

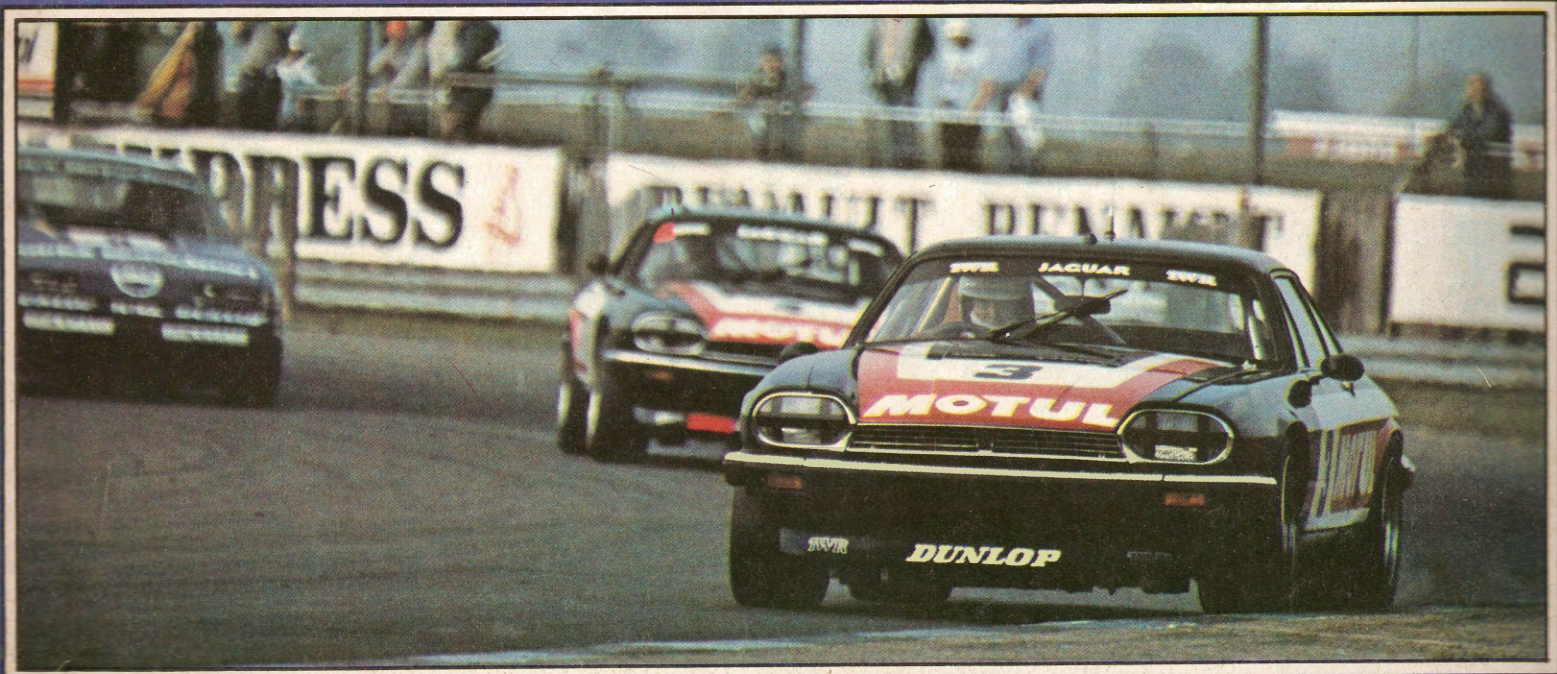
Autosport

A Haymarket publication

September 16, 1982 6



Italian GP: Arnoux beats Ferraris
Jaguar's TT ■ Rondeau insight ■ Group B Citroën test



Autosport

FRONT COVER

René Arnoux scored a convincing win at Monza last Sunday. It was a victory of mixed emotion as he led home his future team while the Renault équipe would rather have had Alain Prost atop the winner's podium. Photo: Jeff Bloxham. The Jaguars got it right at Silverstone on Sunday, coming home in team formation to score a very popular home win in the Tourist Trophy. Photo: Jeff Bloxham.

NEXT WEEK

We preview the final round of the World Championship at Las Vegas where John Watson still has a mathematical chance of taking the crown — Full report from the Manx International, the last round of the RAC Open Rally Championship — Nigel Roebuck looks back at the Italian GP*

*These items correct at time of going to press.

CENTRESPREAD

Clay Regazzoni is pictured in his Ferrari 312T at the Spanish Grand Prix in 1975. Photo: David Winter.

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Renault to supply Ligier in '83 — Cheever signs as Renault number 2 — Race of Champions returns — News of Junior Group C — De Cadenet buys Porsche 956.

COMMENT 10

AUTOSPORT gives its opinion on a major news item of the week — Your views expressed in *Correspondence* — The headlines of the past recalled in *Then as Now?* — While *Catchpole* just seems to go on and on about saloon car racing . . .

ITALIAN GP 12



René Arnoux just can't get it right as far as some people are concerned. Last Sunday he defeated his future employers on their home ground while his present employers lost their last chance of taking the title when Alain Prost retired, again. Nigel Roebuck was on hand to witness it all and to see Mario Andretti annex pole position on his second F1 outing this year.

SPECIAL STAGE 20

Rallying news from around the world — Malcolm Wilson becomes the first Briton to drive the Audi Quattro — Ron Hudson also invests in a German supercar — Details of next year's Monte — Latest news from the National championships.

MANX PREVIEW 23

The Manx International begins today, the last round of the RAC Open Rally Championship, as Peter Foubister explains, the all tarmac event is more akin to a race than a rally. Four men stand a chance of taking the title but in reality it will be a battle between the Opels of Toivonen and McRae against the Quattro of Mikkola. May the quickest man win.

SILVERSTONE TT 25

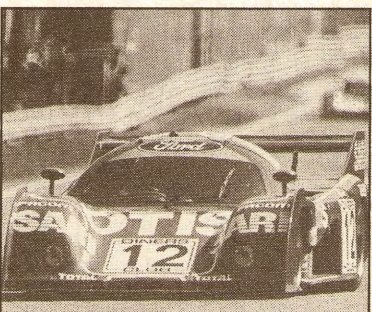
One dog (Rover) chased two cats (Jaguars) round Silverstone but failed by a whisker when it retired bone dry on the last lap of the Tourist Trophy on Sunday. Matthew Carter was on hand to capture these animal antics and more at the Northampton venue.



SPORTS EXTRA 29

Norrie Galbraith tribute — RAC Hillclimb Championship: all on the final round — Penfold perseveres in Star of Tomorrow title race — Madgwick marauders — Scotch Egg men strike gold.

RONDEAU RACING 33



In their first full season of racing way from Le Mans, the Rondeau team has (probably) secured the World Championship for Makes sports car title. Bob Constanduros visited the Champagne based équipe that has actually overcome the might of Porsche and the efforts of Ford to emerge victorious from the new Group C rules.

SNETTERTON F3 39

Only 10 runners turned up at Snetterton last Sunday for the F3 counter but back among the boys was F1 driver Tommy Byrne who made it quite clear that he still intends to end this season as the Marlboro British F3 Champion. Ralph Morton rushed to Norfolk to see it all happen.

HUMBLE PYE 40

Chevron mania: recollections from the dim and distant days of Great Auclum and the Targa Florio to contemporary historics at Snetterton. And perambulations in Phoenix Park . . .

ROAD CAR 45

The car with the lowest drag factor, the Audi 100 is launched this week. John Bolster went to Germany to find out about the new product. De Tomaso are back on the British market with their Pantera — *Classic and Sportscar's* prize Aston Martin.

ROAD TEST 49



Alfa Romeo have upheld their position in the small car market for some years with the Alfasud, but with competition growing from the Golf GTI, Renault 5 Gordini and Fiesta XR2 we try out their Alfasud Sprint Veloce, with which they are fending off their high performance rivals. Mark Hughes carried out the test.

TRACK TEST 50



Tiff Needell was persuaded to forsake his racing tests for a day out in one of the most unusual rally cars on the British stages. The Citroen Visa.

FILE UNDER Q 52

Is it Porsche or Rondeau who have won the World Championship for Makes? Quentin Spurring reflects on the action at Spa and ponders on the problems posed by confusing regulations. He also poses the question: is Jacky Ickx the first circuit administrator to win on his own track?

SPORTSCARD 55

James Weaver wins another Euro F3 race — Al Unser Jr's Mosport CanAm — National racing from Oulton, Snetterton and Brands — Rally reports from Britain, Europe and America — Off-track and onto the hills, this week it was Max Harvey's turn at Wiscombe.

TAG market Porsche turbo

Mansour Ojeh, President of TAG (Techniques d'Avant Garde) formally announced at Monza last weekend that a new company, TAG Turbo Engines, had been formed and that its first project would be the Porsche Formula 1 turbo engine.

TAG Turbo Engines is described as a joint venture between TAG and McLaren International with a long term commitment from both sides. It was, of course, McLaren International's Ron Dennis who first persuaded Porsche to embark on the F1 engine project although it was always thought that he had to find the finance for it. As Ojeh explained at Monza, it was a logical step for his company, which is synonymous with technological advance via such projects as the Challenger executive business jet:

"I see the venture as a logical extension of TAG's successful existing motor sport involvement as the major sponsor with the Williams Team, who won the 1980 World Drivers Championship and who currently lead the '82 Championship. With this project, TAG is moving ahead, from sponsor to constructor, to challenge all the existing turbo manufacturers."

Ojeh further commented that his company's commitment to TAG Turbo Engines, whilst fitting into the overall corporate objectives of the TAG Group, was nevertheless a separate venture from



Mansour Ojeh — Porsche power.

their continuing sponsorship of the Williams Grand Prix team.

"More importantly," Ojeh emphasised, "I also see the project as a reflection of our whole business style. Be it in high technology, finance and investment, construction and equipment, tourism, hotel or agro-industries Techniques d'Avant Garde plan to be ahead. TAG Turbo Engines is founded on the same business philosophy."

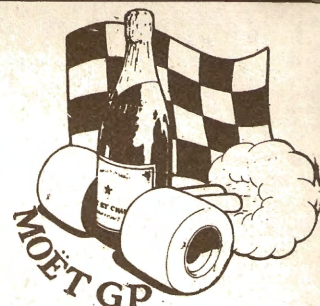
With McLaren International as a partner in the new company, Ron Dennis has ensured that his team will retain their

exclusive first use of the Porsche engine — now designated the TAG Turbo PO1 — although nobody was prepared to comment at Monza just how long that exclusive deal was valid. However, the announcement went on to say that the new company "forsees long term commercial possibilities for both this engine and future products."

TAG confirmed that they will continue to sponsor Frank Williams' Grand Prix team although, at least for the foreseeable future, the Didcot-based outfit will not benefit from the new venture.

Porsche are contracted to build and service the new 80-degree V6 engine which has a bore/stroke ratio of 1.73:1 and four valves per cylinder actuated by four gear-driven camshafts. The V6 — Porsche's first racing V configuration — has been designed with the specific aerodynamic requirements of the modern F1 car in mind and will be fitted to an all new McLaren carbon fibre chassis. A specially-developed Bosch/Porsche fuel/ignition electronic management system will be used in conjunction with the latest KKK turbochargers.

The announcement concluded that "these elements, together with new engine material technology, will fulfil the technical objective set out for the programme — this being to develop a third generation, advanced technology, turbocharged engine."



Fifteen down, one to go. The penultimate magnum of Moët et Chandon champagne on offer this year was won by Nelly Edwards of Tottenham, London. Our congratulations go to Nelly for predicting that René Arnoux would win the Italian Grand Prix at an average speed of 135.925mph, just a fraction off René's true average of 136.391 mph.

Turn your attention now to Las Vegas (if you can bear to!) for the last Grand Prix of the year. Last year's race is your guide to the winning average, Alan Jones having won convincingly with a speed of 97.9mph. We expect a large entry for Keke Rosberg and John Watson — the two World Championship contenders — but it will be worth going for an outsider in what looks like one of the most open races.

Entries must arrive by the first post on the Monday after the race on postcards only. Our address is: AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampden Road, Teddington, Middlesex.

Monza mutterings

● Morris Nunn is hoping to run a two-car Ensign team in 1983, with Johnny Cecotto joining Roberto Guerrero . . .

● Mauro Baldi for Tyrrell? It is rumoured that the Italian will join Michele Alboreto in Ken's team next year, the team to be sponsored by Denim and Nordica. Then again, Baldi says he hopes his connections with Elf Italia might get him into Guy's Ligier-Renault . . .

● Will Frank Williams ever have the use of the Porsche turbo — paid for by his sponsor, Techniques d'Avant Garde? For 1983, at least, the TAG engine is exclusively for the use of McLaren . . .

● "It depends on my sponsors," said Mario Andretti, when asked if he would drive for Ferrari at Vegas. "If they all agree to let me miss Michigan, I'll do it for sure — but if just one says no, that's the end of it." Mario was due to be given a decision yesterday (Wednesday) . . .

● John Watson's plans for next year remain unresolved. It is thought he will stay with Marlboro McLaren — but terms have still to be agreed . . .

● Ferrari are shortly to test a new electronic fuel injection system by Magneti Marelli for use on next year's engines, which are expected to rev to 13,000 . . .

● Marc Surer will definitely stay with Jack Oliver's Arrows team in 1983 . . .

● Manfred Winkelhock is expected to remain with ATS next year — and rumours persist that his car, at least, will have a BMW turbo engine . . .

● In Italy they reckon that a huge financial offer has been made to Michele Alboreto for 1984 — when his Tyrrell contract will have expired . . .

● Although Rothmans say they are getting out of Grand Prix racing, there remain those who believe that the name may be seen on the flanks of the works Brabhams next season . . .

Renault to supply turbos to Ligier in '83 as well

As revealed in AUTOSPORT recently, French President Francois Mitterand was indeed miffed when Renault made known their agreement to supply turbocharged F1 engines to John Player Team Lotus next season. How could they supply an English team when his good friend Guy Ligier was without a turbo for 1983?

To that end, governmental pressure was exerted on Renault, the result being that Ligier will, after all, have the use of Renault turbos next year. It appears that one car will be Renault-powered, the other Cosworth-engined. It is believed that Renault are less than thrilled with this directive. Guy Ligier has always been among the most vociferous opponents of turbo engines (particularly since the use of the Matra V6 turbo was denied him), and this has won him no friends at the Régie.

Renault, however, is a government-owned company, and has no choice in the matter, despite the fact that the contract with Lotus was considered to be an exclusive one. Supplying Ligier as well will mean a complete reorganisation of their engine-building department.

As news of the Ligier-Renault broke, so came confirmation that Talbot will not be backing the team in the future. Jean Boillot, President of the giant Peugeot empire which now controls Talbot, made the official announcement at Monza last weekend, at the same time stating that technical interchange between the two companies would continue away from the circuits.

The Talbot-Ligier tie-up came about shortly after Talbot thought — apparently erroneously — that they had bought the rights to the BMW F1 turbo engine. When that fell through, they formed an alliance with Ligier, but it was never strong, and when it failed to produce the Matra turbo the marriage was doomed.

Although there has been no announcement yet, it appears that backing for the



Guy Ligier — Renault power.

Ligier-Renault will come from the government-controlled Loterie Nationale next season. Gitanes will also stay as sponsors.

Who will drive the car? Logically, we might expect it to be Jacques Laffite, who has been with Ligier since 1976, but the genial Frenchman's patience is wearing thin, and he makes no secret of the fact that he would be happy to move. It is still not beyond the bounds of possibility that he will return to Frank Williams' team in 1983, as team mate to Keke Rosberg.

If that were to happen, Guy Ligier would need to find two drivers, for Renault Elf confirmed at the weekend that Eddie Cheever is to replace René Arnoux next year. Ligier would presumably need a star name for his Renault-powered car, but it is known that he has been in touch with Alain Ferté, winner of the last two Monaco F3 races. A candidate for the Cosworth car? Then there is Philippe Streiff, already a Gitanes man. And Jean-Pierre Jabouille says he is serious about wanting to return to the cockpit . . .

Cheever to Renault

Renault-Elf confirmed at Monza that Alain Prost's team mate in 1983 will be Rome-based American Eddie Cheever, who thus becomes the first non-Frenchman to drive for the Renault F1 team.

This news came as a considerable disappointment to the British press contingent who were hoping that Derek Warwick would get the drive. Cheever has had some good drives for the Ligier team this season, but there seems little doubt that Cheever's nationality has weighed heavily in the decision of the Renault board. The Régie desperately needs to sell cars in the USA, although ironically Eddie is much better known in Italy, his country of adoption, than in the USA, his country of origin.

René Arnoux confirmed

At an Agip press conference in Maranello last Wednesday, Enzo Ferrari confirmed that his drivers for 1983 would be Patrick Tambay and René Arnoux. He also made public his intention to field a third car for Didier Pironi, as and when the injured Frenchman returns to racing.

Last weekend Arnoux made clear his delight at going to Maranello. Many years ago he worked as an engine builder for the Conrero tuning company, and therefore speaks fluent Italian, which was much in use during many interviews at Monza.

