

Autosport

A Haymarket publication

June 2, 1983 60p



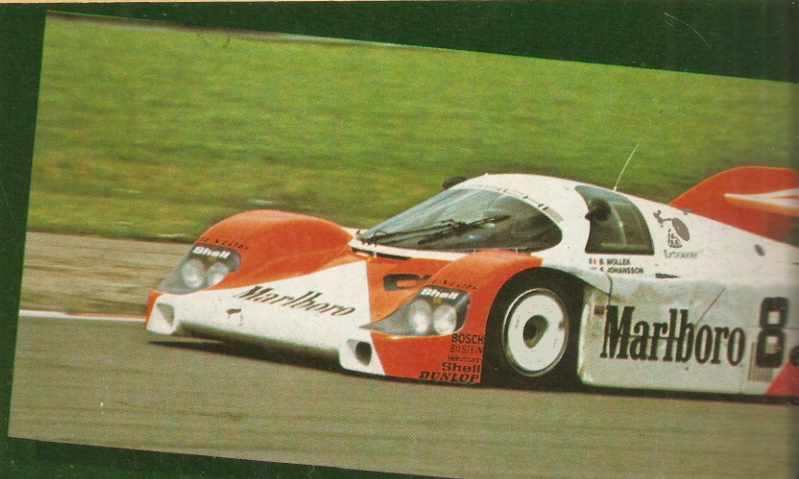
Battle at the Brickyard

Swansong at the 'Ring

Full story from Pau F2

Bank Holiday reports

Rally Astra on test



FRONT COVER

Last weekend saw a British built March 83C take the flag at the end of another Indianapolis 500. Mike Mosley was on the front row of the grid, only to crash during the race. Tom Sneva, however, salvaged March's honour to score a popular win. Gordon Kirby's report begins on page 12. Photo: David Hutson. Bottom: The brilliant Bob Wollek came home second for the Marlboro Porsche team in the final International race around Nurburgring's long circuit. Photo: Jeff Bloxham.

NEXT WEEK

It is Le Mans time again and next week's AUTOSPORT contains our extensive supplement to tell you all you need to know about the most famous Endurance race of them all — Jeff Hutchinson reports on the next round of the F1 World Championship, the Detroit Grand Prix — Peter Foubister returns from Greece with the full story of the Acropolis Rally — Following the final race at the Nurburgring long circuit this week, Doug Nye looks back at the history of this famous track — There are reports too from the F2 meeting at Mantorp Park as well as Snetterton's 24 Hour race.

*These items correct at time of going to press.

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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial, Advertisement, Circulation and Subscriptions: 38-42 Hampton Road, Teddington, Middlesex (telephone: 01-977 8787; telex 8952440). Back Numbers: 12-14 Ansdell Street, London W8 5TR (telephone: 01-937 7288).

Annual Subscriptions: Home: £45. Europe: £50. USA/Canada airmail: US\$160. South Africa airmail: £73. USA airmail: US\$115. South America/Mexico/Canada airmail: US\$140. Middle East airmail: £60. Australia/Zone 'C' airmail: £80.

US Mailing Agent: Expeditors of the Printed Word Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280.

Printed in England by: Alabaster Passmore & Sons Ltd., Tovil Printing Works, Maidstone ME15 6XA. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quickset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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Autosport

PIT & PADDOCK 4



International motor racing news — Ducarouge for Lotus — CART Ligier team for 1984 — Foyt to continue at Indy — Teo Fabi is Rookie of the Year — No RAM March at Detroit — Paris GP developments . . .

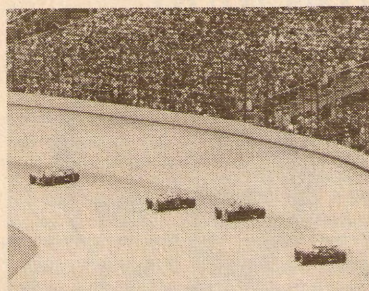
DETROIT PREVIEW 8

The F1 circus moves from Europe to the street circuit of Detroit for the next round. Nigel Roebuck assesses the prospects and asks, "Will John Watson repeat his famous victory of last year?"

COMMENT 10

The Editor discusses one of this week's major stories — You get the chance to have your say — We look back on years gone by with *Then as now?* and *Catchpole* provides his weekly dose of merriment . . .

INDIANAPOLIS 500 12



Tom Sneva took his March 83C across the line first in this year's Indy 500 classic. With just 10 laps to go, Sneva made the move to take his first Indy win. Gordon Kirby tells the whole story.

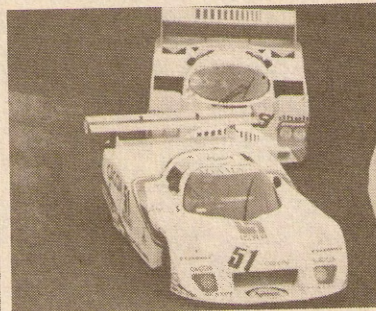
SILVERSTONE F3 17

The result was predictable. Ayrton Senna da Silva scored his ninth win of the season at Silverstone on Sunday, winning easily from Martin Brundle as Jeremy Shaw reports.

THRUXTON GROUP A 18

Peter Lovett won the race on the track but as soon as the chequered flag had dropped there were political wrangles to sort out. With the results still provisional, Matthew Carter tells the story of the race and the problems off the track as well.

NÜRBURGRING 20



Jochen Mass and Jacky Ickx fought the elements to win the last 1000 Kms race to be held on the classic circuit. But team-mate Stefan Bellof, having stolen their thunder by annexing pole and racing into a huge lead, fell foul of the conditions. Quentin Spurring reports on the events.

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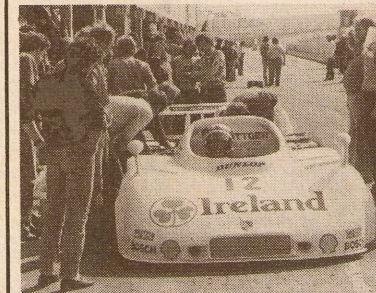


Rallying news from around the world — Lancias hold early Acropolis advantage — Lampi withdraws from Scotland — Saby leads French series but Renault have their problems — Chardonnet returns with Andruet — Severn Valley Stages previewed . . .

TRACK TEST 28

The latest in our series of rally track tests sees John Taylor behind the wheel of Vauxhall's Astra. The former Ford works driver discovered that the car has a lot to offer.

EDDIE JORDAN 30



Former professional racing driver, Eddie Jordan has made the switch to team manager in a remarkably short space of time. Mark Cole takes a look at Silverstone's Irish whirlwind.

FIFTH COLUMN 34

Two Grands Prix in as many weekends is a tough prospect for the teams as well as the scribes. Nigel Roebuck takes a look back at two very different races and expresses his views on the new Spa circuit that at last gives the drivers something to do.

PAU F2 38

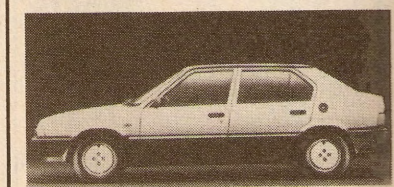


Ian Phillips reports from the incident-packed race at Pau where the exclusion of the Maurer team handed a win to Jo Gartner. Read on to see how the mess was eventually unravelled . . .

SPORTS EXTRA 43

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ROAD CAR 44



John Bolster takes a look at Ford's Engineering centre and test drives some of their vehicles — We take a look at the new Daihatsu Charade and reveal Alfa's latest baby, the Alfa 33 . . .

SPORTSCARD 47

Matsumoto takes Japanese F2 — Angelmin's Euro FF2000 troubles — Angus win in Germany — Brindley/Cocks win Brands Hatch Thundersports — Heggie's Forth — All the Bank Holiday action . . .

CENTRESPREAD

This week's centrespread features Tommy Byrne who is undertaking a full season of European F3 racing in the Eddie Jordan run Ralt RT3, backed by Frank Nolan, Ireland's biggest builder. Photo: Jeff Bloxham.



Tony Rudd and Peter Warr welcome Gerard Ducarouge to the John Player Special Team Lotus headquarters.

Paris GP looking good for 1984

The likelihood of there being a Grand Prix through the streets of Paris in 1984 seems to increase by the week. On Monday M. Paul Violet, the Assistant for Sport to the Mayor of Paris, told a meeting of the city council that there had been a consensus, at a meeting of senior government officials, to scrap the ban in France on motor racing in urban areas. This was introduced after the Le Mans disaster of 1955 (although the Pau Grand Prix seems to have scraped by unnoticed quite successfully!).

If the ban is done away with, a decision which must be taken by the Minister of the Interior, a meeting of Parisian city officials and FISA and FFSA officials will be convened to study seriously the problem of staging a Grand Prix in Paris. It is already clear, however, that the Mayor Jacques Chirac is whole-heartedly behind the scheme.

Ducarouge joins Lotus

To no one's great surprise, John Player Team Lotus have announced that Gérard Ducarouge has agreed to join the team in the capacity of Chief Engineer. The Frenchman's appointment was effective from yesterday (June 1).

Ever since Ducarouge was inexplicably fired from Gianpaulo Pavanello's Euroracing Alfa Romeo team after the French Grand Prix, members of the Lotus team have expressed hopes that he would join them, and at Spa it became clear that an announcement was imminent. There were rumours that Gérard would return to Ligier (whom he left in 1980), and his name has also recently

been mentioned in connection with Toleman.

"I've been talking with Lotus for more than a year," said Ducarouge at the end of last week. "Colin Chapman was always the man I most admired in motor racing, and I was attracted by the thought of working with him. But I couldn't reach any agreement with him because I was under contract to Alfa Romeo."

Although Ducarouge was sacked by Pavanello, he was only 'on loan' to the Euroracing team, his contract of employment being with Alfa Romeo. Although this does not expire until the end of this year, he has been released from it, having

come to an agreement with Mr Massacesi, the President of the company.

Ducarouge will be part of the Lotus team at Detroit this weekend, although he says that he will be at the North American races only in the capacity of observer. He envisages the appearance at Silverstone of a revamped Lotus-Renault 93T, this replacing the very disappointing car campaigned so far this season by Elio de Angelis. It seems that there will be major modifications to suspension, gearbox and bodywork. It is also hoped that Nigel Mansell will have a Lotus-Renault by the time of the British Grand Prix.

Williams team to help Save the Children fund

On Tuesday Frank Williams announced details of a link between his Formula 1 team and the Save The Children fund. At the British Grand Prix the cars of Keke Rosberg and Jacques Laffite will carry the fund's name and emblem. And on July 2, at Castle Howard, there will be a Royal Preview of the design. An FW08, along with members of the team, will be attending an all-day Save the Children event, which will be presided over by HRH The Princess Anne.

The team's interest in the work of the fund was aroused over a year ago, and earlier this year they presented a cheque for £3500 to HRH The Princess Anne, President of Save the Children, while she and her husband were on an informal visit to the Williams factory.

"My team and I would like to give back some of our good fortune to those who have little or nothing," commented Frank Williams. "Like many companies, we often receive requests for help from worthwhile causes, and we have previously responded on an ad hoc basis.



Williams — charity donation.

Now, the same energy which has raised money for my team will be put into helping Save the Children raise money for their field work in this country and abroad."

Brands for NY?

As we went to press on Tuesday, word in American racing circles, particularly Gasoline Alley, was that the New York Grand Prix will shortly be declared off — for this season anyway. It is said that there remain too many obstacles to be overcome, too many committees yet to give their approval, for work on the

circuit to be completed in time.

In its place, they say, there will be a World Championship at Brands Hatch on the weekend of October 2. Its title, they believe, will be the British Commonwealth Grand Prix. Time will tell . . .



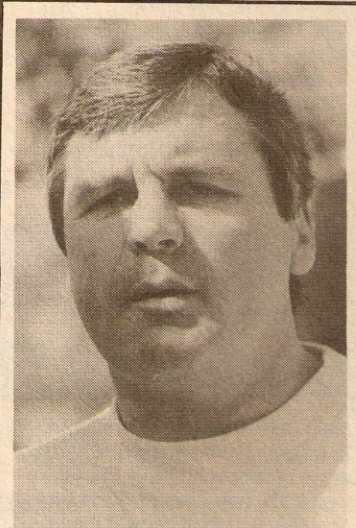
Macdonald — no driver

RAM-March out of Detroit

The RAM-March F1 team will not be at the Detroit GP this weekend. "We've had to claim *force majeure* because we haven't got a driver," said John Macdonald on Monday.

"We offered the drive to Mike Thackwell but he couldn't do Montreal the week after because of a clashing F2 race. Quite rightly he pointed out that without Ron Tauranac inviting him back to the Ralt-Honda team this year he'd be nowhere and he wanted to repay the loyalty. I think that is admirable but we shall still try and find a way to run him later in the year if we can."

Meanwhile, Macdonald was waiting to hear on Monday night whether or not Jacques Villeneuve wanted to do the Montreal race at the circuit named after his brother.



Jones in Kremer at Le Mans

Alan Jones has been confirmed this week as an official entry for Le Mans this year. He will be seen at the wheel of a brand new Porsche-engined Kremer C-K5, which he will co drive with two talented Europeans, Frank Jelinski and Patrick Gaillard.



Elford — sports car return.

Elford planning serious comeback

Vic Elford, it turned out, was not as the Nürburgring last weekend for any emotional reason, but because he is planning a serious comeback to motor racing.

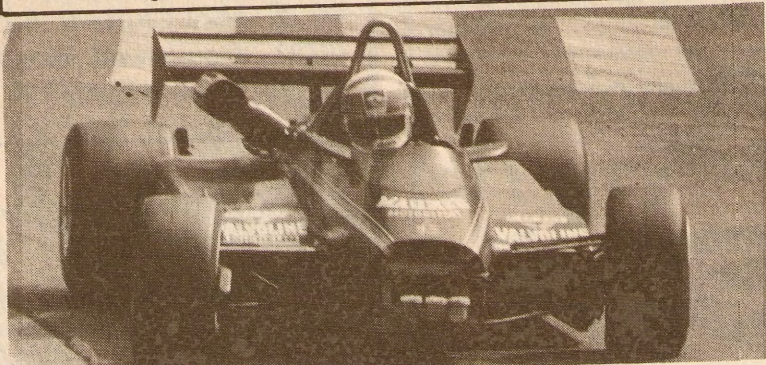
Elford, three times a winner of the Nürburgring 1000 kms, was to have driven a BMW M1 in last Sunday's final sports car race on the North Circuit, but was a non-starter after his car's engine dropped a valve during qualifying.

He told us that he is currently negotiating to drive a Rondeau Group C car at Le Mans on June 18/19, and that he is hoping to arrange drives in other endurance events this season and next. "Frankly I have found it frustrating not to be involved in racing," he told us, "and I looked at Derek Bell, John Fitzpatrick and David Hobbs, and I thought that if they can still be winning races, why shouldn't I? We are all about the same age, after all."

Elford, who has been a resident of Brussels for some years, last raced seriously in 1974, winning an Interseries event in a Porsche 917-30. Recently he has competed in the Safari and Paris-Dakar rallies, returning to competitive driving after trying his hand as a sports car racing team manager.



World Champion Keke Rosberg was scheduled to drive the Joest Racing New Man-liveried Porsche 956 in last weekend's Nürburgring 1000 kms but eventually teamed up with Jonathan Palmer and Jan Lammers in the British-prepared Canon 956. The strong team was hampered early on but recovered to claim third place.



Ferté — car weighed without nosecone and maximum coolant levels.

Bellof reinstated in Pau F2 results

The situation over the Pau F2 results has been partway clarified. The scales which showed both Maurers being light were checked in Paris last week and were themselves found to be reading light.

Stefan Bellof's car was re-instated in the results while the decision regarding Alain Ferté has been deferred.

Confusion appears to have arisen because of doubts over the fuel, oil and water levels in each of the cars. However, it appears that Bellof's car, which was 3kgs light, was made legal by the true reading of the scales whatever the fluid levels. At the moment, therefore, Bellof

is credited with second place behind Jo Gartner moving Kenny Acheson, Jonathan Palmer, Thierry Tassin and Christian Danner down a place each.

Ferté's car, which won on the road, was never weighed with its own nose or the oil and water levels to their maximum and the result of Willy Maurer's appeal will not be known until after a FISA meeting in Paris in mid-June.

According to a Maurer spokesman both cars were weighed before they left their German base and Bellof's car was 517kgs and Ferté's, an older chassis, 525kgs.

Little Teo Fabi looks justifiably pleased at being awarded the \$10,000 prize for claiming pole position at this year's Indianapolis 500. The Italian lapped his March 83C at an incredible four-lap average of over 207mph and became only the second Rookie in the history of the event to take that honour.



A J — sad man.

A J Foyt's troubled Indy

A.J. Foyt's traumatic month of May at Indianapolis came to a sad conclusion on Sunday when his March 83C retired after only 24 laps, with broken gear linkage.

The great Texan is normally a very angry man when he retires at the Brickyard, but on Sunday was remarkably restrained. Before leaving the track, he said that he would run several more races this year, including the next 500, at Michigan on July 17. And he also announced that, yes, he would be back at Indianapolis in 1984, for the 27th time, in search of that fifth victory.

Earlier this year, AJ said that he would be taking the race very seriously this time, putting in a lot of testing with his new March, something he has not done for a number of years. But his racing plans obviously had to take second place to the fact that his father, who was for many years also his chief mechanic, was dying of cancer. Foyt spent much of the month at home in Houston, and did very little running at the Speedway.

Tony Foyt Sr succumbed to his illness on May 21, and AJ had to qualify for the race the following day, then flying back to Texas for the funeral. Two years ago AJ's mother died, also from cancer, also in the middle of May.

Earlier this year there were strong rumours that this would be Foyt's last year as a driver, but AJ, who was 48 in February, clearly has other ideas.

Ligier team for CART '84

At Indianapolis Jean-Pierre Jabouille told our American Editor that there will almost certainly be a Ligier team in next year's 500, and indeed in the rest of the CART Championship.

Describing this as "a 95 per cent certainty", Jean-Pierre, who was accompanied by Ligier PR man Dany Hinde-noch, said that he was looking for premises in the area in which to set up a race shop. He stressed that Ligier were not looking to leave Formula 1, and that the CART project would be an additional one. The team, he added, would use established Indy drivers, rather than Europeans.

Pit & Paddock

No special treatment for Ferté at Monaco

Marlboro Martini F3 team manager Hughes de Chaunac rang last week to point out a couple of serious errors in our Monaco F3 race report.

We did winner Michel Ferté a complete injustice by saying that he had received favoured treatment from Michelin over the supply of qualifying tyres.

The Michelin policy, strictly adhered to, was to supply their regular European runners with three sets of tyres (two race and one Q) on the first day and one set of each to the National Championship drivers of which Ferté was one.

For the second day the fastest 10 Michelin runners overall were given one further set of race and Q-tyres. Ferté's first day performance earned him these extra tyres — which had to be bought — and in the words of De Chaunac, "he used them perfectly. It is completely wrong to say he was given any special tyres and at no time did we go testing with Michelin at Clermont Ferrand."

Japanese F2 drivers coming West

Top Japanese F2 racers Kazuyoshi Hoshino and Kenji Matsumoto are likely to join the European F2 trail at Donington on June 25.

Both drivers have raced in Europe before — Matsumoto's last appearance was at Donington in 1981 — and they will be coming to strengthen the Bridgestone challenge.

It is likely that both drivers will be in James Gresham run March-BMWs.

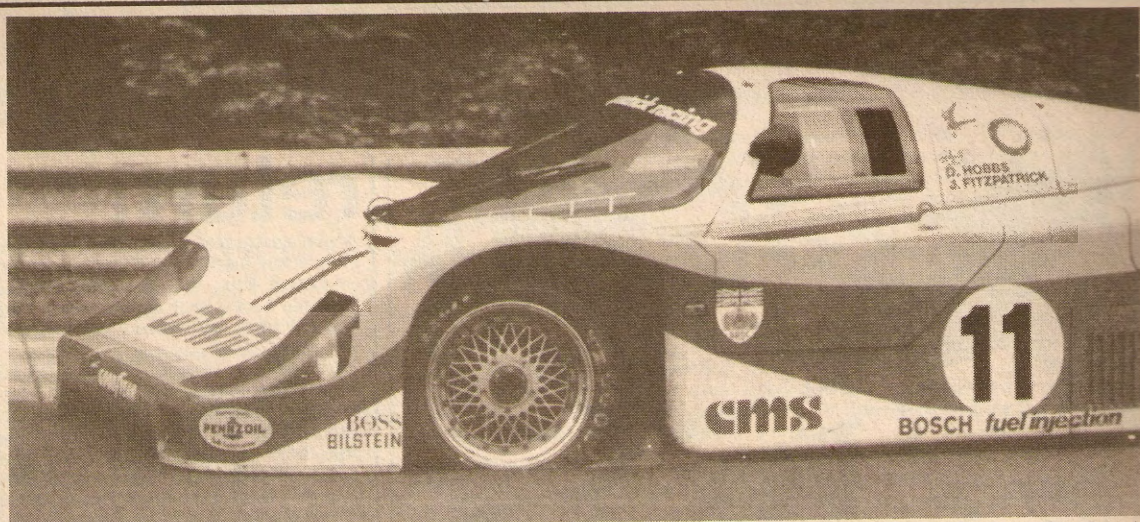
Dart heading towards Formula 2

Alan Burrows' Dart company in Witney are currently building a Formula 2 version of their pretty Mondial car.

"We'd like to have started it earlier," said Burrows, "but we've had to build three Mondial cars first. Our priority is customer cars, but once the third one is completed we will be flat-out on the F2 which we hope to race in the final two European F2 Championship rounds."

The advanced and already light Dart will be fitted with the alloy block Hart 420 engine which should make it a very formidable challenger. Providing enough backing can be found, Brett Riley will drive the car.

AUTOSPORT, JUNE 2, 1983



The John Fitzpatrick Racing team have suffered cruel luck this season and fared no better in Germany last weekend. The British Porsche 956 may well have been in a position to win the race but for a broken upper front wishbone, which cost Fitzpatrick valuable time in the pits. He and David Hobbs finally finished sixth.



Geoff Lees — March-Honda 832.

Lees heads Japanese F2 series

Although Geoff Lees currently leads the Japanese F2 Championship in his Tetsu Ikuzawa-run ex-works Spirit-Honda the team has recently taken delivery of a new March-Honda 832 which he will use in the remaining half of the series.

Homologation difficulties for Percy's Toyota Supra

Win Percy was a disappointed man at Thruxton on Monday, despite having been allowed to practise his Toyota Celica Supra, he was not allowed to race, as the car has yet to be fully homologated.

The Hughes of Beaconsfield car has raced once — at the Brands Hatch Race of Championships meeting — where it finished fourth in class. It was allowed to run on the understanding that homologation papers had been signed before that race, but on its arrival at Thruxton it became clear that homologation of the 2.8-litre car is still outstanding.

It was allowed to practice but when the RAC's Derek Ongaro asked other teams to agree to let the car race without points, there were objections from the Austin Rover camp.

John Davenport, Austin Rover motorsport boss, told us: "I was not happy at the thought of an illegal car running in the race. Perhaps we should arrive at the next round of the championship and see if we can run a Jaguar ..."

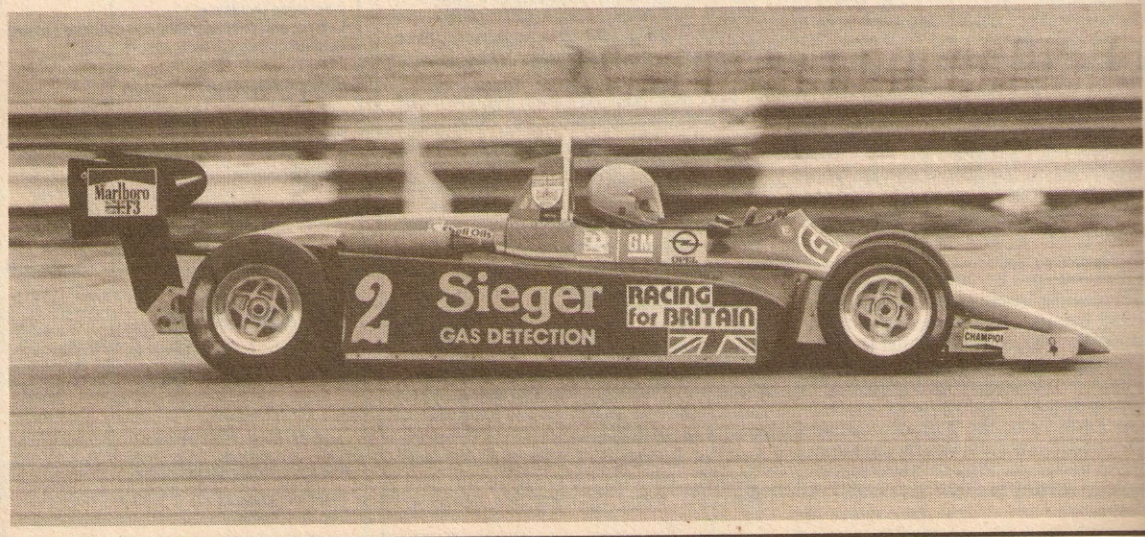
It now seems that the Supra will not receive its homologation until later this



Win Percy — not allowed to race.

month, which means that both the Silverstone and Donington rounds of the championship, on June 12 and 25, will have to be scratched by Percy. The car's next scheduled race, therefore, is the British Grand Prix meeting.

Martin Brundle's Eddie Jordan-prepared Racing for Britain Ralt-Toyota RT3 attracted additional support from meeting sponsor's GM Dealer Sport for last Monday's Marlboro Formula 3 round at Silverstone. The Norfolk driver was hampered by poor handling but still managed to score his eighth second position of the year.



GP Preview

DETROIT GP

Watson's return

A year ago there were those who said that Detroit had just hosted its first—and last—Grand Prix, but this weekend the Formula 1 set is back in Motown for the first half of its mid-season North American jaunt.

Of all the circuits on the World Championship trail, current points leader Alain Prost likes Detroit the least, although he did put his Renault on the pole there last year. This is a very slow circuit indeed—the lap record is only 81mph—but for the second running one or two corners have been eased slightly.

It was at Detroit last year that John Watson scored his most memorable victory, moving his McLaren through from 17th on the grid, passing rivals with almost disdainful ease and winning convincingly. The McLaren 'Race Day Phenomenon' has been duplicated many times since, notably at Long Beach in March, but since the Californian race Watson and Niki Lauda have not been in contention, and at Monaco, of course, failed to qualify. Do not make the mistake of ruling them out in Michigan, however.

On paper, this looks like another Williams versus the turbos weekend with Keke Rosberg, who led much of the way in 1982, using the flair of self and car against Ferrari, Renault, Brabham-BMW *et al.* Jacques Laffite could also be a significant factor.

Twelve months ago Nelson Piquet, then struggling with the BMW-powered BT50, actually failed to qualify at Detroit, but a repeat of this is unlikely this weekend (and he did come back to win in Canada seven days later!)

The significant runners should be the Renaults of Prost and Cheever (second last year for Ligier, remember), the Ferraris of Tambay and Arnoux (both quick on street circuits already this season), the Brabham-BMWs of Piquet and Patrese, the Alfa de Cesaris and the Williams duo. I also commend to your attention Marc Surer's Arrows and Roberto Guerrero's Theodore (which qualified excellently last year, but was wiped out in an early accident). And you should remember the Tolemans, for the last two races have shown that, however



Blazer Bellof

The amazing Stefan Bellof again dominated practice for the second round of the World Endurance Championship. Having predicted that a lap of 6m 16.0s was on around the 20.8kms 'Ring, he proceeded to take the Rothmans-Porsche round in 6m 11.13s on Saturday afternoon. This represents an average speed of 125.55mph. In comparative terms this is equivalent to the F2 record round the two cornered Thruxton circuit—and the 'Ring has 71 corners! Team manager Norbert Singer (left) was delighted—but temporarily. On the first flying lap of his second stint in the race, Bellof set a new outright circuit record of 6m 25.91s. Three laps later the Porsche went into orbit at the Pflanzgarten!

Briefly . . .



Fabi—linguist?

● At the Indianapolis 500 Victory Banquet on Monday night, Teo Fabi was named as Rookie of the Year. "Now I must learn English properly," said Teo to the audience. "Next year I'm going to win this race—and I want to be able to make a speech . . ."

● World Champion Keke Rosberg, who drove a World Championship sports car for the first time in his career last weekend and finished third in the Nürburgring 1000 kms with the Canon-Porsche team, confirmed that he would again be driving a Porsche 956 Group C car in the big money German championship Norisring event at the end of June.

● Porsche are to make available the latest twin-turbo engines to their customer 956 teams. The engine has a higher compression ratio (8:1 against the 7.5:1 of the present customer engines), which gives it better fuel consumption and a little more power usable under acceleration. Until now, the high-compression flat-six has been used only by the factory entries and, according to some sources, the Joest Racing Marlboro-Porsche. The other privateers will get the engines for the first time at Spa in early September.

● Tyler Alexander wishes to point out that, contrary to what we said in *Pit and Paddock* a fortnight ago, he is not a partner in McLaren Engines at Detroit, although Teddy Mayer is.

● Mike Earle's Onyx March works F2 team spent three days at Nogaro tyre testing with Michelin after Pau. "It was a huge programme that required us to run all three cars and drivers but it was most definitely worthwhile," said Earle on Monday.

● One of the motions on the agenda for the RAC's open day on June 8 is for the establishment of a national Group N championship run to FIA rules, and which is to produce a national title holder and a manufacturer's title. All those interested should attend.

BILL MEACE

Bill Meace died on May 20 from a heart attack at the age of 65.

An ex-RAF Flight Sergeant (Ground Engineer) on Coastal Command Beaufighters, Bill wrote a definitive manual on their service and maintenance. He would speak little of his war service but the fact that he gained three 'Mentions in Despatches' speaks for itself.

As Frank Nichols's right hand man, he saw the Elva sports racing car achieve considerable success including in Porsche engine form, significant for the fact that this was the first time that Porsche had sold engines and gearboxes to another car manufacturer). Following the acquisition of the company by the Trojan Group, he became the man behind the production of the McLaren Formula 5000 and Can-Am cars and the F5000 Trojan T-101, all of which gained considerable success.

Following a heart attack, he retired from active participation in the sport he loved, but continued to advise all those who wanted his knowledge. He spent the last five years with a close friend, David Watson, restoring historic racing cars. His wife Vera, and his two children, survive him.

GRAND PRIX FORM GUIDE

Last six Grands Prix	Driver	Nat	Car
DSQ .R. .5. .4. .1. .5. .5.	Keke Rosberg	SF	Williams-Cosworth FW06C
4. .4. .6. .7. .R. .6. .6.	Jacques Laffite	F	Williams-Cosworth FW06C
R. .9. .8. .R. .R. .14.	Michele Alboreto	I	Tyrrell-Cosworth 011
11. .8. .R. .R. .5. .12.	Danny Sullivan	USA	Tyrrell-Cosworth 011
1. .R. .2. .R. .2. .4.	Nelson Piquet	BR	Brabham-BMW BT52
R. .10. .R. .R. .R. .R.	Riccardo Patrese	I	Brabham-BMW BT52
R. .1. .R. .5. .NQ. .R.	John Watson	GB	McLaren-Cosworth MP4/1C
3. .2. .R. .R. .NQ. .R.	Niki Lauda	A	McLaren-Cosworth MP4/1C
16. .R. .R. .11. .R. .R.	Manfred Winkelhock	D	ATS-BMW D6
DSQ .R. .R. .R. .R. .G.	Elio de Angelis	I	Lotus-Renault 93T
12. .12. .R. .12. .R. .R.	Nigel Mansell	GB	Lotus-Cosworth 92
7. .11. .1. .2. .3. .1.	Alain Prost	F	Renault RE40
R. .R. .3. .R. .R. .3.	Eddie Cheever	USA	Renault RE40
15. .R. .NQ. .NQ. .NQ. .NQ.	Eliseo Salazar	RCH	RAM-Cosworth 01
NS .R. .12. .R. .R. .R.	Andrea de Cesaris	I	Alfa Romeo 183T
R. .R. .R. .10. .6. .R.	Mauro Baldi	I	Alfa Romeo 183T
R. .R. .9. .R. .R. .R.	Jean-Pierre Jarier	F	Ligier-Cosworth JS21
R. .7. .R. .9. .R. .13.	Raul Boesel	BR	Ligier-Cosworth JS21
5. .R. .4. .1. .4. .2.	Patrick Tambay	F	Ferrari 126 C2 B
10. .3. .7. .3. .R. .R.	René Arnoux	F	Ferrari 126 C2 B
6. .5. .10. .6. .R. .11.	Marc Surer	CH	Arrows-Cosworth A6
R. .NQ. .R. .R. .NQ. .R.	Thierry Boutsen	B	Arrows-Cosworth A6
R. .NQ. .NQ. .NQ. .NQ. .NQ.	Corrado Fabi	I	Osella-Alfa Romeo FA1E
NQ. .NQ. .NQ. .NQ. .NQ. .NQ.	Piercarlo Ghinzani	I	Osella-Alfa Romeo FA1E
UC. .R. .R. .R. .NQ. .R.	Roberto Guerrero	COL	Theodore-Cosworth N183
14. .6. .11. .R. .NQ. .10.	Johnny Cecotto	YV	Theodore-Cosworth N183
8. .R. .R. .R. .R. .7.	Derek Warwick	GB	Toleman-Hart TG183B
R. .R. .13. .R. .NQ. .8.	Bruno Giacomelli	I	Toleman-Hart TG183B

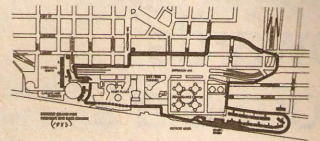
DETROIT (USA)

2.56 miles (4.12kms)
Lap record: to be established (revised circuit)
Race distance: 61 laps, 156.16 miles

TIMETABLE

Practice	Friday
Saturday	10.00-11.30 (untimed) 13.00-14.00 (timed)
Sunday	10.00-11.30 (untimed) 13.00-14.00 (timed) 09.00-09.30 (warm-up) 12.00 (race)

All these times are local and are five hours behind BST



BROADCASTING

Radio	Saturday, 17.30 Sport on 2 (practice news) Sunday, 19.02 Sportsdesk (race results)
TV	Sunday, 23.35-00.15 Grand Prix

PREVIOUS WINNER

Year	Driver	Nat	Car	Speed (mph)
1982	John Watson	GB	McLaren-Ford MP4	78.2

Weekend Sport

disastrous their practice days, anything can happen in the race.

No driver changes are anticipated for this race, except possibly in the case of John Macdonald's RAM March team, in connection with which the name of Jacques Villeneuve has been mentioned. See *Pit and Paddock* for latest news.

NSR



Alain Prost — points leader.

WORLD CHAMPIONSHIP

1	Alain Prost	28
2	Nelson Piquet	24
3	Patrick Tambay	23
4	Keke Rosberg	16
5	John Watson	11
6	Niki Lauda	10
7	René Arnoux	8
	Jacques Laffite	8
	Eddie Cheever	8
10	Marc Surer	4
11	Danny Sullivan	2
12	Johnny Cecotto	1
	Mauro Baldi	1

CONSTRUCTORS' CUP

1	Renault	36
2	Ferrari	31
3	Brabham-BMW	24
	Williams-Ford	24
5	McLaren-Ford	21
6	Arrows-Ford	4
7	Tyrrell-Ford	2
8	Theodore-Ford	1
	Alfa Romeo	1



Moët et Chandon are generously offering another bottle of their bubbly beverage if you can successfully predict the winner of this weekend's Detroit Grand Prix and his average speed.

Last year, you will remember, John Watson drove quite magnificently to take a superb win. His average speed in the McLaren was 78.2mph, and that can be taken as a fairly accurate guide for 1983.

So get your clairvoyance act together and send your prediction, on a postcard only, to AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, to reach us no later than first post Monday June 6.

INTERNATIONAL RACING

Date	Venue	Event/Details
Jun 5	Detroit, Michigan, USA	Detroit Grand Prix — Formula 1 World Championship, round 7; North American Cup for Formula Mondial, round 5 <i>Championship leader Alain Prost will lead the turbocharged challenge around this slow street circuit, but the Cosworth powered cars, led by Keke Rosberg's Williams and (perhaps) the McLarens, should be more at home here than on the faster tracks. A full preview appears on the facing page. The Mondial supporting race should draw a better entry than the dismal last round at Westwood: will Michael Andretti win again?</i>
Jun 5	Mosport Park, Canada	SCCA CanAm Challenge, round 1; Robert Bosch VW SuperVee Championship, round 2 <i>After months of rumour about possible cancellation, the CanAm series gets underway at the former home of the Canadian Grand Prix. Jim Crawford's new car (see P&P) will be pitched against local rivals.</i>
Jun 5	La Châtre, France	European Formula 3 Championship, round 5; French Formula 3 Championship, round 7; French production Group A Championship, round 7 <i>Tommy Byrne proved in the last round at the Osterreichring that he can beat the best of the Europeans. Will his Eddie Jordan Racing Ralt once again have the legs of series leader Emanuele Pirro and rising Dane John Nielson?</i>
Jun 5	Sear Point, California, USA	Budweiser TransAm Championship, round 3 <i>Briton David Hobbs leads the series after winning at Summit Point and finishing second at Moroso. He will be hoping to build on his points advantage with the new style Chevrolet Camaro against opposition from first round winner Gene Felton, Tom Gloy and team-mate Willy T. Ribbs.</i>
Jun 5	Riverside, California, USA	Budweiser 400 — NASCAR Winston Cup Grand National Championship, round 4 <i>After a poor start to the season, Darrell Waltrip has swung into form with four wins in the last six races. The chances are that the race will be between him and points leader Bobby Allison.</i>

NATIONAL RACING

Date	Venue	Event/Details
Jun 4	Brands Hatch, nr Dartford Kent	750MC FF1600, Road-going sports cars, Dellorto Reliant 750F, Formula 1300, Autocavan FVee, Gates-Varley Monoposto, Historic F3 and FJunior, Austin 7s (750MC) <i>The enthusiastic 750MC, under David Bradley, promote some of the country's best 'low-cost' motor racing and, on this occasion, pay tribute to the like-minded Monoposto Racing Club (which celebrates its Silver Jubilee) by devoting part of the programme to their Gates-Varley championship events. Two Monoposto races have drawn capacity grids with David Cox, David Dudley, George Whitehead and Godfrey Hall to the fore while locally-based Welshman Karl Jones heads the strong FF1600 entry. Racing at 2pm after practice from 9am.</i>
Jun 4	Kirkistown, Northern Ireland	Elf FF2000, STP FF1600, Prodsaloons, Ford Escorts, Talbot Sunbeams (Ulster AC) <i>Undeclared in the Emerald Isle this year, Martin Donnelly starts favourite for the FF2000 spoils once more with Frank Nolan's Van Diemen RF83. Former F2/3 driver Bernard Devaney should challenge him hard though in his PRS while Mark Galvin's new Argo will be in there too.</i>
Jun 3-5	Snetterton, nr Thetford, Norfolk	Willhire 24 Hours, Esso FF1600, Pre-'74 FF1600, Modsaloons (BRSCC) <i>The fourth annual Willhire 24 Hours race for production cars starts at 4pm on Saturday following the supporting races in which Maurizio Sandro Sala defends his Esso FF1600 lead. Porsches start as odds-on favourites for the endurance event with AFN's 928S and the BF Goodrich-entered 911SC challenged by numerous Capris and Morgans in a varied entry. Paul Sleeman seems to be making the older FF1600 class his own this season with his Rostron while Mark Hales heads the modsaloons runners in John Connel's garish Escort.</i>
Jun 5	Silverstone, nr Towcester, Northants	British F Atlantic Racing Displays FF2000, Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600, Modsaloons, Ford Credit Fiestas, Renault 5s (BRSCC Midland) <i>Contrasting events for single-seater and saloon cars promise an excellent afternoon's sport at Silverstone with the FF2000 and FF1600 races likely to be fraudtly contested and a cracker of a Fiesta challenge round on the cards. Tim Davies (Reynard) and Mauricio Gugelmin (Van Diemen) are the chief 2-litre protagonists in the British championship round while Perry McCarthy and the Lolos of Bernard Horwood and Peter Rose lead the FF1600 novices.</i>
Jun 5	Knockhill, Fife, Scotland	F Libre, Marlboro FF1600, Lowland Tyres Sports Cars, Sportstune/Luckpenny GTs, road cars (SSCC) <i>George MacMillan's newly-acquired Ralt RT4 and John Fyda's Mallock U2 do battle in the Libre event while Tom Brown, FF1600 champion of Scotland for the past three years, takes on allcomers. The Chevrons of Brian Stevenson and John Clark are out in the sports car event while all the best Scottish GT cars should provide a grand spectacle on the testing circuit.</i>
Jun 5	Lydden, nr Canterbury, Kent	Flint FF2000, FF1600, Minis, Saloons (ASTRA MC), 2.30pm.
Jun 11	Oulton Park, Cheshire	The Richard Seaman Trophy meeting, historic cars (VSSC)
Jun 11/12	Silverstone, Northants	Trimoco RAC British Saloon Car Championship, Marlboro British F3, RAC FF1600, Esso FF1600, GPI S2000, Trimoco clubmans, Uniroyal prodsaloons/sports (BRDC)
Jun 12	Brands Hatch, Kent	Townsend Thoresen FF1600, Atlantic Computer sports, Pre-'65 single-seaters, Bellini sports, PHRS, Classic sports (BHRC/HSCC)

OFF TRACK

Date	Venue	Event/Details
Jun 4/5	Shelsley Walsh, nr Worcester	RAC Pace Petroleum British Hillclimb Championship, round 6 (MAC) <i>Martin Bolsover and Martyn Griffiths head the cream of the country's hillclimbers at the long-established Midland venue for the classic Shelsley climb. A power hill which may well favour Alister Douglas-Osborn's 3.6 DFV-powered Pilbeam.</i>
Jun 4	New Brighton, Cheshire	Pace-BARC Sprint Championship, round 4 (WMC)
Jun 5	Rumster, Lybster, Caithness	Restricted hillclimb (Caithness CC)

Secretaries of the Meeting are requested to send details of forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

Magnificent March

Last Sunday Tom Sneva won the Indianapolis 500, in so doing giving March their first victory in this, the most highly-publicised race in the world. First of all, AUTOSPORT would like to offer congratulations to Robin Herd, Ralph Bellamy and all the March personnel connected with this very important and significant triumph. The fact that Sneva was followed home by the works Penske team of Al Unser and Rick Mears must make the victory all the sweeter, for Roger's outfit has largely held sway in the Indycar world for a long time.

Although Alberto Ascari took a Ferrari over to the Brickyard in 1952 (and gave a good account of himself), serious European interest in the Indianapolis 500 began in 1961, when Jack Brabham drove a lightly-modified Cooper-Climax to ninth place. Outclassed in terms of

horsepower, the rear-engined car nevertheless set new standards of roadholding, and laid a path which the Indy Establishment eventually had to follow.

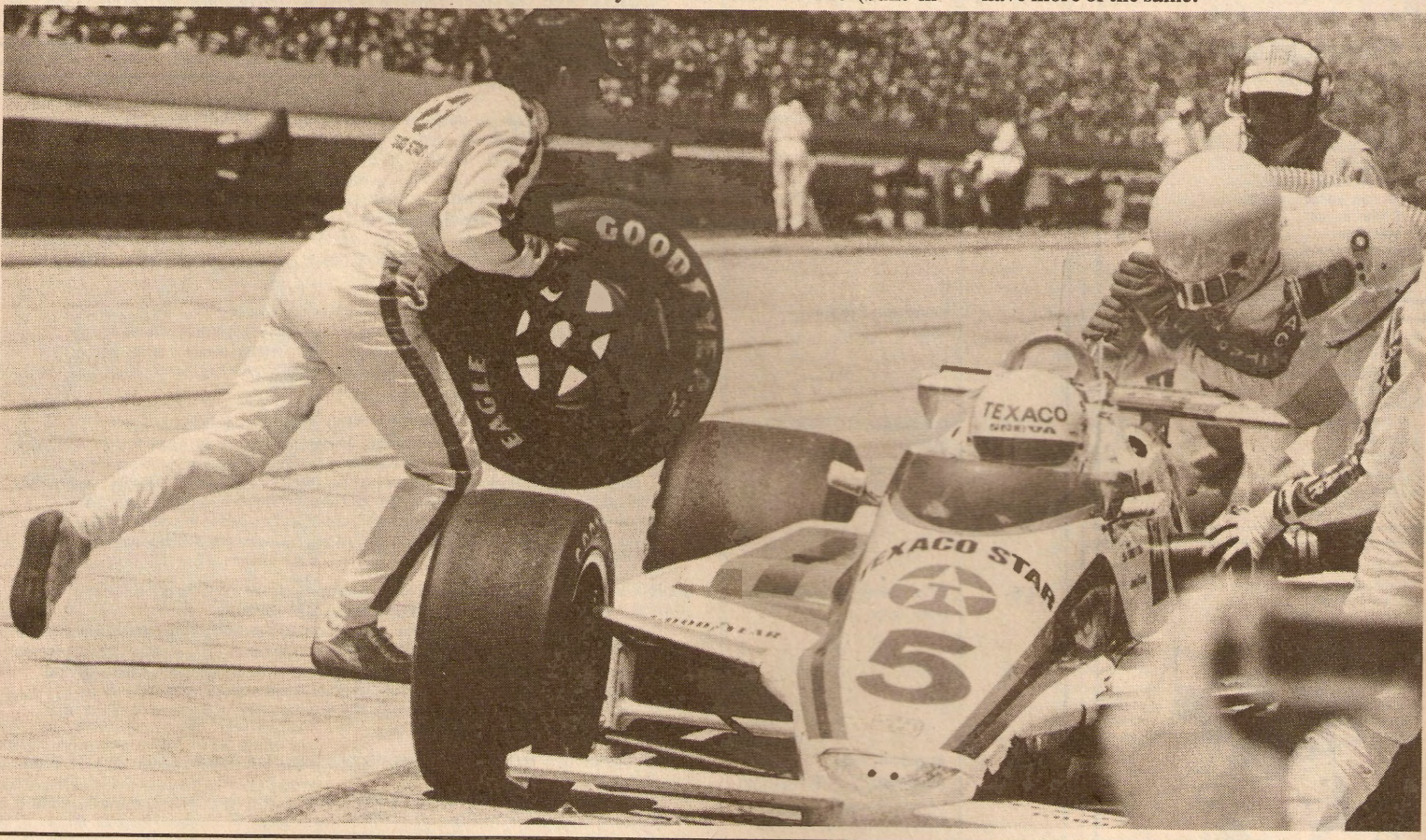
Colin Chapman took Lotus to the Speedway in 1963, and Jimmy Clark very nearly won the race at his first attempt, finally dominating it two years later. The 1966 500 perhaps marked the apogee of British involvement, with Jackie Stewart's Lola retiring from the lead near the end, leaving Graham Hill's sister car to score a disputed victory from Clark.

Thereafter there were no further victories for 'foreign' drivers, although Lola and McLaren chassis were again successful in American hands. In the recent past most of the winning has been done by the American Penske (built in

Britain!), Wildcat and Eagle cars.

This year's Indy Lola T700 has not been a success, but from the beginning of the month of May it has been evident that the top Marches were significantly quicker than their opposition. Teo Fabi took a brilliant pole position, only the second Rookie ever to do so, and led the early stages until his retirement. Thereafter Sneva took on the Penskes, eventually winning comfortably after a trouble-free run.

So this was a magnificent victory by a British car in the world's most celebrated race. Our only regret is that the national media, forever moaning about Britain's lack of success in a multitude of sports, should choose virtually to ignore the March triumph. Once again we say it: congratulations to everyone involved. And let us have more of the same.



Correspondence

the Editor is not bound to agree with readers' opinions

More Wild talk

In reply to Alistair Thompson's letter last week, (*Correspondence*, May 26) I would be delighted to explain my reasons for writing my article in this month's BRSCC newsletter.

Firstly, I certainly did not bleat about substantial profits made by motor clubs (OK, some do), but take a look at the 1982 BRSCC accounts and tell me where the profit is.

Secondly, of course I applaud the fact that Mallory Park is being given a reprieve. What enthusiast wouldn't?

Yes, I get annoyed when competitors complain about a £30/£35 entry fee, purely because I don't think they appreciate just how much it costs to hire circuits, pay

RAC MSA permits, scrutineers, timekeepers, Technical Commissioners, staff, premises and so on. They think nothing of spending a similar amount or more on one tyre.

Of course there is too much motor racing in this country. Mr Thompson surely cannot fail to see how sparse grids have been this year. We have far too many Formula Ford series to take one example, but this does not mean to say we have to close circuits — just try to get clubs, promoters and our governing body to plan a more balanced season. Non-duplication is what I am getting at, as there is certainly no need for two novice FF1600 or Production Saloon series in this country for a start.

Mr Thompson's letter regarding my article was written totally out of context. Maybe if things carry on

as they are I'll meet him in the early retirement home.
BRANDS HATCH, KENT
MIKE WILDS
BRSCC Competitions Director

Exit roads and loss of brakes

Following complete loss of all the brake fluid on the first bend of Hafren II on this year's Welsh International Rally, it gives me great cause for concern that spectators stand in exit roads, and marshals' vehicles are parked just behind the brushwood. One day there could be a nasty accident.

I was lucky and managed to stop my Opel Manta 400 in the brushwood neatly parked with a stout tree virtually touching each front wing. Did anyone take a picture of this 1000-1 chance parking manoeuvre?
PONTEFRAC, W. YORKS
ALEX JACKSON

Common sense

With reference to your *Comment* (May 19): how the hell can anyone have a motor race with more than one starter in which no one finishes second?

If Rosberg was disqualified due to a rule change (clarification), then he must have been excluded from the moment the incident took place and thereafter could not have affected the final result. Surely it does not take the intelligence of a small child to realise that if Rosberg was not second, someone else (Lauda) was.

Unless somebody with a little common sense gets a grip of this shower who appear to be able to change rules to suit themselves, ordinary motor racing fans won't even bother to watch it on television, let alone pay.

