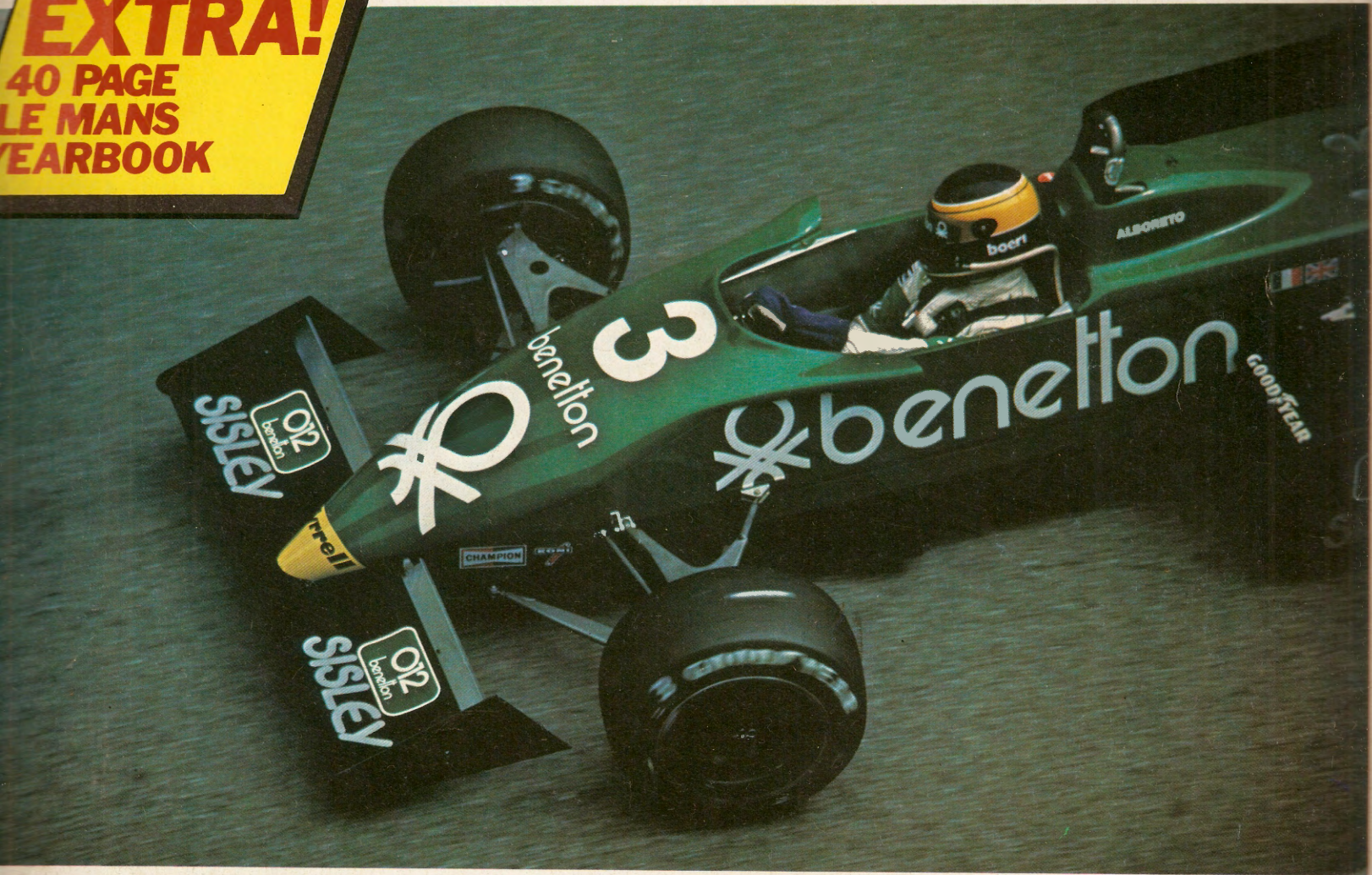


Autosport

A Haymarket publication

June 9, 1983 70p

EXTRA!
40 PAGE
LE MANS
YEARBOOK



Detroit GP: Alboreto's surprise!



The legend of the 'Ring

Scottish: McRae's revenge

Another GP for Britain?

Lancia's Acropolis double

FRONT COVER

Top: Last Sunday Michele Alboreto and the Tyrrell team did it again! He followed up his first win in the Las Vegas car park last September by taking a fortunate victory after Nelson Piquet's Brabham-BMW picked up a puncture in the closing stages of the Detroit Grand Prix. Read about how the turbo challenge for once founded in the streets of Motown on page 14. Photo: Jeff Bloxham. Bottom: Martini Lancias took the first two places on the Acropolis Rally. Peter Foubister reports on page 46 how the Italian team dismissed the teutonic opposition of Audi and Opel. Photo: Colin Taylor Productions.

NEXT WEEK

Grands Prix continue to come thick and fast: this week the teams move over the border to Montreal. Nigel Roebuck sends his report — Full story of one of the British Rallying classics from Scotland — European F3 at Silverstone — How Ferrari build, test and develop their road and racing cars — *Armchair Enthusiast* — Our track tester's story of a Le Mans shakedown at Snetterton — Last minute news on Le Mans entries — Plus all our news and features.*

*These items correct at time of going to press.

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Technical Editor John Bolster
Grand Prix Editor Nigel Roebuck
Rallies Editor Peter Foubister
Assistant Editor Marcus Pye
Assistant Editor Peter Hyde
Features Editor Jeremy Shaw
Racing News Editor Ian Phillips
National Rallies Editor Keith Oswin
Photography Jeff Bloxham
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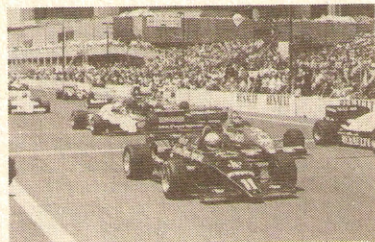
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Autosport

PIT & PADDOCK 4



International motor racing news — Could there be a second British GP in the autumn? — New York GP postponed to 1984, with Indycars too — More details about Ligier-Renault Indy rumours — Jacques Villeneuve gets RAM-March chance — Crawford's new CanAm car — Ford plan big programme with new IMSA GTP Mustang — Le Mans latest.

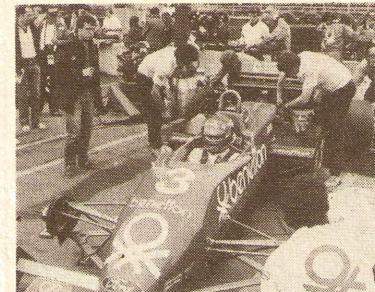
GP PREVIEW 10

The F1 circus moves from Detroit across the river and to Montreal for the Canadian round of the World Championship. Piquet won here last year and will be anxious to make up for the disappointment of losing out at Detroit last weekend. Nigel Roebuck sets the scene.

COMMENT 12

The Editor meets the main news story of the week face to face; you face upto your convictions with an airing in the *Correspondence* columns; *Then as Now?* looks at some of the faces from the past and *Catchpole*... well, let's face it...

DETROIT GP 14

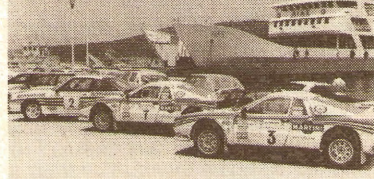


Michele Alboreto seems to be the toast of the American street circuits after his superb win in Motown last Sunday, following his similar victory in Las Vegas last Autumn. Jeff Hutchinson reports from Detroit where John Watson was nearly the star of the show for the second year running.

SNETTERTON 24 HOURS 25

This year it was the turn of a super-car to emerge victorious after 24 hours of racing at the Norfolk track, where a Porsche 928S came home the comfortable winner of this, the fourth running of the event. Andy Leeder was our man there.

SPECIAL STAGE 29



Lancia's World Championship advantage — Speculation again in Argentina — Celica testing progress — Rosemary Smith sacked — Sutherland withdraws from Junior Team.

RALLY PREVIEW 31

Russell Brookes leads the Open Championship at the moment but can he stave off the pressure of Stig Blomqvist in the Audi Quattro in Scotland, or will one of the local men come good in Scotland's premier rally of the year? Keith Oswin looks ahead.

ROAD CAR 33



John Bolster tries out the latest product from Alfa Romeo, the 33, and announces this mid-range car to be most adequate. Also, more economy driving from BMW.

THE NURBURGRING 34

Following the final World Championship event at the historic long circuit a couple of weeks ago, Doug Nye take us round the fantastic Eifel track and recalls some of the historic moments that have taken place there.

ACROPOLIS RALLY 46

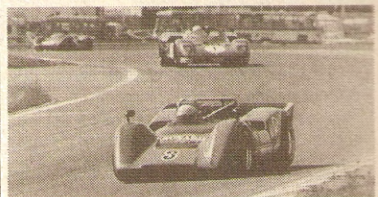


Walter Rohrl took the lead in the World Championship by winning the Acropolis Rally for the Lancia team when Hannu Mikkola appeared to have the event in the bag for Audi. Peter Foubister was out there in the heat and the dust.

JIMMY FLEMING 54

The self-confessed grandfather of Scottish rallying is currently leading the Esso Scottish Rally Championship in the ex-Per Eklund Toyota Celica that he also takes racing on occasions. Keith Oswin has been talking to the man.

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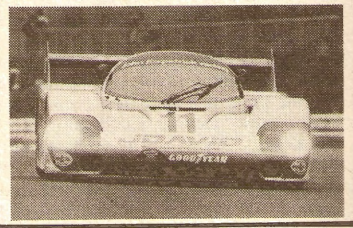
Lola's adaptable sports car chassis — Reynard's world wide success — Super Sports news from Hockenheim — Zagk's engine problems — Australians switch FF1600 chassis.

SPORTSCARD 58

Ravaglia's maiden Euro F3 win — Attwood's Super Sports — Hobbs again in TransAm — Davies back on top in FF2000 — More wins for Sleeman — Saby retains French Rally Championship lead — ADO's Shelsley.

EXTRA!
40 PAGE
LE MANS
YEARBOOK

Our comprehensive spectator guide to the classic 24 Hours on June 18/19 — The entry list, the teams, cars and drivers — Derek Bell plans out the race — Stefan Bellof interview — Tiff Needell tracks-tests the EMKA Aston Martin — Richard Lloyd's climb to the top — How to get there, tickets, timetable, broadcasting, facts and figures...



Autosport

The costs of publishing AUTOSPORT — paper, print and production — have continued to rise since last we increased the cover price. Past experience has shown that the vast majority of our readers would prefer us to retain our high standard of editorial coverage rather than consider reducing the quality of the magazine, so AUTOSPORT will now cost 70p each week.

In a recent survey, AUTOSPORT was adjudged to be the UK market leader in the field of motor sporting news. The increased cover price will enable us to maintain and, in many cases, to improve our service to our readers. We are confident that AUTOSPORT will continue to offer all motor sporting enthusiasts a high standard of editorial content representing true value for money.

Commonwealth GP at Brands or Donington?

The not unexpected news last week of the New York Grand Prix cancellation created immediate speculation about a new race to bring this year's number back up to the prescribed 16. And the speculation points to Britain at long last getting a second World Championship race.

The emphasis is very much on the word speculation at the moment, as the interested parties in this country are keen not to jeopardise their chances of staging such an event with premature statements.

What we can reveal, however, is that since the cancellation of the Swiss Grand Prix two months ago there have been discussions between the RAC, FISA and FOCA about a reserve race being lined up for Britain in the event of any further cancellations.

With the British Grand Prix most definitely being held at Silverstone on July 16, the choice of venue lies between Brands Hatch and Donington Park. However, it is not just a question of a one-off replacement date — it is envisaged that Britain will now permanently have two Grands Prix. This year's event would be titled the European GP (in

place of Switzerland), but in future it would most probably be the British Commonwealth GP.

Both John Webb of Brands Hatch and Robert Fearnall of Donington were cagey about the situation.

"I cannot comment at all," said Fearnall. "It is entirely up to the RAC. We have a long standing application to hold a race and we have reaffirmed our claim."

John Webb was prepared to admit, "that negotiations are taking place between certain interested parties and there is a possibility of a race."

Donington's owner Tom Wheatcroft too was in restrained mood. "They told me before that the circuit wasn't up to standard for Grands Prix, so we've done absolutely everything that was asked. All the walls have been moved back to provide the run-off area they wanted, and we'll be putting the half mile extension on in the very near future."

RAC MSA Chief Executive Peter Cooper was on his way back from the Acropolis Rally on Monday, but Press and PR Executive Ann Bradshaw was able to confirm that negotiations between the interested parties were taking

place.

We understand that a proposal setting out the future of both the British GP and the British Commonwealth GP was due to be debated by the RAC British Motor Sport Council in London on Tuesday. Apparently a working committee has been looking into the claims of Brands, Silverstone and Donington to host the nation's premier event and has produced a solution to the long-running feud.

The speculation of a second event in Britain, probably on September 25, will not have helped Silverstone's promotional plans for their race in six weeks time, but in the absence of Managing Director Jimmy Brown, BRDC Secretary Pierre Aumonier dismissed the speculation as "a lot of hot air being talked."

FOCA's Bernie Ecclestone was quoted in Detroit last weekend as saying that he had been approached by both Brands Hatch and Donington and he will presumably be having talks with the RAC's Peter Cooper at Montreal this weekend and making a recommendation to the F1 Commission meeting in Paris on June 21.



Villeneuve — second attempt

Villeneuve confirmed in RAM March

Jacques Villeneuve, the winner of Sunday's CanAm race at Mosport, will be driving the RAM Automotive March in the Canadian Grand Prix this weekend.

John Macdonald was able to confirm the news on Monday and said that they would be testing the Canadian at Mosport on Wednesday. "We want to give him a chance to get used to the car before pitching him in," said Macdonald.

"At the moment it is a one-off arrangement sponsored by Canadian Tyres. It has taken a lot of the pressure off us and hopefully we will be able to regroup during the break to Silverstone. Obviously we will be talking to Villeneuve about continuing. If he can't then we shall try to get Mike Thackwell again."

This will be the twice North American Atlantic Champion's second attempt at qualifying at Montreal. The 27-year-old younger brother of Gilles made his previous attempt at the wheel of a very uncompetitive Arrows in 1981.

No go for New York F1 race

It was announced last week that the New York Grand Prix, scheduled for Flushing Meadow on September 25, will definitely not take place this year, although the organisers stress that it is their intention to run an inaugural race on September 23, 1984.

Few people inside racing were surprised by this news, for it had become apparent that the political problems involved were unlikely to be solved in time for the circuit to be built for a race in late September.

"We didn't realise all the complicated legal problems involved in staging a Grand Prix in a city like New York," commented Bernie Ecclestone at the weekend. "We could have gone ahead this year, but that would have run the risk of having somebody serve an injunction against the race 10 minutes before the start! That being the case, we thought it wiser to get all those problems squared away, rather than have something like that happen after investing millions of dollars in the race."

Ecclestone had a meeting with Mayor Ed Koch of New York on the way through to Detroit. "He is very keen to have the race go ahead, and will be giving his full support to a race in 1984," he said.

Advance date for SA?

With the New York Grand Prix being cancelled and there not yet being a substitute race, it is almost certain that the South African GP will be brought forward from its end of October date to October 8.

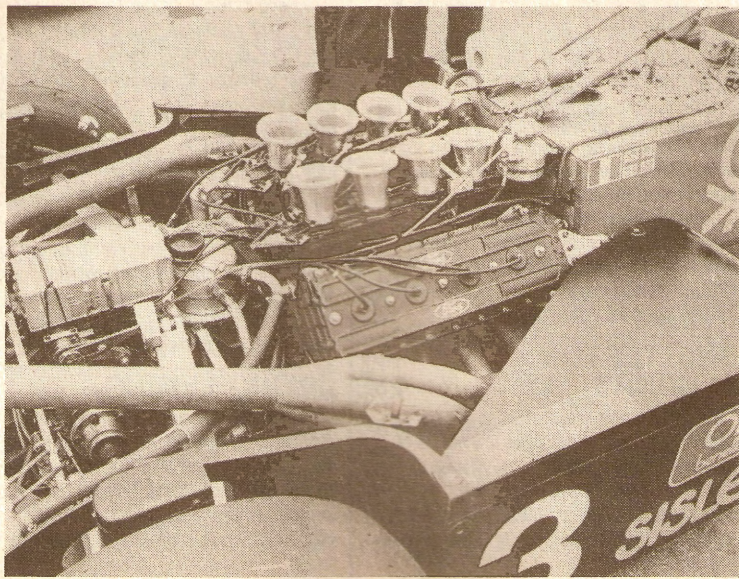
Las Vegas Grand Prix dependent on TV

For weeks we have been awaiting a final announcement from the men of Caesars Palace, informing us that this year's F1 race is off. At the weekend Bernie Ecclestone was not optimistic about the prospects. "It still depends if they come up with TV coverage for the F1 race, which so far they have failed to do," he commented.

Latest information from Las Vegas suggests that they may not be trying very hard. It has already been announced that the supporting races at the CART weekend, October 8/9, will be for TransAm cars and for Winston Cup Grand National West stock cars. And we understand that what was the 'infield' section of the Formula 1 circuit has now been designated a motorhome area.

First F1 victory for DFY

Michele Alboreto's Tyrrell victory at Detroit last Sunday marked the first for the Cosworth DFY engine, the Italian's alone being the very latest version, which first saw use at Spa. Michele used the engine for all of Saturday practice, and the team elected to leave it in for the race. Afterwards Alboreto was full of praise for it, particularly its acceleration out of slow corners, which he found markedly better than that from a DFV.



Detroit GP definite for 1984

The crowd at last Sunday's Detroit Grand Prix was "an estimated 68,100" (a curious number to "estimate!"), but this news came as a surprise to some observers, who believed it to be rather less than this.

Bob McCabe, the man behind the race, told our American Editor that there will definitely be a Detroit Grand Prix in 1984, this a piece of good news in a gloomy week for Stateside Formula 1.

The contract was originally signed at the end of 1981, at which point McCabe wanted a firm seven-year contract. Under the then current terms of the Concorde Agreement, however, this was impossible, and the final contract was for three years (1982-83-84), with an option for four more.

This year's race was televised by CBS, who signed a two-year agreement for 1983 and 1984. At present, however, CBS say they cannot guarantee the date next year. It appears that there are "market share" clauses in the contract, and the viewing figures for Sunday's race are not yet known.

Renault to join Ligier in Indycar programme

It now seems clear that Renault are involved in the plans for a future Ligier Indycar team, as revealed in AUTO-SPORT last week.

Indy insiders believe that the Ligier team will use next year to learn about oval racing, and will almost certainly use the virtually-standard Cosworth DFX engines. But for 1985, they suggest, the cars will have Renault power.

The project is to be managed by Jean-Pierre Jabouille, who drove for both Renault and Ligier in the course of his Formula 1 career. Renault have never

made any secret of their desire, eventually, to get involved with Indianapolis, and this is a way of doing it without committing the company to a fullscale solo effort (although that could come later, of course . . .)

Last Friday American Motors Corporation which builds and markets Renault cars in the USA, announced the formation of a new company: Renault Jeep Sport Inc. President of the company, another subsidiary of AMC, will be Roy Lunn, currently the Vice-President of Product Development and a man

deeply involved in the Ford GT40 project.

The new company has been set up to get involved in off-road racing, which is booming in the States. It is also believed that it will be responsible for the Indy Renault engine . . .

In the meantime, Eddie Cheever tells us that he would love to do Indy sometime soon, to get himself better known in America, where he was born but in which he has not lived for most of his life.



Johncock — no more Wildcats?

March for Johncock

After his disastrous Indy 500 with the Wildcat Mk9, 1982 winner Gordon Johncock will drive a March 83C at Milwaukee this weekend, the car being that raced by Danny Ongais in the 500. At Milwaukee last week, Gordie drove the car for the first time — and proved quicker than the works Penskes . . .

F2 race at Brands

Brands Hatch has applied for a European Formula 2 Championship date in 1984. MCD's attitude to F2 over the years has been rather negative and it was as long ago as 1973 that they last hosted a round at Mallory Park. The last Brands Hatch race was held in 1971 and was won by Ronnie Peterson.

Explaining his change of heart, MCD's John Webb said: "In a good Grand Prix year for us we can afford to take the chance on races that would otherwise not be a safe financial risk. We have got the British Grand Prix next year and have applied for F2 and ETC rounds."

The F2 race is provisionally set for September 23 and will be organised by the BARC. It appears that the Brands race will take the place of this year's Belgian Zolder round which is not in the provisional 1984 calendar which will be discussed by FISA on June 21/22. Hockenheim have again applied for two races in 1984.

Ford turbos for Tyrrell?

At Detroit over the weekend there were strong rumours that Ken Tyrrell's 1984 cars will use Zakspeed turbo engines.

The cars of Michele Alboreto and Danny Sullivan both carried very large and prominent "Ford" stickers, and insiders believe that this was more than a gesture to please the Ford Motor Co, whose headquarters is in nearby Dearborn (although they cannot have been displeased, bearing in mind the outcome of the race!)

Erich Zakowski was present at the race, and told our American Editor that he was "looking forward to being involved with Formula 1." And Bernie Ecclestone, at his press conference (see separate story), said he was "sure that Ford would be directly involved with Formula 1 soon." And, as someone, said, there is also the J.Y. Stewart connection. Jackie's relationship with Ford is closer than ever these days, and he does have his links with Ken . . .



Trott — team management.

Trott's F3 plans

Formula 3 driver Richard Trott has recently acquired a new belt-drive Toyota engine for his Ralt RT3 and although he will be driving the unsponsored car at this weekend's European Championship meeting at Silverstone, has plans to hire the car out for several Marlboro and other rounds later in the year, including the British GP meeting.

"I still haven't been able to find a major sponsor," said Richard this week, "but I'd like to try to follow in the foot-steps of Eddie Jordan and others in becoming a team manager. To do that, of course, I need to be seen as having the best equipment available."

Indycars in New York

In the same week as the announcement that the New York Grand Prix has been postponed for a year (see separate story), we learn that there will be a CART race in the Big Apple in 1984.

CART President, John Frasco, and Chris Pook were in New York last Friday (before going on to Detroit), and it is believed that they signed a deal to stage a round of the 1984 CART Championship

at the Meadowlands. This venue is, in fact, in New Jersey, just over the George Washington Bridge, and was once considered as a site for the New York Grand Prix, before Flushing Meadow got the nod.

At Detroit Frasco said that he had no comment to make on the subject at present, but added that an announcement would be made shortly.

FOCA's American initiative

The Formula One Constructors Association is to set up a permanent FOCA Information Center in Los Angeles, run by Jack Long Associates, a Californian PR company.

FOCA's Bernie Ecclestone invited a selection of US journalists to breakfast one morning in Detroit last week, in order to discuss with them the problems of Grand Prix racing in the USA. "If FOCA and Formula 1 are misunderstood in the USA," said Ecclestone, "then I'm to blame. We tend to race here, then go away and forget it. But it's a long way away, and an important market for F1. So FOCA will now have an office in the States to improve communications."

In the course of his press meeting, Ecclestone promised to "make a greater effort to ensure that drivers will be more available for post-race interviews, and to publish a prize money figure for the race winner, which American publications are used to quoting."

Ecclestone said that he would like to see the Indy 500 included in the

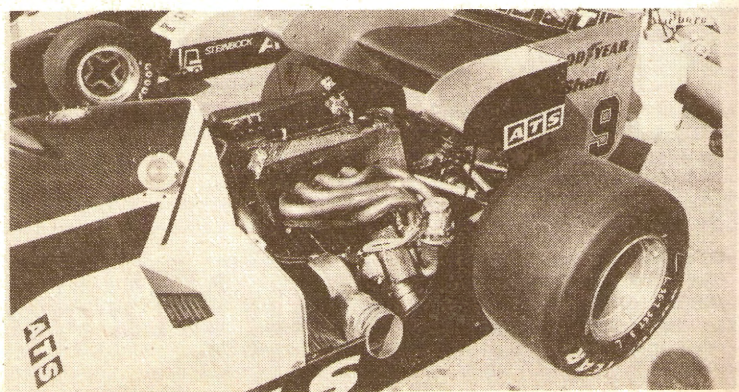


Ecclestone — thoughts on Indy.

World Championship again, "with Grand Prix cars matched against Indycars." He confirmed that he was looking into the possibilities of running his own team at Indy, adding that several other F1 teams were thinking along the same lines. "I think there is room for both types of racing in the USA, and there is certainly no competition between us," he commented.

Revised ATS at Detroit

At Detroit, one of Manfred Winkelhock's ATS-BMW Formula 1 cars was heavily revised, with shorter 'Williams-style' sidepods, new exhaust system and bodywork. Eventually, however, the German raced the conventional car, after mechanics had discovered a cracked exhaust on the new one. For Silverstone, the team will have a completely new car, monocoque and all.



Cheetah and Sauber out?

Having lost its main sponsor, the Cheetah Group C team from Switzerland may not be able to line up its brand new G-603 car at Le Mans next week.

Cheetah constructor, Chuck Graemiger took the new C-car for its shakedown tests at Monza at the end of last week, where Loris Kessel drove some competitive lap times. The team returned to its Gland base in an optimistic frame of mind, but in a meeting early on Monday morning Graemiger was informed by his sponsor, a Swiss based oil company, that they were pulling out of the deal.

A decision about Le Mans was to be taken this week but, without a major backer, it does not seem likely that the interesting Ford DFL powered Cheetah will appear in the 24 Hours.

In the same Monza test session, last Friday, another Swiss built C-car, the new Sauber C-7, was also tested for the first time. Powered by a straight-six BMW engine, the Peter Sauber design impressed onlookers with its reliability but, near the end of the day, it was crashed heavily by a little known Italian driver. Reports from Italy suggest that the damage was extensive, and that the Sauber is another unlikely starter for Le Mans.

The Swiss challenge at Le Mans was to have been five cars: the Cheetah, the Sauber and the three Sehcars from Walter Brun's team. Apparently the Sehcar-BMW was all but destroyed in its violent accident at the Nürburgring 10 days ago, so unfortunately it now looks as though Switzerland may have only two Group C cars in the 24 Hours.



Scott — best on Bridgestones.

Donington F2 tests

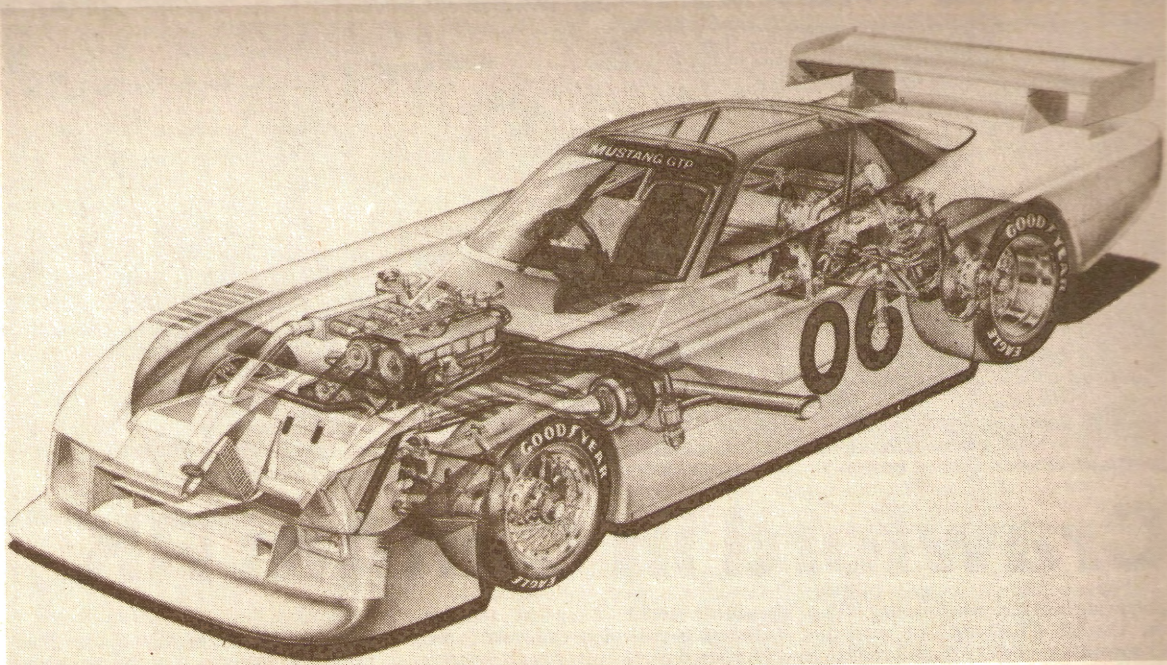
Donington was the scene of some serious Formula 2 testing last week in preparation for the eighth round of the European Championship on June 25.

The Ralt-Honda team had three cars at the circuit for both Mike Thackwell and Jonathan Palmer to try. Thackwell wound up with the quickest time of the day at 1m 2.56s, while last year's pole man, Palmer, also broke the 63 barrier with 1m 2.89s.

Christian Danner was the sole Onyx March driver present going through one of Ralph Bellamy's methodical test runs and finishing with a best of 1m 3.16s.

Dave Scott had his most encouraging run for some time and was easily the quickest of the Bridgestone runners with a 'ball park' 1m 3.21s. Lamberto Leoni did a 1m 4.27s while Roberto del Castello was 0.02sec slower. AUTOSPORT's Tiff Needell was also present helping out James Gresham's team and his best was 1m 4.74s.

AUTOSPORT, JUNE 9, 1983



It doesn't seem likely — but the Mustang GTP could form the basis of a 210mph front-engined Ford Group C car.

New Ford Mustang GTP

Notwithstanding the cancellation of the European based Ford Group C programme, the company is pressing on with its IMSA GTP contender for American racing. Plans for the new car were revealed in Detroit during last weekend's Grand Prix meeting.

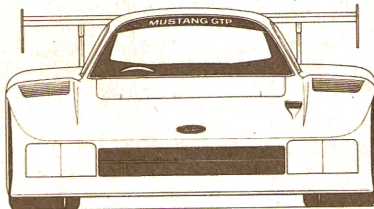
The Ford Mustang GTP will feature a front-mounted four-cylinder turbo engine, and rear-wheel-drive. The monocoque chassis, driveshaft and body will all be made from a carbonfibre composite.

The engine is the 1745cc in-line four, with aluminium block and head and twin overhead camshafts, which has been raced successfully already in the Ford Mustang Turbo in the IMSA GT Series. The engine features Bosch/Kugelfischer mechanical fuel injection and a single turbocharger, running on a compression ratio of 6.7:1. Ford claim a power output of 600bhp at 9000rpm, and the engine is red-lined at 9200rpm; the torque output is put at 368 lbs/ft maximum at 7500rpm.

The chassis has been made by the Ford

Aerospace & Communications Corporation, entirely from a carbonfibre composite. The Mustang GTP will be the first sports-racing car in the USA to feature this kind of chassis construction, which is now common in Formula 1.

Further weight-saving is achieved by



fabricating the driveshaft from filament-wound carbonfibre, the long shaft (a product of Merlin Technologies Inc) linking the engine with the rear-mounted five-speed Hewland transaxle unit.

Developed for Ford by Zakspeed in the USA, the ground-effect Mustang

GTP is expected to weigh 803 kilos (1770lbs) which, incidentally, is a mite over the minimum weight limit for FIA Group C. The finished car will be 477cms long, 197cms wide and 106cms high: Group C cars must be no more than 480cms long, 200cms wide and 110cms high. The Mustang GTP's wheelbase will measure 268.5cms, which is more or less the same as a Porsche 956 (265cms). All this suggests that, if Ford ever decided to run the new car at Le Mans in the Group C class, they would be able to do so, for the only major modification required would be the provision of the mandatory flat-bottom area. The illustration indicates that the front and rear bodywork overhangs would also be compatible with the Group C regulations.

The front suspension features inboard mounted vertical coil spring/damper units, but at the rear they are mounted outboard and at an angle. The car will run Goodyear tyres on 16ins diameter BBS rims all round. The projected top speed is 210mph.

Vandervell celebrate 50 years at British GP

Celebrating 50 years since their foundation, Vandervell will be sponsoring the popular British Grand Prix historic supporting events as well as providing an interesting lunch time display.

The company is celebrating other achievements in their history with Stirling Moss driving the Vanwall VW10 which, with six GP victories, took the

Constructors' Championship 25 years ago. Well known historic racer Tony Merrick will demonstrate the Thinwall Special which recorded the first ever 100mph lap at Silverstone 30 years ago.

John Surtees will drive the only rear-engined Vanwall, the VW14 which he took to fifth place in the 1961 International Trophy.

More progress on Marbella F1 fixture

Miki Dee's hopes of running a race for Formula 1 cars around the streets of Fuengirola, the Spanish resort situated near Marbella, will hopefully move a step nearer this weekend after talks with FISA at the Jarama Formula 2 race. It is hoped that an F2 date can be arranged for June 1984, followed by an F1 race in September.

Sponsorship negotiations are in an

advanced stage, and the circuit has been revised since AUTOSPORT first described the venture (January 20) to move the pits and paddock to the sea front. It is likely that the safety arrangements will be provided by the 'Jody Scheckter' type barriers — moveable concrete troughs which are anchored by being filled with sand — like those which were to have been used for the New York Grand Prix.

Anniversary events at Donington

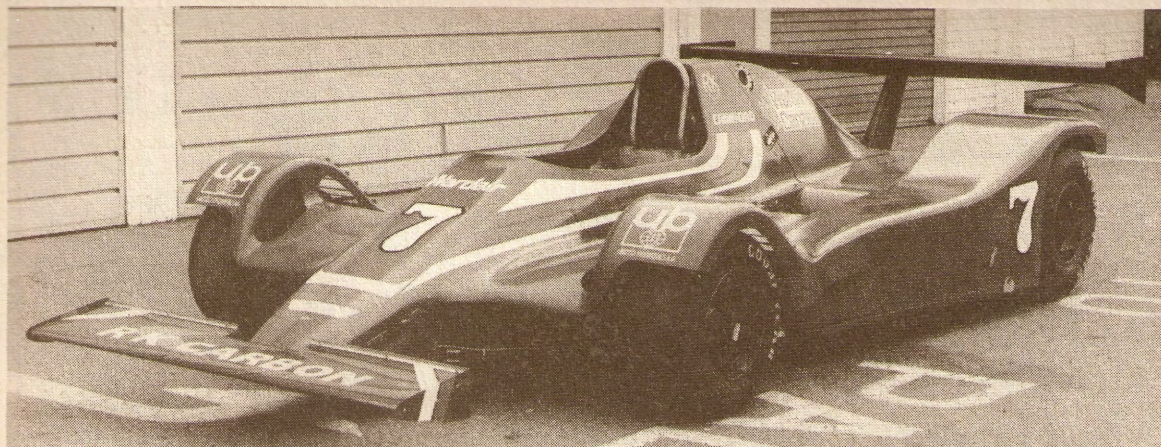
Commemorating the 50th anniversary of the first ever car race at Donington Park, the circuit has lined up some superb events for the weekend of June 25/26.

Supporting the European Formula 2 Championship round on the Saturday will be a demonstration of 10 of the most famous cars that took part in the pre-war GPs at Donington.

For the first time since 1938, Mercedes and Auto Union GP cars will be on English soil together. Among those taking part in the demonstration will be a 1937 W125 Mercedes, a 1938 Auto Union, and Maseratis of V8Ri and 8CL types.

After this, and just before the F2 race, the famous BRM V16 which Tom Wheatcroft acquired at the BRM auction will be run publicly for the first time.

The Sunday race programme also reflects the history of racing and sports cars over the 50 year period.



Jim Crawford's new CanAm challenger, the small Cosworth-powered RK180B based on the Formula 1 Ensign.

Crawford in CanAm RK

Following his success in finishing fifth in the CanAm Challenge last year, Jim Crawford has begun his 1983 challenge convincingly with a heavily revised version of the same Formula 1 Ensign based car, finishing second at the first round last weekend at Mosport (see *Sportscard*). AUTOSPORT was given the chance to view the car before it was shipped to Canada.

Named after the team's major sponsor, RK Carbon Fibres Ltd, the RK180B is based on the same Ensign F1 monocoque which has been reskinned in places with carbonfibre composite to aid both lightness and stiffness. Fuel tankage has been reduced to 26 gallons as per CanAm regulations and the mandatory refuelling system sits atop the tub behind the driver and between the roll hoop stays.

Suspension is standard F1 Ensign, the rear geometry remaining standard in Crawford — second at Mosport on car's first outing.

contrast to 1982, when the only Goodyear control tyres available were for 15ins diameter rear wheels, which led to all sorts of problems.

Power this year comes from Cosworth once more, but this time a DFL in 3.3-litre capacity drives through a Hewland FG gearbox. No fancy air intakes are fitted, the DFL taking all its needs through the roll hoop area. Cooling radiators are retained in the standard Ensign position. The most striking thing about the car is its size, small for a CanAm car.

The body is moulded in carbonfibre, as are the aerodynamic tunnels and outriggers, the expertise of RK allowing the car to be near the 650kgs weight limit. If anything team manager Bob Fernley would like to have to add ballast to make the minimum weight: "That way we can put the weight where it does the least

harm."

For the benefit of the 'popular' press present at the launch of the new car at Oulton park two weeks ago, Jim took the RK180B round for three laps (minus the wings because of unfinished fixings).

While the team is led by Bob Fernley, John Connell looks after the engineering side. Further sponsorship has come from Wardair, the Canadian airline who are transporting the team and car across the Atlantic, and United Breweries International of Singapore whose head, 29-year-old Vijay Mallya, used the Ensign in F1 specification to win the Madras and Calcutta Grands Prix. Transportation in the US and Canada, from the team's HQ in Kansas City, is to be helped by Ford of America dealers.

If the team takes the CanAm title, it would be the first time that a non-Chevrolet engined car has done so.



East versus West F2 projected for Macau

The Hong Kong Automobile Association, promoters of the annual Macau Grand Prix, announced last week a splendid plan to bill this year's race as an East versus West Formula 2 contest. Previously the island circuit event has been for Formula Atlantic cars, but with Japan having dropped the Formula, prospects for a respectable entry this year were slim.

For a number of years there has been lobbying from the F2 Association's Barry Bland and the major Japanese entrants to hold the event for F2 cars, and the result is that the organisers will invite 12

leading European runners and 12 Japanese to take part.

The plans are, of course, dependent on FISA giving their approval. The race was initially scheduled to be a Mondial round, and a change of status has to be agreed. The organisers have already anticipated circuit modifications to permit them to run F2 cars, and are hoping that a sporting attitude to their plan will be granted by FISA.

In light of the Macau plan, further negotiations are in hand to include the Japanese GP at Suzuka in the trip and create a two race series.

Briefly . . .

■ The TAG V6 Turbo engine was tested in the back of a Porsche 956 at Weissach last week. Testing of the engine, installed in a McLaren MP4, is expected to start very shortly . . .

■ Ralph Sanchez, the Miami Grand Prix organiser, was in Detroit for the Grand Prix, and had talks with both Bernie Ecclestone and CART's John Frasco. Next year Sanchez says he will organise two races at Miami, the IMSA event in February, and another — almost certainly for Indycars — October or November.

■ If all goes to plan, Michael Andretti will drive a Brian Robertson-run works Ralt in the 1984 CART Series . . .

■ We hear that the Theodore Indycar, liked by Tom Sneva during Indy tests, may be in new hands shortly. The word is that Mario Andretti, disenchanted with his Lola T700, may drive the car, run by Carl Haas and in Newman Racing colours . . .

MICHAEL ALLEN

We regret to report the death on Monday of Californian Michael Allen, who succumbed to injuries received in an horrific accident during the CanAm race at Mosport Park the day before.

Allen, aged 41, had been around the CanAm scene for several seasons, but was planning to take in rather more races this year with a newly acquired Frissbee. It is thought that the crash, which occurred on the fastest part of the track, could have been caused by some of the car's bodywork coming adrift. AUTOSPORT offers its sincere condolences to his family and friends.

Autosport

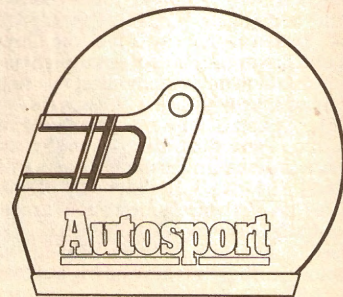
GOLDEN HELMET

Leading positions at end of May 1983

Driver (Nat)	Class	Car	Overall	Class
1 P. Sleeman (CDN)	FF1600/F Libre	Rostron CT3/March 713S	14	14
2 A. Gilbert-Scott (GB)	FF1600	Lola-Minister T642E	10	10
3 A. Senna da Silva (BR)	Formula 3	Ralt-Toyota RT3	9	9
4 J. Booth (GB)	FF1600	Van Diemen-Gatmo RF83	7	7
J. Brindley (GB)	F Junior/Historic Sports	Lotus 22/Lotus 23/McLaren M8C/D/Lola T530	6	7
6 R. Cox (GB)	Modsports	Caterham Super 7/Black Brick	6	6
J. Foulston (GB)	Historic GT	McLaren M8C/D/Lola T530	6	6
G. Marshall (GB)	Prodsaloons	Ford Capri S	4	6
J. Llewellyn (GB)	Prodsaloons	Volkswagen Golf GTI	1	6
J. Hopwood (GB)	Modsaloons	MG Metro/Howley	0	6
11 J. Atkins (GB)	Sportscars	AC Cobra	5	5
P. McCarthy (GB)	FF1600	Van Diemen-Minister RF83	5	5
P. Baldwin (GB)	Special Saloons	Mini-Ford BDA	4	5
G. Marshall (GB)	Special Saloons	Reliant Kitten	4	5
D. Sutherland (GB)	Sports 2000	Royale-Neil Brown S2000M	2	5

RULES

The AUTOSPORT Golden Helmet will be presented to the driver (irrespective of nationality) who scores the most class victories in FIA approved and defined motor race meetings held in Britain during 1983, of whatever status. Wins in classes in which there have been fewer than three starters will not be counted. The AUTOSPORT Golden Helmet itself is a plated award based on a Bell M-1 full-face helmet as imported into Britain by Road & Racing Accessories of London.





Byrne — returning to the scene.

Euro F3 challenge

The European Formula 3 Championship makes its first visit of the season to England this weekend with Silverstone hosting round 6 of the 15-race series. As usual, the event is supported by Marlboro and doubles as a round of the Marlboro British Formula 3 Championship, a fact which has no doubt attributed to the British Racing Drivers' Club receiving an excellent entry of some 44 cars.

All the regular front-runners from both series will be present and it will be most interesting to see how the sensation of the 'home' series, Brazilian Ayrton Senna da Silva, copes against the continental invasion. As yet, Ayrton hasn't decided which tyres he will be running in the event. "We tried some Yokohamas last week," said his West Surrey team manager Dick Bennetts, "but the conditions were poor so we weren't able to make a decision." The team were due to test at Silverstone on Tuesday before making their final decision.

If they opt to run the Japanese tyre, of course, Senna da Silva will not be eligible for Marlboro points but, if he thinks that he will stand a better chance of overall victory on the European tyres then he believes this will be of more use to him than simply a 'class' win.

"Besides," said Bennetts, "I think we've got a big enough points advantage not to have to worry too much about missing out on one race."

Whichever tyres he opts to run, the Brazilian is sure to be a leading contender but the Yokohama tyres would see him running in direct opposition to Tommy Byrne. The Irishman, of course, won last year's Marlboro title and has now switched his attention to the European series. Driving one of Eddie Jordan's Ralts, Tommy won a recent race in Austria and is certainly looking forward to a showdown with the Brazilian.

Other highly rated European contenders will include points leader Emanuele Pirro, who won the corresponding race last year with the Euroracing team but now drives for a Ralt-Alfa Romeo for Mario Crugnola's team, Belgian Didier Theys (Ferdinando Ravarotto-run Ralt) and Austrian Gerhard Berger, who has shown good form with the ex-Mansilla/Senna da Silva Ralt.

John Neilsen is another likely front-runner with his VW-engined Ralt, as are Pier Luigi Martini (Ralt-Alfa), Roberto Ravaglia (Ralt-Toyota), Kris Nissen (Anson-VW), Pascal Fabre (Martini-Alfa) and the only lady in the race, Cathy Muller (Ralt-VW).

Also on the entry list, though, is James Weaver, who qualified on pole position for this race last year in a Ralt but eventually finished second, hindered after a warm-up session incident. This year, James hopes to make his F3 come-back in one of the very promising new Anson SA4 chassis.

If Senna da Silva decides to forego the Avon tyres, then expect Martin Brundle, Davy Jones, Allen Berg, Calvin Fish and Co to be the Marlboro pacesetters.

INTERNATIONAL RACING

Jun 12	Montreal, Canada	Canadian Grand Prix — Formula 1 World Championship, round 8; North American Cup for Formula Mondial, round 6. <i>The Grand Prix teams have only a week to transport all their equipment from Detroit and make all the necessary car changes for this rather faster circuit. See preview on page 9. Formula Mondial is on the support programme.</i>
Jun 12	Jarama, Madrid, Spain	European Formula 2 Championship, round 7 <i>This marks a return to Spanish soil of the F2 series after a long absence, with a good entry of cars sure to provide an interesting race.</i>
Jun 12	Silverstone, England	European Formula 3 Championship, round 6 <i>Tommy Byrne has shown well in recent rounds with his EJR Ralt and must be looking forward to his return to a scene of many past triumphs. How, though, will he fare against top Marlboro contender Ayrton Senna da Silva?</i>
Jun 12	Brno, Czechoslovakia	European Touring Car Championship, round 6 <i>Local men Zdenek Vojtech/Bretislav Enge have been the sensations of recent ETC races with their BMW. They will no doubt be hoping for another good showing on home ground against the usual bevy of Jaguars and BMWs.</i>
Jun 12	Milwaukee, Wisconsin, USA	CART/PPG Indy Car World Series, round 2; Robert Bosch/VW Super Vee Championship, round 3 <i>With the Indy 500 now out of the way, the regular Indy car teams can revert to thinking about this year's PPG title-chase, which is led by Atlanta winner Gordon Johncock.</i>
Jun 12	Rouen, France	French Formula 3 Championship, round 8; French Production Championship, round 8 <i>The classic road circuit at Rouen-les-Essarts is still in use once a year for F3 cars. Expect Michel Ferté and François Hesnault to set the pace.</i>
Jun 12	Magione, Italy	Italian Formula 3 Championship, round 6 <i>Ivan Capelli is trying to emulate Senna da Silva's feat in England. The Italian has won the last three races in his Ralt-Alfa Romeo.</i>
Jun 12	Wunstorf, Germany	German Formula 3 Championship, round 4 <i>Anson cars are currently scoring well in Germany, Rudi Seher and Franz Konrad both having won races this year with their Tamworth-built cars.</i>
Jun 12	Portland, Oregon, USA	SCCA Budweiser TransAm Championship, round 4 <i>David Hobbs currently leads the table with his Budweiser Camaro, although he will have team-mate Willy T Ribbs and Tom Gloy hard on his heels.</i>
Jun 12	Pocono, Pennsylvania, USA	Van Scoy Diamond Mine 500 — NASCAR Winston Cup Grand National Championship, round 14 <i>To transport the entire NASCAR 'circuit' all the way from California to Pocono in six days is asking a lot, but you can bet they'll all be there!</i>

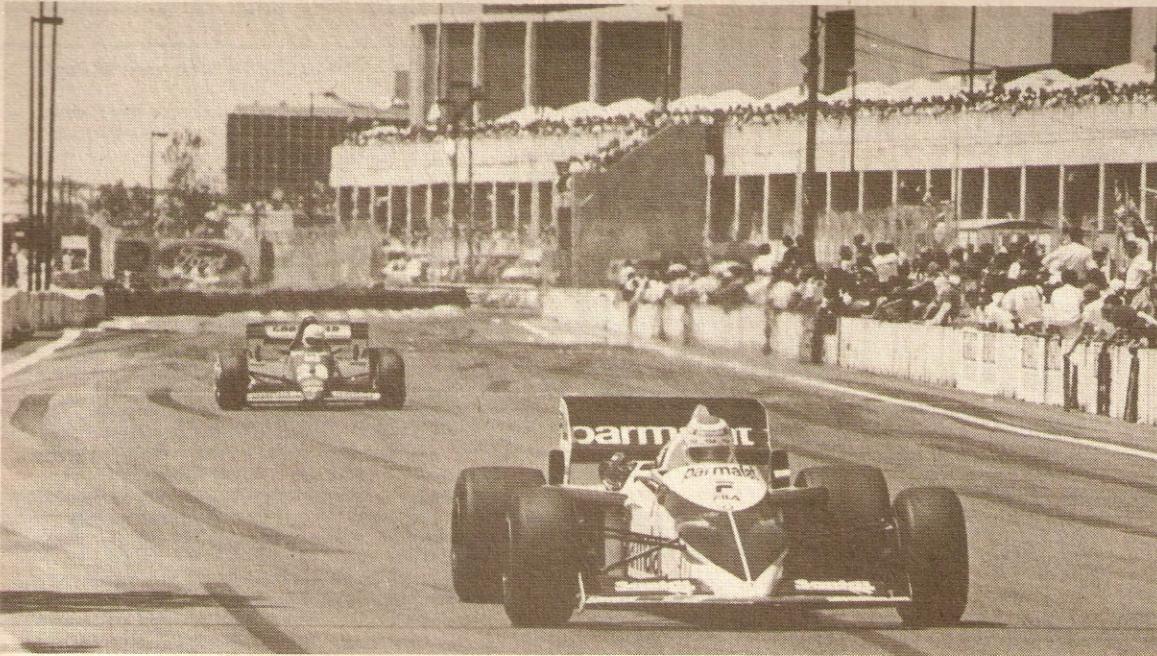
NATIONAL RACING

Date	Venue	Event/Details
Jun 11	Oulton Park, nr Tarporley, Cheshire	Richard Seaman Memorial Trophies Meeting — Vintage and Historic cars (VSCC) <i>The normal mouth-watering selection of classic cars from years past will assemble at Oulton on Saturday for the traditional Richard Seaman Memorial meeting. The feature event will include an interesting tussle between the ERAs of Martin Morris and Hon Patrick Lindsay, the latter now happily restored to form after his horrific crash last season. Between them, Morris and Lindsay have won the event 15 times. Martin currently eight to seven. Similar ERAs for Donald Day, Willie Green and others will add further spice, while among other races will be Bruce Halford's Lotus 16, Alain de Cadenet's Maserati 8C, Peter Morley's thunderous Bentley-Napier and the Maserati 250Fs of Hon Amschel Rothschild and, out again, Willie Green. First race will be at 13.15, following practice from 09.00. Adults, £3.50; Children, £1.50.</i>
Jun 11/12	Silverstone, nr Towcester, Northants	European F3, Marlboro British F3, Trimoco RAC British Saloons, RAC British FF1600, Esso FF1600, Grand Prix International British Sports 2000, Trimoco Clubmans, Uniroyal Tyres Prodsports/saloons (BRDC) <i>This could turn out to be one of the meetings of the year, at least if the weather proves hospitable. A total of 220 entries have been received by the organising club for a good variety of seven races. The F3 event, of course, tops the bill (see this page for preview) but a fine support programme should ensure plenty of action with full grids in all races. Particularly exciting, bearing in mind a recent race on the short circuit could be the combined Uniroyal Prodsports/Saloon race. Qualifying takes place on Saturday from 09.30 with racing on Sunday from 12.30. Adults, £3.50 (£1 on Saturday); Children free.</i>
Jun 12	Brands Hatch, Fawkham, nr Dartford, Kent	Historic F1, Townsend Thoresen FF1600, Freight Media Pre '65 Single-seaters, Atlantic Computers Historic GT, Bellini Models Historic Sports, Classic Sports Cars, Post Historic Road Sports (HSCC/BHRC) <i>Three McLarens, a Williams, an Ensign and a Surtees are entered in the 'Historic F1' race that tops the Brands meeting on Sunday with Mike Wilds likely to be a clear favourite in Colin Bennett's 3.8 litre FW07C. The only event for up-to-date single-seaters is a round of the Townsend Thoresen FF1600 series, which has attracted only a fairly small entry due to a clashing RAC round elsewhere. Nevertheless, good entries for the variety of historic-type races should provide plenty of action, particularly the Atlantic Computers race with a vast array of Chevrons down to tackle the big-banger V8s. First of nine events starts at 14.30, with practice from 09.45. Adults, £3.50; Children, £1.</i>
Jun 18	Oulton Park, Cheshire	Racing Displays British FF2000, 'Champion of Oulton' FF1600, Clubmans A, Gates-Varley Monoposto, F Libre, 1974-78 FF1600, BARC/MGOC, MGAs (BARC-NW).
Jun 19	Cadwell Park, Lincs	Marlboro British F3, BP 'Superfind' Junior FF1600, Renault 5, Mini Miglia, Mini Se7en, F4 P&O FF1600, Birmingham Post & Mail FF1600, 'Champion of Snetterton' FF1600, Oceanair Clubmans, Monroe Prodsaloons, Wendy Wools Special Saloons (BARC)
Jun 19	Snetterton, Norfolk	F. Libre, FF2000, FF1600, Pre '74 FF1600, Production Saloon/Sports, Sportscars, GTs, Modsaloons, Historic F3/Junior.
Jun 19	Mallory Park, Leics	F Libre, Flint Motor Engineers FF2000, Marchant and Cox FF1600, Pre '74 FF1600, STP Modsports, Special Saloons (BARC-LHCC)
Jun 19	Lydden Hill, Kent	

OFF TRACK

Date	Venue	Event/Details
Jun 12	Stockton Farm, Harewood, nr Leeds, Yorks	BARC Hillclimb Championship, round 7; Shell Oils Harewood Hillclimb Championship, round 3 (BARC) <i>All the local and national BARC title-chasers will be in action, competing in the usual variety of classes. Timed runs start at 11.00.</i>
Jun 12	Croft, nr Darlington, Yorks	Rallycross Meeting
Jun 12	Blackden View Farm, Snake Pass (MR: 110/128895)	Brentwood Production Car Trial (Glossop — DMC)

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



Two of the turbo cars sure to be in contention, Nelson Piquet's Brabham-BMW and René Arnoux's Ferrari.