On Monday — the day after beating the Ferraris at Monza! — René went to Maranello for seat fittings and so on, his first 'official' action as a Ferrari driver. It is believed that he will start testing at Fiorano very soon after the Las Vegas Grand Prix . . .

Endurance racing revisions for 1983

The outcome of the five-race World Endurance Championship of 'Makes, which finished (amid confusion over the eligibility rules) at Spa-Francorchamps on September 5, will be decided next month by the FISA Executive Committee, which will meet on October 11 and 13.

The Executive is expected to rubber-stamp FISA's rule change, excluding Group B cars from scoring points. This would give the 1982 title to Ford Rondeau, by just two points from Porsche.

Once it has cleared up the 1982 controversy, the Executive Committee meeting will turn its attention to a number of very important decisions about the 1983 endurance racing series. It will consider several proposals which will be presented by Jochen Neerpasch, the former BMW competitions boss who was charged last January with the promotion of the series. It will also give approval to the fixture list and some detail changes to the rules.

Fixtures

Twelve dates have been applied for, and they include all the well established 'classics' and two races in the USA. At present, only those at Monza, Silverstone, Nürburgring, Le Mans, Spa and Fuji are in certain line for Makes status, but it is possible that two more (perhaps Long Beach and Kyalami) will be added to bring the total to eight.

The US applications from Daytona and Long Beach are for minimum distance (800kms) races, the former to be run the day before the 24 Hours, the latter the weekend before the Grand Prix. It is possible that efforts to run the Daytona 24 Hours itself as the World Championship event can still succeed: at present the stumbling block is the Group C fuel consumption formula, but FISA is making new efforts to persuade IMSA to apply the Group C fuel regulations to its GTP category so that the two classes can be competitive.

Further down the list, we note that the Nürburgring 1000 Kms retains its traditional date in late May, only three weeks before Le Mans. Although the 'Ring suffered badly this year because many C-car teams concentrated on preparing for Le Mans, we understand that it was the organising ADAC which opted to stay with the May date, despite the offer by FISA of a date for the 1000 Kms in July.

Imola will be in the series in place of Mugello, and there is no date for Enna or Dijon. The Fuji race will be upgraded to Makes status, and Kyalami is likely to be added to the preliminary list.

Vehicle rules

Contrary to its original intention, FISA does not propose to reduce the maximum fuel capacity of the Group C cars, which will remain at 100 litres. However, the Executive will most likely officially approve a major revision to the refuelling regulations.

At present, the cars may refuel only five times in 1000 kms (or six-hour) events, 25 times at Le Mans. In future, the restriction on fuel will be achieved by means of flow meters in the pits refuelling equipment. Teams may take on fuel at their discretion, as many times as they like, but they may use up only 500 litres of fuel in the 1000 kms races, and 2500 at Le Mans. Regular checks will be made by FISA inspectors on the refuelling equipment.

The minimum weight limit for Group C will remain at 800 kilos.

FISA will keep to its word for 1983 and exclude Group 5 and Group 6 cars from the endurance races, but it is possible that some Group 4 teams might get another year with their equipment. Group B has been a failure as far as track racing is concerned (although FISA retains high hopes for the category in the future) and has been almost as slow to happen in rallying. We hear that suggestions have been put forward to FISA for certain existing Group 4 cars to be accepted *en bloc* as Group B cars; if this is accepted, then the supporters of the scheme suggest that it will swell the Group B entry pending the arrival of pukka competition cars built specifically to the new formula.

Only Group C and Group B cars (the latter scoring drivers points only) will be allowed in the World Championship next year, causing serious doubts that organisers will receive big enough entries. Jochen Neerpasch will therefore put to the Executive a new plan for a kind of mini Group C.

Junior Group C

In an effort to retain the participation of the small, amateur teams, many of whom are using 2-litre Formula 2 type engines in Group 6 chassis, Neerpasch and his advisors are proposing a new formula which would enable them to utilise much of their existing running gear. The proposal is for a separate class for cars with a minimum weight limit of 650 kilos, and a maximum fuel tankage of 60 litres. These cars would be subject to similar refuelling rules as the pukka C-cars, permitted 360 litres maximum during 1000 kms events.

They would therefore be required to achieve a fuel consumption of about 7.9mpg, as against the 4.7mpg of the proper Group C machines.

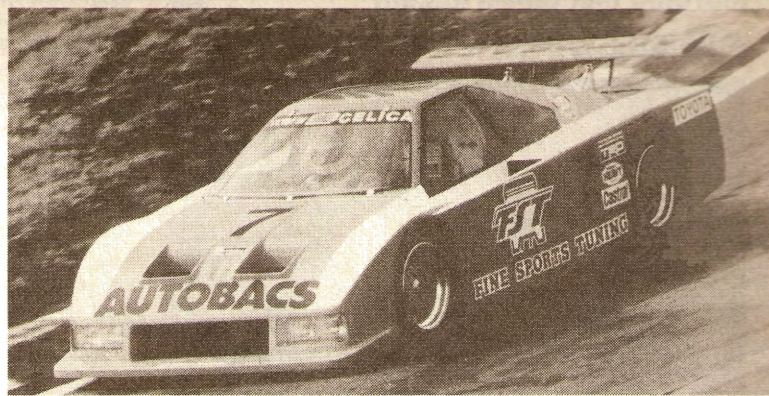
As well as creating a formula for amateur teams, FISA hopes also to establish endurance racing as a useful arena for young drivers. To this end, Neerpasch will put to the Executive the idea of a Junior World Endurance Cup, for drivers aged up to 25.

Finance

To reinforce the base of the series, Neerpasch will be asking for Executive approval of a scheme designed to offer race organisers a guaranteed entry of about 20 Group C cars, much along the lines of FOCA in Formula 1. However, in the case of endurance racing this and other functions would be achieved by means of an organisation which would handle pooled financial resources from the motor industry, the accessory industry, race promoters and organisers, and sponsors.

1983 FIA WORLD ENDURANCE CHAMPIONSHIPS

Provisional dates			
Jan.....	Daytona.....	800 kms....	USA
Mar 19....	Long Beach.....	800 kms....	USA
Apr 17....	Monza.....	1000 kms I	
May 08....	Silverstone.....	6 hours.....	GB
May 29....	Nürburgring.....	1000 kms D	
Jun 18....	Le Mans.....	24 hours... F	
Jul 03....	'Norisring'.....	TBA.....	D
Aug 21....	Imola.....	TBA.....	I
Sep 04....	Spa-Francorchamps	1000 kms B	
Sep 18....	Brands Hatch.....	1000 kms GB	
Oct 02....	Fuji.....	1000 kms J	
Nov 05....	Kyalami.....	9 hours....	ZA
	*Or Hockenheim.		



The Masao Ono designed GC Toyota is destined for Fuji

Toyota's new Group C car

An entirely new Group C car, ready in time for the Fuji 1000 Kms on October 3, has been unveiled by Toyota. The car appears to take the old 'silhouette' Group 5 concept one stage further and, although based on an all-new monocoque chassis, it retains the roof line of the Celica range. At first glance, it looks like a logical extension of the Toyota Celica Group 5 car which was run by Schnitzer a couple of years ago in the German national championship.

The car was designed by Masao Ono's team at Dome, and built by Tom's, one of the best established and biggest of Toyota's contracted motor sport dealers

in Japan. The aluminium alloy monocoque is powered by the Toyota 2TG racing engine with a single KKK (or Toyota) turbocharger, and this engine produces around 400bhp in long-distance tune, driving through a Hewland DG300 gearbox.

The new Toyota C-car is said to be right down on the weight limit at 800 kilos, and is 4428mm long, 1900mm wide and 1075mm high. The wheelbase is 2500mm and tracks 1480mm (front) and 1400mm (rear).

The car is being tested at Fuji by a trio of Toyota works drivers and will make its debut at Fuji.

De Cadenet buys Porsche 956

London based long-distance specialist Alain de Cadenet has ordered one of the first 'customer' Porsche 956 Group C cars for the 1983 World Endurance Championship season.

Alain hopes to take delivery of the 2.6-litre turbocharged machine in time to compete in the Daytona 24 Hours meeting at the end of January. He will then conduct a programme of FIA races which will certainly include Monza, Silverstone and Le Mans.

De Cadenet, long-time competitor at Le Mans in cars he has constructed himself, has been absent from the endurance racing scene this year. Driving with Desiré Wilson, he took his Ford DFV powered De Cadenet LM Group 6 car to victories in the Monza 1000 Kms and Silverstone 6 Hours back in 1980, then sold the car to the Belgian Martin brothers, driving it at Silverstone and Le Mans last year. For 1982, he was to have campaigned a private Ford C100, with a chassis built by John Thompson's TC Prototypes company in Northampton, but his plans were shelved when the Ford factory team arranged to take over the entire project.

Alain has always used Ford-Cosworth engines and the switch to Porsche will be an entirely new venture for him, the appeal being the offer of a ready-made package (albeit for about £147,000). There is no news about possible co-drivers, although Alain hopes to complete his sponsorship deal in the near future. For logistical reasons, the Porsche may be based in Frankfurt, but it will race in British Racing Green . . .

We understand that Porsche, who are hoping to lay down a production run of

about ten cars and will be running a two-car Porsche 956 works team in 1983, have firm orders for two more customer cars from Americans Preston Henn and Bruce Leven, both of which are destined for the USA next season.

GS folds

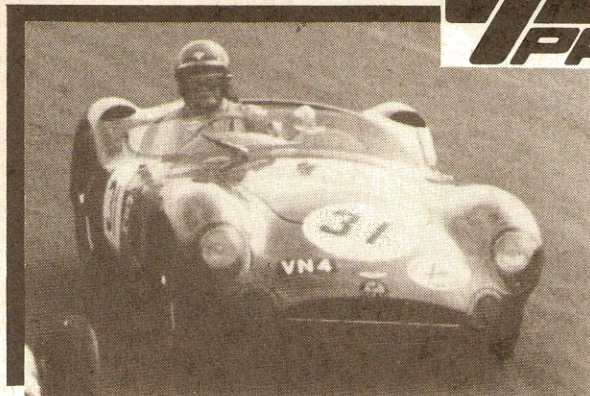
Gerhard Schneider's GS Tuning team from Freiburg, West Germany, has ceased to operate. Schneider recently had financial problems which alerted various creditors and caused a rush for payment, and within a few days Schneider's organisation, which imported Winnebago motor homes as well as its motor sport activities, had collapsed.

Latterly, his team has been running Saubers in the World Endurance Championship with sponsorship from BASF. One of the C6 Group C cars belongs to Walter Brun, but that managed by Domingos Piedade and normally driven by Hans Heyer and Hans Stuck now belongs to Schneider's bank.

Previously, the team had run various BMWs in Germany's Group 5 championship, including the occasional 320i for such drivers as Ronnie Peterson. GS Tuning also ran BMWs in the Procar championship, and later Lancias for Hans Heyer and Sigi Muller Jnr in the German national series. Schneider also supported the late Hans-Georg Bürger in his Formula 2 Tiga.

Although rescue attempts were made to save the team and cars, the entire set-up is now owned by the bank, and GS Tuning is no more.

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OVERALL WINNER



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Lauda Air problems

While Niki Lauda has enjoyed a successful comeback year in Grand Prix racing, his airline, Lauda Air, is facing growing financial difficulties. The Interavia Air Letter reports that Lauda Air's operating permit is in jeopardy unless the Austrian Transport Ministry can satisfy itself that the airline can maintain liquidity.

Nervous creditors, worried by a loss in 1981 said to be "substantial", are forcing Lauda to consider selling the two Fokker F27s he owns, a sale which would raise in the region of \$6.5 million. Lauda has attempted to keep the airline afloat in the last year by leasing these two aircraft to Egyptair, but higher interest rates and inadequate passenger loads have meant that the Lauda Air is still in the red.

Ralt and Spirit for Japanese F2

The Honda backed Ralt and Spirit Formula 2 teams will be contesting the final rounds of the Japanese F2 Championship on September 25 and November 7. Their respective usual driver pairings, Jonathan Palmer/Kenny Acheson and Stefan Johansson/Thierry Boutsen, will also be going.

The races will also see the first appearance of the March-Honda 822 which left Bicester last week weighing just 3kgs over the 515 minimum.

Cecotto and Danner head east for F2

Having bought the works F2 March-BMWs of Johnny Cecotto and Christian Danner, the Japanese Le Mans Company have invited the two drivers to race them in the F2 Championship race at Suzuka on September 25.

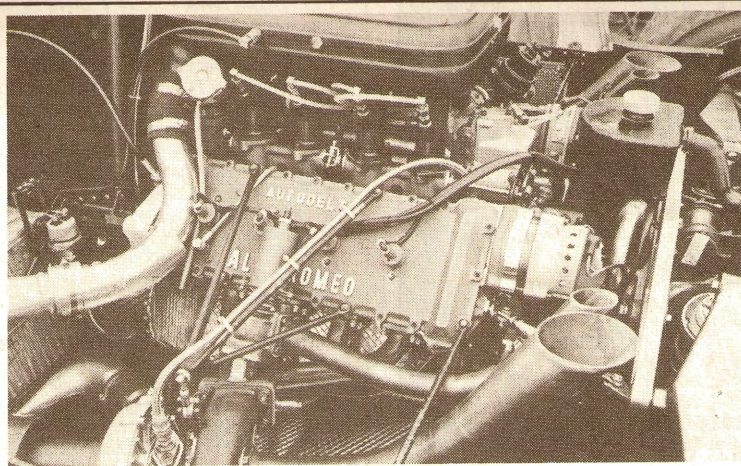
The race will be particularly interesting as the cars which dominated this year's European Championship will be pitted against the new March-Honda 822 which left the factory weighing just 3kgs over the 515 weight limit, and also the Spirit and Ralt Honda V6-engined cars.

Weaver's Euro F3 success

James Weaver's European F3 Championship success story continued at Jarama last weekend when he took his Yokohama-tyred Eddie Jordan Racing Ralt to its second successive flag to flag win.

In four Euro rounds with Yokohama this year, Weaver has now scored four pole positions, three wins and one second place.

Although still competing on very much a race-to-race basis because of financial problems, Weaver hopes to be able to do the final Euro round at Kassel Calden on October 3.



Autodelta's turbocharged 1.5-litre V8 F1 engine appeared at Monza briefly over the Italian GP weekend having run sufficiently well in recent private test sessions at Alfa Romeo's Balocco facility. Andrea de Cesaris used the unit for a couple of very short stints in practice as an alternative to his normally-aspirated Alfa which qualified comfortably and ran well in the race.

Race of Champions to return in 1983?

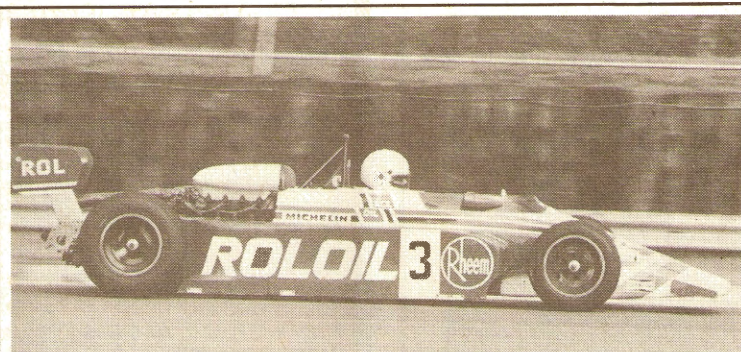
MCD's John Webb confirmed at the beginning of this week that he is working hard to try to bring back the non-championship Formula 1 Race of Champions to Brands Hatch next year.

"It is in the planning stage at the moment," said Webb on his return from Monza on Monday, "and it is in the FOCA calendar for April 10."

The Brands Race of Champions and Silverstone's International Trophy non-championship F1 races were the tradi-

tional European Grand Prix season openers in the '60s and '70s, but the crowded GP calendar of recent years meant that few teams were able to take part.

Webb said that he was hopeful of getting a representative field for the Marlboro-backed race — "Renault said that they hoped to be able to send a car" for the race even though it falls just a week before the date provisionally set for the San Marino GP at Imola.



Dave Scott impressed the March Formula 2 team with his handling of Corrado Fabi's championship winning 822 at Silverstone last week. On a day when the best F2 time from Ralt, Spirit and March was a high 1m 19s, Scott did 1m 20.5s in 30 laps on hard tyres without even having a proper fitting in the car. Thierry Tassin's long-awaited test in the car was due to take place at Donington this Tuesday.

F3 return by Byrne

The Marlboro British F3 Championship is building up to a great climax — with four rounds to go Tommy Byrne and Enrique Mansilla have equal points.

Having failed to qualify in the Theodore for last Sunday's Italian Grand Prix Byrne charged back to England to defend his championship lead at Snetterton on Sunday.

His F1 efforts with Theodore had allowed Mansilla to reduce Byrne's lead to just three points prior to last Sunday's race. "Tommy did a fantastic job," said his entrant Murray Taylor on Monday. "He arrived just 30 minutes before practice, having not driven the car for over a month, and qualified and finished second after being knocked off on the first lap."

Byrne intends to try and qualify the

Theodore at Las Vegas next Thursday and Friday, but if he fails he will fly back to compete in the F3 race at Oulton Park on the Sunday.