CLACTON, ESSEX

CRSNELL

Silverstone success

Can I thank all those, from the commentators to the drivers, for making the Silverstone 1000kms so enjoyable.

The FIA seems to have finally stumbled upon a Formula that gives spectacular machinery while also allowing the talents of the drivers to be seen. The cars are elegant and graceful, unlike the heaps which parade as Formula 1 cars these days. Could anybody stomach 1000kms of F1?

I found the Race of Champions quite long enough—the Rosberg/Sullivan “battle” was nothing to the Rothmans/Marlboro struggle.

My final comments are directed at those in charge of the Spirit Honda equipe. Are they sure that they have the right driver? Shouldn't they be employing the brilliant Bob Wollek?

This enigmatic Frenchman is acquiring the sort of mystique that Ronnie used to have. You can keep your Jacques Laffites. Brilliant Bob is the top Frog for those of us who spectate!

STIVES, CAMBS

NEILMARTIN

Britain's second GP

Almost every week there seems to be a new item in the media concerning the likelihood of a Grand Prix being staged at an increasingly more remote part of the world to replace this or that American venue.

At no time has it been suggested that Britain would be capable of staging two Grands Prix. Perhaps someone could explain why Britain, with three premier circuits, excellent TV facilities and home of so many teams, supports only one Grand Prix? Are the financial guarantees sought by the GP circus so great that the major circuits are unwilling to finance them on an annual basis? For example, what could be better than MCD staging an annual GP at Brands Hatch with Silverstone and Donington alternating as hosts for a second Welsh, Scottish, Irish Grand Prix?

FORMBY, MERSEYSIDE

ALISONSMITH

10

Then as now?

25

Pit & Paddock 10 years ago this week (AUTOSPORT, May 31, 1973) . . . Hesketh Racing announced they would be running a brand new March 731 in the remaining Grands Prix of the season, and not the Surtees TS14 as originally planned. Harvey Postlethwaite had been drafted in to look after development of the car . . . Indianapolis, which should have been run on the Monday, was postponed until the following day because of high winds and heavy rains . . .

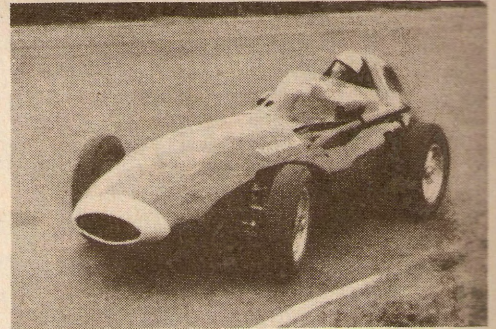
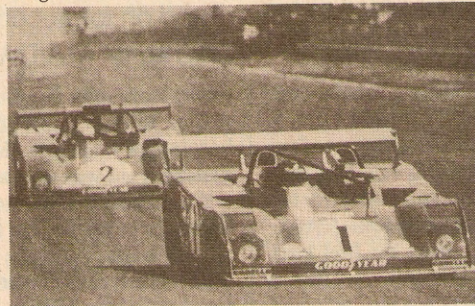
The Acropolis Rally saw another victory for the French Renault Alpine team, Jean-Luc Therier and Christian Delferrier leading the event from start to finish. Their victory was the fourth for Renault in the World Championship that year, putting the French *marque* convincingly at the top of the table.

Another make to extend their lead in a Manufacturers' Championship was Ferrari in the seventh round of the sports car championship at Nürburgring. The Ferraris finished first (Jacky Ickx/Brian Redman) and second (Carlos Pace/Arturo Merzario) in line astern. For Alfa Romeo and Matra, though, the race was a complete disaster, both teams out of the running before quarter distance, and both teams losing two cars apiece with engine troubles.

The race, however, turned out to be far from tedious. Arturo Merzario went against team orders and nearly ruined everything when he insisted on overtaking Ickx and winning the race. The temperamental Italian eventually had to be hoisted out of the car shortly before the end after constantly ignoring pit signals.

It was also the seventh round of the Rothmans European F5000 championship at Mallory, which produced the seventh winner of the series in the form of Keith Holland (Trojan T101). It was a thoroughly deserved victory, Holland leading the whole race from the pole and also setting fastest lap.

Ringmeister Ickx; 1973 style!



Moss on Vanwall — stylist supreme.

Whit Sunday at Zandvoort proved to be an exceptional day for British racing 25 years ago this week, (AUTOSPORT, May 30, 1958). The red cars of Italy were humbled by the British racing green of Vanwall, BRM and Cooper with a Lotus in sixth place behind Mike Hawthorn's Ferrari.

Stirling Moss led from start to finish and was never seriously challenged, but still managed to set up a new lap record of 1m 38.5s. Moss's performance was brilliant, the Englishman never making a mistake and he lapped the entire field in the process, with the exception of the placemen, Harry Schell and Jean Behra in their BRMs.

The Owen cars ran faultlessly throughout, but there was little they could do when up against the fastest F1 car of the day in the hands of one of the best GP drivers.

Fourth went to Roy Salvadori in the 2.2-litre Cooper ahead of Hawthorn's Ferrari, while sixth went to Cliff Allison in the 2.2-litre Lotus. Hawthorn's team-mate, Luigi Musso, was next up in seventh place.

Moss's victory put him 5 points clear in the World Championship table, with Musso second. A further boost to British moral was that in all three *Grandes Epreuves* in the present series had been won by British cars.

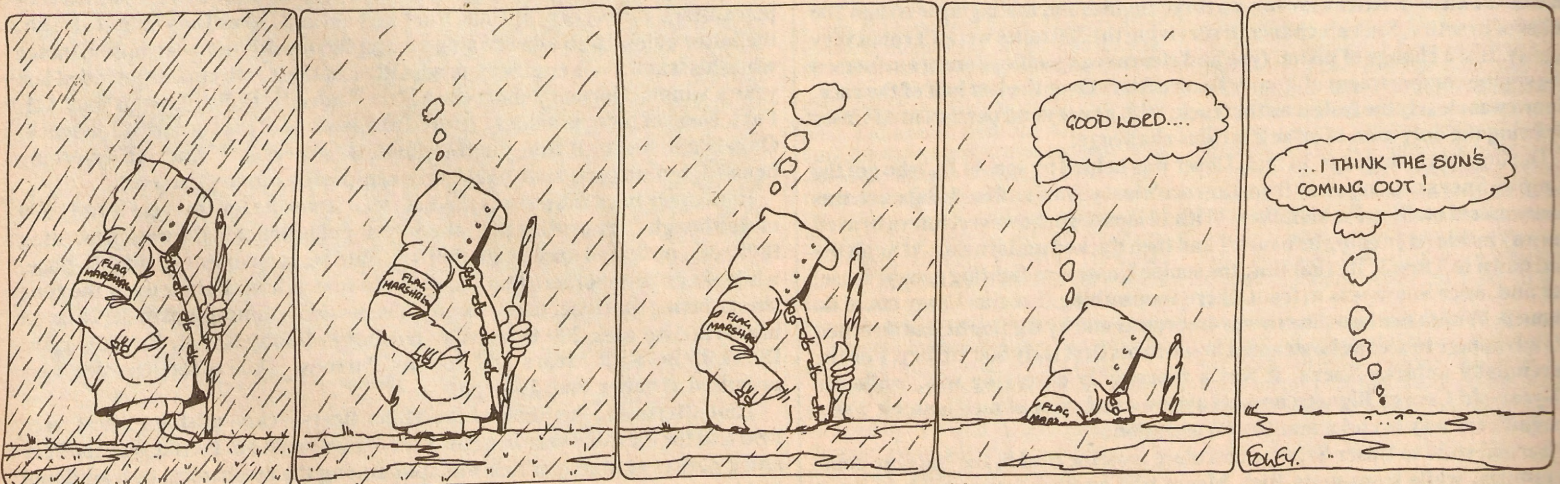
The Whit Monday meeting at Crystal Palace started in fairly appalling conditions, but those spectators who were prepared to brave the conditions witnessed some fine racing.

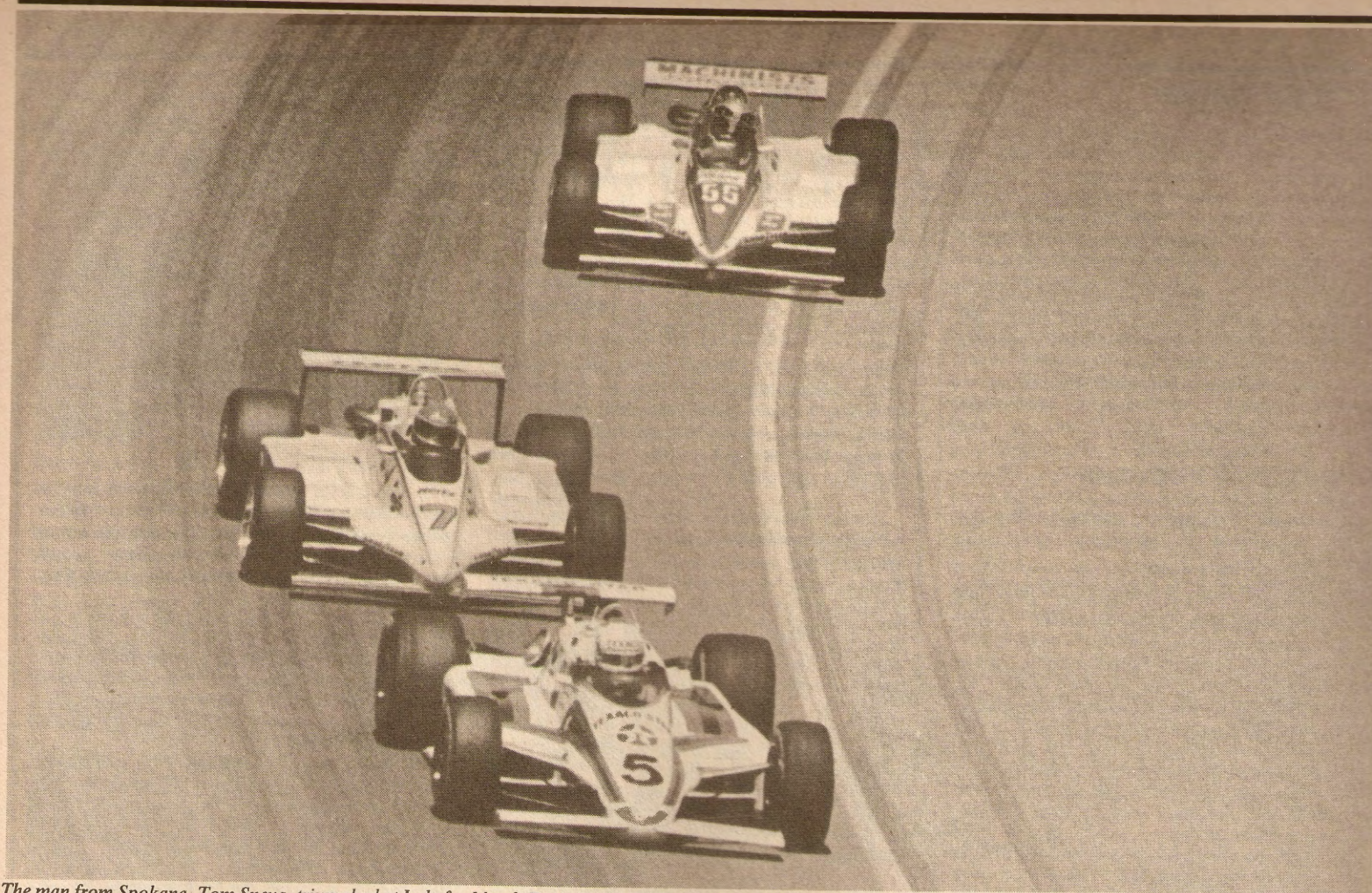
The main event was the Crystal Palace Trophy Race for Formula 2 cars. The event was run in two heats with a final, the victor being Ian Burgess. Second was Tommy Bridger and third a young New Zealander, one Bruce McLaren. Incidentally, the second heat was won by a certain R K Tyrrell . . .

A little news item from *Pit & Paddock* . . . The fastest qualifying lap at Indy for the 500 was set by Dick Rathman at a speed of 145.97mph . . .

by Barry Foley

Catchpole





The man from Spokane, Tom Sneva, triumphed at Indy for March Engineering. Here his Bignotti-Cotter 83C leads runner-up Al Unser Sr's Penske PC11.

Sneva: shooting star

Sneva scores excellent first Indy win for March — Penske team hang on for second and third — Brabham a strong fourth — Fabi sets strong early pace — Report: GORDON KIRBY — Photography: IPA/DAVID HUTSON.

It took only a few laps of last Sunday's 67th Indianapolis 500 for the message to make itself clear, that the March 83C's domination of qualifying was going to extend with equal strength into the changing, traffic-riddled conditions of the race itself. Poleman Teo Fabi streaked away at the start, quickly building-up a comfortable lead while Rick Mears hung his tail on the line in a vain effort to hold-off the 83C's driven by Mike Mosley, Tom Sneva and Bobby Rahal. After a convincing run, Fabi was soon in trouble, however, when his fuel tank sprang a leak during refuelling, while Mosley lost time by running out of fuel as he was getting ready for his first pitstop. Next to hit trouble was Rahal who had clutch trouble, stalled, and lost a lap in the pits before dropping out because of a holed water radiator.

As the 200-mile mark came up, therefore, Sneva emerged as the race favourite, his Bignotti-Cotter/Texaco March locked into a battle with the pair of works Penskes. After blowing-up three engines and managing less than 200 miles of practice, Sneva's chance of surviving the 500 miles weren't rated very highly. But a change of piston type and clearance specifications transformed the engine compartment of Tom's Texaco Star. Over the last half of the race, Sneva was clearly the fastest on the track, with a cagey and persistent Al Unser Sr being the only man to offer a serious challenge.

During the closing laps, in fact, Unser was helped by son Al Jr, who got the jump on Sneva coming away from the race's last yellow and for 15 laps acted as a convenient cushion for his father. With 10 laps to go, however, Sneva braved his way inside Al Jr going into turn 1 and then ducked underneath Al Sr on the run down to Turn 3. By that time the senior Unser was fighting a very 'loose' car and, once Sneva was in front, there was nothing that was Unser could do about it. Within two laps, Sneva was 4secs clear and by the flag he had stretched his advantage to secs as he steamed home to his first Indy 500 victory. For the perennially unlucky Sneva, it was a thoroughly deserving win, while for 67-year-old George Bignotti and his overworked crew of mechanics it was a magnificent way to end a month of frustration.

Second went to Unser Sr, who therefore took the lead in the Indycar point standings, while team-mate Rick Mears was another 10secs back in third

place. Both men fought handling problems all day as the PC11s were plainly unable to match the grip and consistency of the 83Cs. In fact, it was only because of tenacious driving, excellent pitwork and good strategy that the Penske team was able to keep Sneva in sight.

An excellent fourth was Geoff Brabham, who hounded the works Penskes for much of the race in team VDS's PC10. Brabham was driving the car on a one-off basis, filling-in for John Paul JR who broke his leg. He deserves a regular Indycar seat with a fine drive dampened only by a stall in the pits which cost him a lap. Fifth was Sneva's team-mate, Kevin Cogan, who did a very good job with a breathless engine, while sixth was Howdy Holmes in Doug Shierson's 83C. The latter put in the best performance of his Indycar career, despite feeling very unwell after three days of nursing a sore throat.

Highest finishing Rookie was Al Unser Jr who took the new Eagle into 10th place after a variety of problems. Rookies Fabi and Derek Daly failed to finish, the latter going out while running among the top 10 just after half-distance when his team's lone engine expired. Other notable retirements included last year's winner Gordon Johncock, Mario Andretti, Danny Ongais and A.J. Foyt. None of these worthies featured at any stage of the race with Johncock, Ongais and Foyt all suffering mechanical failures and Andretti emerging bruised, but unhurt, after a mid-race crash with Johnny Parsons.

It was very hard to see any kind of clear favourite for this year's Indy 500 and although Carburation Day, the only day of practice in the week preceding the race, confirmed once again that Teo Fabi was capable of setting the pace, while six or seven others had the speed to match him. Fabi topped the time sheets during that lone, two-hour practice session, running laps in the 201mph bracket. Also over 200 in raceday trim were Bobby Rahal, Kevin Cogan, Derek Daly, Rick Mears and Johnny Parsons, while a further nine cars practised at better than 196mph.

That afternoon, the finals of the Miller Beer-backed pitstop contest were held and for the third year in a row Rick Mears and team Penske won the beer and a packet of money which was split among the mechanics, in traditional fashion.

THE 500

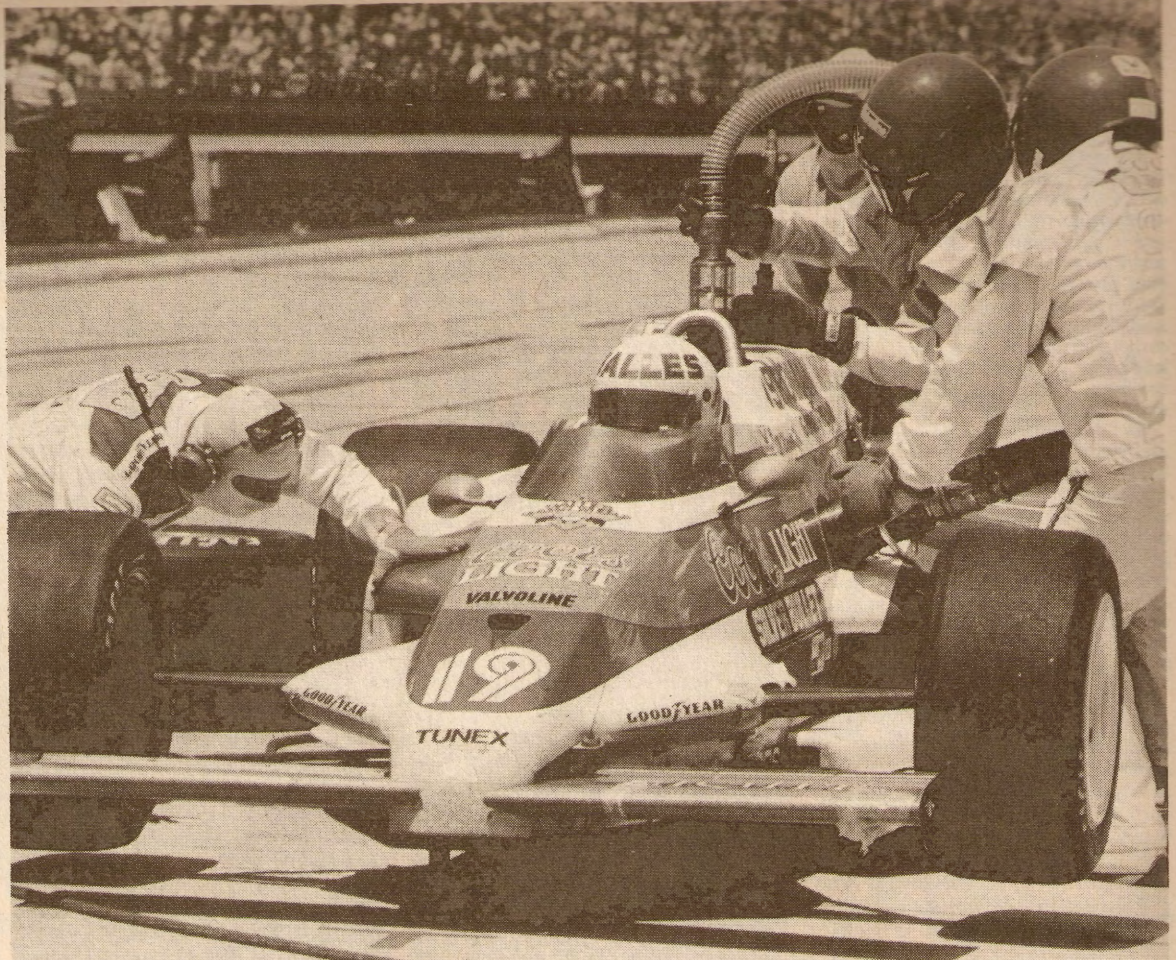
Over the next couple of days, the softly-packed town, which bills itself as the main street of the midwest, was bolstered by the usual *coterie* of visitors, race fans, profilers, promoters and party-goers. By Saturday night the joint was packed, and up and down the streets within a mile radius or so of the old speedway, the sights and sounds of beer and rock 'n' roll wrapped themselves around the featureless western suburb of the main street of the midwest.

Low, damp clouds hung over the town that evening and into the dawn of raceday. As morning broke, the grey skies and cool, humid, air continued to cloak central Indiana, but as the parade of humanity began to settle and strut itself about the giant stadium, the clouds began to soften and part. About an hour before the start and lo, but did the cloud not evaporate in the face of clear, almost windless, as well as seasonably cool, and dry air? A perfect day for motor racing it was.

The start, although a bit disordered, was entirely without incident this year. Fabi seized the advantage as he paced the field off the fourth turn, jumping clear well before the flag and running away on his own. After the first lap he was more than a second (about 100yds) clear of Mears, Mosley, Rahal, Unser Jr, and Sneva. Steadily, the little Italian stretched his advantage, driving cleanly and comfortably. After a few laps he was more than 14secs ahead of Mears, who was running hard, at the top of the groove, in his efforts to keep the Forsythe March in sight. Close behind, Mosley and Rahal were keeping the pressure on the Penske team leader, while Sneva soon found a path around Unser Jr and started catching the Mears-Mosley-Rahal train.

After 10 laps — none of the usual early yellows getting in the way of things — Fabi had built his margin to some 5.2secs, but it wasn't long before Mears and his pursuers were closing the gap to the leader. A few laps later and Fabi began to work his way around clots and mid-field cars — just before the first round of pitstops — 25 laps the usual, conservative estimate, for a single load of fuel as he was coming into the pits for his first fuel stop.

A lap earlier Fabi had made his stop, taking on four tyres and, therefore, losing a handful of seconds to Mears in particular who decided to forego tyres in favour of quick adjustments to rear wing and wastegate settings. As he rejoined, however, Fabi had already decided to cool it. "The car was just fantastic," he



Al Unser Jr drove well in his first Indy 500, and was eventually rewarded with ninth place, despite picking up a two-lap penalty.

said later. "It was easy to lead the race and after the first pit stop I decided to back down and pace myself."

Before we could appreciate the tack of Fabi's mid-race tactics the race was interrupted by the first yellow of the day. That was caused by Pat Bedard's March which had been developing something of a 'push' as the car and driver tried to hang onto the midfield. On Bedard's 26th lap the problem finally got the better of him as he clipped the wall in the fourth turn and against the outer wall, some 200yds before the start/finish line.

This yellow enabled Al Unser Sr to make his pitstop while the pace car was marshalling the field and when the green flag flew five laps later the Penske driver was at the front of the pack. Sneva was next ahead of Rahal, Mears, Fabi, an impressive Howdy Holmes, and a similarly impressive Geoff Brabham. Already in dead trouble were A. J. Foyt and team-mate George Snider, both of

whom were languishing in the pits after lucklustre starts. Both men were soon out of their cars with Foyt's being retired because of a broken shift linkage and Snider's suffering an ignition malady.

Away from the restart, Unser Sr took up the running, but Sneva was soon hunting him down and taking firm control of the race. Al Sr, Rahal, Mears and Fabi ran along in close order behind the Texaco March, while some distance behind, Brabham and Holmes continued to show first-rate form. As the 100 mile mark came and went, Sneva began to extend his lead and as smilin' Tom's white and red March began to break away, Rahal began an attack on Unser Sr, and Fabi launched a concurrent assault on Mears.

Just as all this was growing white-hot, however, the yellow flag came out for the second time when Roger Mears crashed into the first turn wall. The elder Mears had been running strongly in his first proper Indy 500 (he was eliminated in a startline shunt in his Rookie appearance last year), establishing himself among the top 10 in the early running before losing it in the first turn. The resulting yellow brought most of the field into the pits for a fresh topping-up of fuel.

During all this, disaster struck Fabi. When the Forsythe's fuel man pulled his hose and nozzle from the March's fuel tank, he was surprised to see a spray from the seals around the neck of the tank's receptacle. It had parted company with the sealing O-ring and some probing of the leak only aggravated the situation. The quick-thinking Forsythe crew had already begun to pour water on but the fuel leak grew worse. A few more seconds and a vastly disappointed Fabi was forced to scramble from the cockpit, his race brought to an abrupt end.

With as much as 15 gallons of methanol spilled across the pitlane, the team cleaned up the spill. Unser Sr again set the pace away from the green flag, but he was soon passed by Rahal. Quickly

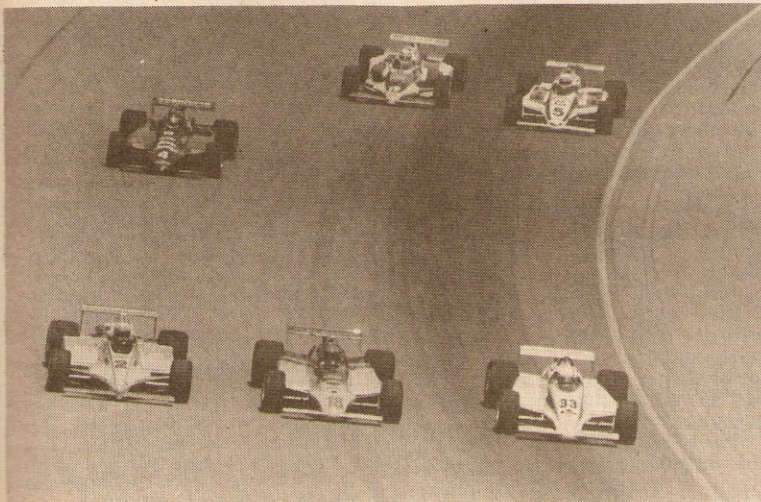
emerging in third place was Sneva who immediately got around Unser for second and closed steadily on leader Rahal. Another dozen laps and Sneva had caught and passed Rahal while the Penske pair — Unser Sr and Mears — faded back into the hands of Brabham and Holmes, the latter pairing continuing to run well.

Coming up to the 200-mile mark everybody began gearing up for their third round of pit stops and it was here that Rahal's challenge suddenly took a dive. A finicky clutch got the better of the Red Roof Inns man as he tried to leave his pit, and after all the business of pulling the car back and restarting the hot engine, he had lost a full lap.

Minutes later, the third yellow flag of the race took shape when Johnny Parsons and Mario Andretti crashed together in the first turn. Parsons had been having a good race in Frank Arciero's PC10, fighting over ninth place with Andretti's problematical Lola T700. But on the 81st lap, Parsons lost it directly in front of Andretti as he was trying to complete a passing manoeuvre. As Parsons's car went backwards down the track, Andretti's Lola rode over its front wheels and was launched into the wall. Thank God for the substantial sidepods which continue to be a part of Indycar racing, because without those fitments Andretti would have been very lucky to escape with something other than the bruising and shaking he took from his wild ride. Both Parsons and Andretti were taken away for observation, although both men were walking around Gasoline Alley an hour or so later.

Once that mess was cleaned up, the field set off again, this time for almost a full hour devoid of yellows. Al Unser Sr again set the pace followed by team-mate Mears, Holmes, Sneva and Brabham. The rest of the field, led by Mosley, Rahal, Unser Jr, Pancho Carter and

Fabi (33), Mosley and Mears head the line up for the start of the 500.



continued

Derek Daly were all at least one lap behind.

It didn't take Sneva long to nose his way past Holmes and begin a long chase of the Penske pair. Slowly he chiselled away at their cushion, passing Mears for second just past the race's halfway mark, and then diving inside Unser Sr for the lead just four laps later. Once ahead, Sneva began to turn away and when the next round of pit stops had been completed under the green, Tom was leading by more than 10secs from a group consisting of Unser Sr, Mears, Brabham and Holmes.

By this point, Ongais had dropped out after a frustrating race bedeviled by handling problems — the car suffered an incurable 'push' — and finally a fading engine. Also out of it just past half distance was Rahal, who came into the pits with steam issuing from his car's water radiator, which had been holed by an unknown foreign object. Nor was it much longer before Daly came in to record a similarly steamy retirement, just after establishing himself among the top 10.

So it was that the race ran through its middle stages with Sneva still setting the pace, the only untroubled March now among the leaders. Nevertheless, he clearly had the legs of the works Penskes both of which were fighting tooth and nail to hold off Brabham's year old car.

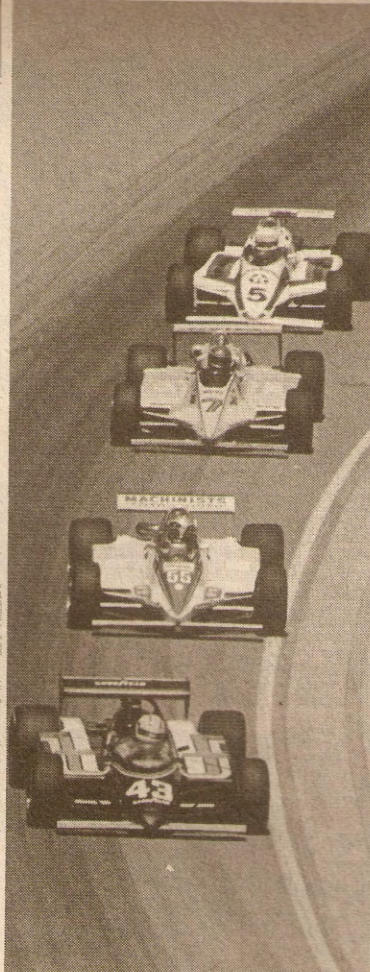
Much of the scepticism surrounding Sneva's chances was beginning to wane now as Tom had already travelled quite a few more miles than he had managed in total over the two weeks of practice. Terrible piston problems kept both Sneva and team-mate Cogan's practice time to a minimum, although a last-minute change in piston type and specification for Sneva and Cogan's race engines now seemed to have solved their problems. The team's four-man engine shop report they spent, more than 1200 hours building engines over the past 40 days.

As Sneva began to put his stamp on the race, much of the interest shifted to the battle for second which now seemed to be shifting in Brabham's favour. On his second to last pit stop, however, Geoff stalled while leaving the pits under a yellow and was caught behind the pace car, therefore losing a lap, as he rushed to get out of the pit lane.

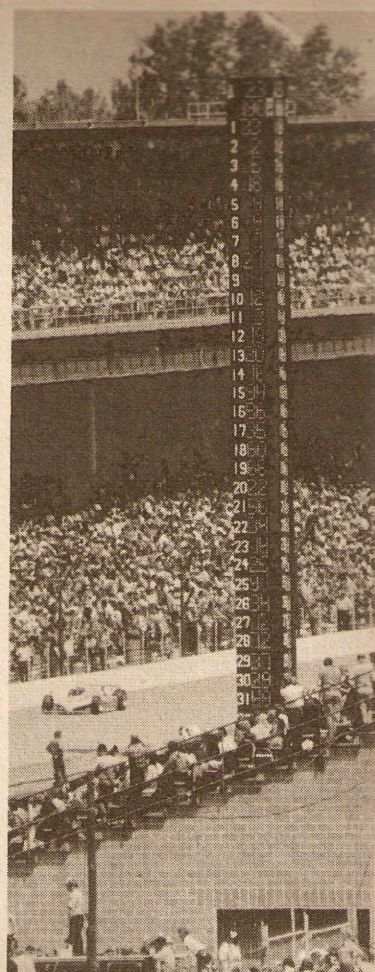
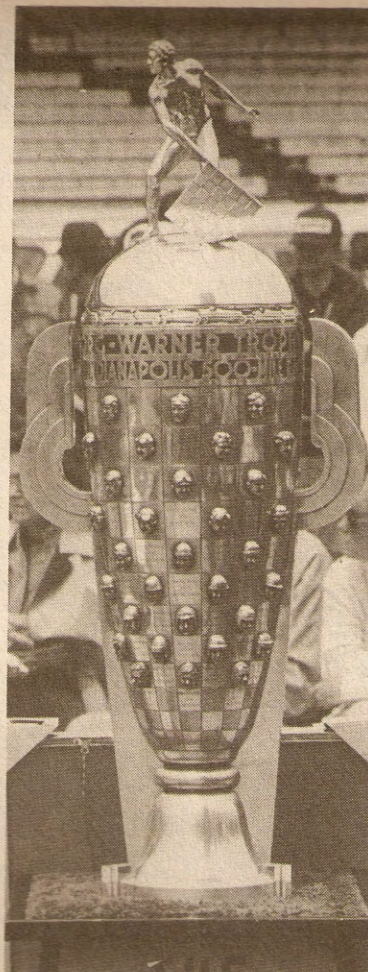
Into the final stages, then, the only serious opposition over Sneva's shoulder came from the Penske pair. Both cars were suffering balance problems, however, with Unser fighting a 'push' for much of the race and Mears finding his car's handling to be changeable throughout the day. "It would improve as the fuel load burned off and there were times in the middle of a segment when it would get pretty well neutral for a little while," said Mears. "Generally speaking, though, it was the worst I've felt in a long time."

Feeling even worse was Gordon Johncock who was never able to get his Wildcat into contention and then ran into gearbox problems while leaving the pits. Finally, with nothing better than a fingernail-clinging place in the top 10 to show for his efforts, Johncock came in to retire with his gearbox apparently in tatters.

Just a couple of laps later, the final major retirement of the day came about when Mike Mosley spun and clipped the wall in turn 2. He had unlapped himself a few laps earlier and was running quickly, directly ahead of Sneva on the track when the Kraco March suddenly snapped into a vicious spin. Mosley was taken to hospital for a check, but like everyone else who crashed at Indy last Sunday, he was back in Gasoline Alley walking around on his own feet before the day was over.



Left: Lola leads Penske PC10, PC11 and the winning March. Middle: The spoils of victory. Right: Unique atmosphere.



For Sneva, meanwhile, Mosley's spin was a late-race reminder that a little bad luck can have the most ruinous effects. Tom was able to pick his way through the smoke without trouble. "It was one of those instant decisions that either works for you or doesn't," he later explained. "I decided to go and that was the right thing it turned out. I guess I was just lucky there."

Mosley's incident triggered the last yellow of the race and with Unser Sr beating Sneva out of the pits during the caution period, the conditions were established for an eleventh-hour battle to the flag. Unser and pitted only 14 laps earlier and when he made his stop under the yellow he and his crew decided to go for a quick fuel top-up and avoid taking on fresh tyres in order to get ahead of Sneva for the restart.

With 20 laps to go, the field was once again let loose and suddenly, in the middle of the fight for the lead, there emerged the white and silver Eagle driven by Al Unser Jr. Al Jr had been behind his father and Sneva on the restart only to jump past both of the leaders when the green flag was thrown. In fact, little Al actually passed both Sneva and big Al some distance before the start/finish line and this was subsequently to cost him in the form of a two lap penalty.

Nevertheless, Al Jr was now embroiled in the duel between his father and Sneva and for 15 laps the trio ran along in close order with Unser Sr leading by a whisker from Sneva and Unser Jr sitting solidly between the two. Throughout this it seemed inevitable that Sneva would find the moment to blast around both of the Unseers. But as the laps ticked away, it began to look as if he might yet be foiled.

With 10 laps to go, however, Tom finally found the moment, carefully setting up the situation as the Unseers and he came upon the battling duo of Steve Chassey and Chris Kneifel. Into the first turn Sneva dove all the way inside Al Jr and half a lap later he did the same to Al

Sr. Into the fourth turn Tom was already pulling clear and as Unser Sr fought a tail-happy car — remember he had not changed tyres on his last stop — the Texaco driver was able to run away on his own.

"The car felt good all day," Tom later reported. "The motor I had today was super and I want to say that the guys did a heck of a job in the end. We had a couple of small problems in the pits but nothing to speak of. Once I got around those Unseers near the end I knew I was in good shape because the car felt so good. But at the same time I thought those last laps would take a long time — that I'd be in real agony just thinking about making the finish. But as it turned out it went well — much quicker than I thought. In fact, I was surprised when they showed me the white flag."

So it was that Sneva finally scored his first Indy 500 win (this only other 500-mile victory came at Pocono in 1977 with Penske), while recording March Engineering's first 500-mile/Indy win and George Bignotti's seventh victory at the speedway. Behind Unser Sr, Mears and Brabham in fifth place was Tom's team-mate Kevin Cogan whose biggest problem was an engine which wouldn't pull more than 10000rpm. He also had a problem with his brake balance which made for some exciting pit stops.

Sixth place went to Howdy Holmes who drove an excellent race despite wanting to throw-up for most of the distance. "It was a question of mind over matter," said the pale, bleary-eyed Holmes. "I really didn't know what I was doing for most of the race. I was just trying to hang on." Pancho Carter persisted for seventh place ahead of Chip Ganassi who ran consistently in his debut appearance with the Patrick team. Ninth, ahead of Rookies Unser Jr, Chassey and Kneifel, was Scott Brayton, who put in the best overall performance of his young career.

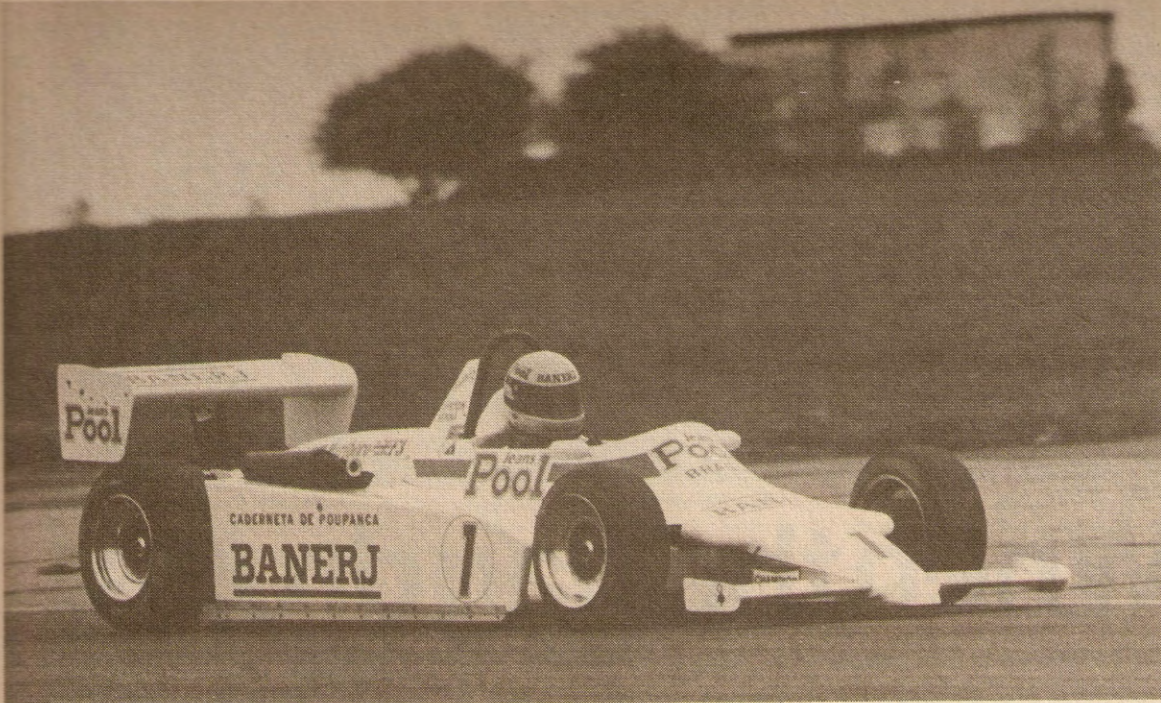
INDIANAPOLIS (USA) May 29 500 miles — 200 laps

- 1, Tom Sneva (March-Cosworth DFX 83C), 3hr 5m 03.066s, 162.117mph;
- 2, Al Unser Sr (Penske-Cosworth DFX PC11), 3hr 5m 14.240s;
- 3, Rick Mears (Penske-Cosworth DFX PC11), 3hr 5m 24.928s;
- 4, Geoff Brabham (Penske-Cosworth DFX PC10), 199 laps;
- 5, Kevin Cogan (March-Cosworth DFX 83C), 198 laps;
- 6, Howdy Holmes (March-Cosworth DFX 83C), 198 laps;

7, Pancho Carter (March-Cosworth DFX 82C), 197 laps; 8, Chip Ganassi (Wildcat-Cosworth DFX Mk9), 195 laps; 9, Scott Brayton (March-Cosworth DFX 83C), 195 laps; 10, Al Unser Jr (Eagle-Cosworth DFX 83), 192 laps (inc 2 lap penalty for passing under yellow flag); 11, Steve Chassey (Eagle-Chevrolet V8 82), 192 laps; 12, Chris Kneifel (Primus-Cosworth DFX), 191 laps.

Fastest lap: Teo Fabi (March-Cosworth DFX 83C), 45.568s, 197.507mph.

Retirements: Mike Mosley (March-Cosworth DFX 83C), 169 laps, crashed; Gordon Johncock (Wildcat-Cosworth DFX Mk9), 163 laps, gearbox; Dick Simon (March-Cosworth DFX 83C), 161 laps, running; Mike Chandler (Rattlesnake-Cosworth DFX), 153 laps, gearbox; Tony Bettenhausen (March-Cosworth DFX 83C), 153 laps, cv joint; Bill Whittington (March-Cosworth DFX 82/83C), 144 laps, gearbox; Derek Daly (March-Cosworth DFX PC10), 126 laps, engine; Bobby Rahal (March-Cosworth DFX 83C), 110 laps, radiator; Danny Ongais (March-Cosworth DFX 83C), 101 laps, vibration; Johnny Parsons (Penske-Cosworth DFX PC10), 80 laps, crashed; Mario Andretti (Lola-Cosworth DFX T700), 79 laps (inc 1 lap penalty for pit procedure), crashed; Dennis Firestone (March-Cosworth DFX 82C), 77 laps, oil leak; Josele Garza (Penske-Cosworth DFX PC10), 64 laps, oil leak; Fabi, 47 laps, fuel leak; Don Whittington (March-Cosworth DFX 81/83C), 44 laps, electric; Roger Mears (Penske-Cosworth DFX PC10), 43 laps, accident; Steve Krisloff (Lola-Cosworth DFX T700), 42 laps, driveshaft; Pat Bedard (March-Cosworth DFX 83C), 25 laps, accident; A. J. Foyt (March-Cosworth DFX 83C), 24 laps, gear linkage; George Snider (March-Cosworth DFX 83C), 22 laps, ignition; Chet Fillip (Eagle-Cosworth DFX 83), 11 laps, black flagged (too slow).



Ayrton Senna da Silva, as usual, won with ease in his West Surrey Racing Ralt.

Ten out of ten

Usual story: Senna da Silva from Brundle — Leslie on front row — Berg's third place — Report: JEREMY SHAW — Photography: PAUL BOOTHROYD.

It has to be said; this was probably the most tedious Marlboro British Formula 3 race of the season so far. Ayrton Senna da Silva once again cleared off from pole position and won totally unopposed, fellow front row qualifier David Leslie (Magnum) sadly going out with a failed clutch and Martin Brundle being troubled by excessive oversteer in the race.

Allen Berg scored his best result so far by finishing a distant third, not far ahead of Calvin Fish and a slow-starting Davy Jones, but the only real interest came in the first half of the race when the hitherto tardy Gerry Amato found some prodigious straight-line speed in his ex-Johansson/Palmer Ralt to storm up into, believe it or not, fifth place before a blown cylinder head gasket forced him out . . .

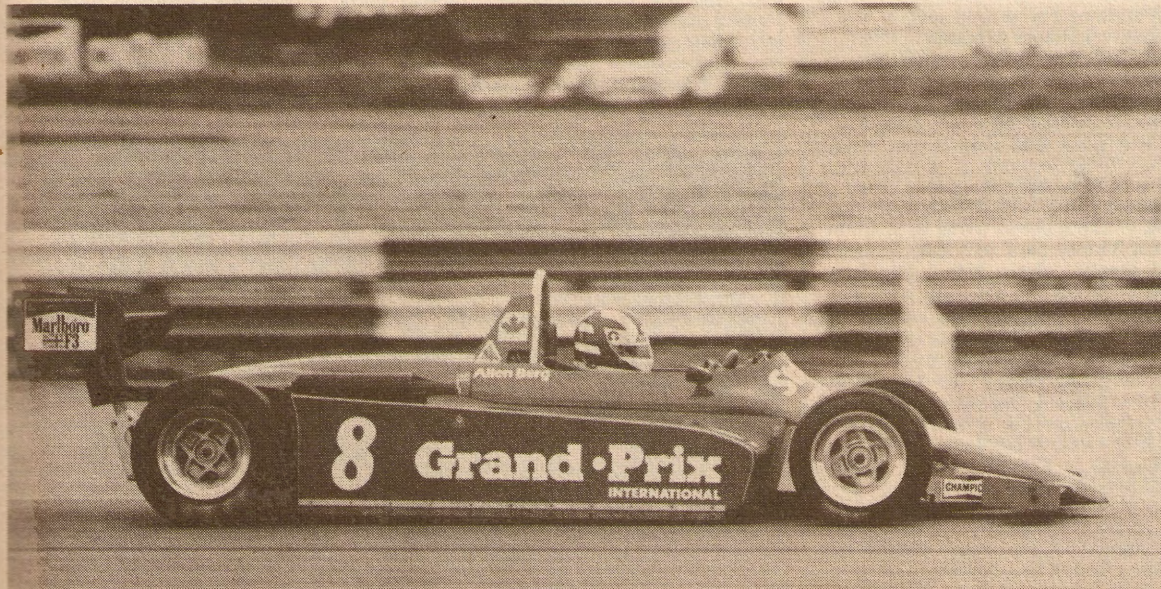
ENTRY & PRACTICE

There was quite a bit to talk about after the two practice sessions on Monday morning. For a start, there was the sheer pace of Ayrton Senna da Silva, who calmly wrapped up his eighth successive pole position with a string of fast times

during the first session in Dick Bennetts's West Surrey Racing Ralt. Ayrton's best was a fantastic 53.05secs, fully half a second beneath his own lap record.

The Brazilian, recently returned from a trip back to Brazil where he was busy working for his sponsors, Banerj and Pool Jeans, had tried several modifica-

Allen Berg scored his best result of the season, the Canadian finishing third.



MARLBORO F3 CHAMPIONSHIP SILVERSTONE 9

tions to the car during mid-week testing but discarded most of these for official practice, opting to stand by the known set-up.

Martin Brundle was his customary second quickest after the morning session but was far from happy with his time. "We were easily fastest here during testing on Friday," said Martin, whose car sported backing from GM Dealer Sport for the day. "and I came here this morning really confident, but somehow we're way off the pace." Eddie Jordan's team tried several changes for the second session, which only served to worsen the car's handling characteristics, so Martin was left to ponder on the possibility that he had been given a mis-matched set of tyres.

The Norfolk driver was not at all happy to be so far from the Brazilian's pace, and even less so to be bumped off the front row during the generally slower second session. David Leslie's Ocean Ajax Insurance-Magnum 833 had been restricted to only six laps in the first session due to a broken water pump drive belt, but David soon began to work down to some competitive times in the later

period and then set fastest time of all after bolting on some new Avon tyres. "That just gave us that little bit extra we needed," said a happy Leslie.

Brundle therefore had to be content with a place on row two of the grid, where he was joined by steadily improving Englishman Johnny Dumfries. "The car felt very nervous in the first session," reported the confident young Londoner, who survived a lurid spin at Woodcote, "but we spent the second session trying to get a good race set-up and the car feels much better."

Allen Berg also ran well in the second of Eddie Jordan's cars to set fifth best time ahead of Calvin Fish, who had crashed Dave Price's Team BP Ralt-VW during Friday testing and so was having to try and sort out a hastily put together replacement.

Richard Trott made a welcome return to the series with his self-run Ralt, setting a respectable seventh best time but still feeling frustrated at not being able to run nearer the leaders' pace, while Davy Jones, whose Murray Taylor Racing 3M Tapes Ralt-VW had been as fast as Senna da Silva during Friday testing, could manage no better than an outside of the fourth row grid position. "We're just out of it," said Davy philosophically, "but I still feel pretty good. If I can do my qualifying time in the race then I think we'll be alright and it'll be quite fun trying to come up from behind."

Mario Hytten again was in dire straits with the engine in his Axxess/Hamaz RT3, his time equalled by a contented Martin Wood — "that's my best ever time round here" — who therefore rounded out the top 10: Right at the back of the grid, though, lurked Gerry Amato, who, as usual, didn't arrive until after the first session but then qualified easily enough in the later practice, only to have his time disallowed when his engine's airbox failed a routine vacuum test . . .

RACE

Ayrton Senna da Silva made his usual exemplary start from pole position and was already into a clear lead by the time he turned into Copse Corner. Even then, to all intents and purposes, round 9 of the Marlboro British Formula 3 Championship was over. No-one was able to challenge his superiority.

The only men who may have been able to offer any challenges soon ran into difficulties. Leslie had dutifully followed the Brazilian's Ralt through Copse but then, suddenly, his car's clutch gave up. David brought the car slowly round to the pits, where enough clearance was found to get him back in the race but the Scot was soon back in to retire.

Next in trouble was Dumfries, who ran strongly in fourth place for a couple of laps, behind a fast-starting Berg, until his gearbox jammed solid as he went to brake for Beckett's. Fifth gear was all Johnny could find, so he too had no alternative but to cruise round to the pits and retirement.

QUALIFYING

Both sessions dry

Record: Ayrton Senna da Silva (Ralt), 53.58.
Senna da Silva (BR) Ralt 53.05 .. 53.39
Leslie (GB) Magnum 54.48 .. 53.32
Brundle (GB) Ralt 53.46 .. 53.86
Dumfries (GB) Ralt 53.76 .. 53.92
Berg (CDN) Ralt 53.87 .. 54.28
Fish (GB) Ralt 53.95 .. 54.10
Trott (GB) Ralt 54.04 .. 54.31
Jones (USA) Ralt 54.29 .. 54.17
Hytten (CH) Ralt 54.44 .. 54.53
Wood (GB) Ralt 54.44 .. 55.59
Lang (USA) Ralt 54.52 .. 54.66
Trevor (GB) Ralt 54.69 .. 54.57
Tingling (JA) Ralt 55.58 .. 55.75
Grant (GB) Ralt 55.67 .. 55.72
Dunning (GB) Ralt 56.02 .. 55.75
Bradley (GB) Argo 56.99 .. 56.50
Amato (GB) Ralt DNP .. 54.59*
*Time disallowed, so started from back of grid.

continued

It was already clear that Brundle was not in a position to worry the leader, the Englishman's Eddie Jordan/Racing for Britain RT3 troubled by "mega-oversteer". Martin was some 2secs behind the fleeing Brazilian after three laps and the gap gradually increased throughout the 30 laps. Ayrton finally running out the winner by 10.1secs, thus scoring his ninth consecutive Marlboro victory and his 10th F3 win in all.