CANADIAN GRAND PRIX

Another for the turbos?

This week is another frantic thrash for the Formula 1 mechanics. On Sunday afternoon they packed up in Detroit, and tomorrow morning (Friday) practice begins at the Circuit Gilles Villeneuve for the Canadian Grand Prix.

In beautiful Motown the weather varied between torrential rain and glorious sunshine, and it was much like that in Montreal last year. That race, it will be remembered, brought the first victory to the BMW turbo engine, installed in Nelson Piquet's Brabham BT50, just a week after the combo had failed to qualify at Detroit.

This year, however, BMW reliability is very much improved, to the point that the four-cylinder engine no longer needs cool weather in order to survive. Piquet's finishing record this year has been good,

and he lies second to Alain Prost in the World Championship at present. It is very easy to envisage another Ferrari-Renault-Brabham battle this weekend, with Andrea de Cesaris's Alfa Romeo in there as well.

Riccardo Patrese placed second to his team-mate last year, on what was to be the final appearance of a Cosworth-powered Brabham, but overall the star performer of the weekend was Didier Pironi's Ferrari, which took the pole. After the terrible accident at the start, which cost the life of Osella's Riccardo Paletti, Pironi took over the spare Ferrari, and drove it brilliantly after a couple of pit stops for adjustments.

Ferrari, with their new C3 still to come, should again be a major force this weekend, as also should Renault. Cheever drove superbly for Ligier in Canada 12 months ago, but ran out of fuel near the end of the race, which fate also befell de Cesaris's Alfa.

Although Cosworth-powered cars finished 1-2-3 at Detroit, the days where they are out-and-out competitive with the turbos have all but disappeared. We can expect Keke Rosberg's Williams to lead them, as usual, and the recent form of Marc Surer (Arrows) and Michele Alboreto (Tyrrell) suggests that they should not be far behind.

This week the card is standard, save that Jacques Villeneuve will be there, hoping to push the RAM March along at speeds to which it is unaccustomed. The 27-year-old Quebecois will have a lot of pressure on him, doubtless the focus of local media interest.

NSR

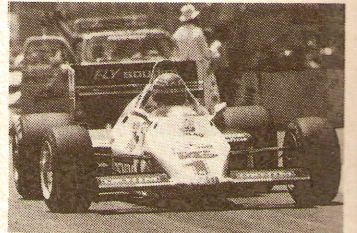
Tyrrell and Alboreto discuss tactics.



WORLD CHAMPIONSHIP

1	Alain Prost	28
2	Nelson Piquet	27
3	Patrick Tambay	23
4	Keke Rosberg	22
5	John Watson	15
6	Niki Lauda	10
	Jacques Laffite	10
8	Michele Alboreto	9
9	René Arnoux	8
	Eddie Cheever	8
11	Marc Surer	4
12	Danny Sullivan	2
13	Johnny Cecotto	1
	Mauro Baldi	1
	Nigel Mansell	1

(After seven rounds)



Rosberg: on top form at present.

CONSTRUCTORS' CUP

1	Renault	36
2	Williams-Ford	32
3	Ferrari	31
4	Brabham-BMW	27
5	McLaren-Ford	25
6	Tyrrell-Ford	11
7	Arrows-Ford	4
8	Theodore-Ford	1
	Alfa-Romeo	1
	Lotus-Ford	1

(After seven rounds)

CIRCUIT GILLES VILLENEUVE (CDN)

2.74 miles
Lap record: Didier Pironi (Ferrari 126C2), 1m 28.323s, 111.681mph
Race distance: 70 laps, 191.8 miles

TIMETABLE

Practice
Friday 10.00-11.30 (untimed)
13.00-14.00
Saturday 10.00-11.30 (untimed)
13.00-14.00
Sunday 15.00
All these times are local and are 5 hours behind BST

BROADCASTING

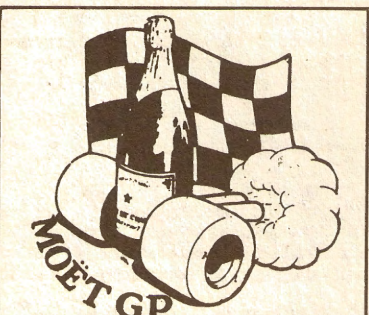
Radio Saturday, 1730 Sport on 2 (practice news)
Sunday, 1902 Sports Report (progress report)
2302 Sportsdesk (result)
TV Sunday, 2300-2330 Grand Prix, BBC 2

PREVIOUS WINNERS

Year	Driver	Nat	Car	Circuit
1973	Peter Revson	USA	McLaren-Ford M23	Mosport
1974	Emerson Fittipaldi	BR	McLaren-Ford M23	Mosport
1976	James Hunt	GB	McLaren-Ford M23	Mosport
1977	Jody Scheckter	SA	Wolf-Ford WR1	Mosport
1978	Gilles Villeneuve	CDN	Ferrari 312T3	Montreal
1979	Alan Jones	AUS	Williams-Ford FW07	Montreal
1980	Alan Jones	AUS	Williams-Ford FW07B	Montreal
1981	Jacques Laffite	F	Talbot Ligier-Matra V12JS17	Montreal
1982	Nelson Piquet	BR	Brabham-BMW BT50	Circuit Gilles Villeneuve

GRAND PRIX FORM GUIDE

Last six Grands Prix				Driver	Nat	Car		
R	5	4	1	5	2	Keke Rosberg	SF	Williams-Cosworth FW08C
4	6	7	R	6	5	Jacques Laffite	F	Williams-Cosworth FW08C
9	8	R	R	14	1	Michele Alboreto	I	Tyrrell-Cosworth 011
8	R	R	5	12	R	Danny Sullivan	USA	Tyrrell-Cosworth 011
R	2	R	2	4	4	Nelson Piquet	BR	Brabham-BMW BT52
10	R	R	R	R	R	Riccardo Patrese	I	Brabham-BMW BT52
1	R	5	NQ	R	3	John Watson	GB	McLaren-Cosworth MP4/1C
2	R	R	NQ	R	R	Niki Lauda	A	McLaren-Cosworth MP4/1C
R	R	11	R	R	R	Manfred Winkelhock	D	ATS-BMW D6
R	R	R	R	9	R	Elio de Angelis	I	Lotus-Renault 93T
12	R	12	R	R	6	Nigel Mansell	GB	Lotus-Cosworth 92
11	1	2	3	1	8	Alain Prost	F	Renault RE40
R	3	R	R	3	R	Eddie Cheever	USA	Renault RE40
R	12	R	R	R	R	Jacques Villeneuve	CDN	RAM-Cosworth 01
R	R	10	6	R	12	Andrea de Cesaris	I	Alfa Romeo 183T
R	9	R	R	R	R	Mauro Baldi	I	Alfa Romeo 183T
R	9	R	R	R	R	Jean-Pierre Jarier	F	Ligier-Cosworth JS21
7	R	9	R	13	10	Raul Boesel	BR	Ligier-Cosworth JS21
R	4	1	4	2	R	Patrick Tambay	F	Ferrari 126C2/B
3	7	3	R	R	R	René Arnoux	F	Ferrari 126C2/B
5	10	6	R	11	11	Marc Surer	CH	Arrows-Cosworth A6
NQ	R	R	R	7	7	Thierry Boutsen	B	Arrows-Cosworth A6
NQ	R	R	NQ	R	NQ	Corrado Fabi	I	Osella-Alfa Romeo FA1E
NQ	NQ	NQ	NQ	NQ	NQ	Piercarlo Ghinzani	I	Osella-Alfa Romeo FA1D
R	R	R	R	R	R	Roberto Guerrero	COL	Theodore-Cosworth N183
6	11	R	NQ	10	R	Johnny Cecotto	VV	Theodore-Cosworth N183
R	R	R	R	7	R	Derek Warwick	GB	Toleman-Hart TG183B
R	13	R	NQ	8	9	Bruno Giacomelli	I	Toleman-Hart TG183B



You must have been as surprised as we were about Michele Alboreto winning the Detroit Grand Prix, for only three entrants for our *Moët et Chandon* competition guessed that the Italian would win. Our congratulations go to A.G. Brown of Devizes in Wiltshire for his prediction that the winning average speed would be 80.60mph. A magnum of bubbly will be heading westwards soon.

Straight away attention turns to Montreal for the last chance to win some champagne for your picnic at the British Grand Prix in July the prospects are fascinating. Entries, on postcards only, must arrive no later than first post on Monday at AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

Britain F1: a resolute approach

The number of people who braved the rotten weather to watch a smallish entry of Formula 1 cars perform in the Race of Champions at Brands Hatch two months ago shows that the motor racing public has a hearty appetite for this type of racing. This week's speculation, therefore, that there would be a second British Grand Prix this year (see *Pit & Paddock*) is greeted with great enthusiasm by AUTOSPORT.

Ten years ago no country in the world had more than one Grand Prix. That pattern was broken when the United States gained an extra fixture at Long Beach in 1975, and since then Italy has acquired an extra race at Imola and France — in a good year! — has two at Ricard and Dijon . . . and if you count Monaco their total is three. Ten years ago, also, Britain had two non-championship Formula 1 races — the Race of Champions and the International Trophy — alongside the Grand Prix. Britain is the one nation now with a smaller share of the cake.

For a country which remains the focus of

Formula 1, it is shameful that we have tolerated having only a single Grand Prix while the United States, France and Italy have accumulated extras. After all, well over half of the Formula 1 teams are based in this country. Most of them use British engines. The British Grand Prix always draws one of the largest audiences of the season. All these are reasons which convince us that a second British Grand Prix would be a financial success.

At the moment, of course, all this is mere speculation. Whatever happens, Britain's big motor racing event this year is the Grand Prix at Silverstone next month. If there is another Grand Prix race, at Brands Hatch or Donington Park later in the year (the date of the cancelled New York Grand Prix, September 25, is being talked about) it will be simply a bonus. No motor racing enthusiast in his right mind will miss the opportunity of being at Silverstone.

While all the people involved in the complex negotiations are being understandably cagey about their progress, we do know that the RAC,

FISA and FOCA have been discussing the possibilities for several weeks, and we earnestly hope that the right conclusion can be reached.

We see on the horizon an ideal where all three major British circuits — Silverstone, Brands Hatch and Donington — and the British spectators would be better off. Each would hold a Grand Prix twice in three years, and in the intervening year stage a non-championship race. People in most areas of the country could have one event within easy reach, but almost certainly the total numbers watching Formula 1 would increase dramatically. That would be good for the sport as a whole, and the circuits would welcome the financial security of an extra Grand Prix to support their unprofitable meetings.

On election day, then, let us hope that a Resolute Approach can win through, or hope even that an Alliance (of all the interested parties) will succeed in breaking the mould of British motor racing . . .

Self destruction in Greece

A series of disasters on the Acropolis Rally last week must have sent the Audi Sport team home in despair. The pre-event favourites, they did indeed prove quickest over the special stages, and during the second leg they were on course for a one-two result.

Then the rot set in, and a series of trivial problems eventually meant that World Championship rivals Lancia took the honours. Unfortunately, many of the troubles were self inflicted, and the lesson must be that technical

advantages are no substitute for experience. Experience not just from the crews — there are hardly more seasoned campaigners than Messrs Mikkola and Blomqvist — but from the service teams as well. It was in this department that the rally was lost.

Senior members of the Audi hierarchy recognise that their mechanics lack the years of experience held by most of the other factory teams. Perhaps now, after this latest failure, they will consider following the pattern set by

Opel, whose operation makes extensive use of British expertise in this department.

The alternative already exists. The Audi Sport UK team is well established, making use of experts in David Sutton's equipe, the crew which earned Rothmans the World Championship two years ago. Such drastic alterations to the German master plan would not be a popular move in Ingolstadt, but if Audi want to retain the Makes title, then importing British expertise would surely allow them a better chance to capitalise on those technical advantages.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

World class Tambay

Situated in South Africa and some way removed from the realms of international motor sport, the weekly airmail delivery of AUTOSPORT is always anxiously awaited. While pouring over Nigel Roebuck's excellent *Fifth Column* (AUTOSPORT, May 12) I recalled that Patrick Tambay's abilities had not always been so highly regarded. James Hunt commented in the *Grand Prix Extra* an AUTOSPORT supplement (May, 1981), Tambay was a good number two driver "but not world class", whom, he thought, had "had his chance".

However, there can be no doubt that Tambay is now a world class driver, especially after his two tremendous victories under intense emotional pressures at Hockenheim and more recently at Imola. It is only just that he should at last receive the recognition for his brilliant talents.

Furthermore, to show that the 'experts' are often wrong, James Hunt, in the same supplement, expressed the opinion that Keke Rosberg's performances would not be "world-shattering at any time". In the light of Rosberg's superb win at Monaco and his World Championship victory last year, one wonders if Hunt has been compelled to change his views?

GRAHAMSTOWN, SOUTH AFRICA L. E. LEACH

Bellof critic

I really feel that both your magazine and the Porsche team Manager must have taken leave of their senses, if they both feel that it is relevant in the context of long distance sports car racing to send Mr Bellof flying round Silverstone or the Nürburgring in the shortest possible time on any given lap.

Long distance sports car racing was never about the fastest lap taken on a knife edge, and never will it be.

That is why Jacky Ickx and Derek Bell consistently bring their employer's car first over the line over a distance of 1000 kms or 24 hours, whichever the case, and why the likes of Bellof end up with a wrecked car.

As Jack Brabham once said; "to finish first, you first have to finish". Clearly a lesson which many sprint single-seater drivers have yet to learn.

I am sure that both Derek and Porsche Board of Directors collectively were delighted with Bellof's efforts on their behalf.

LONDONSW1

ROBIN WILLS

A disgruntled Englishman

Having just returned from an enjoyable visit to the Belgium Grand Prix, I believe it is only fair to point out to other readers one major disadvantage of going to Spa for the spectator. Although the pits have been extensively rebuilt and repositioned at vast cost, little or no thought was given to seats for the spectators in the main grandstand.

Many English fans, having travelled all night, found to their frustration and anger, that their numbered seats were occupied. Occupied in the main by Belgians who had been sold unnumbered grandstand tickets, in seats already allocated.

The so called 'circuit controllers' were totally disinterested in solving the problem and the police, who were called to impose the arm of the law on the situation, were not only powerless, but also disinclined to get involved.

Consequently, the English spectators, who had spent a great deal of money on getting to Spa and had

purchased their numbered seats, were left fuming, impotent and powerless to do anything.

It was only through a great deal of self control that what was a potentially explosive situation did not turn into a free-for-all. However, their self control was not rewarded and many had to leave the stand to get whatever view they could around the circuit.

My own feeling is that, irrespective of the big business that Formula 1 is and the enormous television coverage that is achieved, the paying spectator is still important and should be looked after by the circuit administrators. Without them motor racing could not exist.

Even at Monza, and despite James Hunt's comments on BBC2 about Italian fans, if you have a numbered seat in the main grandstand, that is the seat you occupy. TEWKSBURY, GLOS CHRISTOPHERC. FORNARA

Alternative formula

I have been following your printed correspondence of readers Mark Blackwall and Simon Neale about the out-of-sight costs of running in Formula Ford. Might I bring to light a class of formula racing that is gaining in popularity in the USA — the Formula 440/Mini Champ class.

Roughly, they are open wheeled racers of around 450lbs, wheelbase of 75ins with a Fuji Chaparral 432cc twin cylinder, liquid cooled snowmobile engine and a torque converter drive system. A solid rear axle is used and rigged fixed suspension on 10ins wheels with disc brakes. The cars run with wings and spoilers, some are space-frames with fibreglass bodies and others use a monocoque chassis.

I, for one, am hoping to open up this class to any make of engine as well as the use of gearboxes and clutches. I

would also increase the engine capacity to 500cc's, this is to make sure that a large number of engine manufacturers are able to race. By having Honda, Yamaha, BSA, Suzuki, Evinrude and Kawasaki motors under the engine covers, racers might be able to get some support from the large number of motorcycle dealers and small engine distributors. This would help cut costs.

The cost of a F440/Mini Champ (F440 for road racing, Mini Champ for ovals) is much less than a used FF1600. Due to the rigged suspension. No new tweaks could out date your racer every year. If you can weld, you can build a kit and save, do some fibreglass work and save more. Most manufacturers of F440s will sell you as much of a car or kit as you would need.

I read in *Kart and Superkart* that superkarter John Ball has had to give up on moving up in class due to high costs, I feel that F440 with the changes that I have suggested would make this class the best stepping stone from superkarts to the formula Super Vees and FF2000s. The cars are fast enough to challenge the best of drivers, and dollar for dollar (or pound for pound) the best racing one could hope to get into. I'm hoping to do some racing here myself.

PHOENIX, ARIZONA, USA GREGG MCKINNEY

Excessive entry fees

Three cheers for the BWRDC. The vast increase in entry fees to club racing in this country over the last few years, where fees have virtually doubled in just three years is indeed having a very serious effect on all of those who finance their racing from their own resources.

An increase of 20 per cent over last year's entry fees is being charged by one major organising club and speaks for itself. I hope that the British Women Racing Drivers Club will receive all the support they deserve before club motor racing dies from the inside out.

Many circuits are under threat from local authority planning committees and/or local do-gooders and if entries decline any further circuit owners may find themselves in difficulty justifying the continued existence of these tracks.

Also, isn't there something fundamentally wrong in charging the drivers these vast sums of money to provide entertainment, to say nothing of the risk to themselves, to spectators paying a small fraction of the fees?

BUCKDEN, HUNTINGDON A P WILLMER

Retiring thanks

Now that I have retired I would like to say a big thank you to everyone in motor sport.

Particularly to the marshals who waved the flags in all weathers for me in the last 20 years.

To the organisers, without whom all motor sport would be dead.

To the scrutineers for seeing most things went in the right direction.

And last, but not least, the other drivers who made all those years so memorable.

STALBANS, HERTS DERRICK BRUNT

10 Pictured on the first page of *Pit & Paddock* 10 years ago this week was the Ensign MN01, the first Formula 1 car from Morris Nunn, (AUTOSPORT, June 7 1973). At the wheel was the aspiring Ricky von Opel. Although the car impressed observers, it was a fairly hideous machine, faintly reminiscent of a 'batmobile'.

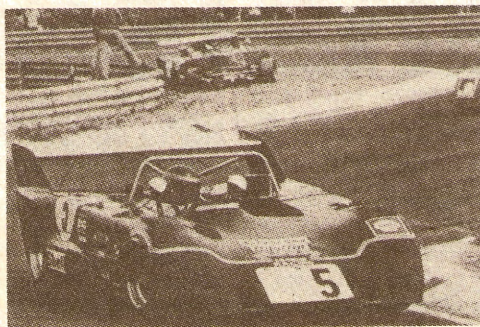
Also pictured, but this time on the front cover, was a marvellous shot of Jackie Stewart, sideways and airborne, on his way to winning the Monaco Grand prix, so equalling Jim Clark's number of GP wins. Stewart was dominant around the picturesque streets of Monte Carlo, setting the fastest time in practice and then never being headed once he took the lead on the eighth lap.

Behind Stewart came Emerson Fittipaldi in the Lotus who chased Stewart hard all the way, while in third was Fittipaldi's team-mate, Ronnie Peterson.

The supporting Formula 3 race at Monaco was won by Jacques Laffite. Laffite dominated his heat in the BP France Martini/Holbay Mk 12 and then drive an unflustered final to take the chequered flag after holding off a strong challenge from Michel Leclere's works Alpine Renault during the early part of the race.

There being no works BMWs at the third round of the ETC championship, the singleton Ford Capri, entered by Ford Cologne and driven by Dieter Glemster and Jochen Mass, cruised home a clear two laps ahead of the Garlan Alpina BMW CSL in the hands of Brian Muir and Toine Hezemans at Mantorp Park.

The Indy 500 turned out to be something of a disaster 10 years ago. Because of spring rain, the start had to be delayed by two days and a couple of hours and the race was then shortened when mist precluded running the full face distance. Gordon Johncock emerged the winner in his STP Eagle-Offenhauser after most of the leading runners had fallen by the wayside with either broken pistons or connecting rods.

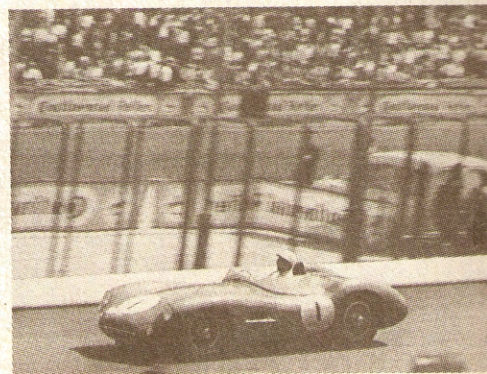


The third round of the European 2-litre sports car championship was held at Imola and run in two 30 lap heats. Chris Craft (pictured) emerged the winner although he won neither of the heats. Craft's second consecutive win in the series, therefore, put Lola in the lead of the championship by just two points from Chevron.

25 The *Sports News* pages of 25 years ago this week showed a picture of the new Ecurie Ecosse single-seater, (June 6, 1958). The chassis was based on a Lister, but considerably modified by 'Wilkie' Wilkinson and David Murray's technicians. The de Dion tube had been strengthened as had the suspension, while the 'Wilkie' tuned 3.8-litre Jaguar engine promised 300bhp. The debut of this sleek-looking car was to be the 500 Miles Race at Monza.

The Indianapolis 500, unfortunately, claimed another victim on its running 25 years ago. Pat O'Connor was fatally injured when his car was involved in a first lap mêlée on turn 3 after a badly mismanaged start. Eleven cars were damaged in the pile up — one even went right over the banking with, mercifully, little damage to the driver — while O'Connor's car overturned and burned.

On a happier note, victory in the 500 went to the cigar-chewing Jimmy Bryan so notching up his second win at the Brickyard in the Offy-powered George Salih built car.



The Nürburgring 1000 Kms saw Aston Martin repeat their victory of a year ago with Stirling Moss and Jack Brabham piloting the green car (pictured) to the chequered flag. Moss, in fact, drove 36 of the 44 laps twice breaking the sports car lap record in the process.

Red cars followed the green home with the complete works team of V12 Ferraris finishing in second, third, fourth and fifth places. The Whitehead brothers' slightly ageing DB3S was sixth, while the Fairman-Lawrence Ecurie Ecosse Jaguar took seventh.

On a more local level, the Snetterton MRC ran the Stanley Sears Trophy meeting. The first event was the AUTOSPORT series-production sports car 10 lapper, the race being won by Dick Protheroe's Austin-Healey. The fastest race of the day, though, proved to be the *Formule Libre* race, the final event of the day. The large field included ERAs, an F1 Connaught, a bunch of F2 Coopers, various Lotuses, a Lister and a Cooper-Jaguar. M Neil ran out the winner in his Cooper just managing to hold off Allen McKay.

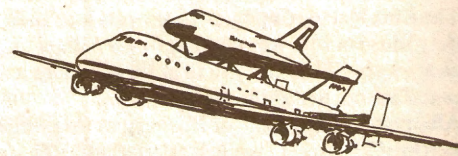
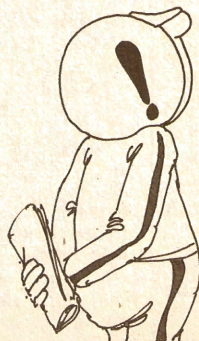
CATCHPOLE

BY BARRY FOLEY

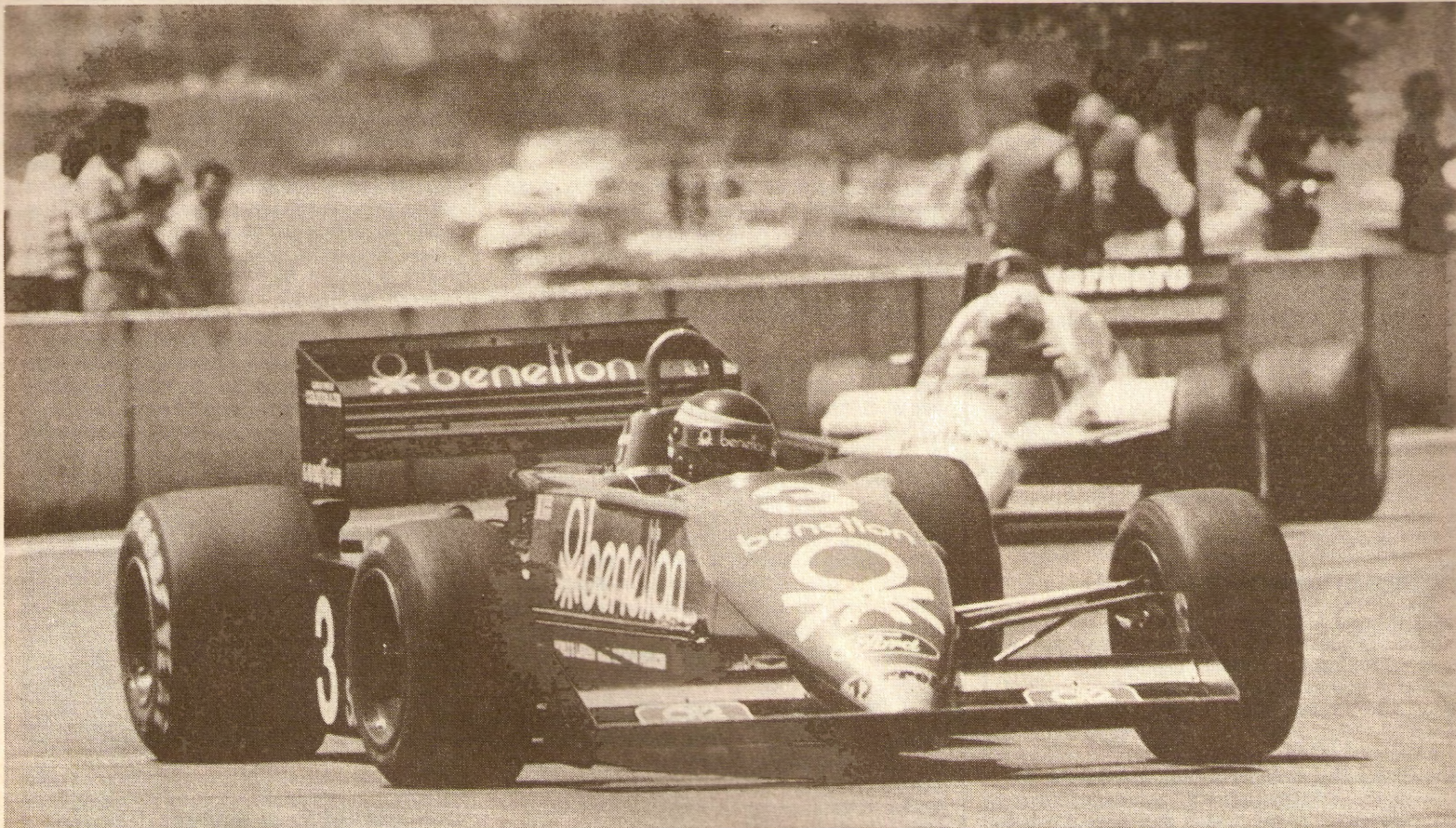
BOY, - WHAT AN EXCITING AMERICAN EVENT, YOU WOULDN'T THINK IT WAS POSSIBLE FROM THE BACK, LIKE THAT....



... HUGE CROWDS AS WELL, BUT THEY SAY IT MIGHT STILL BE OUR LAST CHANCE TO SEE IT.



ONEV.



Michele Alboreto drove the Benetton Tyrrell through without a fuel stop and his faultless performance yielded victory by a comfortable margin.

Ford renaissance

Alboreto's surprise victory for Tyrrell — Five Cosworths in first six — Piquet denied as puncture spoils Brabham's refuelling bluff — Williams stop a mistake and Rosberg finishes second — Watson third after another fine drive — Ferraris retire, Renaults nowhere — Report: JEFF HUTCHINSON — Photography: INTERNATIONAL PRESS AGENCY.

With 10 laps of the 60 lap Detroit Grand Prix to run, Nelson Piquet and his Brabham team looked as though they had the race and the lead of this year's World Championship safely in the bag. Admittedly, Piquet had a hard driving Michele Alboreto a bare 3secs behind in the new development DFY-powered Tyrrell, which wasn't making any impression on the Brabham's lead and, in Piquet's own words, "It was no problem, the car was good and I didn't even need to turn up the boost pressure."

After leading the race in the opening laps and then slipping back to third behind pole winner René Arnoux's Ferrari and Keke Rosberg's Williams, Piquet had moved back into the lead shortly after half distance when the crafty Brabham team had raced on through the pit stops which all their opposition had been expecting them to make.

It had been the perfect bluff, but the carefully worked out plan fell apart on lap 51. "As I went into the turn past the pits, I felt the rear tyre go flat." And with it so did his hopes of a win as he was forced to slow right down and limp back to the pits with a huge nail embedded in the rear left tyre.

The time lost getting back to the pits and then to add four fresh tyres and a 'safety' dose of fuel was enough to see Alboreto, Rosberg and John Watson's McLaren speed by into the first three places as Piquet rushed back into the race to finish a distant fourth.

Alboreto, 25secs clear of Rosberg at this stage, raced to the second Grand Prix win of his career, while Rosberg held off a strong challenge from Watson. "It was a mistake to have stopped in this race," said Rosberg, who had held a strong second to Arnoux in the first half of the race only to lose his advantage in the pits. Arnoux had made the pit stop strategy look like working as he pitted half way into the race along with Rosberg and came out still holding his lead. But two laps later he was out for good when his Ferrari rolled to a halt with dead electrics.

It wasn't a day for the turbos. Patrick Tambay's Ferrari went out of the race on the startline when he stalled the engine and was towed out of the race. The Lotus team's first real hopes of a good finish with their Renault-powered 93T faded away on lap 5 with a broken gearbox, although Nigel Mansell did at least

pick up the team's first point of the season with sixth place, one lap down on the leaders, who had lapped all but Jacques Laffite's fifth placed Williams.

Renault's race was even worse. Championship leader Alain Prost spoiled his own chances when he ran into the back of Thierry Boustien's Arrows on lap 2 and spent the rest of the race struggling with the effects of only one front spoiler to finish a distant eighth. Team-mate Eddie Cheever's hopes of a home win ended four laps from the start when his engine died with suspected electrical problems.

Only 12 of the 26 starters made it to the finish, nine of them Cosworth-powered. Ford also took the fastest lap of the race as last year's winner, John Watson, chased Rosberg for second place to finish just 1.4secs behind at the flag and establish a new track record.

QUALIFYING

Getting excited about a race around a block of skyscrapers, designed to breathe life into a seedy area of downtown Detroit, is not easy. Especially when a hotel room at the Renaissance Center costs £85 per night — which would get you a room with a view at the best hotel in Monaco. Take any Grand Prix to city streets, and it will always be compared with the glamour of Monte Carlo. Quite simply making this comparison means little to 99% of the people paying to watch the Detroit GP. While it might be a far cry from Monaco's scenic setting, offering only a fraction of the driving challenge of Spa or Austria, and a chilly alternative to Rio or South Africa for the regular Grand Prix entourage, it's the best Detroit can offer. The organisers deserve the team's support — even more so with F1 fighting a battle to survive in the USA, and America's major car

manufacturers right here in town.

Yes, it's easy to be critical and hard to get excited. But this year's race was a big improvement over last year's, thanks to the willingness of race organiser Robert McCabe to learn by his mistakes, and to take the financial risks of another Detroit GP.

Complaints about the track design last year saw the ultra-tight 180deg hairpin eliminated from this year's track and the chicane before the pits opened out to improve top speeds. The bumps are still there, but without ground effects and solidly sprung chassis, the outcry from the drivers last year had dwindled to the odd murmur of discontent. It was at least a track that narrowed the gap between the turbo and non-turbo teams in the field and, as practice was to show, it promised to be an interesting race.

After waiting a day for practice to start last year, the 50 mins delay this year while some last-minute crowd control was

taken care of was already an improvement.

One thing that hadn't improved, however, was the weather. Friday dawned grey and wet and there were few smiles to be seen as mechanics laboured under umbrellas in the unsheltered pit area, and drivers savoured the thought of running their first laps on the slick, oily streets, closed the evening before the race.

With little break in the clouds, and rain falling during most of the first 90mins, there was little to be learned other than setting the cars up for wet settings and trying different rain tyres. Elio de Angelis finally snatched the fastest time with the Renault-powered Lotus after a flying lap in the closing minutes of practice when the track was at its driest.

The most significant lesson of that first session came from the bottom end of the practice times, which saw all three BMW turbos well behind the rest of the field as every driver complained of vicious power response from the BMW engine, with crossed arms and wide eyes.

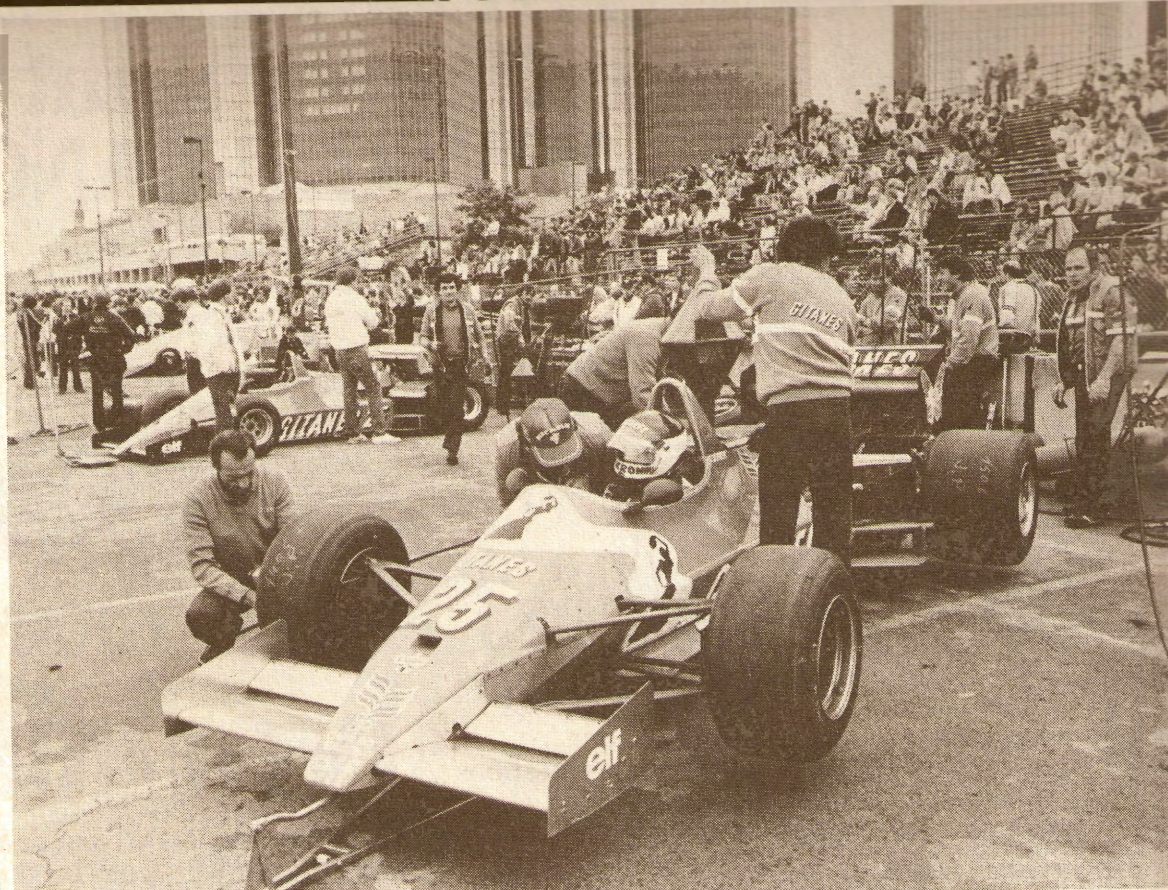
By the time the first timed session was ready to begin, the rain was falling harder than ever. But, with no guarantee that conditions would be any better the next day or for the race, everybody reluctantly climbed into their damp cockpits and splashed out onto the track that was covered in puddles and even more slippery to drive on than before.

It was unpleasant to drive and just as unpleasant to watch but, for those who braved the downpour, there was some spectacular performances of car control and out-of-control. The tunnel section with its changes of surface and even slicker surface provided the most horror stories, but they were told with the glint of a true racer's eye. "I was sideways flat in fourth," said one. "Incredible," said another who got away with a close call, while the list of those that never came back slowly mounted.

Jacques Laffite gave everyone in the pit lane a close-up of the excitement as he bounced his Williams hard off the wall and spun to a stop with the rear right wheel well bent out of shape. Patrick Tambay suffered a "sudden uncontrollable breakaway," in the Ferrari, and reshaped the nose against the wall, as did Guerrero in the Theodore. Fabi, Piquet, Prost, Mansell and Winkelhock also had relatively harmless spins. It was hard to keep track of them all.

Not surprisingly, three Cosworth-powered cars headed the times at the end of the first day. Rosberg forgot his bad cold and warmed to the challenge, to take an impressive fastest time, 1.3 secs faster than anyone else in his third lap of just five before deciding he had had enough, and that his Goodyear radials had what it takes.

Boutsen went well again for Arrows — just out of the points. He stays for the season.



Second-class pits area for the Gitanes-Ligier team, for whom Jarier (pictured) was impressive in the wet practice. Center.

Wet, cold and not feeling too well, he upset the American press by declining a post-race interview and going off to his room for a hot shower and bed. He had said it all out on the track. If they didn't want to get wet and go out to watch him, that was their fault.

Jean-Pierre Jarier splashed around for 17 laps, often barely on top of his Ligier, to record second fastest time for the Michelin men. Nigel Mansell did a good job for the Pirelli camp with third fastest, happy to have the chance to prove his talents for once with his JPS Lotus 92.

It was all great fun, although the drivers might not have thought so every time they drove into the pit lane, which had such a deep puddle at the entrance they got a cockpit full of water to cool them off at the end of every run.

Weather prediction in the USA seems to be remarkably more accurate than in Europe for, just as the TV men predicted, the rain had gone by Saturday morning, despite plenty of low, misty cloud hanging in the sky that engulfed the top 20 floors of the 70-floor Renaissance

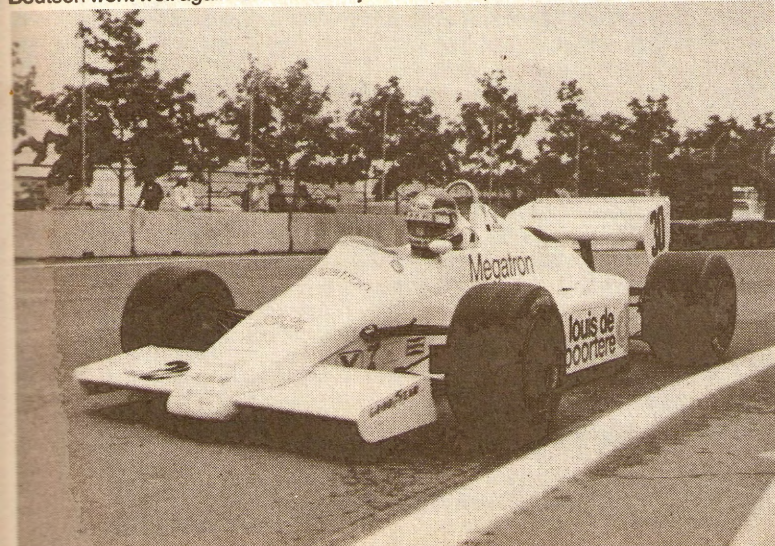
car feels good, well balanced, but 3 seconds too slow. I can't understand it," said a sniffing Keke, especially as Laffite had done his time on half-full tanks and a race compound tyre. "I just don't seem to have the grip," said Rosberg, which was a familiar line still coming from the Marlboro McLaren camp, with Watson 20th and Lauda 23rd. "Same as Monaco," said Niki, but at least he was in the race here, or almost.

If there were some puzzled faces at the end of the morning session, there were even more by the end of the day as things took another strange turn for the final session. One of the first cars on the track was René Arnoux's Ferrari, the Frenchman immediately clipping a full second off Piquet's previous best to set the target time of 1:44.734, brushing a barrier before returning to the pits and waiting. Piquet went out to claim second fastest time of the day, and then it was Tambay who took third quickest from de Angelis in fourth spot.

Nobody had been in too great a rush to get out on the track, for the sun was beginning to break through and, for the Michelin runners particularly, it meant more temperature in the tyres, the last few damp patches drying off the track and hopefully better times. It was a big mistake, for instead of the track getting faster it got progressively slower. Oil perhaps? No, nobody had blown up and spread any oil. It was Tambay who suggested the probable answer. As the sun warmed the track it brought out the humidity after all the rain to the surface.

Unseen, it was enough to take the fine edge off the tyres' grip. "In the end there was no grip at all," said Tambay, who, like Arnoux, tried another run and couldn't get close to his first set of times. By the end of the session, only 10 drivers had managed to improve on their morning times, while the fastest times were all set in the opening 20mins.

Surer took the fastest Cosworth time for the Arrows team ahead of a lingering Alboreto, while Cheever set the quickest Renault time with seventh place on the



Prost ending up a distant 13th after finding traffic on his first set, which still ended up being his quickest time. De Cesaris claimed the outside of the fourth row next to Cheever, Mauro Baldi only cramping on to the back of the grid with 5th fastest in the Euroracing second

Derek Warwick, who had been thrown out of the Friday times because the end plates of the Toleman's rear wing stuck out a few millimetres too far, was taking chances about getting into the race and took it easy on his first set of tyres, setting ninth best time. But he couldn't improve on that. He was luckier than Bruno Giacomelli, however, for a suspected valve problem forced him into the spare Toleman and he was back in 17th place.

Thierry Boutsen did a good and early lap in the Arrows to claim 10th place on the grid ahead of Guerrero's Theodore. Outside of the sixth row was taken by Rosberg's Williams. For the Finn, who has been fastest Cosworth all season so far, it was a disappointment, but 12th place represented a supreme effort. Not only did he beat his morning's best, but he also set it in the closing stages of practice after 13 laps. Practically all the other drivers' fastest times coming in their first two or three laps of practice and on their first set of tyres.

Laffite set his best after 15 laps, putting him 20th on the grid with a time that was almost 2secs slower than his previous timed best. "It's crazy. All we did was change the springs for a little bit softer, but I have 15 gallons less fuel and qualifying tyres," said Jacques. "The car feels like another car. I just don't understand it." He felt easier with himself when he realised that everyone was in the same boat.

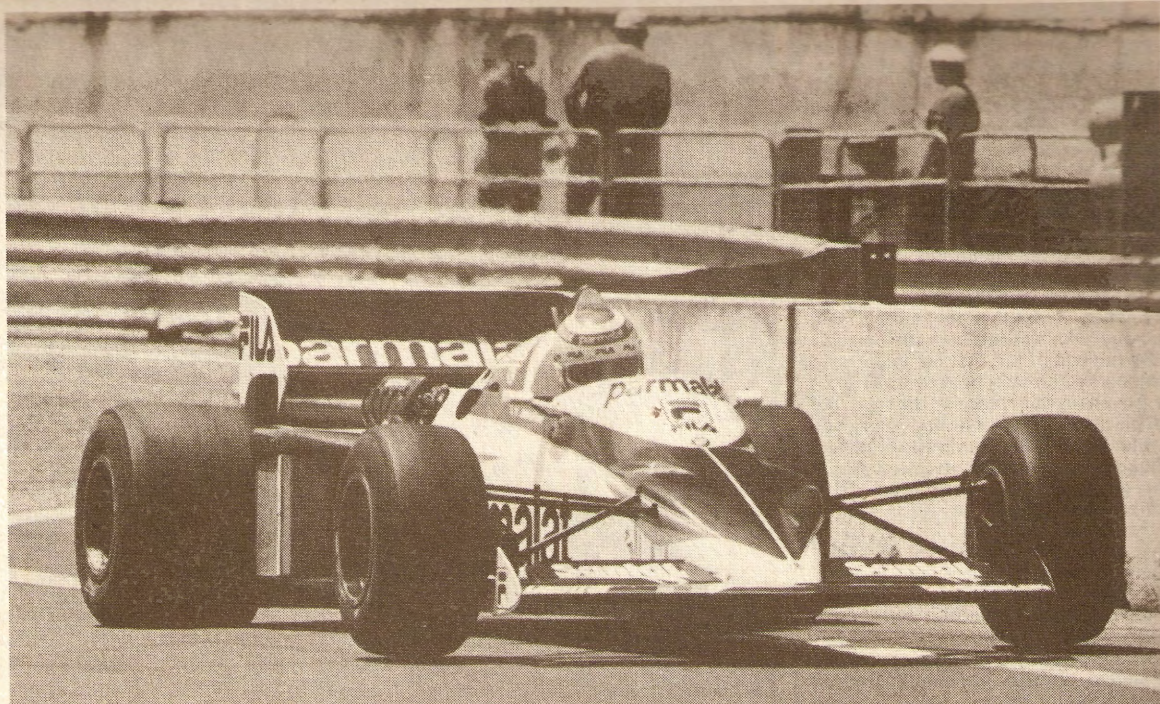
Mansell shared the seventh row with Prost, and was lamenting a similar tale of woe after his car had gone so well in the morning. He got held up briefly on his first run by de Cesaris and then damaged a wheel after he had judged a corner just right only to learn the hard way that on one particular corner the kerbstones stuck out a few inches beyond the bottom of the metal barriers. "Why couldn't it have kept on raining?" said Nigel, looking up at the patches of blue appearing in the sky.

He was the filling in a powerful turbo sandwich, for behind him Riccardo Patrese headed the eighth row having not got a good run on his first set of qualifiers and singing the "no grip", by now familiar tune, on his final set of rubber.

Danny Sullivan's Benetton Tyrrell shared the eighth row with Patrese. Once again the two McLaren cars were well down the field. Lauda on the ninth row with Bruno, while John Watson was back on row 11, behind Jarier and Laffite. Sharing the outside of the 11th row with Watson was Manfred Winkelhock, who had to change cars half way through the session after an oil pipe came adrift on his ATS. It was a revised car with shortened bodywork and all the oil radiators, spark box and other ancillaries moved to the rear to improve weight distribution. He set his time in this car, but didn't get a chance to improve.

Raul Boesel headed the 12th row, unhappy with the handling of his car. "We have to set it up for the bumps because the hydraulic suspension is not quick enough to damp the car, and so that spoils it for the faster corners. I think we have proper springs for Silverstone," said Boesel. He was sharing the 12th row with Piercarlo Ghinzani, who qualified the Osella-Alfa for the first time at the expense of team-mate Corrado Fabi. Poor Fabi had engine problems on both his Cosworth-powered cars and tried desperately to get in the race with his engine running on seven cylinders.

Final qualifier was Johnny Cecotto,



Piquet, charging hard here, elected to miss out Brabham's customary fuel stop — only to be forced pitwards by a puncture.

who had to switch to the Theodore team's spare chassis after hitting a wall hard in the morning session and damaging the chassis. It might have kept him out of the race, but the non-appearance of the RAM March team in Detroit (because of financial problems) meant that there was only one non-qualifier out of the 27 cars entered.

RACE

Even an early 9.15 warm-up in time for the scheduled 12.15 start didn't seem so bad as everyone emerged from the inhuman, anthill-like maze of the Westin Hotel into the warm sunshine and clear blue skies of race day.

The 45,000 strong crowd were already well into their second or third cold beers of the day and, for the first time since practice started, there was that Monaco holiday party mood about the place. The Detroit river opposite the pits was jammed with bobbing boats, which every so often would be dwarfed by a giant, rust-stained mountain of steel as an oil tanker blocked out the Canadian

shoreline and roared awesome warnings. Not exactly the harbour at Monaco, but an interesting alternative . . .

Some bright spark, just as always seems to happen at Monaco, decided to wash the streets on Sunday morning, so there were damp patches all around the track just as every driver pulled out of the pits to begin the delicate task of final sorting and choice of tyres, even more of a gamble than usual after all the bad weather in practice.

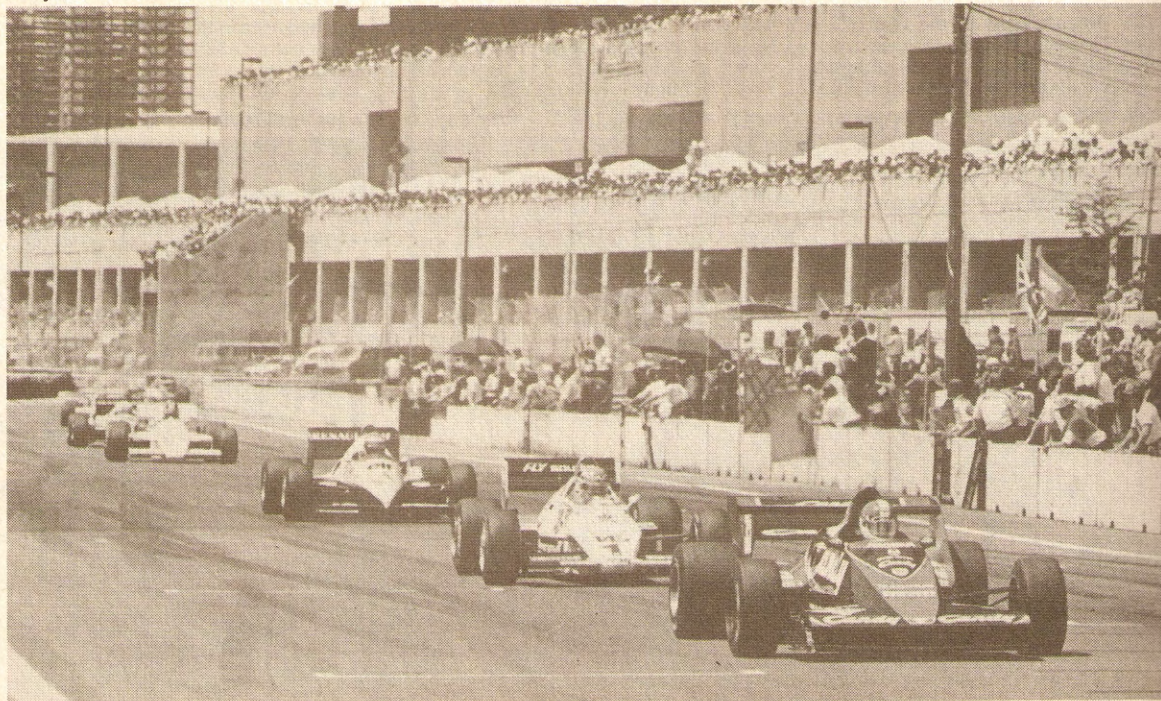
There were no major problems. Winkelhock did a back to back test with his two versions of ATS and decided to go with the old one, while de Cesaris pronounced himself more than happy with his fresh engine, which featured a new cam and cylinder head design for better torque around street circuits like Detroit. Baldi had to make do with the regular engine; his face was even longer when he found his car still jumping out of gear under braking as it had been in practice. Poleman Arnoux was fastest again, so things were looking good for Ferrari.

By race time, everyone was as ready as

they were going to be, and the cars were flagged off the grid for their warm-up lap right on schedule. Arnoux led them back onto the grid for the start, but just as Derek Ongaro prepared to give them the red light, de Cesaris raised his arm and Ongaro held up the delayed start board. De Cesaris had let the engine stall as he rolled up to the line and there was a sudden anti-climax as hot engines were switched off and mechanics poured back over the pit wall ready to start their charges 10 mins later for another warm-up lap. It would now be a 60 lap race instead of 61, to make up for the fuel burned on the extra warm-up lap.

Second time around all was well, but the start was not a good one. De Angelis and Winkelhock anticipated the green light and were already lighting up their rear tyres as Arnoux and Piquet fed in the power. Tambay, though, on the second row, stalled the Ferrari, but everyone somehow managed to find a way round him as the rest of the field sped down to the first corner Piquet leading Arnoux and de Angelis.

Early in the action, Warwick in the Toleman leads Rosberg (Williams), Cheever (Renault), Surer (Arrows) and the rest.