"I want to win this championship if I can", he said on Sunday, "so that I can get the McLaren test drive that goes with it. I reckon coming here and getting six points and being equal first in the championship is better than missing it and being six points behind."

While intent on winning the F3 series Byrne's thoughts for next year are very much towards America. "I'd like to do CART or CanAm or anything long distance", said the Irishman, whose efforts to the end of the year are being helped by PMPA, and Irish Insurance company who backed Derek Daly in his early days.

Silverstone protests

Long after the crowds had left the Silverstone TT on Sunday night, protests and counter protests were being heard by the Clerk of the Course concerning just about every car left running in the 1600cc class... even though the Ravensbridge Racing Volkswagen Scirocco was the only machine to be classified in the results.

As it turned out all protests were thrown out, though the results remain provisional as the engines of both Jaguars have been sealed.

BMW 528i for British series

Frank Sytner to run a BMW 528i in next year's British Saloon Car Championship?

Frank, one of the country's largest BMW dealers, was driving an Eddy Joosen-prepared 528i at Silverstone on Sunday and admitted he regarded the exercise as a try-out for next year. Although his car — shared with Jonathan Palmer — was in deep trouble, Sytner was more worried that the leading BMW of Helmut Kelleners seemed to have no answer to the Rover V8 of Brian Muir/Win Percy.

"It is difficult to know whether the Rover will walk away with the championship next year, or whether the 528i will have a chance."

Britons off to Zolder ETC

Encouraged by their excellent showing in their new Volkswagen Scirocco at Silverstone TT, the Ravensbridge Racing team plan to contest the final round of the ETC at Zolder in a fortnight.

The team of Bob Beacham, Bill Pinckney and Bill Postins had a completely trouble-free run in the car and easily defeated the rest of the class despite having one stop more than they needed. "The trouble is there are three of us," said Pinckney after the race... "and we all want to go."

Thruxton planning permission

The BARC has obtained planning permission to build 15 hospitality suites at Thruxton this winter as part of the club's continuing programme of improvements at the Hampshire circuit. As many as 10 of the units will be ready for the start of the racing season (and the important European Formula 2 counter on Easter Monday) and will be fully serviced with electricity, propane gas and water supplies. The units, available on a two-year lease for £3500, each will have a private fenced enclosure down to the trackside.

Weekend Sport

Briefly . . .

● After the close of the 1982 World Endurance Championship of Drivers, which is jointly led by their respective drivers Riccardo Patrese and Jacky Ickx, the works Lancia and Porsche sports car teams will be competing in the traditional non-championship event at Kyalami in early November. The Lancia team will be backed by the company's South African importer for the 9 Hour event.



Brilliant Bob at Mugello.

● This Sunday's round of the World Endurance Championship of Drivers at Mugello will definitely take place, the organisers having received 29 entries for this uncertain event. Top of the entry list are three works Martini Lancias and the Jöst Porsche 936C with the strong driver combination of Bob Wollek/Hans Heyer/Henri Pescarolo.

● Minardi's new Formula 2 car, based on a design penned at the end of last year, is now nearly complete.

● Pat Patrick has said in the United States that Bobby Unser will not drive for him next year, contrary to recent rumours. It is almost certain that Gordon Johncock will continue with the team, and it is well-known that Johncock and Unser do not get on. Patrick, furthermore, thinks that Unser — close friend — will not race again . . .

● It now seems most unlikely that Al Unser Sr will continue for a fourth season with Bobby Hillin's Longhorn team. Hillin is looking around for a new driver, and Tom Sneva and Geoff Brabham are favourites at the moment.

● Rick Mears may tie up the CART/PPG Indy Car World Series at Elkhart Lake this weekend. He needs to finish fifth or higher to claim his third title in four years, and Penske's fifth in six years.

● Contrary to our report of the Trois Rivières CanAm race in last week's *Sportscard*, Jim Crawford's Ensign is run by Amco Racing.

● The final round of the CRC Chemicals TransAm Championship has been moved forward a week, and will now take place at Sears Point on October 3.

● Jacques Freullet has been promoted to Developments Manager at Rapid Movements with responsibility for all Motorsport activity.

● All parties interested in the future of Formula Atlantic in this country are invited to discuss the subject at an open meeting organised jointly by the BRDC and the BRSCC at the Silverstone Club at 7.30pm on Thursday, September 23.

INTERNATIONAL RACING

Date	Venue	Event/Details
Sep 19	Elkhart Lake, USA	CART/PPG Indy-Car World Series, round 9 <i>The Penskes of Rick Mears and Kevin Cogan will be battling it out with the Wildcats of Mario Andretti and Gordon Johncock, although watch for Bobby Rahal who should excel on this road circuit.</i>
Sep 19	Zandvoort, Holland	EFDA Euroseries Sports 2000 Championship, round 5 <i>This is the second time the Euroseries S2000 contenders have visited the lovely Dutch track situated in the sand dunes of Zandvoort and last time out, Mike Taylor was the winner. Hans Edvinsson won the last round and also heads the championship.</i>
Sep 19	Dover Downs, USA	CRC Chemicals 500 — NASCAR Winston Cup Grand National Championship, round 24 <i>The NASCAR series moves to Dover Downs for round 24 of the championship and as usual all the regular runners will be there, including Darrell Waltrip, Bobby Allison, and Terry Labonte who are absorbed in their thrilling battle for the title.</i>
Sep 19	Symmons Plane, Tasmania	Australian Sports Sedan & GT Championship, round 8 <i>Alan Jones continues his domination of this Australian series in his Porsche 935 while Rusty French and Colin Bond fight it out for second place.</i>
Sep 26	Las Vegas, USA	Caesars Palace Grand Prix — Formula 1 World Championship, round 16
Sep 26	Michigan, USA	CART/PPG Indy-Car World Series, round 10
Sep 26	Zolder, Belgium	European Touring Car Championship, round 11/Benelux FF2000 Championship, round 9
Sep 26	Pocono, USA	IMSA Camel GT Endurance Championship, round 9/IMSA Camel GT Championship, round 17
Sep 26	Caesars Palace, USA	Budweiser CanAm Challenge, round 7
Sep 26	Continental Divide, USA	CRC Chemicals TransAm Championship, round 10
Sep 26	Martinsville, USA	NASCAR Winston Cup Grand National Championship, round 25
Sep 26	Nurburgring, Germany	International German Racing Championship, round 10/German Trophy FF2000 Championship, round 9

NATIONAL RACING

Date	Venue	Event/Details
Sep 18	Oulton Park, nr Tarporley, Cheshire	Bellini Models and Atlantic Computers/HSCC Sports, Inter-Marque Challenge, Seldon Classic Sports, Gates-Varley FJunior, PHRS, AMOC Thoroughbred Sports, Vintage, venerable and post-war Aston Martins (AMOC). <i>A splendid day of nostalgia is promised at the AMOC's Pace Petroleum-supported meeting; the chance to see historic cars on the Cheshire park-land circuit should not be missed. Watch for Gerry Marshall (Lola T222) and Ted Williams (March 707) as their CanAm monsters dice with John Foulston's McLaren M8. See Chevrons aplenty in their natural habitat and study Aston Martins of all eras from Derrick Edward's Ulster to David Ellis's hairy DBS-V8. Adults, £3; children, £1 with free stands. Opening race 2pm.</i>
Sep 18	Castle Combe, nr Chippenham, Wiltshire	Vintage Cars, Austin 7 Handicap, F1300, Reliant 750F, Garelli Sports Cars, BRSCC FF1600, Ross Group Special GTs (BRSCC SW). <i>The BRSCC SW centre get together with the 750MC to promote Saturday's nine-race meeting, headed by a special vintage car event. Local Bugatti specialist Bernard Kain fields his T35B and is likely to take on Donald Day's sensational ERA at the head of the pack. FF1600 leader, reigning champion Bob Higgins, has another thrash with Howard Lester, John Bosch and Malcolm McKillop while Brian Cutting (Stiletto) and Rob Cox-Allison's Black Brick lead the GT brigade. Adults, £2; children, £1. First race 1.30pm.</i>
Sep 18/19	Donington Park, Castle Donington, Derby	Third National Motor Racing Festival: FF2000, FF1600, GTs, Production GTs, Clubmans, FLibre, ASCAR, Modified Saloons, S2000, MG Midgets, MGA/Bs, Monoposto, Mini 1000. (DRC). <i>Over 400 entries for no fewer than 16 races make the Donington Racing Club's promotion the biggest national meeting of the season (see Sports Extra). Eight hours' action per day (adults, £3.50 per day; children under 15, free) covers a marvellous spectrum of formulae. Can Mark Peters clinch the Birmingham Post & Mail FF1600 series? Will Jeff Wilson's fabulous BMW M1-GA beat the Skodas again? Who will win the Libre confrontation between Andy Barton's F2 March, David Duffield Caledon Ralt and Warren Booth's F1 Shadow? All these answers and much much more will be settled from 9am (practice) and 2pm (racing) on each day.</i>
Sep 19	Thruxton, nr Andover, Hampshire	RAC FF1600, Esso FF1600, Pre-'74, CAV Prodsports, Unipart Metros, MGs, Mini Se7en (BARC). <i>Mauricio Gugelmin (Van Diemen), Rick Morris (Royale), Julian Bailey (Lola) and Andrew Gilbert-Scott (Reynard) should be among the leading contenders for the contemporary FF1600 races while Gareth Lloyd and young Peter Rogers could contest Pre-'74 honours in Dulon MP15 and Merlyn respectively. Metros and the National Mini Se7en contingent should provide really close racing round the sweeping curves of Thruxton.</i>
Sep 19	Lydden Circuit, nr Canterbury	Special saloons, Sports Cars, FF1600, FLibre (BARC L&HCC). <i>The London & Home Counties Centre of the BARC host one of their occasional Lydden meetings which features all the local favourites no doubt. Marchant & Cox FF1600 action with Colin Stancombe and Wil Arif should enliven the day's sport while Gary Charwood's improving Capri-V12 is expected to head the saloon boys home.</i>
Sep 19	Brands Hatch, nr Fawkham, Kent	Pace British FF2000, P&O FF1600, Formula Talbot, Oceanair Clubmans, Muraspec F4, Monroe Production saloons (BARC). <i>Calvin Fish again has the chance to usurp the all-conquering Ayrtton da Silva from the FF2000 winners circle although he will have to fend off Russell Spence and Kenny Andrews at the same time. Gianfranco Cane tries to extend his P&O FF1600 lead; Jeff Ward and Sean Walker continue their Talbot rivalry while Peter Clark may take the Oceanair spoils in his Mallock. Brian Turner (BTC), Bill Cowling (Delta) and Max Samuel-Camp's ex-Borgudd Ralt fight over F4 supremacy while Norris Miles's Alfa Romeo GTV6 challenges the prodsaloon Capris as usual, despite relative lack of development.</i>

OFF-TRACK

Date	Venue	Event/Details
Sep 18/19	Long Marston Raceway Stratford-upon-Avon	Autumn National Drag Racing Final (NDRC).
Sep 19	Harewood, nr Leeds	Harewood Hill Climb (BARC). Final round of the Guyson Euroblast/BARC Hill Climb Championship. Starts: 11.00am.
Sep 19	New York Dragway, Melbourne, Yorks.	Drag Racing (PDRC). Street Machine Grand Finals.

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.

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AS 16/9/82

Why the difference?

The difference between the Italian and British national characters is striking. In their attitudes to motor racing, the Italians are a breed whose enthusiasm often runs away with them, but we British are more stoic types who often have to be coaxed out of our apathy. The contrast was crystal clear last weekend.

The Italian Grand Prix at Monza drew a crowd of staggering size, thought by most observers to be the largest ever at the circuit. It was no surprise — after, all, the Italian press reported that 40,000 paying customers turned up to watch Patrick Tambay's Ferrari in pre-race testing! Before this, the organisers had been worried that the absence of Gilles Villeneuve and Didier Pironi would keep spectators away. With advance sales of tickets down on previous years, their prayers must have been truly answered when Ferrari announced that Mario Andretti would be driving a second car in the Grand Prix. The result was

pandemonium throughout the weekend. The crowd attending the second day of practice would have been a handsome race attendance at any other Grand Prix.

The picture was not so rosy at Silverstone for the Tourist Trophy. Despite sunny weather and the lure of the two Big Cat Jaguar XJSs, the crowd size was only marginally higher than at the disappointing race last year. The BRDC have reported that there were 8,000 spectators on Sunday, pretty poor attendance for this historic race. One would have thought that the extensive publicity before the race, the advantages of Silverstone's free grandstand policy, the fine weather over the weekend and the intriguing prospect of a Jaguar victory would draw more punters.

Some may have been put off by the fact that the TT has not always been a race to remember, but this year's was a notable exception. BL Cars — with two Jaguars and the Group A Rover 3500 —

held the first three positions virtually all the way, until the third-placed Rover ran out of fuel on the final lap. Along with a fine supporting programme containing the last round of the Lloyds & Scottish Historic Championship, a Unipart Metro Challenge race and an Esso Formula Ford final, there was an excellent day's sport.

The quality of the racing cannot be predicted, but why did so few people come? Six years ago the TT was anticipated with all the enthusiasm of last Sunday's race, and for the same reason. Two Big Cats made their debut in that 1976 race, and 15,000 people came to watch.

The Tourist Trophy and the Italian Grand Prix are leagues apart, but both races had a special ingredient this year. The Italians respond. The British do not.

AUTOSPORT is always happy to receive letters from readers. If you have any suggestions or comments about poor attendances, we would like to hear from you.

Correspondence

the Editor is not bound to agree with readers' opinions

Penalise the cheats

It was with great dismay that we heard the news that the results of the recent Willhire 24 Hours race have been upset by the disqualification of the first and second placed entries. While warmest congratulations are due to the Carrolls Transport/ICS Opel team, I'm sure this is not the way they wanted to win the event. As a competitor in the event, having helped drive the *Hot Car* Ford Capri 2.8i into seventh place, I derive little pleasure or satisfaction from our own promotion to fifth. The disqualifications have tainted the whole event.

Is it not high time that the RAC, and the organising clubs, took the strongest possible measures to try to prevent such occurrences, in fairness to themselves, the other competitors and their sponsors, event sponsors, and especially the long-suffering spectator?

The aspect I find most disturbing about the Willhire disqualifications is that the rule infringements appear to have been quite blatant. It is quite obvious from the nature of the reported modifications to the Libra Motive Morgan that this was a deliberate attempt to flaunt the rules (as opposed to an innocent misinterpretation). However, in a 'one-off' event like this (the Formula Ford Festival is another example that springs to mind) the prestige and publicity benefits of 'winning' the event with a bent car, far outweigh the penalties for detection and eventual disqualification, usually some time after the event.

For the thousands of spectators who watched the finish, the abiding memory will be of the Morgan winning, its drivers victorious on the rostrum, and for the many enthusiasts who subsequently read reports of the race, the lasting impression will be of the Morgan's victory. The reaction of most who read of its disqualification will be a bored "Ho hum, what's new?" and if asked to name the winner in six months time, few will remember who was promoted to first placing. The disqualification creates so little impact. This is a pretty poor reflection on the sport, and the ethics of its competitors.

Does nobody care? Is cheating in motor sport now so much a fact of life that yet another example is scarcely worthy of comment? It may well be that the average well-informed enthusiast does not realise the difference

that the various modifications (legal, illegal and borderline) made to production saloons and sports car can make.

Let me clarify my motives by explaining why I feel a firm stance against rule-bending will be in the best interests of the sport. On the evidence of this season, production car racing can be the most thrilling, hard-fought and entertaining club racing formula. However, this season there has been a marked lack of depth in all classes, and a lack of new talent emerging to take on the established core. While the economic climate obviously plays a part, I believe the real problem is that any novice driver tempted into the sport, and fielding a car prepared to the letter of the Blue Book rules, would find himself a lap down at the end of the average 10-lapper, probably completely mystified as to the reasons why, and, if lacking the time, money, and expertise to undertake the extensive preparation required to be competitive, unlikely to come back for more.

It should be possible to compete as we did, with a car that is close to and easily returned to standard, and even to use it as daily transport if necessary. If one could do this without being made to look foolish, more people would be tempted to have a go. The best drivers with the best-prepared cars (no doubt trailered to meetings) would still come out on top. The important point is that stricter enforcement of the rules would make racing fairer and more accessible to those tempted to have a go, and bigger fields would result in more variety, more colour, more dicing down through the field — in short, more spectacle, and that can only be good for the sport.

The imposition of much stricter penalties for rule-bending may cause some ill-feeling in the short term, but longer-term should much reduce the level of acrimony, as the threat of a long period of licence suspension, for example, should deter all but the most determined offenders.

The introduction of Group N next season gives an opportunity for a fresh start for all concerned, so let's make the most of it. If everyone plays the new game by the rules, more people will want to play, and we could make it a better game.

LONDONSW6

ARTMARKUS

Lancia victories

Chris Nixon's letter (*Correspondence*, September 2) clarifying the misleading advertisements is to be greatly welcomed. However, he is not strictly accurate on one point: Lancia did do something in Grand Prix racing. They won the (non-championship) 1955 Valentino and Naples Grands Prix against works opposition, with Ascari driving. Incidentally, the latter race was the great Italian's last victory.