Berg, who "got right under Martin's gearbox away from the start and just stayed there", could not match his team-mate's pace thereafter but still ran solidly in third place, while Calvin Fish remained within a couple of seconds of the Canadian but could manage to better than that.

Right on Calvin's tail at the end of the first lap, though, was that man Amato . . . right from the back of the grid! He simply scorched past most of the field on that opening lap and even tried to have a go at passing Fish on lap 2! Under braking, however, Gerry was not in the same class and soon began to drop back into the clutches of Martin Wood, who had driven a typically tigerish opening few laps. Hytten and Jones, who had made a poor start, while Trott was also making a comeback, his flying start having been negated by Amato's erratic progress at Woodcote.

Amato gradually faded down the order until pulling off after a dozen laps with a blown head gasket. His speed, of course, prompted many comments afterwards, but Gerry had an answer: "They all talk about my car being quick down the straights," he said, "but I'll tell you what: I couldn't catch Calvin Fish on the straights. His engine is really quick."

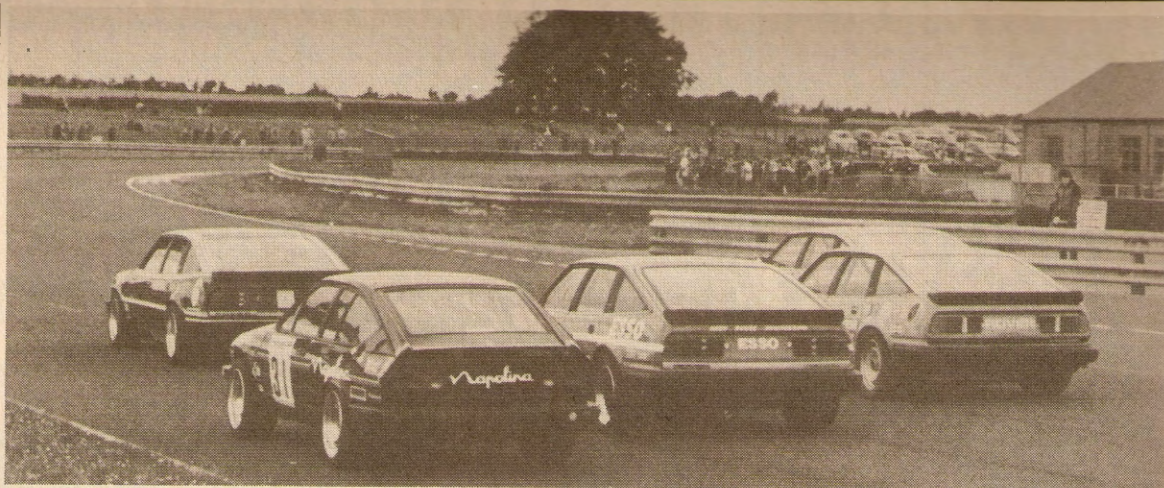
After Amato's demise, there were no other dramas. The top positions remained unaltered, the only interest being in whether a charging Jones could catch Fish. Davy reduced the deficit from over 5secs on lap 8 to as little as 1.6secs but Calvin held onto fourth place, a similar distance behind Berg at the flag. Richard Trott worked his way up well from 12th on lap 2 to sixth on lap 9, a position he held onto until the end, while Hytten saw off the attentions of an improving Eric Lang to finish an unhappy seventh. Tony Trevor's Aylwin Ralt was the only other unplaced runner.

SILVERSTONE (GB)

**May 30
Marlboro British Formula 3
Championship, round 9
30 laps — 48.24 miles**

- 1, Ayrton Senna da Silva (Ralt-Toyota/Nicholson McLaren RT3E/83), 27m 00.98s, 107.14mph;
 - 2, Martin Brundle (Ralt-Toyota/Novamotor RT3E/83), 27m 11.08s;
 - 3, Allen Berg (Ralt-Toyota/Novamotor RT3E/83), 27m 23.47s;
 - 4, Calvin Fish (Ralt-Volkswagen/Brabham RT3E/83), 27m 25.65s;
 - 5, Davy Jones (Ralt-Volkswagen/Brabham RT3E/83), 27m 27.60s;
 - 6, Richard Trott (Ralt-Toyota/Nicholson McLaren RT3E/83), 27m 38.23s;
 - 7, Mario Hytten (Ralt-Toyota/Novamotor RT3E/83), 27m 41.46s; 8, Eric Lang (Ralt-Volkswagen/Brabham RT3E/83), 27m 43.28s; 9, Tony Trevor (Ralt-Toyota/Anglia Cars RT3D/82), 27m 51.04s; 10, Carlton Tingling (Ralt-Volkswagen/Brabham RT3D/82), 29 laps;
 - 11, Ronnie Grant (Ralt-Volkswagen/Brabham RT3D/82), 29 laps; 12, Brian Dunning (Ralt-Toyota/Anglia Cars RT3C/81), 29 laps.
- Fastest lap:** Senna da Silva, 53.70s, 107.80mph.

Retirements: Martin Wood (Ralt-Toyota/JQF RT3D/82), 17 laps, electric; Gerry Amato (Ralt-Toyota/Novamotor RT3B/80), 12 laps, engine; Steve Bradley (Argo-Toyota/Anglia Cars JMX), 11 laps, handling; David Leslie (Magnum-Toyota/Robinson 833), 6 laps, clutch; Johnny Dumfries (Ralt-Volkswagen/Brabham RT3D/82), 3 laps, gearbox.



Lovett (hidden) and Leech made good front row starts while Allam is caught by the Alfa of Dooley and Sawyer-Hoare's Rover.

When the flag drops...

Eligibility rows rule — Lovett wins on the road — Allam delayed by pit stop — Rouse takes class again — Pond spectacular — Escorts win small class — Report: MATTHEW CARTER — Photography: JOHN GAISFORD

It must have something to do with the General Election, for Thruxton was all about politics on Bank Holiday Monday. It was just like the real thing, too. Each 'party' was convinced their stance was the right one, and each was quite happy to sling mud at their rivals.

The day began badly for the Toyota team . . . and ended up being bad for just about everybody. In a nut-shell, the Hughes of Beaconsfield Toyota Celica Supra was not allowed to race as its homologation papers have yet to be signed, sealed and delivered. Exit Toyota, Hughes and Win Percy. Then came the race . . . and eligibility question marks over the two winning works/Sanyo Rovers of Peter Lovett and Jeff Allam. Not only that but Tony Pond's MG Metro Turbo came under close scrutiny, as did the small class winning Escorts of Alan Curnow and Richard Longman.

The real tragedy was that it wasn't a bad race in parts. True, the field was not quite as large as hoped and Lovett had an easy time of it, but down the field there was all sorts of action. What follows, therefore, is a story of the day's events on the track, what happened off the track is still happening. The results are provisional. Very provisional.

**TRIMOCO SALOON CHAMPIONSHIP
THRUXTON 5**

ENTRY & PRACTICE

There are moments you would rather forget. At the end of the second session pole sitter Peter Lovett was trying to do just that. He and Sanyo Rover team-mate Jeff Allam had had the first two positions on the grid sewn up after the first session. The second session was a formality, a chance to bed-in brakes and tyres for the race and generally make sure everything was working as it should. After all, with a full 2secs to the next man, it was all over bar the shouting anyway.

Then came that moment he would rather forget. Standing in the team transporter looking sheepishly down at team mechanics — and even team boss Tom Walkinshaw — trying to bend the Rover Vitesse back into shape, Lovett said simply: "Brain fade." The front offside corner of the blue car was, fortunately, only gently creased. "I found a new line through the chicane," said Lovett, "only it didn't work. I took off over the kerbs and when I braked in mid-air nothing happened." Walkinshaw, pulling out the bent bodywork as if the Rover had suffered an off on a rally stage, said — equally simply — "Just, don't find that line again . . ."

Until then it had been plain sailing for the works Rovers. With Steve Soper missing — as revealed in AUTOSPORT last week — having raced his car in Belgium the week before, the Tom Walkinshaw

Racing-run team was looking for a quiet weekend. The best laid plans!

It was a weekend of absentees, in fact. Along with Soper, missing from the line-up was Gordon Spice in the Martin Thomas Rover (again, as revealed in AUTOSPORT last week) and there was no sign of the Dave Brodie Colt nor the much vaunted BMW 635CSI of Frank Sytner. As it turned out there was to be another enforced absentee, too . . .

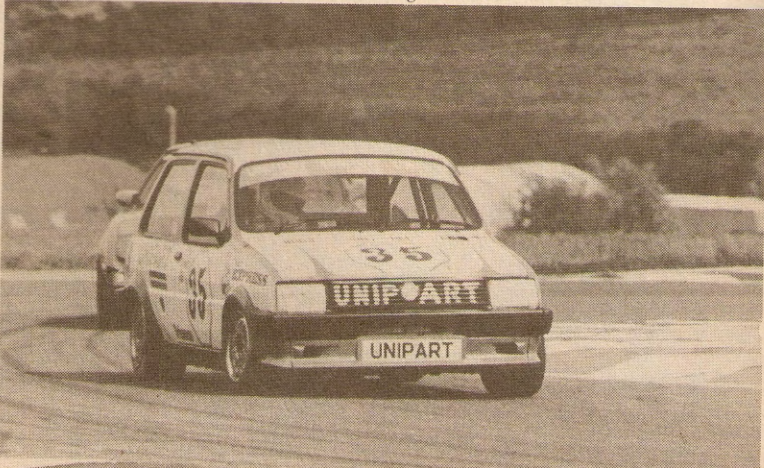
As the TWR men straightened the pole car, the official practice times showed something of a surprise. Alongside Allam, on the outside of the grid, was another Rover . . . that of Dennis Leech. When told, he didn't believe it

either! "Practice has been awful. I've got to re-route the exhaust as it's getting the rear offside tyre too hot; we've a high speed misfire, and I can't get my arse into gear," said Leech, who was aided at Thruxton by Exeter neighbour and former Group 1 man John Spiller.

The second row was a mixture of Opel and Rover. After much testing Tony Lanfranchi's Shell/DOT Monza is getting quicker but is still plagued by an engine vibration that blows the thing apart at 7000rpm. "My limit is 6800rpm," he added unnecessarily. Alongside him came Charles Sawyer-Hoare's Esso Rover which was running into oil problems. Until a cache of Motul was discovered in the TWR camp, CSH was all for scratching from the race. Add braking problems and a pair of punctures in the first session and it is easy to see why Sawyer-Hoare was not a happy man.

There were only four Rovers this time, so the next row saw the top class B men filling the ranks. And behind the Andy Rouse-prepared Rover of Sawyer-Hoare came the Andy Rouse prepared and driven Alfa Romeo GTV6. Staying true to his word, Pete Hall, who owns the ICS Alfa, has handed over the driving to Rouse, and was happy with that decision. Mind you, they were both looking over their shoulder at the next man up, Tony Pond in the cheeky Unipart MG Metro Turbo. For Pond, Thruxton held no fears. "It's OK," he said. "I've driven here before, in a Mini race in Nineteen-God-Knows-When. No problem, I know the way around." If he did have a

Tony Pond took sixth overall with the exciting MG Metro Turbo.



QUALIFYING

Peter Lovett (3.5 Rover Vitesse)	1:27.59	1:28.12
Jeff Allam (3.5 Rover Vitesse)	1:27.79	1:27.93
Dennis Leech (3.5 Rover Vitesse)	1:31.18	1:29.42
Tony Lanfranchi (3.0 Opel Monza)	1:29.84	1:29.64
Charles Sawyer-Hoare (3.5 Rover Vitesse)	1:30.34	1:29.89
Andy Rouse (2.5 Alfa Romeo GTV6)	1:29.94	1:30.01
Tony Pond (1.31 MG Metro Turbo)	1:30.62	1:30.05
Win Percy (2.8 Toyota Celica Supra)	2:21.52	1:30.29
Jon Dooley (2.5 Alfa Romeo GTV6)	1:30.76	1:30.98
Graham Goode (3.0 Ford Capri)	1:34.38	1:31.81
Alan Curnow (1.6 Ford Escort RS1600i)	1:33.38	1:32.31
Alan Minshaw (1.6 Volkswagen Golf GTI)	1:35.53	1:32.32
Richard Longman (1.6 Ford Escort RS1600i)	1:32.47	1:32.34
Chris Hodgetts (1.6 Ford Escort RS1600i)	1:34.71	1:32.52
Hamish Irvine (2.3 Mazda RX-7)	1:32.83	1:40.13
John Morris (1.6 Volkswagen Scirocco GTI)	1:33.55	1:33.66
Rob Hall (1.6 Ford Escort RS1600i)	1:33.95	1:34.06
Alan Greenhalgh (1.6 Volkswagen Golf GTI)	1:36.99	1:35.31
Andrew Thorpe (1.5 Alfa Romeo Sud ti)	1:37.65	1:35.81
Patrick Watts (1.3 MG Metro)	DNP	1:36.05
Tony Crudginton (1.6 Toyota Corolla)	1:36.26	1:36.27
Lionel Abbott (1.6 Ford Escort RS1600i)	1:39.23	1:36.72
Rob Kirby (1.5 Alfa Romeo Sud ti)	8:10.41	7:50.34

Non-starter

problem it was the juggling act of slowing down the car for corners, but keeping on the power at the same time, so as not to lose the turbo effect on the exit. "Left foot braking into the chicane, keeping up the boost and trying to get through the corner at the same time is fun," he said.

Alongside him would have been Percy's Toyota. Now with a development racing rather than road engine, the Supra was nearer the pace once a chronic oil surge problem was kept in check. But Win was not allowed to show whether that pace could have been kept up for the race (see P&P).

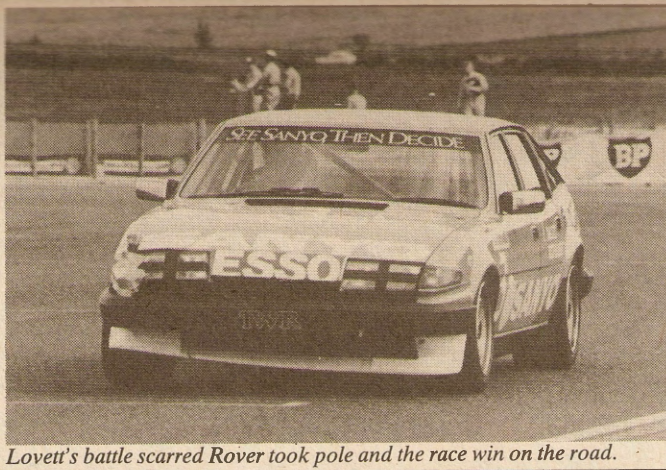
Win would not have been the final top class starter, though. Row 4 consisted of two unhappy men: quicker of the two, Jon Dooley, was not satisfied with his Napolina Alfa GTV6 while Graham Goode was even less satisfied with his Capri. "To be honest," said Goode, "we are wasting our time here. The car is just not competitive but I have a commitment to a couple of sponsors." As ever, the white Capri looked immaculate, despite having had a hefty shunt last time out, when it hit the Silverstone pit wall.

Dooley's problems were, if anything, worse, for Rouse was showing the Alfa is capable of keeping all but the works Rovers in sight. He was, at least, better off than the final class B man, Hamish Irvine, whose Mazda was relegated to a humble position behind four 1600cc cars, thanks to a timing fault (the car's not the timekeepers!)

As usual, most competitiveness was being shown down among the babies. Not only were there 12 runners, but the top four were split by just 0.21sec, with 0.02secs separating the top three men. After a six week lay off the Datapost Escorts of Alan Curnow and Richard Longman had benefited from development tweaks. But there was a Demon Tweek splitting the two on the grid. Fastest was Curnow with Alan Minshaw's Golf sandwiched between him and Longman. "At last, we know the car's on the pace," said Minshaw. Fourth fastest in class was Chris Hodgetts's Brooklyn Escort with more than 1sec between him and usual class front runner John Morris. Morris was another man without an answer to his problem, ignoring a clutch that chose the second session to expire.

Behind him came Rob Hall's Escort, surprisingly far up the grid, for his was the only Escort not to have the newly homologated close ratio 'box. Hall admitting: "I've been away on holiday, and rather forgotten the car." He led Alan Greenhalgh's Golf and Andrew Thorpe's Alfasud ti. Like Kirby's similar car, Thorpe's 'Sud was boasting a new, more powerful engine. But neither Napolina 'Sud was behaving itself. Thorpe lost a front wheel, while Kirby was plagued with an elusive misfire. His 'Times' were set at a jog rather than a racing pace.

Making up the grid were Patrick Watts



Lovett's battle scarred Rover took pole and the race win on the road.

in the normally aspirated Metro, Tony Crudginton in the RZ Toyota Corolla and Lionel Abbott in another RS Escort. Watts was lucky to be there at all. Like Lovett he had suffered brain fade and arrived at the circuit without his licence or medical certificate. The drive back to his home near Brands Hatch and back was covered in double quick time, Watts making it to his waiting race car in time for three laps of the second session. One traffic jam would have delayed him enough...

RACE

Racing drivers are paid to race, team managers to manage. And never was that more obvious than at Thruxton. While rumours and counter rumours were flying around as to whether the Percy Toyota would be allowed to run, drivers just kept their heads down. They are not politicians, merely workers anxious to do their job.

Accordingly, for nearly 40 minutes of actual racing, squabbles were forgotten. As Jack Brabham once said: "When the flag drops, the bullshit stops." From the green light, Lovett made the perfect getaway to head the pack into Allard, and indeed for the rest of the race. But while he was able to lead from start to finish, there was a good deal happening down the field. The two best starters in the series, Charles Sawyer-Hoare and Jon Dooley did what was expected of them to follow Lovett into Allard and the complex, leaving Leech, Rouse and the rest struggling in their wake.

Struggle was the apt word. Bang in the middle of the complex on that first time through, Rouse had to lift off to avoid Leech's Rover, causing Lanfranchi to tap the Alfa into a half spin. It was no more than an awkward moment, but enough to cause the remainder of the field to brake just in case. At the end of that first lap, then, the order was Lovett, Sawyer-Hoare, Dooley, Leech, Rouse, Goode and the rest. Allam? Poor Jeff was already in trouble. A sticking throttle gave him a fraught first lap, as he brought the Rover around on the ignition cut-out into the pits.

As a make-shift repair was effected, Allam was joined in the pit lane by Lanfranchi, who was worried that the Rouse incident had caused something to fall off—"The handling was that odd". It hadn't, but it had upset the front end settings. Another pit caller was Kirby whose elusive misfire was still with him, despite having changed everything again, while 'Sud team-mate Thorpe ended his race in the chicane catch fencing when a drive-shaft broke. While Kirby gave up the struggle, both Allam and Lanfranchi rejoined at the back of the field. And after such a splendid early showing, the Napolina team's day was made thoroughly black when, after four laps, Dooley retired with a bent rocker.

After that, the race at the front settled down a little. Lovett opened out a quick 5 or 6 secs gap to Sawyer-Hoare and from then on took things gently, especially through the chicane. Rouse now up to third, held off Leech while Goode settled for an outpaced but comfortable fifth overall.

With this being a 25 lap race instead of the more normal 20 lapper, some drivers began to pace themselves. But not Pond and Irvine. With Dooley gone, they were fighting not only for sixth place overall, but for second in class. And what a fight it was. "He had the power, but I had the handling," said Pond. Time after time the pair would arrive at Club side by side and drive through the chicane line abreast. "The silly thing," said Irvine, "was that we both had the correct line. I had the racing line, and he had the rally line..." And they never touched, though as Pond admitted: "I thought we were going to, more than once."

All this action was rather overshadowing the splendid dice going on ahead for third, held by Rouse and wanted by Leech, and equally good race for the class C honours with, in the early stages, Longman just holding off Minshaw and Curnow, with Morris a short distance behind.

It was also at this stage, quarter distance, that Jeff Allam's progress was being noticed as he gradually caught up the tail enders and began to scythe through them. Easily the fastest man on the track, Allam nevertheless had a lot of ground to cover before he could get on terms with the leaders. In contrast, Lanfranchi's first few laps after that stop were a little more circumspect, Tony not at all sure of the Monza's new handling.

By lap 10 the order was Lovett, Sawyer-Hoare and Rouse with Leech in fourth but about to retire with a gearbox without gears. Then came Goode, Irvine-and-Pond (they were that close). While heading the 1600cc battle now was Morris with Curnow, Longman, Minshaw and Allam in close pursuit while Hodgetts was trying all he knew to join the group. Already out was Crudginton's Corolla after a grass mowing exercise and Rob Hall with no oil pressure. Watts was making up for lack of horses with plenty of gusto while Abbott and Greenhalgh brought up the rear.

One lap later Allam had disposed of the Ford/VW gang in one fell swoop and stop watches were consulted to see just what he could do. With 10 laps to go, Jeff was 37secs behind the leader and taking off between 2 and 3secs a lap. Clearly there was no way he could catch Lovett, but he might just be able to catch the others. By lap 12 he was with the scrapping Metro Turbo and Mazda, overtaking Pond first, who immediately snuck in behind the Vitesse in the hope he might be towed past the RX-7. The ploy nearly worked, but Pond had to wait one more lap before another spot of side-by-side-by-Irvine at the chicane finally

caused the red Mazda to half spin, which was enough to allow the Metro to get away.

Allam was flying. Not so slowly he gobbled up the gap between him and Goode, until by lap 17, he was on his bumper and past into fourth. On the same lap, the splendid 1600cc dice came to an end. At this stage Curnow was in front with his Datapost team-mate behind and Morris third. However, a touch too much understeer took the Scirocco onto the kerbs with a mighty thump, breaking an upright. Exit Morris.

With Morris gone, it was all over in the small class, Curnow extending his lead with Longman second and Minshaw third. But it was far from over as far as Allam was concerned. Had it been a usual 20 lapper, Jeff would have finished third, having taken Rouse on that lap. But there were still five more tours to go... and another non-works Rover to pass.

Sawyer-Hoare, who had driven a splendid race, said: "I saw a blue and white car coming up behind and thought it was Andy, so I wasn't too worried. By the time I realised who it was, Jeff was through." In truth, Jeff would have been through in any case. CSH, whose brakes had been giving problems for most of the race, was a beaten man. And, he nearly lost his third place, too. Coming to lap Greenhalgh, at the complex, the pair collided, the Golf coming off worst. Greenhalgh continued to the flag though with a punctured right rear which made left handers interesting...

So, at the flag, the works Rovers had scored their expected 1-2, but it was a hard way of going about it, while Sawyer-Hoare took a good third ahead of Rouse, Goode and a magnificent Pond. In class C, Curnow took his second win with the team scoring their first 1-2.

That was how it happened on the track. Once the race was over, the first two cars in each class were pulled into the scrutineering bay... and only the Alfa GTV6 was allowed to leave unscathed. Both Rovers were initially excluded from the results for not conforming to technical regulations, but were reinstated following an appeal. The Metro Turbo and Ford Escorts, too, were allowed to leave pending further eligibility checks. As we said, the results are very provisional.

As Peter Lovett said: "I won part one... I wonder who's going to win part two?"

THRUXTON (GB) May 30 Trimco RAC British Saloon Car Championship, round 5 25 laps — 58.9 miles

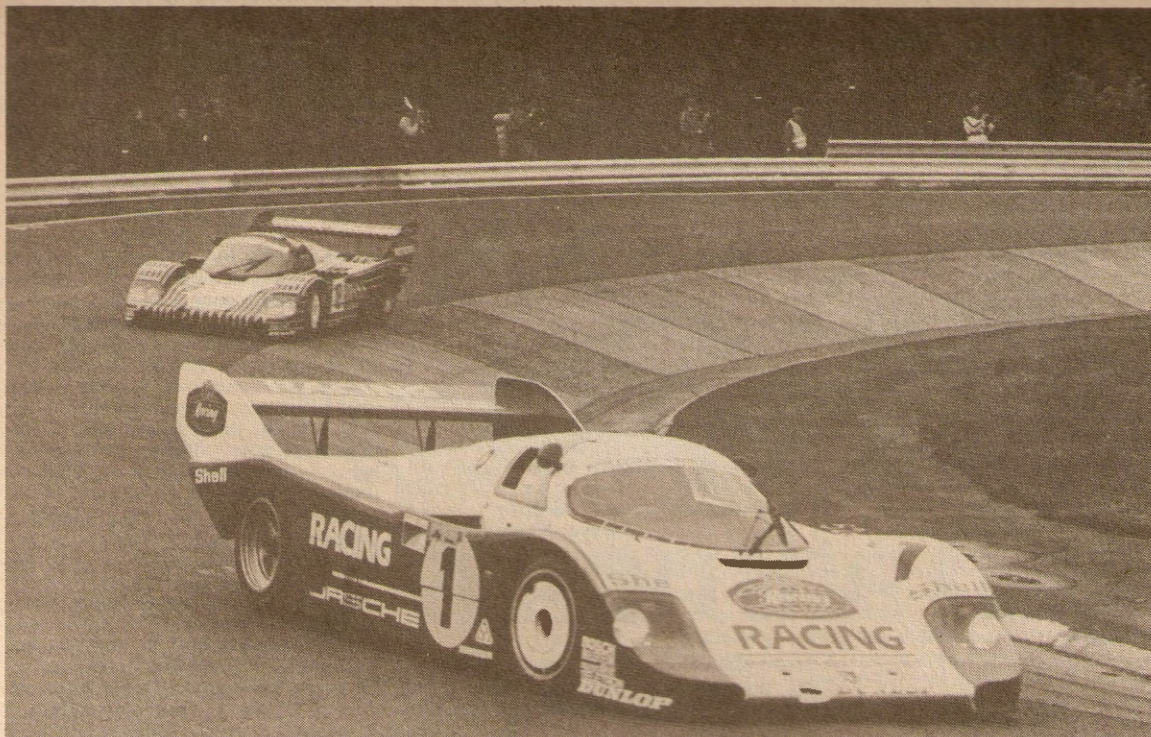
Overall

- 1, Peter Lovett (3.5 Rover Vitesse), 38m 12.44s, 92.50mph;
 - 2, Jeff Allam (3.5 Rover Vitesse), 38m 25.76s;
 - 3, Charles Sawyer-Hoare (3.5 Rover Vitesse), 38m 32.01s;
 - 4, Andy Rouse (2.5 Alfa Romeo Alfetta GTV6), 38m 41.92s;
 - 5, Graham Goode (3.0 Ford Capri), 38m 49.70s;
 - 6, Tony Pond (1.31 MG Metro Turbo), 39m 05.25s;
 - 7, Hamish Irvine (2.3 Mazda RX-7), 39m 12.65s;
 - 8, Alan Curnow (1.6 Ford Escort RS1600i), 39m 25.29s;
 - 9, Tony Lanfranchi (3.0 Opel Monza), 39m 26.74s;
 - 10, Richard Longman (1.6 Ford Escort RS1600i), 39m 32.76s;
- 2501-3600cc: 1, Lovett; 2, Allam; 3, Sawyer-Hoare; 4, Goode; 5, Lanfranchi; no other finishers. Fastest lap: Allam, 1m 28.79s, 95.52mph.

1601-2500cc: 1, Rouse, 91.32mph; 2, Pond; 3, Irvine; no other finishers. Fastest lap: Rouse, 1m 30.70s, 93.51mph (record).

Up to 1600cc: Curnow, 89.65mph; 2, Longman; 3, Alan Minshaw (1.6 Volkswagen Golf GTI) 4, Chris Hodgetts (1.6 Ford Escort RS1600i); 5, Patrick Watts (1.3 MG Metro); 6, Lionel Abbott (1.6 Ford Escort RS1600i). Fastest lap: Longman, 1m 32.91s, 91.29mph (record).

Provisional championship positions: 1, Allam, 35pts; 2, Lovett, 28; 3, Soper, 27; 4, Irvine, 26; 5, Curnow, 22; 6, Rouse, 20; etc. These results are provisional.



Riding high round the Karussell go the two Porsche 956s of winner Jacky Ickx and fourth place Hans Heyer.

Ringmeister Ickx

Hard won victory for Mass and Ickx — Bellof crashes out while leading — Marlboro Porsche second again — Wollek heads championship table — Rosberg helps Canon Porsche to third — Lancia team challenge before mechanical problems — Bellof on pole again — Treacherous conditions — Report: QUENTIN SPURRING — Photography: JEFF BLOXHAM.

The last Nürburgring 1000 Kms to be held on the classic North Circuit took place last Sunday, and resulted in a very hard won victory for Jochen Mass and Jacky Ickx for Rothmans-Porsche. Run in difficult conditions, with the weather very cold and the track treacherous, the event was fraught with drama for the works team. Stefan Bellof had a massive accident while leading in the sister car, and then the eventual winners lost over a lap with broken rear suspension.

The team's main rivals, however, were also delayed, and the works mechanics saved the day for Ickx and Mass by repairing the damage in record time.

Crippled by gearbox and turbocharger failures, the Marlboro-Porsche of Bob Wollek/Stefan Johansson finished a distant second, Wollek extending his World Championship lead to 15 points. Keke Rosberg, sharing the Canon-Porsche with Jan Lammers and Jonathan Palmer, was third. The race was interrupted after an accident involving Walter Brun's new Sehcara, and the Canon 956 won the restart on the road.

The solo works Martini Lancia of Riccardo Patrese/Michele Alboreto was running fourth with only eight laps to go when halted by transmission failure.

Just before his accident, which denied Derek Bell of his chance of winning this race for the first time in his career, Bellof set the all-time lap record for the track at 120.75mph, having claimed another pole position, at over 125mph.

'Ring the week before the race, and arrived at the circuit with yet another different nosecone producing more front-end downforce. And the Weissach engineers had further improved turning-in by fitting 13ins wide front rims, instead of the 12ins types used at Monza and Silverstone (and the 11¼ins rims of the privateer cars). The works cars retained the increased camber-change front suspension, but the steering arms were altered so that the cars were lighter to drive here. All these changes also enabled Porsche to fit stiffer springs.

The works team, then, started practice with an ideal set-up, but meanwhile the privateers, scrabbling round the twists and turns and gradients, complained to a man of instability, lack of turn-in positiveness, and very heavy steering.

The advantage amounted to about 20secs. The factory team engineers have put behind them the horror of Monza, where the Rothmans team had been defeated by a customer.

The first real target was set by Jochen

Mass, who had a point to make after his Silverstone accident, and whose enthusiasm for the great North Circuit knows no bounds: "Of course I am sad that we will never race these cars on this track again. If you asked me, I could tell you the quick lines, the braking points and the gears for the corners, all of them. This place has been a part of my life. I can understand why it has to go, but it is frustrating to know that, after tomorrow my knowledge of it will go to waste."

Midway through the second qualifying session, Jochen slipped on a set of the Dunlop Denloc qualifying tyres, and set off for a time. The circuit — the old 'Ring without the southern loop, as used for the Formula 2 race in April — may be 12.9 miles long, but to be quick you must be neat, and if you are neat you can still make the Q-tyres last a lap. Against some expectations, including those of Lancia, the softer rubber was liberally used, although only in the afternoon session.

Jochen's time was about 12secs under Christian Danner's F2 pole lap, at 6:16.85. His partner, Jacky Ickx, a little earlier, had gone 6; Derek Bell, on race rubber, lapped in 6.

And then Stefan Bellof did it again. When the Q-tyres went onto Porsche number two, the pit lane waited while Stefan cruised around back to the long main straight, to start a run at his one and only hot lap. He burst into view through the tight right-hand leading onto the short link which now joins the old chicane with the corners leading to Hatzenback and, as the Rothmans-Porsche dived out of sight in the dip, the onlookers thought of Stefan driving his quick one, along, up and down again into the Fuchsrohre, through Adenauer Forest to the left-turn big-dipper at Adenau Bridge, on up the hill towards Bergwerk and Kesselchen and round the head of the valley up into the Karussell. And on to the next place. Hohe Acht and Wippermann and down the hill at Brunnen and up to Pflanzgarten where Patrese somersaulted last year and where Bellof, for sure, will be airborne, and on to Schwalbenschwanz, and eventually back downhill for the relief of the straight. Flat-out at 190mph left under the Tiergarten Bridge, uphill through the swerves towards the final corner and — oversteering in a final burst of power from the twin-turbo flat-six — wham! — Bellof stopped the clock on the electronic scoreboard. The digital display read 6:11.13. That had been the first lap at an average of over 200kmh at the Nürburgring. Seven minutes remained in the session.

Jochen Mass had felt that he might have had the pole: he wasn't even close. Bellof's 126mph pace, now or at any other time, was unbeatable.

Afterwards, Stefan reflected on the lap and thought it had been near-perfect, perhaps a second or so lost while caught behind a Porsche 911 Turbo. He was

ENTRY & PRACTICE

At Silverstone three weeks before, the World Champion trying his hand at endurance racing had been Alan Jones. At the 'Ring, it was Keke Rosberg, the current title holder, the man who is so convincingly wearing the crown which seemed to fit a little less well during the season of the coronation. As has become so dramatically apparent this season when he is taking the fight to the turbocars, and never more so than at Monaco, Rosberg's talent is immense, his car control superb. He came to the demanding 20.8kms North Circuit last weekend to drive a customer Porsche 956 and, on this supreme driver's track, he gave us a norm from which to judge the technical superiority of the works team cars.

The Rothmans team had tested at the

QUALIFYING

Pos	Drivers (Nat)	Class	Engine	Chassis	Tyres	First session	Second session
1	Stefan Bellof (D) Derek Bell (GB)	C	2.6t	Porsche 956	Dunlop	6:31.69	6:11.13
2	Jochen Mass (D) Jacky Ickx (B)	C	2.6t	Porsche 956-83	Dunlop	6:27.36	6:16.85
3	Bob Wollek (F) Stefan Johansson (S)	C	2.6t	Porsche 956	Dunlop	6:45.34	6:31.59
4	Keke Rosberg (SF) Jan Lammers (NL) Jonathan Palmer (GB)	C	2.6t	Porsche 956	Dunlop	6:51.32	6:39.52
5	Riccardo Patrese (I) Michele Alboreto (I)	C	2.6t	Lancia LC2	Dunlop	6:41.17	11:05.49
6	John Fitzpatrick (GB) David Hobbs (GB)	C	2.6t	Porsche 956	Goodyear	6:54.31	6:42.12
7	Hans-Joachim Stuck (D) Walter Brun (CH)	C	3.2t	Sehcara-BMW	Dunlop	7:09.55	6:52.14
8	Hans Heyer (A) Axel Plankenhorn (D) Jurgen Lassig (D)	C	2.6t	Porsche 956	Dunlop	9:22.37	7:01.61
9	Oscar Larrauri (RA) Massimo Sigala (I)	C	1.4t	Lancia LC1	Dunlop	7:16.58	7:06.90
10	Carlo Facetti (I) Martino Finotto (I)	CJ	1.8t	Alba-Giannini	Pirelli	8:20.74	7:25.37
11	Harald Grohs (D) Leopold von Bayern (D)	B	3.5	BMW M1	Dunlop	7:36.94	7:30.11
12	Frank Jelinski (D) Jens Winther (DK) Wolfgang Braun (D)	B	3.5	BMW M1	Dunlop	7:52.58	7:49.81
13	Piercarlo Ghinzani (I) Giorgio Francia (I) Paolo Barilla (I)	C	2.6t	Lancia LC2	Dunlop	7:56.83	No time
14	Georg Memminger (D) Heinz Kuhn-Weiss (D)	B	3.3t	Porsche 930	Dunlop	8:14.24	8:09.65
15	Karl-Heinz Schafer (D) Karl-Heinz Gurthler (D)	B	3.0	Opel Ascona 400	Michelin	8:22.15	8:10.15
16	Rolf Gotz (D) Peter Kroeber (D)	C	3.5	URD-BMW C-81	Dunlop	No time	8:17.54

etc.
39 cars practised. First-named driver set qualifying time. t = turbo.

fierce in reasserting that his wonderful lap time at Silverstone had been achieved on 'normal' boost: and there is no doubt that this performance at the 'Ring supported that claim. Sure, it was 5½secs ahead of the field this time, a less dramatic margin on a circuit over four times the length of Silverstone, where the gap had been 2secs. At the 'Ring there are many more 'corners' to the mile, and the lap speed is 10mph slower. But this was another stunning performance, and one perhaps even more impressive, sustained, as it was, over almost 13 heady miles.

Keke Rosberg classed Bellof's pole lap as "pretty normal" — meaning that he would have expected that kind of time from a young driver of Stefan's ability and ambition. Rosberg knew that he could be up there with Bellof, in the teens and less, but he was hampered by the relatively 'standard' nature of his equipment.

Richard Lloyd had had to pinch himself when he had arrived at the circuit, ready to make a decision about whether he should drive the Canon-Porsche himself in addition to Jan Lammers and Jonathan Palmer, whose F2 commitments at Hockenheim and Vallelunga had kept him away from the first championship rounds. Porsche's Jurgen Barth greeted Lloyd with the offer of Rosberg for the weekend: and the 'arrangements' had already been taken care of. Originally, Keke was slated to drive the New Man Porsche owned by Dieter Schornstein, but the deal had fallen through, the second Joest Racing entry a non-starter. But a commitment had been made: a drive had been arranged for Keke Rosberg, and Barth would be obliged if Lloyd would accept the offer.

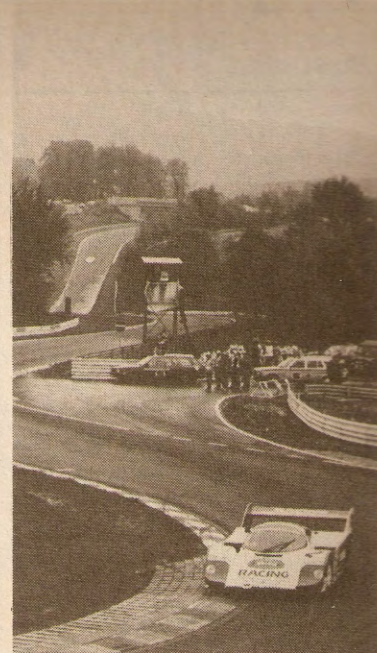
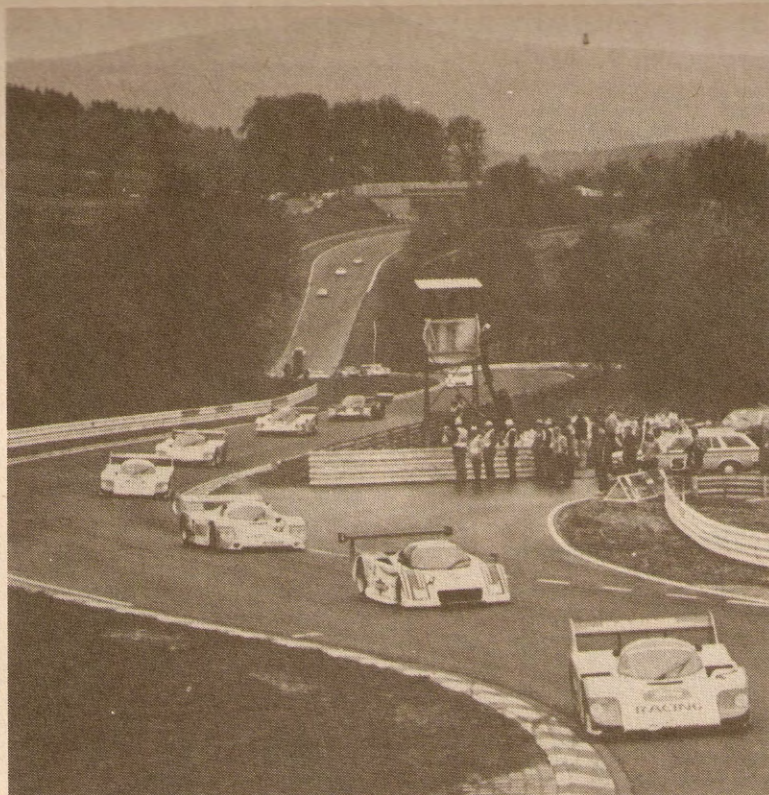
Lammers did most of the morning driving, and Keke's first chance of a qualifying time came in the second session. For a newcomer to sports car racing, driving a turbocharged car for the first time in his life, Rosberg had been very impressive during the untimed Friday session, achieving a 6:48.39 on only his fourth lap in the car. For a while on Saturday afternoon, he acclimatised himself to the new environment, during which the team's modified nose section, with a different aluminium undertray which they had produced to increase downforce, was damaged. Come the time for Keke to put on the soft tyres, he also had to fit the standard spare nose, and his time was 6:39.52.

For Rosberg, the position was quite clear: "No way could I have driven faster," he said. "Not even if I tested here for two days. I drove that car just as fast as I could." But he had done a 6:42 on race rubber, and the qualifiers had to be worth more than 3secs. "Sure, I did lose a little time, maybe up to 4secs, when I came up behind Stefan Johansson and he didn't see me — not through any fault of his own, I think. So maybe I could have done a time a little quicker. But as for driving the car faster — no way."

Here then was the World Champion's potential: perhaps 6:35, maybe 6:30 on a really hot one. The gap to Bellof in the works car was certainly around 20secs here and, if he had had a perfect lap with all his World Championship car control, he could only have been on a par with the Joest Racing team's Marlboro entry.

Like the works cars, the Joest 956 is equipped with the high-compression engine, 8:1 against the 7.5:1 of the other privateers. Bob Wollek received the Q-tyre treatment and lined up the car third fastest, while Stefan Johansson relied on race rubber. The advantage over the other customer entries is maintained, but the factory cars seem to be going beyond the reach of Joest Racing, for the moment.

So: Porsche 956s on the first two rows, Rothmans-Rothmans, Marlboro-Canon. The arrival of Rosberg was a



Left: Into the corner before the pits for the first time with Bellof leading, followed by Patrese, Wollek, Mass, Fitzpatrick, Rosberg and Stuck. Above: Second time around and Bellof is on his own . . .

disadvantage to the British team in only one respect, in that Jonathan Palmer struck unlucky. The Ralt-Honda F2 driver managed to get in only two unsatisfactory laps in the morning, and only one in the afternoon.

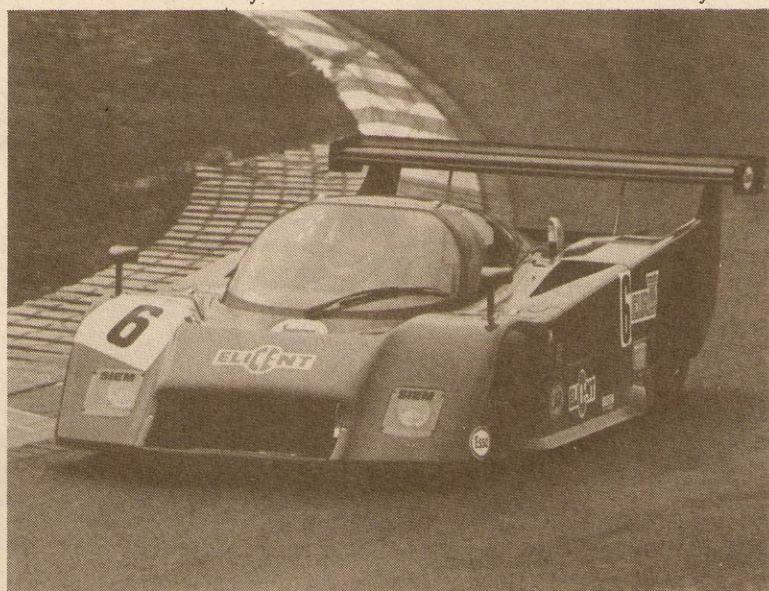
This day, the Lancia Martini team was a shambles, an Italian flurry of disarray and disillusionment. With a number of problems unresolved, and Le Mans scrutineering not much more than a fortnight away, the team entered only one car, and it spent much of the practice stationary in the pits. Fearful of more Pirelli blow-outs, Lancia have switched temporarily to Dunlop, who no longer make race tyres in Lancia sizes (big 19ins diameter rear rims). Some rubber was found in the Fort Dunlop stockpile, and on these Michele Alboreto lapped fast enough in the morning to qualify for the third row. But the car was obviously set up too soft, the team struggling in the transition from the radials around which the LC2 was designed to the crossplies which were intended to save the day while Pirelli produced a suitable tyre. In the afternoon, the car stood in the pits for most of the while, with mechanics changing to harder shock absorbers and adjusting the camber, before releasing Riccardo Patrese for a solitary lap at the

end of the day.

The Euro TV sponsored Scuderia Mirabella team, with its brand new 'customer' Lancia LC2 (also on Dunlop rubber), was in even deeper trouble. With Teo Fabi on the Indy 500 pole across the Atlantic, the works team loaned Mirabella the services of Piercarlo Ghinzani, but only four laps were completed before the left-bank turbo blew (it says here). With this information, delivered eye-to-eye, you might think that a new turbo would have solved the difficulty. But the team, working closely with the factory operation, missed the afternoon session to fit an entirely new 268C engine, so that has to have been some turbo failure . . . You will never know the truth.

Used to being outshone only by the better equipped Joest/Marlboro entry, John Fitzpatrick's J David sponsored Porsche 956 team undertook a typically deliberate practice during which Fitz as usual did most of the driving, using softer tyres in the afternoon. Although the weather was mostly dry, the drizzle which had spoiled the Friday unofficial session threatened to return throughout Saturday, and the team was hoping for conditions on race day which would enable Fitz and David Hobbs to make the

The new 'customer' LC2 of the Mirabella team. It retired with transmission failure.



best use of Goodyear's exclusive intermediates.

Seventh fastest overall, ahead of the Obermaier-Boss Porsche in which the unlucky Thierry Boutsen did not after all get a drive, was the new Sehicar of the Walter Brun Motorsport team. Although temporarily fitted with the 1982 Sauber C6 bodywork (like last month's Silverstone entry), otherwise this was an entirely new car, based on an aluminium honeycomb chassis built by John Thompson in Northampton. The engine is a 3.2-litre version of the BMW straight-six, prepared by Schnitzer and fitted with a single KKK turbo. Only 15 laps of the Salzburgring had been available to Hans-Joachim Stuck before this race, but the engine had shown itself to be capable of developing a reliable output of up to 650bhp, and this brief testing had suggested that on race boost it was sufficiently economical of fuel, too.

The car, looking identical to the C6 from the outside, seems to be heavy and was clearly undersprung during the Friday session. On Saturday, however, the team fitted heavier suspension and there was a big improvement. For the first time in a long while, Stuck was very enthusiastic: "We have done so little testing and yet we are already in among the Porsches," he said with his staccato delivery. "But relatively we are only a small team with a small budget. The chassis is such an improvement on last year's C6. It is much, much more rigid, very good indeed. The car is very responsive to the most minute adjustments, and we made strong progress between Friday and Saturday. In the unofficial session I needed five hands to drive round here, but in the timed sessions it took only one — and I think maybe there is a 15 per cent improvement to come."

The talented Euro F3 champion, Oscar Larrauri, again drove for the Sivama/Grifone team in one of the converted Group 6 Lancia LC1 cars, and again set a competitive time. Unfortunately, the second car (damaged at Silverstone) could not be repaired in time.

The four-cylinder turbo engined Alba came to the 'Ring in short-tail form, with revised front suspension and an entirely new rear suspension. Finding that the existing system restricted his air tunnels, designer Giorgio Stirano had opted for

continued

the less bulky push-rod layout for the rear, replacing the pull-rod system which had suspended the Alba to its debut class win at Silverstone.

Very near to the Alba's pace was the best-prepared, best-engined and best-driven of the Group B cars, the Warsteiner BMW M1 of the Walter Brun team which was stylishly and effectively driven here by Harald Grohs. The quick Frank Jelinski co-drove Jens Winther's similar but slower BMW, but sadly Vic Elford's comeback was fraught with difficulty in Hans-Christian Jurgensson's M1. Vic himself was halted in the first session with a lubrication failure in the gearbox, and in the afternoon the engine dropped a valve when Edgar Doren was driving on the third lap of the session. Elford non-started.

The works run URD Group C car, with its normal induction BMW M1 engine, arrived at the circuit just in time for the afternoon session, bringing the C-car entry to only 13 despite the offer of £48,000 in prize money for this Bitburger beer sponsored race. No longer, surely, can the Nürburgring 1000Kms, classic or not, be run so close to Le Mans in the calendar.

RACE

The ADAC bolstered the Group C/CJ entry by running eight Group B cars, and also permitted 16 Group 2/4 type touring cars to start, having practised in their own session. Thus the starters numbered 34. There was no room to release all these cars from a pace lap on the new link, so the 1000 Kms field was unleashed about a third of the way along the final straight. Having crossed the line, the cars would then do 47 more laps (981.94kms), the pace lap making up the distance to 1002.77kms.

The fuel schedule, then, was simple: six stints of eight laps each, including the warm-up. The cars were required to cover 166.64kms (103.55 miles) per fuel load, which is no real problem now. One or two of the teams, indeed, had experimented with a very lean mixture and were hoping to be able to slip in the odd stint of nine laps (187.41kms or 116.49 miles), so as to gain a small advantage towards the end of the race.

The weather, as during qualifying, was very cold and damp, and the track surface in the start/finish area was wet, although it was not raining there. The front row Rothmans-Porsches of Bellof and Mass were fitted with slicks. Behind, Wollek's Marlboro-Porsche was on wets, Rosberg's Canon-Porsche on slicks. Patrese's Lancia and that of Francia were on Pirelli wets. Fitzpatrick had wanted to put the intermediates on the J David Porsche, but the Goodyear service crew did not get them to the pits in time, and he started on wets, as did Stuck (Sehcar), Larrauri (Lancia LC1), and Facetti (Alba). Plankenhorn (Boss-Porsche) and Grohs (BMW M1) were on slicks.

