (Van Diemen RF81)	5
17	Andrew Rickman (Royale RP26/29)	3
	Andy Middlehurst (Pacer FF81)	3
19	Michael Spivey (Royal RP29)	2
20	Simon Wayne (Van Diemen RF81)	1
	Cliff Fisk (Dulon MP15)	1
	Chris Bullimore (Lola T540E)	1

Next round: Mallory Park, August 30

beat poleman Patrick Watts away at the green light and eased ever further clear to finally win by 2.4secs. In the latter stages, Paul Taft, in third, began to catch Watts, but to no avail, while on the last lap Jerry Hampshire found a way past Steve Harris, only to lose out again to the engine man before the flag. Sixth was Malcolm Harrison from Russell Grady, but Pete Baldwin had led them both until he was forced to retire.

Brilliant sunshine heralded the arrival of the Dunlop-AUTOSPORT finalists on the grid, led by Dave Hunt's Cossack Van Diemen and the similar Numanair RF81 of series newcomer Mike Mackonochie. Although several of the leading competitors were adamant that their official practice times did not tally with their own watches, no-one disagreed with the grid positions, for Hunt's superior speed through the crucial Russell complex was the key to his success. Mackonochie's smooth style was very much in evidence on his 'home' circuit (his car is run by Rushen Green Racing) while Karl Jones recorded a most impressive third-best time with the Epstein Enterprizes/Price builders Royale. Mark Peters, a little disappointed with his Slush Puppie/Team Touraco Lola, and Phil Kempe, back from a holiday in Bermuda(!) comprised the second row ahead of dark horse Kenny Andrews (Esselte/Spicers/Markian Van Diemen) and the rest—the first 13 cars were covered by just 2secs.

Hunt made the best getaway as the lights changed, only for Jones to outdrag him on the "grippier" racing line, but Mackonochie slithered through their midst, chopping Hunt for the lead at Riches. Jones ran wide, falling to eighth instantly, while his countryman Kempe—the championship leader—was not so lucky, rocketing into the cornfield and retirement. The black and red Numanair car streaked out of Coram and through Russell with the red Cossack one in its tow at the end of lap 1, this pair fighting off Andrews (after a good start), Peters, Keith Fine (Royale RP26/29A), Chris Ringrose (Equipo Nacionale 'Arry Goodman Van Diemen) and the recovering Jones past the pits.

Dave cooly outbraked Mackonochie at Riches only to lose out again at Sear, Mike having exited the previous corner hard on the power while Hunt lost a few revs by sliding wider. Peters found a way round Andrews on lap 2 and gained another place on the following tour, at Hunt's expense. The Slush Puppie man closed in on Mackonochie, towing Hunt and Andrews up too. A four-car slipstream for the lead looked to be on the cards until five laps from home when Andrews appeared second at Coram with Mackonochie now beyond reach. Apparently, in his anxiety to keep Hunt behind Peters had put Dave on the grass at the Esses and Kenny capitalised as the private duel resolved itself.

Behind them Dougie Spencer was charging in the Edward Turner-run Van Diemen RF81, the former kartist rushing past Jones at Riches and taking Ringrose with him. The young Welshman reasserted himself quickly, taking Ringrose, but Dougie was flying with the first four cars now within sight. Mike McCrea's Touraco Lola ended its fine charge from 15th place to seventh with a visit to the field at Riches while sparring partner Andy Rickman's Countdown Royale then hit gear linkage trouble.

Up front the major positions were far from settled though for behind Mackonochie, who sped to an accomplished victory, a bitter struggle continued. Andrews took advantage of the situation which was unfolding in his mirrors to draw clear, his second place earning him the championship lead. Peters and Hunt were far from finished, both cars tied



Jones — fastest lap.

together as they entered the Revett Straight for the final time. Peters, in his efforts to shake off Hunt, switched from side to side (the Lola being significantly quicker on this part of the track) leaving Dave to make one last, desperate, lunge for the inside at the Esses. Mark closed the door hard but Hunt kept the power on round the left-hander, his right front wheel riding over the left rear corner of the Lola causing superficial damage to both cars.

As Spencer, Jones and Ringrose gratefully picked up places, Peters and Hunt resumed, suitably chastened, to finish sixth and ninth respectively, with Neil Myers splitting them. Neil McGuigan's Markian Van Diemen scrapped with Myers to the end, only to be penalised 10secs for persistent corner-cutting at Russell. Neil's points thus went west as he was placed 11th on corrected time behind Hunt, Robert Meaton and Mike Hawkins.

The proposed idea of a saloon handicap race was abandoned on race day, so that the big boys of the Wilcomatic 3000 Prodsaloon series brought the curtain down. Perhaps we have been spoiled by spectacular tussles in the past but this round was slightly disappointing both for its lack of entries and the rather subdued nature of the racing. Gerry Marshall rushed off into the distance in his Capri and then after a few laps waited for the others to catch up. The others were, on this occasion, Graham Scarborough (Capri), Pete Hall and Martin Carroll (Opels). Hall eventually relieved Scarborough of second spot but that was the extent of the place changing on the leader board. Tony Lanfranchi, who forgot to bring his overalls and helmet with him, was fifth and a class winner, of course, in his VW Scirocco, well clear of Chris Conoley (Capri), who was almost caught by Andrew Thorpe (1.5 AlfaSud ti) on the line.

ANDY LEEDER/MARCUS PYE

Pace British 2000 Championship
After 16 of 24 rounds

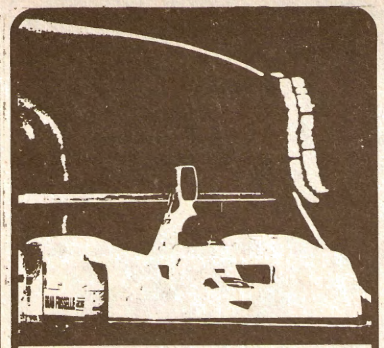
1 Tommy Byrne (Van Diemen RF81)	195
2 Mike Taylor (Royale RP27 & RP30)	157
3 Simon Kirkby (Royale RP30 & Reynard SF81)	155
4 David Coyne (Delta T81)	113
5 Rob Cooper (Lola T580)	107
6 Frank Bradley (Van Diemen RF81)	104

Next round: Thruxton, August 31.

Formula Talbot Challenge
After 12 of 16 rounds

1 Paul Jackson (Sparton FT80/1)	204
2 Jeff Ward (Sparton FT80)	186
3 Johnny Hayes-Harlow (Sparton FT80)	148
4 Sean Walker (Sparton FT81)	84
5 Don Manley (Delta T81M)	82
6 Bob Higgins (Van Diemen RF79/80)	42

Next round: Mallory Park, August 30.



International Races

MISANO EURO F3

Baldi marches on

Mauro Baldi further increased his lead in the European Formula 3 Championship at Misano on July 19 by scoring his sixth victory of the season. On a drying track, he caught and passed Alain Ferté's BP Martini-Alfa and pulled away to score yet another success.

The major story of practice came when Michelin finally relented from supplying tyres only to their favoured few, and agreed to give sets not only to Italian championship leader Eddy Bianchi and his team-mate Paolo Giangrossi, but also to rapid Argentine Oscar Larrauri.

Baldi, the European series leader, clipped over a full second from his best of last year and qualified comfortably on pole position, almost three-tenths faster than ever-smiling Frenchman Ferté.

Larrauri's best with his March was good enough for third fastest overall ahead of the quickest of the 'even'-numbered cars, which, following several changes by the timekeepers, proved to be the works Martini-Alfa of Philippe Alliot. Kurt Thiim—like his team-mate Baldi suffering from sunburn—was next up ahead of ever-improving Belgian Didier Theys, who now seems to have come fully to grips with his Martini-Alfa. Running Avon tyres, Didier proved to be the fastest of the non-Michelin runners.

A little further back, Guido Cappellotto swapped from Goodyear to Bridgestone tyres on his Ralt finally setting a time on M&H rubber and, despite having the rear pressures set 10psi too high, equalling the best set up by the Martini of Philippe Streiff.

Despite a minor 'off' in the morning practice, Paolo Giangrossi settled down to running Michelins on his Pioneer-backed Martini, although Bianchi lost confidence in the French company when told to concentrate on worn tyres.

Fellow countryman Emanuele Pirro had a far worse time, though. First, his girlfriend had her car stolen—along with his driving and racing licences — and then, in Friday testing, that old Martini problem of no rear brakes despatched him into the catchfences. The car came to rest in the third layer and the driver's helmet was pinned back with a catchfence pole, lodged against his throat. In a panic, he struggled to free himself, commenting afterwards: "I am lucky to be alive. Everything went black."

HEAT 1

There was drama at the start of the first heat when Larrauri was left stranded on the line with a stripped third gear, but the stricken March was avoided by everybody. Baldi streaked away but it was Alliot who grabbed the lead at the first corner before spinning the second time through the esses on oil. This handed a huge lead to the EuroRacing team leader, with Streiff heading the Pioneer duo of Giangrossi and Bianchi, as Zeller and Coloni chasing hard. Right from the start, the ill-prepared Martini of Marzio Romano had been spilling out oil and, by lap 7, the track was virtually awash.

Suddenly, Baldi had spun away his lead and, with Giangrossi and Streiff also revolving, Bianchi suddenly found himself at the front. Before long, though, Baldi had recaught his fellow-countryman and had little difficulty in taking over the lead, which he held without further ado to the end. Streiff and Giangrossi were split by Coloni's March—complete with bent nose fins—while a hard-charging Alliot fought through to take sixth on the final lap.

Poor Larrauri's miserable day continued when he lost both third and fifth gears as well as clashing with Austrian Peter Schindler. Finally, with his Michelin typres in shreds, the Argentine finished 14th — not high enough to ensure a place in the final.

HEAT 2

After a good deal of cement dust was laid down in order to mop up the oil, Ferté made no mistakes about the second heat and rocketed away into the distance, aided even more when Thiim and Theys argued over the same piece of tarmac on the opening lap. Thiim resumed at the back of the field and, despite hitting the Armco, finished but failed to qualify.

Driving in a good deal of pain, Pirro muscled his way past Cappellotto for second place, while the Ralt driver found his car more than a handful on the greasy track and dropped well down the order before the end.

FINAL

Immediately after the heats, the track was soaked by thunderstorm and the finalists duly lined up for their 26-lapper sporting grooved rubber.

Ferté again stormed off the line as Baldi lagged with too much wheelspin, the Italian also losing out a few lengths when fighting off a determined challenge from Pirro mid-way round the first lap. Further back, Alliot was nudged into a spin and this caused some of the mid field runners to come to a complete stop. At the final corner, Bianchi collided with Pirro forcing the latter—and Fabre—to spin. So, at the completion of the first lap, Ferté held a larger lead over Baldi with Bianchi, Schlesser, Streiff, Theys and Coloni lined up behind.