EALING, LONDON W5

DAVID BLUMLEIN

Irish eyes . . .

I am currently researching the broad topic of post-war motor racing in Ireland and am trying to trace the whereabouts of many of the single-seater and sports-racing chassis which have competed in the North and South during this period. I am particularly keen to locate Crosslés of all models and other Irish-built cars, many of which are now based in other countries. If any readers could advise me in this matter I would be very grateful.

PATRICK YOUNG
10 Cheltenham Gardens
Belfast BT6 0HS
N. Ireland

Formula for success

For some months I have been one of the many growing disillusioned with the state of Grand Prix racing. I also feel that now the turbo revolution is upon us and many FOCA teams are switching to turbo power, there is more common ground for change than for a long time. I should therefore like to add my ideas for reform to the many that have appeared in your magazine.

Firstly, the banning of ground-effect/must be done and could be accomplished by some simple rule changes: any bodywork between the front and rear wheels must be no less than 6cm above the bottom of the monocoque when the car is in motion. Together with a banning of skirts of any description, this would severely reduce the downforce of the cars. There should also be the compulsory fitting of two fuel tanks in the side-pods. This would reduce the size of the centrally mounted fuel tank and thus push the driving position towards the rear

and bring the driver's feet behind the front wheels.

In order to keep the Cosworth powered cars competitive until 1985 (or as soon as a turbo is readily and reasonably available to all constructors) there should be separate weight limits for the different classes. I would suggest that the turbocars should have a minimum weight of 590kgs while Cosworth runners have theirs reduced to around 530kgs, as was the case earlier this season.

Add to this narrower tyres and a ban on refueling and also a ban on 'O' tyres which could easily be done by the tyre companies having to hand their tyres over to tyre marshals, employed by FISA, who would then distribute them at random over the course of the meeting. This would mean that the tyre companies would have to produce a standard tyre for the circuit capable of completing a race distance, constructions could be decided at a tyre testing session held a week or two before each Grand Prix.

If all the constructors could agree to this even-handed change to the regulations, the cars would not only be safer but also far more exciting. I recall a statement from the late, great Gilles Villeneuve in which he said his ideal F1 car would have 800bhp, no ground effect and narrow tyres. With my rule changes this is what we have and Grand Prix racing could return to being a sport.

LEAMINGTONSPA, WARKS.

MJ PINCHEN

The winning trio

Three new winners in successive Grands Prix — that's something that has never happened before! Four new winners in a season was matched in 1975, which was another odd year, with all sorts of unexpected twists, but of those four winners Hunt was the only one to score any more victories.

At least one new winner has emerged from most seasons, the exceptions being 1954 and 1957, though there was a shared win in the latter year, but when there have been as many as three new names on the list it has been a signal that change is impending. There were three in 1959, when engines went backwards; there were three in 1961 and again in 1962, with the 1.5-litre formula getting under way. The change to 3-litres in 1966 brought five winners on to the list in three years, and there were three in five races at the end of 1970 and the start of 1971.

Let's hope that the omens are good for another change of course. It was said that the art of coming from behind was lost when Brabham retired. If Rosberg has rediscovered the secret, he could liven up matters considerably . . .

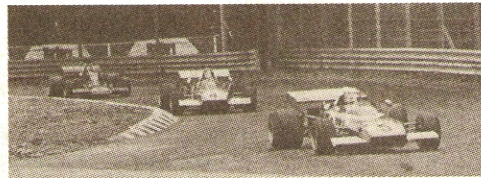
If a couple of free air ducts were required between the underside and top side of the car bodies, it would rule out ground effect, save lives, emasculate the turbos, and cure a lot of problems. For sure, something simple like that is needed, not complex rules.

HARROW, MIDDLESEX

DON THOMASSON

10 Then as now? 25

The *Editorial* 10 year's ago this week was entitled 'Goodbye Firestone', (AUTOSPORT, September 14, 1972). After Emerson Fittipaldi had just won the World Championship, came the sad news that the Firestone Tyre and Rubber Company were to cease their European involvement in the sport. "The announcement made in America but not so far in Europe, was a complete surprise to everyone, both inside the Brentford headquarters of the company and to contracted teams. Firestone have been racing in Europe for eight years, and in that time have become one of the sport's chief sponsors. In the constant search for fractions of seconds here and there, the costs have escalated. At the same time the company no doubt saw the gradual arrival in increasing numbers of the sport's non-trade patrons, as they like to term themselves. It is these very companies, the John Player, Brooke Bond, Yardley and Marlboro-sponsored teams, which are winning



Regazzoni leads Ickx and Fittipaldi at Monza.

the races and hogging the limelight. The petrol companies had the same problem a few years ago, and the tyre companies, first Dunlop and now Firestone, are in the same situation."

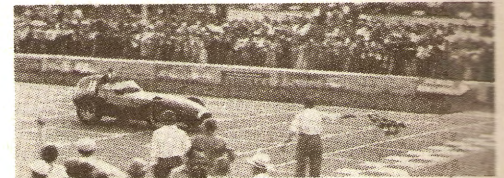
However, the leader did include some good news — the winning of the World Championship by Emerson Fittipaldi who, at 25, became the youngest ever holder of the title, an accolade he still retains. It was a meteoric rise for the young Brazilian who had competed in his first Formula 1 race less than 26 months previous to winning the title.

However, the JPS team's victory at Monza did come a little unexpectedly for the team had countless pre-race dramas and Emerson started from the third row of the grid. At first, the Ferraris of Jacky Ickx and Clay Regazzoni made the running, but Regga eliminated himself when he collided with Carlos Pace's March in one of the chicanes and then Ickx was cruelly robbed of victory when his engine died 10 laps from the flag. Fittipaldi, who had been his most constant challenger took over to win by 14.5secs ahead of the Surtees of Mike Hailwood. As usual, Chris Amon's legendary jinx struck again, the Matra running out of brakes 17 laps from the end while in third place only a couple of seconds behind the Ickx/Fittipaldi duel.

Rain unfortunately prevented a new course record at the Brighton Speed Trials 25 years ago this week, (AUTOSPORT, September 13, 1957). Thus, the late Ken Wharton's time of 23.34s for the course was not bettered, although there was some kind of a record set. For the first time in its history, BTM went to a sports car, this being the Sadler Special of W G Sadler, who recorded a time of 25.44s. Another record, though, was set and that was for the number of entries — 268 cars and 30 motor cycles took part, in spite of the rain.

However, the big news of the week was Stirling Moss's victory in Tony Vandervell's Vanwall at the Italian Grand Prix, so giving the equipe its third victory of the year.

Right from the start it was a tremendous struggle between Vanwall and Maserati, the three green cars being challenged by Fangio and Behra. However, Moss gradually pulled away, tailed by the Maserati of



Moss takes the flag to score a superb victory.

Jean-Manuel Fangio, but the World Champion was completely outpaced and fell back even further after making a quick pit stop, despite his very sideways attempts to keep in touch.

The partisan crowd stayed extremely quiet, until a great roar was heard when Moss came into the pits near the end. But it was merely a routine stop since the British car's lead was so great, the team could afford to make certain of the victory and some oil was added, a wheel change made and off went Moss to record a great win in the 28th Grand Prix of Italy.

Scuderia Ferrari were beaten for speed, but Von Tripps managed to take third place after Collins retired and Hawthorn stopped with a broken fuel line. While Tony Brooks, after making a lengthy pit stop, roared back into the race and managed to make up many laps and took Musso for seventh place on the last lap, in the process taking a new lap record at 124.04mph.

Returning to speed trials, Dick Henderson continued his remarkable run of success in hillclimbs that year by taking BTM at the Bugatti OC National hillclimb at Prescott. The feat was quite remarkable for the 1100 JAP engine on his Cooper blew up in practice and a spare engine was fetched and installed just in time for him to make only one run.

Catchpole

by Barry Foley





Riccardo Patrese challenged Rene Arnoux in the opening laps but this was the closest that anyone came to the victor throughout the race.

Ahead of his time

Arnoux in dominant mood — Ferraris second and third at home — Andretti takes pole position — Brabhams fail — Watson keeps his championship hopes alive — Alboreto and Cheever pick up final points — Report: NIGEL ROEBUCK — Photography: INTERNATIONAL RACING PRESS.

It was hardly a riveting race. René Arnoux's Renault seized the lead from Patrick Tambay's Ferrari at the end of the first lap, and they crossed the line in that order an hour and 20 minutes later. After the first six laps or so, they were under no threat from anyone. This was a turbo race. The clutches of both Brabham-BMW's expired almost at once, removing Nelson Piquet and Riccardo Patrese from the equation. Mario Andretti, Ferrari's guest driver for the weekend, had started, remarkably, from the pole, but had sticking throttle problems from the outset and finished a distant third. And Alain Prost made a mistake on the opening lap, clambered up to third, then retired with more Renault fuel injection trouble.

The turbos, then, dominated as expected, but John Watson had a fine day, taking fourth place in his McLaren MP4B — the first time he has finished in the points for three months. World Championship leader Keke Rosberg had an unproductive afternoon, coming in eighth after a lengthy pit stop to replace a lost rear wing. They now go to Las Vegas, where John must win, with Keke failing to score, if the McLaren man is to take the title. Tenuous, but possible.

The remaining point-scorers at Monza were Michele Alboreto's Tyrrell and Eddie Cheever's Talbot-Ligier, both of which were a lap down at the end.

The Monza crowd was perhaps the largest for many years, drawn there by the thought of Andretti on the pole. The former World Champion showed scintillating form during the final day of practice, and did a fine job for the Commendatore on race day. Between them, Patrick and Mario scored 13 points, and that virtually ties up the Constructors Championship for Maranello. Tambay, still in considerable pain at Monza, put on a very courageous display.

At root, though, there was no disguising the fact that the 53rd Italian Grand Prix was a pretty boring affair, due in part to the superiority of the turbos, in part to the multiplicity of chicanes at the modern Monza. Necessary they may be, with the cornering speeds of today. Undeniably they break up the field, cause a multitude of little incidents, serve to make only for processions.

The championship will be decided in a few days' time. After Caruso, we move on to Liberace. Strong wine, move over for saccharine . . .

At the end of the race the tifosi stormed the track to pay homage to their drivers.



ENTRY & PRACTICE

A little bit of history, first of all. Jacky Ickx was on pole, with Chris Amon next to him. Row two: Stewart and Regazzoni; behind them, Hulme and Fittipaldi. That was the front of the grid for the Italian Grand Prix of 1972.

Little of motor racing has managed to shelter from the wind of change in that decade, although most of Monza itself remains unchanged. The fans, the tifosi, are the same from year to year, passionate, loud and unruly — except that this time there was serious concern that their numbers would be reduced. True, there were huge crowds for testing — as many as 45,000 on one day! — but then they had to pay only a quid or so. Race day prices were steeply higher than ever before, and advance ticket sales were not good. Until . . .

. . . it became known that Mario Andretti would be making a sentimental journey to Monza. To drive a Ferrari. And here is a parallel with the 1972 race, for that was Mario's only other F1 drive for the Commendatore in Italy. Then he qualified seventh. This time he did rather better than that.

"Monza," Chris Amon used to say, "is a great leveller. If you're not in a Ferrari, the crowd might well respect and admire you, but no more than that. But if you are in a Ferrari, their enthusiasm is just overwhelming. You get used to being mobbed and worshipped. Then you leave Ferrari, go back to Monza in something else — and suddenly you're just another racing driver . . ."

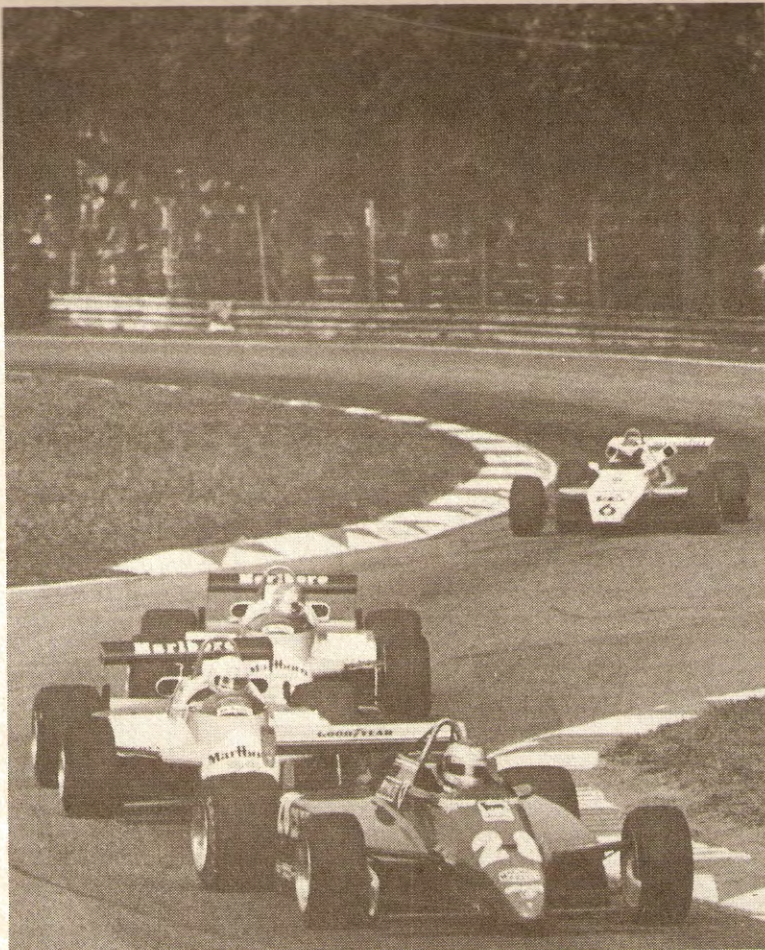
It was that way with Andretti during his Lotus days. With a name and reputation such as his, it was inevitable that the tifosi would respect him, but he was, after all, trying to beat the Ferraris, and there can only be limited enthusiasm for someone like that, an *Americano* in a black car . . .

Last weekend, though, he was an Italian again, back with Ferrari and loving it. Forgetting his disappointing weekend with Williams at the Long Beach Grand Prix, he has been out of Formula 1 for a year now. "I was never really happy with myself that weekend at Long Beach," he said last Friday, "and that was why, if I was gonna take up Ferrari's offer I wanted to come over here in good time, do plenty of testing, get to know the car, which wasn't really possible with Frank because there was so little time. You know me . . . and that's the way I am. I really need to feel that the car and I are talking to each other before I can really give it a go."

He really did give it a go at Monza, although he was only sixth quickest on the first day: "This is a really fine car, no question, but I feel that I just didn't get the best out of my qualifiers. You know, you sort of lose the habit of having to qualify in traffic, and today I allowed myself to be blocked several times where I shouldn't have done . . ."

Saturday was a different matter. First set of qualifiers: 1m 30.331s, 1m 30.848s. In. Wait for the last few minutes. Out again, warming up: 1m 55.120s, building up, down to and through Parabolica, out of it cleanly, over the start line flat out. Two flying laps, a 1m 28.705s and then an absolute barnstormer of 1m 28.473s . . .

Up in his little box above the main grandstand the commentator was almost crying with emotion, screaming into his microphone. "Andre—tti!" The rest was lost, engines drowned in the welter of sound from the stands. Mario Andretti, 42 years old, over for a quick visit, was on the pole. In the pits Mauro Forghieri jumped up in the air and lost his glasses. Handshakes all round, even a few tears in the Ferrari pit. This was Monza in *extremis*.



Lap 10 with Andretti being chased by the Alfas of de Cesaris and Giacomelli.

Back in the Ferrari motorhome Patrick Tanbay grinned and shrugged off his disappointment. Still in quite a lot of pain, he had been conclusively quickest the day before, and he really wanted to start at Monza 'on the pole. Jody Scheckter wandered in: "How was it, Patrick?" "OK, not bad. I thought yesterday that I could improve by about four-tenths, which is exactly what I did today. I guess maybe I bedded in my

qualifiers for too long . . ." He was silent for a second, then looked up and laughed. "Well, well, beaten by the old man!" Only he didn't say "beaten" . . .

You were at 50%, you reckoned, at Dijon. How many today? "Oh, I don't know. Eighty, perhaps. I feel much, much, better, but still I am a little concerned about how I will last in the race. After a few laps it feels like I have very bad cramp in my shoulder and arm.

But this is very important, you know. Forgetting that it's Monza and all that, Ferrari needs points for the Constructors Championship. I must try and get through . . ."