After a long, long wait while the field followed the pace car for the first 11 miles of the lap, a bunch of eight cars swept into sight through the flat-out left curve under the Tiergarten Bridge, and Bellof led them into the brief pits straight. But Stefan suddenly lost grip as he powered out of the corner, and Patrese in the Lancia was instantly alongside and into the lead, the Rothmans-Porsche also losing out to Wollek on this wet piece of road.

Wollek soon took the lead away from Patrese and, as they powered along the very fast (180mph) section after Hatzenbach, Bellof zapped past the Lancia again and set off after the Marlboro car. He was quickly on its tail and, when Wollek made a small mistake at the wooded right-hander called Aremberg,



Rebuilding the Fitz 956's suspension.

Bellof lost not an instant in moving past under acceleration out of the corner. Having disposed of Fitzpatrick early in the action, Mass also passed first Patrese and then Wollek, and the works team already had a one-two when they completed the opening tour. Bellof's lead was around 4secs.

Fitzpatrick crossed the line in third place, and Rosberg in fourth, for Wollek. Patrese (the Lancia showing the marks of a collision with the Marlboro-Porsche), Stuck and Larrauri all called in for slick tyres. Patrese: "It was incredible — the track was dry from the second corner all the way round to the straight. The tyres were already finished when I came in."

Lap 2 (the second complete lap), and Bellof's lead was 8secs. This time it was Fitz who called in for the treadless rubber, so Rosberg was up into third place. Keke, though, was being dropped at a furious rate by the leader, finding that the Canon-Porsche was refusing all his efforts to turn it in to the corners, the car maintaining a straight course on lock even with the power shut down. While Bellof moved away from Mass at between 4 and 6secs every lap, he was leaving Rosberg at 22-26secs a lap. Now fourth, Wollek was closing on the World Champion after the tyre change, but already the Joest entry had lost its third gear, a vital ratio around the 'Ring. The problem was costing Wollek 15-20secs a lap, and effectively the Joest challenge of the works team was over with less than a tenth of the distance run.

Fifth and sixth, Fitzpatrick and Patrese were moving back up through the field after their stops, and Grohs in the

sweet-sounding BMW was racing along in seventh place, ahead of the Porsche 956 of Plankenhorn which had not had a pitstop! Obviously, the Boss car was in trouble: when the lanky German made his first routine stop, it was traced to a broken spark plug.

By the time Bellof stopped, after eight laps (one plus seven), the lead was about 45secs. While Bell waited to continue, the leading car was stationary for 1m 42s. Ickx had to wait for only 1m 35s, Mass having used a little less fuel. Rosberg-fuel-Lammers took 2m 01s pitting from third place, Wollek-fuel-Johansson 1m 41s from fourth, the Marlboro 956 rejoining ahead.

Patrese, complaining of fluctuating turbo boost pressure, went round one more time before handing over to Alboreto from sixth position. Fitzpatrick also did nine laps before handing the J David Porsche to Hobbs, and so did Stuck, who stayed in the Sehcar, now seventh. Plankenhorn and Larrauri had passed Grohs on the previous lap, and shortly afterwards the Warsteiner BMW's good run came to an end when the gearbox broke.

At the front, Ickx was taking around 3secs a lap away from Bell's lead, making good the 7secs advantage already gained in the pits. Halfway through the second stints, on lap 12, Derek led Jacky by 27secs. Without third gear, in third place, Johansson lay no less than 4mins 20secs behind Ickx, although now 38secs ahead of Hobbs in the J David car. After the slow pitstop Lammers had lost further ground with the difficult Canon 956, now lying fifth, another 38secs behind. Alboreto, sixth in the Lancia, had been lapped. . .

Next in line were the Boss-Porsche, the Mirabella Lancia, and the Sivama/Grifone Lancia, but the Sehcar was in for a long pitstop. Ultimately, the problem was traced to a busted distributor drive, which took a long time to replace, putting the Sehcar out of contention.

Ickx, setting the fastest race lap thus far at 6:32.17, continued to cut into Bell's lead. Derek's fuel warning light came on out near the Adenau Bridge, so he backed off over the rest of the 16th lap, and the leading Porsche came to rest in the pits only 18secs before its sister car. Bellof rejoined 16secs ahead of Mass.

With such a huge advantage over the opposition, the works team could afford to ease up, settling for lap times at around the 6:45 mark. Bellof, taking over the leading car, went 6:25.91 on his first

flying lap! Three laps later, he had an enormous accident.

Powering over the yump at Planzgarten (the 1982 Patrese yump), the Rothmans-Porsche went airborne. Bellof: "I took exactly the same line as the lap before, at exactly the same speed, and the car just climbed into the air. Suddenly I was looking at the sky. I just don't know why it happened." Fortunately, the Porsche did not somersault, but it slammed down on its tail, cannoning on into the barriers on the left side of the circuit as it hurtled to destruction.

Fitzpatrick, whom Bellof had lapped a few seconds before, came over the brow to find wreckage all over the track, but his tyres survived running over what Fitz thought was a driveshaft, not to mention other bits of metal and bodywork. Bellof was completely unhurt by the incident, and apparently unmoved save for feelings of remorse. Later he was cool enough to joke when asked how it had felt when the Porsche climbed skywards at 140mph: "Apollo 16!" he said.

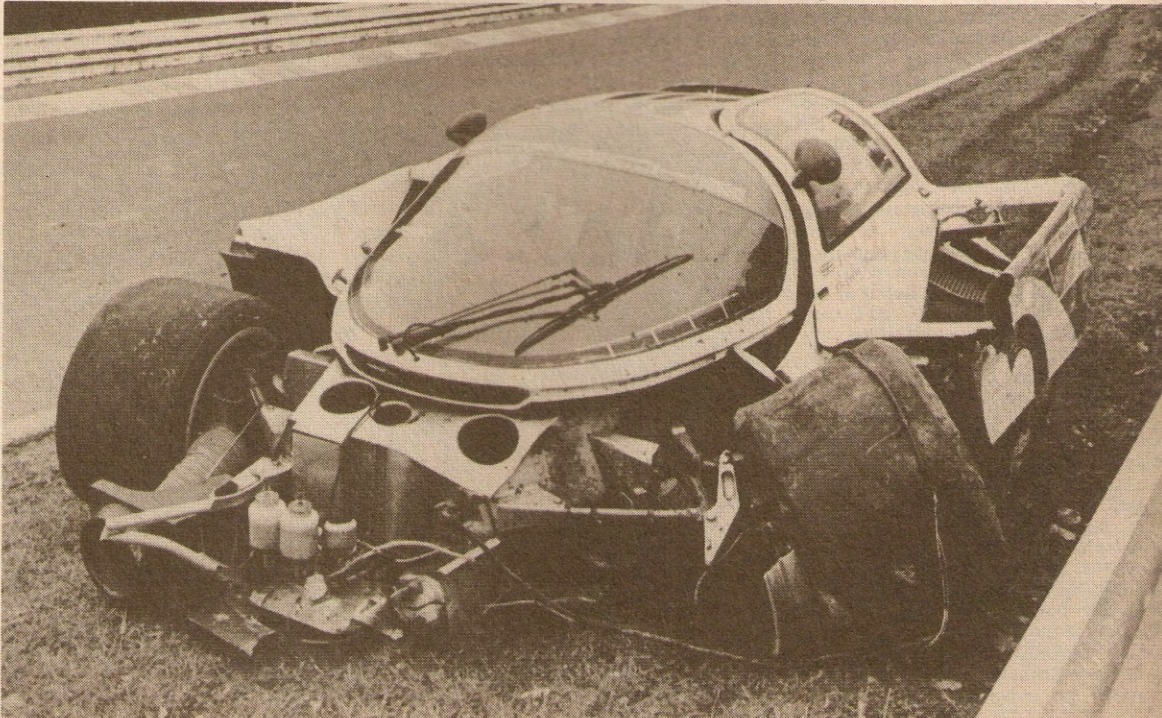
Back at the pits, for a moment it had seemed that the other Rothmans-Porsche was in trouble, too. Mass, coming through in the lead, had driven past almost at a crawl: but he had just been making sure of a good radio link with the pit, to tell them as much as he could about what had happened to Bellof. Jochen continued on his way, and at 20 laps the gap to the second-placed Joest car was 5mins 21secs. The J David Porsche, third and 40secs behind the Joest car, was the last on the same lap as the leader.

The Canon-Porsche, Palmer now racing it for the first time, was fourth, a little less than 2mins in front of the Lancia whose turbocharger problem had now apparently cured itself. The Mirabella Lancia had passed the Boss-Porsche to run sixth, both these cars another lap down, although Ghinzani found the red Lancia very unstable because the heavily loaded left rear tyre, heated more than the other, was 'growing'. The team lost 5mins investigating this problem.

On to the third pitstops, and the leading two gaps were maintained, Mass controlling the pace. Ickx, Johansson and Hobbs took over from the three leading drivers — but, when Jacky was out on the 26th lap, the race was stopped.

Having his first outing in his new Sehcar-BMW, Walter Brun had crashed heavily at the top of the hill near Kesselchen, a very fast section of track. The cause of the accident was unknown.

The wreck of the Stefan Bellof Porsche 956 after its horrifying take-off at the yump at Planzgarten.



The Sehcra was totally wrecked, but fortunately Brun escaped. He was taken to hospital, and official reports indicated that his most serious injury was a broken arm.

The race was stopped because the crashing Sehcra had brought down a section of barrier, and the stewards decided that it had to be replaced. When the accident occurred, 25 laps had actually been completed. The organisers ruled that the positions at that time would be established, and that the race would be restarted to run for another 19 laps. The total distance would be 44 laps, and the times of the two parts would be aggregated to produce the overall result.

Position at the halt:

- 1, Ickx/Mass (Porsche 956), 25 laps, 2h 56m 57.98s, 107.23mph;
- 2, Wollek/Johansson (Porsche 956), 3h 2m 28.57s;
- 3, Fitzpatrick/Hobbs (Porsche 956), 3h 3m 24.77s;
- 4, Rosberg/Lammers/Palmer (Porsche 956), 24 laps;
- 5, Patrese/Alboreto (Lancia LC2), 24 laps;
- 6, Plankenhorn/Heyer/Lassig (Porsche 956), 23 laps;
- 7, Francia/Ghinzani/Barilla (Lancia LC2), 22 laps;
- 8, Larrauri/Sigala (Lancia LC1), 22 laps;
- 9, Facetti/Finotto (Alba Giannini), 21 laps;
- 10, Doren/Gall/Hamelmann (Porsche 930), 20 laps; etc.

THE RESTART

After the restart — following the same procedure as before — Ickx maintained his lead on the road, but he stopped after only three more laps to hand the car back to Mass. Having noted the reduced overall distance, the works team's Norbert Singer chose to shorten the length of Ickx's stint, giving the car a short pitstop and leaving exactly two eight-lap stints to do before the chequered flag. The other teams stuck to their original refuelling schedule at first.

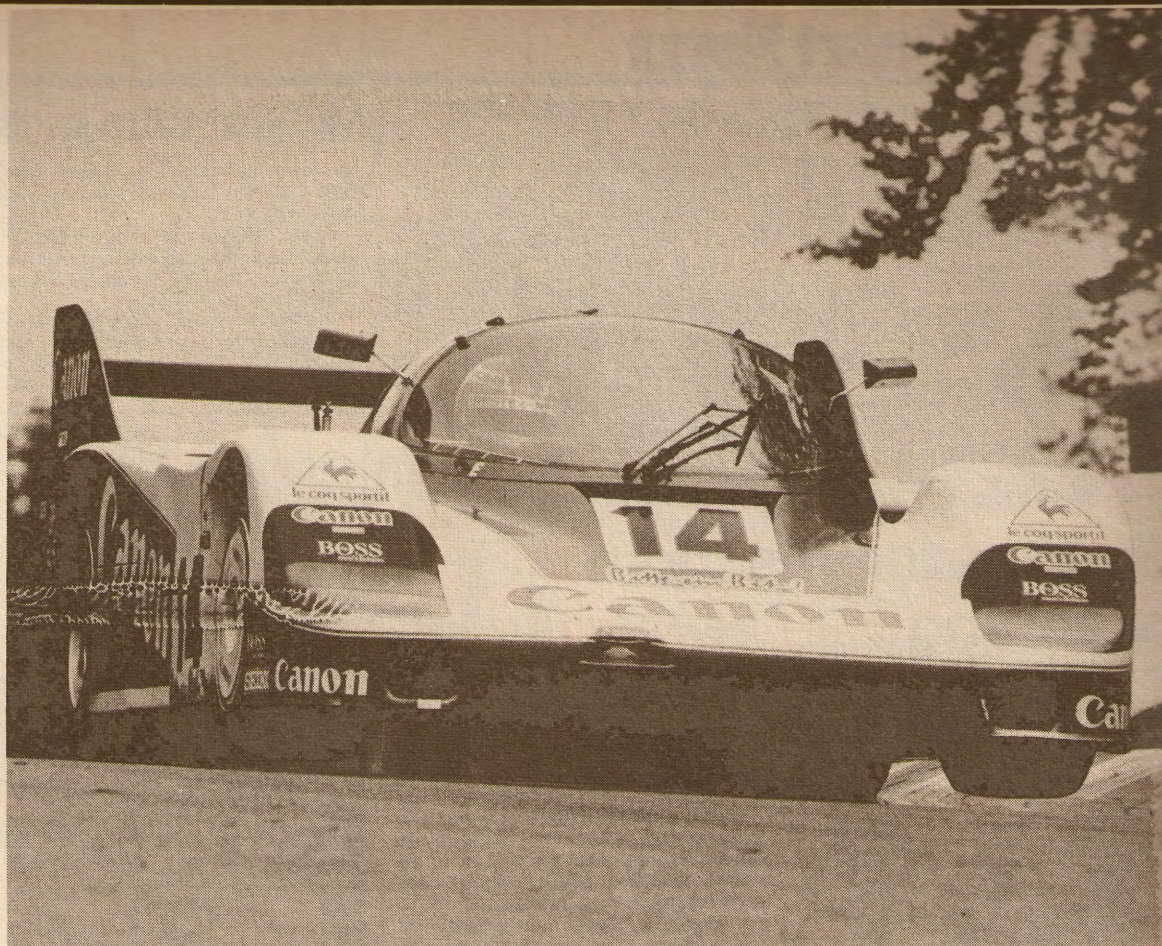
When Jacky stopped, he had built up a 28secs cushion to the second-placed car during the three laps. This was not the Joest-Porsche: the car was falling away, and when he stopped Johansson ruefully reported that, to add to the gearbox problem, one of the turbos was giving no boost pressure.

It was Rosberg in the Canon-Porsche in second place, the car now handling better after adjustments to the rear wing, and, with the surviving Rothmans-Porsche in the pits, the World Champion swept past to lead the second part on the road for a lap, with Alboreto next up in the Lancia.

During the halt, before stopped by howls of protest from rival teams, the Lancia mechanics had attempted to work on the LC2 in the pits. The starter motor had jammed. To get it onto the grid, Alboreto had rolled it backwards down the sloping pit road and bump-started it in reverse. He had then driven it out onto the grid, where he had been compelled by the marshals to shut down the engine. Again he had to bump-start it, but now he was going well. When Rosberg stopped for fuel, Alboreto inherited the lead of part two, but he and Hobbs stopped a lap later, and in theory the lead should have passed once more to Mass in the works entry.

But no: three laps into his stint (six after the restart), Jochen was overdue. Eventually he appeared in the pits, limping with a stricken car. Out near the Flugplatz, only a third of the way round the lap, the right bottom rear suspension wishbone had broken. The mechanics set to with the repair, and the car was at rest a shade under 6mins. Then Jochen rejoined, to spontaneous applause from the grandstand not for him, but for the mechanics who had done a fantastic job for the race leader.

Or was he the race leader? For a while, there was a great deal of confusion in the pit road, with three teams wondering if they might be leading on the aggregate times: Rothmans, Marlboro and Canon. But some furious work with calculators clarified the position. The works car had finished the first part with a lead over the Joest 956 of 6mins 31secs. During the



"I drove that car as fast as I could." No one could dispute Keke's claim as he flies in the Canon Porsche.

crawl back to the pits and the repair once there, Mass had lost much more than that, but the turbo problem had slowed Wollek and Johansson so much that they were now losing 40secs a lap to the Rothmans car. The Canon entry had been over a lap down in part one.

Certainly the Joest car did briefly lead the race on aggregate. But, 12 laps into the restart, the Rothmans car had already restored the status quo, although it was now running fourth on the road well behind the Canon, Boss and Marlboro cars. At this point the works team's lead after the 37 completed laps was 1min 33.61secs, and the Canon car, although it had pulled back the lost aggregate lap while Mass had been in the pits, lost out when Ickx unlapped himself during the final pitstops.

Palmer drove the last stint, and it was he who took the chequered flag, a 'heat' winner for the Canon team. On the road, the Boss, Marlboro and Rothmans Porsches followed him through, all on the same lap.

For a long while, the Lancia held down second place on the road in part two (fourth on aggregate). With the starter motor still jammed, the drivers were asked to drive the car up little ramps each time they stopped, to raise the front of the car for the subsequent bump-start! Nobody seemed to know whether this was legal or not, but the situation was resolved with eight laps remaining, when a broken transmission (suspected CWP failure) left the car parked in the pits. The Mirabella Lancia had already gone out with a busted differential — and Lancia competitions director Cesare Fiorio, long since, had already departed for hopefully richer pickings (to Greece for the Acropolis Rally) in any case.

Having finished third in part one, and run a strong third in part two, the J David Porsche might have won this race thanks to the delays to its rivals. But the Fitzpatrick team's luck is wretched this season. After Hobbs had reported a vibration, Fitzpatrick found out what had caused it when the left front upper suspension wishbone broke out near the

Karussel. The mechanics virtually had to rebuild the whole corner by the time Fitz had got the car back to the pits.

Fifth behind the Porsches, then, came the Sivama Lancia, well driven and relatively problem-free, and again scoring the Makes series points for Lancia. This time, though, there were no points for Giannini-Alba: the green car was twice delayed after boiling its water, the cooling system over-pressurised, but it came in 11th to extend its Junior championship points score. After Jens Winther's BMW was retired with broken suspension, the Group B class was narrowly won by the Jurgensson team's Porsche 911 Turbo.

It had been an extraordinary race, immensely difficult for the drivers,

who had to cope with changing conditions and some very slippery sections of track, locally dampened from time to time by a fine drizzle. For the last time, the North Circuit had made extreme demands of the men who raced on its daunting ribbon of road. It was fitting, in the end, that the last of the old 1000 Kms classics should have been won by those two fine drivers, Jacky Ickx and Jochen Mass. Jacky (1973) had won this most difficult of 1000 Kms races before, but for Jochen it was an immensely satisfying achievement to have won here for the first and last time, and in a Porsche. As both men pointed out, however, a lot of the glory should go to the mechanics who replaced the broken suspension in record time.

NÜRBURGRING (D)

May 29

ADAC Bitburger 1000 Kms

FIA World Endurance Championships, round 3

44 laps — 916.96kms (569.77 miles)

1, Jochen Mass/Jacky Ickx (GC Porsche 956-83), 5h 26m 34.63s, 104.64mph;

2, Bob Wollek/Stefan Johansson (GC Porsche 956), 5h 30m 34.99s;

3, Keke Rosberg/Jan Lammers/Jonathan Palmer (GC Porsche 956), 43 laps;

4, Hans Heyer/Axel Plankenhorn/Jurgen Lassig (GC Porsche 956), 42 laps;

5, Oscar Larrauri/Massimo Sigala (GC Lancia LC1), 40 laps;

6, John Fitzpatrick/David Hobbs (GC Porsche 956), 39 laps;

7, Edgar Dören/Helmut Gall/Jurgen Hamelmann (GB Porsche 930), 37 laps;

8, Jean-Claude Haldi/Klaus Utz (GB Porsche 924GTS), 37 laps;

9, Franz-Josef Bröhling/Axel Felder/Jochen Felder (GB Ford Escort RS), 36 laps;

10, Georg Memminger/Heinz Kuhn-Weiss/Gunther Steckkoning (GB Porsche 930), 36 laps;

11, Carlo Facetti/Martino Finotto (GCJ Alba-Gianni), 36 laps; &c.

34 starters/17 finishers.

Fastest lap: Stefan Bellof (GC Porsche 956-83), on lap 17, 6m 25.91s, 120.75mph (record). **Group C Junior:** Facetti, on lap 16, 7m 26.88s, 104.28mph (record). **Group B:** Harald Grohs (BMW M1), on lap 13, 7m 48.68s, 99.43mph (record).

Leading retirements: Riccardo Patrese/Michele Alboreto (GC Lancia LC2), 35 laps, transmission;

Piercarlo Ghinzani/Giorgio Francia/Paulo Barilla (GC Lancia LC2), 29 laps, transmission;

Stefan Bellof/Derek Bell (GC Porsche 956-83), 19 laps, accident; Rolf Gotz/Peter Kroeber (GCURD-BMW C-81), 19 laps, engine;

Hans-Joachim Stuck/Walter Brun (GC Sehcra-BMW), 19 laps, accident; Harald Grohs/Leopold von Bayern (GB BMW M1), 14 laps, gearbox; Frank Jelinski/Jens Winther/Wolfgang Braun (GB BMW M1), 12 laps, suspension.

World Endurance Championship of Makes (after three rounds): 1, Porsche, 60pts; 2, Lancia, 11; 3, Aston Martin Nimrod, 4; 4, BMW, Ford & Giannini-Alba, 2.

World Endurance Championship of Drivers (after three rounds): 1, Bob Wollek (F), 50pts; 2, Jacky Ickx (B) & Jochen Mass (D), 35; 4, Thierry Boutsen (B), 32; 5, Stefan Johansson (S), Jan Lammers (NL), Jurgen Lassig (D) & Axel Plankenhorn (D), 30; 9, Derek Bell (GB), 24; 10, Hans Heyer (D), 22; 11, Stefan Bellof (D), 20; 12, John Fitzpatrick (GB) & David Hobbs (GB), 17; &c.

Junior Group C Cup: 1, Giannini-Alba, 40pts.

Grand Touring Cup: 1, Porsche, 44pts; 2, BMW, 24; 3, Ford, 12.

Next round: Le Mans 24 Hours, France, June 18/19.

Castrol Sport News



Trevor Reeves behind the wheel of the Peacock's of Folkestone/Castrol Sport Fiesta

Reeves leaves them standing

"The Mini is something of a novelty in Europe and when we first raced, the crowds couldn't believe that the car could be so quick". So said Maurice Reeves, commenting on his son Trevor's repeated successes in the Belgian Rallycross Championship.

With five Championship victories in a Mini under his belt, it is hardly surprising to hear that Castrol Sport's Trevor Reeves is taking European Rallycross by storm. "Racing in Belgium is not that different from the UK, the courses are smoother there but more twisty and narrow which really suits the car", said Trevor.

While the crowds may be impressed by Trevor's handling of the Mini there can be no doubt that the other drivers in the championship are pretty depressed! Although it's early days yet Trevor has built up a comfortable lead in this year's

series and will be defending his position vigorously at the next round on July 3rd.

Not content with demoralising the opposition abroad, Trevor is wheeling his Castrol Sport Ford Fiesta to great effect in the Lloyds Bowmaker National Rallycross Championship. Driving the Peacock's of Folkestone (part of the Dove Group) car for the first time this season, he has clearly demonstrated his considerable natural talent and prior to the Bank Holiday round was lying in second place in the championship.

Speaking about the car's performance Maurice said; "We have had one or two minor hiccups but we have several tweaks up our sleeves and will be modifying the car to suit Trevor's driving style — the car definitely has loads of potential and we know that it can only go from strength to strength."

MG Car Club joins Event Scheme

The latest motor club to benefit from Castrol's Event Support Scheme is the MG Car Club.

This is the fifth year that the MGCC Speed Championship has been run but the first time that the popular series has received any major support.

The eleven round Championship is restricted to sprints and hillclimbs and virtually every model of MG will be represented.

Classes are run for T types, Midgets and saloons while a large entry for the combined MGB/CV8 category is usually expected.

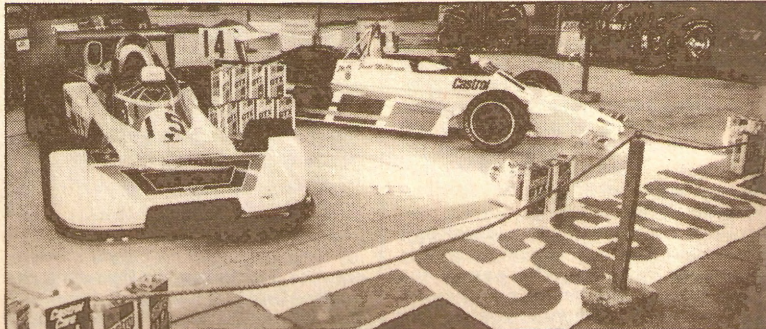
For further details on this relatively inexpensive way to go motor racing, contact the Championship secretary:

Jeremy Cocker, 3 Bollin Drive, Brooklands Road, Sale, Cheshire.

MGCC Speed Championship Calendar

June 12	Hillclimb	Harewood
June 26	Hillclimb	Scammonden
July 10	Sprint	Goodwood
July 16	Sprint	Oulton Park
Aug 14	Sprint	Curborough
Sept 3	Sprint	Knockhill
Sept 11	Sprint	Leconfield
Sept 17	Hillclimb	Wiscombe
Oct 2	Hillclimb	Baitings Dam

Blackpool Backing



Two cars at the Castrol Blackpool Sprint will be the Chevron B42 (left) of Stuart McPherson and the F3 March of his sister Janet.

On June 19th the seaside resort of Blackpool will echo once again to the sound of racing engines being run at peak revs up the 1200 yard Prince's Promenade as the Castrol/LEP Blackpool Sprint gets underway.

This is the 17th Blackpool Sprint and the organisers are hoping that Castrol's renewed involvement with the event will have a similar effect on spectator attendance as it did in the seventies.

"When Castrol last sponsored the Sprint there must have been 40,000 people standing on the sea-wall lining the course. It would really be something if we could put on a repeat performance," said Graham Malcolm, Chairman of Longton & District Motor Club, the event organisers.

Terminal speeds of the leading cars as they cross the finish line are expected to be around 160mph and the spectacle of

watching (and hearing!) cars running at full bore down a corridor of seven foot high solid concrete walls is unique to Blackpool.

Of course running an event on the sea front is not without its problems as Graham explains; "Timing is all important and in fact the actual date of the event varies from year to year because it's one of the few motorsport meetings that's run according to the tide! We discovered this particular problem at the second Blackpool Sprint when the start line was two foot underwater, but there's no danger of that this year."

Practice starts at 10.00am on the Sunday morning with timed runs due to begin at around 1.30pm in the afternoon. Entrance is free to all spectators so for an action-packed day of motorsport entertainment make a note of the date in your diary.

Castrol Events

June 4-26

- 4th June** Castrol Cottingham Show Autotest
Cottingham Showground, Hull
- 5th June** Castrol Clubmans Autocross
Uppercock Farm, Stogursey, Bridgwater, Somerset
(O/S Map Reference: 182/226433)
- 19th June** Castrol Gazette Telegram Autocross
Ramney Marsh, Enfield Lock, Middlesex
Castrol 'Jam Jar' Slalom
The Promenade, Maldon, Essex
Racing: 11.00am
Castrol & Kingdome Open Kart Championship
Crail Circuit, Crail, Fife, Scotland
Practice: 11.30am; Racing: 1.00pm

(All event details correct on closing for press)

Jamie Joins Up

There can be no doubt that Castrol are making a determined effort to assist young, up-and-coming British Rally drivers.

Joining fellow Castrol Sport drivers such as Terry Pankhurst, Ian Hughes and Andy Wood is Castrol's latest signing, 23-year-old Jamie Sutherland.

Although 1982 was Jamie's first full season of rallying, a string of impressive results in the past eighteen months has underlined his considerable promise.

After winning his class in the '82 RAC Rally Jamie opted to concentrate on the Rothmans RAC Open Championship this season. Converting his Escort to Group 4 trim he took a superb tenth place on the Mintex.

On the Castrol International Welsh Rally he drove a Group A Mazda RX7

carrying Castrol colours for the first time and after various problems managed to get the car to the finish taking second place in class. As Jamie commented, "It took some time to get used to the Mazda's handling through the forest sections but once on the tarmac of Epynt it really flew. Each stage mile was an education and I know there is a lot more to come from the car."

The next challenge for Jamie and regular co-driver Mark Atkinson is the Scottish, round four of the Open Championship and he is clearly looking forward to the prospect of tackling this tough event behind the wheel of the RX7.

"It may well prove the toughest test yet but I'm determined to finish and will probably surprise a few people on the way."



Jamie Sutherland's Mazda RX7 in service at the Castrol International Welsh Rally.

Castrol à la France!

Success is certainly coming Castrol's way this year in France. From single seaters to touring cars Castrol's 'pilotes' have been well to the fore.

Based in the picturesque town of Magny Cours, 1983 marks the return of Automobiles Martini to the European F2 Championship with the tidy Martini 01 in the hands of experienced F3 driver Philippe Alliot.

Carrying Castrol colours, the BMW powered car represents the spearhead of Martini's extensive racing programme this season.

One of the favourites for the very competitive French F3 Championship is Castrol's Michel Ferté. Driving a Mk39 Martini, which is closely based on the company's F2 car, Michel has already established a reputation as a hard charger. In addition to taking an early season lead in the French series, he also



Claude Ballot-Lena and Danny Snobeck (left) are currently fighting for the French Championship lead.

won the prestigious Monaco F3 event in May, following in the footsteps of his elder brother Alain who won the race in '81 and '82.

This year's Mk39 is fitted with an Oreco Alfa engine and represents Martini's first foray into designing and constructing a 'real' ground effect F3 car.

Castrol's long association with saloon

cars is highlighted by the front running Castrol teams racing in the French Touring Car Championship.

Claude Ballot-Lena driving a BMW 528i and Danny Snobeck in an Alfa Romeo GTV have been disputing the championship lead since the beginning of the season and rarely finish outside the top four.

Meanwhile, the reigning 1982 champion, Rene Metge, in his Rover 3500 has had a problem-filled start to his title defence. Although there is a considerable gap between Metge and the leading group on the points table, he is unlikely to give up his crown and is optimistic of joining Ballot-Lena and Snobeck at the front of the grid.



Castrol Sport News, Views and Results

Rod Eyles, the proprietor of Castrol dealers, Chelston Motors in Wellington Somerset, has had a class win, a second in class and a third overall in only two outings to date in his new hillclimbing March 722... With only first and fifth gears for 19 of the stages in the Waxoyl Centurian Rally, Trevor Prew was happy to manage tenth overall in his Castrol Sport Ford Escort...

Former English Superstox Champion John Gray had a good overall win despite diabolical conditions in the recent round of the Superstox Fenland Championship... Castrol Sport's 'Fast Lady', June Laird has been continuing on her winning way — the 1982 BWRDC Hill Climb Champion looks set to take the title again this season...

Hatfield-based Castrol Sport's Graham Scarborough has been showing fine form in recent weeks and with a couple of class wins behind him in his 3 litre Ford Capri, lies in second position in the BRSCC Modified Saloon Championship Paul Taft, driving his Dunnett's of Mosley/Castrol Sport Metro, has continued his winning ways in the BCA MG Metro Challenge. After six rounds Paul led the Championship by five points having scored three victories and one second place. This is his third year in the Challenge and Paul has already finished second and third in the previous two Championships and looks to be on course to finally take the title... Escort Turbo driver, Andrew Wood, enjoyed a successful Manx Stages taking his Mogil Motors car up to second in the Escort Turbo Championship category. After an impressive drive over the fast roads of the Isle of Man Andy finished just one second behind the class winning car...

Castrol Sport's kart team, Mark One

Racing from Bourne in Lincolnshire have had a mixed season to date. Their immaculately presented 250cc International karts driven by Mark Hood and Richard Dean have been regular front runners since the season started. Mark is a relative newcomer to International 250 racing and this will be his first full year behind the wheel of a 140mph Superkart. He has already shown considerable promise with his impressive kart control but unfortunately a major shunt at Cadwell in which Mark was involved literally wrote off the machine but plans are well advanced at Mark One's workshops to get another kart built so that the popular driver is not absent from the track for too long. The third machine, a 125cc kart, is being driven by Chris King, who is well placed in the National Championship and must be among the favourites to take this prestigious series...

Terry Pankhurst suffered yet another setback on the Manx Stages when the engine in his RS1800 comprehensively blew-up. However, plans to get Terry back on the road are proceeding smoothly... Mick Hill — 'Mr. Minicross' recently gave his new car its competition baptism. The immaculate car is the result of Mick spending most of the winter burning the midnight oil in an effort to make it the best example ever seen in Minicross, and looks likely to power him to another triple Championship season... Castrol privateers also enjoyed a successful time on the Manx National Rally. Durham's Jeff Ledger in his superb Mark One Escort won his class while Ian Randall finished third in his category. An impressive performance considering they had never competed on the Isle of Man before.

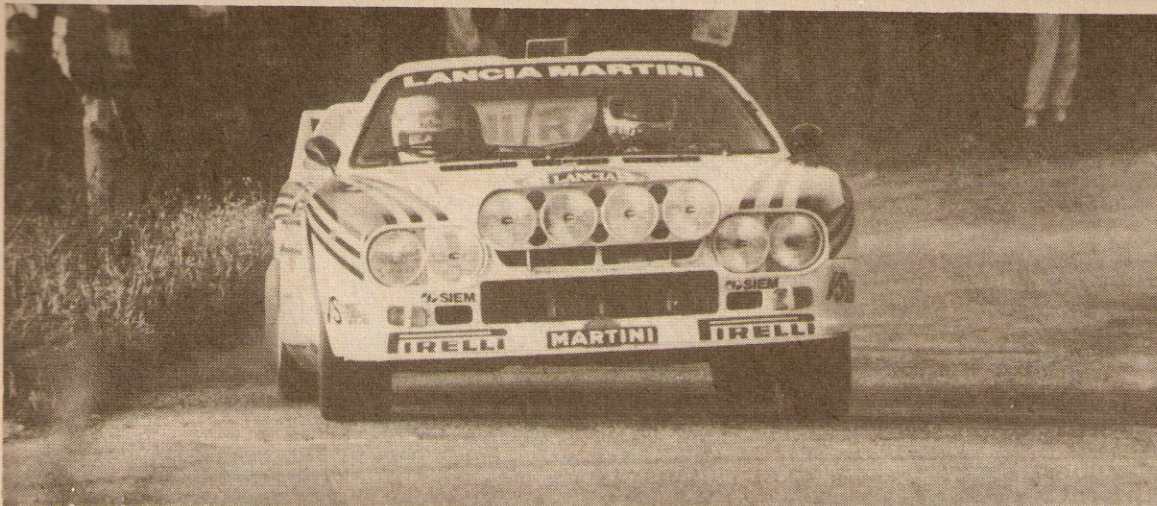
BLACKPOOL
SPRINT
LANCASHIRE
EVENING
POST

SUNDAY 19th. JUNE

FIRST CAR STARTS AT 1.30 p.m.

Princess Way, Little Bispham, Blackpool-
opposite The Norbreck Castle Hotel.

A qualifying round of-
The British Sprint Championship, The British Sprint Leaders Championship,
The Longton DMC Sprint & Hillclimb Championship.



The Lancia Martini team held the early advantage in Greece. Can they repeat their Corsican victory?

Lancia's advantage in the Acropolis heat

Markku Alen was the early leader of the Acropolis Rally, his Martini sponsored Lancia Rally holding a narrow advantage over team-mate Walter Rohrl. Attilio Bettega held fourth place with his Lancia, Hannu Mikkola's Audi Quattro splitting the Italian racers.

Mikkola's rally got off to a bad start when his bungalow at the Astia Beach Hotel was broken into. Like many of the leading drivers, Mikkola had taken his family with him and the thieves stole his wife's rings and several family heirlooms.

The Audi team's problems continued on the event itself. On only the first stage,

Michele Mouton's hopes of repeating her 1982 victory were dashed with a roll. The car was too badly damaged to continue and so the German *equipe* were down to two. Stig Blomqvist held fifth spot behind Bettega.

Shekhar Mehta headed the Nissan effort in seventh, while Jimmy McRae led the Rothmans Opel team in eighth. The problems that the team encountered in Wales with the build up of heat within the cockpit of the Manta 400 continued in Greece during practice. At times the temperature reached 50 deg C and the drivers were anticipating even higher

figures during the rally itself.

McRae's team-mates, Henri Toivonen and Ari Vatanen, rounded off the early top 10, although both have suffered with punctures. Vatanen lost his brakes on the early stages and Toivonen broke a wheel, removing the caliper, and then having to struggle without brakes over the first sections of the event. When we went to press it seemed that the Finn had collected road penalties that would possibly bring about his retirement.

Although the Lancia Martini team held the early advantage, there was still a long way to go before the finish at Athens today (Thursday).

Saby leads French series but Renault in trouble

Bruno Saby still leads the French Rally Championship following the Rally Terre de Provence recently. However, the team's troubles with the front suspension of the Renault 5 Turbo continued.

On the Tour de Corse, the suspension was incompatible with the Michelin TRX tyres and both cars struggled at times. On this last event, the scrutineers decided that the strengthening to the front wishbones did not comply with the homologation papers, despite the fact that no changes had been made to the Corsican specification.

The organisers decided to allow the

two cars, for Saby and François Chatriot, to start under the threat of exclusion should another team protest.

No such protest was forthcoming, luckily, as Saby was the winner of the rally by over 2mins. Second place went to Guy Frequelin's Opel. If Frequelin had not received a puncture early in the event, the close contest that ensued throughout the rally might have seen a different result although he still lies second in the championship. Bernard Beguin was a non-starter in the BMW M1 and as a result has dropped well back in the championship points.

Jersey rally attracts Tudor Webasto support

The organisers of the closed road rally that is to take place in Jersey, have found a sponsor. Tudor Webasto, manufacturers of car sunroofs and a sister company to Aston Martin Tickford, were expected to announce yesterday their intention to support the event for the next three years. It will be their first involvement with motor sport sponsorship but they are keen to be associated with this latest venture.

The organising team, led by former Leyland works driver Pat Ryan, have had to unravel a great deal of red tape to achieve the necessary permission to run the rally. Despite earlier plans, the rally

will not allow practising, sticking to a 'blind' format to reduce costs and also aggravation to local residents. There will now be some 50 stage miles, run entirely in daylight.

A firm date for the rally, which will start and finish in St. Helier has yet to be decided, although it will be sometime in October when the ferry rates have dropped following the holiday season. Such an event should attract crews from Jersey and the British and French mainlands. If all goes to plan, the organisers are hoping to gain national status eventually. Further details will be released shortly.

Regs out for the Manx International

The final, and fastest, round of the Rothmans RAC Open Rally Championship, is the Rothmans Manx International Rally. The event takes place on September 14/17 and will follow a similar format to last year's rally.

Scrutineering will again be at Summerland on Douglas Promenade throughout Wednesday 13 and the rally itself begins at 9.00am the following day. As last year, there will be no night stages — something that many crews felt were sadly missed — and so each leg of the event will be over by about 8.00pm. Crews will be able to begin practising the route on August 17 in order to make or check the all-important pace notes.

The rally is included in a variety of championships in addition to the Open series. It is a coefficient 2 round of the Euro series, a round of the West Euro Cup, the Belgian and Dutch National Championships, the Visa Trophy and the Irish Tarmac Championship, all of which should guarantee a strong, varied entry.

The rally will have 49 stages, within its 1100kms route, and with virtually all the servicing being carried out at the TT Grandstand in Douglas, the event should have an atmosphere more akin to continental rallies. Further details are currently available from Peter Dudley, 60 Ballachurry Avenue, Onchan, Isle of Man.



Lasse goes home

Lasse Lampi has withdrawn his entry on this month's Arnold Clark Scottish Rally. The Finn originally planned to use his Shell supported Audi Quattro on both the Welsh and Scottish events but has now taken the car back to Finland. Scottish spectators will now be denied the opportunity of seeing his press-on style that impressed in Wales.

Home rule for the Finns?

The entry list for the Rally of the 1000 Lakes is already open. The Finnish round of the World Rally Championship will have 1400kms of fast gravel stages that demand absolute commitment from the drivers taking part. Very much the Finns 'home' event, few outsiders can hope to challenge their domination.

This year there will be 50 stages, totalling 470kms, and practice will be allowed from August 8. If the prospect of spending the weeks prior to the start seems daunting and expensive, consider Russell Brookes's approach last year. He took a caravan with him for the period, reduced costs dramatically and gained a great deal of pleasure from the event.

The rally starts from Laajavuori at 6.30pm on Friday August 26 and will continue until Sunday August 28 at around 10.00am. This compact and demanding format gives little respite for the hard working crews.

Full details are available from the Secretary of the Meeting, PO Box 205, SF-40101 Jyvaskyla 10, Finland.



Jean Ragnotti has a solo factory Renault 5 Turbo on the Acropolis Rally this week, but at the finish he will turn his attention to the annual race at Le Mans. He will be driving with the Rondeau team.

Special Stage

Chardonnet to run Andruet in a Lancia

André Chardonnet, whose name became synonymous with the Lancia Stratos of Bernard Darniche, is to give his support to the Lancia Rally of Jean-Claude Andruet. Andruet has been part of the Lancia Martini team on the Monte Carlo and Corsican Rallies this year, but his contract was just for those two events. Chardonnet, the French Lancia importer, has been watching the development of the Group B Lancia with interest and has now decided to return to run the team with Andruet. Sponsorship will

come from Total and Pirelli while Andruet will retain personal support from Pioneer.

The planned programme begins with the 24 Heures d'Ypres in June. The Tour de France, Antibes and Cevennes rallies follow before the Mille Pistes in July. The choice of co-driver has yet to be made and speculation in France is that Andruet may select François Sappy (who shared the car with Andruet on the recent Rouerge Rally) in favour of his usual partner 'Biche'.



Clinton Smith on his way to second place on the Plains with his ex-McRae Ascona

Smith seeks Welsh win

The next round of the Nicolet Instruments Welsh Stage Rally championship takes place this weekend. The Severn Valley Stages, organised by Midland Manor MC, is based in Llandrindod Wells and features a 40 stage mile route through the excellent forests in mid-Wales.

Heading the entry list is the current Esso/BTRDA series leader, Clinton Smith. The Ascona driver has consistently shown that he is fast improving, but has been denied a win by the Audi Quattro of Darryl Weidner. In Wales, however, Smith will be unopposed and should win the event without too much trouble.

Behind Smith lies Richard Gough, in his Escort RS. Gough won the last round of the series, the Newtown Stages, and will be looking to take maximum points again, although Dennis Moody, Kevin Curran, Trevor Prew, Andy Miers *et al* will probably have something to say about that.

The course car at the weekend should be worth watching as it is the works Mazda RX-7, driven by Chris Lord. With only one week remaining before the Scottish International, Lord is naturally keen to see whether or not the elusive misfire that has spoilt his last two outings has finally been cured.

Spectator information will be available from scrutineering at the Auto Palace (BL dealership) in Llandrindod Wells. The first car will leave the start at the County Hall car park at 11.00am.

Leading Entries

- 1 Smith/Dytham.....Opel Ascona 400
- 2 Gough/Jones.....Ford Escort RS
- 3 Moody/Savage.....Ford/Escort Mk3
- 4 Curran/Wheatley.....Ford Escort RS
- 5 Prew/Fox.....Ford Escort RS
- 6 Miers/Jones.....Ford Escort RS
- 7 Paton/tba.....Ford Escort RS
- 8 Kitney/McCann.....Davrian
- 9 Edwards/Henderson.....Opel Kadett GT/E
- 10 Bradbury/Phyllis.....Ford Escort

Antibes in October

The organisers of the Antibes Rally are offering good terms for the French Championship event, which will this year take place on October 13-16. Last year, Terry Kaby and Rob Arthur took their Vauxhall Chevette to a fine second place on this European Championship event.

There will be 28 special stages on the rally in 1983, with a total distance of 580kms, all of which will be over asphalt. Included in the tests will be many of the traditional Monte Carlo stages.

Total prize fund will be 180,000 FF, and details — including assistance available — are to be had from the Associations Sportive Automobiles d'Antibes, Juan les Pins, 51 Boulevard Charles Guillaumont, 06160 Juan les Pins.



Kaby — lead-free engine tests.

Kaby tests lead-free engine

Terry Kaby gave the Blydenstein Racing, lead-free engine another run last week when he was demonstrating the Vauxhall Chevette HSR at the SMMT Test '83. Using the TV Rallysprint course at Donington Park, Kaby proved that the 2.6-litre engine is extremely competitive. When it was first used (on last year's Peter Russek Manuals Rally) the engine broke down after just one stage but Bill Blydenstein is happy with the way development has progressed. There will have to be changes to the current RAC MSA regulations before the new unit can be used in competition but before long other manufacturers will have to develop such units if they wish to compete in this country and Blydenstein is clearly hoping to gain an early advantage.



David Llewellyn had spent some time looking at the damage to his Escort following his Manx accident, when along came another car that suffered the same fate. The second car slammed into the back of Llewellyn's car and destroyed its rear end. As the Welshman said afterwards, "I only managed to bend the front end. By the time the rally was over, the car was destroyed and there wasn't a piece of glass left in it."

Briefly . . .

- David McDonald is to spend the rest of the year competing in a Group A 1600cc Toyota Corolla, similar to that of Per Eklund and John Midgley. He has sold his Group 2 Celica to his mechanic and is now trying to get the new car ready for the Scottish International.
- 'Four on Four' is the title of Lombard North Central's film of the 1982 RAC Rally. Available on 16mm film it is available on free loan from any of Lombard's branch offices.

For your diary . . .

Kentdale Trophy Rally, June 11/12: Blue Ramblers MC event, starting at Tebay (west) services on the M6. A 130 mile route is planned before the finish at Crooklands Hotel. Details from Robert Read, Ole Cote, Duke Street, Burton-in-Lonsdale, Carnforth, Lancashire.

ATS Midsummer Rally, June 25/26: Starting at Tavistock Comprehensive School, details of the Tavistock MC event are available from Mr. S. Allen, Overleaf, 3 Parkwood Road, Tavistock, Devon.

Hometown White Rose Rally, June 25/26: A 130 mile route with only a few miles of 'whites' is a feature of this event. Regulations are available from Mrs. M. Brooke, 8 Buxton Lane, Frizinghall, Bradford.

Motormods Cheltenham Stages Rally, July 2: A round of the AWMCC and CMSCC championships, there are 35 stage miles available at a popular Cotswold venue. Further details are available from K. J. Cooper, 1 Brymore Close, Prestbury, Cheltenham. Tel: Cheltenham 37703.

Telfy Valley Club Rally, July 9/10: A 75 mile route is available for this closed event. Further details are available from Andrew Thomson, Industrial Estate, Henlian, Llandysul, Dyfed.

Esso Border Counties Rally, July 9: Counting for both the Esso/BTRDA and Esso Scottish championships, this 60 stage mile event has an entry fee of just £89. Further details are available from Mrs. E. Brown, 212 Magdala Terrace, Galashiels. Tel: Galashiels 56132. As in the past, John Foden will award a barrel of beer to the highest placed national team. The Scots have won for the past two years . . .

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jun 2/5	Italy	Rallye della Lana. European Rally Championship (co-eff 2). Last year, Massimo Biasion took top spot with his Opel Ascona 400. This year he leads the Euro series with the Lancia Rally and there would be little to suggest that he will not repeat his win.
Jun 3/5	Germany	Hessen Rally. European Rally Championship (co-eff 2). The top German drivers — less Harald Demuth of course — will do battle on this Euro round. Erwin Weber, Manfred Hero and the rest will chase points for their national series as well as the senior championship.

NATIONAL RALLYING

Date	Venue	Event/Details
Jun 4/5	Burnley	Hebden's of Burnley Summer Rally (Pendle & DMC). Starts from Hebden Bros. Garage, Todmarden Road, Burnley at 11.30pm.
Jun 5	Llandrindod Wells, Mid-Wales	Severn Valley Stages (Midland Manor MC). A round of the Nicolet Instruments Welsh Stage Rally Championship. Starts from the County Hall car park, Llandrindod Wells, finishing at the Metropole Hotel after 40 miles of stages. Starts at 11.00am.

Track Test



Nant-yr-Hwch (left) provided the setting for the second of our rally track tests. The car in question was Harry Hockly's Vauxhall Astra seen in the hands of John Taylor (right).

Astra-nomical

JOHN TAYLOR took a Vauxhall Astra Challenge rally car to the frozen wastes of Wales for his latest stage test for AUTOSPORT.

The cold, frozen surface of Nant-yr-Hwch's short loop proved an ideal venue for me to test one of Vauxhall's Astra Challenge cars. For the test I had the use of Harry Hockly's RAC 1300cc championship car, victorious in 1981 and runner up last year.

The Astra Challenge was inaugurated this year following the success of the Kadett Cup in Germany for the past five years. Championship co-ordinator Andrew Duerden explained that, although the challenge was planned from scratch, the regulations had eventually been settled to a similar format as the German version. The object of the exercise is two-fold. First, to encourage the clubman to master the techniques of driving a front-wheel-drive car that was also available at a reasonable cost, while at the same time encouraging the GM Dealers around the country to become more involved in the sport, following the success of the marque's larger vehicles.

Gradually it is hoped that the challengers will remain with the Vauxhall/Opel range, moving to Mantas, Asconas or even the new 1800cc injection Kadett that has just been released. The new range of cars should take the drivers into Group B, but for the moment at least, the competitors in the Astra Challenge are finding themselves with a low cost entry into Group A which was always the intention of the championship organisers.



When I climbed into Harry's car, the first two things I noticed were two of my pet hates: a standard driving seat never gives me the sort of lateral support that I feel is required, it is a personal thing but one that I feel is very important if absolute confidence is to be attained. The second thing that seemed wrong was that the hand brake was not a 'fly-off' version. Admittedly, if left foot braking is correctly employed, the need for using the hand brake is lessened, but the option should be there.