And Tambay just sat there. He looked around for a push, but none came. The next thing he knew there was a tow truck and despite his protests, he was hooked up to a rope and towed ignominiously down to the end of the pit lane and out of the race.

"The second warm-up lap had heated up the tyres too much and they were too sticky. I gave the usual number of revs and dropped the clutch but the wheels didn't spin. I have never made a bad start yet in a Ferrari, but I have to mess up the one when it matters the most," said Tambay, who was furious with himself.

By the end of the first lap Piquet and Arnoux had already broken away from de Angelis in third place on the road, but last place in reality, for he had been given a 1min penalty for a jump start, as had Winkelhock, although it was to be of little consequence to either of them as it turned out.

De Cesaris came next with Alboreto fifth, while Warwick had Rosberg, Cheever, Boutsen, Surer, and Prost all strung on behind, Guerrero, Mansell, Patrese, Sullivan, Laffite and Lauda next.

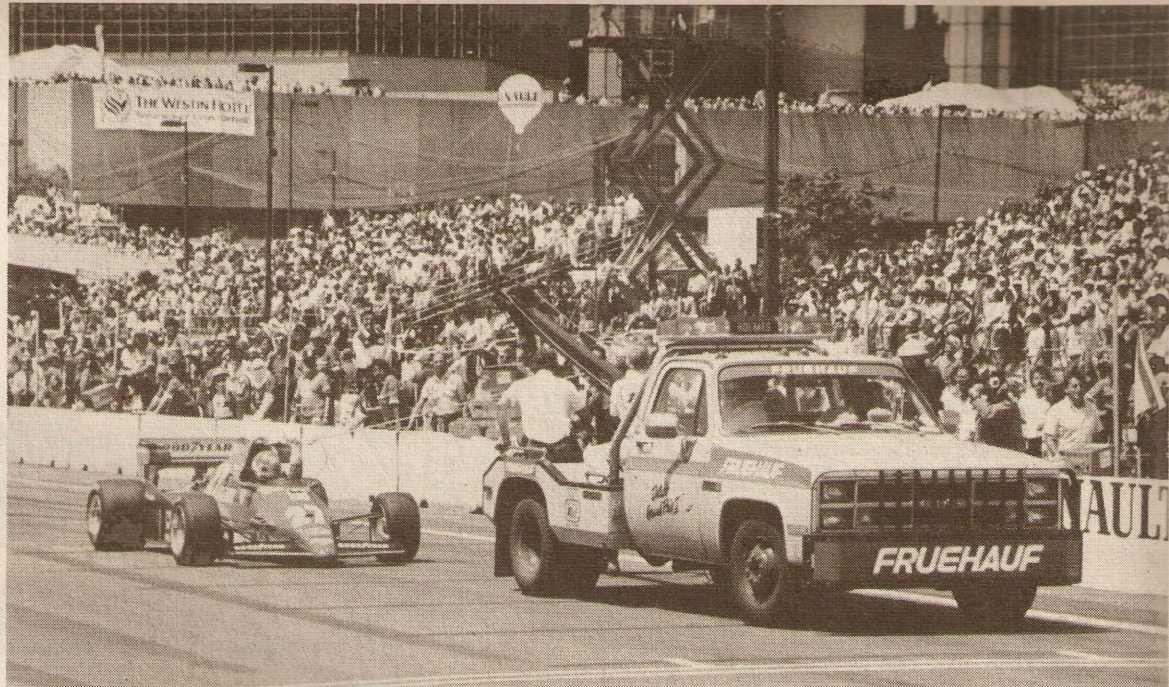
Next time around the leading pair had opened up another few lengths over de Angelis, while further down the field Prost slipstreamed by Surer and then tried to get by Boutsen for ninth place. He ran into the back of the Arrows under braking and lost the right front spoiler, which left him with a badly understeering car and little chance of getting much higher up the field.

A lap later Renault hopes suffered another blow as Cheever rolled to a stop with a dead engine. Next time around de Angelis came to a halt almost opposite his pit when his car lost all drive exiting the chicane, while at the tail end of the field Ghinzani pitted the Osella-Alfa with the oil temperature gauge off the clock and the engine overheating badly.

Five laps and we had already lost four cars, three of them potential front runners, with Prost in not much better shape. While this was going on, Rosberg had moved ahead of Warwick on lap 4 and was closing fast on Alboreto whom he took on lap 8, de Cesaris's third place now within striking distance as the Italian found his tyres starting to go off.

Up front, Piquet and Arnoux were providing some great racing as the more lightly loaded Ferrari braked deeper and accelerated faster, but still couldn't find a way to get by before the next corner forced him to back off and fall into line. After two attempts at the end of the straight, which Piquet managed to repulse, lap 10 saw Arnoux pull alongside as the pair of them headed for turn 1, and

Prost, having wiped off the Renault's right front fin against Boutsen's Arrows early on, saw his World Championship lead reduced to a single point.



Tambay's hopes disappeared very quickly — the Ferrari removed from the race at the end of a tow-rope.

Piquet had no choice but to give him the line as they braked for the corner.

By the end of the lap Arnoux had already pulled out 1.8secs over the Brabham, with de Cesaris already some 13secs behind the leaders, and now coming under similar attack from Rosberg, who slipped ahead on lap 11.

Alboreto, on full tanks, was doing a good job staying with his lighter rivals and was soon worrying de Cesaris for fourth place, while 4secs behind, Warwick was having a hard time from Prost until the Renault's front tyres started to go away because of the understeer.

As the race progressed, the Goodyear shod cars seemed to have the edge over the Michelins, for Arnoux was having little trouble extending his lead over Piquet, who was now being caught by Rosberg's Goodyear shod car.

De Cesaris lost his fourth place to Alboreto three laps after being passed by Rosberg on lap 11, and Laffite, who had carved his way from 16th place on lap 1 was already up to eighth on lap 13, and then by Prost for seventh place on lap 16.

On lap 19, Prost faded from the picture completely as he went to the pits for fresh rubber and an early fuel stop. Attention was now focussed on Rosberg's challenge for second place, for every lap he edged closer towards the Brabham, which he finally took on lap 20.

Arnoux was out of sight. Twenty secs down the road and having no trouble holding that cushion which extended to 22secs by lap 25. Alboreto had slipped back 6secs on Piquet and was starting to worry about Warwick, who made short work of de Cesaris and was looking a strong challenger for the points until his luck ran out on lap 25, with only three of the Hart engine's four cylinders working and a suspected valve problem.

Also out of the race at this time after never really showing was Patrese in the second Brabham. After a stop for fresh tyres only eight laps into the race, he went out for good with the brake pedal going to the floor on lap 25.

Mid-field, Guerrero, Sullivan and Watson closed up to make it an exciting battle for ninth place behind Boutsen, but Guerrero's race ended in disappointment yet again when he headed for the pits with a broken gear linkage, which was finally fixed when his team-mate Cecotto came to the pits 13 laps later with a similar problem.

Guerrero continued to race with cannibalised parts from the sister car, but too far down the field to be even classified in the results. Meanwhile, Jean-Pierre Jarier had been in the pits for his third set of tyres before a seized wheel nut ended his misery on lap 29.

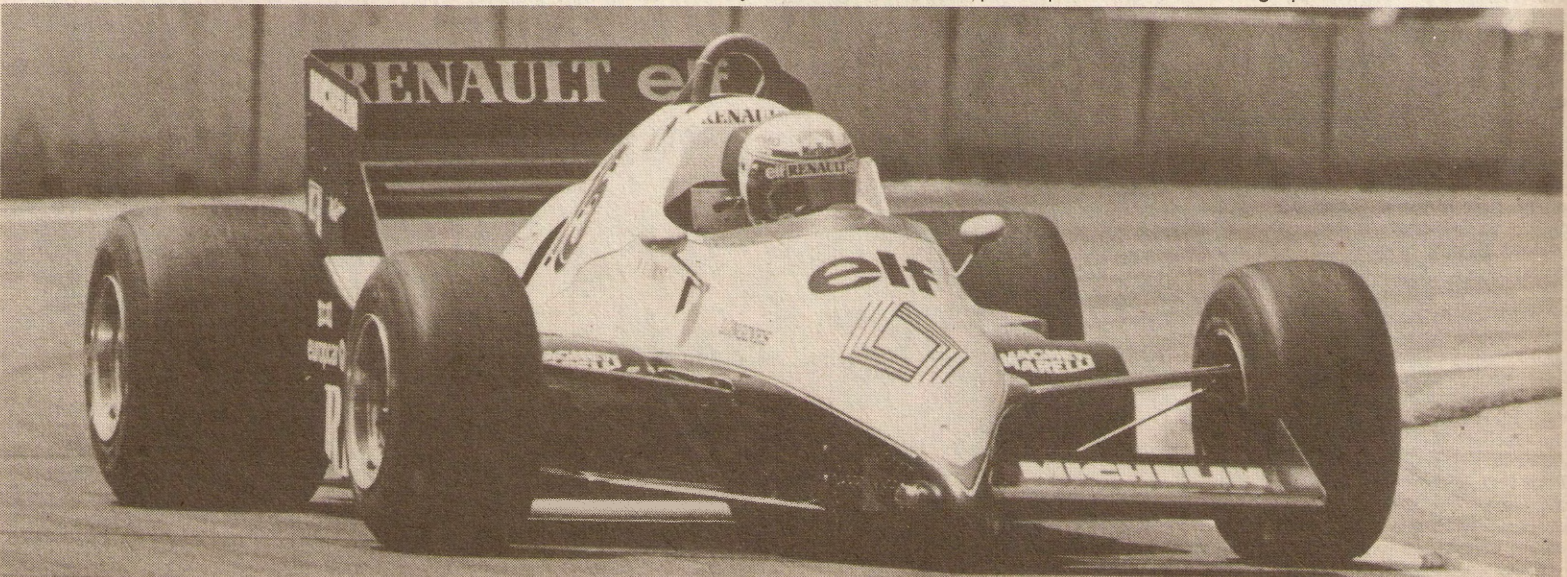
The lap after Lauda had been passed

by his team-mate Watson, he was in the pits for fresh tyres, but his handling problems were back again a few laps later and he realised his troubles were worse than tyre problems. He kept on running at the back of the field for most of the race, but finally gave up when the handling became so bad it was "undriveable". A seized shock absorber was diagnosed as the trouble.

At half distance there was tension through the pit lane as the first placed Ferrari came in for fuel and tyres, the slick Ferrari mechanics getting him on his way again in just 14.6secs. The Ferrari was heading down the pit lane as Rosberg peeled the Williams off the track and down the pit lane for his scheduled stop which took only a second longer.

The Alfa crew got de Cesaris out in a slick 13.15secs and the race was getting lively again, for Piquet was now right up with Arnoux in second place, with the Ferrari team anxious to see how the Brabham team would fare at their stop, the Brabham mechanics all dressed up in their re-fuelling suits, but not looking as though they intended to use them.

Speculation from Ferrari's pit soon dwindled, however, for just two laps after Arnoux's stop came the news over the PA system that he had stopped out on the track with what turned out to be an electrical failure.



DETROIT GRAND PRIX

►► So Piquet moved back into a 5 secs lead over Alboreto. Laffite was running a distant third for one lap until he also stopped for fuel and tyres, falling back behind Rosberg and Watson who was another to benefit from not refuelling. He was now running a strong fourth and gaining on Rosberg, whose new tyre combination was not the best for the track conditions.

In all this excitement we had lost Danny Sullivan's Tyrrell, which died without warning at turn 1, while de Cesaris had been so keen to make up for lost ground in the early part of the race he had a quick spin on his new tyres and then came back into the race only to blow a turbo. Winkelhock hit a wall and was out of the race too. It was a busy five laps.

As the race settled down again, it looked like being an exciting finish as Alboreto closed the gap to Piquet to just 3secs, while Watson made similar advances on Rosberg who was having to cool his tyres for several laps if he was to hold off the hard charging Watson to the finish.

Boutsen found himself in sixth place and was driving an impressive second GP, his only problem being a severe case of backache, which had not bothered him during the brief practice sessions and the few laps he had done at Spa. He was better off than his team-mate, however. Poor Surer's race was spoiled in the opening laps when the over-zealous SCCA flag marshals had reported Surer to be leaking oil, which turned out to be nothing more than a bit of water caused by overheating at the start of the race. He was black flagged by race control and it took the Arrows team two laps to convince the officials that he should be allowed to carry on racing, although by that time there was little point.

Boutsen's sixth place soon came under attack from Mansell, who was driving a sensible race having saved his tyres at the start and they were now performing well, since he had not stopped for fuel and fresh rubber. On lap 40 he moved into the points as he went ahead of Boutsen, and was the last driver still on the same lap as the leaders.

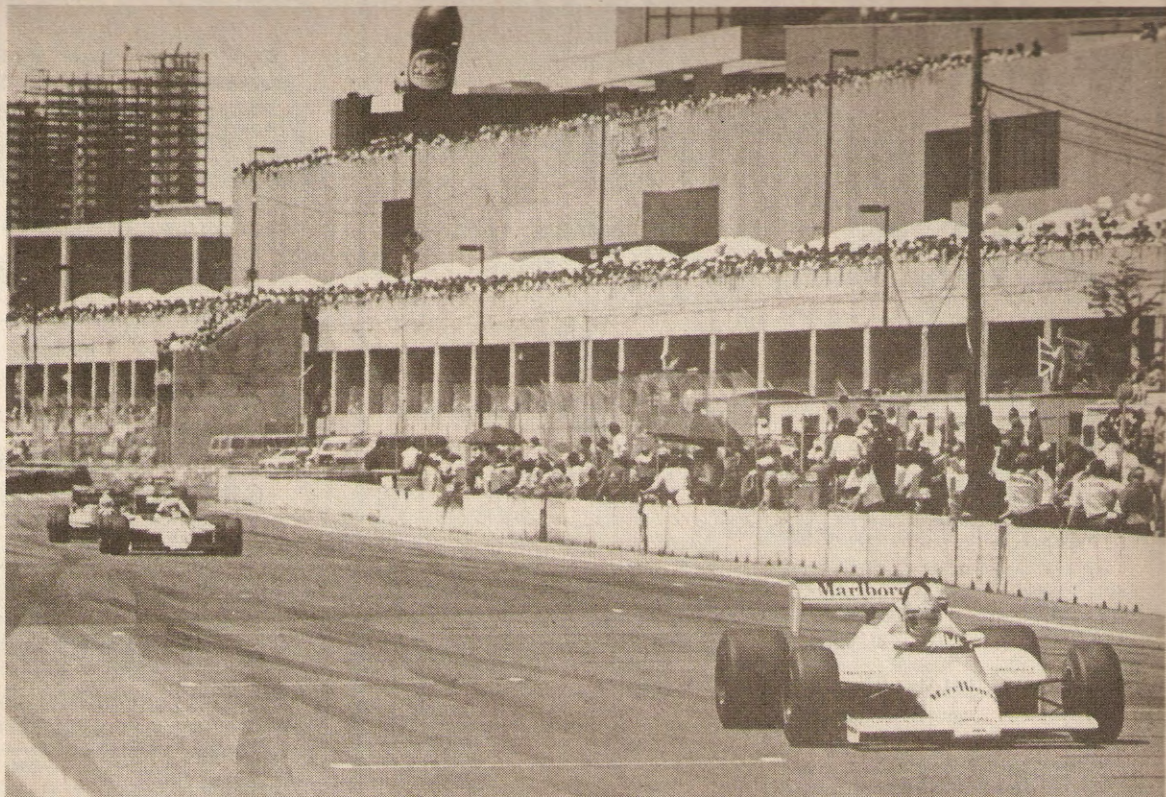
All attention was riveted on the battle for the lead and third place, Rosberg fighting off several attempts by Watson to go ahead before the McLaren fell back again. "The car was not handling so well in the dirty air behind Rosberg, so I dropped back and adjusted the roll bars which helped," said Watson after the race.

First Piquet took the fastest lap of the race as he pushed to stay ahead of Alboreto, but the Italian was in a fighting mood and matched Piquet's speed lap for lap, although he couldn't quite get close enough to challenge for the lead. It would have been an interesting finish, but to the relief of the Tyrrell pit the situation was resolved when Piquet slowed with what might well turn out to be the costliest puncture of his career. So the Brabham pit crew got to use their pit drill after all, the Brabham limping down the pit lane with a flat left rear and losing places by the time Piquet got going again.

Alboreto was left with a clear 25secs advantage, but he was so still fired up that he set his own fastest lap of the race three laps after Piquet had gone, before he finally backed off and took no chances of losing the second win of his career.

Rosberg raised his fist in salute as he got a 'P2' sign from his pit, he and Watson both setting their fastest individual laps of the race as he put his foot down, now even more determined not to lose second place as Watson made one last determined effort to pull in Rosberg. As the two cars sped over the line for the last time, there was just 1.5secs between them. Rosberg had got his six points.

Over 1min behind, a disappointed Piquet had to make do with only three



Watson draws the Marlboro-McLaren away from de Cesaris's Alfa Romeo during yet another storming drive through the field.

more points, which was enough to put him within one point of Prost's title lead.

A further 20secs back Laffite gave the Williams team another amazing double finish in the points to move them up to second place in the Constructors' Championship behind Renault, while Mansell's sensible drive gave Lotus their first point this year.

Boutsen finished a worthy seventh from Prost in eighth place, Giacomelli taking ninth for the Toleman team, his race spoiled by a misfiring engine which saw him almost two laps down at the end.

Boesel dropped two laps after a miserable race nursing an engine which he thought was going to blow up early on in the race, the oil pressure light flashing

on, although he made it to the end.

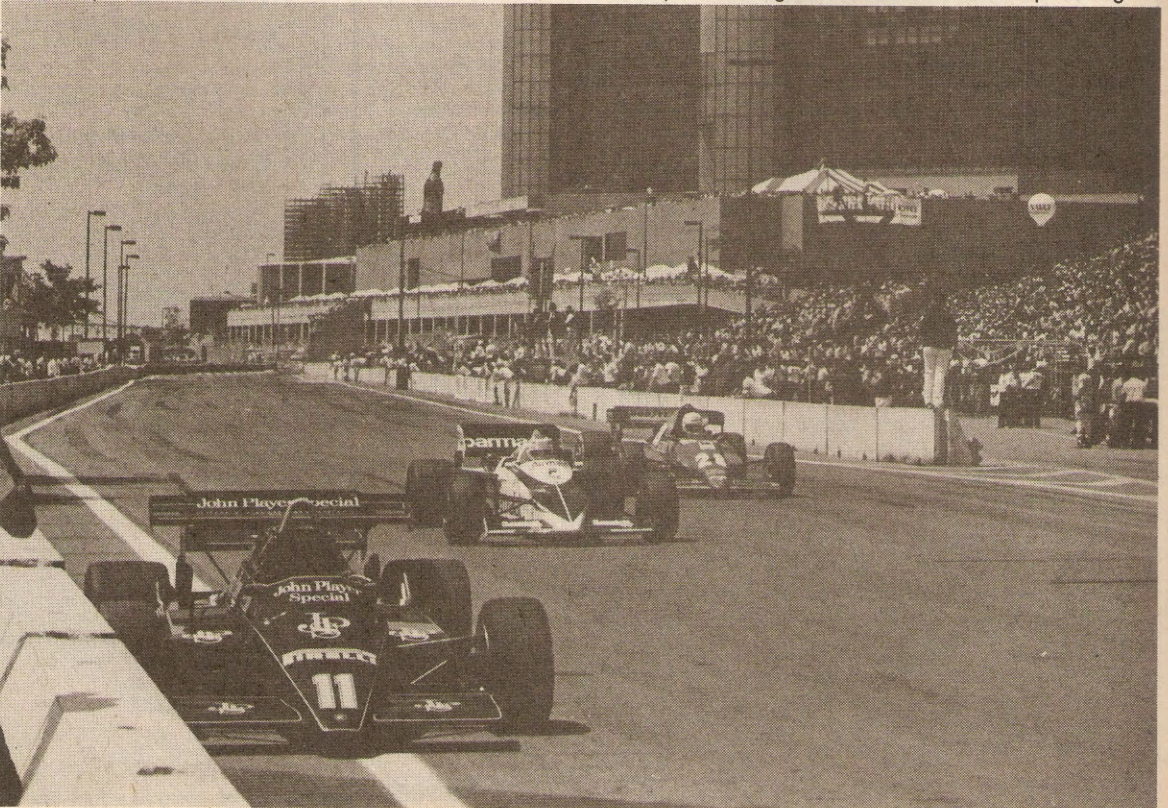
Surer came next, also two laps down, while the final finisher was Baldi, four laps down after a spin and a long pit stop had spoiled his race.

It had the ingredients of being a great race, but only ended up a good one, especially for Rosberg, whose championship chances are still alive despite the odds against him. "Unfortunately, those odds get longer all the time from here to the end of the season, with places like Silverstone, Austria, Monza and Hockenheim coming up," said Keke. But you can be sure he won't let that stop him trying just as hard as he did in Rio, where those six points would have made him joint leader last Sunday.

Of course, after the race, there was the usual round of protests, Brabham protesting Renault for what they forgot to protest at Spa — the exhaust system layout — which Brabham says aids the aerodynamics of the car.

The stewards threw it out, leaving Brabham to appeal, while Renault retaliated with a claim that the rear wing of the Brabham was too high. That too was thrown out after it became 'legal' again with the drivers weight and full fuel added to the car. Official results were delayed again for several hours. It's no wonder Americans have a poor view of F1, when the racing takes a back seat to the politics. Maybe Rosberg has a good chance to retain his title after all . . .

Passing de Angelis's stricken Lotus, Arnoux's Ferrari makes a run at Piquet's leading Brabham at the end of the pits straight.

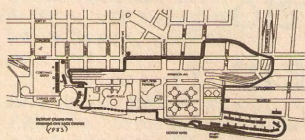


WINNER	M. ALBORETO	in TYRRELL 011	average speed	81.158	mph
FASTEST LAP	J. WATSON	in McLAREN MP4/1C	on lap	55	in 1 m. 47.668 s. 83.590 mph
EXISTING RECORD	UNUSED NEW CIRCUIT	in -	in	m.	s. - mph
PREVIOUS RESULT	J. WATSON	in McLAREN MP4	average speed	78.2	mph
WEATHER	WARM. DRY.		LENGTH	60 laps of 2.56 mile circuit, 153.60 miles	

ENTRIES

No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE	
1	K. ROSBERG	WILLIAMS FW 08C	TAG WILLIAMS RACING TEAM	MOBIL	GOOD	FW 08C - 7	DFV	RACE CAR.
17	K. ROSBERG	WILLIAMS FW 08C	TAG WILLIAMS RACING TEAM	MOBIL	GOOD	FW 08C - 9	DFV	
2	J. LAFFITE	WILLIAMS FW 08C	TAG WILLIAMS RACING TEAM	MOBIL	GOOD	FW 08C - 8	DFV	
3	M. ALBORETO	TYRRELL 011	BENETTON TYRRELL TEAM	VALVOLINE	GOOD	011-4	DFV	
4	D. SULLIVAN	TYRRELL 011	BENETTON TYRRELL TEAM	VALVOLINE	GOOD	011-5	DFV	
5	N. PIQUET	BRABHAM BT 52	FILA SPORT	CASTROL	MICH	BT 52-3	BMW 4-cyl Turbo	
6	R. PATRESE	BRABHAM BT 52	FILA SPORT	CASTROL	MICH	BT 52-1	BMW 4-cyl Turbo	
7	J. WATSON	McLAREN MP4/1C	MARLBORO McLAREN INTERNATIONAL	UNIPART	MICH	MP4/1C-8	DFV	
8	N. LAUDA	McLAREN MP4/1C	MARLBORO McLAREN INTERNATIONAL	UNIPART	MICH	MP4/1C-7	DFV	
9	M. WINKELHOCK	ATS D6	TEAM ATS	SHELL	SHELL	D6-02	BMW 4-cyl Turbo	RACE CAR.
9T	M. WINKELHOCK	ATS D6	TEAM ATS	SHELL	SHELL	D6-01	BMW 4-cyl Turbo	
11	E. DE ANGELIS	LOTUS 93T	JOHN PLAYER TEAM LOTUS	ELF	ELF	PIR 93T-1	RENAULT V6 Turbo	
12	N. MANSELL	LOTUS 92	JOHN PLAYER TEAM LOTUS	ELF	ELF	PIR 92-10	DFV	
15	A. PROST	RENAULT RE 40	EQUIPE RENAULT-ELF	ELF	ELF	MICH RE 40-03	RENAULT V6 Turbo	
16	E. CHEEVER	RENAULT RE 40	EQUIPE RENAULT-ELF	ELF	ELF	MICH RE 40-02	RENAULT V6 Turbo	
22	A. DE CESARIS	ALFA ROMEO 183T	MARLBORO TEAM EURORACING	AGIP	AGIP	MICH 183T-02	ALFA V8 Turbo	
23	M. BALDI	ALFA ROMEO 183T	MARLBORO TEAM EURORACING	AGIP	AGIP	MICH 183T-04	ALFA V8 Turbo	
25	J.-P. JARIER	LIGIER JS 21	LIGIER GITANES	ELF	ELF	MICH JS 21-04	DFV	
26	R. BOESEL	LIGIER JS 21	LIGIER GITANES	ELF	ELF	MICH JS 21-03	DFV	
27	P. TAMBAY	FERRARI 126 C2/B	S.p.a. FERRARI S.E.F.A.C.	AGIP	AGIP	GOOD 126 C2/B-065	FERRARI V6 Turbo KKK	RACE CAR.
27T	P. TAMBAY	FERRARI 126 C2/B	S.p.a. FERRARI S.E.F.A.C.	AGIP	AGIP	GOOD 126 C2/B-063	FERRARI V6 Turbo KKK	
28	R. ARNOUX	FERRARI 126 C2/B	S.p.a. FERRARI S.E.F.A.C.	AGIP	AGIP	GOOD 126 C2/B-064	FERRARI V6 Turbo KKK	
29	M. SURER	ARROWS AG	ARROWS RACING TEAM	VALVOLINE	GOOD	AG-4	DFV	
30	T. BOUTSEN	ARROWS AG	ARROWS RACING TEAM	VALVOLINE	GOOD	AG-3	DFV	
31	C. FABI	OSELLA FA 10	OSELLA SQUADRA CORSE	AGIP	AGIP	MICH FA 10-2	DFV	DNQ. DNS.
32	P. GHINZANI	OSELLA FA 1E	OSELLA SQUADRA CORSE	AGIP	AGIP	MICH FA 1E-1	ALFA V12	
33	R. GUERRERO	THEODORE N 183	THEODORE RACING	VALVOLINE	GOOD	N 183-16	DFV	
34	J. CECOTTO	THEODORE N 183	THEODORE RACING	VALVOLINE	GOOD	N 183-15	DFV	RACE CAR.
34T	J. CECOTTO	THEODORE N 183	THEODORE RACING	VALVOLINE	GOOD	N 183-17	DFV	
35	D. WARWICK	TOLEMAN TG 183 B	CANDY TOLEMAN MOTOR SPORT	BP	BP	PIR TG 183B-02	HART 4-cyl Turbo	RACE CAR.
35T	D. WARWICK	TOLEMAN TG 183 B	CANDY TOLEMAN MOTOR SPORT	BP	BP	PIR TG 183B-01	HART 4-cyl Turbo	
36	B. GIACOMELLI	TOLEMAN TG 183 B	CANDY TOLEMAN MOTOR SPORT	BP	BP	PIR TG 183B-03	HART 4-cyl Turbo	

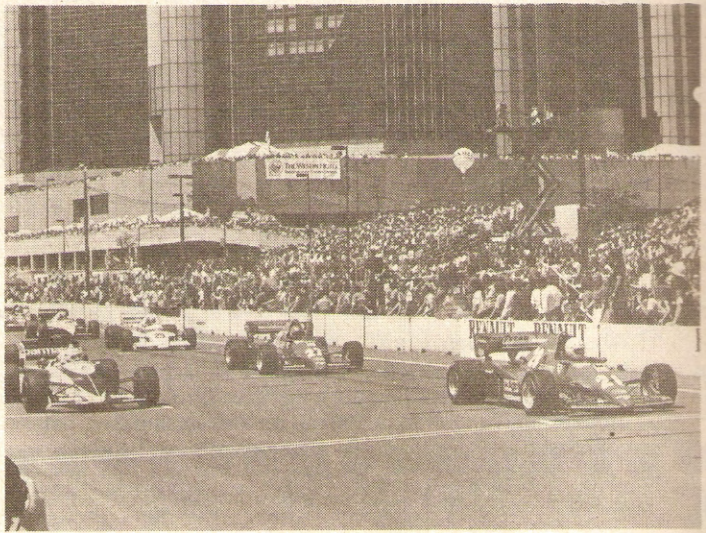
PRACTICE 1		PRACTICE 2		STARTING GRID			
DATE FRIDAY p.m. JUNE 3		DATE SATURDAY p.m. JUNE 4					
WEATHER COOL. VERY WET.		WEATHER WARM. DRY.					
1	K. ROSBERG	2m. 06.382s.	28 R. ARNOUX	1m. 44.734s.	R. ARNOUX	1m. 44.734s.	28
25	J.-P. JARIER	2m. 07.652s.	5 N. PIQUET	1m. 44.933s.	N. PIQUET	1m. 44.933s.	5
12	N. MANSELL	2m. 07.792s.	27 P. TAMBAY	1m. 45.991s.	P. TAMBAY	1m. 45.991s.	27
22	A. DE CESARIS	2m. 08.034s.	11 E. DE ANGELIS	1m. 46.258s.	E. DE ANGELIS	1m. 46.258s.	11
3	M. ALBORETO	2m. 08.198s.	29 M. SURER	1m. 46.745s.	M. SURER	1m. 46.745s.	29
16	E. CHEEVER	2m. 08.418s.	3 M. ALBORETO	1m. 47.013s.	M. ALBORETO	1m. 47.013s.	3
33	R. GUERRERO	2m. 08.496s.	16 E. CHEEVER	1m. 47.334s.	E. CHEEVER	1m. 47.334s.	16
28	R. ARNOUX	2m. 08.851s.	22 A. DE CESARIS	1m. 47.453s.	A. DE CESARIS	1m. 47.453s.	22
8	N. LAUDA	2m. 09.019s.	35 D. WARWICK	1m. 47.534s.	D. WARWICK	1m. 47.534s.	35
29	M. SURER	2m. 09.292s.	30 T. BOUTSEN	1m. 47.586s.	T. BOUTSEN	1m. 47.586s.	30
11	E. DE ANGELIS	2m. 09.681s.	33 R. GUERRERO	1m. 47.701s.	R. GUERRERO	1m. 47.701s.	33
7	J. WATSON	2m. 10.632s.	1 K. ROSBERG	1m. 47.728s.	K. ROSBERG	1m. 47.728s.	1
27	P. TAMBAY	2m. 10.994s.	15 A. PROST	1m. 47.855s.	A. PROST	1m. 47.855s.	15
30	T. BOUTSEN	2m. 11.107s.	12 N. MANSELL	1m. 48.395s.	N. MANSELL	1m. 48.395s.	12
23	M. BALDI	2m. 11.169s.	6 R. PATRESE	1m. 48.537s.	R. PATRESE	1m. 48.537s.	6
5	N. PIQUET	2m. 11.506s.	4 D. SULLIVAN	1m. 48.648s.	D. SULLIVAN	1m. 48.648s.	4
9	M. WINKELHOCK	2m. 12.092s.	36 B. GIACOMELLI	1m. 48.785s.	B. GIACOMELLI	1m. 48.785s.	36
26	R. BOESEL	2m. 12.164s.	8 N. LAUDA	1m. 48.992s.	N. LAUDA	1m. 48.992s.	8
2	J. LAFFITE	2m. 13.080s.	25 J.-P. JARIER	1m. 48.994s.	J.-P. JARIER	1m. 48.994s.	25
36	B. GIACOMELLI	2m. 13.205s.	2 J. LAFFITE	1m. 49.245s.	J. LAFFITE	1m. 49.245s.	2
34	J. CECOTTO	2m. 14.547s.	7 J. WATSON	1m. 49.250s.	J. WATSON	1m. 49.250s.	7
31	C. FABI	2m. 15.085s.	9 M. WINKELHOCK	1m. 49.466s.	M. WINKELHOCK	1m. 49.466s.	9
32	P. GHINZANI	2m. 15.556s.	26 R. BOESEL	1m. 49.540s.	R. BOESEL	1m. 49.540s.	26
15	A. PROST	2m. 15.731s.	32 P. GHINZANI	1m. 49.885s.	P. GHINZANI	1m. 49.885s.	32
6	R. PATRESE	2m. 17.489s.	23 M. BALDI	1m. 49.916s.	M. BALDI	1m. 49.916s.	23
4	D. SULLIVAN	2m. 18.758s.	34 J. CECOTTO	1m. 51.709s.	J. CECOTTO	1m. 51.709s.	34
			31 C. FABI	1m. 53.516s.			



LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
28 R. ARNOUX	5	5	5	5	5	5	5	5	5	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
5 N. PIQUET	28	28	28	28	28	28	28	28	28	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
27 P. TAMBAY	11	11	11	11	11	11	11	11	11	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
11 E. DE ANGELIS	22	22	22	22	22	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
29 M. SURER	3	3	3	3	3	1	1	1	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
3 M. ALBORETO	35	35	35	35	35	1	1	1	1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
16 E. CHEEVER	1	1	1	35	35	15	15	15	15	15	15	15	15	15	15	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
22 A. DE CESARIS	16	16	16	16	16	30	30	30	30	30	30	30	30	30	30	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
35 D. WARWICK	30	30	30	30	30	6	6	6	6	6	6	6	6	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
30 T. BOUTSEN	29	15	15	15	15	30	30	30	30	2	2	2	2	2	2	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33
33 R. GUERRERO	15	29	29	29	29	2	2	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
1 K. ROSBERG	33	33	33	33	33	33	33	33	33	4	4	4	4	4	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
15 A. PROST	12	2	2	2	2	6	6	6	6	12	12	12	12	12	12	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
12 N. MANSELL	2	6	6	6	6	2	2	2	2	4	4	4	4	4	4	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
6 R. PATRESE	4	4	4	4	4	12	12	12	12	29	29	29	29	29	29	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
4 D. SULLIVAN	6	12	12	12	12	8	8	8	8	25	25	25	25	25	25	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
36 B. GIACOMELLI	8	8	8	8	8	25	25	25	25	9	9	9	9	9	9	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
8 N. LAUDA	25	25	25	25	25	9	9	9	9	36	36	36	36	36	36	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
25 J.-P. JARIER	9	9	9	9	9	36	36	36	36	7	7	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
2 J. LAFFITE	36	36	36	36	36	7	7	7	7	34	34	34	34	34	34	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
7 J. WATSON	7	7	7	7	7	34	34	34	34	26	26	26	26	26	26	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
9 M. WINKELHOCK	23	23	23	23	23	26	26	26	26	25	25	25	25	25	25	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
26 R. BOESEL	32	34	34	34	34	26	26	26	26	25	25	25	25	25	25	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
32 P. GHINZANI	34	32	32	32	32																																
23 M. BALDI	26	26	32	32	32																																
34 J. CECOTTO																																					

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
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26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
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33																						



RESULTS

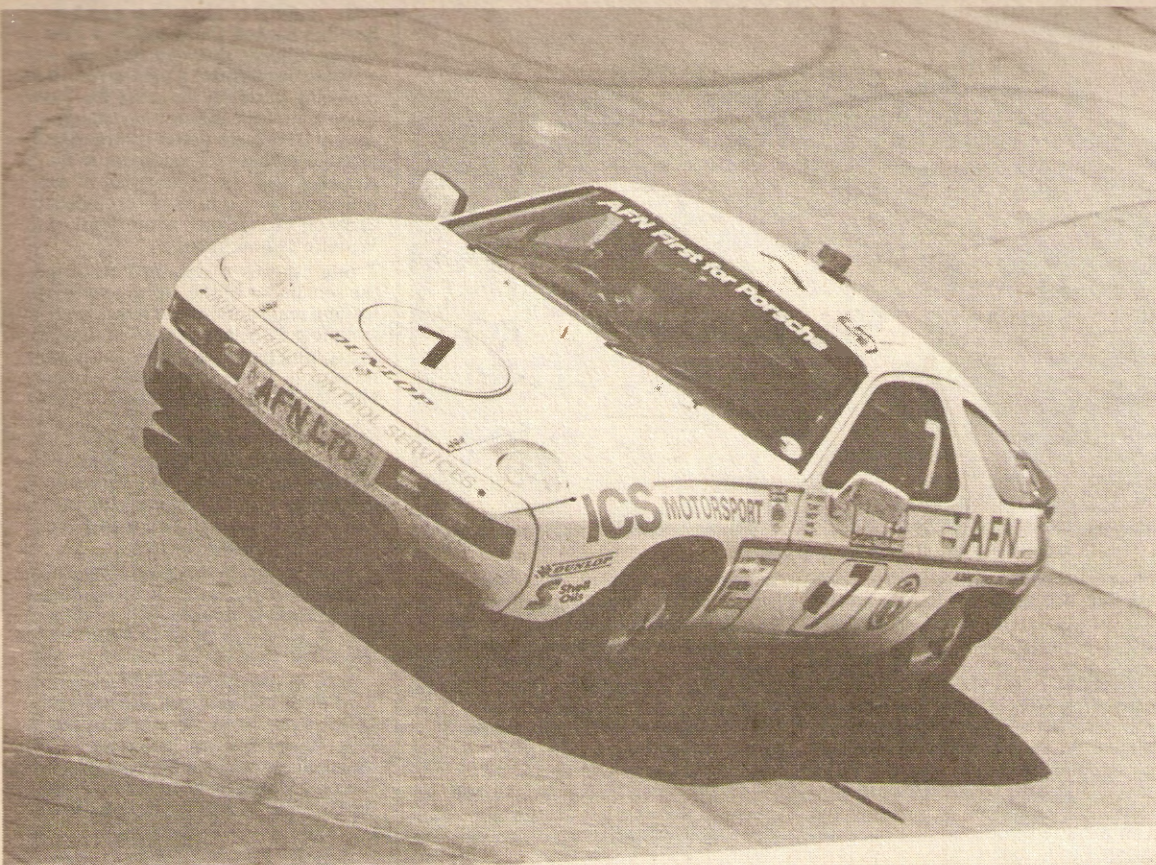
No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES	SUSP.	G. BOX	PLUGS	INJECT.	ELECS.
1	3 M. ALBORETO	FYRRELL 011	60	1h. 50m. 53.669s.	81.158	A.P. FER	KONI	TYRRELL-HEWLAND	CHAMPION	LUCAS	LUCAS-CONTACTLESS
2	1 K. ROSBERG	WILLIAMS FW08C	60	1h. 51m. 01.371s.	81.1	A.P. FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS-CONTACTLESS
3	7 J. WATSON	MCLAREN MP4/1C	60	1h. 51m. 02.952s.	81.0	S.E.P. FER	KONI	MCLAREN-HEWLAND	UNIPART	COBORTH-LUCAS	CONTACTLESS
4	5 N. PIQUET	BRABHAM BT 52	60	1h. 52m. 05.854s.	80.3	GIRL-A.P. FER	KONI	BRABHAM-HEWLAND	CHAMPION	BMW	CONTACTLESS
5	2 J. LAFFITE	WILLIAMS FW 08C	60	1h. 52m. 26.272s.	80.0	A.P. FER	KONI	HEW FGB	CHAMPION	LUCAS	CONTACTLESS
6	12 N. MANSELL	LOTUS 92	59			GIRL-LOCK FER	KONI	LOTUS-HEWLAND	CHAMPION	LUCAS	ELEC. TECH. STEIN
7	30 T. BOUTSEN	ARROWS AG	59			LOCK FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
8	15 A. PROST	RENAULT RE 40	59			LOCK FER	KONI	RENAULT-HEWLAND	CHAMPION	RENAULT	RENAULT
9	36 B. GIACOMELLI	TOLEMAN TG 183B	58			LOCK-GIRL FER	KONI	TOLEMAN-HEWLAND	CHAMPION	MART-LUCAS	MART-LUCAS
10	26 R. BOESEL	LIGIER JS 21	58			A.P. BREMB FER	LIGIER HYD	HEW FGB	CHAMPION	LUCAS	LUCAS-CONTACTLESS
11	29 M. SURER	ARROWS AG	58			LOCK FER	KONI	HEW FGB	CHAMPION	LUCAS	LUCAS
12	23 M. BALDI	ALFA ROMEO 183T	56			LOCK FER	KONI	ALFA ROMEO	CHAMPION	LUCAS	MARELLI DUPLEX

RETIREMENTS

No.	DRIVER	LAPS	REASON
27	P. TAMBAY	0	STALLED AT START.
32	P. GHINZANI	4	OVERHEATING.
16	E. CHEEVER	4	ELECTRICS.
11	E. DE ANGELIS	5	TRANSMISSION.
6	R. PATRESE	24	BRAKES.
35	D. WARWICK	25	ENGINE.
9	M. WINKELHOCK	26	ACCIDENT.
25	J.-P. JARIER	29	WHEEL NUT SEIZED ON.
4	D. SULLIVAN	30	ENGINE CUT OUT.
28	R. ARNOUX	31	ELECTRICS.
22	A. DE CESARIS	33	TURBO.
34	J. CECOTTO	34	GEAR LINKAGE.
33	R. GUERRERO	38	GEAR LINKAGE. (RUNNING AT FINISH).
8	N. LAUDA	49	HANDLING. SEIZED SHOCK ABSORBER.

CHAMPIONSHIP POINTS

DRIVER	POINTS	CONSTRUCTOR	POINTS
1 A. PROST	28	1 RENAULT	36
2 N. PIQUET	27	2 WILLIAMS-FORD	32
3 P. TAMBAY	23	3 FERRARI	31
4 K. ROSBERG	22	4 BRABHAM-BMW	27
5 J. WATSON	15	5 MCLAREN-FORD	25
6 N. LAUDA	10	6 TYRRELL-FORD	11
6 J. LAFFITE	10	7 ARROWS-FORD	4
8 M. ALBORETO	9	8 THEODORE-FORD	1
9 R. ARNOUX	8	8 ALFA ROMEO	1
9 E. CHEEVER	8	8 LOTUS-FORD	1
11 M. SURER	4		
12 D. SULLIVAN	2		



First for Porsche: the AFN-entered 928S heads for victory — by 28 laps!

Super-car sensation

Porsche 928S sweeps to victory — Dowsett wins for the fourth consecutive year — Excellent reliability as 19 out of 20 finish — Opel second, Porsche 911 third — VW and Skoda take middle and small classes — Report: ANDY LEEDER — Photography: MIKE DIXON.

The fourth Willhire 24 Hour Race run at Snetterton last weekend included, for the first time, a class for 'super cars'. Although that category attracted just two entries it added an extra depth of quality to the event and gave focal points to the spectators and media alike. Ultimately, it provided the race winner — the pre-race favourite — the AFN Porsche 928S.

Driving the Porsche, on which the Achilles tendon was definitely the rate of brake pad wear yet which nonetheless set a new distance record, were those respected talents Tony Dron, Win Percy, Andy Rouse and Phil Dowsett; Phil has now impressively shared the winning car on all four occasions. Missing from that driver line-up was Tony Lanfranchi (the car's regular pilot in prod sports races) but the veteran opted to compete in his usual prodsaloon mount, the Monorep Opel Monza because of his long association with General Motors. Aided by Tony's vast experience, the Monza finished in a very creditable second place; co-drivers were 'youngsters' Steve Soper and John Cleland.

Third was the other supercar, the BF Goodrich sponsored Porsche 911 which was handled by its regular driver Colin Blower, along with Malcolm Paul and AUTOSPORT'S Tiff Needell; for the first six hours the 911 matched the pace of the 928 (and almost equalled its appetite for brake pads) but a broken CV joint then cost it a lot of time from which it never completely recovered.

The reliability of the two Volkswagens entered was excellent, both running steadily to class wins. Nick Stavely, John Llewellyn and Steve McHale gained an amazing fourth overall, with the former's Scirocco. Andy McLennan, Glen Maskell and Anthony Raine took sixth with their spritely driven Simmons' backed Golf GTI. The final class winner was the Skoda Rapid Coupé, a new car entered by Skoda (Great Britain) for Tony Dickinson, Tim Read, Andy Woolley and Bill Hunt.

Once again this club racing classic was a success for the hard working BRSCC. The pit road atmosphere was superb — second only to that at the inaugural race — and that 19 of the 20 starters were still running at the close indicates clearly the importance of a pit crew involvement in a car's continued progress throughout the 24 hours, and this team-work accounts for much of the popularity of the unique marathon.

AUTOSPORT, JUNE 9, 1983

resplendent in BF Goodrich colours and driven by another experienced team: Colin Blower, Malcolm Paul (first over the line last year) and Tiff Needell.

Third on the grid and surprising everyone (themselves included one suspected) was the Caterham Super Seven of the Savoir Faire team. This Minister powered projectile was to be driven by Formula Fordsters Jeff Williams and Mark Goddard along with Mini exponent Richard Haney. Alongside the Seven on row 2 was the first of the Ford Capris. Prepared by Marshall Asquith Racing it was, not surprisingly, driven by Gerry Marshall to record its fastest practice lap. Co-drivers were the car owner Martin Mulchrone, Andrew Jeffreys and Eric Cook.

The third rank contained the Willhire Racing with Team Telecom Capri. Ted Savory and Vince Woodman joined Willhire Managing Director, Roger Williams, behind the wheel. The Opel Monza, running for the first time on TRX tyres, and driven by Tony Lanfranchi, Steve Soper and John Cleland was next up.

Morgan Plus 8s have regularly featured in the Willhire race and the first of the two entered this year was the Allied Rubber Products/Universal Tyres entered car. A veteran of two round-the-clock races, the car had been idle for six months and throughout practice was troubled by fuel feed problems. Owner Norman Stechman headed the driver team which included Paul Everett, Mike Ridley and the volatile Frenchman François Duret. Pete Walters' Capri completed the fourth row. CJ had entered the car Skid Scarborough raced in Prod Saloons last season and not surprisingly flat-mate Skid was on the driver strength along with brother Trevor and Ken Crofton.

A second Caterham Super Seven had been entered by journalist Jeremy Coulter. Regular Seven pilots Clive Roberts and Duke Soares completed the team, who were preparing for the race more cautiously than the Savoir Faire team and consequently had lapped 2.5secs slower.

The two VWs were next up; the Scirocco of Nick Stavely, John Llewellyn and Steve McHale ahead of the Andy McLennan, Anthony Raine and Glen Maskell Golf GTI.

The second Morgan was the traditional entry of the Bulldog Team which included husband and wife John and Mary Lindsay, Leigh Sebba, Dave Saunter and car owner Jim Deacon. Interloping in the Richard Bourne prepared car was Jaguar E type driver Tim Sisson. As always the team was supported in the pits by the Morgan Sports Car Club.

Row 7 contained the BMW 3.0Si driven by local rallymen Roger Bennington, Chris Blyth and David Gowing, the latter pair racing for the first time, and South African Mark Woodwiss. Beside them were another local team of Kevin Ryder, Barry Andrews and Keith Atkins in an Opel Commodore. Atkins had crashed the car heavily in unofficial practice on Friday and at first the team thought they would have to scratch, but with a lot of help from other teams and good will from the organisers, the car was ready to go in the early hours of Saturday.

The next rank was headed by the TR7 of Wattoh Hire Centre with Saxon Radio. Dick Adams had got the car's usual group of drivers together again which included himself, Kerry Nash, Dave Colman, Duncan Kirk and Graham Boulton. Alongside was the second BMW on which was focussed a lot of attention for Radio 1 DJ and TV AM presenter Mike Smith had joined car owner Tony Stubbs, Glen Wallis and Gary Woodward to share the driving seat.

An interesting entry for the Terrys

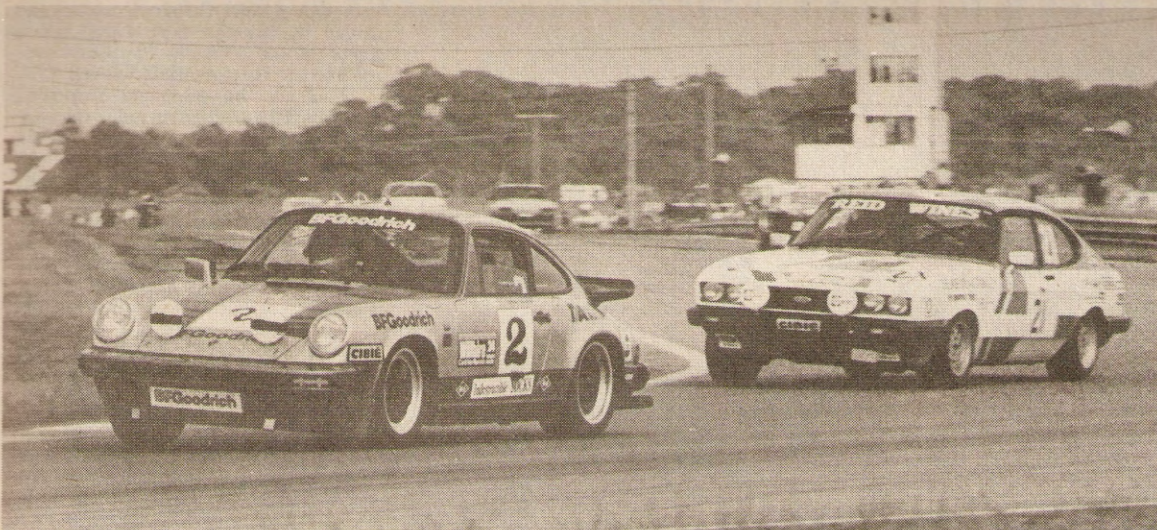
QUALIFYING

It was with some trepidation that this writer arrived at the Norfolk track, for having witnessed the previous Willhire 24 hour races, it was felt that this year the pre-race momentum was considerably less. Now into its fourth year the event had to stand on its own; no longer could any area of organisational inefficiency be put down to inexperience.

Indeed, the picture soon unfolded, many teams admitted to starting their preparation very late as if the race, which was taking place two months earlier than last year, had crept up on them unaware. However, the BRSCC and Willhire were aware, and to add glamour to the event that had introduced a new class for 'car with a price/value exceeding £15,000'; the two entries from which occupied the front row of the grid.

There were two practice sessions, each of one hour duration. The first was a miserable affair which took place in heavy rain after dark on Friday evening and the second was late on Saturday morning. Five secs faster than anyone else in the wet was the Porsche 928S. An ex-demonstrator with 20,000 miles under its belt, the car had been prepared by AFN Ltd and entered by them in conjunction with ICL Ltd, the company of three times winner Pete Hall. The driver line up, possibly the strongest yet seen in the event was Tony Dron, Win Percy, Andy Rouse and Phil Dowsett, the latter pair emphasising the Industrial Control Services Link under whose banner they regularly race.

Cutting the 928S's advantage to 2.5secs in the dry session was the immaculately turned out Porsche 911,



Colin Blower's Porsche 911 was harried in the early laps by Gerry Marshall in his 2.8i Capri.

Drury and Sanger and rallycross exponent Graham Hathaway headed the penultimate rank of the grid, in a new Alfa Romeo GTV6 built by Drury's TDR cars. This experienced team were disappointed to find that their powerful yet legal car could only qualify at the back of the grid, outpaced by cars that ought to be slower. The Ford Fiesta XR2 that completed the row was entered by John Ballentyne with Paul Bayley, Gee Walker and one Phillip Bullman joining him on the driver front. Bullman was racing for the first time in two years.

At the back of the grid were the two entries from the smallest class. The Skoda of Tony Dickinson, Tim Reed, Andy Woolley and Bill Hunt and a Honda Civic circa 1975 prod saloon racer, which its original driver Doug Wood had purchased back again last year for £200 and entered for himself, Dave Fletcher, Tim Wright, Martin Kist, Roger Britten and Steve Heiney.

THE 24 HOURS

At exactly 4.00 on Saturday afternoon the pace car peeled off into the pit lane, the 19 car field continued their parade lap in orderly fashion and took the green light as they accelerated towards the start line.

Rouse in the 928 immediately slotted ahead of Blower into the first corner. The AFN team were aware that they would have to stop more frequently than the other front runners and Andy quickly began to build an advantage. After 10 laps he was 30secs clear and already lapping the midfield runners; 20 laps and the lead was 50secs with only four cars remaining on the same lap. It was an impressive display by Rouse as he dealt with the heavy traffic in exemplary fashion. On lap 34, after 48mins of racing, the 928 lapped the 911 of Colin Blower which held second place.

Blower, like most of his rivals, was running to a pre-planned lap time, limiting his engine revs, conserving the tyres to last the duration of a tank full of fuel and, importantly for the Porsches, establishing the rate of brake pad wear. Marshall had briefly ousted Blower from the runner up slot in the first few laps and for much of the first hour was leading the saloon contingent. Williams, in the Seven, was fourth ahead of Lanfranchi, whose Opel looked a terrible handful on full tanks, Mike Ridley in the first of the Morgans and the Capris of Graham Scarborough and Williams. Leading Class C was the Golf, forcefully driven by McLellan while in Class E the Skoda had already proved itself superior to the Honda. Charging along and making up ground through the lower order was Smith in the BMW which had suffered a seized gearbox in practice and the

replacement cannibalised from a road-going car, was not fitted in time so that the DJ had to start the race a lap late from the pit lane.