As the sun gradually dried the track out, Baldi was able to close on the leader, who was then held up badly by a couple of backmarkers. With ten laps to go, the March driver had caught right up onto the tail of the Martini before slipstreaming through on the back straight and opening up an advantage.

Schlesser took a lonely third place and, with Streiff's car still set up for dry conditions, he was passed by Pirro with a couple of laps remaining. Theys took the final championship point after Coloni's Goodyear tyres blistered badly.

MISANO (I)
Jul 19
European Formula 3 Championship, round 11
26 laps

1, Mauro Baldi (March-Alfa Romeo 813); 2, Alain Ferté (Martini-Alfa Romeo MK34); 3, Jean-Louis Schlesser (Martini-Alfa Romeo MK34); 4, Philippe Streiff (Martini-Alfa Romeo MK34); 5, Emanuele Pirro (Martini-Alfa Romeo MK34); 6, Didier Theys (Martini-Alfa Romeo MK34); etc.

MICHIGAN 500

Carter comes in

Pancho Carter scored a surprise victory in last Saturday's Norton Michigan 500, a race dominated by various delays, most serious of which was yet another major fire in the pits (see *P&P*).

After the race had been postponed from the previous weekend due to inclement weather, Tom Sneva made the early running from pole position in his March 81C, challenged in the early stages by both Mike Mosley (Eagle) and the fancied Chaparral of Johnny Rutherford. Eventually, however, all three retired, as did Al Unser, who took over the lead in his Longhorn LR02 before engine failure forced him out.

Apart from the 100mins delay brought about by the almost disastrous fire in Herm Johnson's pit, there was also a 10mins yellow flag period while AJ Foyt was cut free from the wreckage of his Gilmore Coyote which had crashed heavily. The great Texan was lucky to emerge with only a badly broken right arm.

Through all the dramas, Indiana driver Pancho Carter drove a fine race and was rewarded with victory, although Tony Bettenhausen Jnr also put in a fine performance in his ageing McLaren M24 and pressed Carter very hard in the closing stages.

Rick Mears, his Gould Penske stricken with a sticking pop-off valve, limped into third place ahead of the similar AB Dick Penske PC9B of Bill Alsup, who ran second at one stage before being delayed by a flat tyre.

Full story next week.

POCONO
Jul 25
Norton Michigan 500
PPG CART Indy-car World Series, round 5
250 laps — 500 miles

1, Pancho Carter (Penske-Cosworth DFX PC7), 3h 44m 54.84s, 133.98mph;
2, Tony Bettenhausen Jnr (McLaren-Cosworth DFX M24), 250 laps;
3, Rick Mears (Penske-Cosworth DFX PC9B), 248 laps;
4, Bill Alsup (Penske-Cosworth DFX PC9B), 247 laps;
5, Tom Bigelow (Penske-Chevrolet PC7), 247 laps;
6, Gary Bettenhausen (Wildcat-Cosworth DFX Mk8), 243 laps; etc.

NÜRBURGRING (D)
Jul 19
German Formula 3 Championship, round 6

1, Frank Jelinski (Ralt-Toyota RT3), 52m 51.0s, 97.62mph; 2, Franz Konrad (March-Toyota 803); 3, Stefan Bellof (Ralt-Toyota RT3); 4, Harald Brutschin (Ralt-Toyota RT3); 5, Gunter Gebhardt (Ralt-Mercedes RT3); 6, Josef Kaufmann (Martini-Toyota MK34).

CLERMONT FERRAND (F)
Jul 19
French Production Group 1 Championship, round 9
7 laps — 35.03 miles

1, Jean-Pierre Malcher (2.0 BMW 320i), 25m 12.85s, 83.37mph;
2, Alain Cudini (2.0 BMW 320i), 25m 14.34s;
3, Danny Snobeck (2.0 Alfa Romeo Alfetta GTV), 25m 40.89s;
4, Bernard Darniche (2.0 BMW 320i) 25m 46.99s;
5, Jean-Pierre Jaussaud (2.0 Alfa Romeo Alfetta GTV), 26m 00.47s;
6, Dominique Fornage (2.0 BMW 320i), 26m 20.91s; etc.

Fastest lap: Malcher, 3m 35.02s, 83.80mph (**record**).

DIEPHOLZ (D)
Jul 26
VW Castrol European Formula Super Vee Championship, round 9

1, John Nielsen (Ralt-Brabham RT5); 2, Kennerth Persson (March); 3, Bruno Eichmann (Argo-Heidegger JM5); 4, Helmut Lenz (Ralt-Speiss RT5); 5, Ralf Rauh (March-Speiss 79SV); 6, Bill Burley (Lola-Brabham T328); 7, Michael Kahnt (March-Speiss 78SV); 8, Johan Rajamaki (March-Jaktlund 79SV); 9, Hubert Nacken (March), 10; Josef Kaufmann (Ralt RT5).

VW Castrol European Formula Super Vee Championship After nine rounds

1	John Nielsen (Ralt RT5)	180
2	Kennerth Persson (March)	102
3	Bruno Eichmann (Argo JM5)	83
4	Ralf Rauh (March 79SV)	60
5	Helmut Lenz (Ralt RT5)	47
6	Michael Kahnt (March 78SV)	46

Next round: Hockenheim, August 2.

SEARS POINT IMSA

Miller time again

Klaus Ludwig scored a second victory for the Zakspeed-built Miller Beer Mustang Turbo at the Sears Point IMSA round last Sunday, but only after a controversial collision with Brian Redman just a couple of laps from the end of the hard, 100-mile race.

John Paul Junior once again qualified on pole position — his fifth of the season — with his Lola T600, but made a bad start and then suffered locking rear brakes which caused him to spin no fewer than four times. He was lucky, therefore, still to claim third position at the end!

Ludwig, from the outside of the front row, took up the running from the start before being passed by Redman's Lola on lap 24. Once in front, series leader Redman pulled out a slight margin and seemed to be running comfortably towards his fifth win of the year. With a few laps to go, however, some backmarkers delayed him slightly and allowed the German driver to close. Then, going in to a tight, right-hand hairpin, Ludwig left his braking impossibly late and nudged Brian into a spin.

Redman resumed, absolutely furious, and smashed the circuit's lap record on his final lap in a frenzied chase of Ludwig, who won by only a narrow margin: "If only there had been another lap . . ." fumed Redman.

Further down the order, Dave Cowart was denied an eighth straight victory in the GTO division when his BMW M1 was narrowly beaten by the similar car of Dennis Aase.

SEARS POINT (USA)
Jul 26
Camel IMSA GT Championship, round 10
40 — laps — 100 miles

1, Klaus Ludwig (1.7 Ford Mustang Turbo), 1hr 05m 09.489s, 92.931 mph; 2, Brian Redman (5.0 Lola-Chevrolet T600), 40 laps; 3, John Paul Jnr (5.0 Lola-Chevrolet T600), 40 laps; 4, Gianpiero Moretti (3.2 Porsche 935-78-80), 39 laps; 5, Maurizio de Narvaez (3.2 Porsche 935), 39 laps; 6, Dennis Aase (3.5 BMW M1), etc.

Fastest lap: Redman, 1m 35.71s, 94.89mph (record).

ELKHART LAKE

Brabham's first

Geoff Brabham scored his first CanAm victory of the season at Elkhart Lake last Sunday, and so moved into the lead of the SCCA's championship.

The big story of the weekend, however, was that Teo Fabi suffered a massive accident during practice on Friday and was incredibly lucky to avoid serious injury. Team-mate Al Unser was left to maintain the Newman Budweiser/March honour, although he was bothered by fading brakes, an off-song engine and a flat tyre so could manage only third place behind Jeff Wood's Carl Haas Lola.

However, the Formula Atlantic graduate was denied championship points following a hearing which found him guilty of bumping off Al Holbert's CRC-2 a couple of laps before the end of the race. Holbert managed to limp round to the pits and was classified fourth ahead of 2-litre class winner Jim Trueman (Red Roof Inns Ralt-Hart RT2).

From the fine supporting race programme, Californian Whit Ganz scored his maiden Formula Atlantic victory after several other leading contenders fell by the wayside, including Jacques Villeneuve with a failed wheel bearing while comfortably in the lead. In the Robert Bosch Super Vee event, Pete Halsmer scored his second successive win with his Ralt, while Monte Shelton became the fourth different winner in the four CRC Chemicals TransAm races held to date.

ELKHART LAKE (USA)
Jul 26
SCCA CanAm Challenge, round 4
40 laps — 160 miles

1, Geoffrey Brabham (5.0 VDS Lola-Chevrolet T530), 1hr 23m 21.34s, 115.169mph; 2, Jeff Wood (5.0 Lola-Chevrolet T532), 1hr 23m 35.62s; 3, Al Unser (5.0 March-Chevrolet 817), 39 laps; 4, Al Holbert (5.0 CRC-Chevrolet 2), 39 laps; 5, Jim Trueman (2.0 Ralt-Hart 420R RT2), 37 laps; 6, Rich Guider (2.0 Marquey-Hart BDG), 36 laps; etc.

Fastest lap: Brabham 2m 00.268s, 119.733mph (**record**).

North American Formula Atlantic Championship, round 5
25 laps — 100 miles

1, Whitney Ganz (Ralt RT4), 55m 52.06s, 107.397mph; 2, Tommy Grunnah (March 81A); 3, Tim Coconis (Ralt RT4); 4, Chris Kneifel (March 81A); 5, Rogelio Rodriguez (Ralt RT4); 6, Alan Berg (Ralt RT4); etc.

Fastest lap: Coconis, 2m 11.350s, 109.63mph (**record**).

Robert Bosch VW Super Vee Championship, round 4
15 laps — 60 miles

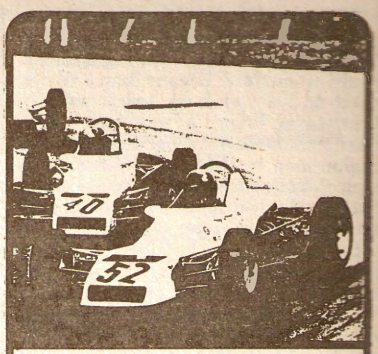
1, Peter Halsmer (Ralt RT5), 33m 31.78s, 107.368mph; 2, Al Unser Jnr (Ralt RT5), 33m 35.64s; 3, Arie Luyandijk (March 81A); 4, Bob Earl (Ralt RT5); 5, Dave McMillan (AutoResearch); 6, Jim Hickman (Ralt RT5); etc.

Fastest lap: Unser, 2m 12.394s, 108.77mph (**record**).