Nevertheless, the car was well appointed, with extremely good visibility and nicely positioned pedals to allow the feet to control the car in a reassuring way. There was room for a bit of modifying to the instrument layout, though. The rev-counter seemed excessively off set towards the co-driver and some of the other gauges were not so easy to read at speed. Unless you are very experienced with the car, the instruments are of more use than some give them credit for and they should be visible at a glance.

With the gear lever falling nicely to hand, I set off on the first loop of the test course. Over the first few bumps, the car seemed to buck and bounce terribly but the most alarming thing was the way that the Astra seemed to steer itself.

It all seemed very twitchy and the little car seemed to wander from one ditch to the other. Not at all reassuring and I felt perhaps that this was not a true reflection of the car's potential.

Returning to the paddock, I discussed the matter with Harry and Andrew Duerden. We decided to change the wheel off-set and swap from relatively high profile, soft sidewall Goodyear tyres that seemed to be giving a second suspension, to Pirellis. The car was immediately transformed and I was able to continue the test in a much happier frame of mind.

The 1300cc engine really needs to be kept revving if it is to maintain momentum. It is a free revving unit with its optimum power being around 7000 to 8000 rpm. Unless the revs are kept in this band almost constantly, however, the lack of torque becomes very noticeable.

Pulling away was no problem but as one changed up through the gears, there appeared what could be a major problem to an uncertain driver. First and second gears were very useable, but the gap between second and third seemed to me to be far too wide. Even when revved hard in second before the change to third, the



drops in revs still results in a very laboured journey before they built up again.

A bold approach was required to driving this tough little workhorse, but I was pleased to discover that the brakes were more than adequate for the job and the balance seemed about right. The car inspired confidence as it reacted quickly to brake pressure, essential when the left foot braking technique is used (as indeed it must be if the car is to be kept moving through the twists and turns).

Our changes to the wheel off-set (Harry's car had BMW wheels rather than the standard version) had made the car immediately more responsive, giving greater traction but still the car tended to bounce along the rougher sections. There is clearly scope for further work in the suspension department.

Generally speaking, I felt that the Astra Challenge offered the clubman a very attractive package, with a nice little car at the right price. To put a car together would cost about £1200 on top of the cost of the car but for that, the driver will get a car that provides a good learning base for the future. Young drivers will find enough excitement to enjoy the sport as they learn about front-wheel-drive techniques.

My only real criticism of the car was that gap between the gears but perhaps when the car is homologated into Group A, a close ratio gearbox will be made available to remove the problem. If it is, then I suspect that more and more drivers will be able to benefit from what is basically a delightful package.

With the top six drivers at the mid-point of the season, going to Ulster for the Open Championship event and a pace note event being planned later in the year at Vauxhall's test track, competitors could be well set up for the future. ■

A touch of the Blarney

EDDIE JORDAN made the change from professional racing driver to successful team manager in a remarkably short time. MARK COLE meets the man himself.

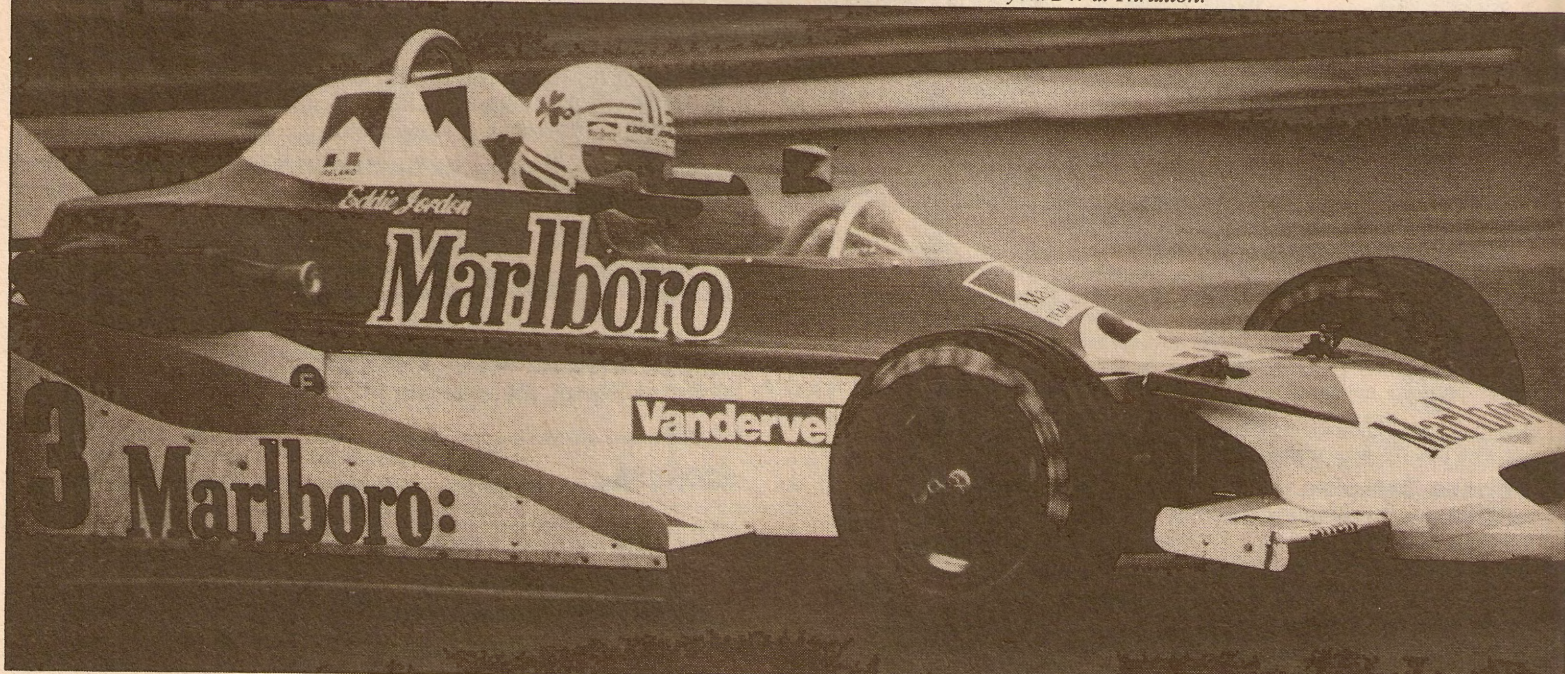
Silverstone's long-suffering circuit staff are never allowed to forget St Patrick's Day. Every March without fail, a bespectacled track-suited tornado sweeps through their offices brandishing sprigs of shamrock, inciting unrest and demanding homage. Few of his fellow tenants escape either, as 'Blarney' ensures proper observance of his Mother-Country's Patron Saint, before returning to the cloistered tranquility of Eddie Jordan Racing's impressive workshops.

Eddie Jordan can be blamed for a lot of things — as the man who started the Irish invasion of British motor racing, and then dragged Marlboro screaming into the land of Guinness; as the man who went to play golf with Stefan Johansson and Andrea de Cesaris and sank a hole in one; as the man who decimated all opposition in the Anglo/Irish Atlantic series, but never won a Formula 3 race; as the man who was tested in a Marlboro McLaren, but ended his driving career in a 200mph Porsche; and as the man who changed his helmet for team manager's cap, and found it fitted like a good toupée . . .

There is a lot more to Eddie than meets the eye. Open, extrovert and easy-going on the surface, he is a financial wizard and entrepreneur just under the skin. "I love working with money, and I love looking after people," Eddie says. Although you'd never get him to admit it, the cover of *Fortune* or *Time* would mean much more to him in his Mark McCormack role than the cover of *AUTOSPORT*. And despite the high-powered, glamorous world of European and British Formula 3 in which he moves this year, he would just as soon be at his Silverstone village home with his family, juggling figures on his calculator.



Above: There is a lot more to Eddie Jordan than meets the eye. Below: In 1979 with the Formula 3 Chevron-Toyota B47 at Thruxton.



Dentistry and Eddie Jordan may not appear to have much in common — apart from the fact that at the end of his racing career Eddie shared Stuttgart dentist Sigg Brunn's Porsche 908 in World Endurance Championship races. But after leaving school — where he became an ace golfer with a handicap of three (and not long ago scored that hole in one at Goodwood playing Johansson and de Cesaris after a test day) — Eddie followed his grandfather's example and entered the University College of Dublin's Dental School.

"College was boring. Jesus, it was like living in fairyland," he recalls. "Everyone was happy as long as they had enough cash for a few Guinness, and I certainly didn't take it seriously. I eventually realised I was banging my head against a wall, and my father was getting fed up with paying my way, so I left and went into accountancy."

Eddie joined the Bank of Ireland, where his latent business acumen soon surfaced: working on the Cost & Works side of the profession, he qualified well with a degree from the Institute of Bankers, "which meant I could work for any bank in the world".

Motor racing hadn't figured in his life before this, but he had been born in Dublin (in 1949) within a mile of Derek Daly, Bernard Devaney and David Kennedy. And by another quirk of fate, after his sister's wedding to his cousin Noel Smith — then Irish Rally Champion in a Porsche 911 — took Eddie out for a spin in his Mini Cooper S. "I must have had a few beers — I just couldn't believe anyone could be that quick round corners. That gave me the bug."

Fate again took a hand in the shape of the Irish bank strike of 1970, when Eddie 'emigrated' to Jersey to work as an accountant for the island's Electricity Company. "I used to go to a hire kart track, and took part in some school races. When I eventually returned to Ireland, I continued in the sport. A close friend (solicitor Dennis Shaw) and I formed a kart club and organised a couple of races in the centre of Mullingar, a town 50 miles from Dublin — they were financially successful, and we competed ourselves. But in 1971 I broke a leg in a freak accident — I was testing at a local track and met someone coming the other way."

Undeterred, Eddie came back in 1972 to win the Irish 100cc Championship, and then moved into 250 International, racing at Mondello, the Isle of Man and other fast circuits. "We raced against the English — and, boy, were those guys quick."

As many found before and have found since, the logical step from karts was into Formula Ford, and in 1974 Eddie bought himself a Crosslé 20F: "It was pretty worn, and I did nothing special, just a few top three places. Mondello was where it all happened — what a track! It's incredible when you look back and see that Mondello actually made drivers like John Watson,

Daly, Devaney, Kennedy, Tommy Byrne and Michael Roe. Just one facility producing so many excellent drivers from a population of just 2.5 million."

"Nothing special" Jordan might say, but his debut season was good enough to attract John Crosslé's attention, and prompt the Ulster manufacturer to offer Eddie the works drive for 1975. "I've always been good at creating a PR rapport and getting sponsorship — perhaps I talked John into the drive. Anyway, I had a hard time of it in 1975 against some of those Irish guys. I won a couple of races, but I was also up against Jay Pollock, perhaps the best driver Ireland has ever produced — but he never bothered. He was a lazy bastard."

"I had raced for Ireland at Morecambe in the World Cup in my karting days, so I had already enjoyed a taste of English racing — and decided to have a go at the Brush Fusegear Championship during 1975. I couldn't get over how easy it was, and I won a lot of races in England up against Geoff Lees, Lou de Marco, Kenny Gray and Rod Bremner. It seemed unreal, unbelievable after struggling at Mondello. I used to catch the Friday night ferry to Liverpool after finishing work in Dublin at 5.30pm, take in a race at Aintree on Saturday — Aintree's Ian Smith was a real good guy, always going out of his way to help — and then race at Cadwell, Silverstone, or wherever."

Eddie's battered VW pick-up was a familiar sight around English tracks during 1975 and almost a fixture at Cadwell Park: "That circuit was magic, my favourite — I won two races there on the same day."

Brake failure

But fate intervened yet again — while doing well in the Brush series, Eddie had brake failure at Mallory and went straight on into the hairpin wall, breaking both legs and parking himself in Leicester Royal Infirmary for three months. "The first person to come to see me was Geoff Lees," Eddie remembers. "He was a regular visitor, and I got to know him well, a really nice person — a great driver, but too nice for his own good in top-line motor racing."

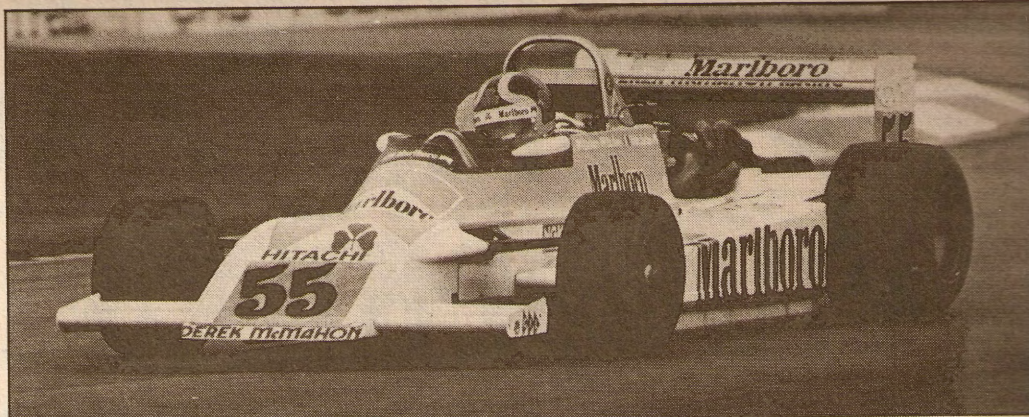
Suddenly the floodgates opened to let the Irish in. "They were all thinking, if Jordan can win, then they'd have no problems," he says. "Daly, Kennedy, Devaney, Acheson. They all came pouring over — but I was the first."

With his banking career to throw himself back into, Eddie decided to quit in 1976 — but not for long. Irish team owner Terry McGovern — "an older version of Derek McMahon" — was due to test Rosemary Smith in his ex-Fittipaldi Lotus 69 F2 at Mondello, but the lady didn't turn up and Eddie was offered the seat. He tested, was entered for a *Libre* race, qualified on the front row and then proceeded to lead Patsy McGarrity for five laps before being blown off into fifth place by the experienced regulars.

"I took the drive over, but the car was too old to be really competitive — it was a 1971 car and we were racing in 1977 — so we got some money from Encyclopedia Britannica to run the ex-Alan Jones/Harry Stiller March 74B for the rest of the season. I won three races with the car."

Jordan had become friendly around this time with Vivian Candy, like Eddie a sponsor go-getter — "an Irish Guy Edwards" — and the pair put up a proposal to Marlboro, Eddie to contend the 1978 Anglo/Irish Atlantic series in a Chevron B29, Vivian to race in Formula Ford. Marlboro accepted, Eddie won 13 races to take the title, and a bond, which is still strong today, was formed between him and Marlboro's George Mackin.

"There is no one I can pay more credit to in motor racing than George Mackin — he is a thorough gentleman, one who even knows how to say 'no' pleasantly. If it hadn't been for George back in 1978, I wouldn't be here entering cars in his Formula 3 Championship in 1983." Marlboro certainly got value out of the Dublin duo — the cigarette company had been looking for a chance to open up Ireland, and Eddie and Vivian gave them TV and press coverage like they had never had before. "Marlboro is definitely the 'in' ciggie in Ireland today, and I would like to think we helped achieve that."



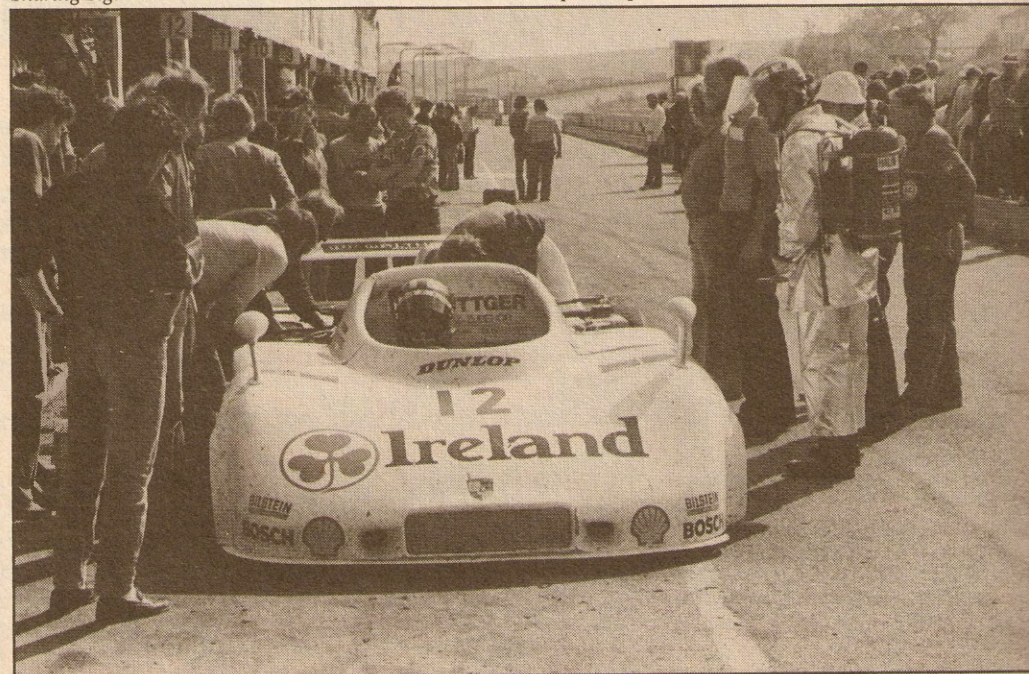
F2 at Donington: "None of us figured in the race but it was a great experience . . ."

"In 1979 I was racing against Stefan (Johansson), Chico Serra, Andrea de Cesaris, Roberto Guerrero, Nigel Mansell, Mike Thackwell and Eliseo Salazar — they're all in F1 or winning in F2 today."

Eddie's Atlantic success was swiftly followed by a move into British F3 for 1979. Silverstone became his new home as he set up base in Derek McMahon's workshops along with team-mates Johansson and Devaney — Stefan and Eddie in Marlboro Chevrons, Bernard in McMahon's yellow and black colours managed by Tony Harvey and PR handled by Chris Witty (now Toleman's front man). Their target was the Vandervell Championship, "but the Chevrons were totally uncompetitive, and we changed to Marches mid-season. When I look back at 1979, I realise I was racing against Stefan, Chico Serra, Andrea de Cesaris, Roberto Guerrero, Nigel Mansell, Mike Thackwell and Eliseo Salazar — they're all in F1 or winning in F2 today."

"We had some great races, as I was up with them once we had the Marches. The race I enjoyed most was at Oulton, where I had a magic dice for the lead with Chico and Kenny Acheson, and we were pulling away from Nigel's Unipart car. I was watching Nigel in my mirrors when Andrea decided he couldn't wait to pass and overturned him, breaking Nigel's collar bone. Stefan almost caught me, but I held third. I had a good third at Donington too, and then Big Derek put the three of us in F2 cars for the Donington round — none of us figured, but it was a great experience being in the same

Sharing Sigi Brunn's Porsche 908 in World Endurance Championship events in 1981. This is at Mugello. ▶



race as Surer, Henton, Gabbiani and Daly."

There was another good reason to remember 1979 — in the shape of a pretty blonde Irish national team basketball player whom Eddie had met in one of his spare-time roles as reporter for the rock magazine *Scene*. She was a customer at Eddie's bank too, and he and Marie somehow found a free weekend to get married in Dublin. Zoe arrived in late 1980, and then just a few weeks ago Miki.

Stefan's British F3 Championship year was 1980. McMahon was no longer running in F3, and Eddie ran his own Marlboro team from Silverstone with Dave Benbow as team manager. Stefan had gone to Ron Dennis, and took the title at the final Thruxton round when Kenny Acheson and Rob Wilson collided in the chicane on the first lap. Eddie had started the season with a March, but after Wilson's pioneering successes in the fledgling Ralt everyone wanted one, and Eddie was at the front of the queue. He finished 10th in the Vandervell series after unselfishly donating his car to Stefan as a spare for the final round — just in case . . .

"That was it. I was now 30 years old and I wasn't going to make F1. I wasn't interested in F2 with its pay-pay-pay syndrome. I decided to concentrate on the business side of racing, so I had a long talk with George Mackin about going into team management, and he advised me and helped me to get a larger Silverstone unit for 1981."

Eddie had raced against David Sears in 1980 and had been impressed by the young English Formula Ford Champion, so Eddie Jordan Racing's first contracted driver was co-incidentally the son of Silverstone's Chairman. "David was an ace driver — remember his brilliant second at Thruxton? — but he never got his sponsorship act together and the money ran out. I ran Brett Riley at Monaco after David's entry was turned

Interview

A touch of the blarney

continued

down — a decision no-one could understand — and then towards the end of the season David Leslie came to us with his Racing for Britain money and he came up with the results, several seconds and then he led at Oulton for a while. David is such a great guy that we all loved him during his time with us."

While 1980 was Jordan's first season as team boss, it was also strangely enough the only season he was to race professionally outside single-seaters, despite having 'retired'. Eddie was offered a number of drivers in Sigi Brunn's astonishingly quick Porsche 908/3 turbo at World Endurance Championship rounds. "I was given the full professional treatment," Eddie grins. "Marie and I were flown from Mannheim by private plane to wherever we were racing, and I loved every moment of it. We put the car on the front row at Monza and finished fifth, and finished third at Silverstone and I had fastest lap. That car was magic. I missed Nürburgring as I was due to race at Le Mans, and couldn't afford to do both. That was the race Sigi took Herbie Muller on as co-driver — and Muller was killed when he slid off the road into a previously crashed car." Eddie then did Le Mans with David Hobbs in the Michael Cane BMW M1, running well up after 22 hours when Hobbs crashed the car and had to retire.

Back on the F3 front, the David Leslie connection was to start an association with British drivers that has continued to today — and outstandingly with James Weaver last year. "I started 1982 without a bean," Eddie shudders, "and we really had our ups and downs. The biggest down was at Monaco when James missed signing on, but that incident really fired us up to beat the French."

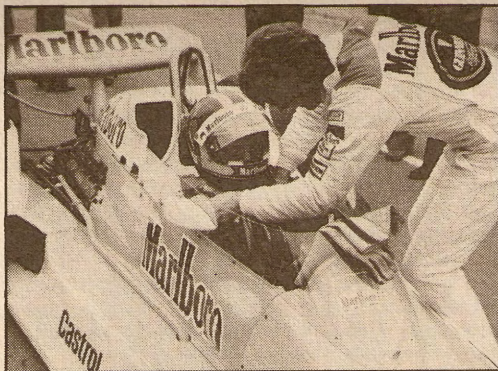
Defeat the French

And beat the French they did. In the four European F3 Championship rounds Eddie Jordan Racing contested, Weaver won three and finished second in the other. Eddie is quick to pay credit to Yokohama for their tyres and expense money which made it possible to blow off the Europeans: "Jonathan Kendrick and Bert Baldwin of Yokohama did a super job for us — right from the first back-to-back test we did at Donington, the Yokos were 1.5secs quicker.

"James never quite shone in Britain although he was lying second to Tommy Byrne halfway through the season, money was really tight, even with James's Racing for Britain support. I was running Fernando Macedo too, but he turned out to be Brazil's only slow driver, and when his money went he went too. I ran Philippe Colona in one of the French European rounds, and Cathy Muller at Nogaro, but my biggest coup was getting Henri Toivonen. Henri had been quoted in an interview as wanting to do an F3 race, and Keke Rosberg arranged the introduction." He drove a magnificent race into fourth place at Thruxton's televised November meeting, underlining his stated preference for circuit racing to rallying.

Formula Ford also figured on EJR's 1982 menu, with David Hunt and Angel Lopez in Van Diemens. Although Hunt won no races, he was given a Grovewood award at the end of the year, while Spaniard Lopez ("a crazy guy, always crashing") rewarded the team with an excellent second at Mallory.

Then came 1983. "I wanted the top guy in England, so I went out and got him. Once BP had released him, I signed Martin Brundle. Again we looked like starting the season with nothing, but then Martin won the top Grovewood Award and was voted top Racing for Britain driver for 1983 — he handed all the money over to us, and we can now see our way clear past the British GP. Martin is simply fantastic — if it wasn't for Ayrton, who is bloody brilliant, Martin would have had the Marlboro series sewn up. We ran Tommy Grunnah until his sponsorship fell through, and now we've just taken Allen Berg on with his *Grand Prix International* sponsorship." Alistair McQueen, who has been with Eddie since 1980, is British team manager. In Europe, Eddie is running Byrne (who recently won his first race in the championship at the Osterreichring), Max Busslinger and Paolo Giangrossi with Alan Harris



Assistance from DD in his F1 test for McLaren.

managing the team. "We're going to win the European Championship with Tommy, and really try to win the British with Martin — Ayrton can't stay on top forever. Allen and Max? I think we need to make an investment for the following year every season, and they'll be the men to beat in 1984." Henri Toivonen may also be doing occasional races this year. Eddie and Dave Price have entered into a European partnership, Dave running Cathy Muller in France while Eddie handles the rest of Europe, pooling resources abroad.

Jordan this year became the biggest new Ralt owner in motor sport when he bought five Ralt RT3/83s from Ron Tauranac, thanks to Roger Donegan, manager of Allied Irish Banks Northampton branch. "I used my banking background to put forward projected cash-flows, and he had the foresight to see EJR is a good investment." Formula Ford temporarily continued under Jim Wright's wing. Fredrik Skoghag was one of the drivers, before licence confiscation forced him home to Sweden, while Paul Mather was campaigning a new Van Diemen under the Racing for Britain banner before transferring his allegiance to Team Touraco. Jordan thus closed his FF1600 team!

Eddie leads Stefan Johansson. Both are in March 793s, although Stefan's sports the later narrow nose.



"I won't be racing myself anymore — I want to progress. I like the management side of things — call me an entrepreneur if you like — and I know how to run a racing team on a proper business basis, and to finance it on a sound commercial basis. If a proposition is viable I can see it — it doesn't have to be a sensational one, just sound."

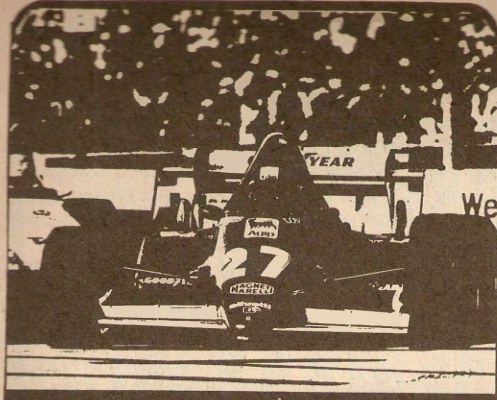
He has carried his business grounding into a new company he and a lawyer have formed in London, Eddie Jordan Management, to look after the interests of Henri Toivonen, Tommy Burne, Martin Brundle and other rising stars. "I've always enjoyed personally managing my drivers — and, looking back at my own career, I can now see that I should have gone one step further in my sponsorship go-getting and got myself a PR man. It's easier for me to sit here and tell you how good Martin Brundle is, than for Martin to try and convince you himself."

Eddie still involves himself in the teams. Although he leaves the day-to-day running to Alistair and Alan, he continues to take an interest in testing and racing. "I still think like a driver — remember I raced F3 both with and without ground effect — and I can get a lot of feedback from Martin and Tommy. I'm still a driver when I talk to them at the track."

As we were talking, EJR's massive ex-Fittipaldi transporter in its striking blue and yellow livery was trundling out of Silverstone's gates on its way to five weeks of European racing. It is a rig that is no less impressive than that of any current F1 team.

"I want to do F1. F2 doesn't interest me as a team owner. The only way to progress in motor racing is like Spirit and Ron Dennis, to have good solid contacts, and to stay with them. That's why it's important for me to stay with Yokohama. They're good people, and we get on well."

"The day will come when they will want to progress, and we could go into F1 together. I'm not overawed by the engineering, although it's hard work. But it will happen." ■



Fifth Column

BY NIGEL ROEBUCK

A week of contrast

In the normal course of events, Grands Prix on consecutive weekends do not find much favour with people directly involved. Get home from a race late Sunday night, write about it Monday and Tuesday, leave for the next one Thursday morning. And that is looking at it only from a journalist's point of view. For the mechanic it must be a nightmare.

Constant travel, therefore, is tedious, but it was interesting to note the week after Monte Carlo that when next we congregated — at some ungodly hour — in the appalling cloisters of Heathrow, everyone appeared to be in high spirits. We were going to Spa! And that, supplemented by the thought that Monaco was out of the way for another 12 months, was cause enough for celebration. Had we been en route for Zolder, the tone of the morning would have been rather different.

As you may have gathered over the past few years, the Monaco Grand Prix is not my favourite race, although it cannot be denied that the circuit offers an unparalleled opportunity to witness, close up, the capability of Grand Prix car and driver. It is the easiest place in the world in which to keep a lap chart, because the order so rarely changes. To move up, you must rely on the charity of the man in front, and that to me is not racing.

Your other alternative, of course, is to get the revs absolutely right when you let in the clutch at the green light. After qualifying Eddie Cheever told me that he doubted that Keke Rosberg would be a real threat in the race, saying that even the World Champion would be unable to find a place to overtake. At the same time Cheever worried about the possibility of a wet race: "I've always enjoyed the rain, you know, but what concerns me is the start. I have never yet made a standing start in the rain with a turbocharged car . . ."

That being the case, it was not surprising that he veered around a little when the race began. He had been third on the grid, and he was still in that position as the pack threaded through the Ste Devote chicane. But the damage was already done: Rosberg was ahead of him, up from fifth.

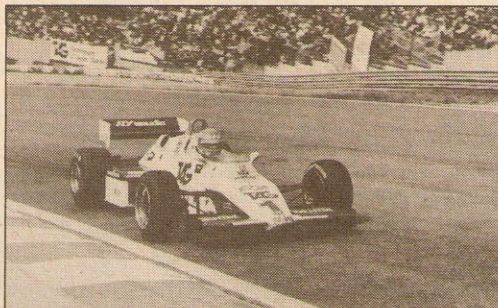
Keke went away from the line with his rear tyres as good as alight, and I will never know how, on slicks, he found the traction to beat Cheever and the two Ferraris to the first corner. But he did, then passing Prost with the glitter and precision of a meat slicer, at which point the race was effectively over.

During the next few laps Rosberg demoralised the rest, pulling clear at an absurd rate as the line dried out. But if this was a World Champion's charge, it was also controlled and intelligent. Approaching Mirabeau, for example, Keke was following a curious path down the inside. The street falls away to the kerb, and was draining better there. He was actively seeking places

kind to his dry tyres and to hell with the conventional line. In 1961, at the Nurburgring, Stirling Moss started on wets, but the rain came only in the late stages. Until then, Stirling held the Ferraris at bay, actually looking for oil over which to drive, because that would allow his tyres to live a little longer.

It seems to me that Rosberg at Monaco and Moss at the 'Ring have much in common. Keke I believe to be the fastest driver in the business, just as Stirling was in his time. In 1961 Moss very often had no answer to the horsepower of the Ferraris. Only at two circuits, Monte Carlo and the Nurburgring, could a nimble chassis and sheer driving ability balance the equation, and he won both, each time with the red cars at his heels.

In the same way, at Monaco, Rosberg recognised a rare opportunity to challenge — even defeat — the turbos, and he made the most of it with a demonstration of irresistible aggression and flair.



Rosberg — driving like a real Champion of the World.

For me, though, Keke was even more impressive at Spa. This was a race he could not hope to win unless the leading turbos fell by the wayside, but there was no sign — from his driving — that he acknowledged the fact. At the end of the first lap he was seventh, clinging on to the BMW power of Piquet and Winkelhock, and there he stayed, lap after lap. No other Cosworth car was remotely in the picture. This was a racer acting on instinct.

"What a fantastic place!" he commented on Friday, drawing on his immediate post-qualifying cigarette. "I think I need a seven-tenths of a second improvement in the chassis — which I know is there somewhere — and then I can race with the turbos." Most of his Cosworth colleagues could only whine about being short of power, but Rosberg showed what could be done with a good chassis and uncompromising attitude. He looked upon Spa not as a lost cause, a 'turbo track', but as a place to get his teeth into. No one approached his pace through Eau Rouge, and consequently his exit speed — up the long climb to Les Combes — allowed him to stay in the slipstream of the turbos.

Given a whiff of victory, most drivers can find a little bit more within themselves, but Rosberg is one of those very few in whom the flame of aggression burns constantly. Rare is the reigning World Champion who behaves that way. My respect for this one grows by the race.

Spa — a positive step

It was pleasant indeed, when we arrived at Spa-Francorchamps on Thursday afternoon, to be able to drive round the circuit, for the opportunity rarely arises at purpose-built 'autodromes'. The original 8.76-mile track was, of course, made up entirely of public roads, and the 'new' section, which turns right at the top of the hill and plunges off down into a valley, is also open to traffic, although its use is not encouraged, as temporary wooden barriers indicate.

I had not seen the revised and shortened circuit before, and could hardly have been more impressed. It follows the natural contours of the land, and is therefore anything but bland, retaining instead the essential character of Spa-Francorchamps as a true driver's circuit.

After several laps of it, we set off around the original track, and its impact was as great as ever. Motorway building has removed some parts altogether, but you can still marvel at a corner like Burnenville, where Moss crashed in 1960, following suspension failure on his Lotus 18. "I remember the last lap in 1970," Chris Amon once told me. "I was chasing Pedro Rodriguez, and the BRM was streets quicker at the top end than my March. I made a conscious decision to take the Masta Kink flat — something I'd never tried even in practice,

and I don't think anyone else had, either. I made it through somehow, and took about 50 yards off him. But, I tell you what, it wasn't something you'd want to do every day . . ."

We approached the Masta Kink — two very definite corners, incidentally, rather than a left-right flick — and I thought again about going through there at 185mph — in a March 701 . . . Amon, who finished a second behind Pedro that day (the two of them having averaged almost 150), always loved Spa-Francorchamps, although he doubted its validity as a true test in later years. "I next went back in '73," he said, "to drive a Matra sports car in the 1000kms, and by then the Kink had become comfortably flat every lap, even for a sports car. I reckon that quite soon most of the circuit would have been flat — flat for everyone, I mean — and it would have got boring, just a very dangerous slipstreamer of a track."

That same day Henri Pescarolo lapped a Matra at the staggering average of 163mph, and as we drove round we speculated about the current Grand Prix car's potential lap speed — 170? 175? The new track offers an average some 50mph less than that, and doubtless there were those in the place who decried it as a pale imitation of "the real Spa." These are the people who think that racing drivers should wear barbed-wire crash helmets . . .

I was entranced by the place, and delighted that the revised circuit takes in part of the old. And one of the most agreeable aspects of the weekend was that I found my enthusiasm shared by the drivers, most of whom had never raced at a track like this, being raised on an autodrome diet. Niki Lauda and Jean-Pierre Jarier said they didn't relish the idea of racing there in the rain, but otherwise there was overwhelming approval.

Over the weekend, I interviewed Alain Prost for a forthcoming feature article, and told him of my surprise that there had been so little 'safety' talk. His response was interesting: "For me, this circuit is incredible, and it means something to me to race here. One of my great heroes was Jim Clark . . ." A surprisingly emotional response from a man of unemotional reputation. "Perhaps," he went on, "this generation of drivers is different from the last. Safety is something taken for granted these days, to a far greater extent than in the past, but it depends how you look upon it: It seems to me that you cannot criticise a track simply because it is fast. We have a lot of horsepower these days, so anywhere is going to be fast in places, after all."

"I don't know," he said, "if you have made a lap of this circuit." I told him I had. "Well, perhaps you can't do that in most places. If you could, you would know that this circuit is certainly not the most dangerous we use. For me, it is much safer than, say, Long Beach. Perhaps," he concluded, "there is less talk of safety than there used to be, but the sport is undoubtedly safer than it was. That's one reason, and another may be that, in my opinion, there are no real stars today. I think we are a bunch of good professional drivers, but there is no one out ahead, no one acting as a 'spokesman' for the drivers. The point about this kind of track is that it can provide a good race, maybe. Monaco, you know, is fun in practice, particularly when you are going for a quick time and you get a clear lap, but I don't enjoy the race there because you can't pass. Here all things are possible."

Indeed they are. In the event, planned pit stops served to break up what had been a riveting struggle, but there was no doubt that the return to Spa-Francorchamps was an artistic success and, I would imagine, a financial one. Flemish and Walloon polemics may dictate that the race returns, every other year, to Zolder, but I hope not. With Spa-Francorchamps in business as a Formula 1 circuit again, the notion of staging the Belgian Grand Prix anywhere else is patently absurd. ■

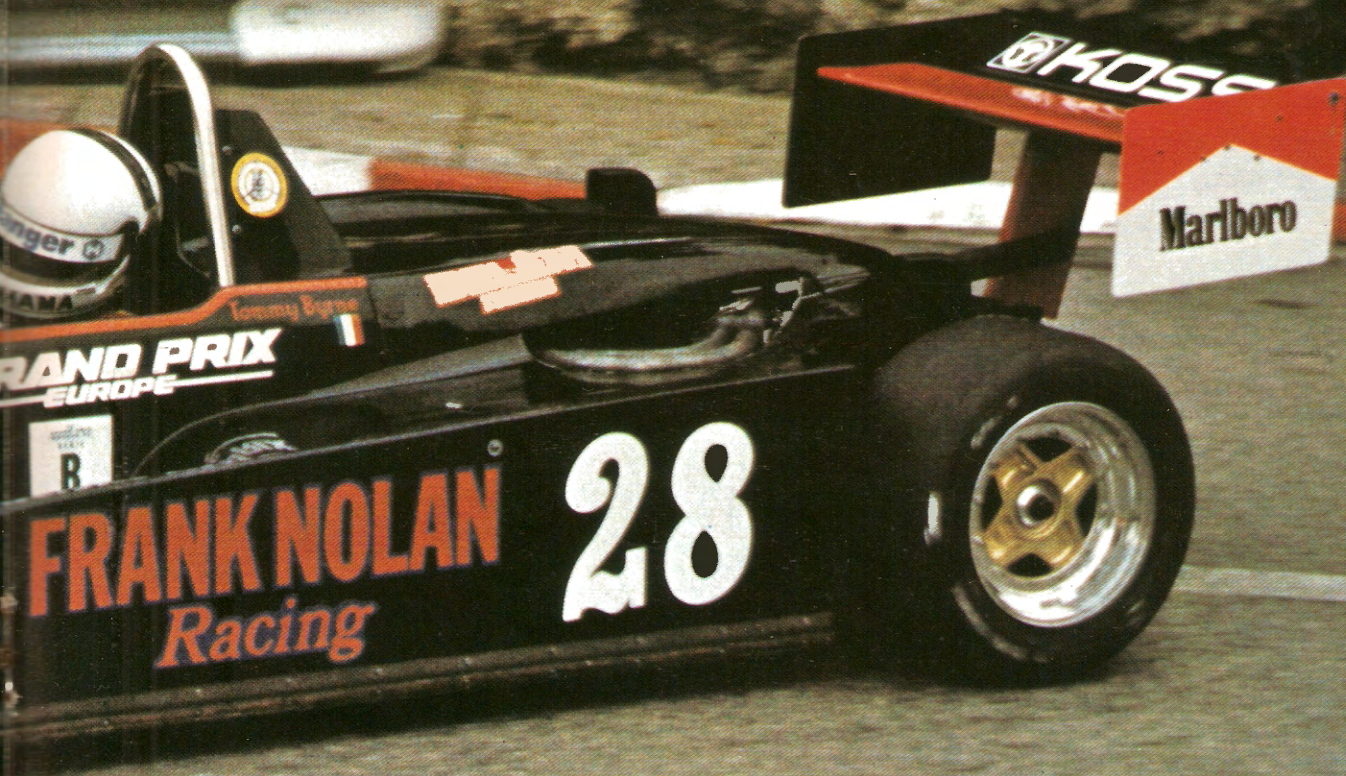
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Top: Andrea de Cesaris and the Alfa Romeo 183T were spectacularly quick at Spa, leading the first half of the race. The Italian showed a neatness and maturity to match his pace, and his turbocharged V8 had the legs of everything — until it broke. Bottom: Derek Warwick, seventh in the Toleman-Hart, would almost certainly have brought the team its first World Championship points had it not been for a botched fuel stop. Photos: Jeff Bloxham.





FRANK NOLAN RACING with TO



TOMMY BYRNE Monte Carlo 1983



The Spirit of Pau

Chaotic wet race — First ever F2 win for Gartner — Ferté and Bellof disqualified after finishing first and third — Acheson second — One point for Biland — Palmer closes the gap to Gabbiani — Report and Photography: IAN PHILLIPS.

Incident-packed only mildly describes the sixth round of the European F2 Championship at Pau on May 22. In truth, shambolic would be a better description, but given the fact that virtually nobody knew what was going on most of the time it was really a tremendously exciting race, filled with some brilliant individual performances.

Out of it all Jo Gartner emerged to win his first ever Formula 2 race driving his Emco Spirit-BMW and Kenny Acheson took second in his Paul Owens Maurer. The common denominator being that both were fitted with superior Bridgestone wet tyres which, having enabled them to get among the leaders when it was really wet, lasted long enough and well enough to enable them to hang on to the end even though the track was dry for the last 15 laps. Both drivers had suffered front wing damage in the early stages but drove hard and determinedly right to the finish, as others dithered over stops or found the Michelins wearing out much quicker than the Bridgestones.

On the road Gartner was actually passed by Alain Ferté on the penultimate lap and Acheson by Stefan Bellof (who'd stopped three times for tyres!) but both Maurers were found to be underweight and were excluded.

Happy to be elevated into third, fourth and fifth places were Jonathan Palmer, Thierry Tassin and Christian Danner who traded places for most of the race as they waited for the agreed signal from the organisers stopping the race when there was a dry line. That signal never came and all three struggled around on their Michelin wets which looked like slicks at the end. Rolf Biland counted himself lucky to be given sixth place despite being four laps down after two stops.

EUROPEAN F2 CHAMPIONSHIP
PAU

6

ENTRY & PRACTICE

The annual trek down to the Pyrénées and the delightful town of Pau is one that everybody looks forward to. It's Formula 2's Monaco but as those that experienced the Principality the week before soon found out, it is possible to hold a street race without aggravation and inflation. Try staying in a two star hotel for £12.50 a night or drinking a bottle of '76 Aloxe Corton for £15 in Monaco. In Communist France, Pau remains a haven for the gourmet and retains a race track of challenging and yet still eminently suitable character.

Summing up the relaxed nature of the event was the old lady who cycled past the pits on her way to work on Saturday just as the course car pulled in from clearing the circuit! And she was followed by the local electrician in his ancient Citroen 2CV *Camion* driving into the already crowded pit lane to hook up the public address. Seconds later 26 racing cars were unleashed onto the circuit for their one hour unofficial session. It's a physically tough circuit with two first gear hairpins and a second gear chicane. Then there's the 150 mph fifth gear (same as Donington) straight; the pull up the hill in peak revs in fourth to the famous *Parc Beaumont*. From first to fourth through the tunnel of armco and overhanging trees, sweeping left and turning right, if you are quick with barely a lift, then hard down again into the memorial square. It's no place for the faint-hearted, either on or off the track. The armco is never more than a couple of yards away, the pavement and straw bales (remember

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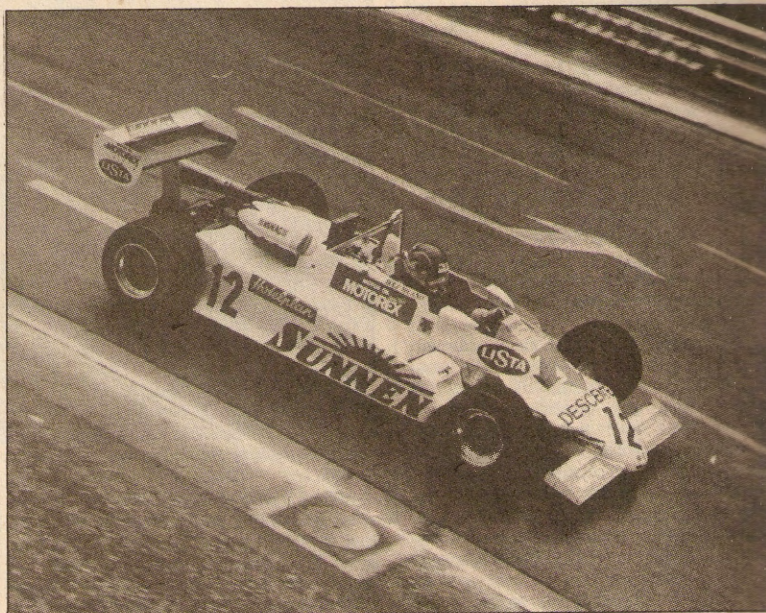
Jo Gartner (top) inherited victory in his Spirit-BMW201 when Alain Ferté's Maurer (bottom), which had dominated for most of the race, was disqualified after being found to be underweight. Photos: Ian Phillips.

them?) even closer. It's not a circuit where you can lie in bed and memorise the lines and expect to be quick. You must be precise yes, but gentle no. This place must be attacked; the 80 per centers stand no chance.

Standing in the *Parc* for what turned out to be the first and only dry session you didn't need a stop watch to tell you who was quickest. At the entry to *that* right hander you knew that two men had it right, Stefan Bellof and Mike Thackwell. These two were in an absolute class of their own. The Maurer driver was the braver of them, the fleet little black car enabling him to take a variety of lines. In the cockpit, though, it was the same every time, a split second lift later than everybody else and then full power on before the corner while the others blipped or even coasted their way through. Thackwell was the same in the singing Ralt-Honda. But if he didn't hug the left hander tight and keep it tight for a wide entry into the right hander he couldn't take it as quick. The Maurer was sliding a little in the left hander whereas the Ralt was rolling just a little. The difference was marked, but the ultimate execution the same. Fantastic.

The lap times themselves were slow, which could have been because the track was dirty. Certainly in the *Parc* it was dusty, which Bellof reckoned might have been the reason he didn't get an extra half second out of his qualifiers: "I should have been quicker, but didn't get the grip I expected out of my soft tyres." He did just two laps of the wet session happy in the knowledge that his first pole position of the year was secure.

Mike Thackwell put his Ralt-Honda on the front row for the third time this season on what was only his 10th lap. With a lightweight Williams delta wing and a lighter body, Ron Tauranac is now locked into a performance programme and seemed pleased. "There wasn't any point before until we'd got the car working well. We've had the lightweight body for a while but there wasn't the urgency there should have been to fit it." The cars were fitted with their controversial dual spring caps for practice but after Tauranac and a high-boost Ralph Bellamy had coffee together they dis-



Despite being four laps down at the end, Biland inherited sixth place at the flag.

appeared. "It doesn't make any difference," said Thackwell, "it just takes longer to set up." This, though, was crucial to him as he crashed his race car in the wet session, damaging the tub enough for the T-car to have to be pressed into race action. He was far and away the quickest in the very wet early laps and was 'caught out' by having too much rear brake balance as the track dried. Interestingly he was the only Michelin runner not to be in dire understeer problems in the slow downhill hairpin.

Alain Ferté confirmed his status as Rookie of the Year with another strong qualifying performance in the Maurer. "You know the only other time I was here I was 2secs off the pace in practice, I couldn't get it right. The race was wet and I won by 45secs, suddenly it clicked." That was in 1979 in a Super-Renault. In 1983 the switch was still thrown.

Beppe Gabbiani only did one quick lap in Mike Earle's championship leading Onyx March. An electrical fault stranded him at the highest point of the circuit very early on. Beppe hopped out of the car and ran down to the pits to collect a mechanic and a BMW engineer and then ran back again. It's a 10 mins walk for the fittest of pedestrians just one way. Running with a helmet on was quite a feat. He got the car back to the pits but it wasn't until the final 5 mins that the problem was properly cured. With just one flying lap on his soft tyres he hauled himself up to a very satisfactory fourth position. He was confident that given a full session he'd have got pole. In the wet of Sunday he wasn't so happy with the gross understeer induced by the Michelin wets but whatever tweak it was that he and Peter Gethin produced overnight worked a treat, for in only slightly less wet conditions Beppe was almost 2secs quicker than the whole field in the warm-up. He wasn't worried one bit about a wet race.

Philippe Streiff was saving his fresh Mader engine and qualifiers for the second session and wasn't at all displeased with his fifth quickest time until it rained on Sunday of course. "The car is good now and round here it will be quick." Henri Julien and his team have

certainly found an effective double springing system, for the wooden rubbing strips on the sidepods emitted a most pleasant barbeque smell over the *Parc*.

Had there been a ride-height check in the pits one would have doubted Jo Gartner's ability to pass with his *Spirit* which had received a good deal of attention during the break between races. "We've worked really hard on the car," said the Austrian, "essentially just making it easier to prepare and more reliable but we've also developed a new underwing which makes it better to drive." Sixth quickest in the wet and dry and comfortably the fastest Bridgestone runner, was positive proof that his work had not been in vain.

Alessandro Nannini spent the first practice switching from an old to a new Minardi. He was 0.2s quicker in the old faithful finding it just a little more comfortable to drive, but he didn't have time to use his qualifiers.

The Onyx Marchers of Thierry Tassin and Christian Danner were separated by just over 0.1s in practice. Tassin was driving cleanly but within himself during the first session with sponsorship worries still weighing heavily on his mind — a problem which Mike Earle himself is due to settle this week. Danner's car wasn't generating anything like optimum tyre temperatures and was sliding luridly. He incurred Ralph Bellamy's displeasure by crunching his monocoque in the wet at the top of the hill where Thackwell went off, the ineffective Michelin fronts failing to turn in. Bellamy had actually flown directly from Indy to Pau and when the news of Teo Fabi's great performance came through Christian was forgiven his indiscretion.

The Marlboro-Martini team were back in force with both the Nürburgring chassis rebuilt and running. After many miles of testing Philippe Alliot preferred to use the later pull-rod car but was disappointed with 10th on the grid, too much rear brake bias being a problem in the dry. In the wet the Martini appeared to be in less trouble with the Michelins than most and was fourth quickest.