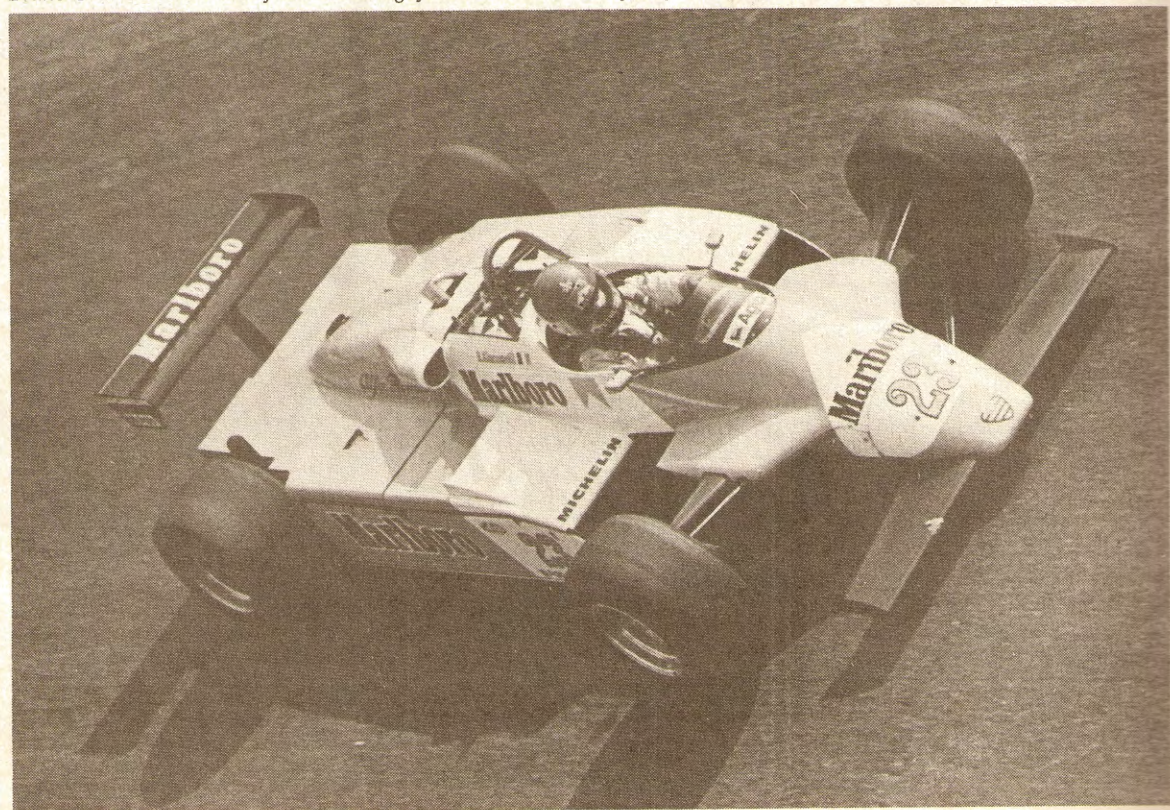
Then Mario came in, engulfed by frantic Italian TV people, journalists and fans. He was sweating hard. On his face there was a quiet smile of satisfaction, which occasionally broadened into that familiar grin. "Some of it, I guess, is down to me, getting to know the car and all that, but most of it is down to the engine. Man, it was just *fantastic* today . . . yeah, sure, I'd love to do Vegas as well, but it really depends on whether my sponsors will let me miss Michigan . . . the problem with doing something like this is that it reminds you how much you miss Formula 1 . . . did I accept as a favour to Mr Ferrari? Well, sure, up to a point. But mainly I did it as a favour to me! Jesus, what kind of guy can say no to Ferrari at Monza?"

It was all good old Andretti patter, which many of his less popular and colourful colleagues so much resent. Well, of course, they were saying two minutes after practice, that just shows how quick the Ferrari is — if he can put it on pole . . . He didn't go very well at Long Beach, did he? There may have been greater drivers in this business, but the fact remains that Mario Andretti is a *star*, and always has been. And his return, albeit temporary, to Grand Prix racing was more than refreshing. It is unlikely that anyone will ever replace Gilles Villeneuve in the hearts and minds of the tifosi, but Mario last Saturday gave them reason to rejoice again, and to be part of that was moving.

Ferrari first and third, then, with Nelson Piquet's Brabham-BMW between them. The World Champion was fastest of all during the first untimed session, and always looked like the only real threat to Maranello. Both he and Riccardo Patrese found themselves short of brakes at first, but larger ducting at front and rear sorted that out, after which both cars ran without problem. "The handling here," said Piquet, "is as good as it was bad at Dijon."

Despite the heat of Monza neither car

Bruno Giacomelli had one of his best outings for some time in the Alfa in front of his home crowd.



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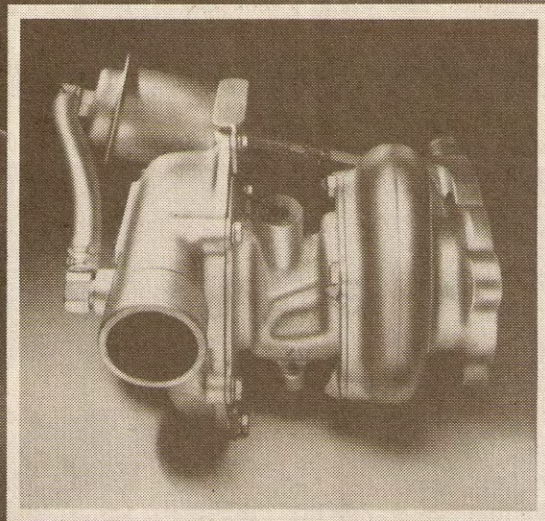
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continued

suffered engine failure at any stage of practice, moving Gordon Murray to comment that, if anything, it was all going too well. Piquet made a stirring effort to steal the pole during the last few minutes of the final session, but admitted afterwards that Andretti's Ferrari was just slightly out of reach. He had driven absolutely flat out, with nothing left, and doubted that he could have gone any quicker. His banzai lap — in 28.508s — was a full second faster than any of the others. Patrese was completely unable to match his team mate on this occasion, qualifying fourth, nearly a second and a half slower.

Just as Michelin had an undisputed qualifying tyre advantage at Dijon, so Goodyear were in the same position at Monza. Many Michelin runners, indeed, found their Q-tyres little grippier than regular race rubber. René Arnoux's Renault RE30B, for example, did not use qualifiers on Saturday afternoon, when it set its best lap.

Because of this problem, the Renaults were not able to match their turbo rivals in practice, both being nearly two seconds from the pole time. Arnoux, of course, was not too concerned about this. When he heard Andretti's time, he grinned broadly. He, after all, will be in a red car next year, news confirmed by Ferrari the day before practice.

Alain Prost, who completely dominated last year's Italian Grand Prix, finished up a fraction quicker than René. He did use qualifiers to set his time, then switched to race tyres for the balance of the session. "There was no point in doing anything else," he reckoned. "We cannot run with Ferrari or Brabham because of the tyre situation, so it is better to concentrate on full tank testing and a good set-up for the race. If I am to have any chance in the championship, I must win tomorrow, nothing less. It is my last chance."

Arnoux's Saturday was quite fraught, for he had a coming-together with de Angelis during the morning session, and first of all it seemed that the RE30B's monocoque was damaged too badly for immediate repair. But the mechanics went to work, straightened out the ripples, and had the car ready in time for the last session — whereupon a turbo broke! René got out only in the last 10 minutes, during which he set his best time.

It was no surprise that Keke Rosberg led the non-turbo brigade, nearly a whole second quicker than any other Cosworth-powered car. It was that way on Friday and Saturday, yet Keke was not without his troubles. On the first afternoon, after setting his fastest lap on race tyres, Rosberg had an engine blow in the race car, after which he was strapped into the spare. And soon he had an unpleasant experience at the approach to the Ascari chicane — "Suddenly I felt one of my legs go very cold." The on-board fire extinguisher had set itself off, and Keke lost no time in steering towards the run-off area, freeing his belts and starting to vacate the cockpit before the Williams had come to rest.

The following day he did remarkably well to get round in under 1m 32s. "As I was starting my flying lap, the oil pressure warning light came on, but I decided to keep going, and fortunately everything was OK..." That done, he took the race car once more, and put in some work for race day.

Rosberg started seventh, with Derek Daly 13th. On Friday the Irishman

complained of too such porpoising from his car, and he began the timed session late, the mechanics repairing a sidepod, lightly damaged during the morning. The following day's official session was also disappointing for him: "When I was on my quick lap, I had to go over some dirt on the road. Someone had been off, and showered the track."

Apart from Rosberg's Williams, the fastest normally-aspirated cars at Monza were the Alfa Romeo 182s of Bruno Giacomelli and Andrea de Cesaris, which qualified eighth and ninth. "The balance of the car is perfect here," remarked Bruno, delighted to be ahead of his team-mate, "but in the straight the turbos disappear."

There had been rumours that the Italian team would bring a 182T to Monza, but there was no sign of it on Friday. Testing a week earlier had not gone especially well, but de Cesaris said he would be going to test the turbo-powered car at Balocco after qualifying on Friday: "If it goes well, we might have it here for tomorrow morning." And, sure enough, there it was the following day. Andrea was sufficiently impressed by its horsepower to say that he might try and qualify with it, although there was no question of using it in the race.

In the event, however, any such thing was out of the question. On Saturday morning the car was back in the pits after only a couple of laps: de Cesaris had been over a kerb sufficiently hard to loosen a sidepod. In the afternoon he ventured out again, once more for only a handful of laps. This time the problem was fluctuating boost pressure.

Alfa Romeo first showed their turbo V8 to the press at Imola two years ago. That same weekend Ferrari launched their 126 turbo — admittedly already in a chassis. At Monza you were left with the feeling that some Italian companies get rather more done than others!

The other Marlboro-liveried cars, the McLaren MP4Bs, were close to the Alfas on the grid, with Niki Lauda 10th, John Watson 12th. Neither was particularly happy on the first day, each complaining of a lack of grip through the slow corners (ie. chicanes — Monza had no 'slow corners' until the epidemic of chicane blight).

Saturday was better. Overnight John Watson put in a splendid drive to come home first in 'division 2' to keep his championship hopes alive.

changes to spring rates, ride height and skirts improved the cars' responsiveness, Watson paring more than a second and a half from his previous best, climbing from 19th to 12th in the process. Lauda, singularly unimpressed with Michelin's Monza qualifiers, reckoned that all would be well in the race.

By Friday afternoon, incidentally, Niki's Bell helmet bore a TAG turbo sticker! (See *Pit & Paddock*).

Between the McLarens on the grid we had Michele Alboreto's Tyrrell 011, carrying evidence of the team's one-race sponsorship from Denim Musk. The cars were dark green at Monza, and Ken and his boys were obviously and understandably keen to impress, in the hope of further backing in the future. As usual Alboreto was impressive; as usual he had only nice things to say about his car — with the reservation that another hundred horsepower would have been nice. Brian Henton's sister car qualified 21st.

Eddie Cheever, elated at the Renault director's decision to hire him for 1983, was the quicker of the two Talbot-Ligier drivers all weekend. During the first untimed session Cheever's gearbox broke, and there was insufficient time to repair it before the opening qualifying session, Eddie having to take Jacques Laffite's JS19 to set his time. Both Ligier drivers were reasonably content with the handling and balance of their cars, but frustrated by lack of straightline speed. Cheever reckoned that one of their major handicaps was one of weight: "I think a lot of people round here are using lightweight cars..."

It was ironic, therefore, that Laffite's car should be disqualified from the Saturday afternoon session, when post-qualifying weighing revealed it to be only 574kgs — six under the necessary. You had to feel sorry for Jacques and his team. Turbos apart, that JS19 was probably among the heaviest cars on the track! Ah, you see, it's not what it weighs when it's on the track that matters; it's what it weighs when it's weighed...

there was also a good deal of cynicism on Friday when Jean-Pierre Jarier's Osella turned in ninth best time. Nudge, nudge... An Osella? At Monza? Ninth? "I see they're using

their DFL again," grinned one team manager. Others pointed out that JPJ invariably goes well at 'contracts time.' On Saturday, though, when nearly everyone went quicker than the day before, Jarier was six-tenths slower, slipping down to 15th on the grid.

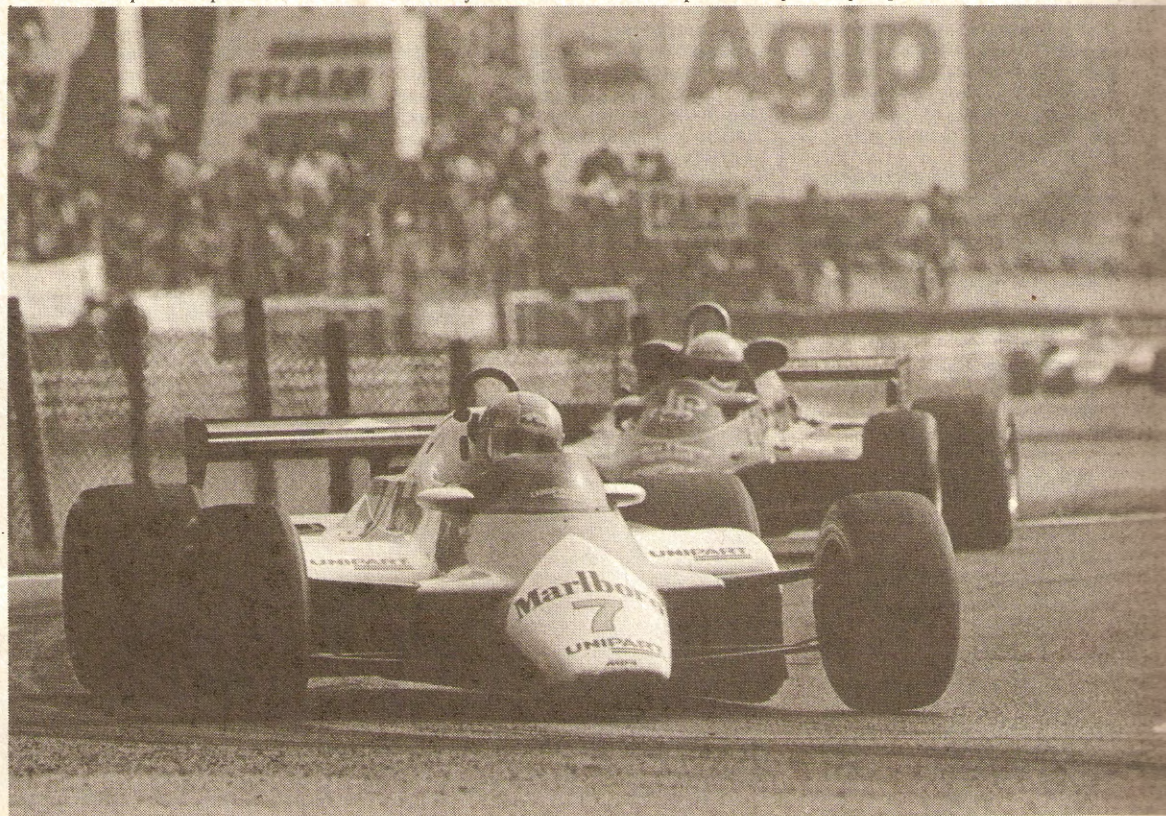
Most people had been hoping for good things from the new Toleman-Hart TG183. Derek Warwick had done a testing lap in 1m 34.10s, and felt confident that he could go considerably quicker than that. On Friday morning, however, he found the handling of the car dreadful. Pirelli had new-
construction tyres for Monza, and they suited neither Derek's new car nor Teo Fabi's 'Belgrano'. But there was more to Warwick's problem than that. After the first session it was discovered that a rear damper mounting was broken. Thus, he got out only late in the timed session. And the following day, surprisingly still running the new Pirellis, his best lap was only 0.5sec quicker than he had managed in testing.

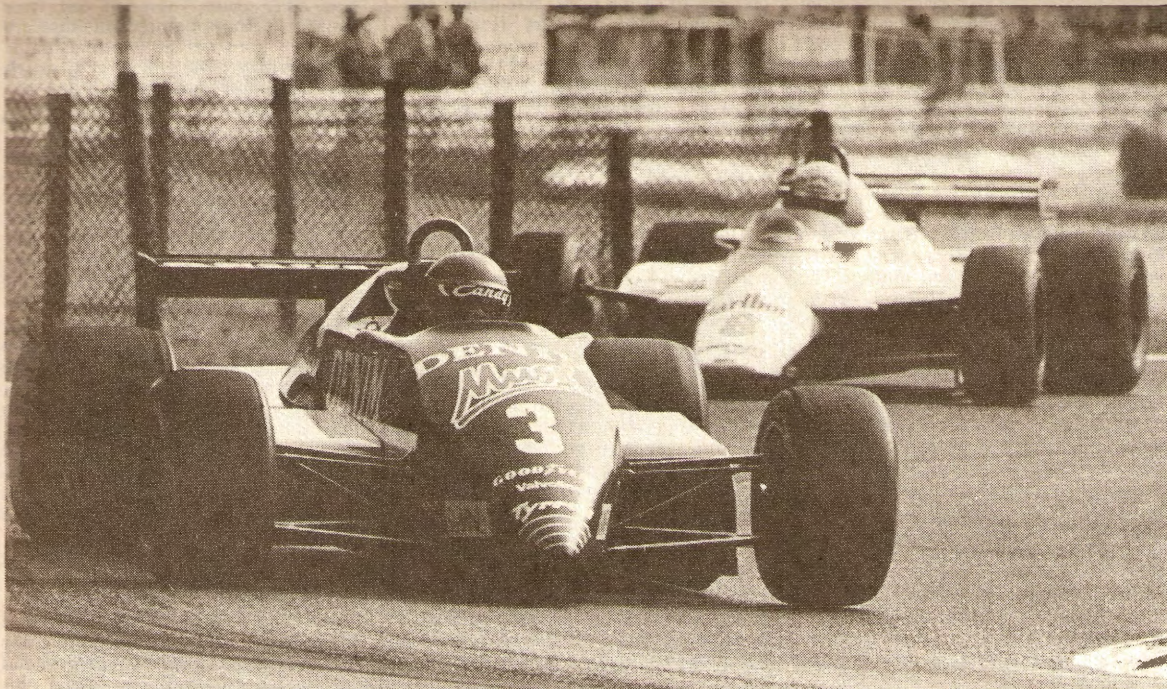
"I was absolutely flat out. Nothing left," he commented afterwards. During the morning a turbo had seized, losing him 40mins, and the day before he had learned that Renault were going for Cheever. All told, it was a weekend he wanted to expunge from his memory.