After just half an hour came the first unscheduled stop; Mike Ridley pitted the first of the Morgans with repetition of the practice bothers and a fuel pump was changed. A few minutes later Marshall too stopped to report a fuel feed problem; the first of several visits that dropped the car way down the order and which persisted until the fuel tank was changed two hours later.

At the two hour mark, in the battle for the lead, the 928 was a further lap up on the 911, the British Telecom Capri was third following a good start by the event's sponsor. An incredible fourth was the Golf from the Waters Capri and the Savoir Faire Caterham. Jeff Williams had lost time earlier when he scared himself as he gulped some fruit juice and choked inside his helmet. This forced the gasping driver to halt the Seven at the side of the track and tear off his helmet to regain his breath.

The next few hours until darkness were exciting. The AFN car proved unable to capitalise further on its speed and the car's advantage was turned into a two lap deficit when Percy brought it in with a seized front brake. Under pressure the team were somewhat disorganised and Dowsett was directed back into the race with a jack trapped under the car which fouled the overhead refuelling lines, and if Dowsett had gone on any further than the 10 metres he travelled the refuelling tank would have been torn down. From then on little untoward happened to the car.

For almost an hour the two leading cars lapped at the same pace; Needell led in the 911 and maintained its advantage over the 928. At 8.30pm Tiff limped his car into the pits, a broken cv joint necessitating a drive shaft change; the driver was sent out again briefly to keep the car moving while a road car was stripped of the necessary part. The

activity in the pits had also been spectacular for the Marshall Capri. In the course of changing the fuel tank the car briefly caught fire as three mechanics worked underneath; happily it was quickly extinguished and no damage done to man or machine. The little Honda too was in trouble, and it received extensive body repairs after it had crashed in the pit approach lane!

As darkness began to fall the V8 engined Porsche led comfortably from the Opel Monza, the Roger Williams Capri, the Stechman Morgan which had climbed rapidly back into contention and the VW Scirocco which comfortably led Class D. Class C was a tight scrap between the Golf, the TR7 (which was running better than ever this year) and the smaller of the BMWs. The Honda had a brief moment of glory as the Skoda suffered a lengthy delay to sort gear selection bothers.

Sadly to record, much of the excitement of this period was lost to the paying public for only one commentator had been hired and in the main the only source of information was from the well distributed hourly bulletins from British Telecom.

The night was uneventful, save for Mike Smith spinning the BMW 323i and glancing a barrier, an incident which brought out the pace car for four laps just after midnight. Some drivers were perturbed to see in their headlights a large dog crossing the track as they sped down the Revett straight but that incident too passed without a mishap.

At 8.00am the 928S led by 14 laps from the Lanfranchi/Soper/Cleland Opel which, in its turn, was a scant two laps ahead of the ARP Morgan. The 911 had recovered to fourth after its long stop to change the drive shaft the previous evening and in fifth and sixth the Scirocco and Golf led their classes as did the Skoda. Out of contention had gone the Willhire/British Telecom car after two clutch changes.

The only other retirement came just

The night time scene around the pit area was quite spectacular.



after midnight when the Letchworth Roofing backed Capri suffered a major engine failure, although two cars were about to be excluded from the results for replacing parts on the cars; the Savoir Faire team for a differential change and the 3.0 BMW as a driver returned to the pits and took a fuel pump out to fix the stranded car. In both cases it was a conscious decision to be excluded but carry on racing, such is the spirit of the Willhire 24 hour race.

Interest was maintained throughout the remainder of the morning when the leading team announced it was trying to complete 1000 laps in the 24 hours, and the second placed Monza was known to be having front suspension problems, although a strut rigged across the front of the car cured that problem. The ARP Morgan which had held third spot throughout much of the night had the diff fail just before lunch and although the mechanics set to to repair it the car was destined to regain the track just 10mins before the finish of the race.

The Honda Civic was providing much comedy with repeated requests for ladies fights to create a makeshift fan-belt as the gallant team struggled to keep the car together.

Late in the race the 911 was running hard to catch the Opel and reduced its deficit from 10 to three laps in the last four hours but to no avail. Gerry Marshall too, as he seems to every year, was on full song in the final hour, chasing the Golf and sixth place; he failed to catch it by one lap.

Dron took the winning car over the line at 4.00pm to complete 995 laps, a very professional performance by professional drivers. Lanfranchi's team held onto their second place; Tony this time received his quota of luck — something that has eluded him in the past 24 hour races — and took a class win as well as the award for first saloon home. The other class went deservedly to the reliable and well driven VWs and the consistent Skoda.

At the prizegiving held on the start/finish line immediately after the race was a message from Roger Williams 'see you again same weekend next year' and with the rider that the publicity build up will begin much earlier next time.

SNETTERTON (GB)

Jun 4/5

Willhire 24 Hour Race

- 1, Tony Dron/Win Percy/Andy Rouse/Phil Dowsett (4.6 Porsche 928S) 995 laps;
- 2, Tony Lanfranchi/John Cleland/Steve Soper (3.0 Opel Monza) 967 laps;
- 3, Colin Blower/Malcolm Paul/Tiff Needell (3.0 Porsche 911) 964 laps;
- 4, Nick Staveley/John Llewellyn/Steve McHale (1.6 VW Scirocco) 942 laps;
- 5, Mary Lindsay/John Lindsay/Jim Deacon/Leigh Sebba/Dave Saunter/Mike Sisson (3.5 Morgan Plus 8) 919 laps;
- 6, Andy McLennan/Glen Maskell/Anthony Raine (1.8 VW Golf GTI);
- 7, Gerry Marshall/Maskell Jeffrey/Eric Cook/Martin Mulchrone (Ford Capri 2.8i) 914 laps;
- 8, Jeremy Coulter/Clive Roberts/Maynard Soares (Caterham Super Seven) 900 laps;
- 9, Dick Adams/Kerry Nash/Dave Colman/Duncan Kirk/Graham Boulton (Triumph TR7) 868 laps;
- 10, Tony Stubbs/Mike Smith/Glen Wallis/Guy Woodward (BMW 323i) 861 laps.

Any car with price/value exceeding £15,000 on

- 1.1.83: 1, Dron/Percy/Rouse/Dowsett; 2, Blower/Paul/Needell. All other cars over 2500cc: 1, Lanfranchi/Cleland/Soper; 2, Lindsay, M & J/Deacon/Sebba/Saunter/Sisson; 3, Marshall/Jeffreys/Cook; 4, Kevin Ryder/Barry Andrews/Keith Atkins (Opel Commodore). 1601-2500cc: 1, McLennan/Maskell/Raine; 2, Adams/Nash/Colman/Kirk/Boulton; 3, Stubbs/Smith/Wallis/Woodward; 4, Terry Drury/Terry Sager/Graham Hathaway (Alfa Romeo GTV6). 1301-1600cc: 1, Staveley/Llewellyn/McHale; 2, Coulter/Roberts/Dron/Soares; 3, John Ballentyne/Phillip Bullman/Gee Walker/Paul Bayley (Ford Fiesta XR2). Up to 1300cc: 1, Tony Dickinson/Tim Read/Andy Woolley/Bill Hunt (Skoda Rapid Coupé); 2, Doug Wood/Dave Fletcher/Tim Wright/Martin Kist/Roger Britten/Steve Heiney (Honda Civic).



The Lancia team celebrate the Acropolis win that puts them in line for the World Championship.

Lancia to chase after World series title?

Lancia executives are this week looking at ways of increasing their commitment to the 1983 World Championship for Makes following their last minute victory in Greece. Already there are plans to contest New Zealand with two cars, but Fiat are under pressure to finance an entry on the Argentinian round later this summer.

"The only thing that is sure at this moment," explained a Lancia spokesman, "is that Walter Rohrl will not go to Argentina. If the big boss Fiat pays, then the team will go, but at the beginning of the season we had no intention of trying to win the World Championship. Now we are in a good position, but our budget is too small."

While Rohrl is not expected in South America, however, it seems he will form a two car team with Attilio Bettega or Adartico Vudafieri for New Zealand at the end of this month. If the Argentinian expedition does go ahead, then Vudafieri's name has been linked to the entry, and it seems unlikely that Carlos Reutemann would be included.

"Reutemann has been with our team in years past," continued the spokesman, "and he is a good friend. But on those occasions it was a summer event based in Tucuman. He is not so keen on the winter conditions this time."

The victory on the Acropolis has left the entire team on a real high, with the drivers particularly heaping praise on the Lancia Rally 037.

"Volumetric — supercharging — is now best," announced Markku Alen at the finish. "We have proved its reliability this time, and I think rallies will now be a fight between supercharging and four-wheel-drive."

Completing the success story in Greece, Pirelli notched up their 50th victory in a World Championship rally with a new P7 tyre, using new compounds and ribbing aimed at reducing punctures. There were still some punctures, but Pirelli were pleased with the development, and they have made a significant contribution to the Lancia's competitiveness since its launch less than 12 months ago.



Pirelli's latest rubber.

Testing progress of Group B Toyota Celica

Toyota Team Europe are apparently "very encouraged", with the progress of their latest Celica Turbo after testing in Greece recently. In the week preceding the start of the Acropolis, Bjorn Waldegaard worked with the car over a number of the northern stages.

"We used quite a lot of rubber," commented Henry Liddon, "and we broke a few things. But that is the point of the exercise. We really were very encouraged for a conventional car."

Problems at the Greek customs pre-

vented Toyota from trying the latest Pirelli products, as used by Lancia on the rally, and the team make no secret of their desire to move onto four-wheel-drive.

The team has now returned to the Cologne headquarters, where progress with the build programme is continuing on schedule. The last shell was due in the workshops this week, and the team are confident that they will meet the deadline for homologation into Group B next month. The Celica Turbo will definitely appear on the Mille Pistes.

Saeed planning ahead

Saeed Al Hajri, winner of the first Gulf Rally Challenge, was on the Acropolis Rally, watching the event's progress with interest. This week he was going to Finland for some coaching with Ari

Vatanen, and it seems likely that he will make an appearance on the Mille Pistes. Apparently, following his victory in the Gulf series he has received a present of a new home, worth a cool £250,000.

Argentine speculation

There was continuing speculation about the Argentinian round of the World Rally Championship in Greece last week. The move to the mountain resort of San Carlos de Barloche has not met with much enthusiasm from factory teams, and there is still no word about whether cars will be allowed to use studded tyres.

"They have changed their minds, about five times," commented Nini Russo of Lancia. "It will be a difficult rally — a typical winter rally — because there is a lot of snow on the roads."

"I have been there, and it presents many problems. It is even difficult to get hotel rooms because it is the ski-ing season at the same time."

Despite the apparent problems, the organisers are still sure that they will attract entries from a number of teams. Certainly both Nissan and Audi are expected to attend.

Donald's Bluebird

Jim Donald, twice New Zealand Rally Champion and winner of the Motogard Rally in 1981, has accepted a works drive in a Datsun Bluebird Turbo on this month's Sanyo International Rally, the next round of the World Rally Championship.

The car has been driven by Reg Cook over the last year and has proved very reliable, finishing eight of its nine events. Despite having spent much of his competitive days in Escorts, Donald has become no stranger to turbo power, having developed the Ford Laser Turbo. His car for the Sanyo Rally will be prepared by the factory mechanics and will be co-driven by Chris Porter.

Rosemary is sacked

Rosemary Smith will no longer drive for Dealer Opel Team Ireland, following a fairly stormy relationship with the team recently. Rosemary had a troubled time on the Circuit of Ireland rally earlier this year when her Group A Manta encountered a number of problems.

She made her feelings known, and has subsequently been informed that she is no longer required. Apparently the team had already offered a Group 4 Opel Ascona 400 to Marie Maloney, daughter of Michael Maloney, a main Opel dealer.



Lord on the Circuit.

Lord sorts out Mazda

Chris Lord is confident that he has cured the problems that have spoiled his efforts with the Group A Mazda RX-7 recently. Any hopes of repeating his Manx success on the recent Welsh International were dashed, almost before the rally began, with an obscure misfire.

On Sunday the car was used as course car for the Severn Valley Stages and, apart from some fuel vapourisation, it ran faultlessly.

"We think that we have sorted the problem now," commented Lord on Monday. "It seems there was a leak in one of the seals in the rotary engine that was letting water into the engine itself, not the fuel as we first thought. I think that it is remedied now though and I am optimistic about Scotland."

Lord has just returned from Greece where he was seen talking at length with representatives of both Mazda (Finland) and the 1000 Lakes Rally. Is he planning to tackle the World Championship event?

"There are discussions under way at present," explained the Yorkshireman, "but I am hopeful that something will be sorted. I am keen to do the rally and the prospects look good at the moment."



Compact Russek

The next round of the Shell Oils/AUTOSPORT RAC National Rally Championship is the Peter Russek Manuals Rally on July 23. The Swansea based event will retain the now-traditional format of a few long stages and Clerk of the Course, John Henderson, explained this week how he intends to run the rally.

"There will be five stages this year. Two of them will be over 25 miles in length and the total route will include 72 competitive miles. There will be two service areas, one at the usual Cam Gears factory at Resolven, and the rally will again be based at the Dragon Hotel in Swansea."

Regulations for the event are already available from David Isaac, 12 Firwd Vale, Neath. Tel: 0639 4480.



Terry Pankhurst and his wife, Julie, are currently enjoying their honeymoon. They were married on May 28 and are spending a fortnight in Tenerife. The holiday has given Terry the opportunity to forget some of his problems this year where the former Group 1 champion has had two engine blow-ups. The latest happened on the Manx Stages Rally when the David Wild unit was comprehensively destroyed. A decision will have to be made shortly whether or not the team will continue their programme for the year.



Sutherland getting to grips with the RX-7 in Wales.

Sutherland out of Mille Pistes

James Sutherland has withdrawn from the British Junior Team going to the Mille Pistes Rally next month. He was planning to take his Tony Maslen Mazda RX-7, but has now decided not to make the trip.

"I really do not have the finance to do the event, much as I would like to," explained the young driver on Monday. "I have a commitment to Mazda for the Open Championship and if I went to Mille Pistes it would mean making too many compromises. It is all a case of getting your priorities right."

Sutherland admits to having reserva-

tions about the way the Junior Team concept has moved since the first outing to Sweden. "I would like to go on record in thanking the RACMSA for their help, but I am concerned that this trip is becoming rather a Ford benefit. It seems that those drivers with Escort Turbos will be able to call upon more assistance than the others. Mazda would not be able to offer the same kind of support, so it all comes down to my own budget, and I have already explained about that."

Sutherland's next appearance will be on the Scottish Rally this weekend where the car will appear on Pirelli tyres.

Hard, fast Ulster Rally

Details of the Ulster Rally are now available and it seems that the fifth round of the Rothmans RAC Open Rally Championship will continue its tough format.

The route comprises 25 tarmac special stages, with 230 miles entirely over closed public roads inside a compact format of around 23 hours. Note-making will be allowed only during a restricted period in the three days before the start, and there will be pace notes on sale.

Support for the rally has again come from the Belfast City Council, where the event is based and there are generous discount schemes for ferry crossings. Details are available from Samuel Lawson, 1 Palmer Avenue, Lisbourn, Co Antrim.

Forums in Scotland

Two major teams are hosting forums at the time of the Arnold Clark Scottish Rally. Tonight (Thursday), GM Dealersport provide the entertainment at Arnold Clark's city centre showroom at 87 Bothwell Street, Glasgow. Starting at 7.30pm, there will be films and a panel with Russell Brookes and Terry Kaby. Admission will be £1 with all proceeds to Erskine Hospital.

On Wednesday June 15, Garstang & DMC are the hosts to Team Toyota GB at Broughton Park Hotel, Preston, for an evening of films and chat. Per Eklund, Dave Whittock, John Midgley and team boss, Steve Johnson, will be on hand for the event that starts at 8.00pm. Profits from the forum will go to the Cheshire Homes.

Taking the easy way?

The ELPA, organisers of the Acropolis Rally have been known to avoid confrontation in years past, but on the 30th running of their event, it appears they shied from excluding the two leading competitors.

A Judge of Fact was present at one point on an early special stage and reported that two cars had taken a route which did not comply with the instructions. It was possible to continue straight on at a junction left, missing a hairpin and rejoining the rally route with a time saving of about 20secs.

The Clerk of the Course suggested that no further action should be taken . . .

Briefly . . .

■ Bernard Beguin, who has been seen regularly this year with the BMW M1400 plus bhp racer, is expected to drive a Group A 323i in French championship events in the near future.

■ Jean-Pierre Nicolas, who has been involved in the early testing of the new Peugeot 205 Turbo, switched to a Talbot Samba Rallye for the recent Tour de Provence. He took the little car to fourth position overall on the two day rally.

■ Rod Wilshire and Steve White are heading for Belgium this weekend for the Grenland Rally in the Hasselt region. Using a Group 4 Escort that used to be driven by Russell Brookes, they hope to do better than last year when they struggled with unsuitable tyres.

■ No sooner had he bought the ex-Ian Cathcart Ascona 400, than Geoff Tremblett sold it again. Now back in pristine condition, the Boleyn-Cattini car has passed into the hands of Peter Cox while Tremblett is to stick to road events with an RS2000.

■ The organisers of the recently announced Tudor Webasto Jersey Rally have named the date. The closed road event will take place on October 29 with the start and finish in St Helier. Further details will shortly be available from Peter Collinson, Flat 10, 73 Colomberie, St Helier, Jersey.

■ Yorkshire Tyres Ltd are to offer a tyre service on local events to their Castleford base. This move supplements their increasing involvement with the sport as they are also planning to support Andy James on the Manx International and on remaining rounds of the Shell Oils/AUTOSPORT National Rally Championship.

■ Harald Demuth will be on the Scottish International after all. He will not be driving however, despite his return last week in Germany, and will be spectating.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jun 10/12	France	Rally Garrigues, European Rally Championship (co-eff 2). <i>This French championship round was won last year by Bruno Saby. This year, with Chris Williams alongside, he leads that series and must be one of the favourites to repeat last year's result.</i>
Jun 11/14	Scotland	Arnold Clark Scottish Rally. European Rally Championship (co-eff 2). Rothmans RAC Open Rally Championship, round 4. <i>Stig Blomqvist heads the entry for the latest round of the Open series. Russell Brookes heads the series and must do well here to keep his championship hopes alive while Jimmy McRae will be seeking the first 'home' win since 1963. Preview on page 31.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Jun 11	Liskeard	TSH Stages Rally (South Hams MC). <i>A round of the Rally Sport Championship, this 30 stage mile event starts from Liskeard town centre at 6.00pm and finishes at Looe Bin Down Golf Club at midnight.</i>
Jun 11/12	Swansea	Fletchers of Swansea Red Dragon Rally (Port Talbot MC). <i>An 11.00pm start for this 150 mile event around the twisty lanes of South Wales. Finish will be at the Telegraph Inn near Llangadog.</i>

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

For your diary . . .

Drystone Rally, July 16/17: The Mid-Derby's MC Drystone Rally is a round of the East Midland and ERO Championships with 140 miles available. Further details are available from D. Topham, 23 Shawcroft Avenue, Riddings, Derbyshire.

Scorpion Rally, September 3/4: Potteries & Newcastle MC event with 150 miles. A round of ANWCC and EMAMC Road Rally Championships with regulations from Sue Ashley, The Shennels, 58a Marsh Green Road, Elworth, Sandbach, Cheshire.

Stort Valley Stages, September 11: A round of both the AEMC and LCAMC championships, this Stort Valley AC event offers 30 stage miles within a compact route. Plenty of cash awards are on offer and details are available from David Angless, 30 Longcroft, Tackley, Bishops Cleeve, Hertfordshire. Tel: 0279 871490.

Milestone Stages, October 22: Welsh Border CC's annual forest rally with 37 stage miles for £50. A round of the Nicolet Instruments Welsh Stage Championship, the Lada Challenge and the AWMCC championship. Regulations will shortly be available from Mrs Christine Morris, 1 Llys Avenue, Oswestry, Shropshire.

ARNOLD CLARK SCOTTISH RALLY

Blomqvist or Brookes?

Seven years ago, Russell Brookes took his Ford Escort RS to his first international rally victory. The occasion was the Scottish Rally of 1976 and, despite a high speed roll on the second stage of the dusty event, he finished ahead of Roger Clark. One of Brookes's challengers on that occasion was Tony Fall, driving an Opel Kadett and co-driven by Mike Broad. Now Brookes and Broad are paired with each other and leading the Open Championship. Fourth on the Mintex, a win on the Circuit and second in Wales have given the Andrews supported Chevette driver a five point lead.

Brookes's closest challenger, and the man who must start the Scottish as favourite, is Stig Blomqvist. The Audi Sport UK Quattro is seeking a repeat of last year's win when Hannu Mikkola clawed his way from last to first with an incredible display of driving. Blomqvist is very much on form and, with the four-wheel-drive car requiring little more than a cursory check after its Welsh victory, will doubtless set a spectacular pace. Stig's back up will come from Andrew Cowan in the 80 Quattro (Harald Demuth still relegated to the role of spectator) and from Darryl Weidner in his own Clearlite Structural Glazing version. Lasse Lampi has withdrawn from the entry list, taking his own car back to Finland to concentrate on the 1000 Lakes Rally.

The Scots of course are eager to see one of their own win the event. You have to look back to 1963 to find the last Scot to take the top award — Andrew Cowan. The best hope this year is the reigning Open Champion, Jimmy McRae.

In Wales, McRae demonstrated the potential of the new Group B Opel Manta 400, only a time-consuming off preventing him taking second place. He will be fired up on home soil, however, and will not settle for anything less than a win so long as the car keeps going.

Virtually half the Scottish entry is made up of Group A cars, headed of course by the Team Toyota GB Corolla in the hands of Per Eklund. 'Pekka' produced another storming drive in Wales to take fourth place and should be the favourite for the Group prize again, backed as usual by John Midgley's similar car.

He will have to fend off the attack from the MCD team of Escort RS1600s in the hands of Malcolm Wilson and Louise Aitken. Team boss Dave Campion has prepared the cars "like tanks" and each gearbox has been carefully checked to avoid the sort of failure that has dogged the team so far this year.

Mazda will be represented again by Chris Lord — now with the elusive misfire hopefully cured — and James Sutherland. The sleek RX-7 racers may be fragile for Scotland and the drivers will have to work hard for the points.

Once again, the 'Surprising Skoda' of John Haugland and Peter Foubister will be there, our Rallies Editor aiming to do well on his 'home' event. The little car's strength and reliability should see it through the demanding four-day event with a good result as a reward.

GM's involvement with Group A stretches to Ian Cathcart and the — so far — luckless Russell Close with Manta GT/Es, and the determined group of Astras, driven by Brian Wiggins, Harry Hockley and Ian Harrison —

all of whom should figure strongly for the class places.

We must not forget the Scottish privateers either, for they can be relied upon to mix it with the best over their home soil. Ken Wood seems to have got to grips at last with his Rover and Bruce Lyle's Chevette should also get in among the top placings. With the ex-Per Eklund Toyota Celica (which the Swede took to seventh place on the event last year), the Scottish Championship leader will be seeking further points on this sixth round.

In short then, there is a lot to look forward to. The stages will assuredly test the preparation of the cars and the length of the event will test the stamina of the drivers. If it is dry, punctures will be a problem. If it is wet then traction will be at a premium. By Tuesday lunchtime, all will be revealed . . .

KEITH OSWIN

LEADING ENTRIES

1	Blomqvist/Cederberg	Audi Quattro
2	McRae/Grindrod	Opel Manta 400
3	Eklund/Whitlock	Toyota Corolla
4	—	—
5	Brookes/Broad	Vauxhall Chevette HSR
6	Kaby/Arthur	Vauxhall Chevette HSR
7	Wilson/Short	Ford Escort RS1600i
8	Everett/Lux	Nissan 240RS
9	Weber/Wanger	Opel Manta 400
10	Lord/Varley	Mazda RX-7
11	Haugland/Foubister	Skoda 120LS
12	Hauksson/Halldorsson	Ford Escort RS
13	—	—
14	Cowan/Douglas	Audi 80 Quattro
15	Wood/Brown	Rover SD1
16	Weidner/Hart	Audi Quattro
17	Fisher/Frazer	Opel Ascona 400
18	Fleming/Cunningham	Toyota Celica
19	Lyle/Kelly	Vauxhall Chevette HS
20	Aitken/Morgan	Ford Escort RS1600i



Brookes — Championship leader.

ROTHMANS RAC OPEN RALLY CHAMPIONSHIP

1	Russell Brookes	35
2	Stig Blomqvist	30
3	Jimmy McRae	27
4	Per Eklund	18
5	Bertie Fisher	14
6	Lasse Lampi	10
7	Ernest Kidney	8
8	Harald Demuth	6
	Ronnie McCartney	6
	Phil Collins	6

MANUFACTURERS' CHAMPIONSHIP GROUP A/GROUP B

1	Vauxhall (B)	37
2	Opel (B)	32
3	Ford (A)	32
4	Audi (B)	30
	Toyota (A)	30

FORM GUIDE TO THE 1983 OPEN RALLY CHAMPIONSHIP

	Scottish	Manx	RAC	Mintex	Circuit	Welsh
1	Mikkola	McRae	Mikkola	Blomqvist	Brookes	Blomqvist
2	McRae	Brookes	Mouton	McRae	Fisher	Brookes
3	Toivonen	Fisher	Toivonen	Eklund	McRae	Lampi
4	Brookes	Patrick	Alen	Brookes	Kidney	Eklund
5	Wilson	Tilke	Demuth	Demuth	McCartney	Collins
6	Kaby	Price	Brookes	Uotila	Lord	McRae
7	Eklund	Farrington	Waldegaard	McHale	Aitken	Wilson
8	Wood	Bengry	Blomqvist	Bean	Edwards	Fowden
9	Lyons	Freestone	Eklund	Fisher	Orr	Edwards
10	Lyle	Hutchinson	Wilson	Sutherland	Fennell	Smith

SPECTATOR INFORMATION

Saturday Jun 11

Scrutineering: Holiday Inn, Argyle Street, Glasgow (0900-1400). There will also be trade stands in the Holiday Inn — with driver interviews throughout the day. There will be an admission charge.

Start: George Square, Glasgow (1701). The cars will be flagged away from the City Chambers. There will be a commentary and driver interviews.

SS Bellahouston Park (1715): Opening stage of the rally is a 1.3-mile tarmac test in Bellahouston Park. Please arrive early and park sensibly. Spectator parking is available on the old tramway track at the south end of the park — approach on Mosspark Boulevard and follow RAC signs.

SS Rest and be Thankful (1900): Tarmac stage run uphill. Limited spectator parking at top of hill next to stage exit at 56/229075. Additional parking on forest road off B828 — follow arrows and marshals' instructions. No spectator parking on B828.

SS Minard (2000): Spectator parking on forest roads on opposite side of A83 from stage entrance at 55/945925. Follow arrows and comply with marshals' instructions. Alternatively, park at Cairnbaan an walk to stage finish at 55/845910.

SS Knappdale (2030): Park at Cairnbaan and walk to stage start at 55/820903. No spectator access to stage finish.

Sunday Jun 12

Rest halt, Fort William (0040): Service area and *parc fermé* in West End car park (41/098736). One hour rest halt for competitors. Snacks and meals will be available at the Grand Hotel (a short walk from the service area). Results will also be on display there.

SS Leanachan (0210): Stage entrance and exit at 41/146772. No parking on yellow road. Two-way rally traffic with narrow approach. Park in lay-bys and on verges of A82 and enter stage on foot. Do not obstruct main road.

SS Mandally (0325): Parking in lay-bys and on verges of A82 near stage entrance at 34/300986. Do not obstruct the main road, and please do not try to reach the stage exit, which is on a very narrow road with no room for parking.

SS Glenurquhart (0520): Limited parking at stage entrance at 26/451298. Please do not try to reach the stage finish — you will only disturb the forestry village residents.

SS Ord Hill (0800): Turn off A9 at Drumsmittal. Stage entrance and exit is at 26/653489. Two-way rally traffic, so drive carefully to walk from the A9 — distance approximately one mile.

Rest halt, Inverness (0820): Service area at Hamilton's Auction Mart (26/674457) and 1/2-hour rest halt for competitors at the Ladbroke Mercury Hotel (26/683457). Meals will be available at the hotel and results will be on display. *Parc fermé* for competing cars.

SS Inshriach (1100): Limited parking at stage entrance at 36/872071 and exit at 36/853044. Approach from Aviemore on B970, but please do not cause obstruction on this road.

SS Errochty (1240): Approach from Calvine on B847. Spectators must use the official car park next to the stage entrance at 42/767638. Parking charge £1.

SS Drummond Hill (1340): Situated one mile north of Kenmore on A827. The official car park is situated in the caravan park north of Kenmore at 52/772457. There will be a charge for parking. From the car park follow the track (signposted) to the forest and climb forest road to the stage route. There is a steep climb of approximately one mile to the stage, but it is well worth the walk. Please do not try to reach the stage start and finish as there is no parking available.

SS Craigvinean (1500): Situated two miles NW of Dunkeld on B898. Approach on B898 from A9. Parking will not be available at the stage start or finish, and spectators must use the official car park at Inchmaganachan Farm (52/001444). Parking charge is £1. From the car park, there is a short walk to the middle of the stage 100 yards from a hairpin bend.

SS Bellahouston Park 2 (1815): As for SS Bellahouston Park 1.

Service and overnight halt, Glasgow (1830): Service in Bishop Street car park (64/581655) should provide interesting viewing before competitors check in to the control in held in *parc fermé* — spectators not allowed.

Monday Jun 13

Restart, Glasgow (0900): Time control in front of the Holiday Inn.

SS Elibank (1110): Approach on yellow road from Inverleithen. Restricted parking on forest road at 73/388373. Walk approximately 400 yards to corner on stage route.

SS Castle O'er (1330): Enter forest at 79/233957 and walk 200 yards to finish of stage.

SS Twiglees (1345): Enter forest at 79/221947 and walk 200 yards to start of Twiglees stage. Alternatively, enter forest at 79/209938; short walk to junction in middle of stage. Car parking for both these stages is available on forest roads; enter forest at 79/228955. Please do not try to reach the start of Castle O'er or the finish of Twiglees.

Service area and rest halt, Locharbriggs, Dumfries (1530): Service area at airstrip (84/996794) before time control opposite the Queen's Hotel (84/994799). *Parc fermé* regulations apply during the hour's halt. Snacks and meals will be available at the hotel and results will be on display. There is no parking for spectators at the Queen's Hotel or *parc fermé*, but ample space is available at the service area.

SS Dalbeattie (1730): Located on A710 approximately two miles south of Dalbeattie. Use verges of A710 and enter forest at Barnbarroch (84/842565) there is a short walk from point to a 90-right junction approximately 5.3 miles into the stage.

SS Glengap (1830): Approach Laurieston on A762 from the south. Turn left at crossroads in Laurieston; entrance to forest road parking is 1/2 mile along this road on left at 83/678650. Direct access to stage on foot.

SS Kirroughtree (1940): On A712 approximately two miles east of Newton Stewart. Interesting spectating 1/4 mile into the stage. Park on verges of A712 and walk into forest at 83/440671. Do not obstruct main road.

SS Drumjohn (2020): Located on A714 between Girvan and Newton Stewart. Ample parking on verges on A714. Enter forest at 76/316799. Stage start is 300 yards in.

Service and overnight halt, Glasgow (2300): Similar arrangements to the Sunday overnight halt.

Tuesday Jun 14

Restart, Glasgow (0400): Time control next to the Holiday Inn.

SS Garadhban (0440): Small parking area at stage exit at 57/480906. Approach on yellow road from Drymen; please take extreme care in this area and do not obstruct the road.

SS Loch Ard (0515): Park in Aberfoyle (sensitive area — quiet please) in public car park at 57/521010 and walk to stage exit at 57/50314. There will be no spectator parking on the B829, and police will be present to enforce this. Quiet please at houses at forest entrance. Short walk from this point to interesting corner immediately before stage finish.

SS Achray (0540): Approach on A821 from Aberfoyle. Parking at Loch Achray Hotel next to stage exit at 57/504065. Short walk from this point to finish of stage: Car parking will also be available on Forestry Commission road at stage start 57/517049.

SS Carron (0650): Approach on B818 from Fintry or Denny. Please take care on this road — two-way rally traffic. Parking available at stage exit at 57/723839.

SS Knockhill (1040): Situated on A823 five miles north of Dunfermline. Approach from Dunfermline or Rumbling Bridge. Circuit entrance is at 58/065945. There will be an admission charge. Car parking is free. 2 1/2 mile tarmac stage — two laps of race circuit.

SS Devilla (1035): Approach on A985 and follow signs to spectator car park (entrance at 65/969871). There will be a parking charge of £1. Half-mile walk from car park to stage route. Spectators must not park on the A985; police will be making sure that the road is not obstructed. There is no parking at the stage start or finish.

Finish, Glasgow (1145): The first competitor should arrive in Glasgow for the finish at approximately 1145 hours. Champagne, interviews, etc, outside the Holiday Inn.

Prize Presentation: The prizegiving ceremony will take place in the Holiday Inn at 1900. Tickets are not required.



In appearance, the five door Alfa Romeo 33 is quite different from the 'Sud, although the overall dimensions are the same.

All the threes — 33

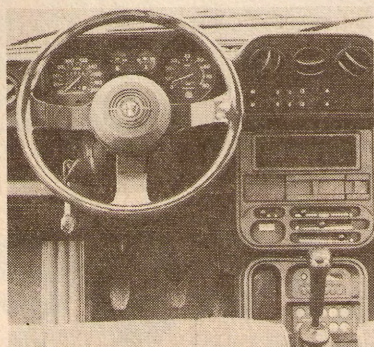
The Alfa 33 is a new saloon that slots into the Alfa Romeo range between the Alfased and the Giulietta. It is called 33 because that was the type number of a competition car, after which the fastest model is named.

The body is entirely new in the form of a "notchback", combining the style of a three-box with the versatility of a hatchback. Although there are five doors, the body shell is exceptionally rigid and weight paring has been achieved by reducing the number of pieces and curtailing the multitude of welds. Such large parts as whole doors are pressed from single sheets of steel, and the overall length has been limited to 4 metres (13.1ft).

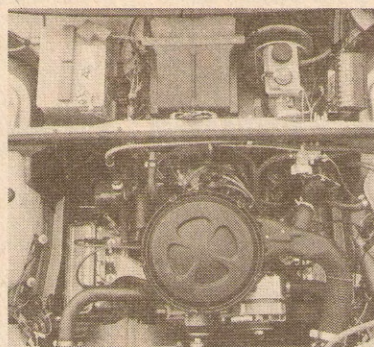
Although its appearance is so different, its overall dimensions are virtually identical with those of the Alfased. The drag coefficient (Cd) is usefully less than that of the 'Sud at 0.36 and the CdS figure (drag coefficient X frontal area), which determines the actual drag of the 33, ensures economy at higher speeds.

Naturally, the famous flat-four engine is featured, with its five speed gearbox and front-wheel drive. There are two versions, the 1.3 (1350cc), which develops 79bhp at 6000rpm, and the 1.5 (1490cc) that produces 85bhp at 5800rpm. MacPherson independent front suspension differs from that of the Alfased in the deletion of the anti-roll bar, but the usual dead rear axle still has lateral Watt's linkages and a Panhard rod. Instead of the disc brakes all round of the 'Sud, the 33 has servo-assisted discs

Rear view showing the distinctive notchback shape.



Above: Steering wheel and console. Below: The Alfa 33's flat-four engine.



in front and drums behind, in view of the forward weight distribution. Alfa Romeo say that the Alfased is established as the 'economy' model of the range while the 33 will have the image of a 'high-prestige' medium class car.

Certainly the 33 is lavishly equipped and there is an additional model at the top of the price list, called Gold Cloverleaf, which has all the extras that are usually expensive options. (Do not mistake the Gold Cloverleaf for the

Alfased Sprint.) Prices of the 33 saloon are £5,690 for the 1.3, £6,000 for the 1.5, and £6,590 for the Gold Cloverleaf.

The same gearbox is used with both sizes of engines, with ratios of 0.825, 1.027, 1.387, 2.050, and 3.750. The final drive ratio of the 1.5 is 3.55: 1, giving 22mph per 1000rpm in fifth, compared with 3.88: 1 and 20mph per 1000rpm for the 1.3. The maximum speed of the 1.5 is quoted at 170+ kmh (105.6mph) and that of the 1.3 at 165kmh (102.5mph).

Road Impressions

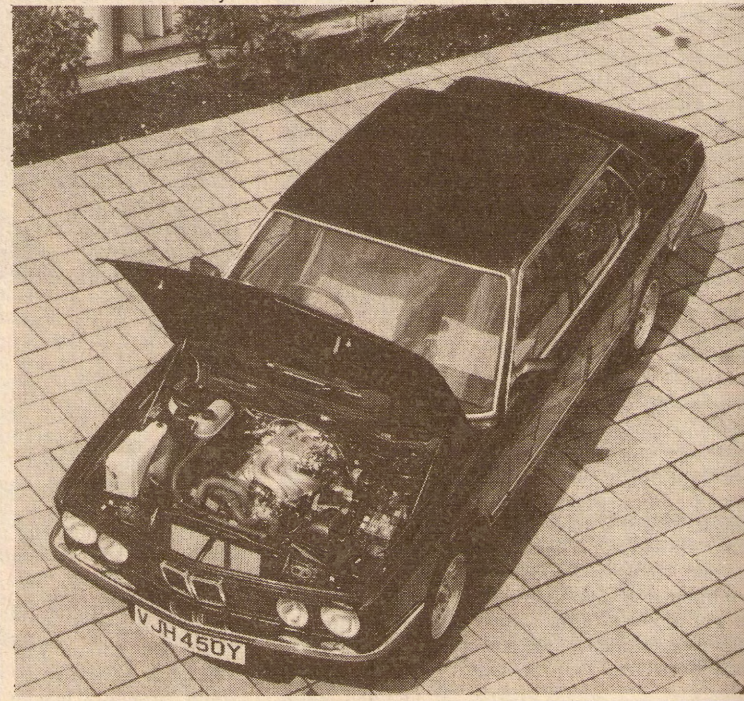
I drove the Alfa 33 in Italy in the more powerful 1.5-litre form. Unfortunately, the traffic was heavy and the rain continuous, so I broke no speed records, but I did exceed 100mph in fourth and fifth gears. This is a delightfully refined little car, quiet and giving an exceptionally comfortable ride, but the handling and roadholding are right up to Alfased standards.

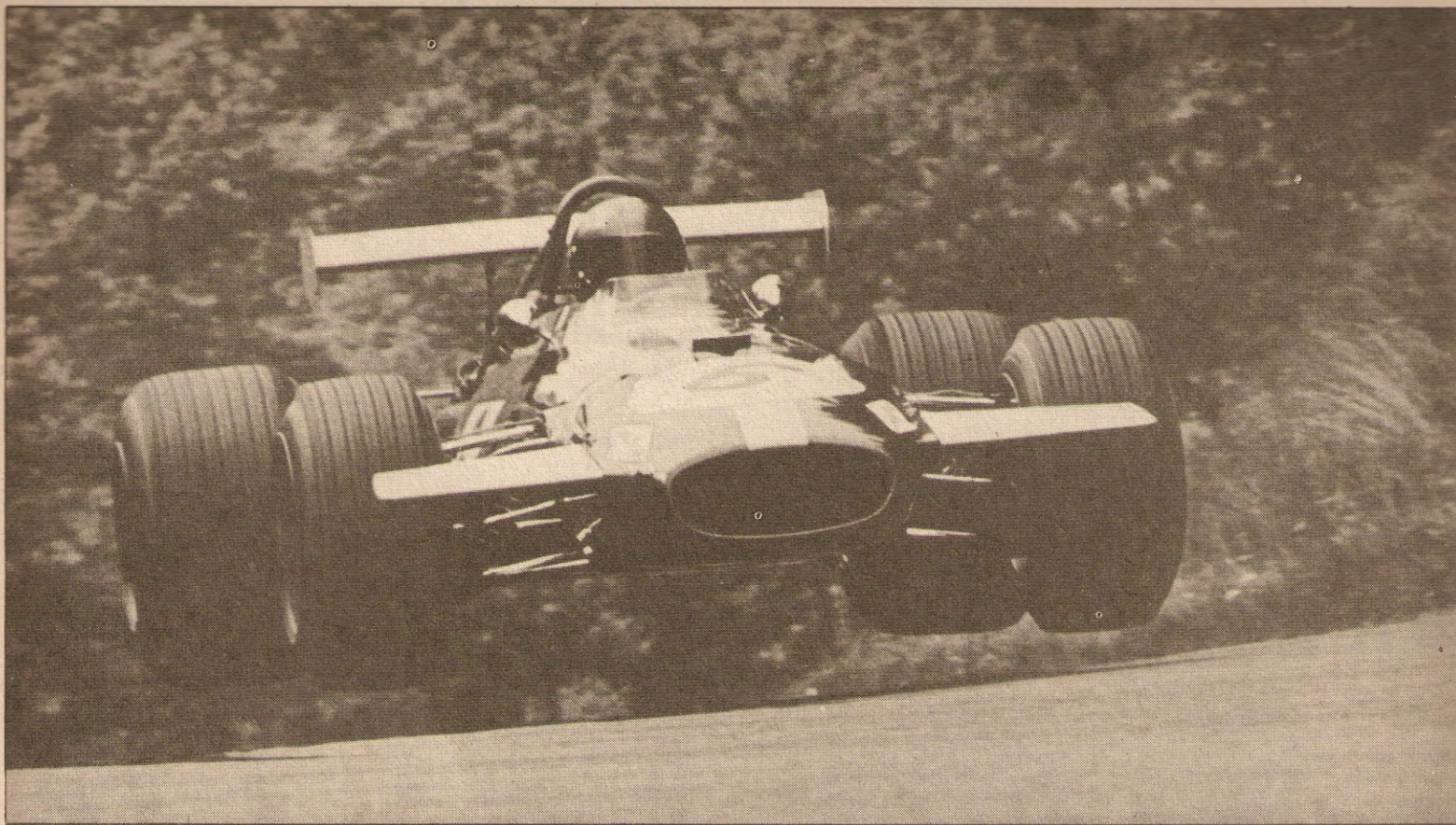
'My' 33 was brand new and perhaps the gearchange could have been lighter, but I expect that a few extra miles would have made all the difference. The heating and ventilation systems are easily controlled but it seems impossible to obtain really cold breathing air when toasting one's toes. The standard of construction and finish is far higher than we have experienced in cars of this make during the last few years. The improvement is outstanding and the 33 has an air of quality about it that is delightful; elaborate anti-corrosion treatment should ensure a long and trouble-free life. A pleasant little feature is the instrument panel, which moves with the steering column when the latter is adjusted. As regards fuel consumption the 1.5 is fractionally more economical than the 1.3, because of its higher gearing.

JOHN BOLSTER

Power and economy

The BMW 525e (for 'eta') is an interesting new way of attempting to solve the problem of producing an engine with sufficient power which does not sacrifice economy. The combination of the 2.6-litre fuel injected straight six's high torque delivery at low engine speeds and a very high final drive ratio means that fuel economy is good (37.7mpg at 75mph) while performance remains reasonable (0-60mph in 11.5secs for the four-speed automatic, which will be the only model available in Britain). Maximum torque of 177lbs ft is developed at only 3250rpm. The price of the 525e — which is the best example yet of the Bavarian company's philosophy that fuel economy should be obtained more through engineering excellence than aerodynamic efficiency — will be £11,495.





Jacky Ickx began carving his reputation as one of the greatest *Ringmeisters* with victory for Brabham in 1969, the last year before the circuit's safety-inspired overhaul.

Death of a legend

Last week's 1000 Kms was the last full-scale international race of the 50 year history of the classic Nürburgring. DOUG NYE recalls the charisma of the place.

It is always an unhappy task to write an obituary, but at least this one will not be as bitter an experience as writing one for a personality or a friend. Yet anyone who has enjoyed driving around that remarkable artificial road circuit through the Eifel forests will regret its passing in favour of the new motordrome being constructed there to replace it.

The Nürburgring was almost unique. Apart from the one-lap only Mille Miglia, only the Targa Florio circuits through the Madonie mountains in northern Sicily were longer in European racing, but like Italy's Pescara circuit or the Czechoslovakian Masarykring, they were laid out on public roads. Whereas the Nürburgring was a private enclosed circuit on private land — an awful lot of it . . .

It all began in the mid-twenties as a device to alleviate crippling unemployment in the rural area around Koblenz and Koln. The original idea is credited to a Dr Creutz, who was Councillor of the Eifel district west of the Rhine, where the densely wooded rolling hills extend to the Belgian border, running off into the Belgian Ardennes where Spa lies.

Dr Creutz's idea for a racing and test circuit, built out there in the hills by otherwise unemployed labour, was taken up enthusiastically by the *Oberbürgermeister* of Cologne. His name was Konrad Adenauer. Postwar, he would become Chancellor of the West German Federal Republic. He took Creutz's proposal to the Government of the day, pre-Hitler's Third Reich, and leaned on them to invest in the project. He argued that the unemployed would in any case be a drain on the nation's slender post-Great War resources. A road circuit such as that proposed would provide the German motor

An Englishman wins for Nazi Germany — Dick Seaman's half-hearted salute shows divided loyalties.



industry with a permanent testing facility virtually unmatched in the industrialised world, and sporting events there would develop the poverty-stricken but picturesque Eifel region for tourism.

The Government mulled over his arguments, and to their immense credit agreed to support the City of Cologne and the local councils with a large proportion of the 15-million *Reichsmarks* needed to cut a narrow swathe through some 18 miles of Eifel forests, to surface and fence and drain it, and to provide the necessary public grandstands and pit and garage facilities. Dr Fuchs, Supreme President of the Rhineland, laid the foundation stone there on September 27, 1925, dedicating construction of "the first German mountain speed and essay track".

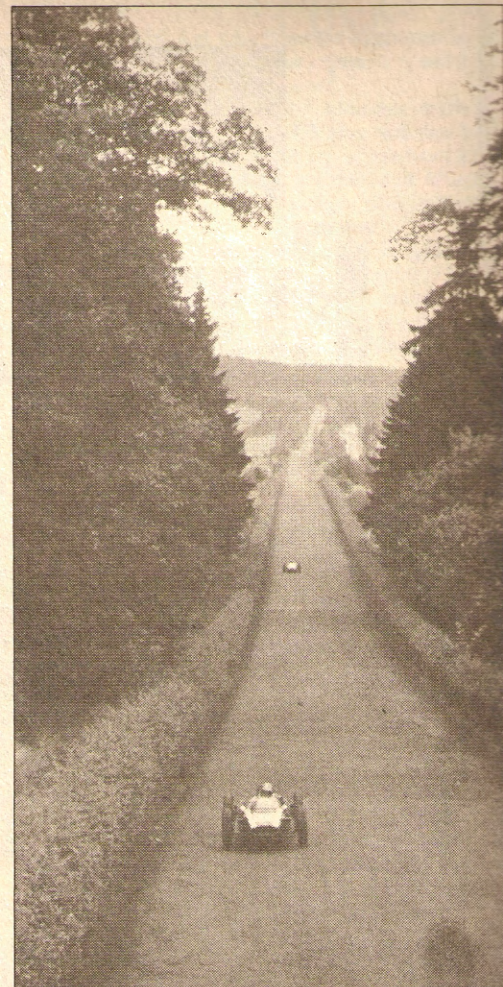
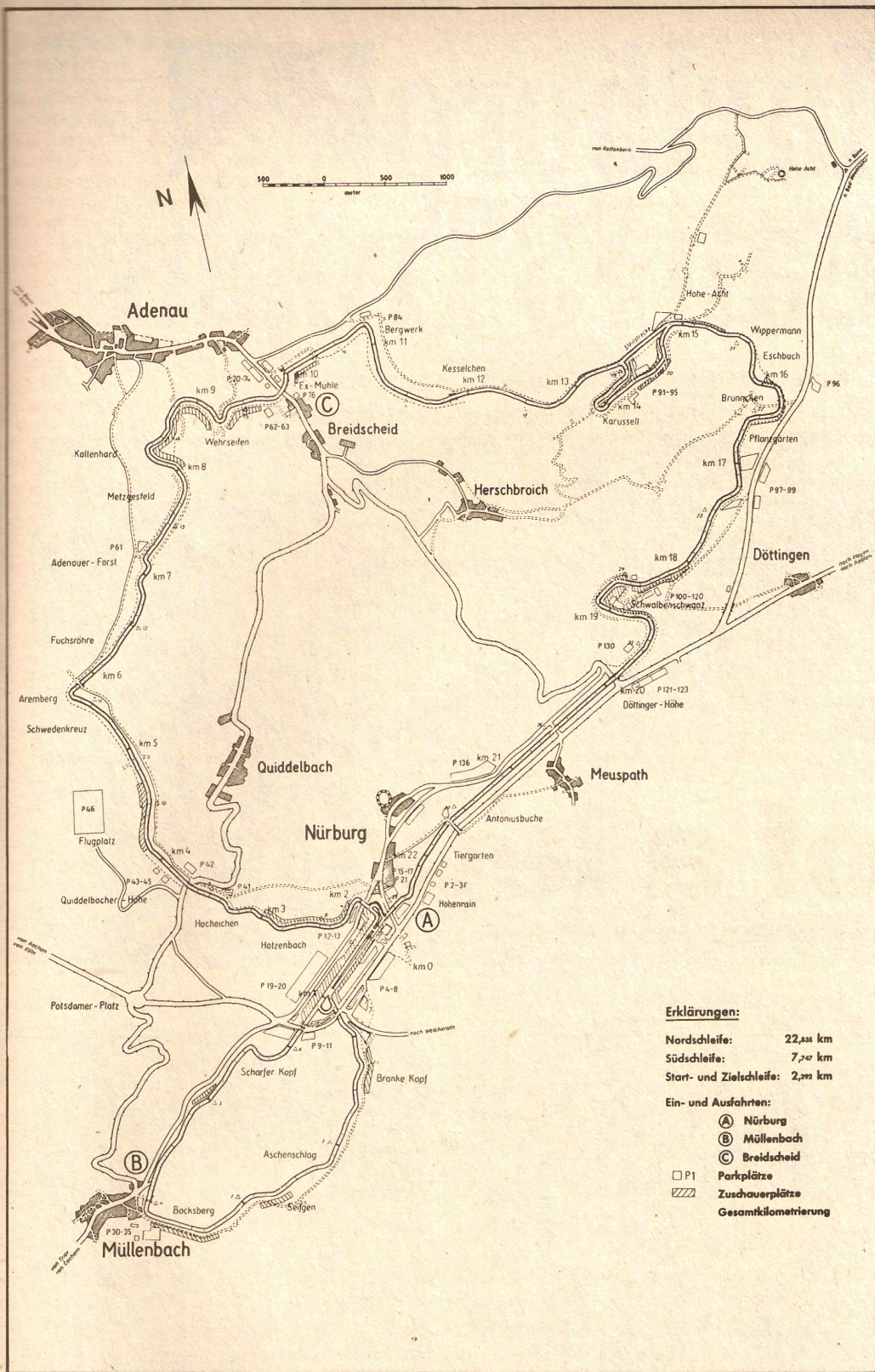
The site chosen was centred between the small villages of Adenau to the north and Mullenbach to the south, around a hamlet named Nürburg. Towering

Seaman takes the flag for Mercedes-Benz in 1938 to score his only Grand Prix win.



above the hamlet on a weathered-out plug of volcanic rock stood one of the Rhineland's oldest castles — little more than a circular stone tower really — known as *Schloss Nürburg*, and from the hamlet with its gaunt black 12th century castle the new circuit took its name: Nürburgring . . .

The new course was planned in two loops, one great, one small, almost like a blown-up paper bag with the neck tied-off. Where the neck pinched-in just below the castle, the outward and return legs of the circuit ran parallel less than 50 yards apart with the pit area arranged along the reservation in between. Just beyond the pits an internal link road could be used to run cars or motorcycles back onto the outward leg of the North Circuit or Nordschleife for a 14.17-mile lap. Alternatively there was another return loop to the north of the pits, around which cars and bikes could whizz back onto the shorter southern loop or *Sudschleife*. This section



Above: The main straight in the old days swooped for several miles between neat hedgerows. Below: Graham Hill (BRM), John Surtees (Lola) and Dan Gurney (Porsche) ran like this all the way in the 1962 Grand Prix.



gave a lap of only 4.8 miles. But initially the whole 17.58-mile lap would be used in its entirety, combining *Nordschleife* and *Südschleife* in what was to become throughout its life one of the most demanding of all artificial race circuits. A motor racing Everest to be climbed "because it is there", no less.

To anyone who has never had the chance to see the 'Ring, it is not the easiest place to describe. To those who have been there, or better still raced there, skip the next few paragraphs — you know it all.