On one lap in his race car Jonathan Palmer made those standing at *that*

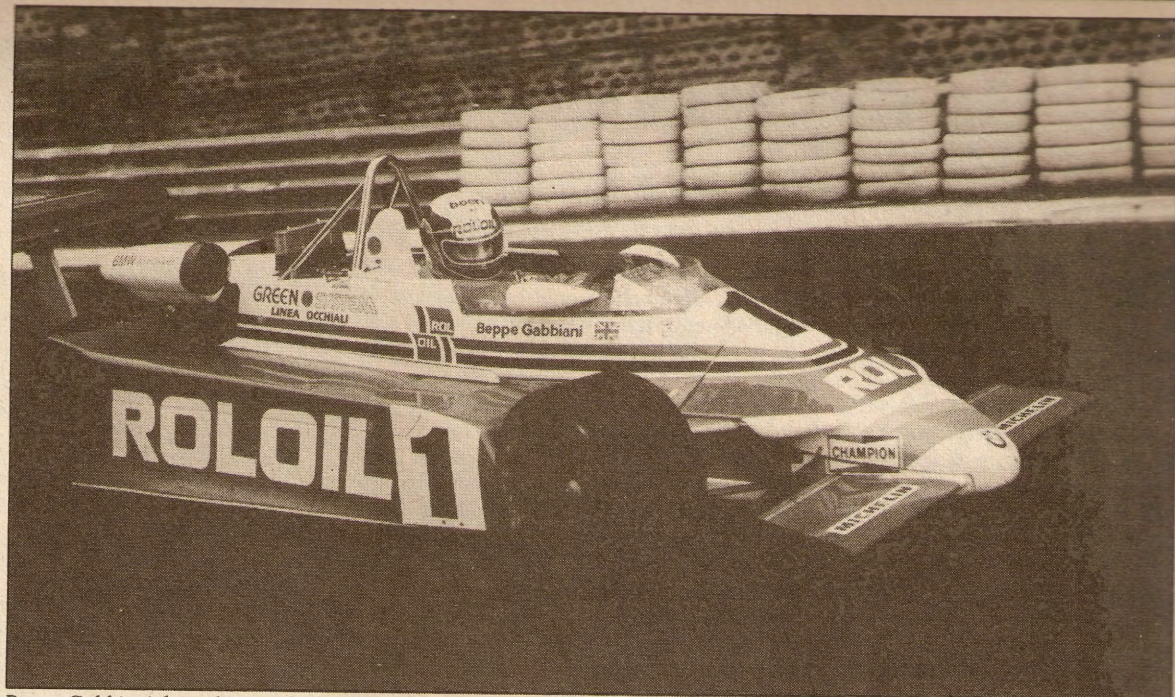
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corner in the *Parc* dive for cover. Coming through the left-hander his Ralt-Honda snapped out of shape and looked to be heading for an almighty accident. We didn't see how he caught it but he did. A front suspension problem was diagnosed and he completed the session in the T-car. "I was really looking forward to the second session and using the qualifiers because I knew what I had got to aim for," he said dejectedly watching the wet tyres being fitted.

Richard Dalles deserves a place in the Pau Hall of Fame for his achievement in being fastest of all in the wet session in the Dunlop shod Merzario. Admittedly it was done right at the end when the track was drying but for the 1980 winner it was probably the highlight of the year.

The Paul Owens Maurer team was in a state of unhappiness on Saturday, with Pierre Petit's defection to the works and their Michelins following a personal tragedy for Owens. Kenny Acheson just couldn't get any temperature in his Bridgestones and was hampered by finding a locked diff to be of no advantage but with no time to change it between the two Saturday sessions. "And to be honest I think I was probably overdriving it, too, in an effort to get it going," said Kenny.

Nobody else was really in the ball park. Chauvet contrived to make every corner look difficult while Lamberto Leoni and the Gresham team had a communication problem mid-session which resulted in soft springs being fitted all round instead



Beppe Gabbiani drove his usual impressive race until a drive-shaft failure put him out of the contest.

of just at the back. Ballabio comfortably qualified the second AGS, while Petit was unable to get the best out of his Michelins because of an early engine failure. Rolf Biland shunted his Hotz March at the memorial early on followed soon after by Tomas Kaiser but both had already done enough in their Avon tyred cars to be in.

RACE

Despite a forecast of a sunny bank holiday Monday, it dawned cold and wet and for as long as it mattered it stayed that way. The pits are entirely inadequate to permit wholesale tyre changes during a race. On this point everyone was agreed. What drivers, team managers and organisers couldn't agree upon was a method of deciding when to stop the race should it dry. After a succession of meetings it was decided that four team managers, Ron Tauranac, Mike Earle, Paul Owens and Hughes de Chaunac would tell the Clerk of the Course when they considered that the track was dry enough for the race to be stopped and restarted with everyone on slicks.

As the drivers lined up on the dummy grid this is what they expected to happen. Then Tauranac said he didn't want any other team manager deciding when his cars should be stopped. Earle agreed and they asked the Clerk of the Course to make the decision on his own. Apparently he said that he wasn't prepared to do so and the drivers would have to make their own decisions and stop at their discretion. By the time this was made known to the majority of team managers the field was away on the final warm-up lap and so virtually none of the drivers knew the change of plan. As we were 15 mins late already, the starter pressed the button and the spray-enshrouded pack was away.

Into the first corner it was Thackwell already clear from Gabbiani and Bellof, who'd made a lousy getaway. They all got through the first corner safely but at the top of the hill Nannini went straight on — "I left my brain in the pits" — and wiped a wheel off the Minardi.

At the end of the first lap Thackwell already had a couple of seconds advantage and was the only driver taking the kink past the pits without lifting. Gabbiani was now clear in second place. Bellof, his nose wing bent, was next ahead of Ferté, Gartner (fins bent), Alliot, Tassin, Streiff, Danner, Dacco, Palmer, Chauvet, Acheson and Leoni. Into the pits went Biland who thought he'd knocked his rear wing off but in fact had only bent the sideplates and so was sent on his way again.

For the first five laps Thackwell pulled out a huge lead but Gabbiani pulled it back again in the next five, both drivers putting on a superb display. The track was already beginning to dry and the March had a slightly better balance. "I just hadn't had the time to get the T-car

quite right," said Thackwell. "I wasn't worried though, because I knew they were going to stop the race and I'd still be on the front row..."

Gabbiani caught him going into the hairpin at the top of the *Parc*. There's barely room for one car to get around the first gear corner but Beppe worked his way through on the inside and as he did so Thackwell's Honda engine stalled. "Luckily the battery was warm and it fired up again immediately," but by this time Gabbiani was away.

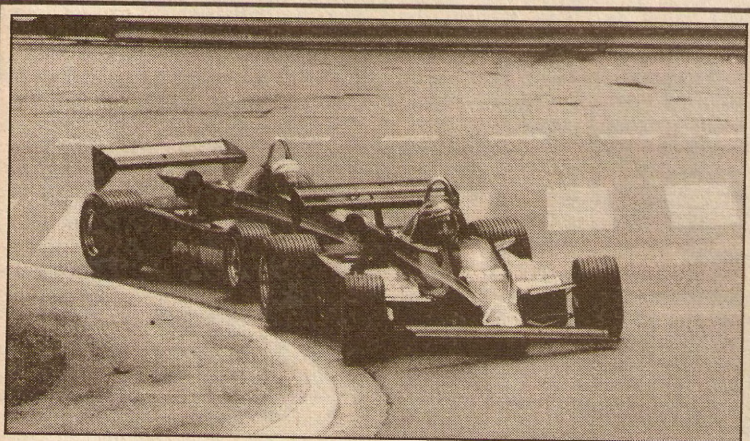
Thackwell's second place was still very secure because Bellof had done a great job in holding up the pack for seven laps before team mate Ferté found a way through and struggled free. Streiff had moved himself up well and passed Gartner for fifth on lap 10. Alliot was seventh with Palmer now up to eighth ahead of Tassin and Danner. Then came Leoni and Acheson carving into the space to the group occupying fourth to 10th place.

By lap 15 Thackwell was reducing the gap on Gabbiani again. It had gone up to 8secs for a couple of laps but was back to five and falling again. The line up the hill past the signalling pits was now very definitely drying, Gabbiani already looking for the wet bits. Round the first corner he took a very wide line and with superb semaphore signalling from his mate, Julio, he crossed right over to the wet all the way up the hill. But, like Thackwell behind him, he knew the race was going to be stopped so he wasn't that worried. Ferté was still a safe third with Bellof still keeping the rest at bay; Gartner was now back to fifth from Streiff, Alliot and Palmer. Leoni, certainly the fastest man on the track with his eminently suitable Bridgestones, was already past Tassin and Danner, the latter who now had Acheson filling his mirrors.

At 20 laps the track was really quite dry and the drivers were anxiously looking for a red or chequered flag. Bellof was the first to take the plunge, his nosecone almost falling off and the low profile wets causing the Maurer to scrape the ground. He stopped on lap 23.

On lap 25 it was still Gabbiani from Thackwell but not by much; then Streiff, Gartner under pressure from the amazing Leoni who was just picking off the cars as if they were standing still. Alliot was next from Palmer, Tassin, Acheson, Danner and the rejoined Bellof.

During the next two laps total chaos broke out as the official stop signal was obviously not coming. Signals were being



The Maurers of Bellof and Ferté, wet tyres glistening in the damp conditions.

Qualifying

Weather: Dry (1st) Wet (2nd)
Record: 1m 12.37s (31/5/82)

Driver (Nat)	Car-engine	Tyres	Time
Stefan Bellof (D)	Maurer-BMW/Mader MM83	M	1m 11.87s
Mike Thackwell* (NZ)	Ralt-Honda RH6/83H	M	1m 12.31s
Alain Ferté (F)	Maurer-BMW/Mader MM83	M	1m 12.46s
Beppe Gabbiani (I)	March-BMW/Rosche 832	M	1m 12.51s
Philippe Streiff (F)	AGS-BMW/Mader JH19	M	1m 12.73s
Jo Gartner (A)	Spirit-BMW/Heidegger 201	B	1m 12.98s
Alessandro Nannini (I)	Minardi-BMW/Mader 283	M	1m 13.06s
Thierry Tassin (B)	March-BMW/Rosche 832	M	1m 13.07s
Christian Danner* (D)	March-BMW/Rosche 832	M	1m 13.20s
Philippe Alliot (F)	Martini-BMW/Mader 001	M	1m 13.33s
Jonathan Palmer (GB)	Ralt-Honda RH6/83H	M	1m 13.46s
Richard Dalles (F)	Merzario-BMW/Mader M28	D	1m 13.64s
Kenny Acheson (GB)	Maurer-BMW/Heidegger MM83	B	1m 13.70s
Pierre Chauvet (A)	Spirit-BMW/Heidegger 201	A	1m 14.43s
Lamberto Leoni (I)	March-BMW/Mader 832	B	1m 15.02s
Fulvio Ballabio (I)	AGS-BMW/Mader JH19	M	1m 15.06s
Pierre Petit (F)	Maurer-BMW/Mader MM83	M	1m 15.60s
Rolf Biland (CH)	March-BMW/Mader 832	A	1m 15.62s
Tomas Kaiser (S)	Maurer-BMW/Mader MM83	A	1m 15.91s
Guido Dacco (I)	Toleman-BMW/Heidegger T850	A	1m 16.33s

Did not qualify

Roberto Del Castello (I)	March-BMW/Heidegger 832	B	1m 16.35s	DNP
Aldo Bertuzzi (I)	March-BMW/Heidegger 832	A	1m 16.96s	DNP
Michel Ferté (F)	Martini-BMW/Mader 001	M	1m 18.33s	DNP
Dave Scott (GB)	March-BMW/Heidegger 832	B	DNP	1m 39.61s

* raced T cars after accidents in wet session

M=Michelin; B=Bridgestone; D=Dunlop; A=Avon

NB: Circuit licence extended for 20 starters for this race only, as original 26 entries was one over practice maximum of 25 cars.

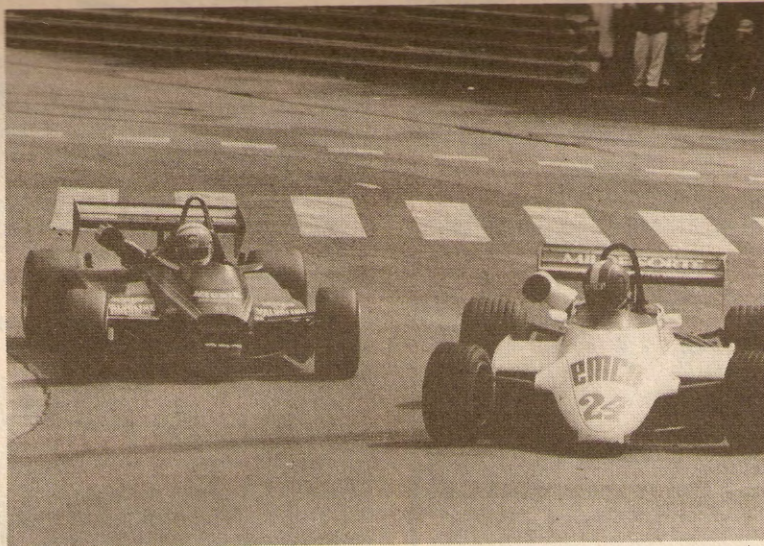
given from the pits which the drivers were passing at 150mph and couldn't really see. There's no way of telling in which order anybody went in but the organisers were fortunate that nobody was seriously hurt. Race leader Gabbiani went in and out without too much trouble but sadly his great drive was not to be rewarded, a driveshaft breaking after just one more lap.

Thackwell came in thinking he'd been given the signal to do so. "I saw someone in a blue shirt waving an arrow frantically at me twice. I ignored it because I thought they were going to stop it. Then I saw it again and thought I'd better go in in case they were planning to bring Jonathan in. I swore at Ron for bringing me in and he said they hadn't signalled me at all, it was somebody else." While the Ralt was stationary Leoni drove out taking a complete Ralt air line with him. Little Bobby Clark was pitched into his driver's cockpit; the gantry fell on Alan Howells; the line itself wrapped around Tauranac and the hammer took the skin off somebody else's hand. So Thackwell lost laps having his change.

Leoni too had misunderstood James Gresham's signal to come in, in the first place. He saw the arrow but didn't register which way it was pointing. At the time he was shaping up to pass Gartner, who now was in the lead, Ferté having stopped too.

Palmer was third for two laps, waiting for the signal to stop. Tassin and Danner were awaiting instructions too. Acheson thought he was on to a good thing at this stage because, like Gartner, his Bridgestones were working well. But he nearly ended it all as he took what looked like second place from Palmer. He shot up the inside of his former team mate at the first *Parc* hairpin and then realised he wasn't going to make it round. He stopped the Maurer in the middle of the road, shoved it into reverse and promptly ran over Palmer's nose as he, Tassin and Danner waited to go through the corner. It should have been for second place, but past them all came Bellof on his slicks. Unfortunately he, like Thackwell, Leoni and the rest, soon realised they'd changed tyres too soon. The rain began to fall again.

Leoni was the first to be caught out spinning at the first corner. He carried on but spun again in the *Parc* and was hit by Dallest, both cars retiring on the spot. Thackwell spun at the downhill hairpin and knocked his wing hard enough to warrant a stop for a new one and wets again. Bellof saw this happen and went



Ferté dives inside Gartner for the lead one lap from home.

back in for wets, the two of them lying a very handy seventh and eighth at the time.

Thanks to Anne Bellamy's unique immaculate lap chart I can report that the aftermath of all this action at half distance, lap 36, was that Gartner was 33secs ahead of Acheson who was 16secs clear of Tassin, Danner and Palmer, these three running nose to tail most of the time. Ferté was struggling round on slicks, a task made even more difficult because he knocked his nose cone and front wing off two laps earlier. Bellof, back on wets, was sixth still on the same lap as the leader.

Oh, I forgot to mention in the chaos that another obstacle had appeared in the shape of Chauvet's Spirit, parked up against the barrier on line at the exit of the first corner. He'd been attacked from behind by Ballabio and damaged a rear corner.

Thankfully, for the sake of everybody's health, law and order was restored for a while. By the 45th lap Gartner's lead over Acheson was 43secs while the struggling Tassin, Danner and Palmer (on Michelin wets) were 27secs further back. Palmer, after his contretemps with Acheson, now had his front fins pointing all over the place and starting to fall off but he was well clear of Bell of who'd passed his team mate again.

Ferté, like the pursuing Alliot, wasn't worried because the track was drying again and their slicks were warming up

nicely, but he overdid it at the first corner on lap 51 and went straight on. He was quickly back in the fray and rapidly making up the ground he'd lost. He gained a place when Bellof pitted for the third time on lap 53. He took on slicks in just 27secs this time and rejoined (with a quick spin) at the same time as Thackwell who'd just completed his third stop. Although the Ralt was many laps down, the two of them began a fantastic display of aggressive driving. Nose to tail they went round 7secs quicker per lap than those on wet tyres.

Ferté, we knew, had only stopped once and must be in contention despite having no front wing. He surely was the only one with a realistic chance of making an impression in the closing laps. Streiff was now out of contention after a third stop and the unfortunate Alliot retired with a blown engine.

With eight laps to go Gartner had a 35secs lead over Acheson but it was coming down at 3secs a lap. Ferté was up to third, 20secs down and running 5secs a lap quicker. Palmer had found a way past the March twins, Tassin and Danner, and was edging clear; all three of them having semi-slick front tyres at this stage. Bellof and Thackwell were still hammering their way round and sliced through all three of them which put Bellof into fourth place on the road.

On lap 68, Gartner had a 31secs lead over Acheson who now had Ferté on his tail. Lap 69 and Gartner lost his front fins

altogether and the crowd rose to their feet. Ferté was second. On lap 70 he was 10secs down. Lap 71, 4secs. As they came round the first corner at the start of the penultimate lap Ferté was inside the Spirit as they started the long drag up the hill. Negotiating the chicane created by Gartner's team mate's car, the Spirit moved over into the centre of the road, the two cars actually level as they passed the signalling box. It was close but there was room. Then suddenly there was a great cloud of smoke and all we could see was the rear of Gartner's car in the air and Ferté's Maurer running along the armco, so close his wheel brushed Acheson's brother Raymond's pit board which was flush to the side. Remembering Kenny and Alboreto's incident on the same hill two years ago it could only be disaster. But no, what's this? The smoke had subsided, both cars had all four wheels on and pointing in the right direction—they are still racing!

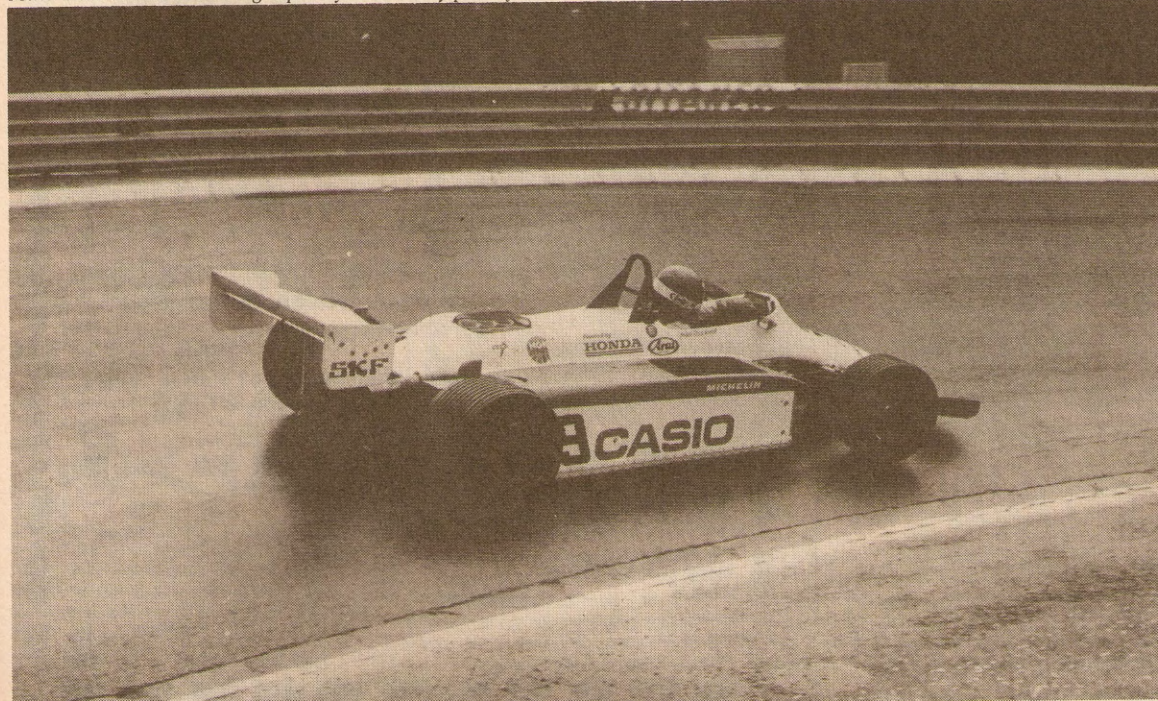
And race they did round the rest of the lap and just one more to the chequered flag, the crowd going wild as Ferté completed the lap. It certainly was the most extraordinary drive. "The only problem I had after my nose was that I couldn't go through the *Parc* quickly because of the understeer and then that crazy Gartner, he just moved over on me."

"My mirrors were so dirty I just didn't see him coming," said Gartner. "I was controlling my race on my distance to Kenny and then two laps from the end I discover that it's Ferté who's second and he's catching. Obviously after leading for so long finishing second is an anticlimax but of course I'm happy with second."

While all this excitement was going on Bellof went past Acheson on the penultimate lap too, for what was to be third place. "I had no idea where I was. After three pit stops you don't expect to be anywhere and I was just enjoying racing with Thackwell." Acheson was catching Gartner too during those final laps, ending up 26secs in arrears.

After it was all over both the Maurers were disqualified for being underweight and so Gartner and Acheson were credited with first and second but that shouldn't cloud the story of the race on the road. Palmer, Tassin and Danner, the March pair split by just a couple of tenths, were still wondering when the signal to stop the race was coming. When it was all over, the respective team managers, Ron Tauranac and Mike Earle, were justifiably upset at the way the whole affair had been handled.

Mike Thackwell was driving superbly in the early part of the race but his day was disrupted in the pits.



PAU (F)
European F2 Championship,
round 6,
May 22
73 laps — 127.175 miles

- 1, Jo Gartner (Spirit-BMW 201), 1h 45m 18.65s; 72.45mph;
- 2, Kenny Acheson (Maurer-BMW MM83), 1h 45m 44.56s;
- 3, Jonathan Palmer (Ralt-Honda RH6/83H), 1h 46m 12.61s;
- 4, Thierry Tassin (March-BMW 832), 1h 46m 12.61s;
- 5, Christian Danner (March-BMW 832), 1h 46m 24.89s;
- 6, Rolf Biland (March-BMW 832), 69 laps;
- 7, Fulvio Ballabio (AGS-BMW JH19B), 67 laps;
- 8, Mike Thackwell (Ralt-Honda RH6/83H), 67 laps;
- 9, Tomas Kaiser (Maurer-BMW MM82), 66 laps;
- 10, Philippe Streiff (AGS-BMW JH19B), 63 laps.

Fastest lap: Bellof, 1m 13.12s, 84.437 mph.
Retirements: Philippe Alliot (Martini-BMW 001), 59 laps, engine; Guido Dacco (Toleman-BMW TG850), 30 laps, accident; Beppe Gabbiani (March-BMW 832), 29 laps, driveshaft; Lamberto Leoni (March-BMW 832), 28 laps, accident; Richard Dallest (Merzario-BMW M28), 28 laps, accident. Pierre Chauvet (Spirit-BMW 201), 24 laps, accident. Pierre Petit (Maurer-BMW MM83), 18 laps, accident. Alessandro Nannini (Minardi-BMW Fly 281B), 0 laps, accident.

Disqualified: Alain Ferté (Maurer-BMW MM83), 1h 45m 08.06s; Stefan Bellof (Maurer-BMW MM83), 1h 45m 30.81s. Both cars found to be underweight at post race scrutineering.



Nic Mann's magnificent 400bhp Morris Minor carries Aldon colours on the hills.

Aldon all-rounders

Aldon Automotive, one of the best-known competition tuning specialists in the West Midlands, is continuing its policy of supporting competitors in many branches of motor sport this season.

The Brierley Hill-based Aldon Performance Centre has taken numerous clubmen under its wing for 1983, in addition to supplying the Group A engine for Rob Hall's Trimoco British Saloon championship-contending Ford Escort RS1600i.

Joining the former Renault 5 and Fiesta Challenge champion in Aldon colours on the circuits is leading MG Metro driver Paul Taft while the company continues to build FF1600 and FF2000 engines for a number of teams.

Perhaps the most impressive vehicle in Aldon's team is Nic Mann's beautifully engineered Morris Minor hillclimb car, a favourite with followers of the sport for

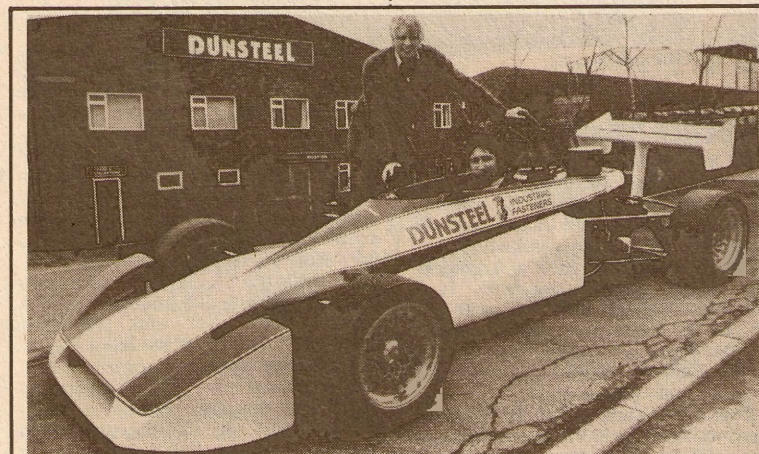
many years. The turbocharged Rover V8-engined machine now develops over 400bhp, boosted by nitrous oxide injection — sufficient to put many more expensive cars to shame. Incredibly, the world's fastest 'Moggie' is still road legal!

Autotest ace Jonathan Livingstone (Metro) and rally drivers Mick Chick/Steve Bennetts (Escort RS2100), Graham Hickman (Escort-BDA) and Martin Tittley (Sunbeam Lotus) complete the extensive Aldon *équipe*.

Monoposto Jubilee

The Monoposto Club celebrates its 25th anniversary this weekend with rounds of each of its four championships being given a special place on the 750MC's programme at Brands Hatch on Saturday.

Club President, and inaugural champion, Frank Tiedeman will take part in three of the events. The well-supported Gates-Varley Monoposto round merits two races while Historic F3 and F Junior are also part of the birthday celebrations.



Dunsteal's Royale

Dunsteal Industrial Fasteners of of Huthwaite are sponsoring Matlock driver Ian 'Wally' Walford's newly built Royale-Minister RP30 in this year's Radio Trent FF2000 championship. Walford, who spent a year away from the circuits to raise finance for the venture, was previously a regular contender in the FF1600 series. Maintenance of the smart Dunsteal Royale, which made rapid progress through the field at Donington a fortnight ago, is entrusted to Roger Cowman's experienced team.

Bognor charity Gala

One of the biggest motoring events in the South, the Bognor Regis Rotary Club's annual Motor Gala, takes place this year on Sunday, August 14, at West Park, Bognor. Centrepiece of the show will be a rally and informal concours for Veteran, Vintage and collectors' vehicles for which there is no entry fee for exhibitors. Over 300 cars took part in last year's show and cavalcade.

Clive Sayer, one of Bognor Regis MC's hard-working officials, is the rally secretary from whom entry forms are available at One, Balmoral Close, Aldwick, Bognor Regis, West Sussex. PO21 4PP. All proceeds from admission to the Gala are to be donated to the Rotary Club's appeal to purchase dental equipment for the disabled of Barnfield House, Chichester.



Win Percy — quick in AFN's Porsche.

Willhire eventers

Britain's only round-the-clock motor race, the Willhire 24 Hours, takes place at Snetterton this weekend with a varied entry taking the start at 4pm on Saturday.

Race sponsor Roger Williams, head of the local vehicle hire concern, is again running a British Telecom-backed Ford capri with former super saloon driver (and Modus founder) Teddy Savory and the pair will be hoping for a less eventful weekend than they had in 1982.

Top honours though are likely to be fought out between the closely-matched production sports Porsches of Win Percy/Tony Dron/Andy Rous (928S) and Colin Blower/Malcolm Paul/Tiff Needell (911).

The World of Wheels car show is one of the side attractions for spectators.

Brindley's thunder

Reigning Historic Formula Junior and Seldon Classic Sports champion John Brindley has been invited to rejoin John Foulston's Atlantic Computer racing team for selected Thundersports races this year as business commitments will be restricting Foulston's own appearances.

Brindley, who won the HSCC Failsafe endurance event with Foulston in his McLaren M8 recently, will share John's big Lola T530 CanAm car with HSCC Chairman Brian Cocks who was on the driving strength when it won at Snetterton.

"The continuing growth and success of the Atlantic Computer Group has made it necessary for me to curtail the amount of racing I do", explains Foulston "and rather than curtail the Historic racing I enjoy so much, I have decided to provide John Brindley with the opportunity of co-driving the Lola T530 in my place".

Briefly . . .

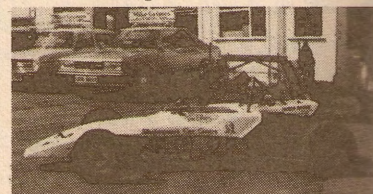
- Lydden competitors have a rare chance to test on the Canterbury circuit on Saturday, June 11, from 9am until noon. Places, at £18 each, must be booked in advance by calling (0795) 71978 please.

- The second of this year's Leonard Parfums SuperSports races takes place this weekend at Hockenheim. Monthlery stars Ted Williams (March 707), Richard Thwaites (Chevron) and Dickie Attwood (Porsche 908/2) head the entry.

- Classic saloon racers Tony Raine, Glen Maskell and Andy McLennan are sharing a VW Golf GTI in the Willhire 24 Hours.

- One of the smartest Mini 1000 Challenge cars this year is that of John Bailey who has attracted backing from Speedy Cables (London) Ltd, specialists in the repair of speedometers and other gauges for all applications. The blue Speedy Cables car is prepared by Peter Mulberry of Abraxas Racing.

- Former Alfasud production saloon driver Keith Atkins has apparently abandoned plans to compete in S2000/Thundersports events with the Belgrave engineering Elden. The Havant man has now set his sights on the Ford Credit Fiesta Challenge instead.



The Pre-'74 Royale RP16A of Tim Elkins.

- Pre-'74 FF1600 enthusiast Tim Elkins is running again his Royale-Auriga RP16A in the popular BRSCC championship. Tim, a trainee solicitor, has gained valuable support from Datsun dealer Mike Grimes's successful Shakespeare Car Centre in Stratford and Solihull fashion house, Sefton of England.

Freeman's Nostalgia

Rod Leach's Nostalgia, the Hertford Heath emporium of classic cars, is presenting special awards at five HSCC meetings and three AMOC events this season to the driver adjudged to have shown the greatest spirit on the track.

Young David Freeman is the first recipient for his efforts at Brands Hatch on May 22. Freeman finished rebuilding the engine of his father Bill's 1936 Aston Martin Spa Special at 2am on the morning of the meeting then drove the car splendidly to humble many post-war Astons during the afternoon.

Brockhouse updates

Sprint exponent Martin Brockhouse, well remembered for his efforts in a Ralt chassis, has acquired the ex-Martyn Griffiths/John Barratt/Alan Newton March 742/Pilbeam R28-46 for his assault on this year's RAC championship.

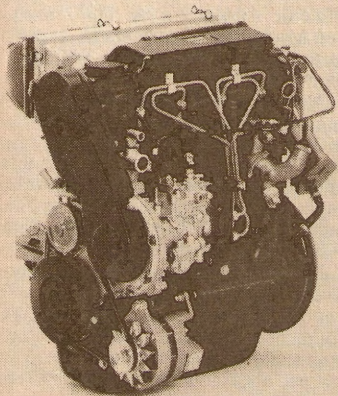
Brockhouse bought the car when plans to use a 2-litre March 782 fell through at an advanced stage. Fifth place overall in the opening RAC round suggests that the combination will be a formidable one in the 1600cc class this season although the FVA-powered machine had a troubled time at Lydden's counter last month.

Ford engineering

Once again, the Ford Engineering Centre at Dunton has been the scene of a press conference. The main announcement concerned the new 1600 diesel engine for cars, which will be manufactured at the rate of 150,000 units per annum, in addition to large diesels for commercial vehicles. The total production of both types of engine will amount to 350,000, or even 400,000 units per annum later on. Dagenham is scheduled to be Ford's sole manufacturing plant for automotive diesel engines in Europe and the British power units will be exported.

Although a comparatively few diesel engines have been supplied to Ford by Peugeot, this 1598cc unit is the first Ford diesel built expressly for cars. Actually, its development was a joint effort by Klockner-Humboldt-Deutz AG and Ford. AUTOSPORT does not normally concern itself particularly with diesel matters, so I shall be brief.

It is interesting, for example, that hydraulic tappets were found to impose a frictional load amounting to 3 per cent between the overhead camshaft and the bucket tappets, so mechanical tappets with hardened steel shims were adopted. The inlet manifold has four ducts, which are tuned for pulsation charging. These were at first of 400mm length for maximum power but, when reduced to 250mm, the part-load economy benefit was more than 3 per cent. It was found that dual exhaust manifolds, with twin down-pipes 700mm long, improved both the maximum torque and specific fuel consumption by more than 5 per cent while part-load fuel consumption was unaffected. Ricardo Comet V pre-combustion chamber inserts are used and the engine is rated at 54 PS at 4800rpm, but when it is turbocharged, direct injection will probably be used. Ten of these engines were punished for 750 hours, stripped, and found to be in excellent condition, after which three of them were reassembled with original parts and the testing continues.



The 1600 diesel engine for cars.

The Ford 3 × 6 Granada

The Ford 3 × 6 Granada research vehicle has been developed with the co-operation of Porsche. It is normal for Ford to collaborate with research teams from specialist firms, with whom they are in consultation. In appointing KHD for diesel development and Porsche for engine control by microprocessor technology, Ford have chosen the two top names in the business.

Let us forget the diesel engine for the moment and concentrate on the V6 Granada unit, which has two fuel-injection systems, each feeding one three-cylinder bank. For three-cylinder running, one of the two fuel-injection systems is cut off and, during town

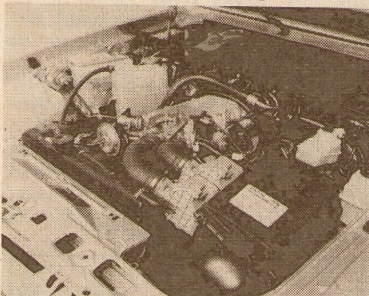
driving, a fuel saving of at least 17 per cent will be obtained.

On the other hand, sudden pressure on the accelerator pedal causes the engine to motor strongly on all six cylinders, but to lift the foot instantly cuts off both injection systems, so that no fuel is wasted on the over-run. This is an over-simplification of what is a very complicated series of operations. Perhaps I may quote a paragraph from the Ford technical material which explains how the 3×6 engine is controlled.

'A Ford-manufactured electronic in-vehicle microprocessor continuously controls the 3×6 engine's operating characteristics. This computer, called EEC-1V, is the world's most advanced of its type, and is programmed to read seven engine parameters, process the information and change all the relevant engine functions within one-quarter of an engine revolution at 6,000rpm, equivalent to 2.5 thousandths of a second!

Having digested the theory, I drove the 3×6 Granada on the Ford test circuit at Dunton. Let me say, straight away, that it was not possible to tell whether the car was running on three or six-cylinders. By watching small pilot lights, it was easy to see whether one or both banks were receiving fuel injection or if both were cut out on the over-run. In gentle driving below 70mph, only three cylinders were firing but I could neither hear nor feel that one bank was effectively dead. Nevertheless, at any moment I could call on all six cylinders for rapid acceleration or maximum revs and the economy features of the 3×6 engine could be momentarily forgotten in a burst of speed.

A 50 car fleet of 3×6 Granadas is gaining operating experience, but there are no plans yet for volume production.



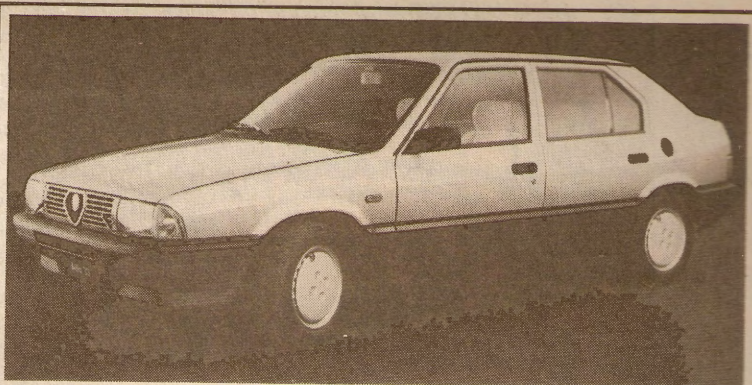
The 3 x 6 Granada engine.

The Ford Fiesta CTX

Another research vehicle, which I was able to test-drive at Dunton, was a little Ford Fiesta fitted with the CTX infinitely variable transmission. This provides stepless variation of gear ratios and has a wider overall range than a five-speed gearbox of conventional type. It is smaller and lighter than a manual 'box and a Ford Fiesta, when fitted with this transmission, can out-perform a standard model as well as reducing fuel consumption by 9 per cent.

The CTX transmission bears some relationship to the DAF, but the belt is of steel instead of rubber and there are important improvements. A gearlever has two positions, with a low or accelerating range and an overdrive, and there is no sound from the mechanism, apart from a low growl when reversing. This Fiesta would be ideal for a lady driver and its extra fuel economy must not be forgotten. At the present stage, the Fiesta CTX is not yet scheduled for volume production.

JOHN BOLSTER



Alfa's historic designation

A new model from Alfa is launched this month which is intended to satisfy the strong demand for a modern mid-range saloon car which fills the gap between the Giulietta and Alfasud. The Alfa 33 combines very good roadworthiness with a high level of both active and passive safety, attractive styling and trim. The designation (Alfa 33) recalls the successful sports racing car of the mid '60s, powered by the Alfa Romeo V8, 2-litre engine. The new Alfa 33 offers a range of three models: 1.3-litre and 1.5-litre Gold Cloverleaf.



The restyled Charade has the in-vogue angular body shape with low Cd factor of 0.39.

Playing Charades

Daihatsu UK have released their new Charade models for 1983, the whole range having been completely restyled and re-equipped, placing a greater emphasis on quality, economy, handling and passenger comfort. To this end, all models are five-door hatchbacks with the hatch going from floor to roof, as well as five gears coming as standard.

Daihatsu claim the new Charade will deliver an impressive 62.8mpg at 56mph and 42.8mpg on the urban cycle. In addition to this, the CS model comes with a push button radio, rear wash/wipe and split rear seat among its standard features, while the CX model has such items as halogen headlights, rear seat belts, a reclining rear seat and full cloth upholstery. All three models carry an eight year anti-corrosion warranty.

An optional feature is a high roof to take the electrically operated steel sliding sun roof, so minimising loss of headroom. Also included among the list of extras is the Diamatic semi-automatic transmission.

The power unit remains the same from the old model with the three-cylinder 993cc engine being retained, but the important changes include a redesigned piston head and a compression ratio that has been raised from 9.1:1 to 9.5:1, while an improved four-point mounting has decreased engine vibration.

Externally, the Charade has been redesigned, which gives it a very angular

look, at the same time reducing the all-important Cd to 0.39. There is now a small front spoiler, a slanted engine hood, and the roof is longer. The wheelbase has been increased to 91.3ins, while the track has also been increased to 52.8ins at the front and 51.6ins at the rear.

Internally, changes can be found too. The headroom has been increased as has the interior length, while better all-round vision is provided with greater window area. Luggage space has been upped by 35 per cent and loading has been made easier by the adoption of the floor to roof design of the hatch, and there is an unequally split rear seat which can be adjusted for passenger comfort as well as maximum luggage room.

An improvement in the suspension geometry has been effected by the Japanese company, and much thought has been put into making the Charade more stable while braking and in crosswinds. A rear stabiliser and 13ins wheels should also improve cornering ability, while retardation of the car is provided by servo-assisted discs at the front and drums.

Prices for the new range of Daihatsu Charades start at £3649 for the basic model; £3949 for the CS; and for the Charade CX, £4199. The Diamatic semi-automatic transmission will cost an extra £300 and the sliding sun roof £200. All these prices include car tax and V.A.T.



International Races

ORAN PARK SALOONS

More for Moffat

Allan Moffat convincingly won the seventh round of the Australian Touring Car Championship at Sydney's Oran Park Raceway on May 29 in front of one of the largest crowds seen at the outer-Sydney raceway for over a decade. Moffat, driving the Peter Stuyvesant Mazda RX-7 finished 1.9secs ahead of Peter Brock, in the Marlboro Holden Dealer Team Commodore V8, with Allan Grice in the STP Commodore third, a further 2.4secs away.

The race, the second last in the series, over 32 laps, fielded the biggest starting grid of the series, with 26 cars facing the starter.

Datsun Turbo driver George Fury took pole position, with an outstanding time of 1m 15.2s for the 1.6 mile long circuit. Moffat was alongside Fury with 1m 15.7s with Brock and Grice on the second row with 1m 16.1s and 1m 16.4s respectively.

Last year's champion, Dick Johnson, could only get onto sixth place in the Ford Falcon V8 on 1m 17.1s while Moffat's team-mate, Gregg Hansford, was a lowly 11th on 1m 18.1s.

Moffat won the start initially, but in the long run to the first sweeping left hand corner Brock powered the V8 into the lead. Moffat, Grice, Fury and Johnson followed but Johnson struck the concrete wall before the bridge and was forced to retire with suspension damage. Brock led until lap 7 when, in a daring passing move over the switch back dog-leg corner, Moffat forced his way into the lead, quickly opening up a 1sec lead.

The Mazda driver gradually increased

his lead to 4secs, and was never challenged to the finish, although Brock continued to close the gap when lapping slower cars. Grice, Jones and Fury had engaged in a furious battle for third place from the opening lap with Jones displacing Fury on lap 13 with the turbo driver being unable to retake the position. Moffat established a new lap record of 1m 16.0s.

GRAEME WARD

ORAN PARK (AUS) May 29 Australian Touring Car Championship, round 7 32 laps — 51.8 miles

- 1, Allan Moffat (Mazda RX-7) 41m 45.7s; 74.47mph;
 - 2, Peter Brock (Holden Commodore) 41m 47.6s;
 - 3, Allan Grice (Holden Commodore) 41m 50.0s;
 - 4, Barry Jones (Mazda RX-7) 42m 02.6s;
 - 5, George Fury (Datsun Bluebird Turbo) 42m 12.7s;
 - 6, Greg Hansford (Mazda RX-7) 42m 17.3s.
- Fastest lap:** Moffat, 1m 16.0s (record)
Championship points: 1, Moffat, 146; 2, Fury 141; 3, Brock 103; 4, Grice 91; 5, Harrington 71; 6, Johnson 70; 7, Nelson (Capri) 55.

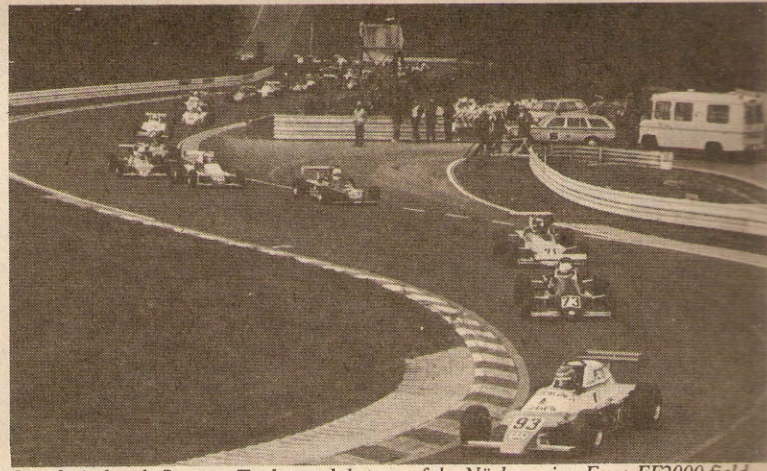
SUZUKA F2 (J)

Masterful Matsumoto

Keiji Matsumoto made the right tyre choice of soft Bridgestones to win his first ever F2 race at a drying Suzuka last Sunday. Matsumoto came round at the end of the first lap in a lead he was to hold until the final flag. He made a flier of a start from third place on the grid, when Touru Takahashi failed to take full advantage of his first ever pole position in an F2 race. A second corner incident took out Toshio Suzuki after a wheel banging incident with Kunimitsu Takahashi, and a lap later Sakamoto retired with engine maladies. A similar affliction signalled the retirement of Arai's Maurer; so, at the end of the second lap there were a mere 13 runners left circulating.

Things continued this way for many laps but the fact that there were only 13 runners far from detracted from the quality of the racing, with Matsumoto driving well to hold onto his lead and Touru's natural talent keeping him well in contention, staying ahead of veteran Hoshino and champion Nakajima, on the road.

Geoff Lees was having trouble with his tyres and also with an engine that refused to pick out of the slow corners, and he was passed by Kenji Takahashi on lap 11. Takahashi moved up another place a



Gugelmin heads Spence, Taylor and the rest of the Nürburgring Euro FF2000 field.

little later when Ele Elgh's engine also went off song in his March.

The dice of the race was really between Hoshino, who eventually finished second, Touru Takahashi and Satoru Nakajima. All three suffered varying degrees of body damage during different rather wayward overtaking manoeuvres. But all survived to take the flag.

After the race all 13 finishers were fined 10,000 Yen for failing to slow under the yellow flag for the Suzuki incident early in the race. Lees's seventh place enables him to retain his lead at the head of the championship table with 37 points.

SUZUKA (J) May 29 All Japan F2 Championship round 4 30 laps

- 1, Keiji Matsumoto (March-BMW 832) 1h 1m 12.40s, 30 laps;
- 2, Kazuyoshi Hoshino (March-BMW 832) 1h 1m 16.09s;
- 3, Touru Takahashi (March-BMW 832) 1h 1m 19.17s;
- 4, Satoru Nakajima (March-Honda 832) 1h 1m 28.84s;
- 5, Kenji Takahashi (March-BMW 832) 1h 1m 40.10s;
- 6, Eje Elgh (March-BMW 832) 1h 1m 45.06s; etc.

NURBURGRING F3

Anson score once more

The pretty Anson Formula 3 cars are enjoying great success in this year's German Formula 3 Championship. Rudi Seher won the opening round in his year-old SA3, while Franz Konrad took his new SA4 model to a fine victory at the Nürburgring on Saturday, passing Helmut Bross's Ralt on the final lap.

These two easily outpaced the rest of the 25-strong field, series-leader Harald Brutschin bringing his Alfa-powered RT3 in third ahead of Swede Thorbjorn Carlsson and local man Volker Weidler, who drove a fine race in his VW/Speiss powered Ralt after a poor practice.

Also on the programme was a round of the Townsend Thoresen European FF2000 series, which was won on the road by Mauricio Gugelmin, whose works Van Diemen ran away from the dicing Reynards of Mike Taylor and Russell Spence. Mid-way through the race, this duo came upon some slow FF1600 cars, having their own separate race, Taylor was forced to spin off in avoidance of one of these. Thus, Germans Ralf Rauh and Karl-Christian Lück finished third and fourth.

However, the results were thrown into confusion when a protest by the Gatmo

engine company against the rival Zagk concern was upheld and all the top runners were thereby excluded.

NURBURGRING (D) May 28 German Formula 3 Championship, round 3 4 laps — 51.78 miles

- 1, Franz Konrad (Anson-Toyota SA4), 30m 25.51s, 102.11mph;
 - 2, Helmut Bross (Ralt-Toyota RT3), 30m 27.06s;
 - 3, Harald Brutschin (Ralt-Alfa Romeo RT3), 30m 50.76s;
 - 4, Thorbjorn Carlsson (Ralt-Toyota RT3), 30m 56.04s;
 - 5, Volker Weidler (Ralt-VW/Speiss RT3), 30m 56.46s;
 - 6, Josef Kaufmann (Martini-VW/AGM MK34), 31m 15.59s.
- Fastest lap:** Konrad, 7, 19.67s, 105.99mph.

OSTERREICHRING

Maurico's appeal

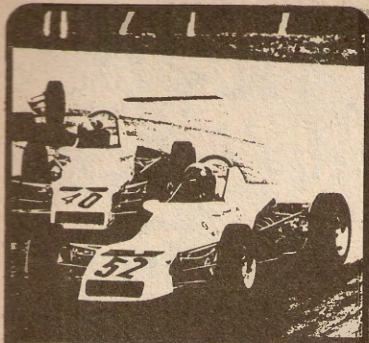
Brazilian Mauricio Gugelmin won round two of the EFDA Townsend Thoresen FF2000 Championship at the Osterreichring on May 22, comfortably heading the Reynard of Mike 'Fulmar' Taylor, although post-race scrutineering revealed that the skirts on Gugelmin's works Van Diemen were too low and he was therefore excluded.

The same went for Alfonso Toledano, who finished third on the road in his PRS, just ahead of a hard-driving Karl-Christian Lück, who overcame a poor start to climb up from eighth place and finish right on the Mexican's tail. Alfonso Garcia de Vinuesa claimed fifth in his Reynard but was another to fall foul of the scruters, the Spaniard being thrown out as his car was underweight. Gugelmin and Toledano have appealed against their exclusion.