CRC Chemicals TransAm Championship, round 4
25 laps — 100 miles

1, Monte Shelton (3.5 Porsche 930), 1hr 1m 27.90s, 97.617mph; 2, Eppie Wietzes (4.9 Chevrolet Corvette), 1hr 1m 46.24s; 3, John Bauer (3.5 Porsche 911SC); 4, Chris Gleason (5.4 Chevrolet Camaro); 5, Phil Currin (5.7 Chevrolet Corvette); 6, Roy Woods (5.5 Chevrolet Camaro); etc.

Fastest lap: Shelton, 2m 26.053s 98.59mph (**record**).



National Races

SLIGO STAGES

Bonners' honours

£6500 in prize money was on offer for last Saturday's Sligo Stages rally, an 11 stage smooth, fast tarmac event which earned nothing but praise from the 180 competitors, for the Connacht MC's format and organisation.

The weather unfortunately was very wet, low cloud, heavy drizzle and flooded roads making the first half of the rally very difficult. The long 16-mile second stage around Ki Coolaney, used three times, proved particularly hazardous, but fortunately the tarmac dried as the day progressed. The early leader, however, never had the opportunity to progress to slicks.

The £1000 first prize looked to be safely on its way to Castlederg in John Lyon's pocket. After only two stages Lyons had an 81secs lead over Hugh O'Brien's similar Escort. Lyons, already complaining of a soft brake pedal, reckoned he was pulling 120mph on his new high profile Michelins when, on the third stage, the Downtown Escort just did not respond at a slight crest followed by a right hander, and suddenly the now sadly kinked Escort was out after a long, long accident.

New leader, Omagh vet Hugh O'Brien lasted just a further two miles before he caught a rock with the rear wheels, pulling his Escort's nose into the bank and retiring with smashed steering.

The new leaders were then separated by 4secs, Donegal fishermen Michael and Vincent Bonner just having the advantage over Robert Moffat and Gerard Kelly. The Bonners were driving what was virtually a brand new Escort, after their Donegal shunt destroyed the Monte Carlo car, the work being done by Sydney Meeke, who in fact prepared what were eventually to be the first three overall, all Escorts.

Of the visiting crews, Scotland's Ivor Clarke was doing best, always on the pace in his Avenger, co-driven by last minute stand-in Lisburn's Tom McIlwaine.

The TDE Datsun of Peter Thompson just didn't have the tarmac pace despite development Japanese Dunlops, eventually finishing 12th, and the Ayr Toyota Starlet of Jimmy Fleming wouldn't pull over 6000rpm in top, but still managed 11th overall after a smooth run.

Chris Atkinson overstretched his development Fiesta but despite clouds of smoke from a suspected piston failure managed a creditable 18th overall, and Yorkshire's Yuk Hodgson lost all chance

of a good place first with damaged steering and then stopping to change a puncture on a long stage. The battle for first place was close right up to the penultimate stage, Bonner increasing his lead by only 9secs over nearly 90 miles of stages. Suddenly second placed Moffat was in trouble: a broken throttle cable had co-driver Kelly under the bonnet for the last mile of stage 10, a blown water pump gasket adding to his discomfort.

Third-placed Norman Kerr going extremely well in his Group 1 RS2000, and under the guidance of co-driver Derek Porter turned it all on on the last 10-miler, to overtake the now struggling Moffat for second place. With Escorts in the top three it was then Talbot in the next five places.

BRIAN PATERSON

Sligo Stages
Jul 25

1, Vincent Bonner/Michael Bonner (Ford Escort RS1800), 106.0 08s; 2, Norman Kerr/Derek Porter (Ford Escort RS2000), 109m 332; 3, Robert Moffat/Gerard Kelly (Ford Escort RS1800), 110m 11s; 4, Ivor Clarke/Tom McIlwaine (Talbot Avenger), 110m 42s; 5, James McDaid/Liam Duffy (Talbot Sunbeam), 112m 00s; 6, James Cullen/Colm McGettigan (Talbot Sunbeam), 112m 02s; 7, Ernest Kenmore/John Armstrong (Talbot Sunbeam), 112m 09s; 8, Martin Reilly/Tom Kenny (Talbot Sunbeam), 112m 25s; 9, P. Burke/D. McCullagh (Ford Escort RS2000), 112m 75s; 10, Jimmy Lyons/Don Lyons (Talbot Sunbeam), 113m 47s.

TORQUEBAC RALLY

Keywood mist out

Bury AC's Torquebac Rally was run in such treacherous conditions — a thick mist and heavy drizzle covered the entire event from its Burnley start to its Earby finish — that it was inevitable that a high rate of attrition would cut through the competitors.

Although accidents were aplenty — the hairpin at Gill's Farm catching out many — the car running number 1, Graham Darcy/Alan Birchall's Ford Escort RS2000, was put out by mechanical troubles.

The early leader of the 120 miles event was the Escort of Ian Joel/Fred Bent, but their challenge faded over the second half with Ian Harrison/Alan Ridalgh and Ian Keywood/Pete Bosdet (Talbots Avenger and Sunbeam respectively) fighting for final honours. In the end, a puncture robbed Keywood of the chance of going for gold. A notable performance was put in by best novice Martin Worrall, who was running a near standard 1500 Ford Anglia "on bicycle tyres."

Torquebac Rally
Jul 25/26

1, Ian Harrison/Alan Ridalgh (Talbot Avenger 1300), 29m 21s; 2, Ian Keywood/Pete Bosdet (Sunbeam 1600), 30m 09s; 3, Kenny Bell/John Cressey (Ford Escort RS1600), 30m 09s; 4, Steve Hartley/Joe Riding (Talbot Avenger 1600) 35m 11s; 5, Alistair Chalmers/R. Armstrong (Opel Ascona 1900), 36m 02s. **Semi-expert:** Hartley/Riding; **Novice:** Martin Worrall/Dave Graves (Ford Anglia 1500).

CALDERFORD TROPHY

Stroll on, Sisson

Clive Sisson/Keith Savage dominated the Wakefield & District Motor Sports Club's Calderford Trophy rally at the weekend, their Opel Kadett leading from start to finish.

Only two other crews were ever in contention for honours, but both ran into trouble. Closest challenger was Dave Metcalfe/Stuart Laurenson (Ford Escort), who rolled on the third selective . . . at least they managed to struggle to a finish in 32nd place. But last year's winner Mick Watkins/Nick Leuchars (Ford Escort) retired with electrical trouble. Of the 64 who started from the rally base at Garford, only 35 finished.

Calderford Trophy Rally
Jul 25

1, Clive Sisson/Keith Savage (Opel Kadett), 29m 25s; 2, Ian Woof/W. Honeywell (Vauxhall Chevette), 32m 01s; 3, Graham Burton/Alan Hill (Vauxhall Chevette), 32m 16s; 4, John Clarke/Paul Johnston (Ford Escort), 33m 56s; 5, Michael Widdop/Peter Lythell (Talbot Sunbeam), 35m 45s. **Best novice:** Anthony Mitchell/John McNichol (Ford Escort), 40m 31s.

ADAC RETHEM RALLY

Walter Rohrl and Christian Geistdorfer on their way to their second consecutive German national championship win, at the ADAC Rethem rally. Their works supported Porsche Carrera 924 GTS is now rapidly climbing the German championship table and will be out again this coming weekend on the Hunsruck rally. Meanwhile, German rally organisers are, once again, pushing for a World Championship qualifying event.





Off-Track

CHANNEL ISLANDS

Thomson pushes on

James Thomson, in his Pilbeam MP40K, continues his astonishing push for the RAC British Hillclimb Championship with maximum points from the two Channel Island rounds. He is now only two points behind Alister Douglas-Osborn and 13 points ahead of third-placed man Chris Cramer.

Bouley Bay hill in Jersey is suited to the more powerful cars and Martin Bolsover's 39.00s best time of the day last Thursday caused more than a few eyebrows to be raised. The time in his 1600cc Pilbeam MP51 was almost 1sec inside Chris Cramer's old record and Bolsover was nearly 3secs slower in the top ten run-off. However, after consultation with the time-keeper, the time stood



ADO — diminishing cushion

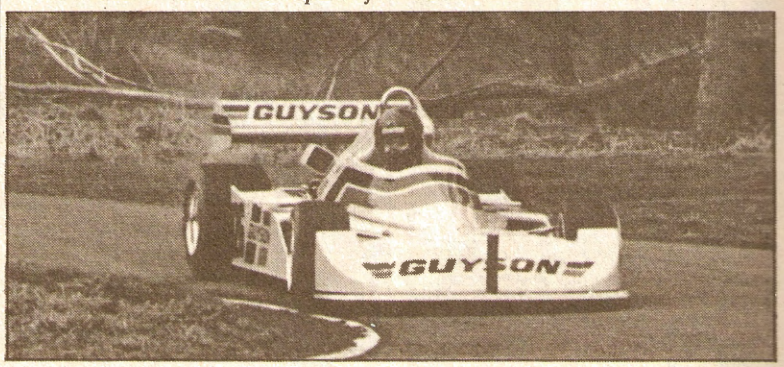
and Bolsover's name will go into the record books.

Cramer won in Jersey last year in his March 782, and it was interesting to see him get within 0.1sec of that record in his new, slightly modifed Formula 2 Toleman/Hart TG280H. He gained 2sec on his practice runs before the top ten run-off. It now seems to be almost certain that the Championship will be between ADO, Thomson and Cramer.

Alister Douglas-Osborn had some impressive practice runs but a possibly wrong tyre decision, due to mid-morning rain, saw him 0.5sec behind Cramer before the run-off.

Two happy Guernseymen were Graham Priaulx and Noel Le Tissier. Priaulx drove his immaculately prepared Tiga SC81 Sports 2000 to a new class record (41.90s) and ninth place in the run-off. Le Tissier had been having brake balancing problems earlier in the season, but seemed to have sorted these out as he screamed his big Chevron B30 up Bouley Bay hill to record his best ever time (41.99s), thereby pushing Roy Lane to 11th place, eliminating him from the run-off. ►

James Thomson took maximum points from the two island hill climbs.



Bouley Bay (Jersey), Jul 23
RAC British Hillclimb Championship, round 9

BTD: Martin Bolsover (Pilbeam MP51), 39.00s.

Class winners: R. Hand (Sunbeam Stiletto), 46.50s; B. Moody (Ginetta G12), 50.81s; Graham Priaulx (Tiga SC81), 41.9s; Martin Bolsover (Pilbeam MP51), 39.05s; Chris Cramer (Toleman TG280), 40.22s.