My good friend Cyril Posthumus produced a superb little book on *The German Grand Prix* (Temple Press Books, 1966) in which he wrote as follows: "Describing the Nürburgring always provides a vigorous exercise of superlatives, and sometimes expletives from those learning its intricacies the hard way. Sir Henry Birkin said, 'It is an absolute switchback, the abruptness of the corners, their frequency, and the undulation of the road

being quite without parallel'. Said Raymond Mays, 'I went to bed wondering if I should ever learn that bewilderingly intricate circuit . . . There are fantastically fast downhill stretches, several blind pieces where you climb sharply and the road disappears into the skyline . . .'. Said Mike Hawthorn, 'The fantastic twists and turns are as difficult to negotiate as they are to pronounce . . . I'm told there are 172 corners—I didn't stop to count them . . .'. Tony Brooks: 'My favourite circuit, you don't find yourself coming up to the same corner every three miles . . . But it is also very tough, the most fatiguing circuit of all . . .'

In fact, Hawthorn's 172 corners was the figure claimed for the full 17.58-mile combined course, the Nürburgring authorities claiming 88 of them as left-handers and 84 right-handers. In the *Nordschleife*, which became the classical home of the German Grand Prix, there were only some 4kms of proper straight

away from the pit area and that was a switchback affair bouncing along over a series of hillocks and bridges. Apart from the broad expanse of the *Startplatz*, concrete-surfaced between pits and main grandstand-cum *Sporhotel* building, the circuit was barely as wide as the average main road of the day, although most of the corners out around those rolling, shaggy-treed mountains were graded, dished and banked to help the racers stay on board.

The straight blast away from the *Startplatz* led into a tight left-hander. There was a fork almost immediately, the *Südschleife* diving down under a road bridge to the left while the *Nordschleife* wound right through the roundabout-like *Sudkehre* or South Curve, rejoining what was the long return straight of the *Südschleife* as you tore round through a full 180deg and back up the straight behind the pits, just yards away from the

Death of a legend

continued

Startplatz you had just left. As the ribbon of pit buildings flashed by to your right, it was into a dished left-hander, the *Nordkehre* or North Curve, which part way round had a sharper-banked right-hander hooking off to rejoin the *Startplatz*, and so formed the depressingly tiny pits-loop circuit used in recent years for the alleged Nürburgring historic meetings.

That loop would now be beneath us. We charged on left-handed round the *Nordkehre*, over the bridge which took spectators underneath, and the slanted downhill, winding its way right, left, right, through the pine forests of *Hatzenbach* or 'hunter's wood'. In the old days — pre-1970 — imagine this serpentine country road, grey-surfaced, verges grassed to the road edge but narrow at best, lined with springy hedgerow, banks and pine-trunk spectator fencing beyond, then the trees, in places sending branches out above the circuit . . .

It was down through *Hatzenbach* and into *Hocheichen* valley that Jack Brabham dropped his prototype V8-engined Cooper-Climax in the 1961

German GP. He had qualified well in his debut with the new car, but rain threatened and without suitable tyres he took the grid with an untried and unscrubbed combination front and rear. He led into the *Sudkehre*, broadsided wide to let the Ferraris and Moss's Lotus through, but rocketed after them down here only to oversteer off-course on one of these turns. He miraculously shot through a gap in the hedge and found himself doing over 100mph one side of the hedgerow while the rest of the field blared past him at 120mph on the other! Not best grunted, he could not regain the circuit, so he sat out there in the woods to watch the others having fun . . . The Nürburgring was like that.

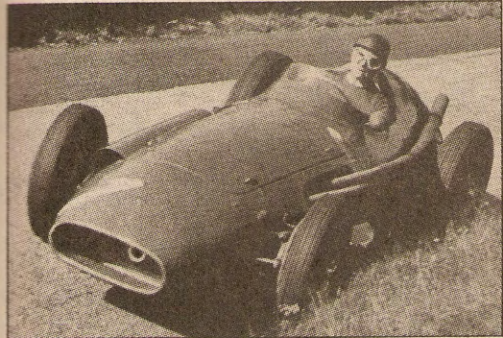
Out of *Hocheichen* valley, the road swooped uphill. Cars would bottom in the dip here and catapult uphill to the abrupt crest and right-hander at *Flugplatz* — literally the 'flying field' — where cars would bound into the air. Here in 1976 we watched amazed as Ronnie Peterson's blue and yellow March soared into view airborne with its front wheels on right lock for the following corner. And by that time the brow had been eased. Ronnie did a perfect four-point landing, but on the verge, and the March creamed itself hard into the

Armco which by that time lined the entire course. He did not even seem shaken by the experience, which was more than could be said for the car.

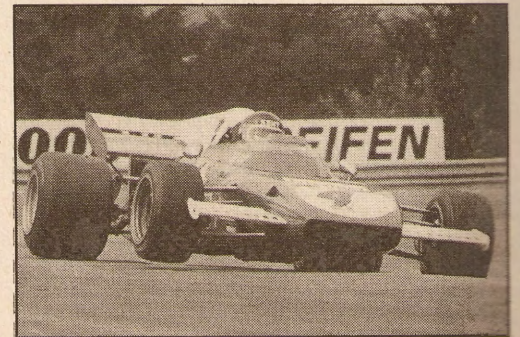
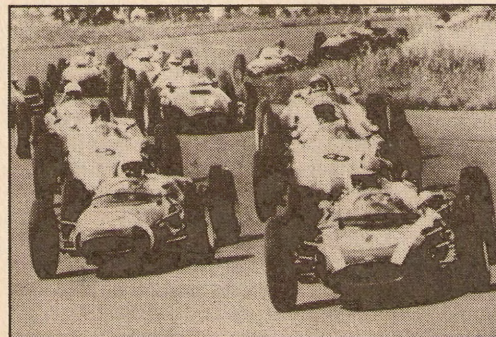
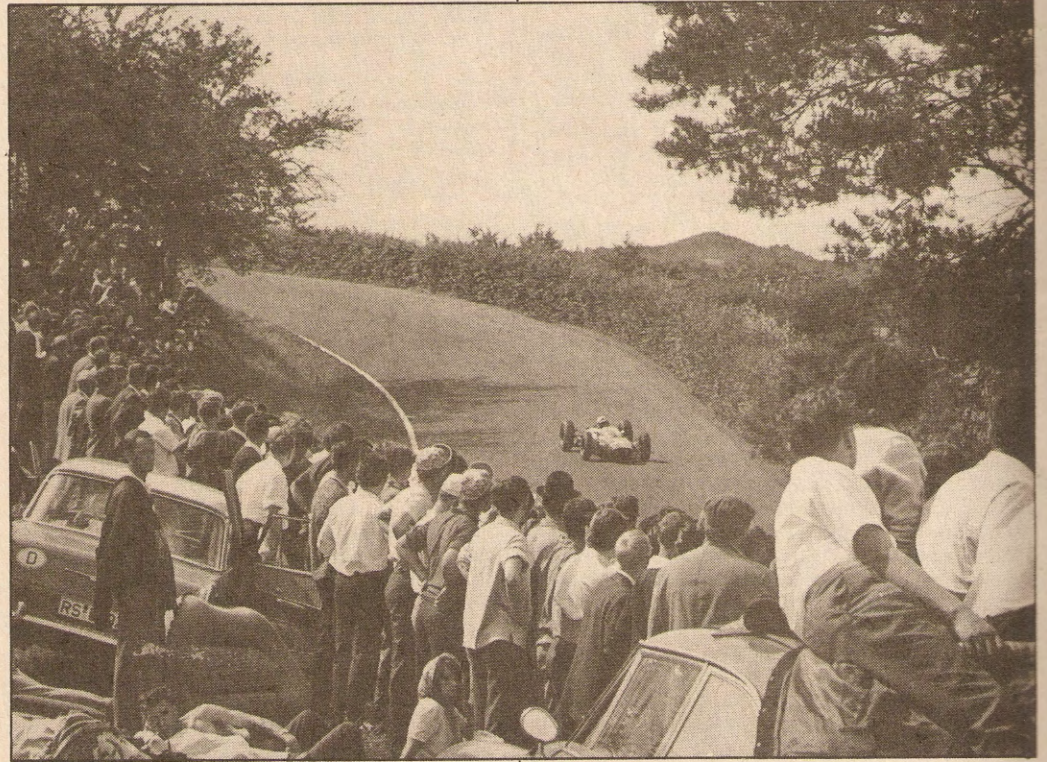
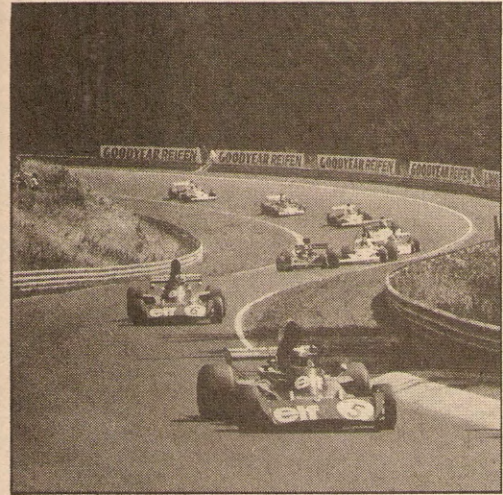
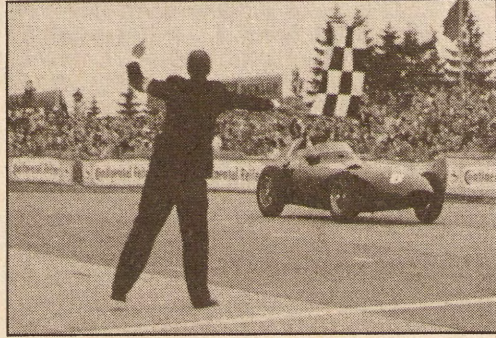
Back in 1963, 'Wild Willy' Mairesse made his comeback here in the German GP after suffering burns at Le Mans. He landed his Ferrari on one front wheel after his jump and had the mother and father of accidents, and found himself straight back in hospital again.

After *Flugplatz*, the road arched left along the top of the ridge with broad pastoral views either side. This was *Schwedenkreuz*, and somewhere up there in the spectator areas is the old wrought-iron 'Swedish Cross' itself — a shrine from Eifel antiquity, long pre-dating the circuit. Under the bridge and that "bastorial" right-hander of *Aremberg* which goes on and on, blind and long. It was here that Phil Hill dropped his Porsche along with Mike Parkes losing his Ferrari in the 1000 Kms. Phil enjoyed his accident from the safety of the footwell, under the dashboard. Quick reflexes work in many ways.

The frighteningly fast descent into the *Fuchsröhre* —



Above left: Fangio, Maserati, 1957 — the greatest ever win at the 'Ring? Above centre: Brooks, Vanwell, 1958 — the year Peter Collins died. Above right: Stewart, Matra, 1968 — victory in appalling rain by 4mins. Below: Stewart won again for Tyrrell in 1973, the year of his third world title. Right: Close to the action in 1963 when John Surtees won for Ferrari. Bottom left: 1959 1000 Kms — Moss's co-driver, Fairman (getting into the Aston Martin), spun and lost a lot of time, but Moss made it all up to beat the Ferraris. Bottom centre: Moss again, on his way to winning for Lotus in 1961. Bottom right: Ickx, Ferrari, 1972.



Death of a legend

continued

'Fox's' Throat' — followed. Even in a road car it took your breath away, weeeUMPPP, down the hill, bottom-out in the dip and zoom up the other side, over the top and wiggle-wiggle through the woods, high along the tops of the hills to the right-hander at *Kallenhard* and there ahead of you, yawning away to the left, was a superb panoramic view of Adenau in its valley and distant blue-green hills beyond. There used to be a hole in the left-hand hedge along here — 'Arundell's Gap', where Pete Arundell walloped through a Team Elite Lotus: "Y'know those little ten-foot tall fir trees there?" "Yeah . . ." "Well, I found that's just the top ten feet of seventy-foot tall fir trees . . ."

He was only in hospital for three weeks.

The road wound down, right, left, over *Wehrseifen* Bridge and down double left over the main bridge at *Adenau*, then climbing hard right round a bluff and the start of the long haul up to the *Karussel* and *Höhe Acht*, highest point on the course. In the right-hander above *Wehrseifen* bridge in 1954 Maserati works driver Onofre Marimon apparently had his throttle jam open. With brakes locked, the unfortunate Argentine speared straight-on through the hedge and tumbled to his death in the field beyond.

Between Adenau Bridge and the *Karussel* there was the sharp right hand *Bergwerk* corner interrupting a near flat-out succession of lefts and rights, uphill all the way. Through one of these lefts in 1976, Niki Lauda's Ferrari ran wild, hit that stony unprotected bank on the right and cannoned back across the road, killing the 'Ring as a GP circuit. And in one of the right-handers before the *Karussel* — where you could stand in the trees high above the course and see as much race circuit as Brands Hatch, Mallory Park and Snetterton all joined end-to-end — poor little Herbie Müller's luck ran out in the 1981 1000 Kms. . .

From *Höhe Acht* above the famous steep-banked *Karussel* left-hander the road descends rapidly, shooting down between dense forest left and right, successions of corners you could nearly straight-line in many cases and — in the old days — over the yump at *Brünchen* where the cars took off not over a brow but over a point where the already descending road suddenly dived down more steeply, then THUMP over a level bridge in the bottom of the dip and steeply uphill, then slamming right beyond. This great hole in the ground was filled with an embankment during the 1970 modernisation and where that stream once gurgled under the little bridge in the dip it was piped through a culvert under perhaps 15-20 feet of embankment, with the track surface way up on top.

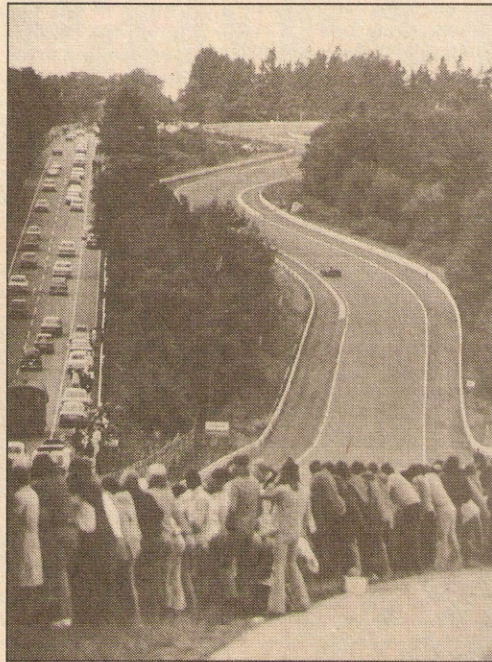
Undulating through the woods, more broadleaf trees in among the conifers now, you rushed up to the *Pflanzgarten* curves. They were fast and deceptive, as they were in 1958 when Peter Collins, locked in battle with Tony Brooks's Vanwall and followed closely by his Ferrari team-mate Hawthorn, pressed too hard here and spun off. His car hit the left-side bank and rolled and he was thrown high against those trees. It was a dangerous place, but more walked away and lived to race another day.

Out of the woods beyond *Pflanzgarten* you curved fast round towards a new coppice and the *Schwabenschwanz* double left-hander with the 'little *Karussel*' bankings — most notably on the second one. It was tight, but surprisingly quick if you tucked in on the concrete banking. Just up here in 1961, Innes Ireland's works Lotus 21 caught fire and he stood and watched it burn out before a fire truck arrived. Colin Chapman eyed-up the wrecked frame back home in Cheshunt and said to the mechanic Dick Scammel, "That looks straight to me — put it in the jig and re-stove it. Don't tell the drivers. . ." Dear old Innes won the US GP in it. He didn't know the frame was thoroughly annealed. . . Dick once had the race opportunity for a race mechanic of watching his cars out on circuit here: "I just couldn't believe how the drivers abuse them!"

You hooked right-handed out of the woods again, bursting into bright sunlight on a good day, light mist and drizzle, maybe driving rain or even hail and snow on bad. And you were on the main straight, in the old days narrow between dense hedgerows, more recently

broad-verged, tunnelled with Armco, the worst of the old humps levelled or at least reduced.

There was the main road parallel 100 yards to your left and Meuspath hamlet beyond with its cowsheds and hay stores. It was here in 1937 that Dick Seaman's Mercedes-Benz and Ernst Von Delius's Auto Union tangled. The rear-engined car snagged the left-side hedge and crashed right through it, tumbling over-and-over clear across the public road and on into those fields over there. Seaman's Mercedes spun along the hedge and pitched him out but he escaped with a broken nose. The Auto Union's cavortings were not survivable. Up



Road parallels winding track up to *Tiergarten*.

here too, at the *Antoniusbuche* bridge, Louis Chiron's difficult short-wheelbase 1936 Mercedes had got away from him and he was lucky to escape from a huge (maybe 170mph) shunt; but he didn't do much more racing before the war. . .

Under the bridge, the *Tiergarten* swerved, almost in sight of the finish just up above you on the *Startplatz* plateau. Here under the implacable gaze of *Schloss Nürburg* Phil Hill and Taffy von Trips arrived together in 1961, hurling their shark-nose Ferraris along in vain chase of Moss the Maestro, on Dunlop SP tyres with Rob Walker's Lotus 18. World Championship points lay between Phil and von Trips, another rain shower had just swept across this section and they barrelled under the bridge to find the *Tiergarten* awash. They spun in formation, gazed each other straight in the eye. . . stationery numbed.

Pause.

Flurry, scurry, grabbing gears, Championship points at stake. Bang clutches out, dive for the last curve and the flag — Trips second, 1.1secs before the American.

And up you popped onto the broad *Startplatz* ready for another lap.

The *Sudschleife* used to be very similar in character between its hedgerows, although less used by cars the tree overhang and grass encroachment was always greater. They raced bikes here a lot, and the 1960 F2 German GP used it, as did the annual *Eifelrennen*. Four years ago I spent a week here with Phil Hill and the Mercedes Benz Museum cars, track-testing for the US magazine *Road & Track*. We had the *Sudschleife* — never modernised like the *Nordschleife* — all to ourselves and, with the 1939 W154 two-stage supercharged V12 car booming round between the hedges and under the trees, it was all *deja vue*. I had to keep pinching myself to make sure I was awake. That week we also got in many laps of the *Nordschleife*, but not with Phil: he steadfastly refused to drive around it. "I loved this place the way, it was," he explained, "and however good it might still be, I don't want to spoil my memory of it." And he could still talk you round a lap of the original course drain by drain, and yump by yump. . .

On the *Sudschleife* the great impressions were left by

the long right-hander hurtling down towards *Mullenbach*, downhill, tight-in against the blurring green hedgerow, then out onto the short straight past open fields towards the village buildings, and hard right over the bridge just by them. Climbing back through the swerves to the tight, tricky *Scharfer Kopf* right-left under the deciduous trees and then over a final rise, availed between hedgerow and firs, straight as an arrow under the public road bridge and, hey presto, here was the *Sudkehr* joining us from the right and the pits streaming into view.

And the 'Ring really did see some stupendous feats of race driving. Okay, Rudolf Caracciola won here five times for Mercedes-Benz pre-war, but I appreciate how unreal a character he may seem at this range in time. Tazio Nuvolari's obsolete Alfa Romeo won by luck and sheer Villeneuve-grit to humble the might of the German teams in 1935.

What about 1957, when the 'Ring had been resurfaced? The practice record stood at 9:50.1 to Fangio in his '54 Mercedes. He was now in a works Maserati and he slashed it to 9:25.6! He started the race with a half-load of fuel aiming to stop halfway, while main rivals Hawthorn and Collins in the Ferraris would run non-stop. On lap 12 of the scheduled 22 — 14 miles a time remember — he made his stop, having led with a 31secs time-cushion. But one of the mechanics dropped the wheel spinner as wheels were changed and it bounced away under the car. By the time Fangio rejoined, the English boys were long gone first and second, the Old Man 48secs astern. He set about catching them. In one reporter's words "he ate them alive." Leaving tuffets and stones and grit scattered from verges right round that fantastic course, he cut his lap times to 9:28.5 on lap 17, 9:25.3 lap 18, 9:23.4 — smashing his practice best — on lap 19. Next time round Hawthorn led onto the *Startplatz*, Collins a few lengths behind, then the yellow nose of Fangio's straining Maserati only three seconds adrift, and he'd just lapped in 9:17.4. . . The *Sporthotel* grandstand shook as a thousand spectators rose as one. Out of the *Sudkehr* and back behind the pits the Old Man slashed past Collins, but the Ferrari star retook him, only for the Argentine to rush up on the inside* entering the *Nordkehr* and displace the Ferrari for good. Bounding over the inside kerb, the Maserati's rear wheels showered Collins with stones and dirt smashing his goggles. Down towards *Aremberg*, Fangio caught Hawthorn and cut past, again two wheels on the dirt, but the Farnham man fought back determinedly and hung on to finish a noble second, only 3.6secs adrift.

The English boys were not in the least put out by being beaten in such a manner. They could only shake their heads and say, "What can you do about the old feller when he's in that kind of form?" Fangio himself piped in Spanish in his curious falsetto voice: "I did things I've never done before, and I don't ever want to drive like that again. . .". He clinched his fifth and final World title at the next GP and would retire the following year.

In practice for the 1961 GP, Phil Hill in the shark-nose Ferrari put together the first sub-nine minute lap, returning to the pits pale and visibly affected by the effort. His electrifying 8:55.2 was that rare Nürburgring phenomenon, the almost 100% perfect lap. He had got almost every corner right, picking the right ones to launch him into the next succession at the best speed on the best part of the road. It was an extraordinary performance — one which neither he nor many other world-class drivers could reproduce at will.

In 1962, the GP saw that raveling battle between Graham Hill's BRM, John Surtees's Lola and Dan Gurney's Porsche in the rain, nose-to-tail nearly all the way, Dan worrying about the battery adrift under his knees: "Is it gonna short-out on one of those aluminium fuel tanks either side? . . ."

So many races, so many exploits, and perhaps one of the most outstanding Jackie Stewart's phenomenal drive with his wrist in plaster in the Tyrrell Matra there in 1968. Rain, drizzle; sleet and fog shrouded the course, and he looked the only man against boys in the final result, dominating the day. It was a remarkable *tour de force*, although the wet surface actually aided him by lightening the steering and sparing his damaged wrist. . . but just a little.

HISTORY OF THE 'RING

Then he had to spoil it for the Nürburgring faithful by heading the modernise-for-safety campaign which saw the *Nordschleife* reconstructed. In fact it was a super job, although the old 'Ring had gone for ever. The course lost some of its aesthetic splendour, sure, but now it was not only majestic but also very fast indeed—so fast, in fact, that almost immediately racing's new found sensibilities began to question whether modern cars were suitable on such a switchback, however large the run-offs. Lauda frightened himself in his BRM before the Ferrari incident in 1976 — abandonment had to come. The 'Ring's day had passed. Marshalling to modern standards was difficult, deman-

ding hundreds of skilled volunteers. And TV coverage was expensive with a 14-mile lap, and the sponsors didn't like it with the eventual seven minute lap times and so few laps in a GP distance.

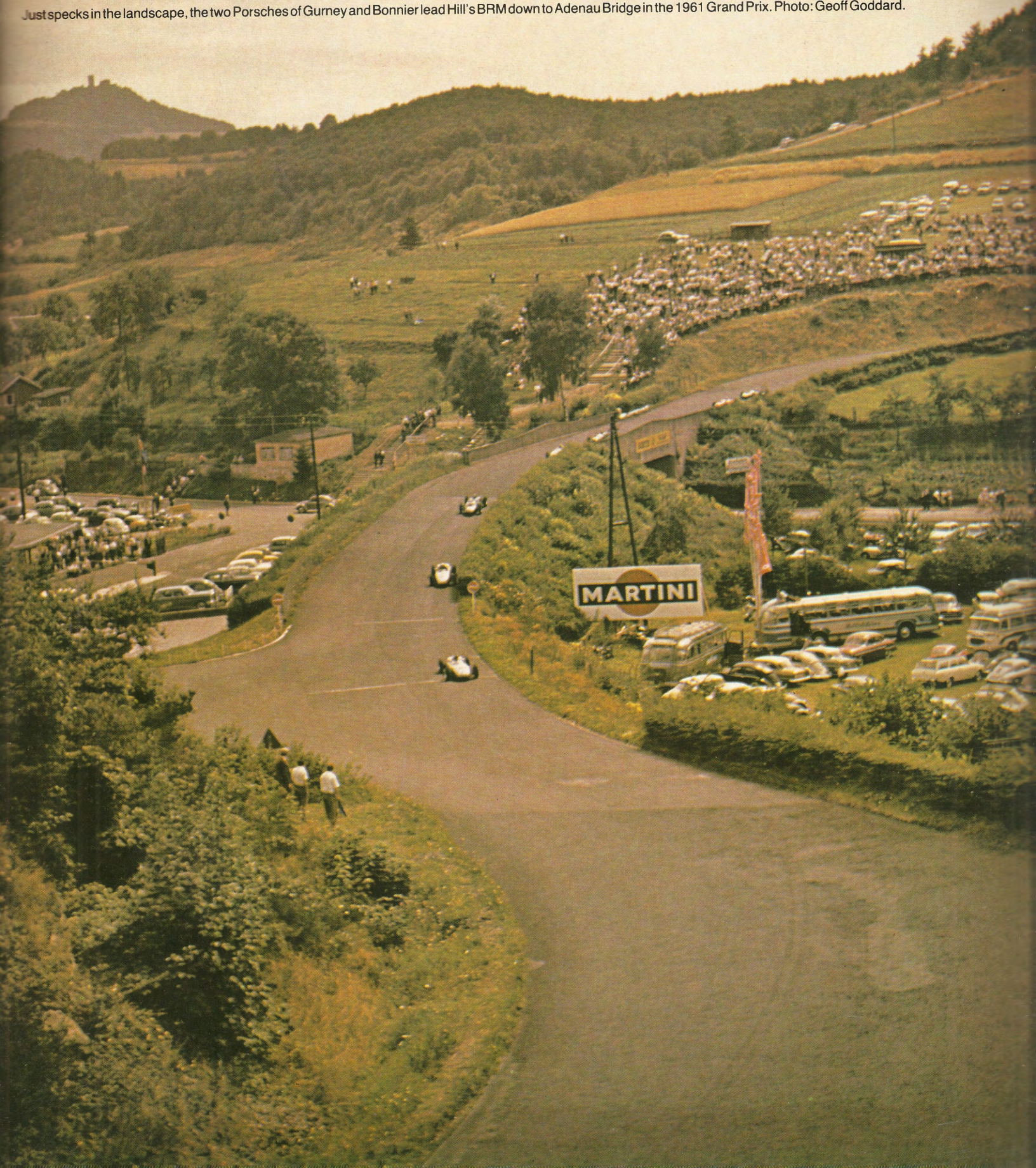
What struck me listening to F1 team principals rubbish the place was how much they had missed, trapped there within the pits. They didn't see their cars and drivers, pitted against topography and geography out there around the hills. Nor join in the drinking parties out there around the camping sights, nor see the young Ruhr factory worker let out for a weekend at the races, winking at his girl friend and diving into their tent after the leading battle had swept by on another 14 mile

lap: "There's enough time before they are back again *liebchen* . . ."

Bockwurst and beer, the smell of wood-smoke mixed with racing exhausts, huddling in your Pak-a-mac under the dripping trees, hearing the Matra V12 wailing uphill, hidden in the forests, a minute or more before it flails into sight, opposite lock, WHAAAAM, gone. Like the mighty Nürburgring. But never forgotten.

Most of it is still there. Make the pilgrimage . . . you'll enjoy it. Just drive and sense and recall the exploits that winding roadway has witnessed—breathe the crisp Eifel air, and soak up what Nürburgring was all about. ■

Just specks in the landscape, the two Porsches of Gurney and Bonnier lead Hill's BRM down to Adenau Bridge in the 1961 Grand Prix. Photo: Geoff Goddard.



IF WE'VE WON WE'VE WON



Congratulations to Walter Rohrl on winning the 1983 Acropolis Rally. His Lancia was wearing Pirelli P7 radials.

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Major championships won to date have included:

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Rally of Portugal	7 wins	Finland 1000 Lakes	6 wins
Monte Carlo	6 wins	Acropolis	5 wins

IT ONCE IT FIFTY TIMES.



No-one can match that track record.

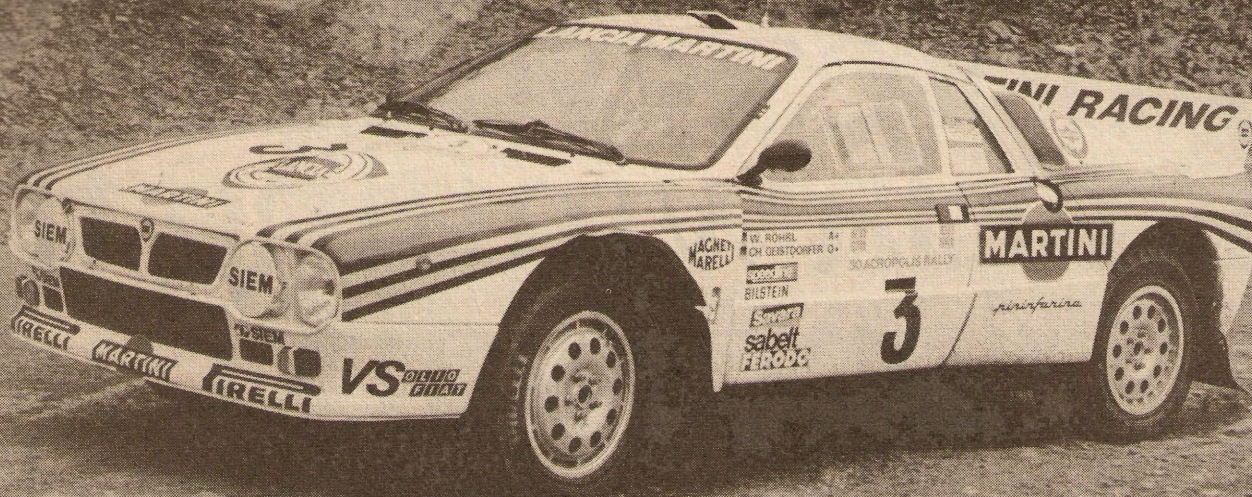
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ACROPOLIS RALLY





Walter Rohrl led home a Lancia Rally 1-2 on the Acropolis, Rohrl inheriting first when Mikkola hit trouble in the closing stages.

Classic performance

Lancia take top two positions — Mikkola leads but suffers oil problems — Mouton out on first stage — New Opels also suffer — Lancia lead championship — Report: PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS.

In the closing hours of the 30th Acropolis Rally, Hannu Mikkola looked set to take his first ever victory on this classic event. His Audi Quattro had been delayed early in the competition but a determined, calculated performance had left him with an advantage over the current World Champion, Walter Rohrl.

But through that last night in the Peloponnesian mountains the German maintained the pressure keeping his Lancia Rally sufficiently close in case of any mistakes. He knew that pushing the Finn into an error was optimistic but he had to try.

When he saw a trail of oil in a stage midway through that last night — and passed the stricken Audi — Rohrl and co-driver Christian Geistdorfer were left to head home a famous Martini Lancia 1-2, with Markku Alen following home in strict Cesare Fiorio formation.

Attilio Bettega completed the remarkable Italian effort in fifth position just behind Stig Blomqvist's Audi Quattro, which suffered at the hands of the

One of the crucial factors in any Acropolis Rally is the sun. The event is based on Lagonissi, a holiday resort just south of Athens, and the timetable is designed to allow everyone ample opportunity to make use of the facilities. It is a timetable which would not be tolerated for long elsewhere, but coming as it does at the mid point of the world series, everyone is pretty happy to take the opportunity of importing their families for a short break.

This year it was business as usual with the traditional format of scrutineering on Saturday; day off Sunday; start Monday. The run to Kalambaka in the north opened the competition, although the Tuesday run back had been tightened with several sections where servicing was marked at less than 3 mins. All of it stolen from minutes made on the road sections.

Then there was a day to slow down again, before the midnight start for the run through the Peloponnesian and the finish in Athens on Thursday afternoon. Prizegiving was Friday.

Additional financial and promotional

FACING PAGE

Above: Stig Blomqvist saved Audi from complete disaster on the Acropolis to take third place after a troubled run. Below: Shekhar Mehta completed a problem-free run with the Nissan 240RS.

assistance was evident from Rothmans, while Casio were involved in the event timing, with their latest products being used extensively.

Most of the factory teams had spent several weeks in Greece testing tyres and suspension for the event. In contrast, however, most of the top seeds boasted that they had done only a short recce, relying instead on notes made from previous years, and updating them.

"These type of roads do not lend themselves to memorizing," explained Hannu Mikkola before the start, "because they are rough and long, with all sorts of bends. It is not worth spending days in a sticky hot car because there is no real advantage. On the 1000 Lakes it is worth it, but not here."

So, while most drivers allowed the teams to do the work, and relaxed with their families around the headquarters, Ari Vatanen opted to go home to Finland for a few days to see his wife.

Monday morning 9.00 at the foot of the Acropolis and the first bit of real entertainment with the leading cars setting off — with personal police motorcycle escort — for a quick thrash through the Athens rush hour.

Then it was a minute with the service crews, before car No 1, driven by Mouton and Fabrizia Pons moved into the first special stage — Parnis — and instant retirement. Their Quattro rolled 26 kms into the test, allowing the 1982 winners to

German mechanics and even survived a fire.

Ari Vatanen and Terry Harryman finished fourth with the Opel Manta 400 although it was a troubled event for the Rothmans-backed equipe, with assorted teething troubles for the new car. Jimmy McRae and Ian Grindrod took eighth place limping home with the rear axle wired in place; Henri Toivonen crashed out.

There was a representative of the Toivonen fold at the finish, however, as brother Harri brought his works Mazda RX-7 to the Athens finish.

Last year's winner Michele Mouton departed early with a roll on the first stage, while other retirements included Jean Ragnotti's Renault, and leading Nissan driver Timo Salonen.

The result in Greece puts Walter Rohrl back on top of the World Championship, with Lancia now committed to an attack on the Makes competition which they also lead. After all, if they can thrash the Quattros on the Acropolis, they can do it anywhere.

head straight back to Athens and pack their bags.

"If I get three punctures on this event," she had said before the start, "then I will go home." She didn't even give herself the chance.

Those opening minutes of competition upset quite a few of the leading runners with Ari Vatanen, Hannu Mikkola and Timo Salonen all stopping to change punctures and creating a curiously eccentric finishing order. Rohrl was first into sight, preceded by the helicopter which traced the Lancias throughout the daylight hours, giving the fans their first hint of the cars' approach.

The Italians got off to a tremendous start avoiding all drama, with Attilio Bettega fastest, proving that dust was not to be such a serious problem after all. Indeed, the team drivers wasted no time in dampening the Audi spirit on those opening stages with real attacking performances which quickly proved just how quick the little supercharged racer really is under such conditions.

Rohrl and Alen both had the order to attack from chief Fiorio with the Finn taking up the lead position backed by Rohrl only seconds behind. The Audis were in tyre trouble, while the three Opels also had their share of 'deflations', and a vast amount of other work for the service crew as they arrived at the end of the second test.

Vatanen had a clutch problem,

Toivonen had a puncture which destroyed the brakes, and McRae (third quickest on the first stage) arrived at an already crowded service point with the full compliment of mechanics working flat out in the heat of the sun. He had stopped in the stage.

The fuel pump failed but switching to the back-up system had no affect. After a couple of minutes the crew tried every switch on the dashboard, and found that someone had changed the wiring. McRae had been operating the heated rear window — which does not actually exist on the Manta 400.

Tempers were short, as the local population mingled with the hurried mechanics, dispatching Vatanen (running first on the road without any dust) then Toivonen, and finally McRae, with team supremo Tony Fall stripped off and changing tyres with the mechanics. Already the cars were nibbling away at the precious 45 mins maximum lateness.

And a further challenge was not far away, because as the cars lined up to start the fifth test high in the mountains, a severe thunder storm broke. From soaring temperatures the clouds transformed the day and suddenly co-drivers were huddling under the sun shade at the stage arrival control, sheltering from the lashing rain.

The dust problem eased. But with conditions even more slippery, perhaps the advantage moved back to the

Ingolstadt camp, with Mikkola making full use of his four-wheel-drive to power up the hairpins along the mountain side 15 secs quicker in the opening kilometre. By the end of the stage he was 18 secs faster than anyone, and the Lancia lead was threatened, with Rohrl now moving away from Alen.

Servicing now took on a rather crazy pattern, with most mechanics wearing shorts and struggling in the puddles. It did serve one most useful purpose for all contestants, however, as with the drop in temperature, conditions inside the cars—regularly referred to by the Finns as resembling dry saunas—became just a little more civilised.

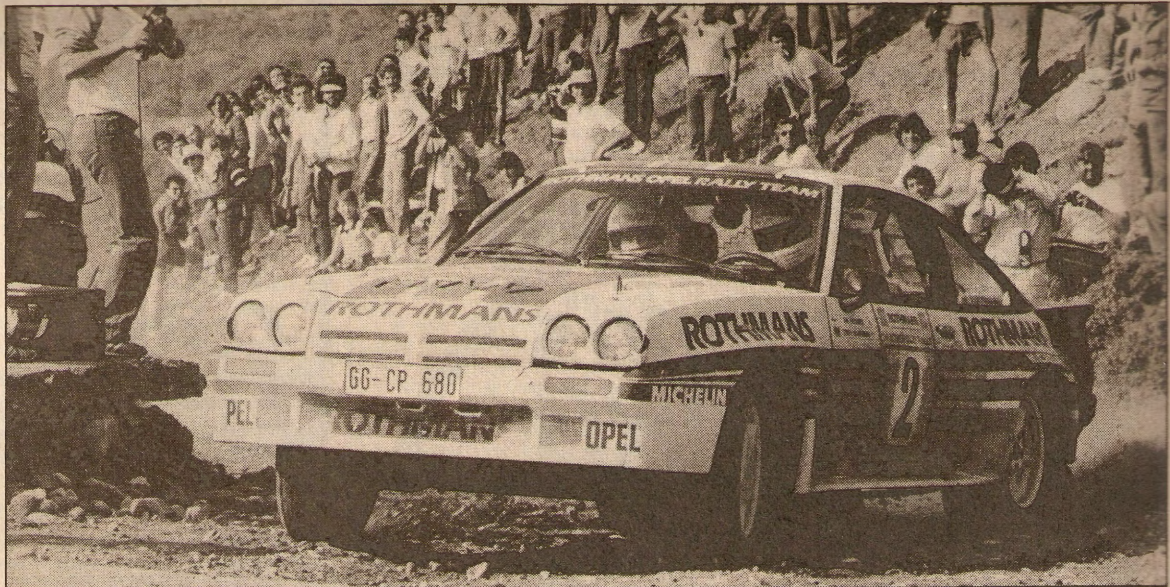
All the way to Kalambaka, with the rain easing and dust again playing its part in the late evening, Mikkola and Blomqvist were nibbling away at the Lancia lead. By the time the cars arrived at the tourist town—sitting just below the famous Meteora monastery—Mikkola was up front for the first time.

It had not been all easy, however, and both teams (Lancia with Pirelli and Audi with Michelin) were troubled by punctures. Mikkola was actually so concerned that after two such instances, he opted to run some old Klebers for certain tests.

MIKKOLA: "Not so much grip . . . but they are impossible to break."

"Not so much grip," he joked (seriously) "but they are impossible to break. After last year I know that I can drive over anything and they will take it.

When he arrived at the rally headquarters in Kalambaka, his face told just how hard he had worked to get to the top of the leader board. Now he wanted to sleep, it was around 11.00pm, and no-one would give him his room key. He looked a little bit like he sometimes does in service areas . . .



Vatanen brought the Manta 400—sporting new headlights—home in fourth after various teething problems.



Cederberg—fire tending . . .

Positions in Kalambaka: 1, Mikkola, 3h 49m 40s; 2, Rohrl, 3h 50m 06s; 3, Blomqvist, 3h 51m 27s; 4, Alen, 3h 51m 30s; 5, Bettega, 3h 54m 25s; 6, Vatanen, 3h 57m 05s; 7, McRae, 4h 01m 38s; 9, Toivonen, 4h 01m 57s; 10, Mehta, 4h 04m 53s.

CEDERBERG: "I knew that there was a fire at the back, but there were only 10 secs so I had to check in first . . ."

Things were a little calmer when the crews (73 survivors so far) gathered for the restart after breakfast. Over the opening stage, at Meteora, things looked set to continue in the same mould with the works Audis quickest in the sunshine.

Toivonen got back into gear after desperate problems the day before, although the Opel team were still not very happy with continuing clutch problems with all the cars, and no time to consider changing the units.

For Tuesday the order would be tyres, petrol, and go. The pressure was not just in the stages but in the service areas as well. The only real break came after the first two tests where a long road section allowed, maybe, 18 mins maximum for back up crews to tend the cars.

Lancia were relaxed. The team had found a pretty road side cafe, where the elderly ladies surrounded Rohrl, Alen, etc for the mandatory photographs. The drivers were aware that the German team had made a good start to the day but

NOTES ON THE CARS

Audi

The Audi Sport team arrived full of confidence for the gravel debut of their latest evolution Quattro. Three cars came from the factory, with Michele Mouton and Hannu Mikkola being joined by Stig Blomqvist. Additionally, Franz Wittmann was run under the wing of the official team.

The new car has a slightly smaller engine capacity—allowing a lower minimum weight limit—but Mikkola and Mouton felt that there was no useable power below the 5000rpm mark. The lag from the turbo was also quite evident, and more work is expected in this department in the near future. Still, the unit does give at least 380bhp.

Kevlar panels are used extensively, while another standard item with the evolution car is the electrically operated clutch with a switch on the gear lever allowing easier left foot braking. Michelin tyres were used, although stocks of Kleber rubber last used by the team in 1982, were also brought into service.

Lancia

Three new cars were brought by the Turin based Martini backed Lancia effort. Originally they had planned to run their unofficial Junior Team as well, although that project was later considered too much for an event such as the Acropolis. The team's improved position in the World Championship no doubt had an effect on the decision.

Walter Rohrl, Markku Alen and Attilio Bettega were pleased with the cars before the start, and the only new development for the supercharged mid-engine racer was the introduction of a dry-sump lubrication system for the gearbox. It is interesting that the car must now be considered the most established front runner in the newly adopted Group B.



The helicopter was a kingpin in the Lancia team's service plan.

Tyres were, of course, Pirelli, and a new development aimed at combating the ever present puncture problem saw thick ribbing on the sidewalls. New compounds were also evident and while Pirelli were optimistic about their suitability, the drivers were less than pleased on occasion.

Opel

The latest Opel Manta 400 was given its World Championship gravel debut in Greece, with three cars from the Rothmans Opel Rally Team. Ari Vatanen, plus Terry Harryman; Henri Toivonen, and Fred Gallagher; and Jimmy McRae and Ian Grindrod, making an all too rare World Championship appearance.

The cars used the more powerful phase 3 engine with Kevlar body panels while still

including many components from the old Ascona 400 model. There were teething troubles, although the problem for the crews before the start was the intense heat which builds up inside the cockpit. Without suitable ventilation, hot air from the engine compartment is transmitted back to the crew. The temperature was often above 55 degrees C.

Michelin tyres were used, and again Tony Fall had enlisted the services of many top British mechanics for the event. A tanker was included in the team's service arrangements, driven from Germany with the team's entire fuel supply.

Renault

One car was entered by the French team for Jean Ragnotti, and while team manager

Patrick Landon emphasised that he was in the event, "to learn", he was also hopeful of a good result.

The tyre problems which have persisted with the Renault Tour de Corse over asphalt have centred around the narrower wheel rims, and increased diameter now being used. For gravel, the team still use their conventional rims, plus established Michelin TRX rubber, and no problems were expected in this department.

The car was actually the one used by Ragnotti on the Corsican event earlier in May, and has been quickly rebuilt following the accident with a cow on that rally. Ragnotti was well pleased with the engine, which produced something just over 300bhp.

Nissan

Three cars arrived for the start, sent directly from Japan for Timo Salonen, Shekhar Mehta, and local star George Moschous. They were in normal rough road trim, and showed no real developments from those cars seen earlier in the season. Japanese Dunlop tyres were used, although they lacked grip.

Mazda

Two cars arrived from Achim Warmbold's European headquarters in Switzerland for himself and the latest Toivonen product, Harri. Both were new RX-7 models with Japanese built engines producing around 248bhp in Group 2 trim. The team had spent about one month in Greece, and were eager to get a good result.

Pirelli tyres were in use, and while the drivers remained confident, they were upset at their start number. The latest seeding system in operation—and just approved by FISA—resembles that used by the RAC last year, with seeding in Groups. As Group 2 entrants, the Mazdas started at numbers 98 and 100.

FASTEST SPECIAL STAGE TIMES

SS 1 Parnis (42kms): Bettega, 36m 07s; Rohrl, 36m 14s; McRae, 36m 34s; Blomqvist, 36m 39s; Ragnotti, 36m 47s; Alen, 36m 57s;

SS 2 Loukissia (22.5kms): Alen, 13m 18s; Blomqvist, 13m 27s; Mikkola, 13m 28s; Toivonen, 13m 48s; Rohrl, 13m 49s; Salonen, 14m 17s.

SS 3 Ailki 1 (20.5kms): Mikkola, 14m 36s; Alen, 14m 58s; Bettega, 15m 04s; Rohrl, 15m 08s; Toivonen, 15m 09s; Salonen, 15m 15s.

SS 4 New Prodomos (36kms): Mikkola, 27m 47s; Alen, 28m 13s; Bettega, 28m 14s; Blomqvist, 28m 24s; Rohrl, 28m 26s; Vatanen, 28m 44s.

SS 5 New Distomo (10kms): Mikkola, 8m 13s; Alen, 8m 31s; Toivonen, 8m 35s; Bettega, 8m 39s; Vatanen, 8m 44s.

SS 6 Bauxite Way (9kms): Blomqvist, 5m 07s; Alen, 5m 11s; Mikkola, 5m 14s; Rohrl, 5m 18s; Toivonen, 5m 18s; Wittmann, 5m 20s.

SS 7 Karroutes (20kms): Blomqvist, 5m 14s; Bettega, 5m 19s; Mikkola, 5m 22s; Alen, 5m 24s; Toivonen, 5m 25s; Rohrl, 5m 26s.

SS 8 Lidoriki (7kms): Blomqvist, 5m 14s; Bettega, 5m 19s; Mikkola, 5m 22s; Alen, 5m 24s; Toivonen, 5m 25s; Rohrl, 5m 26s; Wittmann, 5m 26s.

SS 9 Sikea 1 (42kms): Blomqvist, 33m 58s; Rohrl, 34m 24s; Vatanen, 34m 56s; Mikkola, 34m 59s; Toivonen, 35m 10s; Alen, 35m 13s.

SS 10 Moschokaria 1 (10kms): Mikkola, 7m 56s; Blomqvist, 7m 56s; Toivonen, 8m 09s; Rohrl, 8m 13s; Vatanen, 8m 17s; Toivonen, 8m 17s; Toivonen, 8m 21s.

SS 11 Moschokaria 2 (4kms): Alen, 4m 19s; Mikkola, 4m 20s; Rohrl, 4m 22s; Vatanen, 4m 24s; Blomqvist, 4m 24s; Toivonen, 4m 25s.

SS 12 Makirahi (15kms): Moschous, 11m 07s; Mikkola, 11m 16s; Toivonen, 11m 24s; Blomqvist, 11m 28s; Vatanen, 11m 29s; Bettega, 11m 42s.

SS 13 Verdikoussa (22 kms): Toivonen, 20m 53s; Mikkola, 21m 09s; Rohrl, 21m 31s; Vatanen, 21m 45s; Blomqvist, 21m 56s; Alen, 22m 12s.

SS 14 Klissoura (11kms): Toivonen, 7m 24s; Alen, 7m 26s; Mikkola, 7m 28s; Rohrl, 7m 29s; Vatanen, 7m 31s; Salonen, 7m 45s.

SS 15 Deskatli (21kms): Blomqvist, 14m 26s; Rohrl, 14m 31s; Mikkola, 14m 32s; Alen, 14m 32s; Toivonen, 14m 36s; Vatanen, 14m 44s.

SS 16 Meteora (17kms): Blomqvist, 13m 17s; Mikkola, 13m 24s; Toivonen, 13m 34s; Rohrl, 13m 39s; Alen, 13m 43s; Wittmann, 13m 50s.

SS 17 Kalivia (7kms): Vatanen, 5m 07s; Rohrl, 5m 10s; Toivonen, 5m 10s; Mikkola, 5m 12s; Blomqvist, 5m 14s; Alen, 5m 16s.

SS 18 Rahoula (24kms): Blomqvist, 21m 53s; Mikkola, 22m 00s; Bettega, 22m 11s; Rohrl, 22m 16s; Toivonen, 22m 21s; Alen, 22m 27s.

SS 19 Nerada (52kms): Blomqvist, 49m 23s; Bettega, 50m 33s; Mikkola, 50m 34s; Rohrl, 50m 48s; Wittmann, 51m 01s; Vatanen, 51m 15s.

SS 20 Neohorio (13kms): Rohrl, 10m 28s; Salonen, 10m 33s; Blomqvist, 10m 34s; Toivonen, 10m 37s; Alen, 10m 39s; Mikkola, 10m 45s.

SS 21 Vitoli (32kms): Mikkola, 30m 50s; Toivonen, 31m 04s; Vatanen, 31m 30s; Rohrl, 31m 40s; Salonen, 31m 50s; McRae, 31m 51s.

SS 22 Stage cancelled.

SS 23 Hani Zagana (15kms): Mikkola, 11m 56s; Blomqvist, 11m 58s; Rohrl, 12m 08s; Alen, 12m.

08s; Vatanen, 12m 13s; Bettega, 12m 14s.

SS 24 Sikea 2 (18kms): Vatanen, 15m 03s; Rohrl, 15m 06s; Toivonen, 15m 15s; Mikkola, 15m 19s; Blomqvist, 15m 20s; Alen, 15m 32s; McRae, 15m 33s.

SS 25 Karroutes 2 (27kms): Blomqvist, 19m 06s; Alen, 19m 10s; Mikkola, 19m 13s; Toivonen, 19m 13s; Vatanen, 19m 17s; Rohrl, 19m 23s; Bettega, 19m 35s.

SS 26 Bauxite Way (8kms): Alen, 4m 58s; Toivonen, 5m 03s; Rohrl, 5m 04s; Vatanen, 5m 07s; Bettega, 5m 09s; Blomqvist, 5m 10s; Wittmann, 5m 12s.

SS 27 Desfina (7kms): Rohrl, 5m 17s; Alen, 5m 19s; Toivonen, 5m 25s; Bettega, 5m 27s; Mikkola, 5m 30s; McRae, 5m 36s.

SS 28 New Distomo (10kms): Mikkola, 9m 06s; Toivonen, 9m 21s; Vatanen, 9m 23s; Salonen, 9m 29s; McRae, 9m 37s; Alen, 9m 38s.

SS 29 Elikon (14kms): Alen, 11m 22s; Vatanen, 11m 24s; Mikkola, 11m 24s; Toivonen, 11m 33s; Rohrl, 11m 34s; Bettega, 11m 36s.

SS 30 Prodomos (11kms): Alen, 8m 00s; Wittmann, 8m 10s.

SS 31 Ailki 2 (20kms): Mikkola, 14m 57s; Toivonen, 15m 06s; Rohrl, 15m 10s; Alen, 15m 44s; Blomqvist, 15m 44s; McRae, 15m 44s.

SS 32 Platanaki (22kms): Toivonen, 13m 42s; Alen, 13m 48s; Mikkola, 13m 49s; Moschous, 13m 50s; Vatanen, 13m 55s; McRae, 14m 34s.

SS 33 Aghios Ionnis (13kms): Blomqvist, 10m 11s; Vatanen, 10m 31s; Alen, 10m 45s; McRae, 10m 52s; Bettega, 10m 59s; Wittmann, 11m 05s.

SS 34 Shinos (12kms): Blomqvist, 8m 26s; Mikkola, 8m 43s; Rohrl, 8m 45s; Vatanen, 8m 50s; Alen, 8m 51s; Bettega, 8m 55s.

SS 35 Riza (14kms): Blomqvist, 11m 56s; Alen, 11m 57s; Rohrl, 11m 59s; Mikkola, 12m 19s; Wittmann, 12m 26s.

SS 36 Killini (27kms): Blomqvist, 23m 22s; Rohrl, 23m 35s; Mikkola, 23m 41s; Alen, 23m 41s; Bettega, 23m 55s; Vatanen, 23m 56s.

SS 37 Theoktisto (19kms): Rohrl, 14m 53s; Blomqvist, 14m 53s; Vatanen, 15m 08s; Mikkola, 15m 08s; Alen, 15m 34s; Bettega, 15m 34s.

SS 38 Aloistena (8kms): Blomqvist, 5m 45s; Rohrl, 5m 52s; Mikkola, 5m 52s; Alen, 5m 55s; Vatanen, 5m 58s; McRae, 5m 58s.

SS 39 Likohia (28kms): Rohrl, 25m 49s; Vatanen, 25m 54s; McRae, 26m 00s; Blomqvist, 26m 03s; Bettega, 26m 25s; Alen, 26m 40s.