OSTERREICHRING (A) May 22 EFDA European FF2000 Championship, round 2 12 laps — 44.30 miles

- Provisional results:**
- 1, Mauricio Gugelmin (Van Diemen-Zagk RF83), 23m 49.82s, 111.56mph;
 - 2, Mike Taylor (Reynard-Zagk SF83), 24m 05.42s;
 - 3, Alfonso Toledano (PRS-Zagk SF83), 24m 08.87s;
 - 4, Karl-Christian Lück (PRS-Zagk SF83), 24m 09.71s;
 - 5, Henrik Larsen (Swallow Pilbeam-Neil Brown SP3), 24m 31.52s;
 - 6, Benoit Morand (Van Diemen-Zagk RF83), 24m 31.90s.
- Fastest lap:** Lück, 1m 56.37s, 114.23mph.





National Races

OULTON PARK

One for Warwick

Most of the seven races at Oulton Park last Sunday were rather biased towards the North, either as rounds in the BRSCC Northern championships or the circuit based 'Champion of Oulton' FF1600 series. The two National championships represented were the Dunlop/AUTOSPORT 'Star of Tomorrow' FF1600 and the Southern Mechanical Handling ASCAR challenge, the latter having its roots across the Atlantic but won this time by the all British Aston Martin V8 of David Ellis. Strangely for 1983, and thus worth a mention, it did not rain at all throughout the day's racing.

As the major visiting championship, the 'Star of Tomorrow' race was placed first on the programme; after practice the times showed that Peter Stimpson (Van Diemen RF82) was fastest by 0.7sec from series leader Perry McCarthy (Van Diemen RF83). Another gap then separated McCarthy from John Booth (Van Diemen RF83) and John Robinson (Ray 83F), who turned in the same time. Rick Shortle was a fraction further adrift in the Getem but ahead of Peter Townsend (Van Diemen RF82), Robert Darbourne (Van Diemen RF81) and Bernard Horwood (Lola T642E).



OULTON PARK (GB)

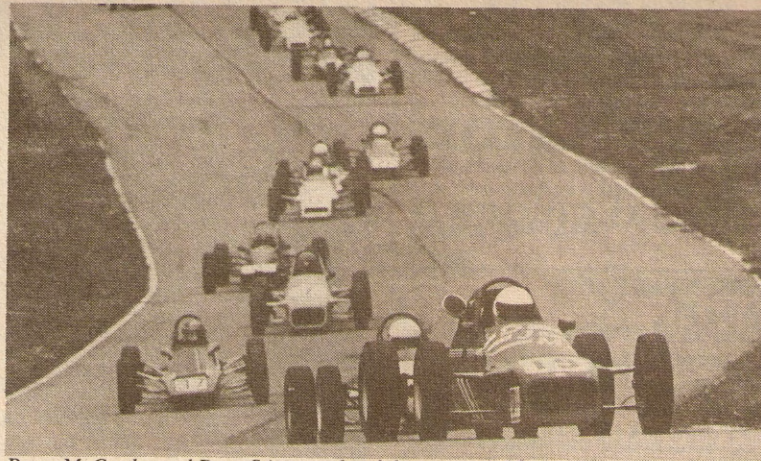
May 29

Dunlop-Autosport

'Star of Tomorrow' FF1600 Championship, round 5 10 laps — 16.54 miles

- 1, Perry McCarthy (Van Diemen-Minister RF83), 11m28.1s, 86.53mph;
- 2, Peter Stimpson (Van Diemen-Boss RF82), 11m28.4s;
- 3, John Booth (Van Diemen-Gatmo RF83), 11m32.2s;
- 4, John Robinson (Ray-Auriga 83F), 11m36.5s;
- 5, Bernard Horwood (Lola-Minister T642E), 11m43.8s;
- 6, Peter Townsend (Van Diemen-Minister RF82), 11m43.9s;
- 7, Tim Jones (Van Diemen-Minister RF81), 11m47.2s; 8, Andy Sim (Reynard-Scholar FF82), 11m47.4s; 9, David Bundy (Royale-Nicholson RP31M), 11m53.1s; 10, Jonathan Bancroft (Van Diemen-Auriga RF82), 11m58.9s.

Fastest lap: Stimpson, 1m07.1s, 88.73mph.
Championship positions: 1, McCarthy, 34pts; 2, Robinson, 24; 3, Stimpson, 23; 4, Horwood, 22; 5, Rick Shortle (Getem), 16; 6, Peter Rose (Lola), Mike Hawkins (Van Diemen) and Townsend, 12; etc. **Next round:** Jun 5, Silverstone.



Perry McCarthy and Peter Stimpson head the novice field over Deer Leap.

When the pack entered Old Hall on the opening lap, Stimpson held a slight lead over McCarthy, Robinson and the rest. McCarthy, however, asserted himself during the first lap and led the field the first time across the line with Stimpson seemingly glued to his gearbox and Robinson just ahead of Booth and Shortle, the Getem driver then having a spin at Knicker Brook and dropping back prior to retiring.

The race had settled down by lap 6 with McCarthy pushing Stimpson — these two pulling away from the rest — and Booth safe in third ahead of Robinson. Behind, though, a battle between Townsend, Horwood and Alister Lane (Royale) lost the latter when he spun away three places at Cascades on the penultimate lap.

At the start of the final lap, Stimpson still led McCarthy but the order had changed by the flag and McCarthy took maximum points by just 0.3sec from the man who had led most of the way, Booth and Robinson remained third and fourth but Horwood just scraped past Townsend to take fifth across the line.

In direct contrast to the FF1600 cars, the ASCAR Challenge vehicles are very large indeed and the 11 cars in attendance filled the grid. Into the first corner David Ellis had the edge with his Aston Martin V8 and just led the Camaro of Brian Rice, Ray Taft's Aston and Jim Mensley's IROC Camaro. The race soon turned into a chase of the Ellis Aston as he turned in some very quick laps indeed to outpace the rest of the field and take the flag nearly 11secs clear of Rice with Taft a similar distance further behind. Jon Fletcher (Camaro) pushed Mensley in the opening laps and was rewarded with a safe fourth place after the IROC car had a quick revolution at Lodge on lap 7, dropping to sixth behind Don Prater's Aston.

John Booth — the Rotherham butcher, not the Penistone umbrella maker from the 'Star of Tomorrow' race (although both now drive Van Diemen RF83s!) — took an early lead in the 'Champion of Oulton' FF1600 race and was never headed. Eric Pennington (Van Diemen RF80) slotted into second place at the start ahead of Wally Warwick (Reynard FF83), Richard Street (Royale RP33M) the other Booth and the quick starting Chris Latham (Royale RP26) who earned himself a 10secs penalty in the process. Pennington held second as the race progressed but Warwick retired on the second lap with a broken gear-linkage. By lap 5, half distance, Pennington was under attack by Street and Latham had moved ahead of Booth into fourth on the next lap, the positions remaining the same to the end, although Latham was demoted a place by the addition of his penalty.

Andy Barton had set fastest time in practice for the Northern GT Challenge

race but his AC3000ME had suffered a misfire and then threw all its coolant out, heralding a head gasket failure. In Barton's absence, Tony Sugden's Marshall Tractors backed AET Turbo Esprit was easily the fastest car on the track and took an unopposed win. Bob Trotter eased his 3.6-litre Ford Escort RS to second spot at the start and, despite a penalty for an over enthusiastic start, still held fourth overall in the results behind Stuart Oliver, now Elan-mounted, and John Foran (Davrian Mk8).

Yet another FF1600 field made up race five, most of the 'Champion of Oulton' runners coming out to chase Bernard Hunter Crane Hire points. John Booth the butcher again took his RF83 into the lead at the start and stayed there to chalk up his second win of the day, this time by 10secs. Warwick had repaired his gear linkage and got into second place at the start from Colin Birkbeck (Van Diemen RF81), Steve Greensmith (Royale RP26), Colin Verity (Van Diemen RF82) and Eddie Whittaker (Van Diemen Scholar RF81), while Street got into a tangle on the opening lap and made a visit to the pits with both ends of the Royale pointing skywards. Greensmith had meanwhile passed Birkbeck for third and set about Warwick but the Reynard driver just held off the Royale as the flag fell.

A good field of FF2000 cars came to the grid for the Northern series counter over 15 laps but a coming-together on the first lap left Ian Nuthall (Delta T82) and John Hoyle (Reynard SF81) partially blocking the track and so the race was stopped. At the restart, now over 14 laps, Richard

Peacock (Lola T580) shot into the lead from Will Pringle (Royale RP30), Phil Hoyland (Van Diemen RF82) and John Bartlett (Van Diemen RF82).

By lap 6 Hoyland was putting the pressure on Pringle and this payed off when the Royale spun at Fosters, dropping down to fifth behind Peacock, with no clutch or rev counter but still in the lead, Hoyland, Bartlett and Mike Dicken, up from seventh at the start in his Van Diemen RF82. The rest of the race was fairly uneventful, except for Peacock who had the offside rear tyre on the Lola start to deflate just to add to his other problems although he still hung on to the lead from a hard-trying Hoyland.

Closing the proceedings was a novelty race for FF1600s which took the form of an elimination race over 11 laps — on each successive lap the last car across the line was shown the black flag and thus with 10 starters only one car would complete the full distance. Booth — the umbrella one — led on the opening lap from Warwick, Moss and Birkbeck but Warwick then took the lead by the start of lap 3. Some desperate place changing began to affect the lower placings as time ran out and the black flag loomed, but Warwick held on ahead to score his first ever win at Oulton Park.

PAUL BOOTHROYD



LYDDEN HILL

Lydden's Festival of Motor Sport on Monday included three circuit events. Paul Sleeman managed to reduce Derek May's points advantage in the FF series for the Marchant & Cox Trophy, when his Rostron CT3 squeezed past the Canterbury driver's Van Diemen on the first lap, and maintained a two length advantage thereafter. A sparse saloon field was led by Steve Harman's 998cc Imp from start to finish. Sleeman rounded off another successful day by winning the Formula Libre events with Ray Howard's March 713. Full report next week.

OULTON PARK (GB), May 29, BRSCC Northern Centre

Southern Mechanical Handling ASCAR Challenge race (10 laps): 1, David Ellis (5.3 Aston Martin V8), 11m00.7s, 90.12mph; 2, Brian Rice (5.7 Chevrolet Camaro), 11m11.4s; 3, Ray Taft (5.3 Aston Martin DBS V8), 11m22.0s; 4, Jon Fletcher (5.7 Chevrolet Camaro), 11m48.3s; 5, Don Prater (5.3 Aston Martin DBS V8), 11m50.3s; 6, Jim Mensley (6.1 IROC Chevrolet Camaro), 12m05.3s. **Fastest lap:** Ellis, 1m04.8s, 91.89mph. (Record).

Champion of Oulton FF1600 Series race (10 laps): 1, John Booth (Van Diemen-Gatmo RF83), 11m19.2s, 87.67mph; 2, Richard Street (Royale-Minister RP33M), 11m30.4s; 3, Eric Pennington (Van Diemen-Minister RF80), 11m30.6s; 4, John Booth (Van Diemen-Gatmo RF83), 11m40.4s; 5, Chris Latham (Royale-Minister RP26), 11m48.9s; 6, Colin Verity (Van Diemen-Bartram RF82), 11m53.5s. **Fastest lap:** Booth, 1m07.0s, 88.87mph.

BRSCC Northern GT Challenge race (10 laps) — overall: 1, Tony Sugden (2.0 Lotus Esprit Turbo), 11m06.2s, 89.39mph; 2, Stuart Oliver (2.0 Lotus Elan), 11m42.4s; 3, John Foran (1.0 Davrian Mk8), 11m45.2s; 4, Bob Trotter (3.6 Ford Escort RS), 11m49.7s. **Over 3600cc:** 1, Trotter, 85.10mph; 2, Phil Barak (5.0 Vauxhall Firenza-Chevrolet), 9 laps. No other finishers. **Fastest lap:** Trotter, 1m07.9s, 87.69mph. **2001-3600cc:** 1, Sugden, 89.39mph. No other starters. **Fastest lap:** Sugden, 1m03.1s, 94.36mph. **1501-2000cc:** 1, Oliver, 84.77mph; 2, Arthur Kellitt (1.65 Ginefita G4), 11m57.1s; 3, Paul Rhodes (2.0 Lotus Esprit), 8 laps. **Fastest lap:** Oliver, 1m07.0s, 88.87mph. **1001-1500cc:** 1, Iain Gorrie (1.4 Cox GTM), 12m15.4s, 80.97mph; 2, Garry Wilson (1.5 Lenham Le Mans Coupé), 12m16.5s; 3, John Helme (1.4 MG Midget), 9 laps. **Fastest lap:** Gorrie, 1m11.0s, 83.86mph (record). **Up to 1000cc:** 1, John Foran (1.0 Davrian Mk8), 11m45.2s, 84.44mph; 2, David Forster (1.0 Maguire Mini), 9 laps; 3, Jon Jeffery (1.0 Davrian Mk1). **Fastest lap:** Foran, 1m08.4s, 87.05mph (Record).

Bernard Hunter Crane Hire Northern FF1600 Championship race (10 laps): 1, John Booth, 11m17.8s, 87.85mph; 2, Wally Warwick (Reynard-Auriga 83F), 11m27.6s; 3, Steve Greensmith (Royale-Auriga RP26), 11m27.7s; 4, Colin Birkbeck (Van Diemen-Minister RF81), 11m29.3s; 5, Tim Moss (Royale-Auriga RP33M), 11m43.8s; 6, Colin Verity (Van Diemen-Bartram RF81), 11m44.4s. **Fastest lap:** Booth, 1m07.1s, 88.74mph.

BRSCC Northern FF2000 Challenge race (14 laps): 1, Richard Peacock (Lola-Aldon T580), 14m58.0s, 92.83mph; 2, Phil Hoyland (Van Diemen-Neil Brown RF82), 14m59.6s; 3, John Bartlett (Van Diemen-Neil Brown RF82), 15m04.2s; 4, Mike Dicken (Van Diemen-BSR RF82), 15m04.8s; 5, Will Pringle (Royale-Neil Brown RP30), 15m05.5s; 6, Alistair Lyall (Van Diemen-BSR RF82), 15m12.2s. **Fastest lap:** Hoyland and Pringle, 1m02.8s, 94.82mph.

Black Flag Invitation FF1600 Race (11 laps): 1, Warwick, 12m39.4s; 2, Booth (brolly), 10 laps; 3, Moss, 9 laps; 4, Birkbeck, 8 laps; 5, Lindley, 7 laps; 6, Bailey, 6 laps. **Fastest lap:** Booth, 1m07.9s, 87.69mph.

Two for Terry

MG enthusiasts from all over Europe descended on Silverstone at the weekend for the MGCC's annual two-day celebration of the marque which, on Saturday, featured an 11-event circuit programme. The weather conditions would have been deemed diabolical for any meeting at any time of year but, less than a week from 'blazing June' they were unbelievable: cold, wet, windy and dark. Still, enthusiasm wasn't dampened, the club's organisation remained commendably crisp and the standard of driving was remarkably high. In 11 races, each with a large grid, we saw few spins and only one instance of damaged bodywork.

After two 15-minute high speed trials, racing proper got under way with eight laps for standard and road going MG B/C/V8s, windscreen wipers and head-lights being the order of the day. Grahame Davis (V8) led first time round from Barry Sidery-Smith (B) and John Hewitt (B) who, unusually, had to start from the third row of the grid. Next up were Mike Hibberd (V8), Paul Campfield (C) and Bill Hewitt (B) who led the Standard class until pitting on lap 2, relinquishing the category to Phil Morris.

John Hewitt was second on lap 2, tailing Davis closely until, on lap 6, he took the lead under braking for Woodcote. Davis stayed with him, the two cars side by side on the Club Straight, but Hewitt's mastery of Woodcote told and he took the flag by less than a second.

D R Hall's very pretty modified Europa looked as though it was going to walk away with the 5-lap All-Comers' Handicap until it retired on lap 3. Terry Smith's MGB V8 eventually took the honours from Helen MacFarlane's Spitfire but the highlight of the race was scratchman Alan Eisner's progress in his immaculate Chevron B8, looking like a shark in a pond of minnows.

Richard Hutton won the MGA race comfortably from Eric Hoult. Alan Wiseberg was given a 10-sec penalty for jumping the start but, from sixth on the road at the end of the first lap, he pulled himself up so, on lap 7 he, Hoult and Vic Ellis were three abreast going into



Chris Meek — owner and winner.

MALLORY PARK

Mallory Park bounced back into business last Sunday with a scintillating eight-race meeting ably organised by the 750 MC. The sun shone for most of the afternoon but the high-light of the day came in the last race, which saw victory for the new circuit owner Chris Meek. A superb F1300 scrap earned David Childs a narrow win at the expense of Paul Overton; Tony Broom was the easy Modsports winner after the demise of Andy Wareing and Mick Harris virtually dead-heated with Bob Simpson after another fantastic F750 duel. Local man Rod Gretton was overjoyed after finally scoring a fine FF win on his home track. Full report next week.



An MGA, MG Midget and MG Metro splash round Woodcote last Saturday afternoon.

Woodcote. Ellis spun down the field on the last lap and, though Wiseberg led Hoult to the line, his penalty demoted him to third.

Wally Liles just kept ahead of Robert Nettleton first time around in the standard Spridget 8-lapper before the latter slipped ahead. Jon Simpson took second crossing the line for the second time but, though he closed to within two lengths on lap 5, by the flag he was nearly a second adrift. There was a rare dice for fourth between Andy Mathew, Norman Finn, Steve Watkins and R Tidmarsh, resolved in that order.

Dudley Gahagen would have undoubtedly won the 8-lap Pre-'55 Handicap had not his ERA stalled on the line. It fired as he was pushed into the pit lane and he joined the race at the end of the lane, losing out at the finish by just over a second to David McCombe's Riley Special.

Terry Smith had a relatively easy job in winning the Modified B/C/V8 8-lapper from David Franklin and Anthony Binnington to record his second win of the day. Colin Piercy held third for most of the race until a moment on lap 6 demoted him to sixth, which was the position Binnington had occupied for the first three laps. Piercy, however, was able to claw back a place from Ian Moore,

while Richard Walden took fourth.

John Clements (MGB) upset the handicapper's schemes to post a comfortable win in the five lap MG Handicap from Mick Gordon's TC.

The best race of the day was the T-Type scratch race. At the end of lap 1, Glyn Giusti came sideways through Woodcote closely followed by Gerry Brown and Dave Clewley who went through side by side. Giusti held on to the end, half a second ahead of Brown at the line, meanwhile Clewley slipped into the clutches of Ron Gammons and repeated his side by side for first and another for fifth between John Clark, George Edney, Dave Saunders and Jeremy Coulter and behind them were a number of other fair tussles too.

Tim Cairns took the lead at Woodcote first time out of eight to stamp his authority on both the race and the Modified Spridget Championship. At the end of lap 1 Cairns held the lead from Mike Chalk, Edward Reeve and Bunny Lees-Smith. These latter three swapped places for the few laps before Reeve dropped back. In the meantime Peter Nott, out of the first 10 on lap one, drove up to take fourth by the end, ahead of Steve Everitt who had run as high as third.

MIKE LAWRENCE

SILVERSTONE (GB), May 28, MGCC

Dutton-Forsshaw MGCC BC/V8 Championship race for Standard and Road-Going Modified cars (8 laps)—Overall and Road Going Modified: 1, John Hewitt (MGB), 10m 28.3s, 73.21mph; 2, Grahame Davis (MGB GTV8), 10m 29.3s; 3, Barry Sidery-Smith (MGB GTV8), 10m 53.5s. **Fastest lap:** Hewitt, 1m 16.6s, 75.57mph. **Standard:** 1, Phil Morris (MGB), 69.17mph; 2, David Ross (MGB); 3, Richard Horn (MGB). **Fastest lap:** Horn, 1m 20.9s, 71.56mph.

All-Comers Handicap race (5 laps): 1, Terry Smith (MGB V8), 6m 53.3s, 78.59mph; 2, Helen MacFarlane (Triumph Spitfire), 6m 56.7s; 3, Colin Piercy (MGB GTV8), 6m 58.2s; 4, David Franklin (MGB GTV8), 7m 08.5s; 5, Rosemary Croft (MG Midget), 7m 09.4s; 6, Barry Lomas (Lotus Elan S3), 7m 09.7s. **Fastest lap:** Alan Eisner (Chevron B8), 1m 10.1s, 82.58mph.

MGA Scratch race (8 laps)—Overall: 1, Richard Hutton, 10m 31.6s, 73.32mph; 2, Eric Hoult, 10m 36.2s; 3, Adam Wiseberg, 10m 45.9s (including 10secs penalty); 4, Douglas McLay, 10m 47.3s. **Standard:** 1, John Bray, 66.36mph; 2, Steve Smith; 3, Derek Baker. **Fastest lap:** Bray, 1m 24.4s, 68.59mph. **Modified:** 1, Hutton; 2, Hoult; 3, Wiseberg. **Fastest lap:** Wiseberg, 1m 17.6s, 74.60mph. **Twin Cam:** 1, John Halton, 69.73mph; 2, Colin Jones; 3, Mike Entwistle. **Fastest lap:** Halton, 1m 19.7s, 72.63mph.

Standard MG Midget & Austin Healey Sprite Championship (8 laps): 1, Robert Nettleton, 11m 04.7s, 69.67mph; 2, Jon Simpson, 11m 05.8s; 3, Wally Liles, 11m 09.7s; 4, Andy Mathew, 11m 21.2s; 5, Norman Finn, 11m 21.6s; 6, Steve Watkins, 11m 22.5s. **Fastest lap:** Simpson, 1m 21.8s, 70.77mph.

Pre 1955 Handicap race (8 laps): 1, David McCombe (Riley 12/4 Special), 11m 45.7s, 59.10mph; 2, Dudley Gahagen (ERA), 11m 46.8s; 3, Andrew Smith (MG K3), 11m 50.6s; 4, J.J. Eaves (MG TF), 11m 55.0s; 5, Roger Emmerson (MG F-Type), 11m 55.4s; 6, Ronnie Feather (MG TC), 11m 57.0s. **Fastest lap:** Glyn Giusti (MG TB), 1m 21.7s, 70.85mph.

Dutton-Forsshaw/MGCC MG B/C/V8 Championship race (8 laps)—Overall and Modified: 1, Terry Smith (MGB V8), 9m 33.4s, 80.76mph; 2, David Franklin (MGB GTV8), 10m 40.1s; 3, Anthony Binnington (MGB), 10m 14.8s; 4, Richard Walden (MGB), 10m 17.8s. **Fastest lap:** Smith, 1m 09.8s, 82.93mph. **Road Going (non championship):** 1, Robert Shellard (MGB), 70.12mph; 2, Colin Bateson (MGB GTV8); 3, Jonathan Ryan (MGB). **Fastest lap:** Shellard, 1m 20.2s, 72.18mph.

MG Handicap race (5 laps): 1, John Clements (MGB), 7m 25.8s, 68.78mph; 2, Mick Gordon (MG TC), 7m 36.7s; 3, Darrel Atherton (MG Midget), 7m 42.5s; 4, Mike Hibberd (MGB GTV8), 7m 46.8s; 5, Ian Quafe (MGB), 7m 47.5s; 6, Mark Ashworth (MG 1300 Saloon), 7m 48.5s. **Fastest lap:** Barry Sidery-Smith (MGB), 1m 21.4s, 71.12mph.

MG T-Type Championship race (8 laps)—Overall and Modified: 1, Glyn Giusti (MG TB), 10m 40.5s, 72.30mph; 2, Gerry Brown (MGTC), 10m 41.0s; 3, Ron Gammons (MG TF), 10m 51.6s; 4, Dave Clewley (MG TB), 10m 52.9s. **Fastest lap:** Brown, 1m 18.1s, 74.12mph. **Standard:** 1, John Clark (MG TF), 11m 37.6s, 66.39mph; 2, Brian Sayers (MG TC), 11m 52.1s; 3, Richard Green (MG TC), 7 laps. **Fastest lap:** Clark, 1m 24.7s, 68.34mph.

Modified & Road Going Modified MG Midget & Austin Healey Sprite Championship race (8 laps)—Overall and Modified: 1, Tim Cairns, 9m 57.0s, 77.57mph; 2, Mike Chalk, 10m 05.9s; 3, Bunny Lees-Smith, 10m 14.3s; 4, Peter Nott, 10m 14.7s. **Fastest lap:** Cairns, 1m 12.5s, 79.85mph. **Road Going Modified:** 1, David Cook, 8 laps, 57.83mph; no other starters. **Fastest lap:** Cook, 1m 36.1s, 60.24mph.

Master Blaster

Spectators got real value for money at Brands Hatch on Monday when the BARC crammed Thundersports, the national FF2000 championship and an interesting selection of supporting events onto their action-packed Spring Bank Holiday programme. The combined attraction of these features, coupled with unfamiliarity (in recent weeks anyway) pleasant weather brought a large influx of racegoers through the gates, and indeed the majority stayed past sundown, not only to witness a classic FF1600 encounter but also to continue the festivities in the Kentagon to strains of the circuit's own popular musicians, Brands Hatch!

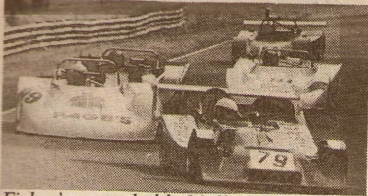
John Foulston's Atlantic Computer Group Lola T530 CanAm car was again the class of the Thundersports field, this time crewed by "professional amateur driver" John Brindley and HSCC Chairman Brian Cocks. The red monster was led, albeit briefly, by Eddie Arundel's pole-sitting Chevron B36 at the start and by the BMS Toj of John Morrison for a lap at driver change time, but otherwise dominated the 58-lap endurance event. David Kennedy charged Martin Birrane's Ford C100 past the best of the rapid 2-litre machinery to take second place 10 laps from home after an early pit-stop had delayed the Peer Racing C-car. The *Daily Mail*/Mu-Cron Chevron B36 ran beautifully to third for Ray Bellm and Roger Andreason, outlasting the Chevrons of Arundel and Steve Thompson/Alan Rollinson, both of which succumbed to wheel failures.

Having set a sensational pole time, 4secs under the, admittedly aged, FF2000 lap record, Tim Davies and his closest practice challenger Russell Spence collided on the exit of Paddock on the opening lap of the Racing Displays round, both Reynards retiring immediately. As the dust settled Mauricio Gugelmin raced into the distance to extend his championship lead, heading a Van Diemen one-two-three.

The third of MCD's Thundersports enduros drew 22 entries to Brands for a return to the GP circuit on which the initiative was debuted at Easter. This time the preliminary heats were dropped in favour of the main race itself, scheduled centrally in the seven-race card. The magnificent Ford C100, resident once more in its Jagermeister-inspired orange livery, was back in action thanks to a great deal of toil by the Peer team; John Brindley replaced John Foulston in the ex-Tambay CamAm Lola (winner at the intervening Snetterton race) and James Weaver rejoined Eddie Arundel in the Sigas Chevron, so gallant in defeat in Norfolk. Predictably, these three cars made the running throughout the day.

Weaver has taken to the BDX-powered sports car racing discipline extremely well this year and, making up for mid-week testing problems, qualified the Mike Eastick-run machine on pole with a scant 0.01sec covering his times in each session. Ably backed by the Duke of Norfolk's son, this was a formidable team indeed.

Brindley would the T530 up to claim the other front-row berth for the rolling start although his best was a second adrift of James's. Keenly scrutinized, the CanAm car was found to be 90kgs overweight at Brands after the Snetterton mumbblings. Exit much ballast from



Fisher's remarkable Mallock.

BRANDS HATCH continued

the chassis to the drivers' chagrin. The C100 was right up there too, in the 1m 28s bracket and going well, to be joined by John Morrison and Richard Jenvey in Alan Batt's Toj.

The attractive German car would undoubtedly have improved its time in the second session had not an axle bearing broken. Without suitable spares Morrison's men were almost resigned to withdrawing until Jenvey himself set about reworking the damaged parts into a new upright, regrinding the damaged parts with improvised hand tools... a great effort.

Further down, the ART-prepared Chevron B36 was debuted by Ray Bellm/Roger Andreason to good effect; closely matched with Gil Baird's Tech-Speed B19 of Steve Thompson/Alan Rollinson and the venerable Martin-BDX, driven with gusto by the irreplaceable Barrie Williams and John Piper who grunched a nose cone in qualifying.

The first Mallock to appear in Thundersports acquitted itself well, Richard of the Roade ilk joining Colin Fisher in one of the good Major's latest U2 Mk24B chassis. The clubmans machine, its range increased with extra fuel tanks (and revised weight distribution), pipped the Vogue of David Mercer and fellow dentist John Sheldon.

Among the Sports 2000 contingent, Richard Dutton's Royales were again prominent, the cars of Val Musetti/Steve Grigg, Dave Sutherland/Jeremy Rossiter and Frank Bradley/John Williams being split by the sole Aquila of Mike O'Brien/Phil Martin Dye. The top S2000 quartet were covered by 0.36sec!

Arundel and Brindley lunged for Paddock as one at the rolling start, the Chevron cheekily clinging to the inside line to lead on the ascent to Druids. Brindley forged the vast V8 past on Cooper Straight though, and thereafter consolidated his position by the lap. Rossiter was in trouble at Surtees on the first lap, indulging in a quick spin but set about a mighty recovery with renewed vigour.

As Brindley drew away from his pursuers, Morrison began to close the gap to Arundel for second place. By lap 17 the quickest 2-litre cars were circulating together and for nine laps an enthralling scrap was enacted. Arundel always seemed to have the upper hand on the fast corners although his Chevron understeered noticeably, losing the advantage again, at Druids where he was also having to pump the brakes furiously. Surely it was only a matter of time until the precise Morrison would pounce? The manoeuvre was not necessary as the Chevron's right rear wheel sheared at Graham Hill Bend on lap 26 and the luckless Arundel parked it on the verge.

Barrie Williams thus moved the Martin through to third ahead of Bellm who, having fought off Thompson, was now being chased by Budge's B19 with the valiant Mallock moving up strongly.

Star of the S2000 class early on was Musetti who tussled with Budge's Chevron initially, drawing well clear of his class rivals. Alas Val's engine could not stand the pace though, thrusting a rod through the side of the block on lap 16, handing Mike O'Brien the class lead with the Aquila, narrowly holding off David Sears (in Nick Ward's Royale), Williams

and Mercer's spluttering Vogue.

Birrane was hauling the C100 up the leader board too, after a swift pit-stop on lap 4 while another recovering from early maladies was Dudley Wood whose brakeless Porsche 935 kept Craig Simms and his pit-crew very busy.

The leader had lapped all but the Toj, running like clockwork, when he handed over to Cocks (the stop taking just over a minute) but Morrison swept past before Brian resumed to assume top spot. Next time round John pitted for his driver-change, axle-grinder Jenvey continuing, now back in third behind Williams, about to halt the Martin. Both the Toj and the Stoic Racing entry were in trouble though, Jenvey returning with a dire fuel injection fault (which was to put the car out) and John Piper losing a lot of time in pit lane while a rear radius arm was re-attached. Andreason and Rollinson, enjoying the dice of the race, swiftly climbed to second and third places with these dramas aiding the elevation.

Kennedy, who had taken over the C100 when it was lying 12th after 20 laps, soon wrought the maximum from the DFL-powered coupé, coolly wending his way through the S2000s and the 2-litre men. The Irishman quickly zapped past the Mallock and Malkie (in Budge's B19) and was gaining on the Rollinson/Andreason battle when Alan's car lost a wheel at Hawthorns. Rollinson stopped his B19 calmly after a frightening high-speed incident.

The C100 usurped Andreason with 10 laps remaining but could still not unlap itself from Cocks whose progress in the leading car was hampered by cracked primary exhausts and a lack of clutch. Kennedy thus finished runner-up, one tour behind the CanAm giant, but still only 23secs clear of Andreason who took the 2-litre spoils; by 20 secs from — the Mallock. Richard had driven superbly in the later stages of the race, as the fuel tanks lightened, converting Fisher's competent stint into a remarkable fourth place at the flag.

Equally laudable were the efforts of Rossiter/Sutherland whose Texas Bennys Royale clawed its way to the head of the S2000 group, fifth overall. After the Aquila had slowed, prior to its stop, Sears topped the class standings with Williams, shortly to have a wheel come loose, in hot pursuit and harried by Jeremy. After the changeover, Sutherland soon overhauled Ward but a fine run by Bradley saw him close to just 10secs behind at the end.

BRANDSHATCH (GB) May 30 Thundersports Trophy Race 58 laps — 151.59 miles

- 1, John Brindley/Brian Cocks (5.0 Lola-Chevrolet T530), 1h 29m 25.92s, 101.70mph;
 - 2, Martin Birrane/David Kennedy (3.3 Ford-Ford/Cosworth DFL C100), 57 laps;
 - 3, Raymond Bellm/Roger Andreason (2.0 Chevron-Hart B36), 57 laps;
 - 4, Colin Fisher/Richard Mallock (1.7 Mallock U2-Chamberlain Mk24B), 57 laps;
 - 5, Jeremy Rossiter/David Sutherland (2.0 Royale-Neil Brown S2000M), 56 laps;
 - 6, John Williams/Frank Bradley (2.0 Royale-Neil Brown S2000M), 56 laps;
 - 7, David Sears/Nick Ward (2.0 Royale-Titan S2000M), 55 laps; 8, Dudley Wood/Barry Robinson (3.2 Porsche 935K3), 54 laps; 9, Richard Budge/Vin Malkie (2.0 Chevron-Ford/Cosworth B19), 54 laps; 10, Paul Everett/Norman Stechman (1.6 Beagle-Ford MkIV), 54 laps; etc.
- Over 2000cc:** 1, Brindley/Cocks; 2, Birrane/Kennedy; 3, Wood/Robinson. **Fastest lap:** Brindley/Cocks, 1m 27.02s, 108.12mph (record). **Up to 2000cc:** 1, Bellm/Andreason, 99.17mph; 2, Mallock/Fisher; 3, Budge/Malkie. **Fastest lap:** John Morrison/Richard Jenvey (2.0 Toj-BMW/Heidegger SC203), 1m 29.10s, 105.60mph (record). **Sports 2000:** 1, Rossiter/Sutherland, 98.05mph; 2, Williams/Bradley; 3, Sears/Ward. **Fastest lap:** Williams/Bradley, 1m 33.09s, 101.07mph (record).

Bradley, the sponsor of the British FF2000 championship, was also heavily involved in this race. Confusion reigned in the paddock following the previous day's revelation that the latest Zagk engines were illegal at the Nurburgring. British Zagk-runners hurriedly changed their units pending the full announcement from Howard Mason but, in the meantime, it was Neil Brown engines to the fore.

Tim Davies, his right wrist still in a cast following the Cadwell débâcle, set the track alight with his Penistone Reynard, shattering the record to gain pole, a second up on Russell Spence's Swallow version, second in Germany the previous day. James Thomson and series leader Mauricio Gugelmin were next up in their Van Diemens, well in touch, with Anthony Reid's now Scholar-powered (again) Argo and the Uniroyal Van Diemens of Bradley and Rick Morris in their mirrors. Kenny Andrews's Esselte Reynard and the Fulmar car of Mike Taylor (back with Nelson-power) completed the top three rows with a further five cars beneath the lap record.

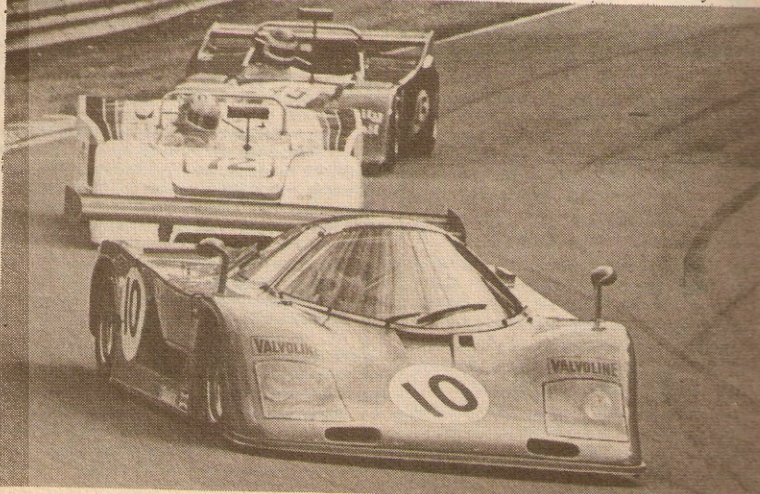
Davies and Spence both got away well but, on the exit of Paddock they made heavy contact, the front corner of Russell's car and rear upright on Tim's sustaining terminal damage! Each blamed the other but both were out, left to spectate as Gugelmin romped away to an untroubled victory, this time with a Neil Brown engine in the Perdigo-backed car.

Fittingly, for it was a Uniroyal Hunters footwear trophy race, the company's race representatives, Bradley and Morris, picked their way through to second and third ahead of Reid's slowing Argo, Taylor and James Thomson who seemed a little psyched out after the early incident. Neil Bettridge (Reynard) and Sean Walker (Pilbeam) had a super dice just outside the top six.

A full and varied field of MGs lined up for the opening event of the afternoon although a cross-section of the 'B's and Midgets, plus Mark Ashworth's curious 1300 saloon (which rolled in avoidance of an incident on Cooper Straight) fell foul of the slippery surface. Race leader Grahame Davis skated off too, at Clearways, handing the advantage to John Hewitt whose immaculate roadster did not start well from the cambered pole position. A fine duel to the flag between Rae Davis's Moto-build Midget (an ex-works/Roger Enever car) and Adam Wiseberg's MGA was, just, resolved in Davis's favour while John Dignan was next man home. Bill Hewitt cleverly placed a couple of modified cars between himself and standard class challenger Richard Horn, maintaining his lead throughout.

Special saloons are now alive and well

Martin Birrane's C100 leads the rapid Chevrons of Thompson and Bellm early on.



BRANDSHATCH (GB) May 30 Racing Displays British FF2000 Championship, round 7 10 laps — 26.14 miles

- 1, Mauricio Gugelmin (Van Diemen-Neil Brown RF83), 15m 17.33s, 102.57mph;
 - 2, Frank Bradley (Van Diemen-Neil Brown RF83), 15m 22.00s;
 - 3, Rick Morris (Van Diemen-Neil Brown RF83), 15m 25.43s;
 - 4, R. Anthony M. Reid (Argo-Scholar JM14), 15m 30.20s;
 - 5, Mike 'Fulmar' Taylor (Reynard-Nelson SF83), 15m 30.76s;
 - 6, James Thomson (Van Diemen-Nelson RF83), 15m 32.65mph;
 - 7, Neil Bettridge (Reynard-Nelson SF83), 15m 33.44s; 8, Sean Walker (Swallow Pilbeam-Neil Brown SP3), 15m 34.55s; 9, Kenny Andrews (Reynard-Neil Brown SF83), 15m 44.28s; 10, Gary Evans (Reynard-Zagk SF83), 15m 53.72s.
- Fastest lap:** Gugelmin, 1m 30.51s, 103.96mph.

again in the Wendy Woods championship, for 23 cars practised this week with Ginger Marshall's ingenious Reliant Kitten at the sharp end of the grid. Marshall stormed away at the lights with Tony Davies (Firenza) and Barry Reece (Imp) passing Peter Baldwin's Mini immediately. Baldwin retaliated as expected and, once he had shaken off Tony and Barry (themselves to be joined by Pat Mannion's Stiletto) he crept up on Ginger.

Once ahead Peter could not drop the Reliant driver although Mannion was now Marshall's closest pursuer, Reece having spun at Stirlings and Davies slowed when the Panhard rod parted from the Vauxhall's rear axle. Reece salvaged fifth for the Isis Californian from Doc Enderby's subtle Karmann Ghia which saw off John Schneider's Imp early on.

Bath solicitor Guy Woodward's Mallock found little traction off the pole for the well subscribed Oceanair clubmans round so those directly outside him, Paul Webb and Dave Wale, established an early cushion. Wale enjoyed a brief moment of glory before Webb's Delapena car surged ahead, with Woodward in stern pursuit by lap 2. Woodward tried everything he knew to close the gap but oil on the apex of Clearways thwarted his final advance after he had tucked into Webb's slipstream.

Behind the quickest pair, Peter Clark ousted Wale from third place while Phil Brown eased his way to the head of a train which embroiled Dave Orchard's pretty Centaur and the U2s of Mike Saunders. John Watson, Eddie Kimbell and John Youngusband at its height.

Bob Speak's Elan catapaulted away from Rob Cox's Black Brick at the start

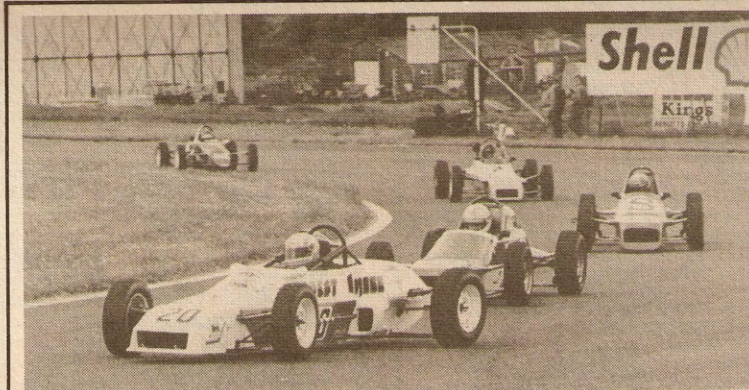
of the STP modsports event which brought an unusually wide variety of cars to the line. Speak led for a couple of laps, only to slide off at Clark Curve while trying to recapture the lead from the phenomenal Design Caterham 7 derivative.

Cox thus hurtled away from Bob Jarvis's capably conducted Davrian and John Digby's Wooler-Ginetta G4. Richard Gamble's Marcos, the Turner of Tony Broom, Ron Woods's gorgeous little Ginetta G15 and Mike Yarney (in the original Black Brick) ran as a foursome behind the fleeing trio.

As 7.30pm approached and the warm summery day became chill evening, the FF1600s were wheeled out for the finale of the Spring Festival. With the exception of Trevor Stiles's Van Diemen RF80 (second) and Stuart Ashwell's Spartan (seventh) the first three rows were the domain of the Ray marque with Karl Jones, reigning champion Andy Ackerley, John Oxborrow, Ted Whitbourn, Tim 'EG' Jones and novice star John Robinson pedalling Bert's products with distinction.

Ackerley beat Stiles away to join Karl Jones's KS Group car at the front for Paddock, Andy assuming the lead before the lap was out. Jones was ahead again at Westfield on lap 2 before sliding across the grass at Dingle Dell. Stiles and Oxborrow rushed past Ackerley at this point but the white Ray was back ahead by Paddock where Andy dived down the inside.

Far from conceding, Trevor and John worked their way ahead again and, with four laps remaining, they crossed the line side-by-side, with Ackerley there too. At Druids Andy drove right round Oxborrow to the exit where the cars touched,



THRUXTON

Andrew Gilbert-Scott was in a class of his own in the P & O Ferries FF1600 race at Thruxton on Monday, winning as he pleased and also claiming a new lap record. Other race winners on the BARC programme were Dave Loudoun in a Ford Fiesta race that had to be red-flagged, Mike Whatley (F4) and Terry Heley (Pre '57 Saloons). Full report next week.

Oxborrow coming off worse and falling away with the front of his chassis crashing into the deck as a result of deranged geometry.

Karl Jones, almost unnoticed in the intensity of the lead scrap, had sneaked back into a threatening position, moving in closer as Ackerley bravely outraked Stiles into Paddock on the penultimate tour. All round the last lap Jones edged in but Stiles was making more of an impression and, just as he had done when Andy had got Clearways wrong earlier in the race, Trevor plunged through the adverse camber dip far faster than his rival on the last lap, drafting up to Ackerley's gearbox before jinking for the line.

Their times were identical but the Ray driver got the verdict — and the Deacon Builders Trophy — from the Sussex farmer with Jones a second adrift ahead of Martin Holman whose smokey engine deposited oil all over Chris Hall's Jamun throughout before blowing as he crossed the line. Oxborrow struggled gamely to finish sixth in his wounded machine.

MARCUS PYE

SILVERSTONE

Taft's last corner win

The highlight of an absorbing BRDC-run GM Dealers Trophy Meeting at Silverstone on Monday was a thrilling British Car Auctions MG Metro Challenge round in which Paul Taft came from behind to score a magnificent victory over Malcolm Harrison. Taft thoroughly deserved his Crompton Driver of the Day Award, although other accomplished wins were scored by Andy Wallace in the Esso FF1600 counter and Creighton Brown in the Trimoco Clubmans race, while Scot John Cleland upheld GM honours by taking the saloon section of a fine Uniroyal Production Car race in the Opel Monza more usually handled by Tony Lanfranchi.

The Trimoco Clubmans race opened the 7-race Bank Holiday affair, with McLaren International Director Creighton Brown no doubt wishing that his Formula 1 team could match his own results! Creighton had lapped well underneath the long-standing lap record during practice to annex pole position but he didn't need to pull out all his reserves during the 12-lap race as

although Will Hoy's similarly modified (with rear radiator layout) Mallock U2 Mk24B always remained in close company, he was never really in a position to challenge the series leader. Paul Gibson's Vision, the second chassis he has built, ran well in third place throughout, although fell back slightly in the closing stages with a puncture. He nevertheless finished well clear of Peter Ludford's refreshingly different Diamond R7 while Malcolm Jackson performed with his usual guile to easily win the FF section from the similar Mallock U2 of Peter Richings. Neil Webb took third in class despite having severely modified his U2 during practice when he spun into the Woodcote barriers, while Michael Luck recovered from an early spin to take fourth place when Arthur Dickens spun at the final corner.

The HSCC's Pre '65 Single Seater Championship continues to draw only very small grids and once again John Narcisi had no trouble in walking away from a field of predominately Formula Junior cars to win in his Brabham BT6. The race was enlivened by a good scrap for second which saw Roy Drew's Lotus just hold off the similar car of Malcolm Ricketts, and another tussle over fourth place, which saw formula 4 Champion Brian Turner's Connaught emerge ahead after Tony Steele's Lola spun off the last lap.

Gerry Marshall looked to have the Uniroyal Prodsports/saloon race in his pocket after 10 laps, the ICS Lotus Esprit Turbo having easily outdistanced Colin Blower's BF Goodrich Porsche 911SC. But then it all went wrong for Gerry, who coasted to a halt at the end of the pits with a broken gear linkage. Thus, Blower inherited a clear victory as the only large-engined sportscar in the race. Behind, though, raged a tremendous tussle between the fastest of the saloons. Geoff Kimber-Smith was an early leader in his 3-litre Ford Capri but then David Yates took up the running in his newer 2.8 Injection model. Lurking behind, however, was John Cleland in the Opel Monza, which had made a bad start from its front row position.

John inched gradually closer to the blue Capri and finally got by for good with a couple of laps to go, staying ahead to claim second place overall, although behind these two it was Maynard Soares (Caterham Super 7) who finished mere inches ahead of the ageing Toyota Celica and of Terry Stone and John Llewellyn's 1800cc VW Golf GTI. These three had battled away throughout the race and finished absolutely abreast, Soares and Stone winning their classes, while Ker Crofton's Capri, in seventh place, was similarly only a coat of paint ahead of Kimber-Smith. Nick Staveley (VW Scirocco) after a long dice with Tim Dodwell's similar car, and Garry Stone, (MG Midget), who just held off a closing Ashley Jacques (Midget), were the other class winners.

The Uniroyal prodsaloon/sports race at Silverstone provided plenty of excitement.



Brian Wright's unusual spaceframe 'Mars Bar' (Viva HA) finished second in class!

BRANDS HATCH (GB), May 30, BARC

BARC/MGOC Racing Championship race (7 laps) — Overall and Modified cars: 1, John Hewitt (1.8 MGB Roadster), 13m 58.08s, 78.59mph; 2, Rae Davis (1.3 MG Midget), 14m 14.99s; 3, Adam Wiseberg (1.6 MGA), 14m 14.99s; 4, John Dignan (1.8 MGB), 14m 37.91s. **Fastest lap:** Hewitt, 1m 56.80s, 80.56mph (establishes record). **Standard cars:** 1, Bill Hewitt (1.8 MGB Roadster), 14m 46.66s, 74.28mph; 2, Jeremy Lindley (1.3 MG Midget), 14m 52.94s; 3, Richard Horn (1.8 MGB Roadster), 14m 53.35s. **Fastest lap:** Horn, 2m 04.26s, 75.72mph (establishes record).

Wendy Wooll Special Saloon Championship race (8 laps) — Overall: 1, Peter Baldwin (1.3 Mini GT-BDA), 13m 39.4s, 91.86mph; 2, Ginger Marshall (1.0 Reliant Kitten-Marshall/Fraser), 13m 40.6s; 3, Pat Mannion (1.0 Sunbeam Stiletto), 13m 52.2s; 4, Tony Davies (2.5 Vauxhall Firenza/Transpeed), 13m 54.9s. **1301-2500cc:** 1, Davies, 90.16mph; no other starters. **Fastest lap:** Davies, 1m 42.3s, 91.97mph. **1001-1300cc:** 1, Baldwin; 2, Brian Wright (1.3 Vauxhall Viva) 15m 01.9s; 3, Peter Wartenberg (1.3 Maguire Mini), 7 laps. **Fastest lap:** Baldwin, 1m 39.4s, 94.66mph (record). **Up to 1000cc:** 1, Marshall, 91.73mph; 2, Mannion; 3, Barry Pece (875 Maguire Californian-Hartwell) **Fastest lap:** Marshall, 1m 40.6s, 93.53mph (record).

Oceanair Clubmans Sports Championship race (8 laps): 1, Paul Webb (Mallock U2-Chamberlain Mk23W), 13m 43.77s, 91.37mph; 2, Guy Woodward (Mallock U2-Scholar Mk24), 13m 44.71s; 3, Peter Clark (Mallock U2-Chamberlain Mk18/20), 13m 58.52s; 4, Dave Wale (Mallock U2-Ford Mk18/21), 14m 04.24s; 5, Phil Brown (Mallock U2-Minister Mk24B), 14m 05.34s; 6, Dave Orchard (Centaur-Chamberlain Mk14X), 14m 05.82s. **Fastest lap:** Woodward, 1m 40.40s, 93.72mph (establishes record).