RAC British Hillclimb Championship Top Ten Run-Off: 1, James Thomson (Pilbeam MP40K), 39.91s; 2, Chris Cramer (Toleman/Hart TG280), 39.98s; 3, Alister Douglas-Osborn (Pilbeam MP47), 40.70s; 4, Dave Harris (Pilbeam MP50), 40.71s; 5, Malcolm Dungworth (Pilbeam MP22-03G), 41.21s; 6, Ted Williams (Pilbeam MP40), 41.42s; 7, Martin Bolsover (Pilbeam MP51 1.6), 41.46s; 8, Jimmy Jack (March 792/79B), 42.37s; 9, Graham Priaulx (Tiga SC81), 42.40s; 10, Noel Le Tissier (Chevron B30), 42.60s.

Le Val des Terres (Guernsey), Jul 25
RAC British Hillclimb Championship, round 10

BTD: James Thompson (Pilbeam MP40K), 30.95s **(record).**

Class winners: C. Bichard (Jaguar 4200), 37.11s **(record)**; Chris Cramer (Toleman TG280 2.4) 32.14s; Graham Priaulx (Tiga SC81), 32.88s **(record)**; P. Martin (Mini Special), 37.23s; Martin Bolsover (Pilbeam MP51 1.6), 33.28s; S. Vandertang (Ford Escort), 39.42s.

RAC Hillclimb Championship Top Ten Run-Off: 1, James Thomson (Pilbeam MP40K), 30.95s **(record)**; 2, Chris Cramer (Toleman/Hart TG280), 31.56s; 3, Dave Franklin (March 782), 31.77s; 4, Alister Douglas-Osborn (Pilbeam MP47), 31.83s; 5, Richard Fry (Pilbeam MP40), 31.95s; 6, Dave Harris (Pilbeam MP50), 32.08s; 7, Ted Williams (Pilbeam MP40), 32.31s; 8, Graham Priaulx (Tiga SC81), 32.31s; 9, Martin Bolsover (Pilbeam MP51), 32.55s; 10, Roy Lane (March 802-812), 32.76.

HILLCLIMBS continued

Dave Harris, with his family, had a week's holiday on the island before the event and, despite a lack of sunshine, was in good spirits to take fourth place with two excellent top ten runs, an improvement of 2secs on his practice times.

Guernseyman Ron le Page had to sell his house earlier this year to pay for his motor racing, but even wife Debbie (who shares his March 76/80B) agreed that a new local record (45.42s) was worth it. He is hoping to enter a full season of hillclimbing and sprinting in 1982 and would like to find a sponsor by then.

Jimmy Jack, driving Chris Cramer's old March 782/79B, had a mixed meeting, gaining sixth place in his class but eighth in the championship run-off due to a fail and a slower than practice second run. Malcolm Dungworth, however, improved his times on every drive and finished with his best-ever Bouley Bay time of 41.51s in the big Pilbeam MP22.

Friday morning saw the cars on the ferry for the 25 mile voyage to Guernsey for the next round of the Championship. Le Val des Terres hill in St. Peter Port was re-surfaced several years ago and now suits the smaller cars, with the 2.5-litre Hart probably being the ultimate for this hill. Drivers' descriptions of the surface ranged from 'slippery' to 'lethal'! It would be interesting to see how Martin Bolsover in the smaller-engined Pilbeam would perform.

One of the most closely contested classes in Guernsey is the non-trans axle sand racing class. These cars are basically lorry-type chassis with a 4-5-litre engine bolted on. There is only one way to describe their hill-climbing antics, and that is 'hairy.' Chris Bichard, in a 4.2-litre Jaguar-engined beast, managed to claim a new record of 37.11s after the previous record-holder, Andy Bougourd, had used a granite wall in the 'Esses' to modify severely his car's chassis. Luckily, he escaped unharmed. A local record of 38.40s also fell to John Rowlinson on a Yamaha 350cc motorcycle. Rowlinson has beaten his own record at every meeting this season and was 5secs faster than the second place competitor.

Ron and Debbie le Page emphasised their Jersey success by beating the local 1600cc racing car record with a time only 1sec slower than Martin Bolsover's 33.28s new class record run in the newer Pilbeam MP51.

Home ground, plus his Sam Nelson-prepared 2-litre BDX, gave Graham Priaulx a new record of 32.88s in the Sports Clubman and Sports Racing Car Class, and the time was good enough to get him into the championship run-off, where he recorded a best-ever time in this class of 32.31s.

Phil Martin, driving a 1297cc Mini-special, flew to within 0.04sec of the small saloon record, which put the wind up the record-holder, Mick Wager, enough for him to overcook the last run in his Cooper S and let his old rival take the class.

The day had dawned overcast and the 21 entrants for the over 1600cc racing Car class wondered if they should change to intermediates, rather than the slicks that most were running. Chris Cramer kept to slicks and immediately looked impressive, getting close to 32s when everyone else was struggling to reach 33. Dave Franklyn, in Bruno Giacomelli's March 782, enjoys the Val des Terres hill and won the class last year. He had a good weekend despite what were described as 'rubbish tyres' and gained third place in both his class and the top ten run-off.

Max Harvey was the only unfortunate competitor to bend his car in this class. The throttle stuck open on his March 792 through the Esses, causing extensive body and suspension damage. Despite some frantic lunch-time activity, the crew found themselves short of a front wishbone and he had to remain a spectator for the afternoon.

Noel Le Tissier could not emulate his Jersey form and was unable to gain a place in the top ten run-off, but Roy Lane seemed happier and just got his foot in the door for a top ten run-off place. Alister Douglas-Osborn improved his runs by more than half a second at each attempt, but unfortunately over-did it on his first timed heat in the run-off and had to be content with seven points.

There was much to-ing and fro-ing from Richard Fry and Ted Williams because they shared Fry's Pilbeam MP40, but, apart from one 'hiccup' on Richard Fry's second timed run, each improved as the afternoon progressed with Fry managing to beat 32s.

Bolsover was getting faster and faster, but only his lightning reflexes saved a bent car as he completed a 180 degree spin in the final bend. However, a previous time of 33.28s ensured a place in the top ten, where he managed 32.55s for ninth position and a new class record.

Martyn Griffiths was unable to come to the Channel Islands for the events, but James Thomson was here in the Pilbeam MP40K which gave Griffiths the record two years ago. Dave Harris said that this was a very special car and Thomson proved that he was a very special driver. He powered his way to best time of the day (30.95s), over 1sec inside Martyn Griffiths's old record. He is the only man ever to climb Le Val des Terres in under 31s. Where he goes from here only God, and perhaps ADO or Chris Cramer, knows!

RICHARD ALLISETTE

AUTOCROSS

Turning up the Wicks

The Borough 19 and Sevenoaks & DMC All Car Equipe Autocross at Brands Hatch on Sunday attracted 94 starters for the LCAMC, ASEMC, AEMC, ACSMC and BTRDA Championships. Dry weather and a clay surface resulted in the second of three timed runs on the 1000 yards circuit being the fastest, as the circuit broke up on the third run. Notable achievements came from Tina Cooper and Dave Stevens, but most competitive was the rally class in which Mike Musso held fastest time after the first run, until Jim Wicks started his second run.

Brands Hatch
Jul 26
All Car Equipe Autocross

BTD: Jim Wicks (Mini), 1m 56.8s.

Class winners: Tina Cooper (Mini), Malcolm Dennison (Mini), Dave Stephens (Ford Fiesta), Paul Jackson (Ford Escort), Mark Lloyd (Ford Escort), Steve Stringer (Ford Escort), Rob Wilkinson (Ford Escort), Brian Drake (Ford Escort), Colin Ayres (Half-a-mo Special). **Ladies Award:** Tina Cooper. **Best Sevenoaks:** Dick Elkington (Ford Escort). **Best Borough 19:** Colin Ayres.



Keith Ripp, who now leads the Lloyds & Scottish Rallycross championship, took his first Superfinal win of the series last weekend. Driving his Division 1 1600cc Fiesta he put his stamp on round 6 of the championship held at Talbenny. Full report next week.

International Events

Date	Venue	Event
Jul 30/Aug 1	Germany	Hunsruck Rally — European Rally Championship
Aug 2	Hockenheim, Germany	German Grand Prix — FIA Formula 1 World Championship round 10, German G5 Championship
Aug 2	Portland, USA	Camel IMSA GT Championship round 11
Aug 2	Talledega, USA	NASCAR Winston Cup Grand National Championship round 8
Aug 3/8	Brazil	Rally of Brazil — World Rally Championship round 8

National Events

Date	Venue	Event/Club	Details
Aug 1	Nant-yr-Hwch, Mid Wales	Rally Vale of Cothi MC	Nant-yr-Hwch Stages Rally — ShellSport Welsh Stage Championship: 11.00.
Aug 1	Craigantlet, N Ireland	Hillclimb Ulster AC	RAC Hillclimb Championship round 11 *Northern Ireland enthusiast's annual opportunity to see the RAC series contenders in action often proves significant in the final standings for not everyone is able to make the trip so soon after the Channel Island rounds. Nonetheless ADO, James Thomson and Chris Cramer are expected to attend the Ulster in the quest for vital points.*
Aug 1	Aintree, nr Liverpool, Lancs	Race Meeting BRSCC (NC)	FF1600, Modified Saloons, Renault 5 etc *Frank Wright's enthusiastic BRSCC Northern Centre promotes another regional championship meeting at the Liverpool venue in which the usual classes will be keenly fought. Watch for Tony Broom's Audio Pre Turner, Richard Simms's Skoda and the Bernard Hunter FF1600 contingent during Saturday's programme.*
Aug 2	Mallory Park, nr Kirkby Mallory, Leics	Race Meeting BARC	Marlboro F3, FF1600, Clubmans, Modsports, Classic Saloons, Mini 7, Sunbeam Celebrity Race *Jonathan Palmer will be hoping to recapture his earlier Mallory form in Sunday's Marlboro British F3 counter for Thierry Tassin and Raul Boesel have eroded his championship lead in recent weeks. Silverstone victor Roberto Moreno cannot be discounted on the day. John Booth and David Wheeler head the P&O FF1600 entry. Practice at 10am, racing from 2pm.*
Aug 2	Brands Hatch, nr Fawkham, Kent	Race Meeting BRSCC	Production Saloons, FF2000, FF1600 *Three hours worth of production saloon excitement in the Linard race sees Marshall and Lanfranchi team up in one of TL Racing's rapid VW Scirocos. 'Fulmar' Taylor, Simon Kirkby and Tommy Byrne lead the 38-car Pace FF2000 entry while Rick Morris challenges Ayrton da Silva in the Townsend Thoresen FF1600 round. Racing at 2.30pm; practice from 10am.*
Aug 2	Knockhill, nr Dunfermline, Fife	Race Meeting SSCC	FF1600, Sports & Special GTs, Clubmans, Libre, Saloons *Scottish championship racing returns to the undulating Dunfermline circuit on Sunday with the SSMC in charge. Shell FF1600 champion Tom Brown renews his rivalry with Bryan Gowans, Roy Low and Chick Stenhouse while Davrians and Imp derivatives abound in the GT rounds. The Chevron B52 squadron should be out in the combined clubmans/sports car event.*
Aug 2	Great Farthingloe, nr Dover, Kent	Hillclimb Maidstone & MKMC	Guyson/BARC Hillclimb Championship
Aug 2	Biss Farm, Trowbridge, Wilts	Autocross Bath MC	BTRDA/ASWMC/ACSMC/WAMC & ShellSport League Championships
Aug 2	Goodwood, nr Chichester, Sussex	Speed Trial MG CC (SE)	Speed Trial: 13.30

Secretaries of the Meeting are requested to send details of all forthcoming events to Miss Linda McRae, Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middlesex.