Fabi ran the older tyres on his car on Saturday, and was much happier, finishing up only 1sec slower than Warwick. They qualified 16th and 22nd respectively.

For Lotus the practice days were disastrous. Forget handling problems, porpoising and middling straight line speed. On Friday afternoon Elio de Angelis crashed at Parabolica: "It was my fault. I was on my flying lap and I just came into the corner too fast, and lost it past the apex..." The 91 went into the catch fencing, which tore off the right front corner. The mechanics went to work.

Saturday morning. The car — Elio's favourite chassis — is together again. He goes out, and soon the car is damaged once more, after an altercation at the Roggia chicane with Arnoux's Renault. Damage was confined to the left rear suspension. The mechanics went to work again.





Michele Alboreto put in yet another impressive performance in the reliveried Denim Tyrrell.

F1 WORLD CHAMPIONSHIP **15**
ITALIAN GP

continued

Right at the end of the session Nigel Mansell returned to the pits on foot, having shunted his 91! "It was at the first chicane. I got through the left hand half OK, then turned the wheel to the right — and it just went straight on." The Lotus hit the guardrail very hard, but was surprisingly lightly damaged.

"I'll tell you one thing," grinned Nigel. "The 91 may not be the fastest car here, but I'm sure it's one of the strongest. I hit that barrier pretty hard, and the monocoque deformed as far as the footbox and no further. I'm very impressed by that. I really thought I was in trouble . . ."

After remarkable work by the crew, both cars were out again during the final session, de Angelis qualifying 17th and Mansell 23rd.

Roberto Guerrero was predictably impressive with the Ensign. "The car feels quite nice here, but we are so slow in a straight line. It's a pity because I don't feel as though I'm losing out through the corners. If only we could afford a new engine . . ." For three days of Monza, the hard-pressed team had but a single DFV.

Mauro Baldi was given the only Arrows A5 last weekend, this being the Italian Grand Prix, the team having an Italian sponsor. That being the case, Marc Surer permitted himself a wry smile when he proved conclusively quicker in the older A4! The Swiss found that the new Pirelli's suited his car quite well, qualifying 20th, four places ahead of Baldi.

Eliseo Salazar was the only ATS driver to qualify, 25th, with Manfred Winkelhock curiously unable to make the pace at Monza, even when he went out in his team mate's car. Next to Salazar, at the very back, was Chico Serra's Fittipaldi F9.

Early on Friday morning no one knew quite who was going to drive for March. Raul Boesel was obviously a certainty, but Jochen Mass had indicated that he would return to Grand Prix racing at Monza. With half an hour to go, however, there was no sign of the German, and Rupert Keegan put overalls on. Jochen finally did arrive, and indicated to John Macdonald that he had decided against driving. Keegan took over, therefore, but just missed

out on qualifying, a tenth slower than Serra. Boesel was half a second off Rupert's pace, so that was that for March, despite their running on Michelin, rather than Avon, for the first time. Slowest of all was Tommy Byrne's Theodore, the Irishman leaving Monza immediately after practice to run in the Formula 3 race at Snetterton the following day.

So the stage was set. Poor advance ticket sales had been revived by the Andretti-Ferrari partnership. And now the fact that Mario was on the pole guaranteed an enormous turnout on Sunday. The organisers relaxed, and the security people prepared themselves.

THE GRAND PRIX

Overnight someone had been busy. Near the grid, and at various other points around the circuit, there were messages on the road, in huge white or red letters: *Mario e Patrick — Vincete por Gil.* Mario and Patrick — Win for Gilles. Well, they were going to do what they could.

Nor were they low on support. In many, many years of going to Monza I have never seen a bigger crowd. From early in the day they were clearly in good heart and voice, as they always are when a Ferrari victory looks on. Everywhere there were banners and flags bearing the name of Villeneuve, an intensely touching reminder that Italians never forget their heroes.

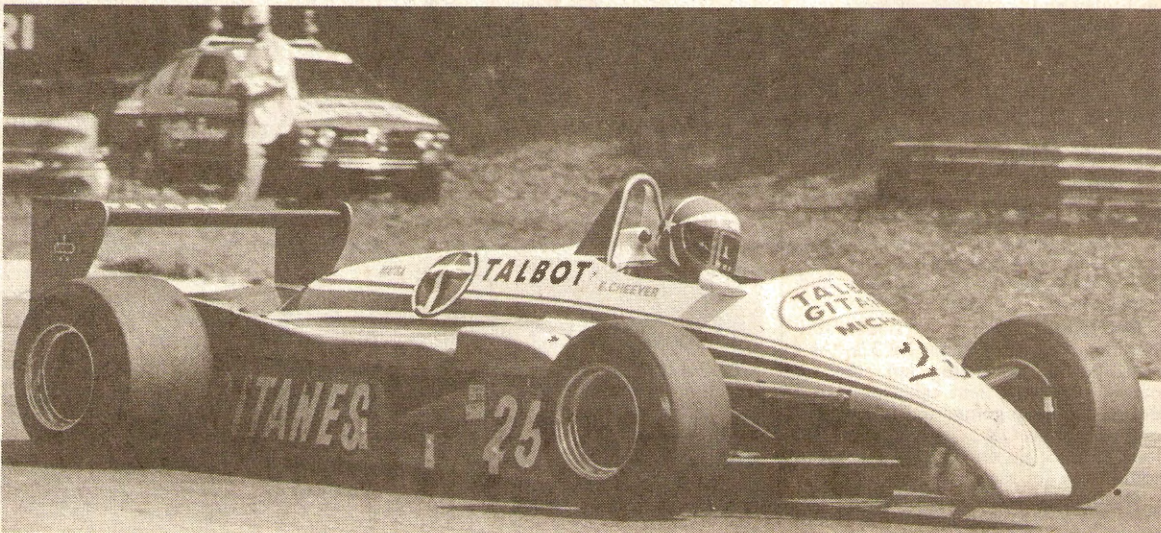
In the morning warm-up there were roars of approval and much clapping from the grandstands when Andretti and Tambay drove out of the pits, but barely a ripple for anyone else, including the Alfa drivers. At Monza only two cars matter. The rest, to borrow Humphrey Bogart's line from *Casablanca*, "don't amount to a hill of beans."

Dramas in the warm-up: Piquet's Brabham-BMW rolled to a silent halt soon after leaving the pits, an electrical fault causing the engine to cut out. Nelson turned to the spare BT50, and would use it in the race. Tambay's Ferrari also stopped with a dead engine, Patrick running back to the pits to take over the T-car for the last few minutes. The Ferrari mechanics repaired the original car in time for the race, however. What else? Oh yes, Jacques Laffite's clutch expired, and in his mood of the moment the choleric Guy Ligier put his foot through the car's sidepod, which was helpful. Never a dull moment in a Grand Prix pit lane, particularly when it is so disgracefully full of *poseurs* and freeloaders as was the case last Sunday morning.

Then, half an hour before the start, the President of Italy arrived, walking to his place above the main grandstand amid a posse of police, all of whom seemed to be getting in each other's way as they sought to protect their charge. The crowd like that.

They liked much more the firing up of engines at 3.28pm, when Mario Andretti

Eddie Cheever coaxed the slowly-improving Ligier JS19 into the points although a lap down on the winner.



his 25 colleagues away for the final parade lap, emerging from the Parabolica a couple of minutes later, bringing the field slowly up to the line. Even so, it seemed a long time before all cars were in position. Who would want to have Derek Ongaro's job at a time like that?

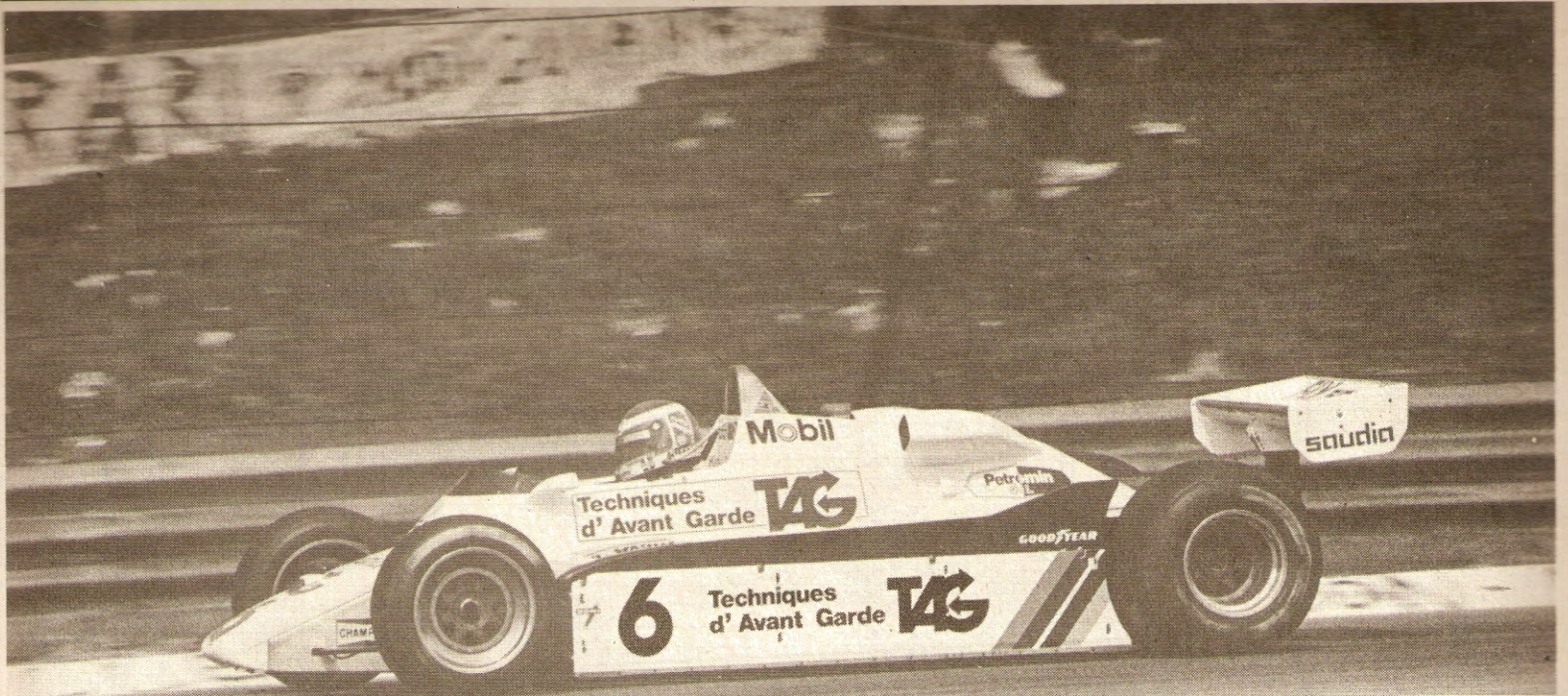
He pressed the button for red, then, a few seconds later, green. From the pole Andretti's Ferrari jack-rabbit away, then hesitated, almost seeming to stall. "I blew it," confessed Mario later, "the revs soared up and the limiter came in. I shoulda switched the goddam thing off for the start . . ." As they surged away towards the first chicane, the red number 28 was slightly engulfed, and Prost decided he could take both Ferraris on the left. He could not, soon finding himself with all four wheels on the grass! That little incident dropped him to around 12th. Not an auspicious start to a race he had to win.

Fuel and tyre stops were on the menu for both Brabhams at Monza, so Piquet and Patrese should have been in extremely strong form in the early stages. Sure enough, Nelson had the lead on the first lap, but before its conclusion Tambay, Arnoux, Patrese and Andretti all went by the World Champion. Out of Parabolica Patrick's Ferrari was in front, and the spectators prepared themselves for hysteria — which was stifled somewhat when Arnoux slipstreamed past just a few feet before the start-finish line. From his sixth starting position René was flying, and his most obvious challenger seemed to be Patrese, who had his Brabham-BMW up in second place by the end of lap 2. Already it was obvious that this was a single-pronged Brabham attack, for Piquet was now back in 13th place, his clutch beginning to expire.

But we jump ahead of the action. Three cars went on the first lap. Sequentially it happened like this: at the first chicane Guerrero's Ensign hit the back of Daly's Williams, which broke a wishbone on the FW08. Unaware of the extent of the damage Derek pressed on. At the next chicane he put the brakes on, whereupon the Williams went out of control, knocking Henton's Tyrrell into a spin. In turn, Brian's car collected Warwick's Toleman. All three were out, while the first link in the chain, Guerrero, struggled back to the pits to have the front of the Ensign patched up. Eventually the Colombian came out again, now more than 10 laps behind.

All in all, it was another sad day for Alex Hawkridge's team, for Fabi's car stopped after only a couple of laps, engine dead.

After four laps Patrese was closing in on Arnoux, and there looked the prospect of a real scrap, Riccardo knowing that he had to get by, build up a lead, allow for that pit stop. It was all futile. After six laps he came over the line at much reduced speed, now back in sixth



Keke Rosberg was on his way to securing the World Championship when his rear wing parted company with the remainder of his Williams.

spot. At the end of the next lap he came slowly into the pits, stopped and immediately climbed out. Clutch. Within a minute Nelson had arrived also. Both Brabhams out in the first few minutes, both with broken clutches. Now it was a straight matter of Renault versus Ferrari, and the crowd was quite happy with that.

Question was, how much of a fight was it going to be? The spectators had fallen strangely silent. After half a dozen laps Arnoux led Tambay by more than seven seconds, and Andretti's third place was coming under threat from Prost who had really put it to the wood after his first lap mistake. On lap seven the Renault was through, and Mario faced a long lonely afternoon, not able to make a race of it with the leaders. "It was really a shame," he reflected later. "From the start there was something wrong with the throttle linkage somewhere, and the pedal was sticky. Once or twice it stuck open, which could have been a problem, but mainly it was sticky on the way down. It didn't go down smoothly to the floor, but in a series of jerks, which made it difficult to drive smoothly. I had no problem staying ahead of the rest, but I couldn't run at the leaders' speed, no way."

Ten laps: Arnoux, Tambay, Prost, Andretti, de Cesaris, Giacomelli, Rosberg, Watson, Alboreto, Lauda. Already the field was widely spread out, thanks in part to the incidents on the opening lap, and there was little racing to be seen. One point of interest centred on Watson, who had been fifth fastest in the warm-up and, as so often this season, was going much better in the race than in practice. From the start he had been much quicker than Lauda, and now he was pressing Rosberg hard, going past the Williams on lap 11. There was, after all, still the whiff of a World Championship, and John gave it all he had. "Hmmm," snorted Keke. "He passed me under a yellow . . ."

Another point of interest was the erratic progress of Salazar's ATS, which did not porpoise so much as kangaroo. Past the pits it behaved like an early fifties Cadillac with tired shock absorbers, bouncing up and down so much that the car's exhaust note rose and fell in time with the rear wheels! In time the vibration was such that the engine cover came loose and flew away. For sheer persistence and courage Eliseo deserved some kind of award for this drive.

After a strong start, de Cesaris pitted for new tyres after only 11 laps, thereby losing fifth place. Goodyear had been confident before the race that the

Michelin race tyre — softer than that chosen by most Goodyear runners — would not last the distance. Arnoux was charging along at a truly impressive rate. Would he pay a price for it later? Ferrari, their cars kitted out with 'A' compound Goodyears on the left and 'B' on the right, could only hope.

Having dealt with Rosberg, Watson lost no time with Giacomelli, passing him a lap later to move up to fifth. It was as high as he could reasonably expect, for ahead was the turbo quartet.

Twenty laps: Arnoux — 10 seconds — Tambay — 3.3 seconds — Prost — 18 seconds — Andretti — 11 seconds — Watson. Exciting, huh? The only clear progress, apart from that of Arnoux, was coming from his team-mate, for Prost was steadily reeling in Tambay. Was Patrick getting tired, as he had feared? By lap 24 the Renault was right on the tail of the Ferrari, at which point Tambay appeared to rally. On two consecutive laps red and yellow went over the line virtually side by side, with Alain making to go by under braking for the first chicane. He never made it, however, and there was a storm of approving noise from the stands when Patrick came into sight alone on lap 27. The volume increased further yet when Prost steered for the pit lane. It was a repetition of the electronic injection problem which has bugged the team for so long.

In the pits adjustments were made, tyres were changed, and Prost rejoined.