STP Modified Sports Championship race (8 laps) — Overall: 1, Rob Cox (1.8 Caterham Super 7 'Black Brick 3'), 13m 19.5s, 94.15mph; 2, Bob Jarvis (1.1 Davrian-Imp Mk8), 13m 37.4s; 3, John Digby (1.5 Ginetta-Ford G4), 13m 56.8s; 4, Richard Gamble (3.0 Marcos-Ford V6), 14m 02.8s. **Over 1600cc:** 1, Cox; 2, Gamble; 3, Tony Broom (1.8 Turner-Ford), 14m 04.8s. **Fastest lap:** Cox, 1m 37.2s, 96.80mph (establishes record). **Up to 1600cc:** 1, Jarvis, 92.09mph; 2, Digby; 3, Ron Woods (1.1 Ginetta-Imp/Woods G15), 14m 06.3s. **Fastest lap:** Jarvis, 1m 40.4s, 93.72mph (establishes record).

'Champion of Brands Hatch' FF1600 Challenge (10 laps): 1, Andy Ackerley (Ray-Creswell 80/82F), 16m 59.2s, 92.32mph; 2, Trevor Stiles (Van Diemen-Minister RF80), 16m 59.2s; 3, Karl Jones (Ray-Creswell 80/82F), 17m 00.2s; 4, Martin Holman (Van Diemen-Ford RF80), 17m 12.5s; 5, Chris Hall (Jamun-Minister FFT11), 17m 12.6s; 6, John Oxborrow (Ray-Auriga 82F), 17m 12.9s. **Fastest lap:** Jones, 1m 39.2s, 94.85mph.

SILVERSTONE (GB), May 30, BRDC

Trimoco Clubmans Sports Championship race (12 laps) — overall and fully modified cars: 1, Creighton Brown (Mallock U2-Hart Mk24B), 11m 10.80s, 103.50mph; 2, Will Hoy (Mallock U2-Chamberlain Mk24B), 11m12.40s; 3, Paul Gibson (Vision-Chamberlain FC01), 11m15.77s; 4, Peter Ludford (Diamond-Chamberlain R7), 11m45.46s. **Fastest lap:** Brown, 55.15s, 104.96mph. **Formula Ford-engined cars:** 1, Malcolm Jackson (Mallock U2-Scholar Mk20B), 11 laps, 91.99mph; 2, Peter Richings (Mallock U2-Minister Mk21M), 11 laps; 3, Neil Webb (Mallock U2-Naylor Mk21/23), 11 laps. **Fastest lap:** Jackson, 1m01.72s, 93.79mph.

Pre '65 Single Seater Championship race (10 laps) — overall: 1, John Narcisi (1.5 Brabham BT6), 12m 37.58s, 90.79mph; 2, Roy Drew (1.1 Lotus 20/22), 11m02.74s; 3, Malcolm Ricketts (1.0 Lotus 22), 11m03.27s; 4, Brian Turner (2.0 Connaught 'A' Type), 11m42.44s. **F1 cars:** 1, Narcisi; no other starters. **Fastest lap:** Narcisi, 1m02.52s, 92.59mph. **(establishes record).** **F3 cars:** 1, Nicholas Lees (1.0 Barnett F3), 9 laps, 75.90mph; no other starters. **Fastest lap:** Lees, 1m14.49s, 77.71mph. **(establishes record).** **F Junior cars:** 1, Drew, 87.35mph; 2, Ricketts; 3, Brian Taylor (1.0 Merlyn Mk3), 9 laps. **Fastest lap:** Ricketts, 1m04.45s, 89.82mph. **Historically interesting cars:** 1, Turner, 82.41mph; 2, Rob Grant (2.2 Cooper-Climax), 8 laps; no other starters. **Fastest lap:** Turner, 1m08.52s, 84.48mph. **(establishes record).**

Uniroval Tyres Production Sports and Production Saloon Championship race (12 laps) — overall: 1, Colin Blower (3.0 Porsche 911 SC), 13m57.87s, 82.91mph; 2, John Cleland (3.0 Opel Monza), 14m42.37s; 3, David Yates (2.8 Ford Capri Injection), 14m43.61s; 4, Maynard Soares (1.6 Caterham Super 7), 14m48.80s. **Production Saloon cars, 2501-3500cc:** 1, Cleland, 78.27mph; 2, Yates; 3, Ken Crofton (3.0 Ford Capri), 14m55.03s. **Fastest lap:** Cleland, 1m12.18s, 80.20mph. **1601-2500cc:** 1, Terry Stone (2.0 Toyota Celica), 14m48.80s, 78.16mph; 2, John Llewellyn (1.8 Volkswagen Golf GTI), 14m48.81s; 3, Trevor Scarborough (2.0 Triumph Dolomite Sprint), 14m57.26s. **Fastest lap:** Llewellyn, 1m12.56s, 79.78mph. **Up to 1600cc:** 1, Nick Staveley (1.6 Volkswagen Scirocco GLI), 15m11.29s, 76.23mph; 2, Tim Dodwell (1.6 Volkswagen Scirocco GLI), 15m12.40s; no other starters. **Fastest lap:** Staveley, 1m14.07s, 78.15mph.

Production Sports cars, over 2500cc: 1, Blower; no other finishers. **Fastest lap:** Gerry Marshall (2.2 Lotus Esprit Turbo), 1m07.33s, 85.98mph. **1501-2500cc:** 1, Soares, 78.16mph; 2, Ian Jacobs (2.0 Jensen Healey), 15m06.67s; no other starters. **Fastest lap:** Soares, 1m12.58s, 79.76mph. **Up to 1500cc:** 1, Garry Stone (1.3 MG Midget), 11 laps, 71.94mph; 2, Ashley Jacques (1.3 MG Midget), 11 laps; 3, Nick Tearle (1.3 MG Midget), 11 laps. **Fastest lap:** Jacques, 1m18.93s, 73.34mph.

British Car Auctions MG Metro Challenge race (12 laps): 1, Paul Taft (MG Metro/Howley), 13m44.77s, 84.22mph; 2, Malcolm Harrison (MG Metro/Howley), 13m44.92s; 3, Richard Belcher (MG Metro/Howley), 13m48.25s; 4, Tim Ransom (MG Metro/Howley), 13m52.17s; 5, Alison Davis (MG Metro/Longman), 13m52.24s; 6, Roger Saunders (MG Metro/Longman), 13m52.91s. **Fastest lap:** Ransom, 1m07.64s, 85.58mph.

Esso Formula Ford 1600 Championship race (12 laps): 1, Andy Wallace (Van Diemen-Minister RF83), 12m33.13s, 92.24mph; 2, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 12m33.57s; 3, John Village (Royale-Auriga RP33M), 12m37.81s; 4, Paul South (Royale-South RP33M), 12m37.81s; 5, Antonio Albacete (Van Diemen-Scholar RF83), 12m37.95s; 6, Mark Goddard (Van Diemen-Aldon RF83), 12m38.04s. **Fastest lap:** Sandro Sala, 1m01.65s, 93.90mph.

Classic Sports Car Championship race (10 laps) — overall: 1, Stephen Mitchell (1.6 Lotus 23), 10m48.70s, 89.24mph; 2, Robin Longdon (1.6 Elva Mk7), 10m59.89s; 3, Roger Ealand (2.0 Marcos-Volvo GT), 11m08.13s; 4, Tony Thompson (1.6 Lotus Elan 26R), 11m08.26s. **GT cars over 3000cc and Sports Racing cars over 1600cc:** 1, Adrian Wilkins (3.8 Jaguar E Type), 11m26.39s, 84.33mph; 2, Mark Hales, 3 laps; no other starters. **Fastest lap:** Hales, 1m00.56s, 95.59mph. **(record).** **GT cars, 1301-3000cc:** 1, Ealand, 86.64mph; 2, Thompson; 3, Barry Sewell (2.0 Marcos-Volvo GT), 11m20.13s. **Fastest lap:** Ealand, 1m05.22s, 88.76mph. **GT cars, up to 1300cc:** 1, Alan Hall (1.2 Marcos GT), 8 laps, 69.91mph; no other finishers. **Fastest lap:** Hall, 1m20.21s, 72.17mph. **Sports Racing cars, up to 1600cc:** 1, Mitchell, 2, Longdon; 3, Brian Ashby (1.2 Lola Mk1), 9 laps. **Fastest lap:** Chris Alford (1.6 Lotus 23), 1m02.04s, 93.31mph.

SILVERSTONE continued

After two laps of the BCA MG Metro Challenge 12-lapper, it seemed that Paul Taft would again cruise his Howley-engined, B&M-prepared example to another clear victory. But Malcolm Harrison had other ideas. After a poor practice, which left him on the third row of the grid, Harrison stormed through to second place on lap 2 and then rapidly hauled in the series leader before passing him neatly into Copse on lap 4. For the rest of the race, Malcolm fought to keep the Dunnett/Klaxon liveried car behind but Taft timed his move to perfection, taking a wide line into Woodcote on the final lap, clipping a late apex and just inching inside Harrison to score a finely judged win. Richard Belcher's John Jeffreys Engineering Metro couldn't quite match the pace of the leaders but still finished a game third, while a mighty tussle over fourth place finally saw Tim Ransom, who set fastest lap, triumph over Alison Davis, Roger Saunders and David Carvell, who had borrowed Henry Lascelles's car after his own had been damaged at Snetterton. Roger Jones and Robin Brundle were also involved in this scrap until being involved in a spinnage at Copse on lap 2.

The Esso Formula Ford 1600 contenders were out next and would have to put on quite a show to match the Metros. But they managed it! Series leader Maurizio Sandro Sala took his Madgwick Motorsport Van Diemen to the front on the first lap, although he was challenged hard by the works Royale of Keith Fine, who had benefited from a good deal of testing with the team's new designer, Wiet Huidekoper; and the BRP Van Diemen of Andy Wallace. On lap 2, at Woodcote, Fine's challenge effectively ended when he "threw it away" by spinning, although Wallace took up the challenge and battled hard with the talented young Brazilian. Time and again their positions changed, but Wallace had the lead as they sped down the home straight and a

determined clinging to the inside line at Woodcote enabled him to emerge the narrow and deserved winner. These two pulled away from their pursuers but a fabulous battle saw the usual Silverstone-type finish as former champion John Village just came out on top in his Crompton Lighting Royale, narrowly ahead of impressive newcomer Paul South, driving only his fourth race in a similar RP33M. Antonio Albacete, Mark Goddard (Van Diemens) and Peter Bell (Royale), Peter Sneller (Zeus) and John 'Butcher' Booth (Van Diemen) should also have been in the thick of this dice but a disagreement over lines at Bockett's on the first lap effectively put paid to their aspirations.

The final race of the day also kept the 5,500-strong crowd well-entertained, even though the Classic Sports Car Championship race only attracted 15 cars. Sadly, the mighty Attila-Chevrolet of Mark Hales split an oil line on the warm-up lap, so he was unable to take up his pole position, although Mark did emerge for a few laps at the end of the race and proved tremendously spectacular as he threw the big car around. In his absence, Chris Alford made a poor start in the beautifully presented Lotus 23 owned by Cedric Selzer and Michael Strauss, so Stephen Mitchell led the running in his similar car. Alford then spun at the end of lap 1, rejoining to close again on the leader, only to throw it all away with another spin at Maggott's on lap 8. It was, in all, not a day to remember for the usually reliable Chris, although it did enable Mitchell to score a maiden overall victory after a tidy drive. Robin Longdon's Elva ran a rather lonely race to take second at the end, while a fine class dice between the Marcos of Roger Ealand and the Lotus Elan of Tony Thompson saw the Marcos come from behind to just pinch the place on the final corner and round off a most enjoyable day's racing.

JEREMY SHAW

SNETTERTON

Drier Prior

In stark contrast to the previous weekend — when over 200 entries assembled for 10 races run by the BRSCC — on the holiday Sunday just 60 cars mustered at Snetterton for the BARC's six race offering which was somewhat misleadingly titled 'Championship Race-day'. Only three of the events were for top line national club racing championships of which one (BP Superfind) was seriously depleted by a clashing Junior FF race elsewhere and the others (Monroe Prodsaloons and BARC Clubmans A) attracted 10 and 5 starters respectively. Surely a case of spreading the jam far too thin?

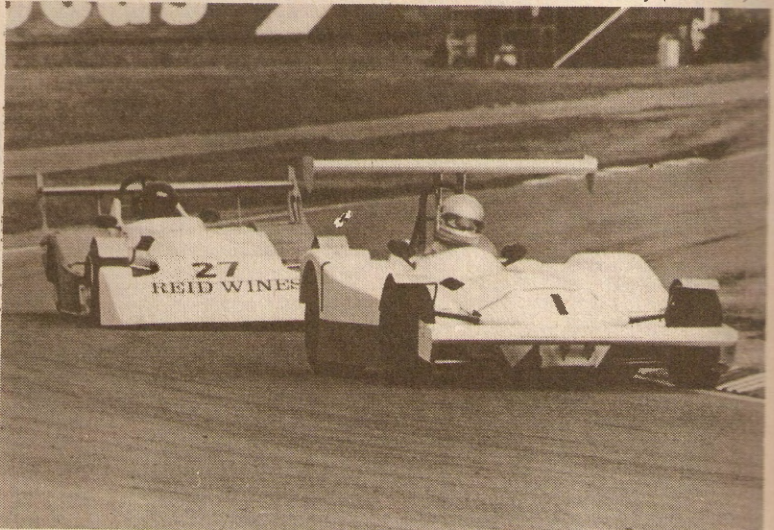
An intriguing duel for the lead enlivened the CSCC Pre '57 Modsaloon race; a classic cat-and-mouse encounter between Tony Moore's Jaguar Mk1 and Antony Raine's Austin A35. Raine had placed his small car on pole but at the green light Moore scrambled the Jaguar to the front and led the eight car field round the first corner. The A35 remained in contention and after a trial run on lap 6 it successfully squeezed ahead at Riches a lap later. Moore retaliated as they sped down the long Revett straight but faced with the outside line into the first

lefterhand of the Esses complex he wisely slotted in behind his little tormentor. Next time round, however, they attempted the complex side by side and as Raine admitted "big cars win that sort of thing". Moore was once again at the front and there he remained till the finish.

In the 1974-78 FF 1600 race Crosslé 25Fs scored a fine one-two. The winner was 20-year-old Rob Murphy, who drove impressively to his first race victory and a new class lap record. Simon Sable made a superb start from fifth position on the grid to lead initially, but he could not match the pace of Murphy after part of his car's exhaust broke off, although he maintained himself as a secure runner up.

The Monroe Prodsaloon round was a dramatic race. Two Ford Capris headed the grid; on pole was Malcolm Prior who had lapped just 0.1sec faster than Gerry Marshall who was in his car from last year, now owned by Martin Mulchrone. Prior made the best start and with Marshall relatively slow away Norris Miles (Alfa Romeo GTV6), and Albert Mirko (Saab 900 Turbo) briefly slotted in between the Fords. At the completion of the opening tour Marshall was up to second. In the course of the next few laps Gerry systematically reduced the gap to Prior so that at one-third distance they ran nose to tail. Next time into Russell Marshall attempted to force his way through on the inside; Prior was not intimidated. Two laps later Gerry went

Paul Gibson's neat Vision fends off eventual Clubmans winner Will Hoy (Mallock).



SNETTERTON (GB), May 29, BARC

CSCC Pre '57 Modified saloon car series race (10 laps) Overall: 1, Tony Moore (2.5 Jaguar Mk1), 15m55s, 72.26mph; 2, Antony Raine (Austin A35), 15m57.2s; 3, Bryce Stuart-Pickering (Morris Minor), 16m31.8s; 4, David Burrows (Morris Minor), 16m34.2s. **1902-2700cc:** 1, Moore; no other starters. **Fastest lap:** Moore, 1m34.1s, 73.34mph. **1252-1900cc:** 1, Tony Scott-Andrews (MG 2B Magnette), 16m40.1s, 69.01mph. No other starters. **Fastest lap:** Scott-Andrews, 1m38s, 70.42mph. **Up to 1251cc:** 1, Raine, 72.10mph; 2, Stuart-Pickering; 3, Burrows. **Fastest lap:** Raine, 1m34s, 73.42mph.

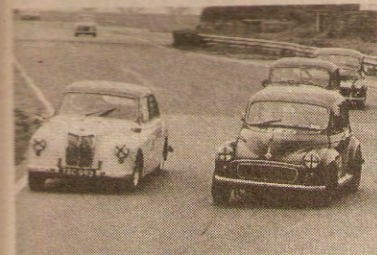
BARC 1974-1978 Formula Ford 1600 series race (12 laps): 1, Rob Murphy (Crosslé-Minister), 15m20.2s, 90.00mph; 2, Simon Sable (Crosslé-Auriga 25F), 15m31.2s; 3, Graham Kiddy (Tiga-Alan Smith FF76), 15m48.2s; 4, Barry Pomfret (Tiga-Titan FF77), 15m52.4s; 5, Michael Dale (Royale-Peter Harris RP24), 16m01.0s; 6, Rod Townsend (Van Diemen-Alan Smith RF78), 16m35.1s. **Fastest lap:** Murphy, 1m15.4s, 91.53mph. **(record).**

Monroe Production Saloon championship race (15 laps): Overall and 2301-3000cc: 1, Malcolm Prior (Ford Capri), 21m29.5s, 80.28mph; 2, Gerry Marshall (Ford Capri), 21m34.6s; 3, Norris Miles (Alfa Romeo GTV6), 21m53.8s; 4, Jim Utting (Ford Capri), 22m12.5s. **Fastest lap:** Marshall & Prior, 1m24.6s, 81.57mph. **1601-2300cc:** no starters. **1301-1600cc:** John Cooper (Renault 5 Gordini), 22m25.7s, 79.93mph. **Fastest lap:** Cooper, 1m27.8s, 78.60mph. **Up to 1300cc:** 1, Sharon Nicholson (Opel Kadett), 22m24.7s, 71.85mph; 2, J. P. Kaye (Opel Kadett). **Fastest lap:** Kaye, 1m33.9s, 73.50mph.

BP Superfind Junior Formula Ford 1600 championship round (20 laps): 1, Graham de Zille (Lola-Minister T642E), 24m42.8s, 93.02mph; 2, Peter Rogers (Van Diemen-Auriga RF82), 24m49.6s; 3, Rob Murphy (Crosslé-Minister 25F), 15m15.7s; 4, Peter Rose (Lola-Ford T640E), 25m18.7s; 5, C J Smith (Van Diemen-Auriga RF81), 25m46.2s; 6, Martin Flitman (Van Diemen RF81), 25m54.7s. **Fastest lap:** Rogers, 1m13s, 94.54mph.

BARC Clubmans 'A' championship round (12 laps): 1, Will Hoy (Mallock-Chamberlain Mk24B), 13m08.6s, 105.01mph; 2, Paul Gibson (Vision-Chamberlain FC01), 13m17s; 3, Richard Groombridge (Marler-Hart BM23), 13m51.5s; 4, Tony Pouyenne (Silver Phantom-Mason P83), 13m59.7s; 5, John Bryning (Grifphon-Holbay), 14m12.3s; 6, Hugh Chamberlain (Mallock-Chamberlain 24B), 14m14.6s. **Fastest lap:** Hoy, 1m04.6s, 106.83mph.

The Simon Arron Trophy race for road going saloons (10 laps): Overall & Roadgoing: 1, Jim Utting (Capri), 15m17.2s, 75.24mph; 2, Tim Dodwell (VW Scirocco), 15m29.7s; 3, Alan Sage (Vauxhall Droopsnoot), 15m33.1s. **Fastest lap:** Utting, 1m28.6s, 77.89mph. **(record).** **Roadgoing Classic Saloons:** 1, Michael Odell (Lotus Cortina), 16m04.4s, 71.56mph; 2, Tony Moore (Jaguar Mk1), 16m19.7s; 3, Ken Kendall (Ford Zephyr). **Fastest lap:** Kendall, 1m34.6s, 72.95mph. **(record).**



Then as now? — Pre '57 antics.

outside his rival into the same corner which left him on the inside at the exit apex. By dint of bouncing high over the kerbing and contact between the two cars the large man led into Riches, but Prior was not finished and regained the initiative half a lap later. Thereafter Marshall appeared subdued and Prior ran out the victor by 5secs. As Malcolm collected his garland Gerry drove straight into the paddock where he declared himself happy to be 'first legal car home'.

Miles was a distant third from Jim Utting who has purchased the car Marshall had used at Snetterton the previous weekend. John Cooper, as usual, won his class with the Renault 5 Gordini but he enjoyed a fine battle with Colin Davids' BMW 323i, throughout. Sharon Nicholson, too, had a race long dice on the way to her class win, with first timer James Kaye in an identical Opel Kadett.

At 20 laps — an attempt to pad the programme — the BP Superfind qualifier was probably the longest race the Junior FFs will tackle this season. Indeed after an excellent win Graham de Zille admitted the race length was his only concern although he had been briefly worried by Peter Rogers early in the race. Rogers's Van Diemen led until he locked its wheels into the complex on lap 3 which allowed de Zille's Lola through. Third, with another impressive performance was the Anglo American Rob Murphy.

For just over two laps Paul Gibson held off Will Hoy in the BARC's Clubmans A round. Gibson's Vision showed an excellent straight line speed and when Hoy did pass, it was because he exited Russell visibly faster than Gibson and went round the outside into Riches and then established a sufficient lead through Sear to hang onto the advantage down the Revett straight.

Final race of the day was for road-going saloons. Jim Utting lapped considerably slower than he had in the Monroe round — due to road legal tyres — but scored his first race win after an entertaining battle with Tim Dodwell's VW Scirocco. In fact a moment half way round the last lap when Utting got out of shape left an opening for Dodwell but in the confusion he spun and status quo was restored. Alan Sage, (Vauxhall Droopsnoot), was third, the only other driver to approach the pace of the leaders. The idea of a category for basic saloons — the cars should also be taxed, insured and driven to the circuit — was well supported and in general well received.

ANDY LEEDER

CASTLE COMBE

American Dave Williams (Lola T330/332) was the winner of the 15 lap libre main race at Castle Combe on Monday. Other winners on the mainly dry programme were Tony Sinclair and Chris Johnson, Pre '74 FF; Ralph Budd and Mike Fry, Minis; Graham Scarborough Prodsaloons; Paul Stephens, Jaguars; Paul Edwards who won both the Porsche race and the Special GT event; and finally Bob Higgins who survived a steward's inquiry to take the circuit's FF round.

Full report next week.



International Rallies

RADIO SOUTHLAND RALLY

On the air

Barry Robinson continued his winning ways at the weekend and emerged the victor of the Radio Southlands Rally, based in Invercargill. Aucklanders Neil Allport and Tony Teesdale finished in second and third places respectively.

At the end of the event, however, it was only Robinson's superior knowledge of the final stage at Teretonga Park that kept him ahead, as he only beat Allport by 6secs. The two had enjoyed a close battle throughout the event.

RADIO SOUTHLAND RALLY May 28 New Zealand Rally Championship, round 4

1. Barry Robinson (Vauxhall Chevette HSR), 2h40m43s;
2. Neil Allport (Ford Escort RS), 2h40m49s;
3. Tony Teesdale (Datsun Silvia), 2h45m39s;
4. Malcolm Stewart (Ford Escort RS), 2h45m39s;
5. Reg Cook (Datsun Bluebird Turbo), 2h45m39s;
6. Bruce McKenzie (Toyota Starlet), 2h54m49s.

GUNAYDIN RALLY

Tough going

Turkey's Gunaydin Rally, was admitted to the ECR series for the first time this year and saw Bulgarian drivers take the first three places.

The 30 special stages gave a total route of 1200kms, passing through many of the country's small villages that were lined with cheering crowds. Guy Colsoul travelled from Belgium with his Opel Ascona 400, but he was an early retirement when the engine blew at the end of the first leg. The Porsche 911 of Bulgarian driver, Radiscav Petkov, led for the first two legs, but his clutch failed after 21 stages, handing the lead to the Renault 5 Turbo of Ilia Tchoubrikov.

GILBERT VANNUTE

GUNAYDIN RALLY (TR) May 26/28 European Rally Championship, coefficient 1

1. Ilia Tchoubrikov/Plame Tchoubrikov (Renault 5 Turbo), 3h37m03s;
2. Bontcho Dounev/Ivamov Jordan (Renault 5 Turbo), 3h45m54s;
3. Georgi Petrov/Ivan Tonev (Lada), 3h47m39s;
4. Sukru Okcu/Cihat Gurkan (Ford Escort), 4h04m49s;
5. Georgi Petanaitchev/Georgi Mirchev (Lada), 4h08m35s;
6. Ali Bacioglu/Metin Ceker (Fiat 131), 4h14m22s.



National Rallies

FORTH STAGES

Third on the Forth

Donald Heggie took his third win of the Esso Scottish Rally Championship so far by winning the Forth Electrical Stages in his Escort. But his winning margin was only 10secs after 45 stage miles, for the Pirelli-shod Golden Wonder Rover of Ken Wood was a spectacular sight as it powered into second overall. Alan Arneil (Escort) drove well in the wet and slippery conditions, taking two fastest stage times on the way to third place ahead of Ivor Clark (Lotus Sunbeam). Two punctured tyres on one side of the car on the final stage prevented Clark from closing the gap.

Once again the GM Dealersport cars were in trouble, for Robin Christie's privately run Chevette was the top GM car in fifth place, although Bruce Lyle's Sprint Tyres car salvaged some pride with sixth after Wilson Girvan's Weldex car hit a log. This was followed by electrical problems which put the crew out of the running. Alistair Brearley in his Clelands/Sunday Standard Chevette did not get quite as far for he rolled gently in the first stage along Loch Eck Side where spectating cows had proved an additional hazard.

Dom Buckley dropped to seventh place in the Trust Skelly's Escort after a succession of tyre troubles while Hugh Munro's progress in the West End Garage/Precision Engines Escort was hindered by clutch and gearbox problems, but he soldiered on to take eighth place. Not so lucky was Tom Muir who rolled the other Goodyear car on the

Donald Heggie again showed excellent form on his way to winning on Saturday.



Ken Wood — second for Rover.

fourth test although the crew escaped unharmed.

Completing the top 10 was the 1600cc class winner, George Gillespie, in his Talbot Sunbeam, driving aggressively to take ninth place, while Jimmy Fleming was 10th and hung on to his series lead with the Toyota Celica.

Mike Riddick took his third class win in a row with his 1300cc Sunbeam in 20th place but once again the Challengers were battling among themselves. Young Tom Finn drove superbly in his McCallum Godsmiths/Kintyre Motors 1600cc Sunbeam to be the top Challenger with 13th place overall while Jim Fleming's Bromag/GM Dealersport Opel Manta was second in 17th place after a day spent testing tyres in preparation for the Scottish in two weeks time.

JOHN FIFE

FORTH ELECTRICAL STAGES (GB) May 28 Esso Scottish Rally Championship, round 5

1. Donald Heggie/Iain Mungall (Gartrac G3 Escort), 53m 15s;
 2. Ken Wood/Peter Brown (Rover SD1), 53m 25s;
 3. Alan Arneil/David Cannon (Ford Escort RS), 53m 59s;
 4. Ivor Clark/John Gray (Talbot Sunbeam Lotus), 55m 23s;
 5. Robin Christie/Roy Campbell (Vauxhall Chevette), 55m 43s;
 6. Bruce Lyle/Andy Kelly (Vauxhall Chevette HSR), 56m 06s;
 7. Dom Buckley/Doug Redpath (Ford Escort RS), 56m 10s; 8. Hugh Munro/Doug Patterson (Ford Escort RS), 56m 47s; 9. George Gillespie/George Black (Talbot Sunbeam), 57m 35s; 10. Jimmy Fleming/Robin Cunningham (Toyota Celica), 58m 12s.
- Esso Scottish Rally Championship: Fleming 108pts; Valentine 103; Lyle 102; Christie 93; Heggie 90.

CASTROL STAGES RALLY

Bennington triumphs

Using the power of their ex-Roger Clark Triumph TR7 V8 to full advantage over the tarmac stages in the afternoon, Roger Bennington and John Styles scored a 15secs victory on Green Belt MC's Castrol Stages Rally. Second, after a similar late charge, were Mike Russell and Alex Ronney, beating early leaders Ricky Wall and Andy Barnard by just 5secs.

The event was run in increasingly wet conditions but the 18 stages were predominantly concrete based and therefore the conditions did little to stop the Triumph. It was flat-out motoring as the big V8 was lying in a lowly ninth place at lunch and had to pull out all the stops to finish on top.

ALAN GOODRICK

CASTROL STAGES RALLY (GB)

May 29

- 1, Roger Bennington/John Styles (Triumph TR7V8), 39m 41s;
- 2, Mike Russell/Alex Ronney (Vauxhall Chevette HSR), 39m 56s;
- 3, Ricky Wall/Andy Barnard (Ford Escort RS), 40m 01s;
- 4, Greg Steel/Barry Suker (Ford Escort RS), 40m 09s;
- 5, Attila Kurdash/Steve Lamb (Talbot Sunbeam), 40m 13s;
- 6, David Young/David Senior (Ford Escort RS), 40m 28s.



Despite running on a low budget, Ken McKinstry took his KD Kars Escort to a fine win on the recent Burmah Rally.

ALLERTON NOVICE RALLY

Courts in the clear

Philip Courts took a win on the Allertonshire Novice Rally at the weekend. On a wet night that remained thankfully free of fog, Courts was only challenged in the second half of the event when Richard Foster briefly snatched the lead. Courts, however, regained the advantage almost immediately and went on to win by 33secs.

SHEILA WINDRESS

ALLERTONSHIRE NOVICE RALLY (GB)

May 28/29

- 1, Philip Courts/David Morgan (Ford Escort), 1160s;
- 2, Richard Foster/Andrew Skirrow (Ford Escort RS), 1193s;
- 3, Alan Courts/Richard Walker (Ford Escort), 1295s;
- 4, Duncan Wallace/Pete Craig (Vauxhall Chevette), 1350s;
- 5, Lindsay Brook/Dave Christ (Ford Escort RS), 1364s;
- 6, Philip Graham/Sally Graham (Talbot Sunbeam), 1371s.



Off-Track

FINTRAY HILLCLIMB

Martyn masters mud

For the fifth round of the Pace Petroleum British Hillclimb Championship and the accompanying Aston Martin Leaders and Award of Merit series a few die-hard competitors made the trek north of the border to Fintray for the Aberdeen and District Motor Clubs' OSEP hillclimb. Guess what they found when they arrived there? Yes you've got it in one, the now customary muddy paddock and a course so slippery that it could well have hosted the rallycross championship as well.

The joint pace-makers in the Leaders Championship, Tony Tewson and Brian Walker both made the long journey to Fintray and it was Tewson who appeared first in the opening class of the day for the small special saloons. Despite struggling in practice he really produced the goods when it mattered, fighting the Greatham Imp to a vital class win in 36.37s, well clear of Alan Kidds' Stiletto. Alan pipped his co-driver Sandy by a whisker for the runner up spot while Tewson's pace amazingly left him the fifth highest points scorer in the Award of Merit Championship. In contrast to Tewson, Brian Walker was forced to work to maintain his joint championship lead, a forceful climb of 37.10s in the Skoda Hart giving him only 0.3sec in hand over the well driven Mini Turbo of Duncan Laing.

Harry Simpson looked in a determined mood with his Davrian, opposite locking his way to a comprehensive victory in the small Modsports car class while John Hunt made the long trip from the Midlands worthwhile with a spirited climb in the Porsche 911 RSR to demoralise the opposition and take third place overall in the Leaders championship.

Kenny Allen, as always, led the way in the Clubmans class, convincingly qualifying his Mallock U2 for the top 10 run-off with a supreme effort at 35.71s which led the wheel-locking U2 of Fintray debutant, Welshman Mike (I'm sponsored by grandfather Fred Wheeler) Jones by just over a second. The 1600cc sports racing car class was always going to be a battle between the U2s of Bill Wood and Alex Graham and this week it was Bill who held the upper hand by 0.75sec from what looked like a slightly subdued Alex. A very lively second run from the smart new Guyson Pilbeam MP43 of Tim Thomson saw him well in command of the large sports racing car class some 2.0sec clear of the Gryphon of Allen Johns.

With the Vixen of Graeme Inglis failing to make the top on both climbs it was left to the similar car of David Milne to really show how it should be done in

the 1100cc single-seater division, and he did just that to take an easy win. Despite being very wary about using his nitrous oxide injection, due to the slippery course, Brian Frazer really let rip on his second run with the March in the 1600cc class, his effort at 37.38s lifting him from third to first place, ahead of Geordie Taylor (Spartan) and the Hawke of Andrew Paterson who were locked in combat.

A fine second climb from Martyn Griffiths at 33.60s secured him the class win and pole position for the top 10 by just over half a second from a hard trying Alister Douglas-Osborn who was out to make amends for the minor disaster at Barbon. Fintray record holder Martin Bolsover took third place with the Guyson Pilbeam just 0.16sec down on the Waring and Gillow man and just under half a second ahead of the Steel King Pilbeam of Roy Lane, again looking good in slippery conditions. John Meredith and the Cheltenham Cameras Pilbeam DFL improves in leaps and bounds each weekend and came through for maximum Award of Merit points and fifth in class at 35.18s, just under a half second clear of Griffiths' team mate Max Harvey.

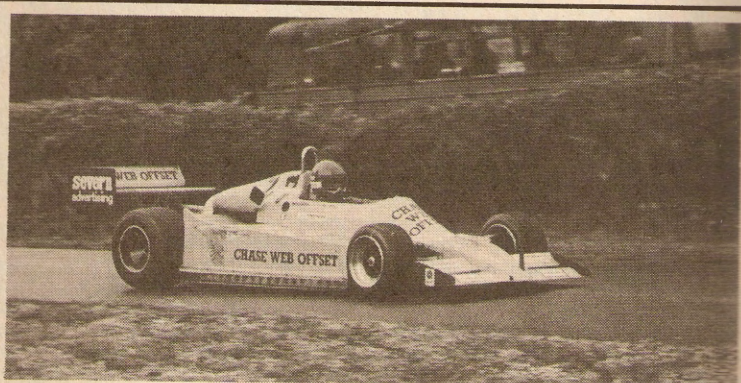
The road-going cars entertained as only they can, in fact in the diabolical conditions they were even better value for money than before, as they demonstrated the Mikkola version of speed hillclimbing. Jim McGregor (Imp) after a first run failure recovered well the second time but was still unable to approach the fleet Imp of Alan Gibson while the 1300cc category fell to the rapid Fiesta of Kevin Tawse. Just 0.4sec separated the Mexico of George Smith and the Avenger GT of Jim King in the hard fought large saloon car class, the latter fending off the attentions of Stephen King by a mere one hundredth of a second. Tommy MacKay showed his mettle in the large class by powering his RS1600 to yet another win. It was the turn of Jim Westwater to win the small sports car class this week, while no less than 23 cars contested the large road-sports car class but no-one could find an answer to the

ever more sideways TR7 V8 of Hugh Keir who deserved the class win on entertainment value alone.

With Jimmy Jack (March 782) electing not to take part in the top 10 run-off it was Tim Thomson who started as 10th fastest qualifier but a lack of suitable wet tyres on the exciting new sports racing Pilbeam saw him taking one gentle run only to take his first ever championship point. Kenny Allen again delighted the local with a magical climb in the Mallock to take a well earned ninth place at 35.16s only a fifth of a second astern of Max Harvey who looked as if he were wisely saving the Pilbeam for Griffiths's assault on outright victory at the end of the day. Jim Thomson, with a near 1.0sec improvement on the second run in his Guyson Pilbeam, came through for seventh place but still failed by 0.4sec to match the pace of the Jack Crane Hire March 782 of Bill Lord, who looked a different man completely in the top 10, driving with controlled aggression. John Meredith chipped away nicely with the larger engined Pilbeam to end the day in fifth but a misfire from the BMW engine on the exit of Combine cost Roy Lane his challenge for third, a challenge which until that problem had looked possible. Martin Bolsover was trying hard to repeat last year's result but seemed a little bamboozled by the now constantly changing conditions and, although he clipped his time to 32.81s, third place was the result.

It was Alister Douglas-Osborn who led the way on the first runs at 32.81s. 0.4sec clear of Griffiths but despite being hungry for victory he could not, due to slight tyre problems, find the vital few fractions of a second when it mattered. Martyn then knew what he had to do. 'Earhole' the Pilbeam through the first corner, for that is where the meeting would be won and lost. He did just that, the car flying round the tricky bend like a conker on the end of a string. It looked a winner all the way. 32.54s, the first championship victory for Yokohama tyres and more importantly, the championship lead for the Midlander.

ROBIN BOUCHER



FINTRAY (GB) May 29, Aberdeen and District Motor Club. Pace Petroleum British Hillclimb Championship, round 5.

BTD: Martyn Griffiths (2.8 Pilbeam Hart MP53) 32.54s.

Top 10 Run-Off: 1, Griffiths 32.54s; 2, Alister Douglas-Osborn (3.7 Pilbeam DFY MP47C) 32.81s; 3, Martin Bolsover (2.8 Pilbeam Hart MP51) 32.96s; 4, Roy Lane (2.7 Pilbeam BMW MP51) 33.46s; 5, John Meredith (3.3 Pilbeam DFL MP22) 34.30s; 6, Bill Lord (2.5 March Hart 782) 34.37s; 7, Jim Thomson (2.5 Pilbeam Hart MP40RX) 34.77s; 8, Max Harvey (2.8 Pilbeam Hart MP53) 34.96s; Denny Allen (1.7 Mallock U2 Ford Mk21/24) 35.16s; 10, Tim Thomson (2.5 Pilbeam Hart MP43) 41.90s.

Class Winners: Tony Tewson (1.1 Greatham Imp) 36.37s; Brian Walker (2.5 Skoda Hart S11 OR) 37.10s; Harry Simpson (1.0 Davrian Mk7) 36.63; John Hunt (3.0 Porsche 911 RSR) 37.44s; Kenny Allen 35.71s; Bill Wood (1.6 Mallock BDA Mk18) 37.26s; Tim Thomson 37.04s; David Milne (1.0 Vixen Imp VB1/4) 38.08s; Brian Frazer (1.6 March FVA 782) 37.38; Griffiths 33.60s; Alan Gibsun (1.0 Hillman Imp) 40.62s; Kevin Tawse (1.3 Ford Escort) 42.11s; George Smith (1.6 Ford Escort Mexico) 44.16s; Tommy Mackay (1.6 Ford Escort RS1600) 43.56s; Jim Westwater (1.0 Clan Crusader) 43.94s; Hugh Keir (3.5 Triumph TR7 V8) 40.76s.

Current Championship Positions.

Pace Petroleum British Hillclimb Championship: 1, Martyn Griffiths 38pts; 2, Martin Bolsover 36; 3, Roy Lane 28; 4, Alister Douglas-Osborn 26; Max Harvey 23; 6, Jim Thomson 16; 7, John Meredith 14; 8, Chris Dowson 10; 9, Alan Payne 9; 10=Ray Rowan and Bill Lord 5.

Award of Merit Hillclimb Championship: 1, Jim Thomson 39pts; 2, John Meredith 35; 3, Alan Payne 31; 4, Charles Wardle 25; 5, Chris Dowson 20; 6, Jim Robinson 16; 7, Roger Willoughby 13; 8, Ray Rowan 11; 9, Bill Lord 10; 10=Tony Brown, Peter Blankstone and Kenny Allen.

Aston Martin Leaders Hillclimb Championship: 1=Tony Tewson and Brian Walker 45pts; 3, John Hunt 37; 4, Charles Barter 33; 5, Chris Knapman 31; 6=Jim Robinson and Charles Wardle 30; 8, Alan Lloyd 24; 9=Tony Howell and Mike Jones 14.

Powerful Powell

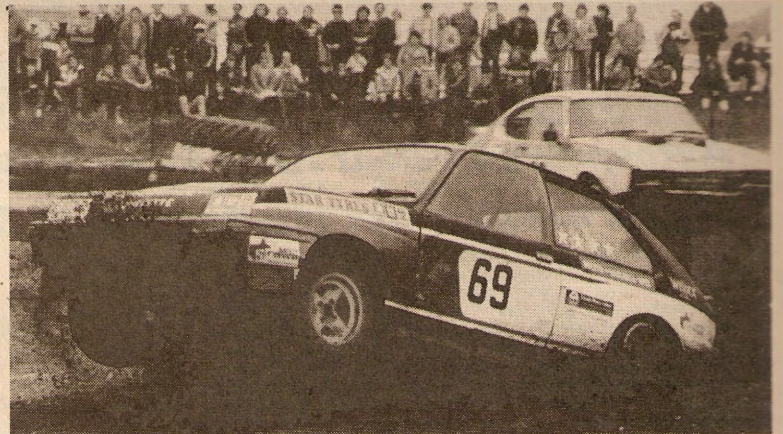
Reg Powell took his Gryphon C73 Clubmans car to BTD at Goodwood on Sunday, he was 6secs clear of the rest as a very representative entry struggled manfully to cope in conditions that were more akin to powerboating. Richard Williamson (Escort RS 2000) won the Club members award as he just pipped Tony Davies (Firenza) who finished his run with a flat tyre and his spoiler dragging on the ground.

DUD CANDLER

racing against the GTs in the early heats, now that the separate qualifying rules for Touring cars and GTs have been scrapped. A poor first run and broken front suspension following a spin second time out proved too much for the former champion. The Sacs/Pitney Bowes Escort just couldn't be repaired in time for the third heats and a very angry Schanche was out of the running.

Egil Stenshagen (Golf GTI 1800) took over the lead of Division 1 with a win from newcomer Ludvig Hunsbedt (Opel Ascona), but Lars Nystrom (Volvo 242 Turbo) still holds on in second place with 37 points to Stenshagen's 42.5. Overall, Rolf Nilsson now leads the European Rallycross championship with 37 points from Arnesson (36), Niittymäki (31) and Wurz (28). Fifth overall is Mayer on 26 while Schanche drops to sixth with 21.

BILL MANTOVANI



Colin Richards finds the bumpy way round Snetterton's rallycross course.

GOODWOOD (GB)

May 29 Challenge Sprint, Hampton & District MC

BTD: Reg Powell (1.6 Gryphon C73) 101.00s; Members Award: Richard Williamson (2.0 Escort RS) 107.13s;

Class winners: Peter Lansdale (1.3 Cooper S) 126.82s; Stephen Milne (1.5 Alfasud Ti) 119.19s; Steve Pattinson (1.8 VW Golf GTI) 118.38s; Bert Shirley (6.5 Pontiac TransAm) 126.20s; Bob Knight, (1.3 Mini Cooper S) 118.77s; Chris Greenen (1.5 Mini) 112.87s; Robin Rees (2.0 Escort RS) 110.33s; Paul Evans (2.1 Escort RS) 110.29s; Trevor Gibbs (1.0 Bevan Imp) 112.98s; Peter Keel (1.3 Mini Cooper S) 111.88s; Tony Davies (2.5 Transped Firenza) 107.47s; Andrew Ing (3.0 Dutton Malaga) 116.93s; Peter Black (1.7 Mallock Mk16) 109.92s; Dennis Downey (1.7 Dextra) 111.80s.

HÄMEENLINNA (SF)

May 22 European Rallycross Championship, round 3

Division 2

- 1, Walter Mayer (Audi Quattro);
- 2, Rolf Nilsson (Porsche 911);
- 3, Seppo Niittymäki (Porsche 911);
- 4, Franz Wurz (Audi Quattro);
- 5, Olle Arnesson (Audi Quattro);
- 6, Gunnar Kittilsen (Escort RS Turbo);
- 7, Timo Virtanen (VW 1302S Turbo);
- 8, Mikael Nordstrom (VW 1303S Turbo);
- 9, Matti Alamäki (Porsche 911SC);
- 10, Pauli Silvennoinen (VW 1303S Turbo).

Division 1

- 1, Egil Stenshagen (Golf GTI 1800);
- 2, Ludvig Hunsbedt (Opel Ascona B2.0);
- 3, Lars Nystrom (Volvo 242 Turbo);
- 4, Jacques Aïta (Alfetta GTV6);
- 5, Nils-Tore Johnsen (Audi Coupé);
- 6, Knut Boberg (Golf GTI 1800).

RALLYCROSS

Welch blooms

Car Colours Escort driver, John Welch, finally brought to an end Rob Gibson's run of rallycross wins on Bank Holiday Monday with a much needed victory in the Superfinal to clinch round 4 of the Lloyds Bowmaker British Rallycross Championship.

Snetterton was the host circuit and with the weather producing the first dry meeting for some time, an Escort win looked to be on the cards. Gibson, however, had other ideas and was going flat-out for that elusive hat-trick in the

series. In the first runs the Porsche driver set the fastest time on a circuit that was becoming slower as it cut up badly and in the class 2 'A' final, Gibson took a flag-to-flag victory while Barry Squibb and John Welch battled it out for second place.

In the Superfinal, Gibson again came off the line first, but this time Welch was right on his tail, the Escort driver waiting one lap before making his bid for the lead. He squeezed past Gibson at the end of the back straight and pulled away to a deserved win. A lap later second place became Barry Squibb's as Gibson spun, Squibb finally producing that good result that has so far eluded him in the championship.

The P & O driver also picked up a bonus 5 points with an excellent second qualifying run to set BTD at 2m 02.1s.

Trevor Hopkins had a good race against Keith Ripp to cross the finish line in third place, but for the reigning champion it all turned sour when he was penalised 10secs for an alleged jump start and a disgruntled Ripp was eventually classed seventh, with only his class 1 'A' final win as consolation. This promoted Trevor Reeves up to fourth place with an impressive Paul Bailey fifth ahead of Gibson. Kevin Pease, having much better luck than of late, completed the order.

The meeting brought a number of people put for the day, with Bill Lodge having a one-off outing at the wheel of Dimi Mavropoulos's Lotus Sunbeam while Harry Hope give his Fiat X1/9 a much needed airing. Roger Bennington went extremely well in Richard Painton's TR7 to make the class 2 'B' final, where he finished fifth. Winner of that race was Tony Proctor who finished miles ahead of Mark Lloyd, the latter having spend most of his time fending off third placed Ivan Moakes. Ian Thomson won the class 1 'B' race from Roy Clark and Tony Bardy as Hope brought the Fiat home in fourth place ahead of Kevin Broadhurst.

Ripp closed the gap on Reeves slightly by taking 5 points for class 1 BTD and a win in the 'A' final, but Reeves struggled to hold on to his championship advantage by finishing second behind Ripp. He had a hard race against Barry Hathaway which was only resolved when Hathaway got crossed up on the last lap and ended up off the circuit in the ensuing collision. Pease finished a delighted third ahead of Bailey, Stud Nicolaou and Mick Bolton. Hathaway was seventh and Tony Brant eighth after losing a rear wheel.

Gibson took the class 2 'A' final from Squibb and Welch with Hopkins fourth ahead of Dennis Atkinson, the latter finding himself promoted one place when Colin Richards was placed last for going all four wheels off the circuit. Sixth was Graham Hathaway in the Telecomms Fiesta and Tony Drummond brought the Plasmor Escort home seventh.

Gibson still leads the championship on 123 points as the series now heads North of the border to Knockhill on June 26.

BILL MANTOVANI

SNETTERTON (GB)

May 30 Lloyds Bowmaker British Rallycross Championship, round 4

- 1, John Welch (Escort RS);
- 2, Barry Squibb (Escort);
- 3, Trevor Hopkins (Fiesta);
- 4, Trevor Reeves (Fiesta);
- 5, Paul Bailey (Escort);
- 6, Rob Gibson (Porsche);
- 7, Keith Ripp (Fiesta);
- 8, Kevin Pease (Fiesta).

Calls 1 'A' Final

- 1, Keith Ripp (Fiesta);
- 2, Trevor Reeves (Fiesta);
- 3, Kevin Pease (Fiesta);
- 4, Paul Bailey (Escort);
- 5, Stud Nicolaou (Fiesta);
- 6, Mick Bolton (Escort);
- 7, Barry Heathaway (Fiesta);
- 8, Tony Brant (Escort).

Class 2 'A' Final

- 1, Rob Gibson (Porsche);
- 2, Barry Squibb (Escort);
- 3, John Welch (Escort);
- 4, Trevor Hopkins (Fiesta);
- 5, Dennis Atkinson (Escort);
- 6, Graham Hathaway (Fiesta);
- 7, Tony Drummond (Escort);
- 8, Colin Richards (Chevette).

IRISH HOT ROD GP

Good Evans

World Champion Davy Evans stormed back to form last Friday week when he won the Irish Hot Rod Grand Prix at the Aghadowey Raceway in County Londonderry. After a second and third place in Thursday's qualifying heats, Evans lined his Chevette up on pole position for the 60 lap race, with fellow Irishman Norman Woolsey sharing the front row.

Following one warm-up lap, Evans quickly led the 20 car grid away, with Leslie Dallas keeping close company. While the leading pack jostled for positions, Dallas hauled himself into the lead when Evans became trapped in the traffic. However, it didn't take long for the World Champion to fight back, and by half distance Evans was easing away to collect his first major title of the season from Dallas and Englishman Pete Stevens.

ANN NEAL

AGHADOWEY (GB)

May 19/20 Irish Hot Rod Grand Prix

- 1, Davy Evans (Vauxhall Chevette);
- 2, Leslie Dallas (Ford Escort);
- 3, Pete Stevens (Ford Escort);
- 4, Stuart Jackson (Ford Escort);
- 5, Norman Woolsey (Toyota 1000);
- 6, Noel Robinson (Ford Escort).

HÄMEENLINNA

Walter's win

A triumph for Audi and Porsche at Hämeenlinna in Finland on Sunday, May 22 as Austria's Walter Mayer (Quattro) led home the Porsches of Rolf Nilsson and Seppo Niittymäki in round 3 of the European Rallycross championship.

Reigning European champion, Franz Wurz, finished fourth in the B2000 Quattro while Sweden's Olle Arnesson brought his Audi home in fifth spot. Highest placed Escort was the 'Schanche replica' turbo machine of Gunnar Kittilsen which finished sixth.

The very short start straight at the former Interesie circuit certainly favoured the Quattros, but finding the job of qualifying for the finals difficult was Martin Schanche, who was out

Martin Schanche was out of luck in Finland and drops behind in the title chase.



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Guinness