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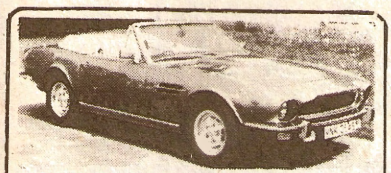
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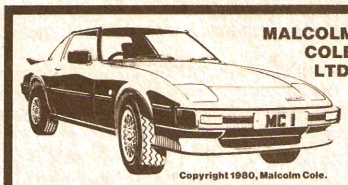
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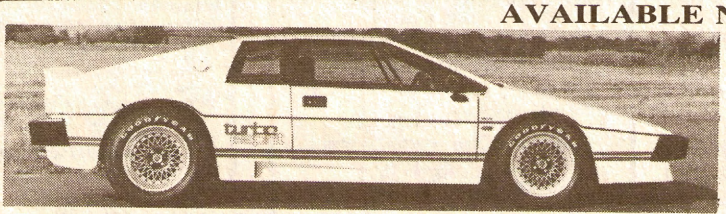
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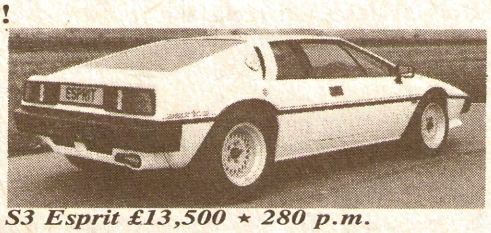
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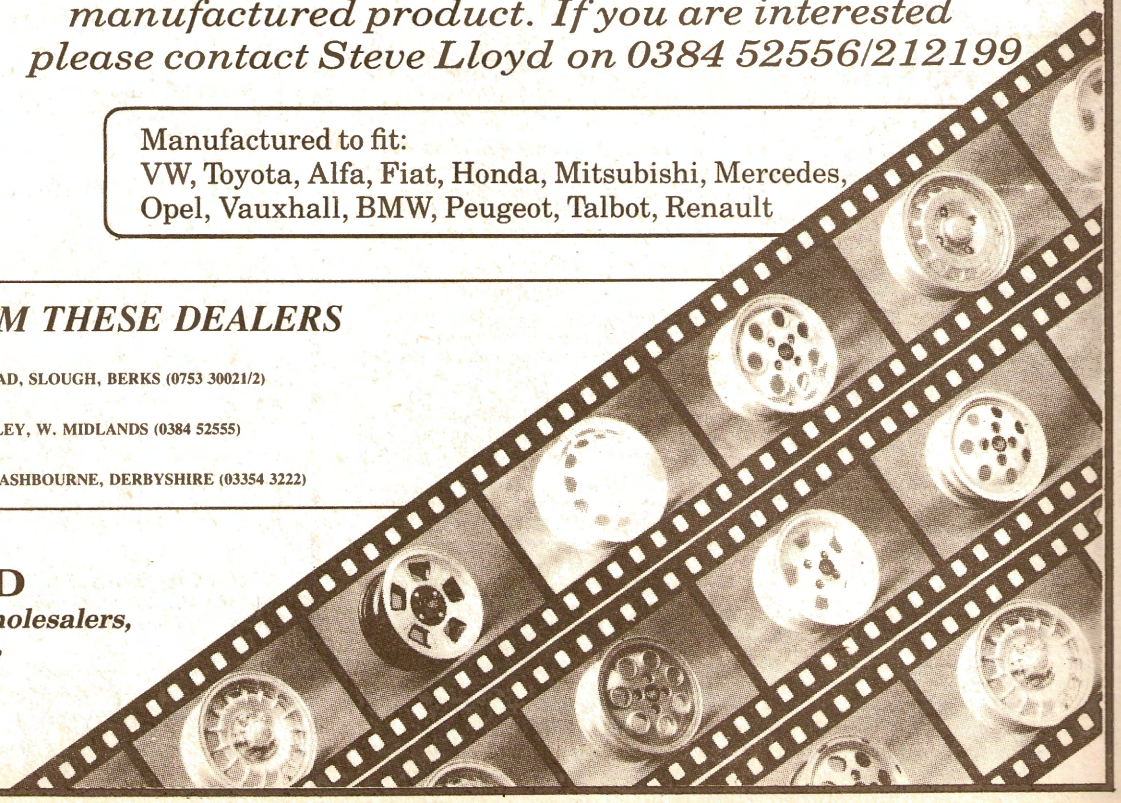
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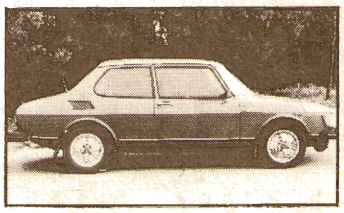
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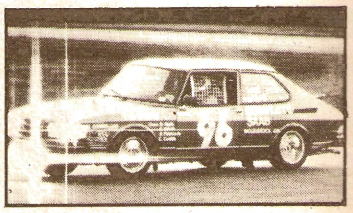
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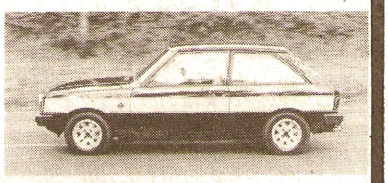
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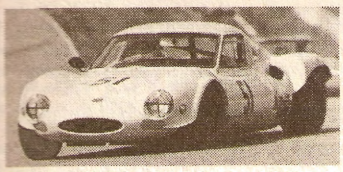
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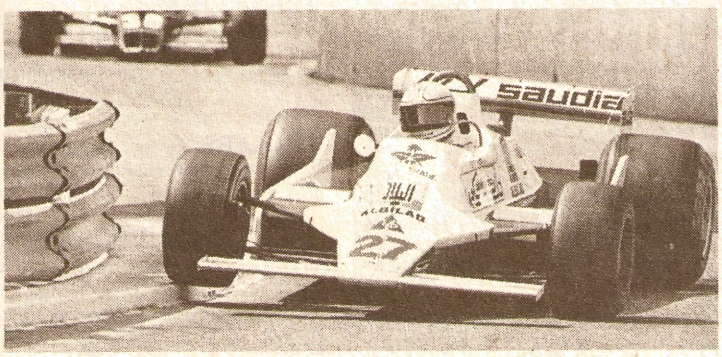
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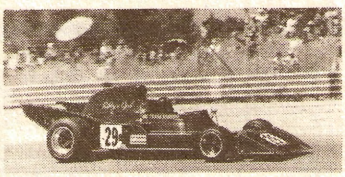
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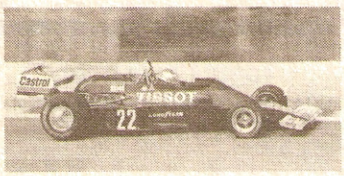
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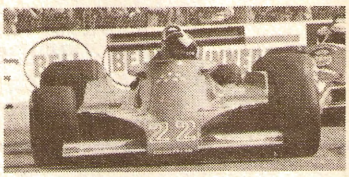
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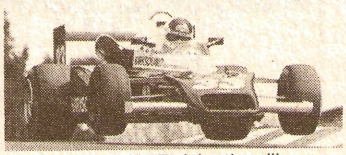
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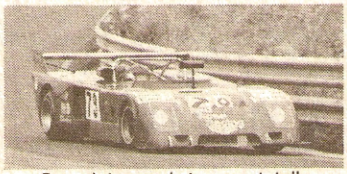
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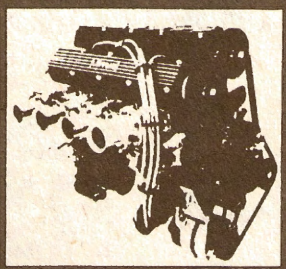
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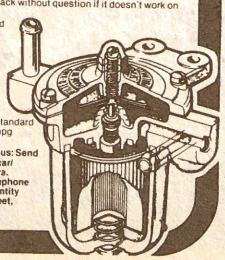
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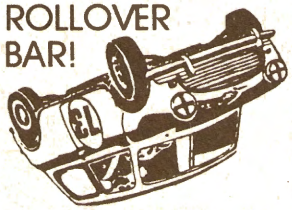
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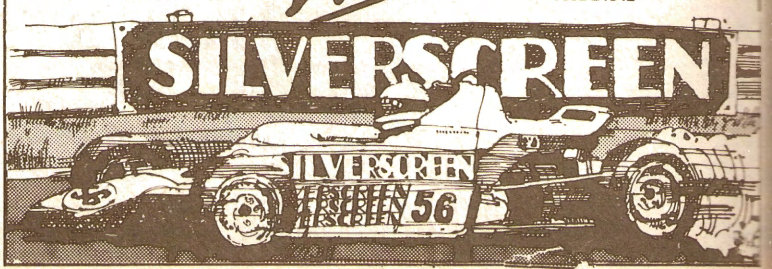
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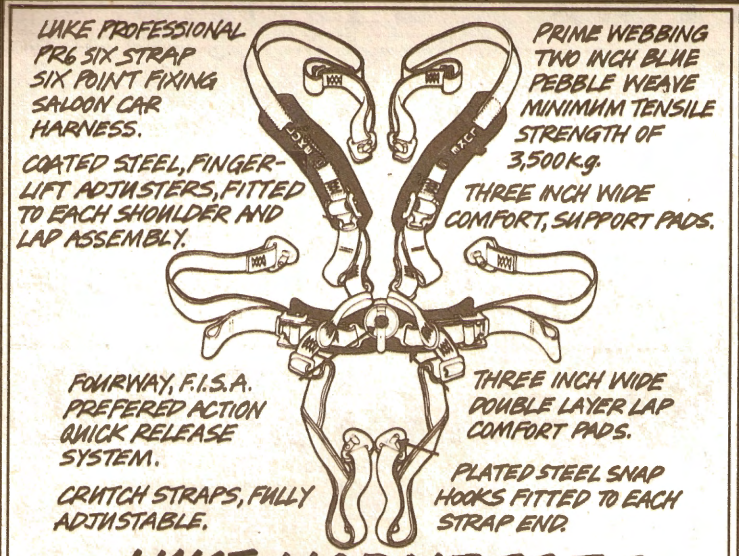
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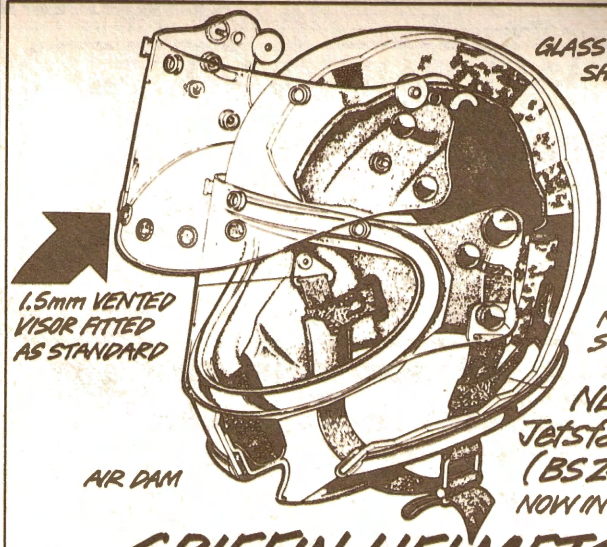