SS 40 Voutsaras (6kms): Vatanen, 5m 00s; Rohrl, 5m 10s; Blomqvist, 5m 10s; Bettega, 5m 15s; McRae, 5m 18s; Alen, 5m 19s.

SS 41 Koniditsa (5kms): Rohrl, 6m 14s; Alen, 6m 17s; Blomqvist, 6m 18s; Vatanen, 6m 21s; Wittmann, 6m 25s; Bettega, 6m 25s.

SS 42 Goritsa (10kms): Vatanen, 7m 46s; Rohrl, 7m 48s; McRae, 7m 59s; Alen, 8m 05s; Blomqvist, 8m 09s; Bettega, 8m 09s.

SS 43 Gerakion (11kms): Blomqvist, 6m 46s; Rohrl, 7m 15s; Bettega, 7m 16s; Alen, 7m 17s; Vatanen, 7m 19s; McRae, 7m 21s.

SS 44 Parnon (47kms): Blomqvist, 40m 40s; Rohrl, 41m 25s; McRae, 41m 37s; Alen, 41m 41s; Bettega, 41m 50s; Wittmann, 43m 25s.

SS 45 Malevis (14kms): Blomqvist, 10m 58s; Rohrl, 11m 06s; Vatanen, 11m 08s; Bettega, 11m 08s; Wittmann, 11m 19s; Alen, 11m 36s.

SS 46 Karnezeika (14kms): Vatanen, 9m 54s; Blomqvist, 10m 04s; Wittmann, 10m 19s; Rohrl, 10m 21s; Mehta, 10m 25s; Bettega, 10m 42s.

Wambergue took the Citroen Visa to a creditable ninth.



remained confident . . . Alen's hands trembling just a little.

Both men would have perhaps taken heart had they seen Audi, servicing just a few kilometres up the road on some bare earth by the dust track.

Mikkola was standing over his car, seemingly unable to totally trust the workers. He issued instructions occasionally, overseeing the rear brakes being bled, watching as Roland Gumpert checked the tracking.

"Yesterday," he admitted, "the right wheel was moving so suddenly I could have too much oversteer. A bit exciting."

He returned to the car as co-driver Arne Hertz shouted a warning, and the car fell off the jack, Hertz called that it was time to go, and the pair seemed relieved that they could relax again with another stage ahead!

All went relatively quiet for a few moments, before Blomqvist's co-driver Bjorn Cederberg tried to inject some life into the team. He explained that there were very few minutes left and he would like some assistance. Filling the petrol tank himself, he was suddenly joined by 10 men eager to do everything.

Problems were found, someone checked the wheels twice, and eventually he was dispatched, only a little late. Blomqvist was not amused, but the situation was an exact reversal of that on Sanremo last year when he led and Mikkola was out of contention. On that occasion the Finn was ignored; the Swede had everything, and the team seemed unable to form a balance, all too easily discarding one car.

Shortly, Blomqvist stopped for petrol and apparently the filler cap was not replaced.

"We have a puncture with Walter," FIORIO confirmed, "another puncture."

"We arrived at the control," explained Cederberg, "I know there was a fire at the back, but there were only 10 secs to go, so I had to clock in at the control first. Then I took the fire extinguisher and went to the back of the car."

With the back of the car now fairly well sined, the pair continued their uphill struggle when the steering broke on what should have been the 22nd stage. It was cancelled before the start, although the timing remained the same. Impossible.

By this time Mikkola was at the next service point. News from Blomqvist arrived via the rally car, (all the chase cars were neatly parked inside the garage where radios don't work too well) and with attention centring on the lead machine already present, it took a little while before a car was sent to Blomqvist's rescue.

Mikkola meanwhile was again working overtime in the service area.

"You must check this same part on my car . . . make sure it is OK, please." David Sutton stood quietly in the background. His frustration as a spectator was apparent, watching the gradual erosion of the Audi effort.

Blomqvist would lose so many minutes on the road, after the emergency operation, that any hope of backing up Mikkola had gone. The Audi challenge for victory now rested entirely with the lead car.

All the way south again, often through the same stages which featured on the opening day, Lancia maintained the pressure with the Opel drivers gradually coming into the picture as they sorted the cars. Their clutch dramas could not be fully cured until that night, when a two hour service point would allow a complete rebuild for everyone, but they seemed to be over the worst.

Not so for Lancia whose fortunes apparently took a dive at the end of the New Distomo test around 5.00pm on Tuesday. With the usual gathering of service cars and barges near the end of the test. Cesare Fiorio's face dropped with a radio call from Geistdorfer. It was a real Italian low.

"We have a puncture with Walter", Fiorio confirmed "Another puncture, because already we have two with Markku, Bettega has had two, and now Walter has another."

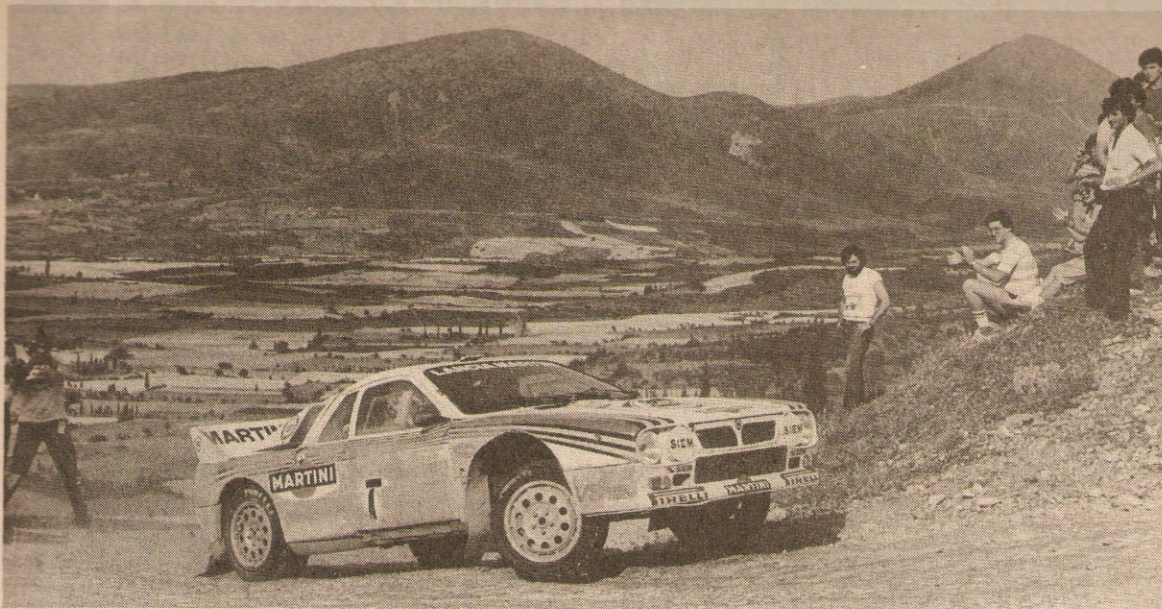
Swiftly Lancia moved into 'emergency mode' and the helicopter which had only just brought Nini Russo and two top



Filing off the ferry . . .

Rally Snippets . . .

The solo entry for Jean Ragnotti was aimed at giving the Renault team more experience of gravel conditions, although everything went wrong. An early gearbox change was made when Ragnotti was left with only second and fourth, although soon after the Greek service crew had problems with their hydraulic wheel jacks. Later, on the first day, the car retired with sheered wheel studs . . . Making his first appearance on the event was Henri's brother Harri. Father Toivonen was also present to see the rally, with both sons competing, Harri with Mazda in an RX-7. There were many problems, particularly with the front suspension and the rear differential, but both cars got home, with Achim Warmbold winning the class ahead of Mr Toivonen Jr. . . . Yet again two Citroen Visa Chronos made it into the top 10 on a World Championship event. Driven by Philippe Warmbergue, and Maurice Chomat, and entered by the Citroen competitions department, they proved remarkably strong and well suited to the conditions. Indeed, there are now a great many of the little Visas at the top end of rallying, and the car has found a considerable market, proving itself capable of some excellent results . . . The Nissan team cannot have been very happy with their result, although stalwart Shekhar Mehta again gave them a good finish. Both Timo Salonen and George Moschous had regular gearbox problems, and Salonen went out near the end of the second leg attempting to change the unit. Moschous crashed on the final night . . . The factory Wartburg team entered cars in both Group A and Group 2, and the Group 2 cars were considerably quicker, although they only managed to 26th overall . . . The only British privateers were Trevor and Paul Hadley, running a couple of Talbot Sunbeams. Unfortunately both cars retired on the opening stages with mechanical problems . . .



Markku Alen powers his way to second through the Greek hillsides.

mechanics was turned round and dispatched to the area. If need be they could always land and allow the mechanics to complete the work at the side of the stage.

As it was revealed later, the time lost was actually less than 1 min, and the race continued, albeit with Audi now holding a slightly more comfortable lead.

Soon everyone would be able to relax just a little, because although the final control that night was not until midnight, there was plenty of time for the factory teams to completely rebuild their cars. The action it seemed was over for another day, and for McRae, who had been having serious clutch problem since the start, it was a relief to clear the last test and head south down the national road. Suddenly, the car lost power amid a great deal of noise and violent banging from underside.

The bearing had seized at the front of the propshaft and the shaft itself had exploded, flying off down the road. Luckily a service barge appeared to effect a rescue, although the incident kept Shekhar Mehta on his toes.

While others in his team had been chewing their way through gearboxes (Salonen was now out after he went OTA changing a unit) Mr and Mrs Mehta had undertaken steady careful progress to stay in touch with the top end of the leader board. Then they came mighty close to McRae's flying propshaft...

Positions at Lagonissi: 1, Mikkola, 7h 57m 03s; 2, Rohrl, 7h 59m 58s; 3, Alen, 8h 03m 06s; 4, Toivonen, 8h 11m 51s; 5, Vatanen, 8h 14m 44s; 6, Blomqvist, 8h 16m 07s; 7, Bettega, 8h 16m 36s; 8, McRae, 8h 22m 45s; 9, Mehta, 8h 26m 20s; 10 Wittmann, 8h 30m 07s.

While Opel mechanics had spent most of their time during the Tuesday night service period installing new clutches, gearboxes, axles, and trying to investigate a mysterious wheel problem which had troubled both Vatanen and Toivonen, the two factories at the top of the table returned their cars to full race specification.

Rohrl arrived at Lagonissi on Wednesday evening really looking forward to the final part of the event.

"Now I have a new car," he announced. "This is a real race car, without the extra air filter installed to combat the dust problem. And they have increased the boost pressure so that it is maximum, like in Corsica. Fiorio has told me to attack."

For their part, Audi had also apparently turned up the boost (something around 420bhp was nominated) while Mikkola remained confident that he could keep the rest of them behind. It was back to business, and as the darkness drew in the

cars moved west and across the Corinth canal into the final stages.

Except for Henri Toivonen and Fred Gallagher. On the opening stage of the evening their Opel Manta 400 went off the road and into a tree.

"We have lost the steering," was the only message which reached the waiting back up crew at the finish of the section, but in fact there was nothing left at the front to bolt the steering onto. The battle between Vatanen and Blomqvist, now separated by less than 2 mins would be for fourth place, not for fifth.

And the battle up front between Mikkola and Rohrl was also sure to be tense, although the German got off to a bad start when, on one of the very few asphalt test in the event, his Lancia switched to racers (along with many others) only to find that Blomqvist, still on a gravel tyre was sensationally quick.

Lancia had conducted some very fast tyre changes on occasions during the event, to ensure their drivers were on the most suitable rubber, and usually it had worked. Audi on the other hand, (although they spent Wednesday afternoon practising quick changes with Roland Gumpert watching) often avoided such practises.

Through that last night, time in the service areas was at a premium. Everyone dropped road time and Attilio Bettega even went off the road although no real damage was done.

This was the time when everyone had to work as a unit, and there would not even be time for drivers to get out of the car, and oversee the work.

Heading into the early hours of Thursday, Mikkola's first ever finish on an Acropolis Rally seemed to be in store. He had controlled the Lancia attack with steady performances, sometimes with Kleber tyres as a precaution, and the margin had been extended. Walter Rohrl explains the next development:

"We knew we had to keep the pressure on, just in case. Then I was in this stage and I saw the oil on the road and we talked about it as we drove. I knew it could not be gearbox oil, because I would smell it, so it must be engine oil.

"All the time it was a difficult position, because you want it to be a problem for the other one, but when I saw his car I said, 'shit!'

"I knew how much he wanted to get to the finish."

The source of this trail of Castrol was in fact the rear mounted oil cooler. A broken hinge had been left undetected and vibrations let it fly open eventually allowing the entire boot to break free.

"The boot was being dragged along by the oil lines," explained a distraught

Mikkola later. "Eventually there was no oil pressure because we had not seen the problems."

The race for the flag was over, and immediately Lancia turned down the boost, and allowed their professionals to cruise home. Acting as back up was Alen, his car also still immaculate, despite some earlier heart stopping moments when he hit head gasket problems after a belt broke.

MIKKOLA: "The boot was being dragged along by the oil lines..."

Attention, therefore, turned to the race between Vatanen and Blomqvist; now for third position. It had demanded total commitment from both men — and their respective partners — with the Finn in full attack, swapping seconds with

Blomqvist all night.

Again, it was an outside influence which made the decision and again the continual pressure caused by such tight road timing played a part.

"I heard a noise at the service point," explained Vatanen, "but there was only time for petrol. Not enough time to even lift the bonnet, and so I went to the stage with a broken top strut mounting. It cost us 8 mins in the stage."

Blomqvist had earned third place the hard way, although even then he still had minor troubles in store, when the power steering failed. A new unit was installed but on replacing the distributor, the mechanic did not set the timing correctly.

"I was driving down the stages," explained the Swede, "and using the temperature gauge not the rev counter. Every time I tried to go fast the temperature rose."

Vatanen took fourth, therefore, with repairs completed, while the other remaining factory Opel was in ever deeper trouble. McRae had encountered Panhard rod problems earlier in the rally, but now he was faced with a complete failure of the right rear wishbone.

"The whole thing simply fell off the car," explained a very relieved Ian Grindrod. "The spring and everything fell off during the stage and Shekhar went over the whole thing. He said he was fed up with us throwing things at him all event."

With the axle wired in place, the pair struggled home in much the same way as they did exactly one year ago, when last minute problems dropped them down the top 10.

Both were pleased to be on the ferry which transported the 36 survivors back to Athens, however, as this had been a truly classic event. A real test, not just for the driver but for the entire team. It combined everything, although sadly for the Audi team, they seemed to have provided most of the excitement. From the opening disaster for Mouton, to the final moment of agony for Mikkola, they had been in trouble allowing Lancia perhaps their greatest success with the new car.

ACROPOLIS RALLY (G)

May 30/June 2

World Rally Championship for Drivers, round 6
World Rally Championship for Makes, round 5

- 1, Walter Rohrl/Christian Geistdorfer (Lancia Rally), 11h 12m 22s;
- 2, Markku Alen/Kka Kivimaki (Lancia Rally), 11h 18m 42s;
- 3, Stig Blomqvist/Bjorn Cederberg (Audi Quattro), 11h 26m 18s;
- 4, Ari Vatanen/Terry Harrymen (Opel Manta 400), 11h 35m 11s;
- 5, Attilio Bettega/Maurizio Perissinot (Lancia Rally), 11h 36m 38s;
- 6, Shekhar Mehta/Yvonne Mehta (Nissan 240RS), 11h 49m 41s;
- 7, Franz Wittmann/Dr Kurt Nestinger (Audi Quattro), 11h 54m 03s; 8, Jimmy McRae/Ian Grindrod (Opel Manta 400), 11h 56m 23s; 9, Philippe Wambergue/V Laverne (Citroen Visa), 13h 17m 30s; 10, Maurice Chomat/Didi Breton (Citroen Visa), 13h 28m 08s.

Group A overall: 1, Evangelis Gallo/Vasilias (Toyota Corolla TE71); 14h 15m 11s; 2, Panagiotis Giannissis/Ch Reras, (Nissan 140J), 14h 50m 51s; 3, Petros Martinis/N Kotsionopolous (Ford Escort RS), 15h 12m 41s.

Group N overall: No finishers

Group B overall: Results as for positions overall.

Group B over 2000cc: 1, Rohrl/Giestdorfer; 2, Alen/Kivimaki; 3, Blomqvist/Cederberg.

Group B under 2000cc: 1, Wambergue/Laverne; 2, Chomat/Breton; 3, Ch Rio/B Martin Dondoz (Citroen Visa), 13h 34m 05s.

Group 4: no finishers

Group A 1600cc to 2000cc: 1, Martinis/Kotsionopolous; 2, Dimotakis/Papastathopolous (Ford Escort RS), 15h 15m 52s; 3, Vichos/Dalaris (Ford Escort RS), 15h 52m 57s.

Group A 1300cc to 2000cc: 1, Gallo/Vasilias; 2, Giannissis/Reras; 3, Poulougiannis/Staveris (Mitsubishi Lancer) 16h 22m 21s.

Group A 1150cc to 1300cc: 1, Svarnias/Halivelakis (Toyota Starlet), 15h 12m 46s; 2, Papadamandiu/Halaris (Toyota Starlet), 15h 25m 04s; 3, Foussaris/Matzalis (Toyota Starlet), 15h 58m 57s.

Class A up to 1150cc: 1, Krugel/Heitzmann (Wartburg 353WR), 16h 14m 59s; no other finisher.

Group 2 over 2000cc: 1, Achim Warmbold/G Kischkel (Mazda RX-7), 14h 26m 54s; 2, Harri Toivonen/Juha Piironen (Mazda RX-7), 14h 40m 22s; no other finishers.

Group 2 1600cc to 2000cc: 1, Loukas/Panagiotounis (Toyota Celica GT), 16h 03m 24s; no other finishers.

Group 2 1300cc to 1600cc: 1, Papatriantafillou/Stefanis (Toyota Corolla), 13h 51m 29s; 2, Balidis/Xiloudis (Daihatsu A20), 16h 06m 29s; 3, Meylan/Nahas Berozzi (Datsun Violet 160), 16h 16m 58s.

Group 2 up to 1300cc: 1, Heimbürger/Weitz (Wartburg 353 WR), 15h 49m 11s; 2, Krugel/Schenk (Wartburg 353 WR), 15h 58m 11s; no other finishers.

120 starters/36 finishers.

Rally leaders: SS 1, Bettega; SS 2 to SS 8, Alen; SS 9 to SS 11 Rohrl; SS 12 to SS 38, Mikkola; SS 39 to SS 46, Rohrl.

Leading retirements: Mouton (Audi Quattro) accident, 0 stages completed; Mikkola (Audi Quattro), 37 stages, loss of oil; Salonen (Nissan 240RS), gearbox failure, 30 stages; Ragnotti, (Renault 5 Turbo), broken wheel studs, 8 stages; Moschous, (Nissan 240RS) accident, 38 stages.

Jimmy Fleming

KEITH OSWIN talks to the current leader of the Esso Scottish Rally Championship.

Jimmy Fleming describes himself as "one of the grandfathers of rallying!" However true this may be, while the attention of most people is firmly focused on the younger stars behind the wheel, it is Fleming who leads the Esso Scottish Rally Championship by five points after the recent Forth Electrical Stages Rally.

While mildly surprised at his current run of success, Fleming is philosophical about the sport. "It's all a bit of fun really. It is true that I take it seriously, but enjoyment is the first priority." But he certainly knows how to make the most of his spare time. More often than not, he can be seen throwing his ex-Per Eklund Toyota Celica through the forests on Saturday and then entertaining the spectators at one of Scotland's race circuits the following day in the same car. Usually, rally and racing drivers tend to stay apart, so why does Fleming choose to mix the two? "The racing part started when I had the Starlet," he explained. "When I bought it from John Midgley, it had a 1600cc engine that was not particularly good. The car is very short and difficult to drive and would spin very easily. I decided to fit a 2-litre engine to see if that would improve things, or at least make it spin quicker! It still wasn't right, so I decided to take it to the circuits and see if it could do any better there."

Back in 1977, Fleming decided that spending six days a week in the motor trade (he runs a very successful Toyota dealership these days, with an expanding rally preparation business running alongside) without enjoying any particular hobby, was not good. He took up rallying and was initially satisfied. Is racing and rallying on the same weekend not taking things rather too far the other way?

"I don't see why. Some people go to Church on Sundays, I choose to go racing!" jokes Fleming. "No, the reason is that I am thoroughly enjoying myself and I think that the spectators from both sports are getting a good deal out of it too. Ex-works rally cars in the forests are always exciting, particularly in club rallying. It struck me that racing is getting very boring with professional races at all levels so the spectacle that the big saloons provide on the smaller tracks has been a great boost."

Spectacular roll

Fleming's early involvement with rallying came with Toyotas. His first Celica had something of a chequered career in the cheerful Scot's hands. "We used to start last because of having no previous form. On one rally we would get up to 14th or so and on the next we would retire, usually in dramatic style. One of our first events was the Granite City where we fell victim to Clashindarroch Forest. When the car finally stopped after the accident, a spectator told us that it had turned over three or four times in the air before landing. I must have been trying then!

"During that first year we went everywhere — even to Wales would you believe? — and the pattern was always the same. Finish, roll, finish, roll and so on . . ."

A spell with Vauxhall saw him build one of the first Chevettes to be seen in the forests. The car provided much entertainment until, on the way to an Irish event, the car was written off. "We were late and really having to press on. The prop shaft came away from the gearbox, dug into the tarmac, and threw the car end over end. It was totalled. A shame too as we had lots of fun with that car.

"But everyone seems to take things much too seriously these days. Rallying is a sport after all. It saddens me when there are unpleasant protests after a rally. It would be much better if people could accept that they made a mistake and learn to do better next time."

54

When Fleming's ties with Vauxhall ended, he took on the little Starlet. After struggling with the 1600cc and 2-litre engines, he decided that some real power was needed to make it competitive on both the race tracks and in the forests. Quickly christened 'the Bionic Roller Skate', as a result of the new V8 engine, the car attracted much attention — at least until the almost inevitable accident!

"We used to watch the videos at the end of an event," continues Fleming, "to see how the car had gone. Usually we got a brief glimpse on one of the early stages but then never saw it again as it had decided to climb a tree somewhere!

"It was that car that got me started on the race tracks. I decided to have a go and found that the car had qualified on the third row of the grid. It had to be entered in the Special Saloon class as there was nothing for rally cars at the time."

Last December, Fleming had the opportunity to buy the Team Toyota GB Celica that had been campaigned, with only moderate success, by Per Eklund throughout 1982. He still owns the Starlet, although the V8 engine



has found its way to Ireland and the car has been worked on to make it more suitable for the 2-litre unit that it is fitted with again.

Where Eklund failed to find reliability, Fleming has succeeded. Almost unnoticed, he has regularly gathered points to head the table while his more fancied rivals have had problems.

If you want to finish first, first you must finish, is a cliché that Fleming strongly believes in. "I think I have proved that steady driving brings the results. If I can lead the Scottish Championship by taking care of the car, then the others could do so as well."

The new car has become a firm favourite with the racing fraternity. At Ingliston recently, the Toyota entered in the GT and road car classes. In competition with a 3-litre Capri and an Audi Quattro, the three gave a superb demonstration of how exciting this sort of racing can be when, after 12 laps, there were only 2secs covering the trio.

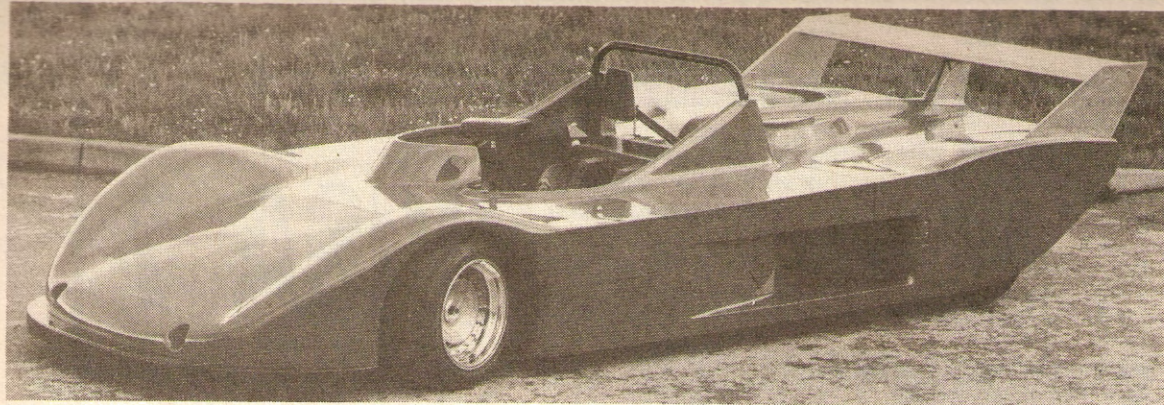
Fleming enjoys friendly rivalry and relishes the few occasions when the English and Scottish drivers get together. Why then does he think that there are not more forays into England by the Scots and vice versa?

"Perhaps each feel that they have enough to do in their own country. There are good drivers on both sides of the border, but I feel that they should get together more often, particularly if they want to tackle the Scottish International or some of the English events. Although there appears to be deadly rivalry between the two, there is also a lot of sportsmanship. This is the essential part of any sport if it is to be promoted properly."

Fleming is doing his bit to promote the sport in Scotland. Recently he has become a local radio personality with North Sound. On Saturday afternoons, he often visits the studios to join the sports programme where he talks about motor sport, often on a 'phone in'. As a result, more stations are taking motor sport broadcasts, and the situation is improving rapidly. Far from being a way of spending a few of his leisure hours, rallying has now filled the gap almost entirely between his working week. With the preparation business to look after as well, Fleming is a busy man.

"I enjoy it all though," he insists. "I enjoy my work, and my hobby gives me the chance to go out and play. There are some smashing people involved in the sport and I wouldn't miss it for the world."

Jimmy Fleming's Toyota Celica chases Hugh McCaig's Audi Quattro at Ingliston in April this year. Jimmy competes in one of the most versatile Toyotas in the British Isles, regularly changing the spec from race to rally settings.



Lola's latest sports car is designated the T594C and is an updated version of the successful S2000 chassis.

Updated Lola sportscar

In response to enquiries from Thundersports, American C-Sports and Italian national race and hillclimb competitors, Lola Cars have developed an updated version of their T594 S2000 model to meet all these demands.

The Lola T594C has already been built with Mazda rotary, VW and Ford BDA-based engines, all of which are mated to a common, stiffened, monoco-

que chassis. To cope with greater power outputs, F3 size wheels and tyres, the 5-speed Hewland Mk9 transaxle (with lsd) and ventilated four-pot brakes are incorporated on the new model. A full width tail wing and extended nose splitter aid aerodynamic balance. Dry break fuel couplings are available for endurance racing applications for which twin tanks are fitted. All up the car weighs under

500kgs race-ready.

The car can be adapted between any of the above specifications with ease or could even be put back into S2000 trim.

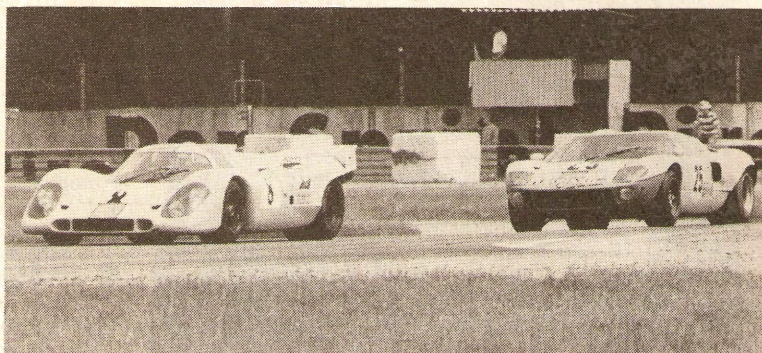
Peter Lovett has bought a T594 for Thundersports events (when touring car commitments allow) and has installed a 2.3-litre Mazda rotary engine. Testing of the car apparently went very well at Silverstone last month.

The Zagk protest

The sealing and inspection of FF2000 engines built by the German Zagk concern at the Nurburgring a fortnight ago, and subsequent announcements that they are illegal, has caused perhaps the biggest ever rumpus in the formula's 10-year history.

The engines were protested by PRS driver Alfonso Toledano at the behest of his engine builder, Gätmo, and, although no official statement has reached us yet, it is widely believed that camshaft irregularities are the chief cause for concern. Howard Mason and the RAC Technical Commissioners will be reporting their findings to championship organisers EFDA in due course. EFDA Director Daniel Partel's comments on the matter are eagerly awaited.

The eligibility checks were well received by the top British engine builders whose own products have been cleared.



Stoic Racing's Porsche before the suspect valve spring problem at Hockenheim.

Stoic's 917 problems

The glorious Porsche 917 which John Piper and Mark Finburgh run in Super Sports events under the Stoic Racing banner, had its first outing since last season's disastrous engine blow-up at Hockenheim last weekend.

The car, which was used by the Kremer

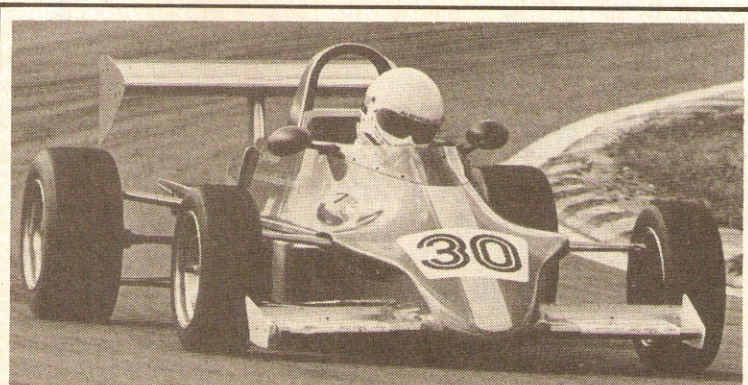
brothers as a pattern for their own 917-K81 endurance racer a couple of years back, had its 4.5-litre engine rebuilt at the Porsche works after the Norisring race last June and was tested prior to Hockenheim by factory engineer Jurgen Barth at the company's Weissach track.

Alas, on raceday Piper detected a misfire in the engine and subsequent investigation would indicate that a valve spring may be broken this time. Let us hope that Stoic's efforts are rewarded with reliability before their patience, not to mention funds, wanes completely.

Flying South

Young Gloucestershire driver Paul South has created a very good impression in his first few races of the season. The 19-year-old former kartist is running a new Royale RP33M in as many races as finances will permit, concentrating on the Esso and RAC series, and recently finished a most encouraging fourth at Silverstone among very good company.

Paul began racing last year with an old Royale RP24, incidentally winning his first two races with the car at Snetterton, but despite still having less than 10 races in all under his belt is already showing a good deal of promise in the car which he runs with his father.



Aussies change cars

Following recent speculation as to a possible change of cars for the Australian Driver to Europe Team in FF2000, both Gary Brabham and Neil Cunningham (above) had brand new Reynard-BSR 83SF chassis at their disposal at Brands Hatch on Bank Holiday Monday. The Neil Trundle-run pair finished 12th and 13th respectively on their debuts with the green Reynards although the team is expected to retain its original Van Diemen RF83 cars for back-to-back evaluation.

Driving Ambition from BBC

Special Saloon car racing forms the storyline for *Driving Ambition*, an eight-part television serial to be transmitted by the BBC in the New Year.

The series will follow the fortunes of a London housewife who decides to have a go at saloon car racing and high-lights the "disappointments and joys of this new enterprise".

Gradually our heroine's standard Mini will be transformed into a Maguire-like space frame machine with BDA power unit and some actual race film footage will be incorporated in the result. Stirling Moss is a special advisor to the series!



Foulston — Number 1 man.

Busy Brands day for Foulston

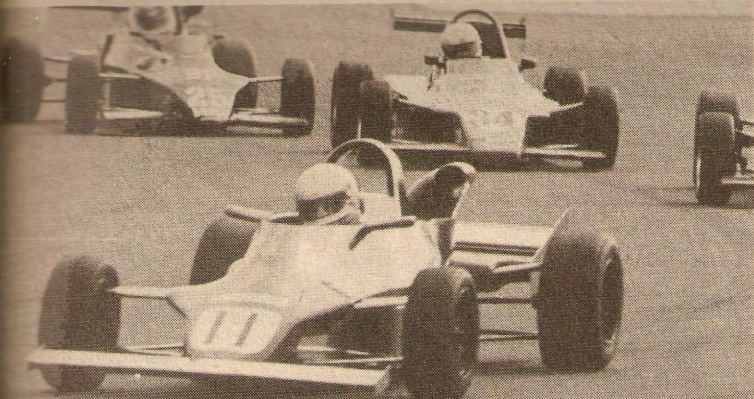
Sunday is the annual BHRC/HSCC Atlantic Computers raceday at Brands Hatch with a full programme of nine events of a nostalgic flavour to attract racegoers.

As usual Atlantic Computer boss John Foulston is prominent on the entry list, this time driving no fewer than four cars ranging from his ex-John Watson McLaren M29 to a Maserati 300S. All will carry the race number '1' on the day.

Fraught F4 Thruxton

There seemed to be something of a jinx on the Formula 4 competitors at the Thruxton Bank Holiday meeting. All three front row qualifiers hit trouble, pole-man Peter Meyrick being unable to take up his position after his Delta's Imp engine blew on the final lap of practice, Dick Penny finishing the race in third place but then having to stop rapidly by a marshals post for a fire to be extinguished and Iain Rowley, after changing engines between practice and race, then suffering a second blow-up.

The row two men fared no better. Paul Tickner's engine blew on the warm-up lap and Mike Whatley, who thought he'd escaped the dramas by coming through to win the race was brought down to earth when he tried to unload the car at home and could only watch in horror as his trailer's winch broke and his March careered down a steep hill and into a solid wall! A corner was ripped off the car but, joked Mike, "that's the only accident I've had in two years and I wasn't even in the car!"



Reynard are achieving world-wide success with their 83SF/FF1600 chassis.

Reynard worldwide

Revised Reynard 83SF chassis moved to the top of two championships last weekend, Tim Davies regaining the lead of the British FF2000 series and Peter Lockhart winning the opening Walter Wolf counter at Mosport in Canada. Both drivers were using Adrian Reynard's new 'batmobile' bodywork which negates the need for a conventional rear wing.

Dutchman Jaap van Silfhout took his 83SF to victory in the 2-litre event at Zolder on Sunday to complete a good day in the senior formula for the Bicester instructor.

Stateside, the previous weekend, Reynard cars apparently won every championship FF1600 event with young Jeff Andretti, kid brother of Mike, taking his Budweiser-backed 83F to victory in his first ever car race at the



Bettridge — a matter of economics.

Bettridge to Pilbeam

While many FF2000 drivers are currently switching to Adrian Reynard's latest 83SF offering, West countryman Neil Bettridge is forsaking his Reynard for one of the Pilbeam chassis for the remainder of the season. "It is simply a matter of economics," explained Neil last week. "We are running our Reynard on a very tight budget and with very little testing as a result we have not been as competitive as we had hoped. The Pilbeam deal includes a development programme which will be invaluable to everyone and give us a better chance of success."

Bettridge, who has worked with Mike Pilbeam before, sees the move as a sound long-term decision and has thus put his little-used Reynard up for sale. "That should give us some useful running costs towards the Pilbeam drive," said Neil.

Indianapolis Raceway Park.

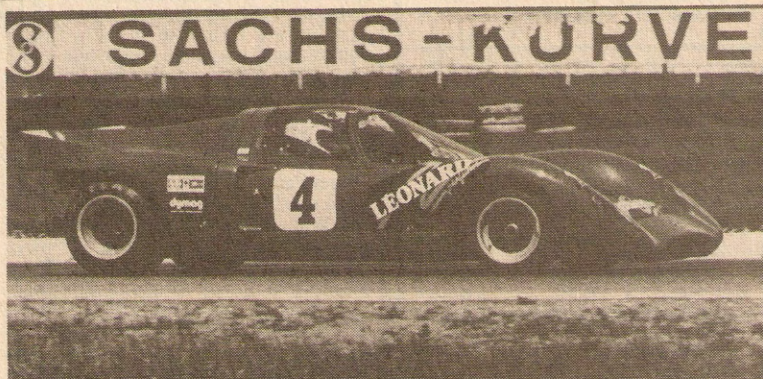
Elsewhere in the USA, Jackson Yonge and Justin Revine dead-heated across the line at Savannah, Craig Ritchie won at Black Hawk while Jim Burnett and Tom Webb scored in 83Fs at Seattle and Spokane, Washington.

Rick Gorne's sales push from the factory now embraces Australasia, too, and new orders are arriving daily. . .

Burgmann barrel-roll



Australian driver Mike Burgmann was very fortunate to escape unhurt when his Chevrolet Camaro lost a wheel in the national touring car championship round at Oran Park last month. Photographer Mike Harding caught this spectacular shot of the Camaro in mid-flight at the Sydney circuit. It finished on its roof, heavily damaged.



Mike Knight at the wheel of the short tail Chevron B16 at Hockenheim.

No Knight fever

Super Sports co-organiser Mike Knight is without the use of Victor Gauntlett's Lola T70 Mk3B this season but has accepted Nick Mason's offer of a BMW-engined Chevron B16 for the Leonard Parfums series which he has done so much to promote.

Mason bought the car recently although preparation problems prevented Knight running it until the

Saturday qualifying session at the Hockenheim last weekend where it unfortunately lasted for just three gentle laps before valve maladies put it out for the meeting.

The car seems to have little racing history but its curious stubby tail is a legacy of the film *Le Mans*, during the making of which its Porsche/Ferrari-like lines deceived the casual viewer's eye!

Briefly . . .

■ Former Grovewood award winner Roger Mac was on top form at Hockenheim last weekend, winning the GT (1960-63) races handsomely with John Lewis's Forward Engineering Jaguar E. The victories were particularly sweet since Jaguar European Sales chief Neil Johnson was present at the circuit.

■ Fred Edwards, the Hertfordshire driver who ran an early FJunior Kieft in historic events last year, is entered at Brands Hatch on Sunday in one of Cyril Kieft's 500cc F3 versions.

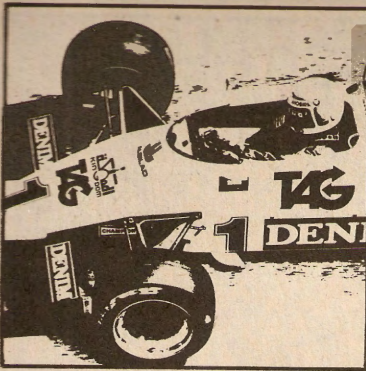
■ Chris Smith's Chappell Smith Sports Promotions FF2000 team contested the controversial Euroseries event at the Nurburgring last month with assistance from Wonder Batteries and Torches. Smith, a privateer, finished well up on the daunting Nordschleife.

Smith — good result at the 'Ring.



B&M Howley Metros dominant

The British Car Auctions MG Metro Challenge, apart from providing some excellent racing this year, is also proving an impressive shop-window for Howley engines and the chassis preparation of B&M Racing. The recent Silverstone race saw each of the top four finishers — Paul Taft, Malcolm Harrison, Richard Belcher and Tim Ransom — at the wheel of cars that had been fettled at the Watford workshops of Brian Walsh and Mick Jones, who looked after Steve Soper's series-winning car two years ago, and fitted with engines built by Warrington-based Howley Racing.



INTERNATIONAL RACES

LIME ROCK IMSA

Jaguar's triumph

Bob Tullius and Bill Adam scored the second victory of the year for the Group 44 Jaguar team at Lime Rock on Monday, May 30, emerging from a rather complicated race to finish one lap clear of the only Porsche 935 in the race, that of Bob Akin/John O'Steen.

Due to the tight pit-lane at Lime Rock, it was decided to run the event as three hour-long heats, with the results to be decided on aggregate. Series leader Al Holbert, sharing his Porsche-engined March 83G with Doc Bundy, proved to be the class of the field, qualifying on pole position and then easily taking the first heat ahead of the Chevy-engined March of Hurley Haywood/Emory Donaldson and then the Tullius/Adam Jaguar XJR-5. In part two, however, there was drama when Donaldson pulled off with broken suspension, Adam pitted for a new nosecone after a brush with a slower car and then Bundy brought the leading March in with a turbo waste-gate problem. They eventually lost a total of seven laps and although returning to the fray and being easily the fastest car could manage only fourth in the final placings.

Diego Montoya drove sensibly to be first GTO car home in third place overall with his BMW M1, driving alone, while Bob Lietzinger/Logan Blackburn (Datsun ZX) claimed GTU honours in finishing seventh.

GREG RICKES

LIME ROCK PARK (USA)

May 30

IMSA Camel GT

Championship, round 8

3x1 hour heats

- 1, Bob Tullius/Bill Adam (Jaguar XJR5), 174 laps, 87.216mph;
- 2, Bob Akin/John O'Steen (Porsche 935 K3), 173 laps;
- 3, Diego Montoya (BMW M1), 169 laps;
- 4, Al Holbert/Doc Bundy (March-Porsche 83G), 169 laps;
- 5, Wayne Baker/Jim Mullen (Porsche 934), 168 laps;
- 6, Rick Knoop/John Morton (Mazda RX-7), 165 laps; etc.

Championship positions: 1, Holbert, 106pts; 2, Tullius, 75; 3, Adam, 52; 4, Akin, 43; 5, Hurley Haywood (Porsche), 35; 6, Bob Wollek (Porsche), 34; etc. **Next round:** Jun 19, Mid-Ohio.

KYALAMI SIGMA

Easy Ian

Ian Scheckter continued his winning ways in South Africa last Tuesday, a Bank Holiday, taking his Team Gunston March 832 to victory in each of the 10-lap heats and clearly holding an advantage

over the other Sigma Series runners.

Scheckter qualified easily on pole position but made a bad start to the first heat, getting away only in seventh place. Team-mate Graham Duxbury (Brut March 822) took up the running but was pased on lap 2 by Trevor van Rooyen (DAW Maurer MM82), who held the advantage until going into the final lap when Scheckter breezed past on the straight before Crowthorne.

Heat two was, quite simply, a Scheckter benefit, the series leader playing with van Rooyen for a while before pulling away to a clear win. Duxbury again took third place not far ahead of the Ralt of Wayne Taylor, while John Moni's Maurer claimed fifth.

KYALAMI (ZA)

May 31

Sigma Series, round 8

2x10-lap heats

Heat 1:

- 1, Ian Scheckter (March-Mazda 832); 2, Trevor van Rooyen (Maurer-Mazda MM83); 3, Graham Duxbury (March-Mazda 822); 4, Wayne Taylor (Ralt-Mazda RT4); 5, John Moni (Maurer-Mazda MM82); etc. **Fastest lap:** Scheckter, 1m16.43s, 120.11mph (record).

- Heat 2: 1, Scheckter; 2, van Rooyen; 3, Duxbury; 4, Taylor; 5, Moni; etc.

Championship positions: 1, Scheckter, 114pts; 2, Duxbury, 74.3; Tony Martin (Maurer), 57; 4, van Rooyen, 39; 5, Taylor, 38; 6, Bernard Tilanus (Maurer), 25; etc.

Next round: Jul 2, Kyalami.

MONZA (I)

May 29

Italian Formula 3

Championship, round 5

- 1, Ivan Capelli (Ralt-Alfa Romeo RT3), 32m 06.31s, 114.50mph;
- 2, Walter Voulaz (Ralt-Alfa Romeo RT3), 32m 12.58s;
- 3, Alfredo Sebastiani (Ralt-Alfa Romeo RT3), 32m 18.28s;
- 4, Giacomo Vismara (Ralt-Alfa Romeo RT3), 32m 19.89s;
- 5, Roberto Campominosi (Ralt-Alfa Romeo RT3), 32m 24.20s;
- 6, Marco Spinelli (Ralt-Alfa Romeo RT3), 32m 28.93s; etc.

Fastest lap: Sebastiani, 1m 51.70s, 116.15mph.

MOSPORT PARK

Jacques from Jim

The new CanAm season opened at Mosport Park in Canada last weekend. A reasonable number of 21 cars arrived for battle with Jacques Villeneuve taking his ex-Al Unser Jr Frissbee GR3 to a convincing victory over Jim Crawford's Ensign-based RK180B, although the race was marred by a horrific accident that claimed the life of Californian Michael Allen.

French-Canadian Villeneuve was obviously the man to beat, lapping below the existing lap record of 1m10.39s in unofficial testing, although his pole-winning time was only 1m10.713s. Richard Spenard qualified another brand new Frissbee second fastest but then withdrew from the race after comprehensively crashing the car towards the end of qualifying.

In the race, Villeneuve led throughout the 60 laps, finally taking the flag more than a lap clear of the RK Carbon Fibres RK180B of Englishman Crawford, with Irishman Michael Roe doing a splendid job in an old Lola T333 to claim third place. Hurley Haywood's Chevrolet-engined March 83G took fourth after the similar but Porsche-powered March of Al Holbert dropped back with turbo-charger troubles, while Horst Kroll's



The Budweiser Chevrolet Camaros of Hobbs and Ribbs have set the TransAm pace

Frissbee was fifth ahead of the top under 2-litre car, the Lola-Hart of Dr Charles Monk. Bertil Roos (Marguey) had led this section, despite starting from the back of the grid, but retired with 12 laps to go. Allen's crash, which happened on the fastest part of the course, placed a dampener on the whole meeting and after suffering extensive injuries he died in hospital on Monday morning.

The supporting Super Vee race saw a good battle throughout the 24 laps between Atlantic convert Price Cobb and Ludwig Heimrath Jr, only 1.6secs separating them at the end, while ex-FF man Chip Robinson also ran close for most of the way before falling away slightly near the end.

Ed Pimm brought his Red Roof Inns Anson into a promising fifth ahead of Roger Penske Jr in Frank Arciero's Ralt. Also on the programme was round 1 of the Walter Wolf Challenge for FF2000 cars, which saw the two new Powell Motorsport Reynard 83SFs of Peter Lockhart and race debutant John Jones pull away on their own and battle hard before finishing in this order. The Van Diemen RF83s of Dave Whiting and Brian Malcolm battled over third place, while another Reynard, driven by Richard Laport, set fastest lap on its way to fifth place after starting from the back of the grid.

JURGEN STIFTSCHRAUBE

MOSPORT PARK (CDN)

Jun 5

SCCA Budweiser CanAm

Challenge, round 1

60 laps — 147.54 miles

- 1, Jacques Villeneuve (5.0 Frissbee-Chevrolet GR3), 1h19.314s, 111.780mph;
- 2, Jim Crawford (3.3 RK Carbon Fibres-Ford Cosworth DFL 180B), 59 laps;
- 3, Michael Roe (5.0 Lola-Chevrolet T333), 59 laps;
- 4, Hurley Haywood (5.8 March-Chevrolet 83G), 57 laps;
- 5, Horst Kroll (5.0 Frissbee-Chevrolet), 57 laps;
- 6, Dr Charles Monk (2.0 Lola-Hart T290), 56 laps;

Fastest lap: Villeneuve, 1m12.6s, 121.93mph.

Robert Bosch/VW Super Vee

Championship, round 2

24 laps — 59.01 miles

- 1, Price Cobb (Ralt RT5), 32m21.1s; 2, Ludwig Heimrath Jr (Ralt RT5), 32m22.7s; 3, Chip Robinson (Ralt RT5); 4, Ed Pimm (Anson SA4); 5, Roger Penske Jr (Ralt RT5); 6, John Stephanus (Ralt RT5); etc.

Walter Wolf FF2000

Challenge, round 1

15 laps — 36.889 miles

- 1, Peter Lockhart (Reynard 83SF), 22m21.554s;
- 2, John Jones (Reynard 83SF), 22m21.915s; 3, Dave Whitty (Van Diemen RF83), 22m31.935s;
- 4, Brian Malcolm (Van Diemen RF83), 22m21.975s; 5, Richard Laport (Reynard 83SF), 22m43.208s; 6, Geoff Foster (Tiga SF83), 22m46.327s; etc.

Fastest lap: Laport, 1m27.142s, 101.59mph.

SEARS POINT TRANSAM

High Hobbs

David Hobbs is enjoying a successful time in the SCCA's Budweiser TransAm series and last Sunday wrapped up his second victory out of three races with his Budweiser/de Atley Chevrolet Camaro.

Greg Pickett qualified his Chevrolet Corvette on pole position, narrowly ahead of a closely matched bunch of seven cars, and he duly led away from the start. However, in the blisteringly hot conditions, the big car soon ran into tyre trouble and was rapidly reeled in by Hobbs, who took the lead on lap 5. Pickett later succumbed to transmission failure, so Hobbs finally won by more than 26secs from Gene Felton's Pontiac TransAm, which the first round winner had threaded neatly through from a lowly first lap position.

Tom Gloy brought his Mercury Capri into a good third place ahead of reigning champion Elliott Forbes-Robinson, making a one-off return at his home track in one of the Huffaker Engineering Pontiacs. EFR had been embroiled in a good dice with Hobbs's team-mate, Willy T Ribbs, until the latter was forced into the pits with a puncture. Willy rejoined to finish seventh.

BILL MITCHELL

SEARS POINT (USA)

Jun 5

Motorcraft 100

Budweiser TransAm

Championship, round 3

40 laps — 100 miles

- 1, David Hobbs (Chevrolet Camaro), 1h 12m 42.56s, 83.280mph;
- 2, Gene Felton (Pontiac TransAm), 1h 13m 08.58s;
- 3, Tom Gloy (Mercury Capri), 40 laps;
- 4, Elliott Forbes-Robinson (Pontiac TransAm), 40 laps;
- 5, Vern Smith (Mercury Capri), 40 laps;
- 6, Steve Saleen (Pontiac TransAm), 39 laps; etc.

Fastest lap: Hobbs, 1m 42.39s, 88.708 mph.

BRISTOL (USA)

May 22

Valleydale 500

NASCAR Winston Cup

Grand National

Championship, round 11

500 laps — 266.5 miles

- 1, Darrell Waltrip (Chevrolet Monte Carlo), 500 laps, 93.445mph;
- 2, Bobby Allison (Buick Regal), 500 laps;
- 3, Morgan Shepherd (Buick Regal), 499 laps;
- 4, Neil Bonnett (Chevrolet Monte Carlo), 499 laps;
- 5, Richard Petty (Pontiac Grand Prix), 498 laps;
- 6, Terry Labonte (Chevrolet Monte Carlo), 498 laps;
- 7, Ron Bouchard (Buick Regal), 496 laps; 8, Bill Elliott (Ford Thunderbird), 496 laps; 9, Dale Earnhardt (Ford Thunderbird), 495 laps; 10, Tim Richmond (Pontiac Grand Prix), 488 laps; etc.

LA CHATRE EURO F3

Regal Roberto

Italian Roberto Ravaglia scored his first European Formula 3 Championship victory last Sunday, and he did so in impressive style. The Team Trivellato driver, who campaigned an uncompetitive Dallara last year, qualified second fastest to local expert Bernard Santal, scored a good heat win and then came from behind in the final to displace Didier Theys and pull away to a clear victory.

The tight, twisty La Châtre circuit enabled Swiss Bernard Santal, a product of the Avia La Châtre racing school, to set fastest time in official qualifying, although he was only 0.06sec quicker than Ravaglia's similar, Toyota-engined Ralt, while the competitiveness of the European series was demonstrated by the fact that the top 15 runners were all covered by just 1sec. Only 18 cars may start at the little French track, so the organisers ran a pair of 18-lap heats, grid positions taken alternately from the list of qualifiers, with the best eight to qualify for the final, plus the driver who set next fastest lap.

The first heat saw Theys get the jump on Santal with Irishman Tommy Byrne (Eddie Jordan/Koss Ralt) and John Nielsen (VAG Group Ralt) also in close attendance. The occasion proved too much for Santal, though, who dropped back with a couple of incidents and eventually qualified for the last row of the final only by dint of setting the race's fastest lap. Thus, Theys ran out a clear winner in his Ralt-Alfa, while Nielsen took advantage of Byrne having lost the use of second gear to nip through into second. Italian Ruggero Melgrati, teammate to Theys, ran well to take fourth ahead of the Ansons of Claudio Langes, showing his best form this year, and Dane Kris Nissen.

Ravaglia, series leader Emanuele Pirro (Ralt-Alfa) and Pascal Fabre (Martini-Alfa) soon detached themselves at the head of heat 2, remaining in close order to the end but without changing positions. French Championship leader Michel Ferté brought his Martini into fourth, having staved off an early challenge from Cathy Muller, showing her best form to date in a Ralt looked after by Roger Heavens. Further back, James Weaver made a welcome return to F3 with the Anson team.



Ravaglia — first Euro F3 win.

QUALIFYING

Bernard Santal (CH).....Ralt	1:03.34
Roberto Ravaglia (I).....Ralt	1:03.40
Didier Theys (B).....Ralt	1:03.43
Emanuele Pirro (I).....Ralt	1:03.62
Tommy Byrne (IRL).....Ralt	1:03.62
Pascal Fabre (F).....Martini	1:03.65
Claudio Langes (I).....Anson	1:03.70
Pier Luigi Martini (I).....Ralt	1:03.71
Kris Nissen (DK).....Anson	1:03.89
Cathy Muller (F).....Ralt	1:04.15

Various troubles restricted him to ninth place, although he just qualified for the final.