But he had gone only a little way down the road before the engine cut completely, and he coasted to a sad halt, one World Championship dream shot to hell.

The next significant retirement was that of Giacomelli, who came in to report that his Alfa's porpoising was getting worse as the fuel lightened, making it almost undriveable. That was a great pity, for Bruno had driven splendidly from the start, and some points in Italy would have been good for his understandably wilting morale.

Keke Rosberg could also have done with some points in Italy. He had been running right behind Giacomelli, comfortably clear of Alboreto. Then — "The car suddenly seemed to have found a lot of horsepower! In the straight it was incredible, and I passed Bruno, who kept making signals at me. Then, in the corners I found the car all over the place, nearly lost it once, in fact. I thought I had a rear puncture, slowed down to a crawl, thinking that otherwise I would damage the skirts . . ."

What Keke had was no rear wing. It had parted company with the car after passing the pits on lap 24, fluttering into the air like a piece of lethal silver paper, fortunately landing by the track side without hurt to anyone following.

From the pits the Williams crew had seen the incident and prepared for Rosberg's stop. "I couldn't see in my mirrors that my wing had gone," retorted Keke, "and when I stopped I thought

they weren't doing anything — because I couldn't see that, either! Instead I was screaming at them to change my 'puncture.' Finally they told me what had happened . . ."

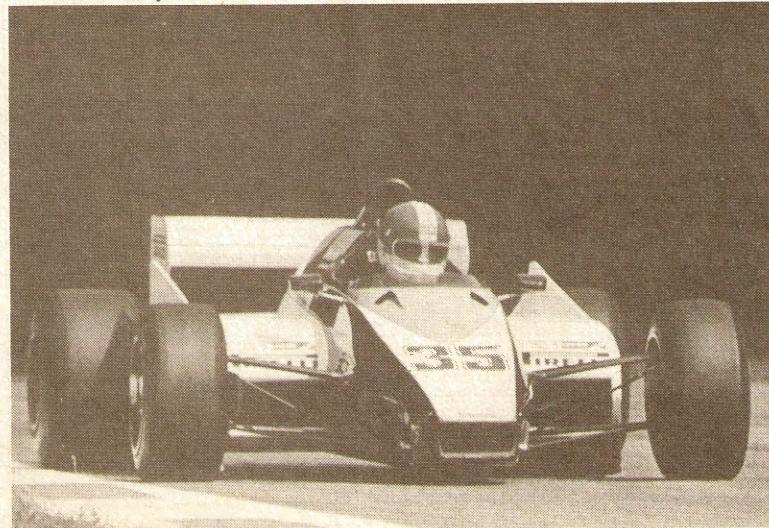
The work done, he returned to the race, now in 15th place, two laps down. By the end he would climb to eighth, missing out on the points. And Watson would finish fourth, taking three and giving himself a mathematical chance of winning the title. One point — just one — would have clinched it for Rosberg. "I woke up at four in the morning, thinking about it," he said on Monday, "and I didn't get back to sleep again afterwards . . ."

Nothing much happened after that. Arnoux effortlessly extended his lead over Tambay's over steering Ferrari, which continued to draw clear of its sticky-throttle sister car. Wattie drove on as hard as he could, living in the hope that one or more of the turbo cars would expire: "I don't think I could have done much more, but I couldn't cope with a deficit of 150 horsepower, I'm afraid."

And so they cantered home, with Arnoux ironically defeating his new employers on their home ground. There was not too much despondency. René took the flag to polite applause, and then came two howls of pleasure as Tambay and Andretti came over the line, beaten but not disgraced. Fleet Street men rejoiced as Watson took fourth, for the championship remains undecided, meaning that they get to go to Vegas to see the thing through. Alboreto did his usual smooth, professional, job for another points finish, and Cheever's good drive in the Talbot-Ligier was rewarded with sixth place. And next up, ahead of Rosberg, was Nigel Mansell's porpoising Lotus 91, de Angelis having retired earlier with a sticking throttle. Almost unnoticed, Lauda had called it a day after 22 laps, unhappy with the handling and brakes of his McLaren.

"Really," said the joyful Arnoux, "we have three Ferrari drivers on the podium today." The spectators, who swarmed over the debris fences and packed the road, were not quite convinced. But they celebrated for Tambay and Andretti, who showered them with *Moët et Chandon* and threw their caps into the seething midst. Well, perhaps Ferrari had lost today, but next time Arnoux would be working for them. Hey, there's a reason to celebrate! If he can win against Ferrari imagine what he'll do when he's driving one . . .

'Derek Warwick fell victim to the chain reaction of the Guerrero-Daly-Henton fracas.





Malcolm Wilson will take the wheel of Hannu Mikkola's Pirelli-sponsored car for the Tour of Cumbria next weekend.

Wilson gets a Quattro

Malcolm Wilson will drive an Audi Quattro on the Pirelli Tour of Cumbria, the last but one round of the Pace/AUTOSPORT National Rally Championship. The news emerged last week after a meeting at Audi Sport UK headquarters in Milton Keynes when Audi officials expressed a strong wish that the car should be seen on the rally. Pirelli are the main sponsors of the car and are also supporting the event, and Wilson must be set for victory.

"I am delighted with the opportunity," commented Wilson when we spoke to him last week, "and thoroughly looking forward to getting into the car. It is a really great chance, and the only thing is that I have never driven a left hand drive

car. But I will just have to get to grips with it."

Audi are lending Wilson a road going Quattro to help for a couple of weeks, and they too are delighted with the announcement. "We have always wanted to see a British driver in the British based car," commented Don Hume. "The Pirelli Tour of Cumbria presented us with an ideal opportunity to let Malcolm become the first Briton to drive the car, and it is an event on which he has been particularly successful. It is probably a one-off drive, but obviously we will look on the performance with great interest."

David Sutton will now have to bring the car back from its tarmac thrash on the Isle of Man this weekend, and quickly

convert it to forest specification. Then it will head north for the Carlisle-based event which takes place on Saturday September 25.

When questioned about the possibility that Wilson would drive the car on the RAC Rally, Hume confirmed that the decision will be made after the Sanremo Rally in early October. But he did state that Audi Sport certainly wished to see the car in the rally, while emphasising, "the world championship obviously remains the priority for Audi."

Currently therefore Wilson is continuing the preparation of an Escort at his Cumbria headquarters. "At the moment, my plans are to start the rally with an Escort," he explained, "but . . ."



Serle goes in at the deep end

Chris Serle, star of the BBC's current series, "In at the Deep End" recounts his experiences alongside Roger Clark on the 1981 Lombard RAC Rally next Tuesday, September 21, and not the original date published by the Beeb: the programme starts at 7.45pm. It tells the tale of Serle qualifying for an International licence, traces the preparations for the big event, and recounts some of the crises faced by the MCD Services team during the rally. Serle recently starred in a Ballroom dancing competition — shown in the same series — but on that occasion he was in tights and tails!



John Haugland makes a splash on last year's RAC Rally.

Skoda aim for ten out of ten on RAC

While the major teams prepare for the battle to take outright victory on the Lombard RAC Rally, there is one factory outfit aiming to take their 10th class win in 10 years. Skoda GB Ltd will enter a three-car team with the Norwegian driver John Haugland leading the effort and hoping to continue as the King of the 1300 class.

Haugland will drive a Group 2 120 LS, with the Estelle bodywork as opposed to the more successful Coupe version which has been a class winner around the world for many years. Skoda decided that they must stick with a car currently on the market, and so the Estelle was chosen.

All cars will be prepared in the factory in Czechoslovakia and a decision on the

other two drivers will be made next week. They are expected to include two stalwarts of the factory team, Blana and Kyaizar who have both contested the RAC Rally in recent years.

The cars will have approximately 95bhp, and support will come from Duckhams Oils and Champion spark plugs who have been with the team for many years.

In 1983, Skoda hope to see their cars competing at International level in Group A. A new Coupe is soon to be announced, with a 1200cc engine and the model will be seen in different forms of motor sport including production saloon racing and rallying.

Marlboro stay with Safari

Marlboro have confirmed that they will sponsor the 1983 Safari Rally, which should be the fourth round of next year's World Rally Championship. In an impressive booklet about the rally, the Kenya AA have detailed pre-event regulations which include the route, and many hints for the amateur who may consider tackling this adventure. There is even a comprehensive spares check list, and lots of information about the country.

The 1983 event — the Safari has been dominated in recent years by Datsun works driver Shekhar Mehta — appears to follow a traditional route, with three separate sections which include the long drive from Nairobi to Mombasa on the coast, and two legs into the mountains. Mehta will not, however, have the services of his usual partner Mike Doughty, who retired from active competition at the end of this year's event. He then joined the organisers, stating that he wanted to tighten up the rally, and improve the administration.

The rally will start earlier than usual, on Thursday March 31, with the trip to Mombasa bringing the event to the finish in Nairobi on Monday April 4. Last year a team from Middlesex AC entered a three-car Toyota effort, and apparently a repeat exercise could be under way for next Easter. Other club drivers interested in moving south will find the latest Marlboro Safari Booklet particularly useful and it can be obtained from Val Shenton at 0332 513940.

Stig: Back to Ford?

Stig Blomqvist has apparently been contacted by the Ford Motor Company concerning a contract for 1983. In Sweden recently Blomqvist was openly evasive when questioned about continuing his association with Audi, stating that there were other manufacturers available. The Swede has earned Audi the Swedish National Championship this year, and starred on rounds of the World series, and while Ford deny any talks, he would make a valuable addition to the 1983 team, when it arrives . . .

Rally du Vin

Details of one of the closing rounds of this year's European Rally Championship, the Rally du Vin are now available. The event takes place between September 29 and October 3 and, in common with many other foreign events offers a good deal to British crews.

The entry fee of Fr480 will be refunded to competitors who start the rally (won last year by Jimmy McRae in his Opel Ascona) and accommodation fees may be paid by the organisers as well. Two overnight stops at Thyon and Montana are included in the rally which comprises 500Kms of special stages (14 in all) in the total route of 1200Kms.

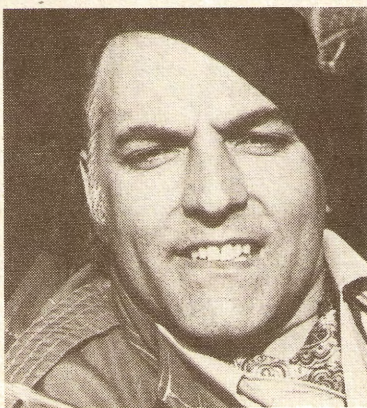
This year the route will remain secret until September 17 because of problems caused by crews' early practicing last year. Entries close on September 20 and further details are available from the Rally Office, Case Postale 1133, 1870 Monthey.

Hudson to run a private Quattro in 1983

Ron Hudson is to campaign an Audi Quattro in Britain next year. The Staffordshire publisher has taken delivery of the world's first RHD rally-prepared version and intends to debut the car soon, before tackling the RAC Rally in November with a full season of national competition planned for 1983. The car has been built by David Sutton from a basic road car, using 'works' parts throughout.

As yet, a sponsor has not been found although Ron is obviously keen to recoup some of the large financial outlay involved. The announcement at the end of last week confirmed rumours of Hudson's plans that have been circulating since the Wydean Stages at the beginning of the year.

The issue reached a peak on the Lindisfarne Rally where it was apparent that the stories were more than just a pipe dream. It was suggested that the car might make its debut on the Tour of Cumbria, but it now appears that it will not be ready in time.



Woofit gets a Quattro!

With his regular partner Les Edwards alongside, Ron should make the car (with a 330bhp Terry Hoyle engine) a spectacular sight in the forests and, if the other rumours are true, on the rallycross circuits.

Traditional Monte Carlo

The Monte Carlo Rally marked the first appearance in international competition of cars compiling to the latest Groups; A, B and N. On that occasion the new cars were rather outpaced by the 'old' division and, throughout the year, manufacturers have been slow to homologate cars for the future.

The homologation process has proved so slow in fact, that it now appears certain drivers will be permitted to run cars complying to the old Group 2 and Group 4 in the 1983 FISA approved championships. The pre-regulations for the 1983 Monte include categories for the old cars, while they await the FISA decision.

It is the new cars which will command the interest, however, and there are a total of nine classes for the rally which will start one week later than last year. The traditional concentration run will

start from around Europe (and London will again be included if sufficient starters are expected) on Saturday January 22.

The cars arrive at Grenoble early on Sunday and continue towards Monaco through Sunday night, arriving early on Monday morning.

Tuesday will see a run towards Vals les Bains, and Gap before returning to Monaco at the end of the Common Run on Wednesday at around mid-day. The final run is on Thursday night finishing in the Principality on Friday morning.

All the famous stage names will be in the event, although the Col de Turini is only expected to feature on the final thrash through the mountains on Thursday night. As usual there will be a 'Promotion' category to cater for private entrants with a prize fund equivalent to that for the overall event.

Pace hots up as national series winds down

As the Pace/AUTOSPORT National Rally Championship moves into its final stages, speculation about 'Who will win what?' abounds. Only the Talbot Challenge, won by Steve King, Group A — won by Merv White and the up to 1300cc class have been settled although John Weatherley must wait until after the Manx (when the Visa's engine is to be examined) before he can be certain of the title.

Group One remains wide open with Louise Aitken, Steve King and David Mann all able to take the title. Only Dave Taylor can prevent Ellen Morgan from taking the co-drivers prize in this class.

Although the up to 1300cc class should fall to Weatherley there is much to fight for behind him. Pat Messer was excluded from the Lindisfarne results for having an oversized engine and the RACMSA

have decided that he (and Kevin Curran who was also excluded for eligibility reasons) should lose the value of two maximum scores. This drops Messer and leaves John Waghorn and Ralph Lockey to fight for second place.

Any one of five drivers, Steve Fairlie, Anthony Eaton, Brian Oswald, Bryan Richmond and Jeffery Wincott could take the 1300 to 1600cc class while only Phil Collins can snatch the large capacity class from Malcolm Patrick.

In the overall positions the attention is fixed on the leading five drivers although perhaps realistically only Phil Collins can prevent Malcolm Patrick from taking the title. If Patrick takes maximum points in Cumbria then Collins *must* finish second to stay in touch — third will not be enough. On paper it all seems so easy . . .



Timo Salonen could be seen in this country testing before the RAC and is expected to stay with Datsun for 1983. He has been number 1 driver with the team for some seasons recording consistent results, and is obviously quite content to continue to collect the cash from Japan . . .

Belgium beckons

Most Belgian events include a small percentage of gravel roads in the special stages, but one aimed directly at attracting more British crews is the Limburgia Rally, held during October. The rally will be decided over 12 different special stages where 90 per cent of the route is over a gravel surface.

A total of 52 stages will be included giving 438kms of tests in a total distance of 753kms. The rally starts on Friday, October 15 at 7.00am, stopping for a night in bed and repeating the format on Saturday and Sunday with the finish at lunchtime on Sunday.

The usual Belgian offers of accommodation and starting money will be available, so it could be an attractive proposition. Contact is Eric Bessem, Maastrichter Street, 29 Maasseik, 3680. Tel: 011 56 58 34.

Zanussi's last chance

Andrea Zanussi's hopes of snatching the 1982 European Rally Championship rest on the co-efficient 4 round which starts in Paris on Friday. The *Tour de France*, supported by the French sporting newspaper *L'equipe* will be a hard race, however, with a strong home entry running against the Italian team.

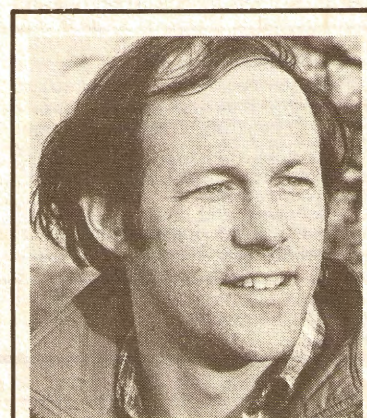
Zanussi will be teamed with Adartico Vudafieri in Lancia Rally 037s, and the Turin-based team are still looking for a finish with the new evolution car. The *Tour de France* is a very long affair and stamina has not been the car's strong point. The rally drags itself from Paris on Friday heading south before arriving at Nice next Wednesday.

Inevitably, therefore, the competition moves at an erratic pace from the special stage sprints, and back to the slow road link sections. When the cars are on the tests, however, there will be no lack of competition,

as the French Rally Championship is at a crucial stage with the two Renault 5 Turbos of Jean Luc Therier and Bruno Saby only one point apart.

And there is exotic machinery in abundance: Bernard Darniche will drive the BMW M1 and Jean Claude Andruet will lead the Ferrari 308 GTB team. Most of these drivers only agreed to start the rally when the organisers cancelled certain gravel sections which were originally planned for the event so now, it has reverted to the original asphalt thrash.

Zanussi must aim to survive because, without a good finish, he will not fly south for the start of the Cyprus Rally. Although he has already made notes for the island rally, he sees no point in driving a Fiat 131 Abarth if the championship is to be decided between Tony Fassina and Jimmy McRae.