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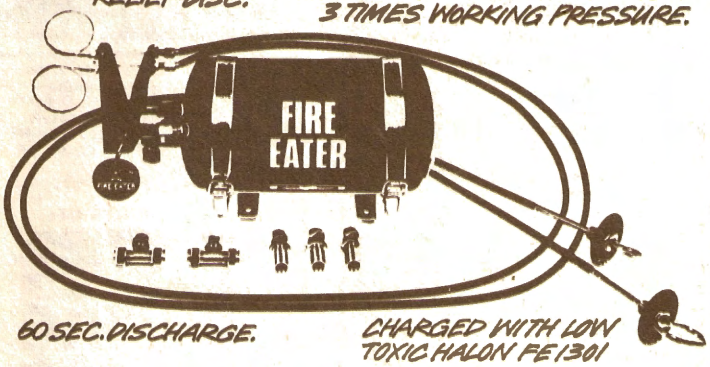
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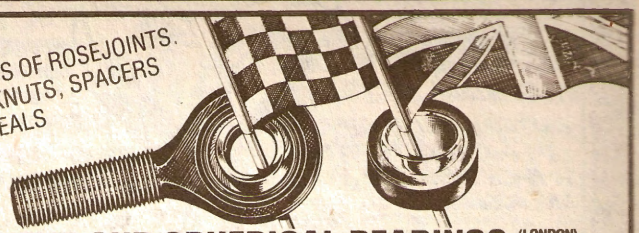
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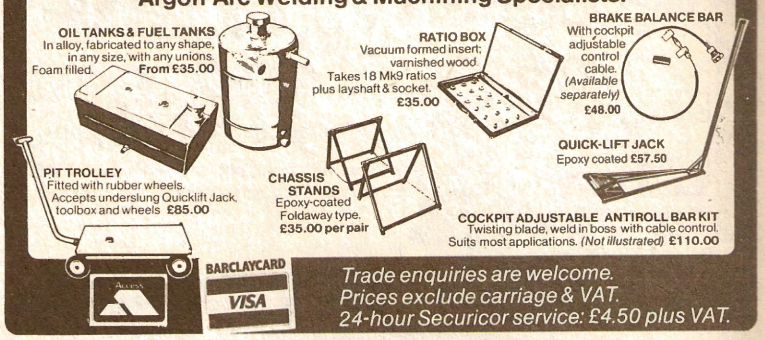
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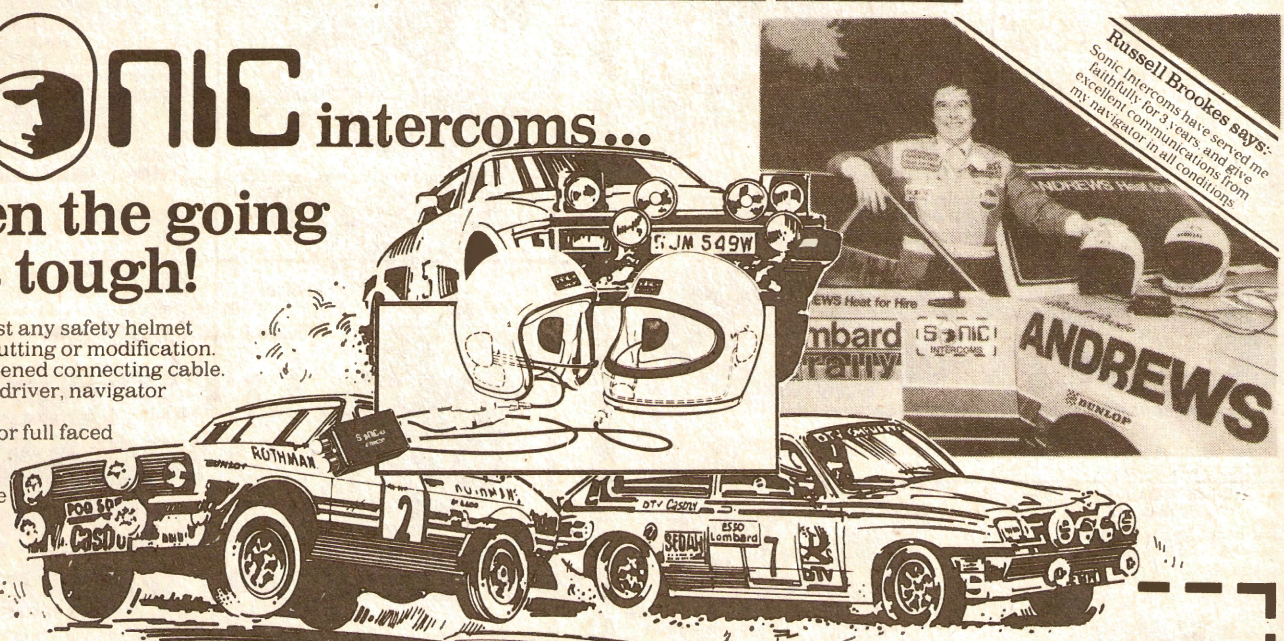
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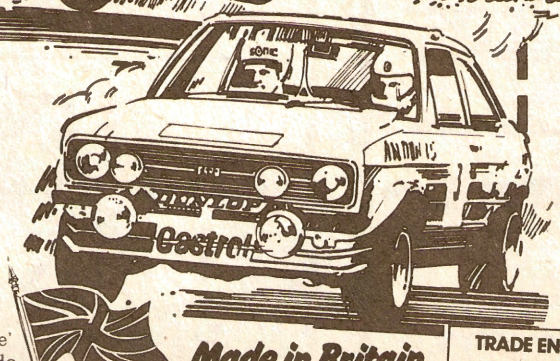
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As fitted to 1st, 3rd and 4th place cars in 1980 RAC Rally.

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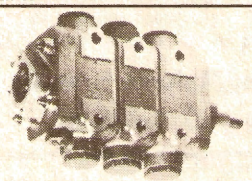
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2 litre, double scavenge, single trough alloy sump **£90.00**
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For further details of equipment availability call **Danbury 2787**

AT LAST — an oil tank that can be dismantled for cleaning and which is available in two sizes
6.5" dia. x 14" deep 9" dia. x 16" deep

FEATURES: Metal spun, 16SWG tanks top and bottom with spun up flanges, sealing with an "O" ring, the two tanks being secured together with an aeroquip stainless steel clamp.
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The 6.5" dia. tank is supplied with ⅝" BSP or ⅞" NF fittings and the 9" tank is supplied with ¾" BSP fittings.
6.5" dia. tank **£71.50 +VAT** 9" dia. tank **£85.00 +VAT**

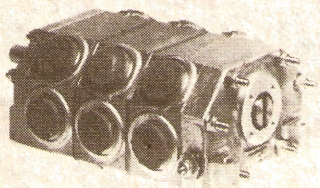




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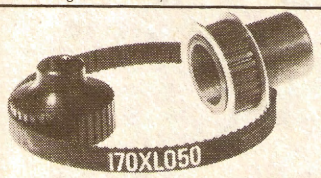
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Please note that these pumps can be supplied with a mixture of stages to suit requirements.

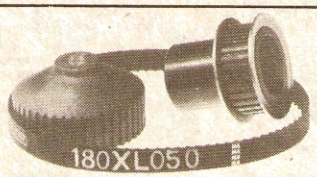


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Three Stage **£240.00**
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Single Stage **£140.00**

Suitable for dry sumping the larger engine, namely Aston Martin, Jaguar, etc.



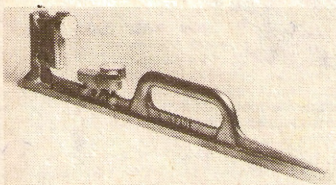


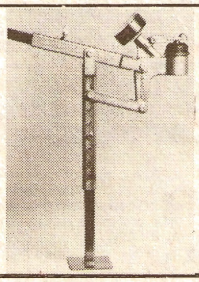
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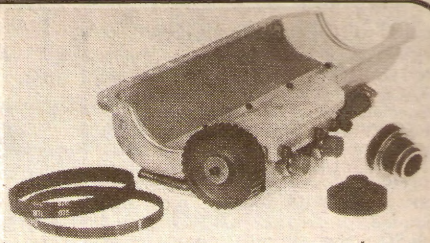




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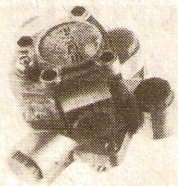
FORD PINTO 2000 DRY SUMP KIT



Features:-
4¾" deep, twin scavenge, cast alloy dry sump pan with removable alloy baffle plate, gauze filters and filter shrouds. Sump also incorporates mounting point for pump.
Available with modified trough to fit in Ford Escorts

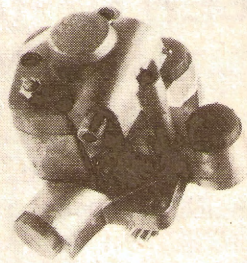
PUMP

Three stage. One pressure, double scavenge. Gear type for greater top end performance. Front stage pressure pump. Easily reached adjustable pressure relief valve. Scavenge outlets connected internally. Suction hoses from sump ¾" i.d. Complete with pulleys, belts and water pump drive. Clearance under pump and pulley to bottom of sump — 1". Tacho cable drive on rear of pump. Pump belt tension adjusted with special packing shims (supplied). Complete with all hoses and hardware.
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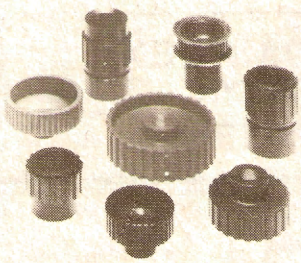
5 PORT DRY SUMP OIL PUMP.
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FEATURES:—
Gravity die cast stages for non-porous castings.
Machined on CNC mill for high degree of accuracy.
Centreless ground drive shaft.
Inlet Outlet ports tapped ⅞" NF or BSP as required.
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Case hardened relief valve.
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5 Port Dry Sump Oil Pump with integral Tacho drive. £120.00

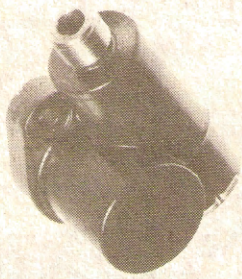
Features:—
As 5 port dry sump oil pump.
MEASURES 4.187" from mounting face to outer point of pump.