Ravaglia earned pole position for the 40-lap main race, which began well into the evening, although Didier Theys made another storming start to lead into the first corner. Already out, though, was John Nielsen, whose gearbox jammed on the grid and poor Byrne, who never even made it that far when his 'box gave up on the final warm-up lap.

Theys maintained his lead until lap 10 when worsening understeer enabled Ravaglia to find a way past. The Italian quickly capitalised on his manoeuvre and pulled away, leaving Theys to come under pressure from Pirro. With 12 laps to go, Pirro made a big effort to pass but the two cars made contact and Pirro's somersaulted violently out of the race, the Italian being lucky to emerge unscathed.

The remainder of the race provided little incident, Ravaglia, Theys and the consistent Fabre being well spaced out, but there were several good performances behind. Cathy Muller, who was later penalised for jumping the start, ran very promisingly into fourth place before the addition of her penalty, while Santal drove up from the back of the field to fifth before he was thrown out for overtaking under the yellow flags. Thus, Langes, Ferté, who was the only French series runner to complete the course, and Swiss Max Busslinger (Eddie Jordan Ralt) claimed the remaining points ahead of Melgrati, Enrique Benamo (Ralt), Philippe Huart (Anson) and Weaver.

WOLFGANG MONSEHR

LA CHATRE (F)

Jun 5 European Formula 3 Championship, round 5 40 laps — 57.79 miles

- 1, Roberto Ravaglia (Ralt-Toyota RT3), 43m 16.0s, 80.14mph;
- 2, Didier Theys (Ralt-Alfa Romeo RT3), 43m 23.09s;
- 3, Pascal Fabre (Martini-Alfa Romeo MK39), 43m 30.02s;
- 4, Claudio Langes (Anson-Alfa Romeo SA4), 43m 30.02s;
- 5, Michel Ferté (Martini-Alfa Romeo MK39), 44m 03.03s;
- 6, Max Busslinger (Ralt-Toyota RT3), 44m 11.82s;
- 7, Ruggero Melgrati (Ralt-Alfa Romeo RT3), 44m 15.61s; 8, Enrique Benamo (Ralt-Alfa Romeo RT3), 44m 17.45s; 9, Philippe Huart (Anson-Toyota SA4), 44m 18.2s; 10, James Weaver (Anson-Alfa Romeo SA4), 44m 21.0s; etc.

Fastest lap: Ravaglia, 1m 03.58s, 81.80mph.

Heat 1 (18 laps): 1, Theys, 19m 28.76s, 80.10mph; 2, John Nielsen (Ralt-VW RT3), 19m 35.87s; Tommy Byrne (Ralt-Toyota RT3), 19m 41.45s, 4, Melgrati, 19m 42.38s; 5, Langes, 19m 44.57s; 6, Kris Nissen (Anson-VW SA4), 19m 45.00s. **Fastest lap:** Bernard Santal (Ralt-Toyota RT3), 1m 03.90s, 81.39mph.

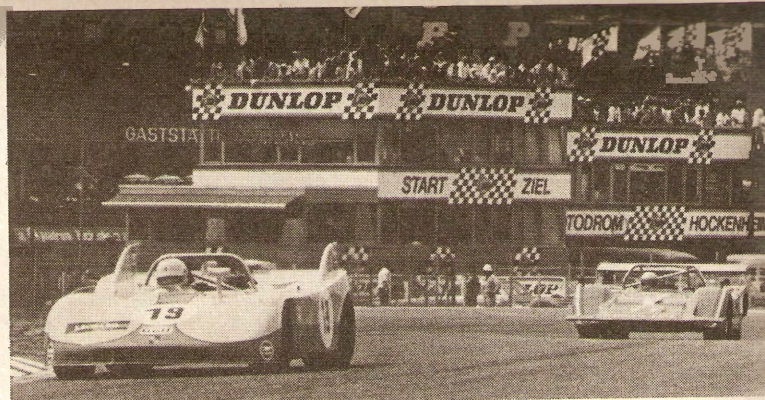
Heat 2 (18 laps): 1, Ravaglia, 19m 18.07s, 80.84mph; 2, Emanuele Pirro (Ralt-Alfa Romeo RT3), 19m 19.66s; 3, Fabre, 19m 20.66s, 4, Ferté, 19m 28.66s; 5, Cathy Muller (Ralt-VW RT3), 19m 38.97s; 6, Olivier Grouillard (Martini-Alfa Romeo MK39), 19m 39.38s. **Fastest lap:** Pirro, 1m 03.50s, 81.90mph.

Championship position: 1, Pirro, 22pts; 2, Nielsen, 15; 3, Byrne and Theys, 14; 5, Gerhard Berger (Ralt), 11; 6, Ravaglia, 10; etc. **Next round:** Jun 11/12, Silverstone.

HOCKENHEIM

Tricky Dickie

Dickie Attwood's pretty Martini International-liveried Porsche 908/2 emerged victorious in the second Leonard Parfums Super Sports race of the season at Hockenheim on Sunday, having gamely pursued Dr Sigg Brunn's rebuilt Gulf-Porsche 908/3 and Ted Williams's vast March 707 CanAm car until the penultimate lap. Lapping nose-to-tail in the later stages of the feature race, this trio enthralled the appreciative spectators in



Brunn's 908/3 Porsche leads Williams's March 707 behind the Hockenheim pits.

the main amphitheatre with some fabulous, on-the-limit, motoring until Ted—having clawed his way to the front—and the German exited the Sachs Kurve just a little too fast and spun in unison. Attwood neatly picked his way through the mêlée to come home a popular winner, with the enthusiastic Williams hot in pursuit once more.

The 20-lap event formed the centrepiece of the AvD's 11th International 'Oldtimer' Grand Prix meeting over which Count Hubertus Graf Dönhoff presided so graciously. David Piper and Mike Knight brought 14 entrants from Britain—counting in their ranks series regular Bernd Becker with his Porsche 910—although Eberbach dentist Brunn took pole position with Hartmut Ibing's magnificent Porsche 908/3, one of three Gulf-coloured machines present.

Attwood's 908/2, a less well balanced derivative of Porsche's ultra-lightweight open car, was qualified into the other front row slot in flurries of finely judged opposite lock with Williams's rather less nimble March third, in its element only on the main straight but forcefully driven elsewhere.

Monthèry winner Richard Thwaites was the fastest man into the stadium with his Racing Fabrications-run Chevron B16, putting up a splendid fourth best time to pip the evenly matched David Franklin (McLaren M6B) and the Uni-Petrol Lola T70 of Mike Wheatley.

Williams unleashed all 550bhp of Chevrolet power to join Brunn at the head of the field from the rolling start with Attwood and Franklin, chased hard by Thwaites and Wheatley, following on—and Stirling Moss (Chevron-Hart B8) striving to stay with the more powerful cars. The Becker 910 was soon in the pits with a puncture after a super charge at the start while the luckless John Piper coasted the 917 in three laps later with suspected major engine dramas.

Brunn drew away from Williams, Attwood and Franklin for the first half of the race (David spinning at the Sachs Kurve without losing a place) although Wheatley eventually forged past Thwaites, driving spiritedly as ever now that 2-litre rival Moss had been shaken off.

Further down Martin Colvill's Gulf GT40, which had made a cracking getaway, indulged, like de Lautour, in an horrifying spin into the fourth gear corner at the end of the pits.

All eyes were on the leaders now though as Williams piled on the pressure, really driving the wide March through the stadium in his efforts to enter the long straight quickly. His tactics worked, and aided by a back-marking Porsche 904/6, Ted blasted by up the start straight, only to find yellow flags out at the end. Dutifully he let Brunn through again but he was back ahead by the stadium once more.

His hard-earned lead was destined to be brief though for, on lap 19, Ted slammed the power down hard on the exit of the Sachs Kurve and gyrated hairily, leaving Dr Brunn no option but

to take to the grass. He spun the 908 too and Attwood made no mistake about seizing his chance. Gratefully, he capitalised while Williams quickly rejoined to take a close second. Franklin stole third from Brunn as the German pitted, suspecting sand in the 908's throttle slides while Wheatley hung on to fifth despite renewed pressure from 2-litre winner Thwaites.

MARCUS PYE

HOCKENHEIM (D)

Jun 4/5 Leonard Parfums Super Sports Trophy Race 20 laps — 32.74 miles

- 1, Richard Attwood (3.0 Porsche 908/2), 23m 23.46s, 83.65mph;
- 2, Ted Williams (5.0 March-Chevrolet/Chaparral 707), 23m 27.74s;
- 3, David Franklin (5.0 McLaren-Chevrolet/VDS M6B), 23m 58.35s;
- 4, Dr Sigg Brunn (3.0 Porsche 908/3), 24m 00.07s;
- 5, Michael Wheatley (5.0 Loja-Chevrolet/Math-wall T70 Mk3B), 24m 03.74s;
- 6, Richard Thwaites (2.0 Chevron-FVC/Racing Fabrications B16), 24m 04.72s;
- 7, Stirling Moss (2.0 Chevron-Hart B8), 24m 23.15s; 8, Hans-Dieter Blatzheim (3.0 Porsche 908/3), 19 laps; 9, Nigel Hulme (5.0 Lola-Chevrolet/Russo 770 Mk3), 19 laps; 10, Willie Tuckett (2.0 Chevron-FVC B16), 19 laps; etc.

Coups up 2000cc: 1, Thwaites, 81.44mph; 2, Moss; 3, Tuckett. **Fastest lap:** Thwaites, 1m 11.29s, 82.03mph. **GT and Prototypes 1963-6 3000-5000cc:** 1, Martin Colvill (5.0 Ford-Gurney Eagle GT40), 19 laps, 76.05mph; 2, David Piper (4.4 Ferrari 330 P4), 19 laps; no other finishers. **Fastest lap:** Colvill, 1m 12.50s, 81.46mph. **GT Prototype and CanAm cars 1966-72 from 3000-5000cc:** 1, Attwood; 2, Williams; 3, Franklin. **Fastest lap:** Williams, 1m 08.98s, 85.27mph.

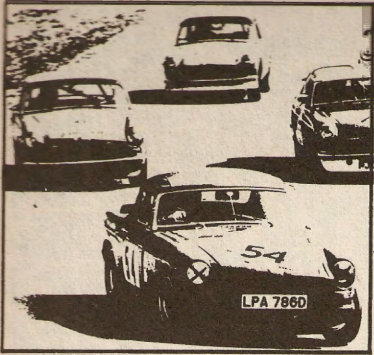


Bonnett — A win at last this year.

CHARLOTTE (USA)

May 29 World 600 NASCAR Winston Cup Grand National Championship, round 12 400 laps — 600 miles

- 1, Neil Bonnett (Chevrolet Monte Carlo), 400 laps, 140.707mph;
- 2, Richard Petty (Pontiac Grand Prix), 400 laps;
- 3, Bobby Allison (Buick Regal), 400 laps;
- 4, Darrell Waltrip (Chevrolet Monte Carlo), 399 laps;
- 5, Dale Earnhardt (Ford Thunderbird), 399 laps;
- 6, Lake Speed (Chevrolet Monte Carlo), 398 laps.



NATIONAL RACES

CASTLE COMBE

Fine Fry

Castle Combe played host to a large Bank Holiday crowd as the BRSCC (SW centre) ran their way smoothly through a 10 race programme which featured a 15 lap Libre event as main race. Local champion Bob Higgins survived a stewards enquiry into the final race, which saw him emerge with a caution but keeping his race win.

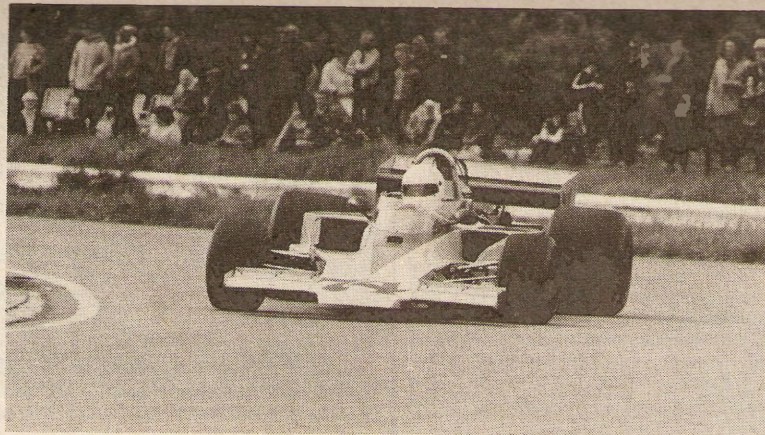
The afternoon's proceedings opened with a bang, as in a shambolic start to the Pre '74 Formula Ford qualifier, Tim Elkin's Royale was assaulted from behind by Stephen Prior (Merlyn). The race was stopped to clear the cars from the grid. From the restart, pole position man Tony Sinclair (Ray 73F) went into a lead he was to hold throughout. John Roberts fought his way past Andy Parham and Dave Lowe to close on the leader, but time ran out all too soon. In the next group, Peter Lawrence proved quickest and also set fastest lap.

Barbara Cowell made a terrible start in the Mini Seven race, but the front row occupant soon tigered back and amazingly took the lead on lap 2 with Jonathan Lewis, Chris Gould and Gordon Levett snapping at her heels. The commentator shouted himself hoarse as positions changed all round the circuit, and by lap 5 the lady was somehow at the rear of a four car train. Gould spun at Quarry and Lewis clipped him leaving the latter with a tyre rubbing on bodywork, causing retirement. Meanwhile Ralph Budd had moved through from his fourth row grid place to take a well earned win.

With clouds hovering overhead, the Modified Saloons lined up. 'Skid' Scarborough powered his 3-litre Capri into an immediate lead, chased hard by Geoff Thomas (VW Golf) and Richard Williamson (RS2000). The Golf expired at Old Paddock on lap 2 when the throttle cable came adrift, which left the more nimble Escort to climb all over the howling Capri. Sadly, this challenge ended as Richard retired when the battery detached itself. A procession thus ensued with very little action to report.

A full grid of 30 cars lined up for the Pre '74 championship event, and things centred around pole man David Porter (Elden Mk10C). A terrible start saw him swallowed up by the pack, leaving Chris Johnson to lead from Chris Woodcock and John Roberts, but Porter climbed rapidly up the lap charts. A brave overtaking manoeuvre on the outside of Camp corner took him back to the premier spot, but, not content with that, he later spun, recovering to finish third but with the consolation of a new lap record.

The clock was turned further back as a field of assorted Jaguars from the sixties lurched and squeaked their way



Dave Williams takes the thunderous Lola T330/332 round Castle Combe.

round Combe's fast sweeps. The Mk2 3.8 of Paul Stephens was clearly superior to the others and a gap opened out immediately. Behind, however, the Mk10 of Roger Wilkinson and John Young's understeering 3.8 battled mightily, until Wilkinson went off at Old Paddock, retiring with his nearside rear tyre completely flat.

Ten Porsches came out to do battle for the Dick Lovett trophy, and, with Paul Edwards 3secs faster than the rest in practice, it seemed a foregone conclusion. At the start, Josh Sadler went off in the lead, the hillclimber having an outing in Simon Shapland's smart green Carrera, a car built to factory specification but formerly used in Sweden. It came as no surprise to see Edwards sweep into the lead on lap 2, the lightweight RSR drawing clear rapidly. Sadler was kept on his toes though by

Geoff Styring who was to lose his place later with a quick spin. Thus Peter Tognola took third ahead of Styring. Jake Allport's 930 turbo had been quickest car on road tyres but fell back with a rear Goodrich deflating, still a class winner, however.

The finest Libre field seen in the south west for many a long day was sadly depleted before the start when front row man Stuart McPherson (Chevron-Hart B42) was pushed off the grid, his engine getting dangerously hot due to the cars being held for quite a while, and Dave Hoban whose Hart engine March 782 sustained a split oil cooler on the warm-up lap. John Travis took his March 792 into the lead but, once warmed up, the amiable American Dave Williams blasted his ex-Belso Lola T330/332 past. His first ever race in the beautifully rebuilt car was a

formality, as Travis fell further and further behind. Such was the pace of the race that the first two lapped the field, some twice and even three times. Williams threatens to return with a very special Ryan/Falconer engine and some decent tyres to have a crack at the outright circuit record which has stood since 1970, which should be worth seeing!

The speed differential in the GT race was frightening, as backmarkers seemed oblivious to the faster cars. Paul Edwards, having a second outing in the Porsche RSR, used his superior power to lead, but Andrew Wareing in his nimble ex-Thomas Lotus Elan didn't allow the German machine to get away. The northerner spun trying to wrest the lead, but began an impressive drive again to take back his second place from the rather less developed Elans of Chris Watkins and Richard Ward. Spots of rain came too late for Steve Roberts whose Davrian needed the wet to make up for lack of power, but nevertheless was still winner of class C and fifth overall.

The rain started in earnest for the Mini Miglia race, Mike Fry doing most of the leading having displaced Tony Edmonds. Stephen Hall worked his way through the leading bunch to challenge Fry, but the leader was equal to his every move. Time and again, Steve would try to outpsyche Mike at Camp to no avail. Just behind, the Chris's Lewis and Hampshire enacted Mini racing at its best, taking the flag side by side, while Edmonds slipped back to a lonely fifth place ahead of an isolated Colin Beckwith.

By the time the Formula Fords came out, the track was really greasy. The sensation of practice had been David Llewellyn, the Welshman some 0.6sec faster than anybody else. Yet another to make a poor start, he was way down the field at the end of the first lap and local champion Bob Higgins (again in a hired car) burst through from the second row to go out in front of Martin Cooper (Royale RP33M). Llewellyn moved up the field with consummate ease, the red RP33M sweeping into the runner-up spot as Martin slowed with a misfire. Higgins was on the ragged limit, the older RP29 clearly not as stable as the newer chassis, and Llewellyn swept past into the lead on lap 9. Somehow, though, Bob got back in front on the final tour. Then came that Stewards' enquiry into a yellow flag incident...

DUD CANDLER

LYDDEN HILL

Purely Paul

The Astra Motor Club's Festival of Motor Sport on Bank Holiday Monday included several off-track events for Mini-cross, Standard Production Rally-cars and bangers; and on the main circuit there were races for karts and hot-rods as well as the more usual motor racing categories.

Paul Sleeman made sure he was at Lydden on this occasion because the Formula Ford event was a Super-round and carried extra points for the Marchant and Cox series. The championship is currently led by Derek May, who accrued his advantage through Sleeman's occasional absences while racing elsewhere. While the cat's away, the mice will play!

Despite fading brakes during practice, Sleeman's Southern Litho Rostron CT3 still achieved pole position, and the Gillingham driver had even fitted lower gear ratios just to make sure he beat May off the line.

Nevertheless, it was May's blue Van

AUTOSPORT, JUNE 9, 1983

CASTLE COMBE (GB), May 30, BRSCC (SW Centre)

BRSCC Pre '74 FF1600 qualifying race (7 laps): 1, Tony Sinclair (Ray-Cresswell 73F), 8m 38.3s, 89.46 mph; 2, John Roberts (Dulon-Minister MP15), 8m 38.5s; Andy Parham (Hawke-Auriga DL11), 8m 39.1s; 4, Dave Lowe (Lotus-Holbay 61), 8m 40.1s; 5, Peter Lawrence (Royale-Hansen RP3), 8m 45.9s; Steve James (Dulon-Minister MP15), 8m 46.5s. **Fastest Lap:** Lawrence, 1m 11.9s, 92.12 mph.

National Mini Se7en Challenge race (10 laps): 1, Ralph Budd, 14m 8.6s, 78.05 mph; 2, Barbara Cowell, 14m 8.9s; 3, Chris Gould, 14m 9.1s; 4, Colin Rodger, 14m 11s; 5, Jeremy Ormerod, 14m 11.6s; 6, David Taylor, 14m 14.3. **Fastest lap:** Gould, 1m 22.1s, 80.68 mph.

BRSCC Modified Saloon Car Challenge race (10 laps) — overall: 1, Graham Scarborough (3.0 Ford Capri), 11m 56.8s, 92.41 mph; 2, Peter Briars (3.0 Ford Capri), 12m 14.9s; 3, Brian Chaffield (1.6 Ford Escort), 12m 21.9s; 4, John Hopwood (1.3 MG Metro), 12m 24.1s. **2001-4000cc:** 1, Scarborough; 2, Briars; 3, Bill Griffin (2.3 BMW 323i), 12m 44.0s. **Fastest lap:** Scarborough, 1m 10.6s, 93.82 mph (establishes record). **1301-2000cc:** 1, Chaffield, 89.28 mph; 2, Steven McHale (1.6 VW Scirocco), 12m 36.7s; 3, Barry Barnes (1.6 Ford Fiesta XR2), 12m 50.7s. **Fastest lap:** Richard Williamson (2.0 Ford Escort RS2000), 1m 10.0s, 94.62 mph (record). **1001-1300cc:** 1, Hopwood, 89.02 mph; 2, Rob McIntyre (1.3 Mini), 13m 2.8s; 3, Peter Keel (1.3 Cooper S), 9 Laps. **Fastest lap:** Hopwood, 1m 12.4s, 91.49 mph (record). **Up to 1000cc:** 1, Doug Fairbairn (1.0 Sunbeam Stiletto), 12m 39.3s, 87.23 mph; 2, Paul Gardner (1.0 Hillman Imp), 9 laps; no other starters. **Fastest lap:** Fairbairn, 1m 14.1s, 89.39 mph.

BRSCC Pre '74 FF1600 Challenge race (10 laps): 1, Chris Johnson (Van Diemen-RS Engines FA73), 11m 59.5s, 92.06 mph; 2, Chris Woodcock (Dulon-Auriga MP15), 12m 1.5s; 3, David Porter (Elden-Minister MK 10C), 12m 2.2s; 4, Peter Hancock (Merlyn-Scholar 20A), 12m 5.2s; Peter Lawrence (Royale-Hansen RP3), 12m 7.3s; 6, Gareth Lloyd (Dulon-Rowland MP15), 12m 7.4s. **Fastest lap:** Porter, 1m 9.9s, 94.76 mph (record).

JDC Mk 1/11 Register Challenge race (10 laps): Paul Stephens (3.8 Jaguar Mk2), 14m 13.4s, 77.61 mph; 2, John Young (3.8 Jaguar Mk2), 14m 28.7s; 3, Rob Newall (3.8 Jaguar Mk2, 14m 51.1s; 4, Ray Ingman (3.8 Jaguar S type), 14m 57.8s; 5, Richard Ford (3.4 Jaguar), 14m 58.3s; 6, David Sedge (3.8 Jaguar Mk2), 15m 2.7s. **Fastest lap:** Stephens, 1m 23.3s, 79.51 mph (establishes record).

Dick Lovett Trophy race for Porsche cars (10 laps) — overall and modified 6-cylinder cars: 1, Paul Edwards (3.0 Porsche Carrera RSR), 11m 51.1s, 93.15 mph; 2, Josh Sadler (2.9 Porsche Carrera), 12m 10.2s; 3, Peter Tognola (3.3 Porsche Turbo), 12m 15.8s; 4, Geoff Styring (3.3 Porsche Turbo) 12m 27.9s. **Fastest lap:** Edwards, 1m 7.4s, 98.27 mph. **Road-going 6-cylinder cars:** 1, Jake Allport (3.0 Porsche 930 Turbo), 12m 55.5s, 85.41 mph; 2, Peter Collard (2.4 Porsche 911E), 9 laps; no other finishers. **Fastest lap:** Allport, 1m 14.2s, 89.27 mph. **4-cylinder road-going cars:** No starters. **Modified 4-cylinder cars:** 1, Mel Clarke, (1.6 Porsche 356 Roadster), 9 laps, 77.10 mph; only starter. **Fastest lap:** Clarke, 1m 23.0s, 79.80 mph.

Castle Combe Formula Libre Challenge race (15 laps): 1, Dave Williams (5.0 Lola-Chevrolet T330/332, 15m 18.7s, 108.15 mph; 2, John Travis (2.0 March-Hart 792), 15m 50.3s; 3, Geoff James (2.0 Reynard-Titan SF81), 14 laps; 4, Mike Connor (5.0 Lola-Chevrolet T332C), 14 laps; 5, Charles Tilley (2.0 Tiga-Nelson FF83), 14 laps; 6, David Taylor (5.0 Iso Marlboro-Chevrolet), 14 laps. **Fastest lap:** Williams, 59.0s, 112.27 mph.

BRSCC SW Special GT Championship race (10 laps): 1, Paul Edwards (3.0 Porsche RSR), 11m 38.4s, 94.84 mph; 2, Andrew Wareing (1.8 Lotus Elan), 11m 42.8s; 3, Chris Watkins (1.6 Lotus Elan), 11m 46s; 4, Richard Ward (1.6 Lotus Elan), 11m 46.6s. **Over 2500cc:** 1, Edwards; 2, Tom Hinds (3.5 Morgan Plus 8), 12m 15.2s; 3, Jake Allport (3.0 Porsche 930), 9 laps. **Fastest lap:** Edwards, 1m 7.2s, 98.57 mph (record). **1501 to 2500cc:** 1, Wareing; 2, Watkins; 3, Ward. **Fastest lap:** Wareing, 1m 7.0s, 98.86 mph. **1001 to 1500cc:** 1, Steven Roberts (1.4 Davrian Mk7), 12m 00.9s, 91.88 mph; Ken Davies (1.3 Davrian Mk8), 12m 51.4s; 3, Leslie Mills (1.3 Austin Cooper S), 9 laps. **Fastest lap:** Roberts, 1m 10.2s, 94.35 mph. **Up to 1000cc:** 1, John Gallagher (1.0 Clan Crusader), 12m 20.3s, 89.47 mph; 2, Paul Gardner (1.0 Hillman Imp), 8 laps; no other starters. **Fastest lap:** Gallagher, 1m 11.9s, 92.12 mph.

National Mini Miglia Championship race (10 laps): 1, Mike Fry, 13m 44.4s, 80.34 mph; 2, Stephen Hall, 13m 44.7s; 3, Chris Lewis, 13m 45.9s; 4, Chris Hampshire, 13m 46.0s; 5, Tony Edmonds, 13m 55.6s; 6, Colin Beckwith, 14m 29.9s. **Fastest lap:** Hampshire, 1m 20.2s, 82.59 mph.

BRSCC Castle Combe Formula Ford 1600 championship race (10 laps): Bob Higgins (Royale-Nelson RP29), 12m 40.9s, 87.05 mph; 2, Dave Llewellyn (Royale-Harris RP33M), 12m 41.7s; 3, Martin Cooper (Royale-Auriga RP33M), 12m 52.4s; 4, Cliff Webb (Image-Murtune FF4/A); 5, Ian Moore (Swift-Moore DM3), 12m 53.0s; 6, Mick Lord (Royale-Nolan RP26), 12m 54.0s. **Fastest lap:** Higgins, 1m 12.4s, 91.49 mph.

Diemen DM80 which forged ahead at the start, although Sleeman was back in his customary position at the head of the field by the end of the first lap.

In third place, and challenging hard, was Nigel Fright's Ray 80F, obviously in fine fettle after repairs to a fractured engine mounting discovered during practice. Further back, Steve Brown (Elden Mk21) was a lonely fourth, and into fifth came Dennis Humphries, whose Tankerton Garage Royale RP26 was suffering from low engine compression but still kept at bay a gaggle which comprised Dave Connor (Royale R26), Len Marchant (Brabham BT21/28), Ron Field's RP24 and Nigel Walker's Rostron CT78.

After a fine race, Sleeman took the chequered flag two lengths ahead of May and Fright, while Connor moved past Brown at the Devil's Elbow, but was adjudged to have passed under a yellow flag and so he was demoted a place in the results. Humphries managed sixth place by dint of some hard driving on the corners to make up for his lack of power on the straights.

The grid for the saloon race was very bare since most of the regular runners were competing in the Wendy Woods round at Brands Hatch. Father and son Tony and Craig Dawson refused to pay what they termed "an exorbitant entry fee for only seven laps" at Brands, and so they were very welcome at Lydden where between them they constituted almost half the entry!

Steve Harman's neatly driven 998cc Imp led throughout, followed by Tony Dawson's ex-Jeff Allam 3-litre Capri. Craig Dawson was struggling manfully in third place with a 1760cc Escort which refused to fire on more than three cylinders, but he eventually retired, leaving the Magnum of Brian Wray, which spun on the first lap, to finish third. The only other finisher was David Hodder, who was making his racing debut with the ex-Steve Holland 850cc Imp.

Paul Sleeman seems virtually unbeatable in *Formule Libre* events at Lydden, and this time was no exception. Although Roger White's Delta T83 made the better start, Sleeman forged past at Chesson's Drift on the third lap and gradually extended his lead with Ray Howard's March 713S, despite an intermittent misfire.

Tony Howard (no relation) continued his return to form and kept his smart,

white Delta TS82 in third place throughout, well clear of Melvyn Coon's Mallock U2 Clubman's car.

The Hot-rodders, led by Vaughan Scott and Rod Birley, were sensational, and their highly tuned 1700cc Escorts would have wreaked havoc among the special saloon car field. This non-contact sport is much more sophisticated than we purists would like to believe!

KERRY DUNLOP

KIRKISTOWN

Martin on TV

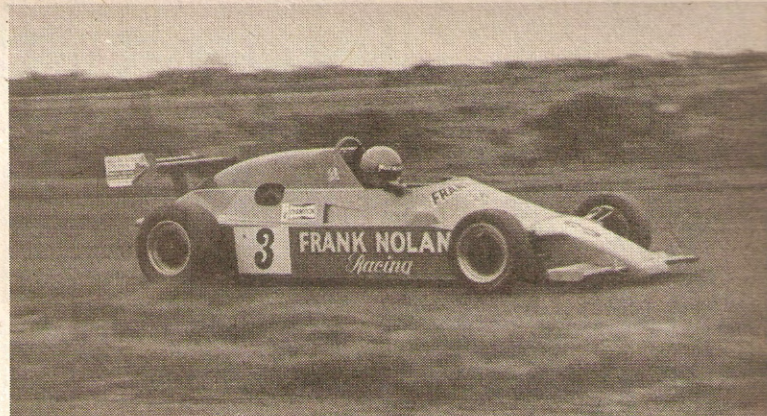
It must have been something to do with the weather . . . or maybe it was the presence of BBC TV cameras for a spot of live coverage on *Grandstand* in Northern Ireland. Whatever it was, racing cars came to Kirkistown in droves on May 28 for the 500 Club's third meeting of the season.

An unprecedented 150 entries for the eight-race programme looked good on paper, and almost as good in real life . . . and if the crowd in the paddock outnumbered that in the spectator areas by about three to one . . . well, put it down to the fact that it was a cold day and most of the punters could stay home and watch the fun on the haunted fishtank!

Clerk of the Course Alvar Young had a tight timetable to work to, dictated by the looming presence of the TV cameras, and with the Production Saloon race scheduled for 'live' coverage following edited highlights of the FF1600 and FF2000 events, there was no room for any delays.

Proceedings opened with a combined race for 1300cc Production Saloons and Ford Escort Sports, two classes which proved to be surprisingly well matched over 10 laps. At the head of the procession, the Escorts of Norman Ferguson and Tommy Reid set about each other, with the honours eventually going to the experienced Reid, while behind these two Lorcan Johnston's raucous Opel Kadett headed home the Mondello-based 1300 brigade. Ivan Thompson's Alfasud was fourth ahead of the next Escort, that of Keith Howard.

The cameras whirred into action for the FF1600 battle which followed, and the full grid obliged with a first lap shunt right in the middle of the Colonial section



Martin Donnelly drove to victory and a new lap record in the Elf FF2000 race.

to get the viewers onto the edges of their seats.

The front row, which consisted of the ageing but still highly competitive Crosslé 40Fs of Tony Murray and Tom Graham, got away cleanly, but behind them, a nudging session developed as the pack dived into Colonial One, which resulted in the immediate disappearance of Martin Boyle's Crosslé 30F — which had qualified on the second row and remains very rapid despite its years — and the Reynard of Vivion Daly. This had the effect of thinning the field out considerably, and when Alan Kelly spun his Van Diemen on the way into the Hairpin on the opening lap, the two leaders were on their own for the rest of the race. Murray took command early on, and in spite of some determined efforts from Graham, the Sligo man remained in charge to the flag. Young Alan McGarrity, who had been delayed by the opening lap shunt, was a distant third ahead of Kelly with his Lola T640, while Guy Cooke's hastily repaired Van Diemen (after an accident in practice) took fifth spot from Tommy Reid's pristine but ageing Crosslé 32F.

A saloon interlude in the shape of another combined race for the two Kirkistown Sunbeam formulae, gave the cameras a chance to reload. William Sutor emerged the winner of this one from Alan Espey, who had his hands, and his mirrors, full of a typically determined Robert Barr for the full distance. Some paint even got swapped on occasion, but Espey made it by a nose. Newcomer James Tollerton and David Blair fought long and hard for fourth place, Tollerton getting the verdict at the flag, although both were credited with the same race time. Ricky Wilson took sixth spot, while former stock car driver Michael McBratney was the best of the clubmen in seventh spot with his unmodified car.

In the absence, once again, of any Formula Atlantic machinery, FF2000 provided the main single seater event. As usual, Martin Donnelly had put the Frank Nolan Racing Van Diemen RF83 on pole, but beside him was Colin Lees, who, having sponsored the race, was looking even more determined than usual in his Crosslé 56F. At the start, Lees got the drop on Donnelly, and for the first three laps, the two swapped places, while Jay Pollock's 'works' Crosslé 56F hung on grimly behind. Then Donnelly pulled past as they swept over the line, and that was that. The orange and blue Van Diemen simply steamed away, the Belfast teenager calmly lowering the lap record to 59.0s in the process. Behind them, Pollock kept Dennis McCall's Crosslé 51F at bay, while John McCracken in the ex-Greenan Van Diemen RF82 and Richard Peacock (Lola) completed the top half dozen, the latter having recovered from an exciting opening lap in which he was passed by almost everybody after a smoky arrival into Colonial and a spot of wheel

banging. Joe Greenan, back out of temporary retirement, retired his Delta on lap 2 with deranged rear suspension.

A full to overflowing grid, complete with reserves, made the Production Saloon event a busy affair. The fastest five 1300s in practice moved up into the 'big race' to play with the rest, and even when George Aston's Rover V8 developed a terminal oil leak on the warming up lap, there was a reserve there to take his place. At the front, however, alongside Derek Shortall who had claimed his usual place on pole, was the new-to-Kirkistown shape of Phil Sparkes's Alfa Romeo GTV6. Although he has had the Italian car since the beginning of the season, the wily Sparkes preferred to do his sorting in private, and only decided the car was fit to race the previous week. Running unsponsored, the grey car looked almost drab beside Shortall's mobile billboard, but the absence of sign-writing obviously did little to slow it down.

From the start, Shortall pulled away into his customary lead, and for a couple of laps it looked as though it was all over bar the shouting. Sparkes lay second, while Brian Tuite's BASF Capri rapidly overcame Norman Aston's similar car for third spot. Around half way through the 10-lapper, however, as the Capri's brakes began to soften under the considerable strain of Kirkistown's two slow corners per lap, Sparkes began to turn up the wick and suddenly he was on Shortall's tail. The Dubliner had to employ all his considerable skills to keep the Alfa at bay going into the last lap, and when they started to lap some tail enders, Sparkes was denied the chance to get a good run at the Capri. Shortall finished 0.6sec ahead, but the result bodes well for future performances from the Alfa. Tuite was a distant third ahead of Aston, with Eddie Regan's RS2000 fifth ahead of the Capri of Norman Williams.

Three handicap races completed the day's fun. The first, the opening round of the Wilsons Auctions Historic Championship, was run to the HSCC 'sealed' system, with a 'scratch' start, and handicaps applied to finishing times. Winner 'on the road' was Tommy Reid with his Brabham BT38/40 F2 car, running in exactly the same trim — on the same tyres even — as it did back in the early seventies. Second, and winner on handicap, was Alex Furphy's pushrod engine Brabham BT21 from the immaculately rebuilt Mallock U2 Mk 9 of Dubliner Pat Hendrick.

A 10-lapper for Thoroughbred Sports Cars saw Ronnie Maybin's twin cam Lotus Seven take the honours from Robert Rankin's Datsun 240Z, with the E Type Jaguar of Robin Patterson third. The Open Handicap which closed proceedings went to Mary Byrne's Opel Kadett from BBC Commentator Alan Tyndall in Norman Williams's Capri with the Alfasud of John Burns in third spot.

RICHARD YOUNG

Wray's Magnum spins out of second place in front of Dawson's Capri at Devil's Elbow.



LYDDEN HILL (GB), May 30, Astra MC

Formula Ford 1600 Championship race (15 laps): 1, Paul Sleeman (Rostron-Minister CT3), 11m 36.6s, 77.52mph; 2, Derek May (Van Diemen-May DM80); 3, Nigel Fright (Ray-Minister 80F); 4, Steve Brown (Elden-Brown Mk21); 5, Dave Connor (Royale-Minister RP26); 6, Dennis Humphries (Royale-Minister RP26).

Special Saloon car race (10 laps) — overall: 1, Steve Harman (1.0 Imp Harman); 8m35.6s, 69.82mph; 2, Tony Dawson (3.0 Ford Capri); 3, Brian Wray (2.3 Vauxhall Magnum); 4, David Hodder (850 Imp). No other finishers. **Up to 850cc:** 1, Hodder; no other starters. **851-1000cc:** Harman. **Over 1000cc:** 1, Dawson; 2, Wray.

Formule Libre race (12 laps): 1, Paul Sleeman (March-Barnard 713S), 8m40.7s, 82.96mph; 2, Roger White (Delta-Rowland T83); 3, Tony Howard (Delta-Rowland TS82); 4, Melvyn Coon (Mallock-Chamberlain U2); 5, Steve Holland (Wimhurst-Minister FF2000); 6, Nigel Fright (Ray-Minister 80F).

No fastest laps or other times were available.



The Alfa of Phil Sparkes was a welcome newcomer to the Prodsaloon scene.

KIRKISTOWN (GB), May 28, 500MRCI

Production Saloons up to 1300cc and Escort Sports (10 laps): 1, Tommy Reid (1.6 Ford Escort Sport), 13m 15.0s, 67.74mph; 2, Norman Ferguson (1.6 Ford Escort Sport), 13m 15.6s; 3, Lorcan Johnston (1.3 Opel Kadett SR), 13m 20.6s; 4, Ivan Thompson (1.3 Alfa Romeo Alfusud Ti), 13m 21.4s; 5, Keith Howard (1.6 Ford Escort Sport), 13m 23.0s; 6, Alan Murray (1.3 Alfa Romeo Alfusud Ti), 13m 24.3s. **Fastest lap:** Reid, 1m 17.3s, 69.67mph.

STP Formula Ford 1600 Championship race (12 laps): 1, Tony Murray (Crosslé 40F), 13m 06.2s, 82.20mph; 2, Tom Graham (Crosslé 40F), 13m 06.6s; 3, Alan McGarrity (Lola T640), 13m 18.5s; 4, Alan Kelly (Van Diemen RF82), 13m 19.7s; 5, Guy Cooke (Van Diemen RF83), 13m 28.4s; 6, Tommy Reid (Crosslé 32F), 13m 29.0s. **Fastest lap:** Graham, 1m 03.9s, 84.28mph.

Sunbeam Ti and Clubmans Sunbeam race (10 laps): 1, Bill Suitor, 12m 51.0s, 69.85mph; 2, Alan Espy, 12m 52.5s; 3, Robert Barr, 12m 52.9s; 4, James Tollerton, 13m 06.2s; 5, David Blair, 13m 06.2s; 6, Ricky Wilson, 13m 07.0s. **Fastest lap:** Suitor, 1m 15.6s, 71.24mph. **Clubmans Sunbeams:** 1, Michael McBratney, 13m 32.6s, 66.28mph.

Elf Formula Ford 2000 Championship race (12 laps): 1, Martin Donnelly (Van Diemen RF83), 12m 03.9s, 89.28mph; 2, Colin Lees (Crosslé 56F), 12m 12.3s; 3, Jay Pollock (Crosslé 56F), 12m 16.6s; 4, Dennis McGall (Crosslé 51F), 12m 17.4s; 5, John McCracken (Van Diemen RF82), 12m 18.4s; 6, Richard Peacock (Lola T580), 12m 24.7s. **Fastest lap:** Donnelly, 59.0s, 91.28mph (record).

Gail Ceramics Production Saloon race (10 laps) — overall: 1, Derek Shortall (3.0 Ford Capri), 12m 03.0s, 74.49mph; 2, Phil Sparkes (2.5 Alfa Romeo GTV6), 12m 03.6s; 3, Brian Tuite, (3.0 Ford Capri) 12m 12.2s; 4, Norman Aston (3.0 Ford Capri), 12m 13.0s; 5, Eddie Regan (2.0 Ford Escort RS2000), 12m 17.0s; 6, Norman Williams (3.0 Ford Capri), 12m 35.0s. **Fastest lap:** Shortall, 1m 11.0s, 75.85mph. **Up to 1300cc:** 1, Ivan Thompson (1.3 Alfa Romeo Alfusud), 9 laps, 66.86mph. **1300-2000cc:** 1, Regan, 73.03mph. **2001-3600cc:** 1, Shortall. **Standard cars:** 1, Robert Barr (1.6 Talbot Sunbeam Ti), 13m 04.5s, 69.01mph.

Wilson Auctions Historic Championship Handicap race (12 laps): 1, Alex Furphy (1.5 Brabham BT21), 13m 20.8s; 2, Dennis McGall (1.5 MG TC); 3, Pat Hendrick (1.6 Mallock U2 Mk 9). **Fastest lap:** Tommy Reid (2.0 Brabham BDG BT38/40), 1m 01.6s, 87.43mph.

Thoroughbred Cars (10 laps): 1, Ronnie Maybin (1.6 Lotus 7), 12m 45.4s; 2, Robert Rankin (2.4 Datsun 240Z); 3, Robin Patterson.

Open Handicap race (10 laps): 1, Mary Byrne (1.3 Opel Kadett SR), 13m 34.3s; 2, Alan Tyndall (3.0 Ford Capri); 3, John Burns (1.3 Alfusud Ti). **Fastest lap:** Tyndall, 1m 14.6s, 72.19mph.

MALLORY PARK

Meek 'n' mild

Mallory Park bounced back into motor racing on Spring Bank Holiday Sunday with a splendid, eight-race meeting ably organised by the 750 Motor Club. The May rains held off all day, much of the afternoon was sunny and a sizeable crowd enjoyed some close, clean sport.

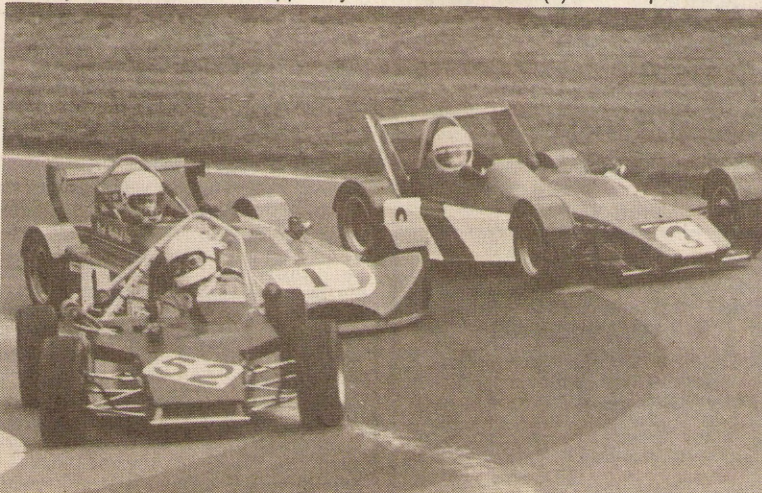
Prior to the start of racing, a rather surprised Chris Meek — who had earlier put his roadgoing Lotus Europa on pole for the final race — was invited, by the new Mallory management, to unveil a plaque commemorating the re-birth of the Leicestershire circuit. In an impromptu speech following the ceremony, the new owner played down his vital role and paid tribute to the efforts of the BRSCC's Edwina Overend and other officials in getting Mallory race-ready. He also commended the 750 Club for organising such a superb championship programme at extremely short notice.

A combined One-Make Car Club's handicap race, catering for a considerable variety of machinery, opened the programme. A system of time-plus-credit-laps, necessary at the relatively short Leicestershire circuit, made things rather complicated for viewers — but there was plenty to watch. From scratch, Alan Eisner (Chevron B8) set off to beat the limit man's two-laps and 10sec advantage; in the process providing a spectacular sight as he weaved through much slower traffic. His deficit nevertheless proved too much, and despite being easily quickest on the road, he could only make it to fifth at the flag. Peter Garrod (Lotus Europa), who had a one-lap start

on the scratch man, was adjudged the winner by 4.4secs from the Alfusud of John Liddle, while Cyril Baxter's Marcos GT was a close third.

High-speed excitement followed with the Formula 1300 challenge contestants. A tremendous start from the middle of the front row put Chris Denham (Doris) just in front of a superb scrap involving pole position man Paul Overton (WEV 2B), series leader John Walford (Mallock Mk 16), David Childs (Centaur) and Glen Turner's Marshall. But before the race was a lap old, Walford spun under braking for the Esses — losing his nosecone and slightly delaying Overton and Turner. For two laps, Denham held off Childs until an incident at the hairpin forced his retirement. While the early leader coasted to the pits with a damaged

Vickery's Jomo about to be lapped by 750F leaders Harris (1) and Simpson.



MALLORY PARK (GB), May 29, 750 Motor Club

Combined One-Make Car Clubs Handicap race: 1, Peter Garrod (Lotus Europa), 9m 39.8s, 83.34mph; 2, John Liddle (Alfa Romeo Alfusud), 9m 44.2s; 3, Cyril Baxter (Marcos GT), 9m 44.5s; 4, Roger Bowden (Ginetta G15), 9m 46.2s; 5, Alan Eisner (Chevron B8), 9m 53.6s; 6, John Milbank (Morgan 4/4), 9m 56.0s. **Fastest Lap:** Eisner, 51.7s, 94.00mph.

Formula 1300 Challenge race (10 laps): 1, David Childs (Centaur), 8m 28.8s, 95.51mph; 2, Paul Overton (WEV 2B), 8m 29.0s; 3, Colin Campbell (Tasman Mk 3), 9m 05.8s; 4, Marc Ferguson (BB Mk 2), 9m 06.5s; 5, John Walford (Mallock Mk 16), 9m 20.8s; 6, Glen Turner (Marshall 1A), 10m 16.0s. **Fastest Lap:** Overton, 48.7s, 99.79mph.

Pre '65 Saloon car challenge race (10 laps) — overall: 1, Geoff Scott-Williams (Jaguar Mk2), 10m 45.9s, 75.24mph; 2, Alan Mills (Ford Zephyr), 10m 46.8s; 3, Graham Bayley (Alfa Romeo Giulia) 11m 04.6s; 4, Henry Crowther (Jaguar Mk 8), 11m 11.0s. **Over 3000cc:** 1, Scott-Williams; 2, Crowther; no other starters. **Fastest Lap:** Scott-Williams, 1m 03.2s, 76.89mph. **2300-2999cc:** 1, Mills; 2, Pat Callis (Jaguar Mk 1), 11m 38.1s; no other starters. **Fastest Lap:** Mills, 1m 03.3s, 76.77mph. **1200-2299cc:** 1, Bayley; 2, Colin Lane (Ford Lotus Cortina), 11m 36.3s; 3, Peter Tinworth (Alfa Romeo Giulia), 11m 38.8s. **Fastest Lap:** Bayley, 1m 05.7s, 74.53mph. **Up to 1199cc:** 1, Greg Masters (Hillman Imp), 11m 07.3s; no other finishers. **Fastest Lap:** Masters, 1m 08.4s, 71.05mph.

750MC Modified sports car series (10 laps) — overall: 1, Tony Broom (Turner TC), 8m 55.7s, 90.72mph; 2, John Moore (Ovoline Turner), 9m 10.1s; 3, Bill Lancashire (Ginetta G4), 9m 16.2s; 4, Julie Thwaites (Davrian Mk 8), 9m 17.5s. **Over 1501cc:** 1, Broom; 2, Chris Goodwin (Porsche 911), 9 laps; 3, Alan Kennedy (Morgan 4/4), 9 laps. **Fastest Lap:** Andrew Wareing (Lotus Elan) 52.0s, 93.46mph. **Up to 1500cc:** 1, Moore; 2, Lancashire; 3, Thwaites. **Fastest Lap:** Moore, 52.0s, 93.46mph.

750MC FF1600 series (10 laps): 1, Rod Gretton (Royale RP31M), 8m 51.3s, 91.47mph; 2, Alex Postan (Van Diemen RF80), 8m 53.0s; 3, Geoff Greensmith (Royale RP26), 8m 55.6s; 4, Brian Mee (Royale RP26), 8m 56.2s; 5, Nicholson Owen (Van Diemen RF82), 8m 59.0s; 6, James Buckton (Sark 2B), 8m 59.2s. **Fastest Lap:** Gretton, 51.1s, 95.10mph.

Dellorto Reliant 750 Formula challenge race (10 laps): 1, Mick Harris (Darvi Mk4), 9m 24.2s, 86.13mph; 2, Bob Simpson (SS Reliant), 9m 24.2s; 3, Simon Fry (Nimrod Mk2), 9m 29.9s; 4, Dick Harvey (Darvi Mk6), 9m 30.8s; 5, Martyn Pemberton (Trio Mk2), 9m 40.7s; 6, Jon Harvey (Davi mk5), 9m 48.5s. **Fastest Lap:** Harris, 54.8s, 88.68mph.

Autocavan Formula Vee championship race (10 laps): 1, Ken Dennison (Scarab Mk 2), 9m 16.8s, 87.28mph; 2, Ian Brett (Scarab Mk 1), 9m 17.7s; Gordon Rae (Rae V73), 9m 26.0s; 4, Andy Storer (Scarab Mk2), 9m 26.8s; 5, John Mitchell (Austro Mk2), 9m 31.9s; 6, Paul Whitford (PSJ Mk2), 9m 38.1s. **Fastest Lap:** Brett, 54.3s, 89.50mph.

750MC Roadgoing sports car series race (10 laps) — overall: 1, Chris Meek (Lotus Europa), 9m 38.5s, 84.01mph; 2, Bill Taylor (Porsche 911), 9m 44.7s; 3, Fred Campbell (Morgan Plus 8), 9m 52.4s; 4, Peter Garrod (Lotus Europa), 9m 53.0s. **Over 1601cc:** 1, Taylor; 2, Campbell; 3, Henry Tombs (Triumph TR3), 10m 18.8s. **Fastest Lap:** Taylor 57.1s, 85.11mph. **1301-1600cc:** 1, Meek; 2, Garrod; 3, Malcolm Dearnley (Morgan 4/4), 10m 18.7s. **Fastest Lap:** Meek 56.2s, 86.47mph. **Up to 1300cc:** 1, Rob Nettleton (MG Midget), 10m 14.6s; 2, Lawrence Croydon-Fowler (Austin Healey Sprite), 10m 15.7s; 3, Reg Dixon (Ginetta G15), 10m 20.1s. **Fastest Lap:** Nettleton, 59.7s, 81.40mph.

nose, Childs had an easy ride for a few laps. Overton soon got it together though, and by half distance was beginning to harry the leader. At the same time, another good scrap for third developed between Colin Campbell's Tasman and the BB Mk 2 of Marc Ferguson. This remained the order to the flag, where only 0.2sec separated Childs from Overton. Over 5secs behind, Campbell headed Ferguson by just 0.7sec. Minus nosecone, Walford managed fifth and so retains the series lead.

Next came nostalgia, in the shape of some splendid Pre '65 Saloons. Pole man Alan Mills (Ford Zephyr) was outdragged from the start by the Mk 2 Jaguar of Geoff Scott-Williams. These two occupied first and second throughout the 10-lap race, easily outpacing the rest of the pack. In third spot, Graham Bayley's neat class C Alfa was never troubled by the big Mk 8 Jaguar of Henry Crowther. The only real race of the day involved the class C cars of Colin Lane (Lotus Cortina) and Peter Tinworth (Alfa Romeo Giulia) who were separated at the flag by Pat Callis's Mk 1 Jaguar.

The 10-lap Modsports race proved a walkover for Tony Broom's Turner after pole position man Andrew Wareing (Lotus Elan) relinquished a race-long lead on lap 7 — coasting to the pits with a detached gear lever. Behind Broom, a

host of small class cars were headed by John Moore's Ovoline Turner, which led its class comfortably throughout the race.

Hinckley's Rod Gretton was overjoyed after achieving a long-held ambition to win a race 'at home'. His victory came in the 10-lap 750MC FF1600 race, which he led from the flag. From the front row, Gretton's Royale RP31M was slightly outpaced by the other two front row men, but by Gerards, the local driver had bettered the Van Diemen RF80 of fellow front row men Alex Postan and Geoff Greensmith (Royale RP26). Brian Mee was fourth throughout and this remained the order of the flag.