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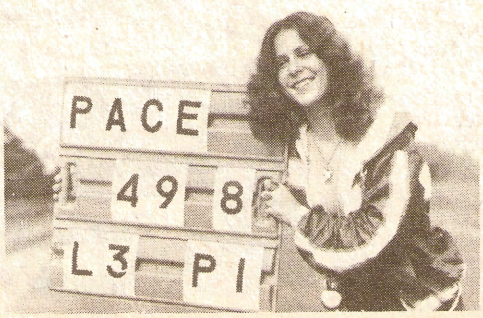
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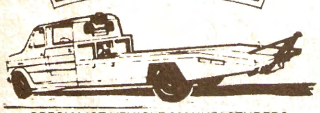
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600 × 18 R1	148.97	15.29
700 × 18 R1	166.93	15.29
500 × 19 5-STUD	121.90	15.29
600 × 19 5-STUD	152.04	15.29
650 × 19 5-STUD	152.04	15.29
700 × 19 R1	170.18	15.29

*25% off while stocks last

VINTAGE TYRE SUPPLIES LTD., 12 DALSTON GDNS., HONEYPOT LANE, STANMORE, MIDDX HA71BY, ENGLAND. TELEPHONE 01-206 0722. TELEX 922043.

ALL PRICES SUBJECT TO 15% VAT.



CARRIAGE EXTRA.

P7

205/60 VR13	£59.00
195/50 VR15	£67.00
205/50 VR15	£95.00
225/50 VR15	£99.00
285/50 VR15	£135.00
285/40 VR15	£135.00
205/55 VR16	£99.00
225/50 VR16	£109.00

BF GOODRICH 50/60 SERIES From £38.00

Carriage £1.95 per tyre. All prices excl. of 15% VAT.

DORAL INTERNATIONAL LTD

International Cargo Centre, Bishopstone Lane, Goddards Green, Hassocks, Sussex. Tel: Burgess Hill (04446) 42571, ext. 33

OPEN: MON-SAT 8.30-6.00pm

TON UP TYRE AUTO

50 QUARRY HILL, TONBRIDGE, KENT. Phone: (0732) 353333

ALL PRICES HERE INCLUDE VAT
QUOTE AUTOSPORT FOR THESE PRICES

PIRELLI TUBELESS – NEW

	£
P6	
185/60 HR13	38.45
205/60 HR13	49.85
235/60 VR13	68.70
185/60 HR14	41.80
185/65 HR14	43.10
195/60 HR14	55.60
225/60 VR14	74.55
195/60 HR15	55.65
205/60 HR15	64.90
205/60 VR15	73.95
215/60 VR15	99.35
P7	
195/50 VR15	88.35
285/50 VR15	184.15
175/50 VR13	59.55
205/60 VR13	74.45
205/50 VR15	87.85
225/50 VR15	137.20
205/55 VR16	129.70
225/50 VR16 without kerb ribs	134.55
P8	
185/65 SR15	33.70
P5	
205/70 VR15	61.20
185/70 HR13	40.95
185/70 HR14	40.15

Other P6 and P7 sizes are available — please phone for our prices

A SELECTION OF OUR CURRENT SPECIAL OFFERS

	£		£
175/70 HR 13 T/L DA Pirelli CN36SM	27.70	205/60 HR13 T/L New Dunlop Super	38.95
185/70 HR13 TL DA Pirelli CN36SM	29.60	225/60 HR13 T/L New Dunlop Super	41.65
185/70 HR14 T/L DA Pirelli CN368M	30.20	205/70 VR14 T/L New Dunlop D1	56.25
205/70 HR14 T/L DA Pirelli CN36SM	30.00	185/70 VR15 T/L New Dunlop D1	46.35
195/70 HR14 T/L DA Pirelli CN36SM	31.75	205/70 VR15 T/L New Dunlop D1	60.00
225/60 HR14 T/L New Veith 446	52.60	165/70 SR13 T/L New Kleber V15	21.60
195/70 HR14 T/L DA G year GP white letter	33.75	165/70 SR10 T/L New Dunlop Sport	20.70
175/70 HR13 T/L New Dunlop Sport	26.75	185/70 VR 15TL New Pirelli CN36 SN	62.00
185/70 HR13 T/L New Dunlop Sport	27.25	185/70 VR13 T/L DA G'year GP Raised white letters	27.25

All above prices are subject to stock remaining. Prices correct at time of press. All other major makes and types are available. Phone for our prices.

FANTASTIC STOCKS OF ALLOY, STEEL AND WIRE WHEELS

We sell "GB" Alloys in 5x10, 5½x13, 6x13, 6x14, 7x14 and 5½x15. "Rial", "Centra", and "ARC" Alloy Wheels from Germany. "R+G" BMW and Mercedes Replicas and VW Golf Wheels. Full range of 100 + Alloys and Steels "Revolutions", "Allycats", "Mambas", "Wolfrace" and "Ranger" Range Rover Alloys Dunlop Steels and Wire Wheels (rebuilt exchange service available).

Carriage £1.75 per tyre (min. £3.50) UK mainland only.
Special rates for N.I. and Isles. (48 Hour Service)

IF YOU HAVE A WHEEL OR WHEEL NUT PROBLEM TRY US!

WIRE WHEEL REBUILD/EXCHANGE SERVICE AVAILABLE

JIM FULLWOOD Ltd.

TYRE CENTRE

Comet Service Station, Ditherington, SHREWSBURY
Tel: 242923 Tel: 63857

BARCLAYCARD VISA ACCESS

PIRELLI PERFORMANCE TYRE

SPECIAL OFFER

(WHILE STOCKS LAST)

Prices are cash and carry, carriage and fitting extra

CN36	175/70 x 13 HR	New	£25.00
	175/70 x 13 HR	D.A.	£22.00
	185/70 x 13 HR	D.A.	£27.00
	195/70 x 14 HR	New	£38.00
	205/70 x 14 HR	New	£47.00
	185/70 VR 15	New	£55.00
	215/60 VR 15	New	£70.00
P.6.	185/60 x 13 Hr	New	£31.00
	205/60 x 13 HR	New	£40.00
	185/60 x 14 HR	New	£34.00
	185/60 x 14 HR	D.A.	£31.50
	185/65 x 14 HR	New	£34.00
	195/60 x 14 HR	New	£42.00
	195/60 x 15 HR	New	£45.00
	205/60 x 15 HR	New	£60.00
	215/60 x 15 VR	New	£85.00

All the above prices are exclusive of VAT

TYRES

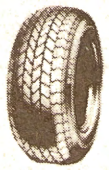
PIRELLI P7

175/50VR13	£55.00
205/60VR13	£65.00
205/55VR14	£85.00
225/55VR14	£95.00
195/50VR15	£78.00
205/50VR15	£108.00
225/50VR15	£120.00
285/40VR15	£160.00
285/50VR15	£165.00
345/35VR15	£170.00
205/55VR16	£115.00
225/50VR16	£130.00
265/50VR16	£189.00*



PIRELLI P6

185/60HR13	£33.00
205/60HR13	£42.50
225/60VR13	£73.00*
235/60VR13	£85.00*
185/60HR14	£36.00
185/65HR14	£36.50
195/60HR14	£42.50
195/60VR14	£48.50
225/60HR14	£79.00*
225/60VR14	£85.00*
195/60HR15	£48.00
205/60HR15	£55.00
205/60VR15	£65.00
215/60VR15	£90.00
235/55VR15	£120.00*
235/60VR15	£123.00*



PIRELLI CN36

165HR13	£34.00
175/70HR13	£31.50
185/70HR13	£38.00
195/70HR13	£51.90
215/60VR13	£52.50
235/60VR13	£61.40
175/70HR14	£32.00
185/70HR14	£39.30
195/70HR14	£41.50
195/70VR14	£56.00
205/70HR14	£52.50
205/70VR14	£68.25
215/70VR14	£76.00*
225/60VR14	£66.65*
245/60VR14	£82.50*
165HR14	£31.60
175HR14	£36.10
185HR14	£41.50
195HR14	£58.00*
175/70HR15	£43.60
185/70HR15	£51.50*
185/70VR15	£60.90
215/60VR15	£78.75
235/60VR15	£85.00



PIRELLI CN12

215/70VR15	£65.00
225/70VR15	£75.00
255/60VR15	£148.00



PIRELLI P8

165/65SR14	£34.16*
175/65SR14	£39.73
185/65SR15	£38.00



PIRELLI P3/70

165/70SR10	£19.00*
155/70SR12	£17.70*
165/70SR12	£20.50*
155/70SR13	£18.00
165/70SR13	£23.50
175/70SR13	£25.00
185/70SR13	£29.50
165/70SR14	£26.00*
175/70SR14	£27.60
185/70SR14	£31.20
195/70SR14	£35.00*
175/70SR15	£28.55
185/70SR15	£30.90*



PIRELLI P5

185 70HR13	P.O.A.*
185/70HR14	£40.00
195/70HR14	£48.50*
205/70HR14	£50.00*
205 70VR15	£69.00



PIRELLI CN73 and P76

(American sizes only)

DR78÷14 P76	£45.70
ER78÷14 P76	£47.50
FR78÷14 P76	£49.00
FR70÷14 CN73	£54.50
GR78÷14 P76	£54.50
GR70÷14CN73	£56.80
HR78÷14P76	£55.50
ER78÷15 P76	£50.00
GR78÷15 P76	£53.60
GR70÷15 CN73	£59.00
HR78÷15 P76	£56.80
HR70÷15 CN73	£62.50
JR78÷15 P76	£60.00
LR78÷15 P76	£62.00

All American spec. tyres are to special order.



Continental TYRES

(To Special Order)

185/60HR13 CS41	£34.00
185/60VR13 CS51	£42.00
205/60HR13 CS41	£39.00
205/60VR13 CS51	£48.00
185/60HR14 CS41	£33.00
185/60VR14 CS51	£35.00
195/60HR14 CS41	£37.50
195/60VR14 CS51	£39.50
205/60HR15 CS41	£41.00
205/60VR15 CS51	£44.00
185/70HR13 TS772	£36.50
195/70HR14 TS772	£38.50
195/70VR14 TS773	£50.00
205/70HR14 TS772	£41.50
205/70VR14 TS773	£52.50





Fulda

205/60HR13	£42.00
185/60HR14	£36.00
195/60HR14	£42.00
205/60HR15	£55.00
195/50VR15	£75.00

FIRESTONE Special Offer

185/60HR14	£36.00
195/60HR14	£42.00



XWX

185/70VR13	£70.00*
195/70VR14	£62.25
205/70VR14	£69.60
205VR14	£70.50
215/70VR14	£80.00
195/70VR15	£63.00
185/70VR15	£62.00
205/70VR15	£73.00
215/70VR15	£75.45
225/70VR15	£82.00



XDX

195/70VR14	£57.90
205/70VR14	£64.70
185/70VR15	£57.30
205/70VR15	£67.77



TRX

180/65HR390	£47.95
190/65HR390	£52.20
220/55VR390	£73.10



XAS/XVS

145HR10 XAS	£16.90
155HR12 XAS	£20.65
145HR13 XAS	£19.70
155HR13 XAS	£22.80
155/70HR13 XVS	£28.30
165HR13 XAS	£27.20
175HR13 XAS	£27.90
175/70HR13 XVS	£34.65
185HR13 XAS	£33.60
185/70HR13 XVS	£42.20
165HR14 XAS	£28.20
175HR14 XAS	£31.45
175HR14 XAS 'P'	£33.95
175HR14 XVS	£36.25
175HR14 XVS 'P'	£38.95
175/70HR14 XVS	£35.20
185HR14 XVS	£41.35
185HR14 XVS 'P'	£44.45
185HR 70÷14 XVS	£41.35
195/70HR14 XVS	£45.30
195/70HR14 XVS 'P'	£48.80
205/70HR14 XVS	£57.95
165HR15 XAS	£29.10
175HR15 XAS	£31.65
180HR15 XAS	£31.25
175/70HR15 XVS	£39.10
185HR15 XVS	£40.40
215HR15 XVS	£80.55
235/70HR15 XVS	£70.95





UNIROYAL 240/60

185/60HR14	£37.50
195/60HR14	£43.00

180

165/70SR13	£22.00
175/70SR13	£24.00
185/70SR13	£29.00
185/70SR14	£30.00
185/70SR13 Regrade quality	£25.00

240

165HR13	£27.00
185/70HR13	£38.00
165HR14	£28.00
175HR14	£30.00
175HR14Z	£32.00
185HR14	£38.00
185HR14Z	£42.00
185/70HR14	£40.00
195/70HR14Z	£45.00

DUNLOP

205/60HR13 D3	£50.00
185/60HR14 D3	£42.00
195/60HR14 D3	£51.00
195/60HR15 D3	£56.00
205/60HR15 D3	£64.00
205/60VR15 D3	£74.90
205/55VR16 D4	£134.00
225/50VR16 D4	£153.00
185/70HR14 D1	£42.00
195/70HR14 D1	£47.00
195/70VR14 D1	£62.00
205/70HR14 D1	£60.00
205/70VR14 D1	£74.90
205/70VR15 D1	£50.00
215/60VR15 D1	£95.00
205/60VR14 D1	£98.00
195/70HR14 D6	£47.00
195/70VR14 D6	£62.00
205/70HR14 D6	£60.00
205/70VR14 D6	£74.90
ER70VR15 Sport	£37.00
225/50VR16 Sport	£110.00



kléber V12 GTS

145HR13	£19.50
165HR13	£19.00
165/70HR12	£20.00
165/70HR13	£22.00
175/70HR13	£28.50
185/70HR13	£28.00
195/70HR13	£32.00
185/70HR14	£29.00
195/70HR14	£32.00
205/70HR14	£39.00
185/70HR15	£31.00

kléber V15

145/70SR12	£13.75
155/70SR12	£14.00
145/70SR13	£14.00
155/70SR13	£15.75
165/70SR13	£16.00
175/70SR13	£18.00
185/70SR13	£20.00
165/70SR14	£18.00
175/70SR14	£18.75
185/70SR14	£22.00

GOODYEAR N.C.T.

185/60HR14	£36.65
185/65÷14	£37.50
195/60HR14	£44.30
205/60HR13	£43.50
205/60HR15	£55.65
205/60VR15	£65.00
205/55VR16	£120.75
225/50VR16	£136.75

GOODYEAR Rally Special

195/60HR13	£36.00

The latest Radial Racing Tyres to be used on the tracks and tarmac rallies at the keenest prices.

195/530x13 All compounds in slicks and wets **£55.00**
210/530x13 All compounds in slicks and wets **£58.00**
230/530x13 All compounds in slicks and wets **£69.00**
280/580x13 All compounds in slicks and wets **£75.00**

For all enquiries on the above radials please contact **TONY, EDWARD** or **MARK** at Tred-Rite Tyres, 414 Farnham Road, Slough, Berks. (0753) 30021/2. All prices are plus 15% VAT. Securicor Delivery £3.75 for 2 tyres anywhere on British Mainland.

ALL PRICES ARE PLUS V.A.T.

We also carry a full range of **MICHELIN, KLEBER** Racing tyres and few **DUNLOP** and **GOODYEAR** Racing tyres.

For expert advice regarding PLUS 1, 2 and 3 conversions contact **TONY** or **EDWARD.**

We can also offer a Mail Order service on the British Mainland at a cost of **£3.50** per 2 tyres.

TRED-RITE TYRES 414 FARNHAM ROAD, SLOUGH, BERKS.

OPEN 6 DAYS A WEEK FROM 8.00 to 5.30. Tel.: Slough 30021/2

Access We welcome Access

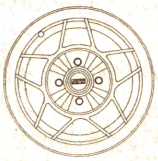
BARCLAYCARD VISA

** Means subject to availability*

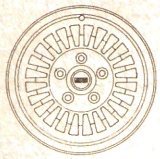
ATS

RONAL VIAL

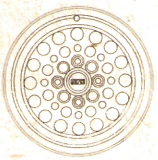
Style 1
5+10 Mini £21.50
6+13 Ford £37.00
7+13 Opel £38.50
8+13 Vauxhall £45.50
9.5+13 Talbot £49.50
5.5+15 Beetle £38.50
5.5+13 Alfa-Sud £35.50



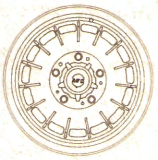
Style 2
6+13 BMW 3 ser £37.50
6.5+14 BMW 567 ser £45.50
7+14 BMW 567 ser £46.50
6+14 3 ser £44.50



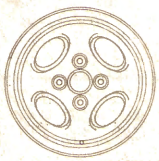
Style 3
6+13 BMW 3 Ser £36.50
7+14 BMW 567 ser £45.50



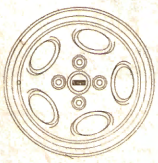
Style 4
6+14 Mercedes £39.00
6.5+14 Mercedes £40.50
7+15 Mercedes £47.50



Style 5
6+13 Fiesta £37.50
6+13 New Escort £37.50
6+13 Golf, Jetta £37.50
6+13 Scirocco Audi 80 £37.50



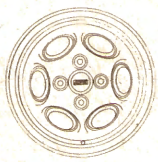
Style 6
6+14 Golf, Jetta £44.50
6+14 Scirocco Audi 80 £44.50
6+15 Audi 100, 200 £
6+15 Porsche 924 £45.50



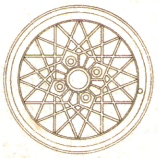
Style 7
5.5+13 Alfa Sud £40.00
6+13 Golf, Jetta £41.50
6+13 Scirocco, Audi 80 £41.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £45.50
6+14 Porsche 924 £45.00
5.5+15 Golf, Jetta £47.50



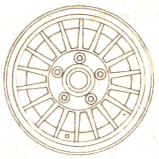
Style 8
6+13 Golf, Jetta £36.00
6+13 Scirocco, Audi 80 £36.00
6+13 Honda Prelude £36.00
6+13 Volvo 343 £36.00



Style 9
6+13 Golf, Jetta £37.50
6+13 Scirocco, Audi 80 £37.50
6+13 BMW £37.50
6+13 Opel £37.50
6+13 Alfa-Sud £37.50
6+13 Fiesta, New Escort £37.50
6+13 Capri, Cortina £37.50
6+13 Vauxhall £37.50
6+14 Golf, Jetta £45.50
6+14 Scirocco, Audi 80 £42.50
7+14 BMW5, 6, 7, Ser. £55.00
7+14 Commodore, Senator £55.00



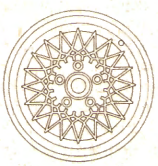
Style 10
6+13 BMW £39.00
6+13 Opel £39.00
6+13 Capri, Cortina £39.00
7+14 BMW5, 6, 7. Ser. £53.00
7+14 Commodore, Senator £53.00



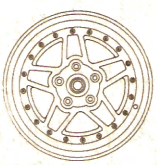
Style 11
6+14 Audi 80 £49.50
6+15 Audi 200, 5E, Turbo £57.50
5.5+13 Golf, Jetta, Scirocco £39.50

COMPOMOTIVE WHEELS

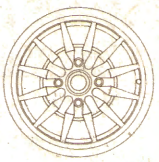
Style 12 Alpina Style
6+15 BMW3, 5, 6, 7. Ser £85.50
6.5+15 BMW3, 5, 6, 7. Ser. £88.00
7+15 BMW3, 5, 6, 7. Ser. £90.00
6.5+16 BMW5, 6, 7. Ser. £97.00
7=16 BMW5, 6, 7. Ser. £105.00



Style 13
6+15 Ferrari 246, 308 £85.50
7+15 Ferrari 246, 308 £90.00
7+16 Ferrari 246, 308 £105.00
8+16 Ferrari 246, 308 £115.00

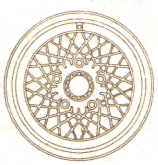


Style 14+15
6+14 Alfa-Sud £35.00
6+14 BMW 3 Ser. £35.00
6+14 Fiat x19 £35.00
6+14 Escort, Cortina, Capri £35.00
6+14 Opel Ascona £35.00
6+14 Golf, Scirocco, Prelude, Volvo 343 £35.00



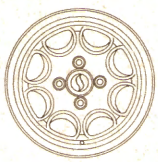
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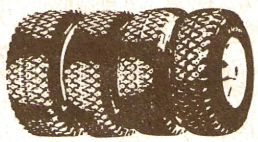
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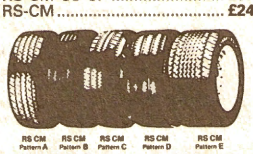


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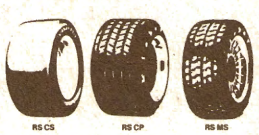
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