An over-subscribed Dellorto Reliant Formula 750 field provided excitement from the outset of their 10-lapper. On pole was series leader Mick Harris (Darvi) with Simon Fry (Nimrod) and Bob Simpson (SS Reliant) alongside. At the flag Fry got the drop, followed by Harris and Simpson. On lap 2, Harris and Simpson went ahead of the early leader — but two laps later it was Simpson's turn to lead Harris. This remained the order until the very last corner, with the pair virtually inseparable. Then Harris just got the verdict by less than a car's length although both were credited with the same race time.

Another local, Ken Dennison, from nearby Shepshe, scored a cool victory in the Autocavan Formula Vee race — his second in four rounds of this year's series. In the other two rounds he was second — and this in his first season out of stock cars! The local driver's Scarab was never headed and, except when Gordon Rae (Rae V73) got close to second-place Ian Brett's Scarab, at approximately half-distance, the race was rather processional.

Mallory's new owner, Chris Meek, scored an impressive and historic win in the last race of the day, for roadgoing sports cars. Meek's B class Lotus Europa proved more than a match for the large-capacity class cars of Bill Taylor (Porsche 911) and Fred Campbell (Morgan Plus 8) which it headed from the flag. Meek's superb win climaxed an eventful and extremely successful debut for the revamped picturesque Leicestershire circuit.

GEOFF JOHNSON

THRUXTON

Ford festival

Spring Bank Holiday Monday was something of a Ford spectacular, aside from the Trimoco RAC British Saloon Car Championship event which headed the BARC's varied programme. Another thrilling Ford Credit Fiesta race went the way of David Loudoun (on a restart after an incident forced the initial attempt to be halted), while Andrew Gilbert-Scott's dazzling 100mph FF1600 lap record highlighted the P&O Ferris round. Ford also won the other races, Terry Heley's well-driven Zephyr taking the Pre '57 Moon spoils and a 1300cc engine from the Essex stable powering Mike Whatley's March 773 to an F4 victory.

Loudoun, regular sparring partner Graham Churchill, circuit specialist Ian Briggs, former Clubmans driver Charles Tippett and ex-Renault 5 ace Paul Longfield formed the breakaway group in the Fiesta round but their early efforts were in vain as the race was stopped by an overturned car at the chicane on lap 3.

Jim Edwards joined with the leading bunch at the restart although no-one could oust Loudoun, try as Briggs in particular did until his car expired after three laps. Cole pursued the leader on the demise of Ian and Edwards while young Robin Parsons battled his way up to join Churchill and Longfield in an absorbing scrap.

As Loudoun and Cole took the flag, Parsons managed to split his rivals for fourth behind Churchill, while Anthony Pownall fought off a small group to complete the top six behind Longfield.

Gilbert-Scott was in a class of his own in the BARC FF1600 round, running away from the Dave Abram Racing Van Diemens of Andy Middlehurst and Peter Hardman with the Harvest Moon Lola T642E. Gilbert-Scott pushed the class record 'over the ton' for the first time, leaving the Northerners to tussle for the runner-up spot. A last-lap spin by the Solarfilm driver relinquished the hard-earned position to Middlehurst while Dutchman Allard Kalf brought his

rebuilt Sparton in next, ahead of spinner David Harper's Anglo Petroleum Van Diemen.

The wily Mike Whatley outfoxed his F4 compatriots with a neat win in the 750MC F4 event once early leader Dick Penny had made a brief excursion to the grass in his pretty Lola T670. As poleman Peter Meyrick's Delta did not make the start the Sussex marque's honour was upheld by Nigel Rees's STC Cables T784 while Max Samuel Camps's ex-Slim Borgudd Ralt RT1 came home a safe fourth having passed Rob Moores's Chevron and Iain Rowley's Cirrus.

Heley's rapid Zephyr had things all its own way in the CSCC 10-lapper, leaving the big Jaguars of Dick Bradley and Roger Hurt disputing second until a coming together put the latter out at the chicane. Chris Logue's Wolsey thus finished third from John Hillsdon's nimble class-winning Austin A35.

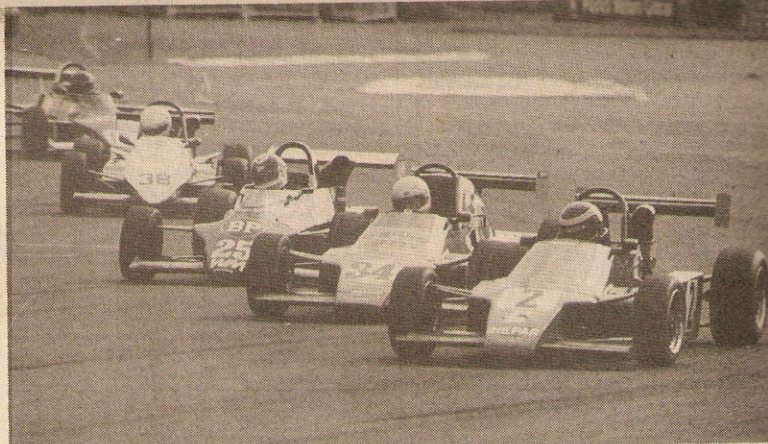
JAMES CAMERON

SILVERSTONE

Davies delivers

Despite perfect weather, only a tiny crowd turned up at Silverstone on Sunday for the BRSCC's six race programme. Formula Atlantic was ostensibly the star attraction but that turned out to be something of a high speed procession, with only eight of the 14 entries making the start. On the other hand, a full grid and some gutsy dicing made the British F2000 Championship round the real highlight of the meeting. By winning the race taking pole position as well as sharing fastest lap, Tim Davies put a recent string of poor results behind him and established himself back at the head of the championship board, a point clear of Mauricio Gugelmin who retired after three laps.

Renault 5 Championship leader, Russell Martin, took pole and headed nine other drivers who practiced under the lap record. At the end of the first lap John Craddock appeared to be set for the



Formation dancing: Santos, Morris, Bailey, Reid and Andrews at Woodcote.

honour of leading the field across the line but Martin entered Woodcote on a wide line and cut in to head Craddock, David Cox, Neville Knight, Les German, Andy Paget and John Hammersley. By lap 2 Martin and Craddock had broken away at the front and Martin then pulled out a slight advantage over Craddock, Cox and Knight, who were side by side while Rob Morgan and Kay were also close together. By lap 6, Martin was clear and was further aided when, two laps later, Craddock started to spin coming out of Woodcote and was hit by Cox. This incident allowed Knight to secure second ahead of Kay.

Alo Lawler headed the Atlantic grid, practising 0.1sec ahead of Ian Flux who was similarly ahead of Trevor Templeton. At the start, Templeton made a quick getaway to tuck in behind Lawler while Flux was caught behind Neil Crang and took two laps to pass.

Lawler led by just over a second from Templeton, then came Flux, Crang, Mike Catlow, Geoff Byman, Stuart Phillips and David Newhall. The race was only a few laps old when Flux suffered a cracked exhaust which put paid to any chances he may have cherished. On lap 9, Newhall took Phillips and that was the last overtaking manoeuvre.

Towards the end of the race, Templeton dropped back a little but had the satisfaction of sharing fastest lap.

The Fiestas put on their usual perky show, their new compound Pirellis enabling 17 runners to practice under the record. David Loudoun and Robin Parsons quickly established themselves at the front of the field, followed by a bunch consisting of Charles Tippett, Paul Longfield, Ian Briggs, Anthony Pownall, David Grimshaw, Jim Edwards, Stuart Cole and Brian Farminer.

Loudoun and Parsons managed to pull out a small but significant margin, the two of them sometimes side by side until lap 7 when Loudoun spun out of Woodcote down to seventh. Parsons then went on to win his first race and the Crompton Driver of the Day award. Briggs spun away third place on his ninth lap, by which time the leaders had started to spread a little. Throughout the field there were close and furious dices, though none as close as that between Farminer and Graham Churchill who dead-heated for seventh.

Following some recent incidents in F2000, the practice time sheet included a stern warning from Stewards that 'particular watch will be kept on the standard of driving. . . offenders will be severely dealt with.' Happily the warning was heeded and no-one disgraced himself. Tim Davies sat on pole with his Reynard which featured new rear bodywork. The back panel swept up into a shallow wing with, above it, an aluminium trim tab mounted between two large side plates. At the front, a new style wing was mounted proud of the nosecone.

Ten minutes from the end of practice, Davies was blackflagged in order that his car could be weighed. It was found to be legal but Reynard's Rick Gorne felt it was wrong to deprive a driver of 10 minutes of practice, and possibly a crucial point for pole position, and declared his intention of putting his feelings into writing though he was glad that the car's legality was proven beyond doubt.

At the end of the first lap, Davies held a lead he was to build upon, from Julian Bailey, Osvaldo Santos, Rick Morris, Anthony Reid, Kenny Andrews, Victor Rosso, Mike 'Fulmar' Taylor and Russell Spence. Mauricio Gugelmin was not in the picture and he retired at the end of lap 3. While Davies made things look easy at the front, Santos, Reid, Morris and Bailey scrapped mightily for second, a great oil slick at Copse adding to their concentration.

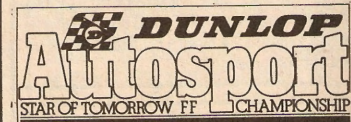
SILVERSTONE (GB)

Jun 5

Racing Displays British FF2000 Championship, round 8 15 laps — 24.12 miles

- 1, Tim Davies (Reynard-Neil Brown 83SF), 14m 33.4s, 99.41mph;
- 2, Osvaldo Santos (Van Diemen-Nelson RF83), 14m 35.2s;
- 3, Julian Bailey (Reynard-Minister 83SF), 14m 35.4s;
- 4, Rick Morris (Van Diemen-Neil Brown RF83), 14m 36.4s;
- 5, Anthony Reid (Argo-Scholar JM14), 14m 38.1s;
- 6, Russell Spence (Reynard-Neil Brown 83SF), 14m 39.0s;
- 7, Victor Rosso (Reynard-BSR 83SF), 14m 42.3s;
- 8, Mike Taylor (Reynard-Nelson 83SF), 14m 45.6;
- 9, Kenny Andrews (Reynard-Neil Brown 83SF), 14m 45.8s;
- 10, James Thomson (Van Diemen-Nelson RF83), 14m 47.3s.

Fastest Lap: Santos, Davies, Morris and Reid, 57.0s, 101.55mph.



Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 Championship, round 6 10 laps — 16.08 miles

- 1, Perry McCarthy (Van Diemen-Minister RF83), 10m 39.1s, 90.57mph;
- 2, John Robinson (Ray-Auriga 83F), 10m 42.3s;
- 3, John Booth (Van Diemen-Gatmo RF83), 10m 47.0s;
- 4, Peter Studer (Zeus-Auriga ZR1), 10m 51.2s;
- 5, Glenn Ashley-Board (Van Diemen-Auriga RF83), 10m 54.4s;
- 6, Chris Fox (Royale-Auriga RP33M), 10m 54.7s;
- 7, Eugene O'Brien (Reynard-Scholar 82FF), 10m 54.9s;
- 8, Peter Stimpson (Van Diemen-Boss RF82), 10m 55.0s;
- 9, Bernard Horwood (Lola-Minister T642E), 10m 56.0s;
- 10, Andy Slim (Reynard-Scholar 82FF), 10m 56.2s.

Fastest lap: McCarthy, 1m 02.9s, 92.03mph.



Mick McInerney's Club Chicane inversion brought the Fiesta race to a halt.

THRUXTON (GB), May 30, BARC

Ford Credit Fiesta Challenge race (15 laps): 1, Dave Loudoun, 23m 31.4s, 84.13 mph; 2, Graham Smith-Churchill, 23m 48.2s; 3, Robin Parsons, 23m 53.6s; 4, Paul Longfield, 23m 55.4s; 5, Anthony Pownall, 24m 04.8s; 6, Geoff Bartram, 24m 7.3s. **Fastest lap:** Loudoun and Ian Briggs, 1m 38.8s, 85.85 mph.

P&O Ferris Formula Ford 1600 Championship race (15 laps): 1, Andrew Gilbert-Scott (Lola-Minister T642E), 21m 35.5s, 98.20 mph; 2, Andy Middlehurst (Van Diemen-Minister RF83), 21m 54.0s; 3, Peter Hardman (Van Diemen-Auriga RF83), 21m 56.8s; 4, Allard Kalf (Sparton-Auriga SE316), 22m 19.2s; 5, David Harper (Van Diemen-Minister RF82), 22m 22.5s; 6, Nick Walker (Van Diemen-Scholar RF82), 14 laps. **Fastest lap:** Gilbert-Scott, 1m 24.8s, 100.02 mph (record).

750MC Formula 4 Championship race (12 laps): 1, Mike Whatley (March-Whatley/Ford 773/4), 16m 56.3s, 100.15 mph; 2, Nigel Rees (Delta-Daghorn 784), 17m 04.3s; 3, Richard Penny (Lola-Carter/Imp T670), 17m 05.2s; 4, Max Samuel-Camps (Ralt-Denyer/Ford RT1), 17m 06.3s; 5, Rob Moores (Chevron-Rolt/Ford B38), 17m 11.4s; 6, Alan Hebb (ASD-Ford T8B), 17m 44.7s. **Fastest lap:** Whatley, Rees and Penny, 1m 23.4s, 101.70 mph.

Pre '57 Road-going Saloon Car Challenge race (10 laps) — overall: 1, Terry Heley (2.6 Ford Zephyr), 19m 03.0s, 74.08 mph; 2, Dick Bradley (3.4 Jaguar Mk VIII), 19m 06.3s; 3, Chris Logue (1.5 Wolsey 15/50), 19m 43.1s; 4, John Hillsdon (1.0 Austin A35), 20m 11.7s. **Over 2700cc:** 1, Bradley, 73.86 mph; no other starters. **Fastest lap:** Bradley, 1m 52.4s, 75.46 mph (record). **1902-2700cc:** 1, Heley; 2, Alan Mills (2.1 Standard Vanguard), 22m 20.4s; no other finishers. **Fastest lap:** Heley, 1m 51.9s, 75.80 mph (record). **1252-1901cc:** 1, Logue, 71.57 mph; no other finishers. **Fastest lap:** Logue, 1m 54.8s, 73.88 mph. **Up to 1251cc:** 1, Hillsdon, 70.00 mph; 2, Mike Yeats (1.0 Austin A35), 20m 30.2s; 3, John Barker (1.0 Morris Minor), 20m 50.8s. **Fastest lap:** Hillsdon, 1m 58.0s, 71.88 mph.

SILVERSTONE continued

Reid held third until lap 10 of 15 then Bailey was through, followed by Morris three laps later. Davies slowed dramatically on his last lap, allowing Santos to close to within 2secs of him, with Bailey just 0.2sec behind and Morris a further second down. Such was the pace and fury of this race that Davies, Santos, Morris and Reid all shared fastest lap.

The Modified Saloon Car race entry was depleted by no less than 14 non-starters but still it provided four first class dices. At the front, Graham Scarborough's Capri fought off the attentions of Geoff Thomas's Golf, which led on several occasions, while Mark Hales sat just behind, all three recording the same best time. A little further back, Peter Briars (Capri) and Richard Williamson (RS2000) dived for fourth, then Brian Chatfield (Escort) and Milton Bishop (Capri) argued over sixth until Bishop encountered mechanical problems. Eighth was disputed throughout by Bill Griffin (BMW 323) and Bill McGovern (Sunbeam Bevan Stiletto), the little Sunbeam cheekily hounding the Bee-Em but unable to power past.

Thomas looked as though he might capture the lead on the last lap but

suddenly a great cloud of smoke blew from his engine and Hales had a wheel start to go its own way on the last corner. He held the car, went onto the grass at Woodcote and just managed to limp across the line ahead of Briars.

Most of the Dunlop/AUTOSPORT 'Star of Tomorrow' front runners took the grid in the final 10-lapper which saw Peter Studer (Zeus) make a blistering start from the third row to tuck in behind series leader Perry McCarthy (Van Diemen RF83) at the first corner. By the end of the first lap it was McCarthy from John Robinson (Ray), Bernard Horwood (Lola), Studer, Peter Stimpson (Van Diemen RF82) and the RF83s of John Booth and Glen Board, although the leading pair soon pulled out a slight advantage.

Robinson took the lead on lap 3 but McCarthy claimed back the place and built up a 3 secs cushion to the flag. Meanwhile Booth and Studer scrapped for third until Studer spun on the last corner. The impressive novice, however, kept his cool and restarted to take fourth ahead of a close battle consisting of Board, Chris Fox, Eugene O'Brien and Stimpson with Horwood, who had led this bunch for a while, back in ninth.

MIKE LAWRENCE

SILVERSTONE (GB), Jun 5, BRSCC

BRSCC Renault 5 Challenge race (10 laps): 1, Russell Martin, 13m 16.9s, 72.63 mph; 2, Neville Knight, 13m 24.1s; 3, David Kay, 13m 27.4s; 4, John Craddock, 13m 29.1s; 5, Rob Morgan, 13m 33.0s; 6, Andy Paget, 13m 33.3s. **Fastest lap:** Martin, 1m 18.4s, 73.84 mph (record). This result is provisional.

Formula Atlantic Championship race (25 laps): 1, Alo Lawler (Ralt-Swindon RT4), 22m 00.3s, 109.38 mph; 2, Trevor Templeton (Ralt-Cosworth RT4), 22m 08.5s; 3, Ian Flux (Ralt-Swindon RT4), 22m 23.1s; 4, Neil Crang (Tiga-Alan Smith FA81), 22m 33.5s; 5, Mike Catlow (Ralt-Richardson RT1), 22m 38.8s; 6, Geoff Byman (Lola-Cosworth GBD), 24 laps. **Fastest lap:** Lawler and Templeton, 52.4s, 110.47 mph.

Ford Motor Credit Fiesta Challenge race (10 laps): 1, Robin Parsons, 12m 16.0s, 78.65 mph; 2, Charles Tippet, 12m 19.7s; 3, Antony Pownell, 12m 22.1s; 4, David Grimshaw, 12m 23.9s; 5, Paul Longfield, 12m 24.8; 6, Dave Loudoun, 12m 28.1s. **Fastest lap:** Loudoun, Parsons and Longfield, 1m 12.4s, 79.95 mph (record).

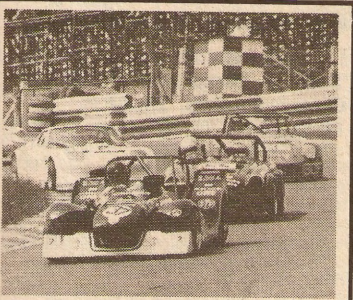
Modified Saloon Car Challenge race (10 laps) — overall: 1, Graham Scarborough (3.0 Ford Capri), 10m 47.0s, 89.47 mph; 2, Geoff Thomas (1.8 VW Golf GTI), 10m 47.4s; 3, Mark Hales (2.0 Ford Escort), 10m 54.4s; 4, Peter Briars (3.0 Ford Capri), 10, 55.1s. **2001-3000cc:** 1, Scarborough; 2, Briars; 3, Bill Griffin (2.3 BMW 323), 11m 20.7s. **Fastest lap:** Scarborough, 1m 03.8s, 90.73 mph. **1301-2000cc:** 1, Thomas; 2, Hales; 3, Richard Williamson (2.0 Ford Escort RS2000), 10m 55.9s. **Fastest lap:** Thomas and Hales, 1m 03.8s, 90.73 mph (record). **1001-1300cc:** 1, Kevin Lang (Mini), 9 laps, no other starters. **Fastest lap:** Lang, 1m 12.8s, 79.51 mph. **Up to 1000cc:** 1, Bill McGovern (1.0 Sunbeam Stiletto Bevan), 11m 21.1s; no other starters. **Fastest lap:** McGovern, 1m 06.7s, 86.78 mph (record). **Road going cars:** 1, Tim Dodwell (1.6 VW Scirocco), 9 laps; 73.16 mph; no other finishers. **Fastest lap:** Dodwell, 1m 17.1, 75.08 mph (establishes record).



Hales leads Scarborough and Williamson.

SNETTERTON

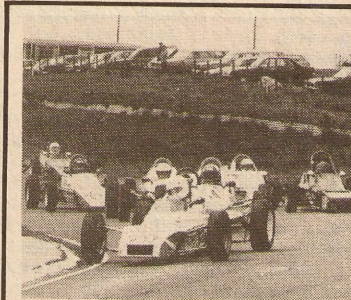
Good races for Modsaloons, Esso FF1600, and Pre '74 FF1600 set the scene for the Willhire 24 Hours on Saturday. Full report next week.



Mike Yarney leads the Modsports field.

BRANDS HATCH

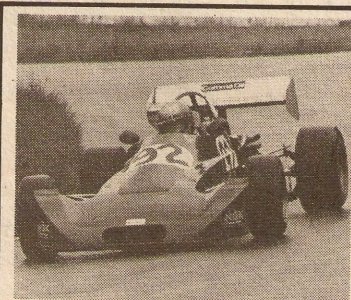
A particularly full 750MC meeting on Saturday included a thrilling Dellorto 750 Formula race in which Mick Harris again emerged on top. Report next week.



Lance Gauld leads the first FF race.

KNOCKHILL

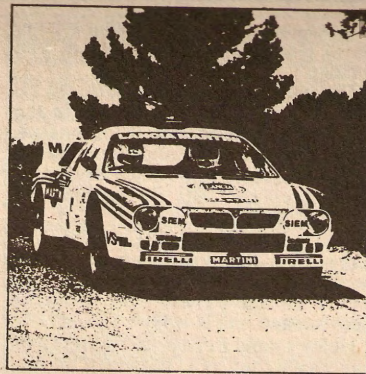
Six races, organised by the SSMC, provided excellent entertainment at Knockhill with the usual front-runners all scoring. Full report next week.



Sleeman's Formule Libre March 713S.

LYDDEN HILL

Paul Sleeman extended his lead in the AUTOSPORT Golden Helmet competition by scoring two more wins at Lydden on Sunday. Full report next week.



INTERNATIONAL RALLIES

RALLYE DE PROVENCE

Saby's revenge

In a way, Bruno Saby's victory on the Rallye Terre de Provence can be considered as personal revenge. In 1982 Saby was leading the rally by a comfortable margin when, in the last but one stage, he came across a spectator's car coming in the opposite direction. To avoid the car Saby took to the undergrowth, destroying his Renault 5 Turbo after a dozen rolls.

This year Saby was especially determined to prove that he could win the Terre de Provence, the first loose rally of the season in the French championship. However, at pre-event scrutineering, Saby's Renault 5 Turbo Group B was sidelined by a suspect suspension stiffener, despite claims by Renault Sport engineers that the offending item was standard equipment and duly homologated.

The rally started early on the Saturday morning with a relaxed run over the day's stages. Secret stages are not allowed in France this year and this preliminary run allowed crews to take notes of the four stages.

Heavy rain made the conditions very difficult during the first day but it was Saby's Philips Renault that took fastest time on the first three stages. He already had a 10secs lead before the fourth stage which saw Frequelin lose nearly 2mins with an off after a puncture just half a mile from the stage finish. Nicolas was taking his time to get back into the swing of competitive driving with a Talbot Samba Rallye. François Chauche was regularly faster than the factory car with the Dealer Team Samba before he was forced to retire with head gasket problems.

François Chatriot was having problems finding the right tyres for his Renault 5 Turbo in the muddy conditions but did not lose touch with Saby and Frequelin, who took two fastest times in an effort to make up for time lost after his puncture.

The sunshine made a welcome appearance for the Sunday stages which were mostly dry with a few persistent muddy patches. Saby took all four of the morning stages as Frequelin tried desperately to come back. Chatriot was a lot happier in the drier conditions and was faster than the Opel driver on three occasions. In fact, there was no change whatsoever in the placings at the end of the rally and the results remained as the previous evening with Jean-Sebastien Couloumies taking Group A and sixth place with his Opel Manta after an interesting fight with the other Citroën works driver, Christian Rio. Bertrand Balas took Group N by more than 4 mins in his semi-official Alfa Romeo Alfassud.

CHRIS WILLIAMS

RALLYE TERRE DE PROVENCE (F)

May 20/22

French Championship, round 4

- 1, B. Saby/C. Williams (Renault 5 Turbo), 3h03m50s;
- 2, G. Frequelin/J. F. Fauchille (Opel Manta 400L), 3h06m07s;
- 3, F. Chatriot/JF Liener (Renault 5 Turbo), 3h09m44s;
- 4, J.P. Nicolas/C. Tilber (Talbot Samba), 3h16m04s;
- 5, M. Chomat/D. Breton (Citroën Visa), 3h16m39s;
- 6, J.S. Couloumies/C. Causse (Opel Manta), 3h23m04s;

Championship positions: 1, Saby, 62pts; 2, Frequelin, 50; 3, Bertrand Balas, 43; 4, Couloumies, 42; 5, Yves Loubet, 23; 6, Chatriot and Francois Rousseau, 18; etc.

HESSEN RALLY

Manta's first

After a two month break, current German champion Harald Demuth returned to the driving seat last weekend on the Hessen Rally. On the first stage, however, his Audi Quattro went off the road, hit a tree and effectively lost about 6 mins.

That left Erwin Weber to set the pace, and take victory as Manfred Hero was also in trouble with his Porsche. When the car broke its back axle for the second time in the 15th special stage, Hero retired.

Demuth was climbing, using the semi automatic gear lever operated clutch to save his injured left knee. But this was creating problems and the unit failed twice and Demuth's fortune was not helped by a broken brake caliper.

Smolej in the Ford Escort also had gearbox problems, and only Haider in a Mercedes 500SL enjoyed the 23 stages (about 400kms) without any real problems. He could not match Weber however, despite two punctures with the Manta 400, and so the youngster took his first ever championship rally win, and the first outright success for the new car.

ROLF NEIBORG

HESSEN RALLY (D)

Jun 3/5

European Rally Championship

- 1, Weber/Wanger (Opel Manta 400), 3h31m53s;
- 2, Haider/Diekmann (Mercedes 500SL), 3h33m45s;
- 3, Demuth/Fischer (Audi Quattro), 3h34m27s;
- 4, Smolej/Hohenadel (Ford Escort RS), 3h40m14s;
- 5, Grundel/Hoppe (VW Golf), 3h43m29s;
- 6, Bruschi/Schaller (Opel Ascona 2000), 3h50m16s.

German Championship after 5 of 10 rounds:

- 1, Smolej, 125pts; Weber, 119pts; Grundel, 112pts; Hero, 105pts; Kissel, 95pts; Fischer, 92pts.

TOTAL CHALLENGE RALLY

Ambrosino's Challenge

Alain Ambrosino, driving a factory Group A Peugeot 505 STI, won the Total Challenge Rally held in Zimbabwe from

Ambrosino's winning Group A Peugeot.



May 21-25. The rally, the third round of the African Continent Rally Championship, covered a distance of just over 2,000kms and was run along Safari lines.

Ambrosino's car only arrived at the last minute. With co-driver Daniel Le Saux, the winning Peugeot dropped 83mins from second placed Bob Bentley and John Birkett, the current Zimbabwe National Champions in a Ford Escort who collected 121mins penalty.

Rob Collinge and John Lyall from Kenya brought the Range Rover which was wrecked on the Safari. Running again in Camel cigarettes colours, the car experienced transmission problems and retired in the Eastern Districts forests while locked in an exciting battle for the lead with Ambrosino.

For the country's first International Rally, there were remarkably few rough edges in the organisation.



NATIONAL RALLIES

JIM CLARK RALLY

Clark's Clark

Saturday's Jim Clark Memorial Rally organised by Berwick & DMC and Border Ecosse CC was won convincingly by Ivor Clark's Sunbeam. Although a counter in the East of Scotland Rally Championship, supported by Fife Metal Structures, this event often has its less serious side. Ivor had George Blackie alongside in place of his usual co-driver, while Andrew Wood took his dad along for his annual rally outing. For this occasion Andrew had forsaken his Turbo Escort and hired a Nicholsport 1600cc Sunbeam which he used to good effect, taking second overall. Colin Valentine had Jenny Birrell co-driving his own Sunbeam and Dom Buckley rounded off the top four with usual partner, Dougie Redpath. Buckley survived a straw bale scattering episode on the old Charterhall airfield in his Trust Skellys Ford Escort but Andrew Leich did not and rolled his Escort into retirement. Jimmy Horne returned to rallying after a year's lay off but missed out on the top places, as did Eamon Kieller who lost a possible second place when he sideswiped a gate post. Only 52 cars started the 15 stage, 17 miles event but Ivor was in a class of own.

JOHN FIFE

JIM CLARK MEMORIAL RALLY (GB)

Jun 4

- 1, Ivor Clark/George Blackie (Talbot Sunbeam Lotus), 18m 30s;
- 2, Andrew Wood/Andrew Wood (Talbot Sunbeam), 18m 42s;
- 3, Colin Valentine/Jenny Birrell (Talbot Sunbeam), 18m 54s;
- 4, Dom Buckley/Doug Redpath (Ford Escort RS), 18m 57s.

SUMMER RALLY

First win

The Hebden of Burnley Summer Rally organised by Pendle MC resulted in an unexpected, but well deserved, first ever victory for 20-year-old Lancashire driver Graham Holden, navigated by veteran Irish co-driver Peter Scott.

The 130 mile route on the Lancashire/Yorkshire border was run in fine weather and featured 14 selectives, mainly on moorland. Early leader Neville Crossley crashed his Escort on a newly surfaced road near Gisburn during the fourth selective and Holden took up the lead which he held until the end. Second place was decided by 'furstest cleanest' and went to Bob Brookes (Escort) who tied with John Clarke (Escort RS2000) with 21-year-old Peter Jackson fourth, after losing time in the closing stages with a bent axle on his RS2000.

DAVE ORRICK

SUMMER RALLY (GB)

Jun 4/5

- 1, G Holden/P Scott (Ford Escort), 9m 22s;
- 2, B Brookes/A Milner (Ford Escort), 10m 00s;
- 3, J Clarke/S Bye (Ford Escort RS2000), 10m 00s;
- 4, P Jackson/D Orrick (Ford Escort RS2000), 10m 55s;
- 5, T Midgley/R Taylor (Ford Escort), 12m 53s;
- 6, P Lakeland/J Moss (Ford Escort), 13m 23s.

CIRCUIT OF MUNSTER

Fitzgerald's corker

Cork's Demi Fitzgerald scored a run-away victory on the two-day, 200 stage mile Canada Dry Circuit of Munster at the weekend. The rally was the fourth round of the Irish Shellsport Championship of which Fitzgerald is now the leader. He has taken over from Ken McKinstry whose KD Kars Escort suffered an oil pump failure. Second and third were Dougie Hoare (Opel Ascona 400) and Bertie Law (Vauxhall Chevette HSR), both from Lisburn in Northern Ireland.

BRIAN PATTERSON

SEVERN VALLEY STAGES

Magnificent Severn

Richard Gough took his second win in succession on the Nicolet Welsh Stage Championship in central Wales last Sunday when he just held off Esso/BTRDA leader, Clinton Smith over 10 dusty and fast stages which the Midland Manor MC put on for their Severn Valley Stages.

Promise of a battle between the Escorts and the Ascona were dashed early on when Alun Edwards burst the oil cooler of his car against a tree trunk after a spin and very soon after, Dennis Moody broke the back axle of his Escort in a very hairy moment after clipping a log.

With these two sidelined, and Geoff Kitney's Davrian having bent a track-rod to fall by the wayside, Gough and Smith duelled in the dust and sunshine to end up just 6secs apart. Gough has now left into fourth place in the championship which is still led by Robin Bradbury's Escort Mexico with 34 points with Andy Miers second, 2 points adrift.

DEREK HILL



SEVERN VALLEY STAGES

Jun 5

Nicolet Welsh Stage Rally Championship, round 5.

- 1, Richard Gough/Eifion Jones (Ford Escort RS), 41m 01s;
- 2, Clinton Smith/Stuart Dytham (Opel Ascona 400), 41m 07s;
- 3, Kevin Curran/Trevor Wheatley (Ford Escort RS), 41m 52s;
- 4, Trevor Prew/Brian Fox (Ford Escort RS), 42m 33s;
- 5, Richard York/Peter York (Ford Escort RS), 43m 01s;
- 6, Andy Miers/Steve Jones (Ford Escort RS), 43m 19s.



OFF-TRACK SPORT

SHELLEY WALSH

Sunshine Shelsley

It was Pace Petroleum day at Shelsley Walsh last Sunday when the Midland Automobile Club staged the sixth round of the British Hillclimb Championship. The sun shone, the course remained dry, and the end result was a tremendous event with a top 10 full of dramas, providing a fitting end to a superb day's sport. With the spectator amenities even further improved and new digital time and speed trap read-outs in the viewing area, the watching crowd witnessed hillclimbing at its very best.

The two saloon car classes which opened the programme were vital to the pacemakers in the Aston Martin Leaders Hillclimb Championship, with both Tony Tewson and Brian Walker anxious to keep their respective unbeaten records. Both looked like achieving that aim on the first runs, but the second climbs proved a slight blow to Tewson's aspirations, for Alastair Cobb fired up his Skoda Cosworth as never before. Tewson, at a slight disadvantage with the Greetham Imp due to using just a standard gearbox, put in a mighty effort but failed to match the Sheffield Skoda man by 0.2sec. On the other hand, Brian Walker never really looked troubled, leading all the way, despite an indifferent first run, finally taking his Skoda-Hart to a full 1.6secs victory ahead of Ron Hand's Chrysler Stiletto.

The Rod Chapman Commercial Vehicles supported Caterham Super 7 of Chris Knapman also continued on its winning way in the first of the modspots car classes, a smooth climb at 33.13s establishing a clear lead over the Lotus 7 of Ken Snailham. On his second run with the Porsche 911, Nigel Garland was forced to stop for a pheasant which decided to amble across the course, appropriately at Crossing. He was really fired up on the re-run and hurtled the ex-Sadler car to the finish in a brilliant 31.74secs, failing to match the class record by just 0.01sec, but in the process pipping the very much improved Chevron-BMW B8 of Roland Jones by just 0.03sec.

Despite making only his second outing in the new Mallock U2 Mk 21-24, Alan Lloyd again proved master of the Clubmans class, but it was a near thing, as his perennial sparring partner Neil Crump had led on the first runs.

The small sports racing car class was again the province of Messrs Robinson and Wardle, but that is only half the story, for with their own all conquering Mallock *hors de combat* with rear axle problems it was rent-a-drive time. Jim Robinson appeared at the wheel of Bill

TOTAL CHALLENGE RALLY May 21/25

- 1, Alain Ambrosino/Daniel Le Saux (Peugeot 505 STI) 1h 23m;
- 2, Bob Bentley/John Birkett (Ford Escort TC) 2h 01m;
- 3, Wally Daubermann/Arfor James (Datsun 1200) 3h 38m;
- 4, Shaun Blake/Kevin Casey (Ford Escort GT) 3h 43m;
- 5, Ken Winter/Richard Henman (Mitsubishi Colt) 3h 45m;
- 6, Pete Mayes/John Rowe (Renault 5) 5h 2m.

TOUR DE PORTUGAL (P) May 26/29

European Rally Championship, round 18

- 1, Jose Pedro Borges/Bevilacqua (Ford Escort RS), 5h 58m 30s;
- 2, Romazinho/Morais (Citroen Visa Chrono), 6h 12m 06s;
- 3, Moutinho/Morais (Renault 5 Turbo), 6h 24m 33s;
- 4, Seguardo/Fernandes (Ford Escort RS2000), 6h 34m 58s;
- 5, Fernandes/Monteiro (Fiat Ritmo 125), 6h 41m 27s.

RALLY DE LA BAULE (F) May 28/29

- 1, Andruet/Rick (Lancia Rally), 1h 58m 50s;
- 2, Teilhol/Teilhol (Porsche 911), 2h 3m 05s;
- 3, Guegan/Mesnil (Porsche 911), 2h 5m 26s;
- 4, Noury/Royer (Porsche 911), 2h 6m 51s;
- 5, Rigollet/Bathelot (Alfetta GTV), 2h 8m 27s;
- 6, Auriol/Tussiot (Renault 5 Turbo), 2h 8m 29s.

RALLY CROATIA

Success on a plate

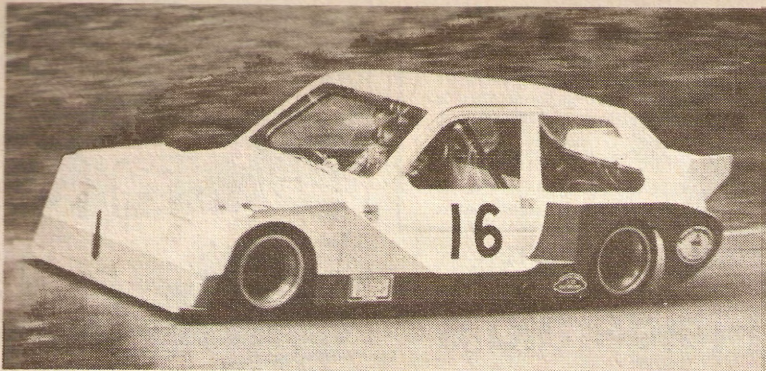
Italian driver Dino Tolso scored a surprise win on the Rally Croatia last weekend. The Jolly Club driver inherited the victory when the Renault 5 Turbo of Yugoslavian Champion, Branislav Kuzmic developed a problem with the air filter. Having taken fastest time on 13 of the 15 stages, he suffered a 13 mins delay while the problem was sorted and dropped to third as a result. Borko Skuric repeated his Rallye Centaurus result by bringing his Group A Opel Kadett GT/E home in second place.

BRANKO BOZIC

RALLY CROATIA (YU) Jun 3/5

Alpe Adria Cup, round 3

- 1, Tolso/Zanelli (Fiat 131), 2h 39m 54s;
 - 2, Skuric/Devunic (Opel Kadett GT/E), 2h 41m 22s;
 - 3, Kuzmic/Sali (Renault 5 Turbo), 2h 53m 41s;
 - 4, Vidic/Klemencic (Saab 99 Turbo), 2h 54m 17s;
 - 5, Zonda/Kozar (Zastava 101), 2h 54m 56s;
 - 6, Sext/Schmidt (Mitsubishi A170), 2h 57m 22s.
- Alpe Adria Rally Cup: Kuzmic, 132pts; Tolso 112; Abichd 106; Sixt 76; Skuric 72.



According to the Shelsley programme, this is Dave Whitehead's Reliant Kitten . . .

SHELSLEY WALSH continued

Wood's Mallock and rapidly adapted to the Scotsman's car with a brilliant run to take victory ahead of his regular co-driver Charles Wardle, who shared Paul Bason's Myers Special and headed the owner by 0.02sec for the runner up spot. Guernseyman Graham Priaux really tigered his Tiga to the top in the large sports racing car class, stopping the clock at 29.06s to take a fine victory from the Mallock-Hart of Peter Blankstone, who staved off the challenge from Tim Thomson's new Guyson Pilbeam.

Only four 500cc single seaters appeared and again it was the Cooper-JAP of Ron Warr which led the way, heading the Mk5 version of Trevor Hulks by 0.8sec. Russ Ward threw the Jerry Sturman Spartan BDJ around as if there was no tomorrow in the up to 1100cc class to produce an all action climb at 30.53s, which led the Delta T824 of Charles Barter, finding the Imp engine a little lacking in puff on the steep reaches of Shelsley. However, for the third time this year, Ward was to find himself beaten by 0.06s, this time by the rapid Cosworth engined Brabham BT28 of Paul Squires with a super smooth ascent at 30.47s.

The next class saw a welcome return to the cockpit for Chris Cramer, having his first ever outing in a 1600cc single seater, Richard Brown's pretty Chevron B49. On the second run in particular, Chris showed that he has lost none of his flair with a spirited climb to demote Brown, the first run leader, to second place, by 0.2sec.

As expected, the Pilbeam MP47C of Alister Douglas-Osborn led the way in the first class runs but he failed to better his first time and was usurped by the on-form Martin Bolsover whose second effort in the Guyson Pilbeam was supreme, proving to be BTD. Despite a second run spin at bottom end which damaged the nose cone and carrier Martyn Griffiths held onto third place, just clear of Dave Harris, making a welcome return to the scene with the Haynes Publishing Pilbeam now sporting a 2.8-litre Hart unit like Griffiths.

The meeting also counted as a round of the Swinford Motors Porsche Centre/Beacon Radio Midland Hillclimb Championship and so the class runs concluded

with the classic car handicap classes which saw good wins on corrected time from the Alfa Romeo 6C of Joy Rainey, Brian Mather's well handled Reliant Sabre Six, Paul Shaw's Frazer Nash Sebring and the 3-litre Bentley of Williams Lees. However, the star of the show from these classes proved to be Guy Smith with his Frazer Nash who slashed his own record for pre 1945 classic cars to 36.35s and thoroughly deserved the Beacon Radio Man of The Meeting Award.

The top 10 commenced on a track which had become very slippery at the Esses as Waring and Gillow team manager Malcolm Dungworth had dropped oil from his Riley in the classic class, and this very nearly cost his own man Alister Douglas-Osborn the vital championship maximum he has been searching for all year. Alan Payne, still fighting understeer problems with the Apollo Coogar RT1 claimed 10th place with a fighting effort, but it could so easily have been ninth, for despite a late rear suspension setting change, John Meredith's Pilbeam DFL slipped ahead by only 0.02sec. Jim Thomson (Pilbeam) again motored smoothly taking eighth place just 0.06sec down on the Chase Web Pilbeam of Max Harvey.

Richard Fry (Pilbeam MP54) proved totally consistent, posting 28.92s on both runs for sixth place while a little team talk from son Antony appeared to help Roy Lane whose Steel King Pilbeam improved nicely on the second climb for fifth spot behind Dave Harris, rapidly getting back into the groove at his first serious event of the year. Martyn Griffiths really tried hard to repeat his Fintray victory but was still 0.08sec down on the first run leader Martin Bolsover. Having fallen foul of the slippery Esses on the first run, Alister Douglas-Osborn really blasted the W & G Pilbeam off the line. It looked like a win or bust run, and pulling no less than 126mph through the finish he burst into the lead at 27.06s. So again it was the last run of the day to decide the outcome. Bolsover knew that he had lost the lead and really went for the honours, but a slight moment at the Esses meant that he was forced to concede victory to ADO.

ROBIN BOUCHER

SHELSLEY WALSH (GB), Jun 5, Midland AC Pace Petroleum RAC British Hillclimb Championship, round 6

BTD: Martin Bolsover (2.8 Pilbeam-Hart MP51), 26.69s.
Top 10 run-off: 1, Alister Douglas-Osborn (3.7 Pilbeam-Ford Cosworth DFY MP47C), 27.06s; 2, Bolsover, 27.32s; 3, Martyn Griffiths (2.8 Pilbeam-Hart MP53), 27.40s; 4, Dave Harris (2.8 Pilbeam-Hart MP50), 27.96s; 5, Roy Lane (2.7 Pilbeam-BMW MP51), 26.32s; 6, Richard Fry (2.5 Pilbeam-Hart MP54), 28.92s; 7, Max Harvey (2.8 Pilbeam-Hart MP53), 29.16s; 8, Jim Thomson (2.5 Pilbeam-Hart MP40RX), 29.22s; 9, John Meredith (3.3 Pilbeam-Ford Cosworth DFL MP22), 29.43s; 10, Alan Payne (3.5 Coogar-Rover RT1), 29.45s.
Class winners: Alastair Cobb (1.3 Skoda-Cosworth S11OR), 32.57s; Brian Walker (2.5 Skoda-Hart S11OR), 31.36s; Chris Knapman (1.6 Caterham Super 7), 33.13s; Nigel Garland (3.5 Porsche 911 Carrera), 31.74s; Alan Lloyd (1.7 Mallock U2-Ford Mk21/24B), 30.57s; Jim Robinson (1.6 Mallock U2-BDA Mk18), 30.21s; Graham Priaux (2.0 Tiga-Ford SC80), 29.06s; Ron Warr (497cc Cooper-JAP Mk6), 37.65s; Paul Squires (1.1 Brabham-Cosworth BT28), 30.47s; Chris Cramer (1.6 Chevron-Ford BDA B49), 29.71s; Bolsover, 26.69s; Guy Smith (3.5 Frazer Nash S/S), 36.35s (record); Joy Rainey (2.3s/c Alfa Romeo 6C), 44.76s; Brian Mather (2.5 Reliant Sabre 6), 41.06s; Gillian Fortescue-Thomas (1.6 Lotus 23B), 34.61s; Paul Shaw (2.0 Frazer Nash Sebring), 45.11s; Donald Parker (7.3 Bentley Special), 47.42s; William Lees (3.0 Bentley), 56.70s.
Championship positions: 1, Griffiths, 46pts; 2, Bolsover, 45; 3, Douglas-Osborn, 36; 4, Lane, 34; 5, Harvey, 27; 6, Jim Thomson, 19.
Aston Martin Leaders positions: 1, Brian Walker, 54pts; 2, Tony Tewson, 51; 3, John Hunt, 41; 4, Chris Knapman, 40; 5, Jim Robinson, 39; 6, Charles Barter, 37.

TOCKY BONK PCT

Father first

After a string of narrow defeats by his son Ian, Geoff Spencer shot back into the limelight on Sunday's Tocky Bonk Trial, organised in fine style by the Dudley and Halesowen CC at Hurtle Hill, near Stourport-on-Severn.

Forty sections were tackled in glorious weather and it wasn't until the very last hill, which the Cooper S of Spencer senior climbed and many others didn't, that victory was assured, as Mike Stephens (Skoda) and Steve Courts (Imp) were well in touch up to that point. Another superb performance came from Alan Skelton (Subaru), who came under considerable pressure all day from the VW Golf GTI of Nick Polliitt and Phil Shaw's Colt, but Skelton did not put a foot wrong and took his first ever BTRDA class win. Also going well was Dave Hanley (VW Beetle), who kept in touch with class winner Steve Courts and held at bay the reigning class champion Ian Palmer.

NICK POLLITT

TOCKY BONK PCT (GB) Jun 5 RAC and BTRDA Production Car Trial Championships, round 8

Overall: 1, Geoff Spencer (Mini Cooper S), 53 penalties.

Class winners: Alan Skelton (Subaru), 77; Ian Spencer (Mini Cooper S), 56; Mike Stephens (Skoda Combi), 62; Steve Courts (Hillman Imp), 56; Peter Shale (Daf 33), 102.

PEMBREY RALLYCROSS

Rob-bery!

Porsche driver Rob Gibson quickly mastered the brand new Pembrey Rallycross track last Sunday to win the first ever meeting to be held at the South Wales circuit. An excellent crowd turned out to witness Gibson's fourth win this year.

Tony Proctor had his Star Tyres Capri all ready to go following a mammoth engine rebuild in the last few days leading up to the meeting and Erling Jensen was back on the scene again, this time in a smartly turned out Triumph TR7 V8. Both Gibson and Mark Lloyd were looking for championship points but neither fared well in the first qualifying heat when Gibson found it impossible to stop at the first corner and slid through the centre of the pack, collecting a number of cars, Lloyd included. In the third runs, the two drivers again made contact, this time while flat out at the end of the main straight and both suffered a heart-stopping high speed moment. Gibson retired but Lloyd continued well down the field and destined only to make the 'B' final. Gibson, however, did get into the 'A' race, as did Mark RENNISON and Ivan Gill, the latter collecting the organiser's Man of the Meeting award in the process.

An eventful opening heat at Pembrey as eventual winner Rob Gibson spins his Porsche Turbo in the middle of the pack.



Malcolm Davies had a big battle on his hands in the 'C' final, fending off Chris Brooke's Mini to win the race.

Lloyd won the 'B' final, with the MGB GT V8 of Pete Robertson just getting the better of Kevin Broadhurst's DAF backed Escort to snatch second in the closing stages.

The Star Tyres were doing a good job of evening out the competitors but for the non championship competition it was every man for himself as Barry Squibb won the day from John Cross, Dave Pritchard and Keith Fothergill.

In the 'A' final Gibson was ahead the first corner and set for victory despite almost losing it when the throttle stuck wide open at one point on lap 3. Racing well, Proctor brought the Star Tyres Capri home a close second with Terry Briggs recording another good result in third place. Fourth was Jim Squibb from Chris McBean, Terry Panrucker and Rennison as Gill retired with a dead fuel pump.

BILL MANTOVANI

PEMBREY (GB)

Jun 5 Star Tyres BTRDA Rallycross Championship, round 2

A Final: 1, Rob Gibson (Porsche), 4m 36.2s; 2, Tony Proctor (Capri), 4m 36.9s; 3, Terry Briggs (Chevette), 4m 38.3s; 4, Jim Squibb (Escort), 4m 43.2s; 5, Chris McBean (Escort), 4m 46.4; 6, Terry Panrucker (Escort), 4m 46.8s; 7, Mark RENNISON (Escort), 4m 52.1s; 8, Ivan Gill (Mini), retired.

B Final: 1, Mark Lloyd (Escort), 4m 28.7s; 2, Pete Robertson (MGB GT V8), 4m 33.8s; 3, Kevin Broadhurst (Escort), 4m 35.0s; 4, Wynford Walker (Escort), 4m 40.2s; 5, Paul Audley (Escort), 4m 43.7s; 6, Gerald Harris (Mini), 4m 46.3s; 7, Richard Hill (Escort), 4m 47.3s; 8, Mike Lord (Mini), 4m 52.4s.

C Final: Malcolm Davies (Escort), 4m 39.2s; 2, Chris Brooke (Mini), 4m 40.0s; 3, Chris Greenhow (Mini), 4m 43.4s; 4, Ian Sandwith (Mini), 4m 47.2s; 5, John Wright (Mini), 4m 47.7s; 6, Neville Collett (Escort), 4m 48.2s; 7, Phil Hunt (Mini), 4m 51.1s; 8, Mike Andrews (Mini), retired.

Non-Championship Final: 1, Barry Squibb (Escort), 4m 15.2s; 2, John Cross (Escort), 4m 18.8s; 3, Dave Pritchard (Metro), 4m 32.3s; 4, Keith Fothergill (Porsche), 4m 49.9s; 5, Monty Belton (Escort), 4m 50.5s; 6, Erling Jensen (TR7 V8), 4m 59.1s; 7, Mike Locke (Escort), 5m 10.0s; 8, Terry Sowden (Mini), retired.

FYLDE AUTOTEST

Oh, no John

For most of this latest round in the National Autotest Championship John Underwood held a slender lead over the current champion, but at the end of the day it was Russ Swift who once again came in first overall.

The South Shore Motor Sports Club event was held in dismal conditions at Blackpool Airport, but from the start it was Underwood who set the pace. At the end of 12 tests he had a 2secs lead over Swift, but then it all went wrong. Two penalties on the next test followed by a broken exhaust dropped Underwood out of contention and he even lost second place to Dick Squire who had been lying in third for most of the day. So yet again Swift, back in his Cooper S, took the honours and looks set to regain both his national titles.

GRAHAM OLDFIELD

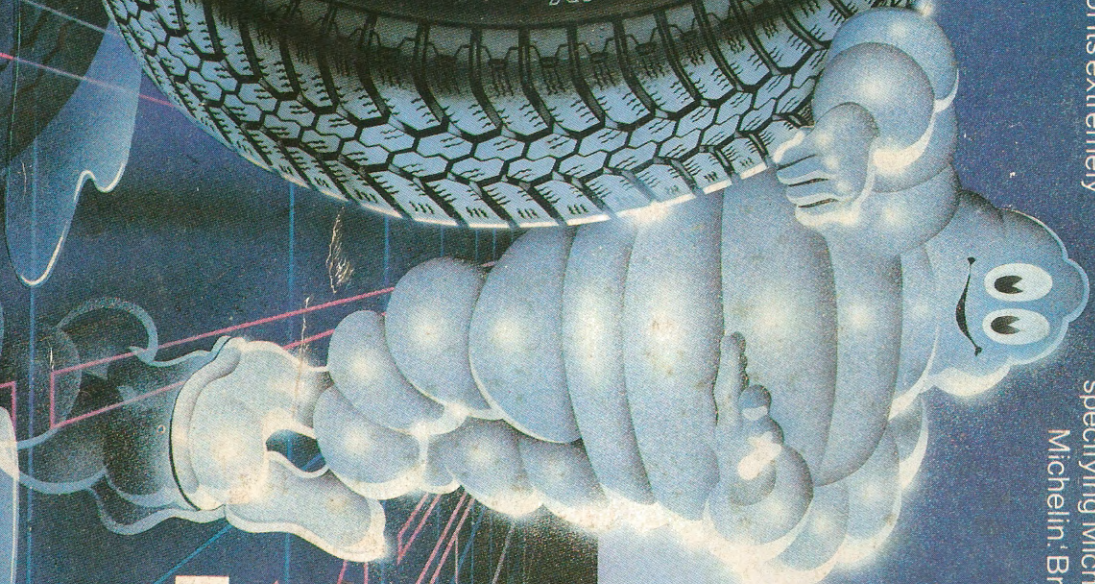
FYLDE SPRING AUTOTEST May 22, RAC Autotest Championship, round 11, BTRDA Autotest Championship, round 8

Overall: 1, Russ Swift (Mini Cooper S), 853.1s.
Class winners: Dave Everett (Mini), 981.4s; John Underwood (Mini Cooper), 902.1s; Arthur Robinson (Ford Escort), 1005.0s; Dick Squire (Austin Healey Sprite), 885.6s.

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