John Buffum is hoping to bring his American Championship Audi Quattro to this country for the Lombard RAC Rally. Apparently he has found half the cash required, and in recent years he has been a regular star on the event often fighting an uphill battle with the standard BF Goodrich tyres in the British mud. At home in America, Buffum is romping away with this year's series chased by the current champion Rod Millen, and even if he does not bring the Quattro it is likely he could enter the Talbot Sunbeam which Mike Little Preparations have run this year.



Harri is coming . . .

Harri Toivonen (Henri's younger brother) is a likely candidate for the Lombard RAC Rally. He was lying just outside the top ten on the 1000 Lakes recently when he crashed but the car should be re-shelled in time for November, when he is expected to be partnered by John Daniels.

1 Bernard Darniche/Alain Mahe	BMW M1
2 Bernard Beguin/J F Lenne	Porsche 911SC
3 Adartico Vudafieri/Perissinot	Lancia Rally 037
4 Jean Claude Andruet/Biche	Ferrari 308GTB
5 Jean Luc Therier/Michel Vial	Renault 5 Turbo
6 Andrea Zanussi/Bernacchini	Lancia Rally 037
7 Bruno Saby/Sappey	Renault 5 Turbo
8 Guy Chasseuil/Mme Chasseuil	Ferrari 308GTB
9 —	—
10 Francois Chatriot/Peuvert	Renault 5 Turbo

Special Stage

Gillespie takes over

Ian Gillespie is the new leader of the Malcolm Wilson (Motorsport) ANECC Rally Championship following the Mogil Motors stages at the weekend. Martin Atkinson, who led before the event, suffered a front wheel puncture on his Ford Escort on Ae 1 and the car finished in the ditch. Willie Richardson's Datsun holds third while John Brown and Dave Metcalfe share fourth place.

Metcalfe took maximum points on the Scottish event to move well up the top ten, and his co-driver Phil Sandham now heads the navigator's table. Just two rounds remain (Tour of Cumbria and the Tour of Hamsterley) as the Tyneside Stages was cancelled due to Army activity on Otterburn.

Malcolm Wilson (Motorsport) ANECC Rally Championship

Positions after Mogil Motors Stages.

1 Ian Gillespie (Ford Escort 1600cc).....	60
2 Martin Atkinson (Ford Escort RS).....	56
3 Willie Richardson (Datsun 1600cc).....	53
4 John Brown (Ford Escort RS).....	45
Dave Metcalfe (Ford Escort RS).....	45

Esso Scottish Rally Championship

Division 1 after eight rounds:

1 Ken Wood (Triumph TR7V8).....	103
2 Wilson Girvan (Vauxhall Chevette).....	67
3 Duggie Riach (Vauxhall Chevette HSR).....	56
4 Robin Christie (Vauxhall Chevette).....	54
5 Bruce Lyle (Vauxhall Chevette).....	54
6 Donald Heggie (Gartrac G3 Escort).....	45

Esso Scottish Rally Championship

Division 2 after seven rounds:

1 Hugh Munro (Ford Escort).....	76
2 Colin Aitcheson (Ford Escort).....	70
3 Malcolm Surgenor (Ford Escort RS200).....	53
4 Gordon Smith (Ford Escort).....	52
5 Alistair Smith (Ford Escort).....	46
John Allen (Ford Escort).....	46

Briefly . . .

● Guy Hodgson will partner Mal Stuart on the Tour of Flanders at the weekend in the ex-Russell Brookes Talbot Sunbeam Lotus. The car's first outing was on the Fordeace Tyres (Epynt) Stages where it recorded a clear win.

● Spectators on this weekend's Norking Alcan Stages are requested to restrict their activities to the following places: Sandtoft — first car due at 8.30am. Clipstone — 2.30pm. Appleton Dale — 4.00pm. A full entry of 100 cars has been attracted by the organisers.



Trevor Smith powers his way to second at the weekend and possibly a second title.

Smith nearly there

Trevor Smith's second place on the Telford Stages at the weekend would appear to have settled the Esso/BTRDA Rally championship in his favour for the second year in succession. He now leads the championship by four points from Fred Henderson, but has scored on one less round and, with just two events left, the advantage is important when scores are dropped.

John Brown had a disastrous event and failed to score, dropping from third to sixth in the series. Third is now Clinton Smith, who has 52 points, just two ahead of Darryl Weidner and five points clear of

Phil Taylor. The championship will be decided over the final two rounds, the Cestrian Stages on October 2 and the North Riding Forestry Stages on October 23.

Esso/BTRDA Rally Championship

After six rounds

1 Trevor Smith (Ford Escort RS).....	69
2 Fred Henderson (Vauxhall Chevette HS).....	65
3 Clinton Smith (Ford Escort RS).....	52
4 Darryl Weidner (Ford Escort RS).....	50
5 Phil Taylor (Ford Escort RS).....	47

Battle of Bridgend

This Sunday sees the next round of the Shellsport Welsh Stage Rally Championship with the J C Van Hire/R L E Garages Stages. The organisers, Bridgend AC have attracted a full 70 car field for the event which also forms part of the ASWMC series. Heading the entry is Ray Radford who leads the south western series, followed by the event sponsors Jeff Churchill and Roger Evans in the new Mark 3 Escort that Jeff debuted on the Peter Russek Manuals Rally.

- All of the regular Shellsport Welsh

series competitors will be present and an interesting battle should be fought over the stages around Treorchy. Currently the Welsh series is led by the 1600cc Avenger of Geoff Kitney and his form so far this season points to another maximum score which would virtually assure him of the overall title.

Spectator information

Start: Bridgend Leisure Centre, 11.00am.
SS1/3: Off A4061 near Treorchy (MR 170/921025). First car 11.35am/2.00pm.
Finish: Bridgend Leisure Centre, 3.00pm.

Leading entries

1, Ray Radford/Steve Radford.....	Ford Escort RS2000
2, Jeff Churchill/Roger Evans.....	Ford Escort BD3
3, Steve Benton/James Prochowski.....	Ford Escort RS
4, Richard Gough/tba.....	Ford Escort RS
5, David Llewellyn/Lyn Jenkins.....	Ford Escort RS
6, Geoff Kitney/tba.....	Talbot Avenger
7, Andy Orchard/Mark Purnell.....	Ford Escort
8, David Perkins/tba.....	Ford Escort
9, Robert Stoneman/Bob Challacombe.....	Ford Escort
10, Bruce Millman/Peter Evans.....	Ford Escort RS2000

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Sep 15/18	Isle of Man	Rothmans Manx International. European Rally Championship (co-eff 2), final round of the Rothmans RAC Open Rally Championship.
Sep 17/19	Poland	Rally de Varsovie. European Rally Championship (co-eff 2).
Sep 17/19	Yugoslavia	Yu Rally. European Rally Championship (co-eff 1).
Sep 18/19	Czechoslovakia	Tatry Rally. European Rally Championship (co-eff 1).
Sep 19/25	France	Tour de France. European Rally Championship (co-eff 4).

NATIONAL RALLYING

Date	Venue	Event/Details
Sep 18	Ireland	Castrol Wexford Special Stage Rally (Carrick-on-Suir & Wexford MC). Start: Wexford 3.00pm.
Sep 19	Bridgend	JC Van Hire/RLE Garages Stages (Bridgend AC). Shellsport Welsh Stage Rally Championship. Start: Bridgend, 11.00am.
Sep 19	Haverhill, Suffolk	West Suffolk Stages (West Suffolk MC). Start: North Street Garage, Haverhill, 9.31am.
Sep 19	Doncaster	Norking Alcan Stages (Lindholme MSC). Start: International Harvester Co. Ltd, 8.00am.

Open to anyone

Any one of four drivers could win the Italian Rally Championship following the recent Pian Cavallo Rally. The event, held in the picturesque skiing resort which gives the event its name was won by Antonio Tognana in a Ferrari from the Opel of Biasion. The Chris Sclater Automotive-prepared Talbot Sunbeam Lotus of Federico Ormezzano was third, ahead of Fabrizio Tabaton's Lancia Rally. Michele Cinotto's David Sutton-prepared Audi Quattro retired with engine failure while lying fourth.

The result means that Tabaton leads the title chase from Biasion, Tognana and Ormezzano but any one could take the championship. The final high scoring round of the series is the World Championship qualifying round in Sanremo.

Briefly . . .

● In addition to the high speed motor sport action around the Isle of Man this weekend, there will be alternative entertainment laid on by Rothmans. The familiar Rally Show takes place tonight (Thursday) — with all the leading runners adding to the evening — while several personalities will flag away the cars at the start of each leg. Best news for the islanders will be a formation flying demonstration from the Vixen Two. The planes were part of the old Rothmans team which proved so popular last year. They will give displays on each day, including a trip to Ramsey on Friday.

● Sprint Tyres of East Kilbride are to sponsor the Trossachs Rally, the final round of the Esso Scottish Rally Championship which takes place on Saturday, October 30. Bruce Lyle who runs the company, is currently fifth in the Esso series driving the Merson Signs Vauxhall Chevette, and intends to have a service van — for tyres and other accessories — at most meetings in Scotland and Northern England.

● Simon Everett's Bill Blydenstein-prepared Vauxhall Chevette HSR which took second place on the recent Lucien Bianchi Rally in Belgium was fitted with the latest Lucas electronic ignition system, which is now available.

● The high speed welding service that appeared on the Arnold Clark Scottish Rally will again be in evidence on the Isle of Man this weekend. Rally Racing Ltd and Fernie Tyre Services will be sharing the beige and brown Fernie service vehicle to offer this valuable service to competitors on the Rothmans Manx International.

● Jeff Churchill is to be one of the instructors at a Rally School to be held at Castle Combe circuit in Wiltshire on October 23. The day is organised by Devizes MC and the Castle Combe Racing School — details are available from Pat Pavord, on Devizes 714410.

● Some more dates for your diaries: **Circuit of Wicklow Rally, October 16:** 55 forest stage miles for IR£30. Details from Roy Stewart, 97 Meadowmount, Churchtown, Dublin 14.

Everyhope Rally, October 31: 28 miles of good quality non-forestry stages for £26. Previously won by Brian Stanners and Fred Henderson. Details from Bruce Turnbull, 6 Meadow Way, Lanchester, Co. Durham.

Herefordshire MC Road Rally, December 14/15: 150 miles — restricted permit. Details from Mike Farrington, 93 Churchill Grove, Newtown, Tewkesbury, Glos.



Hannu Mikkola will be going for the title in the David Sutton-prepared Quattro.

MANX INTERNATIONAL

Anybody's race!

The final round of this year's RAC Open Rally Championship is more like a race than a rally as PETER FOUBISTER describes.

Stand back for the fastest race seen in this country for a long time. Forget the formulae which drag themselves around the established race venues up and down the land, and instead turn your attention to the six lap race which started this morning (Thursday) on the Isle of Man.

The excitement will certainly be greater, the cars will be just as fast, and there will be a very great deal at stake. Included on the grid will be four men with a chance of scooping this country's premier rally championship, the Rothmans RAC Open series. The Manx International is the final round of the five part series, and everything will be decided over the island's closed public roads, under pace note conditions.

Three men are faced with the make or break ultimatum . . . Henri Toivonen, Jimmy McRae and Hannu Mikkola. The fourth — Russell Brookes — can only hope that problems strike the leaders, and he can take advantage of the situation and snatch the title.

It will be a difficult task, however, as through the 1982 season two cars have made their mark on rallying — in this country and on the world scene. The Audi Quattro and the Opel Ascona 400.

In the World Championship both teams are fighting for the premier award and it's the same in Britain, with the two Rothmans drivers Henri Toivonen and Jimmy McRae battling with Hannu Mikkola in the Quattro. Toivonen is actually the championship leader going into the final round, but he has benefited from a 100 per cent finishing record (who

Form Guide to the 1982 Rothmans RAC Open Rally Championship

Manx	RAC	Mintex	Circuit	Welsh	Scottish
1 Pond	Mikkola	Mikkola	McRae	Waldegaard	Mikkola
2 McRae	Vatanen	Toivonen	Brookes	Toivonen	McRae
3 Wilson	Blomqvist	Vatanen	Toivonen	Blomqvist	Toivonen
4 Campbell	Airikkala	McRae	Coyne	Collins	Brookes
5 Clark	Ragnotti	Kaby	Coleman	Tuthill	Wilson
6 Patrick	Eklund	Brookes	Mikkola	Churchill	Kaby
7 Fagan	Nilsson	Dobie	Vatanen	Lord	Eklund
8 Stuart	Kaby	Cathcart	Buckley	Tilke	Wood
9 'Didi'	Kullang	Lord	Henry	Danielsson	Lyons
10 Brown	Clarke	Bannister	Price	Fowden	Lyle

Bold type indicates drivers competing this week.

would have suggested that nine months ago?) whereas both McRae and Mikkola have only scored on three occasions.

McRae won the Circuit — the last all tarmac round in the series — while Mikkola struggled in Ireland, and romped to two forestry wins on the Mintex and in Scotland — pipping the Scotsman at the last moment after a heroic drive back through the field.

The Finn's problems in Ireland were purely technical however and when the car was willing Mikkola recorded some extremely competitive times, and that rally is run without pace notes. This weekend the crew will have the benefit of five day's practice, although others have been there for longer.

Henri Toivonen has again made a very thorough race, and will have the benefit of a phase 3 engine for the event fitted to the lightweight car which Walter Rohrl took to victory on the Monte Carlo Rally in January. Against that his team mate McRae has the heavier car, and although he knows his way round the island — and is always competitive there — he is

another who will only have a short time to prepare for the rally. His commitment to the European Rally Championship meant only last week he was in Cyprus making notes for his final bid for the Euro crown.

Toivonen. Mikkola. McRae. Whoever wins the rally, also takes the championship which the Scotsman earned on this event last year, denying then Rothmans driver Pentti Airikkala the honours.

In addition to the Drivers series however, both Opel and Audi are locked in combat for the Championship for Makes, and the position is slightly more complicated here although again if Mikkola makes it, he will hand the new Audi Sport UK equipe the coveted prize.

Elsewhere in the list, two Talbots for Stig Blomqvist and Guy Frequelein will record a professional performance which could take them higher up the order as the rally progresses, while the current World Rally Champion, Ari Vatanen is also determined to take something from a barren year with the MCD Escort RS. Add to these the two Vauxhall Chevettes of Terry Kaby and Russell Brookes (remember Tony Pond took the car to victory last year) and there will be no shortage of action.

What will be missing however is the last night of action around the island. Rothmans have opted to promote an all-daylight format, extended over three days for the first time this year. It is aimed at letting more people see the cars more often, but it also means that a more repetitive format has emerged and now drivers will face tests up to six times throughout the duration of the event.

As the pressure mounts, and speeds get higher and higher through Thursday, Friday and finally Saturday, those watching the action for themselves would be well advised to stand well back. It's anybody's race.

Timetable

Thursday September 16
Start: 9.00am on Douglas Promenade for two laps of eight special stages ending in Douglas at 6.00pm

Friday September 17
Restart: 9.00am on the Promenade with a more complicated route and 17 special stages — with servicing at St Johns, and Ramsey before the halt at 6.30pm in Douglas.

Saturday September 18
Restart: 9.00am on the Promenade for a final day of tests over the same stages, some of which will be tackled six times in the whole event before the rally finish at 5.00pm Prize-giving on Saturday evening.

NEWS SERVICES

Prestel subscribers will be able to follow the Manx International this year for the first time. During the three day event the news service will be updated four times a day and is being operated by Rothmans and Mercury 332. Before the start preview information will be displayed, and all news will be shown on page 33230.

For those unable to keep in touch with Prestel, the telephone offers an alternative method of staying in touch and the usual dial a result service from British Telecom will be in operation. The main numbers are London 246 8020, Birmingham 611 1212, Edinburgh 246 8061, Glasgow 246 8022, Liverpool 246 8020, and Manchester 246 8020.

1982 Rothmans RAC Open Rally Championship

Points after Scottish Rally

1 Henri Toivonen (Opel Ascona 400)	36
2 Hannu Mikkola (Audi Quattro)	35
3 Jimmy McRae (Opel Ascona 400)	32
4 Russell Brookes (Vauxhall Chevette HSR)	22
5 Bjorn Waldegaard (Audi Quattro)	15
6 Ari Vatanen (Ford Escort RS)	12

Open Rally Championship for Makes

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

Group A

1 Russell Close (Opel Manta GTE)	52
2 John Midgley (Toyota Corolla)	30
3 David Childs (Ford Escort RS2000)	18

Group N

1 Pat Anderson (Ford Escort XR3)	18
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Group A up to 1300cc

1 Ian Harrison (Opel Kadett)	27
2 Harry Hockley (Vauxhall Astra)	22
3 Terry Cree (Ford Escort)	10

Group A 1301 to 1600cc

1 John Midgley (Toyota Corolla)	27
2 Bob Sutcliffe (Avenger)	16
3 Phil Clayton (Talbot Sunbeam)	13

Group A over 1600cc

1 Russell Close (Opel Manta GTE)	31
2 David Childs (Ford Escort RS2000)	31
3 Chris Mellors (Ford Escort RS200)	16

Group B

1 John Price (Renault 5 Turbo)	18
2 John Weatherley (Citroen Visa)	9
3 Rosemary Smith (Sunbeam Lotus)	6
Peter Dalkin (Citroen Visa)	6

Group 2 up to 1600

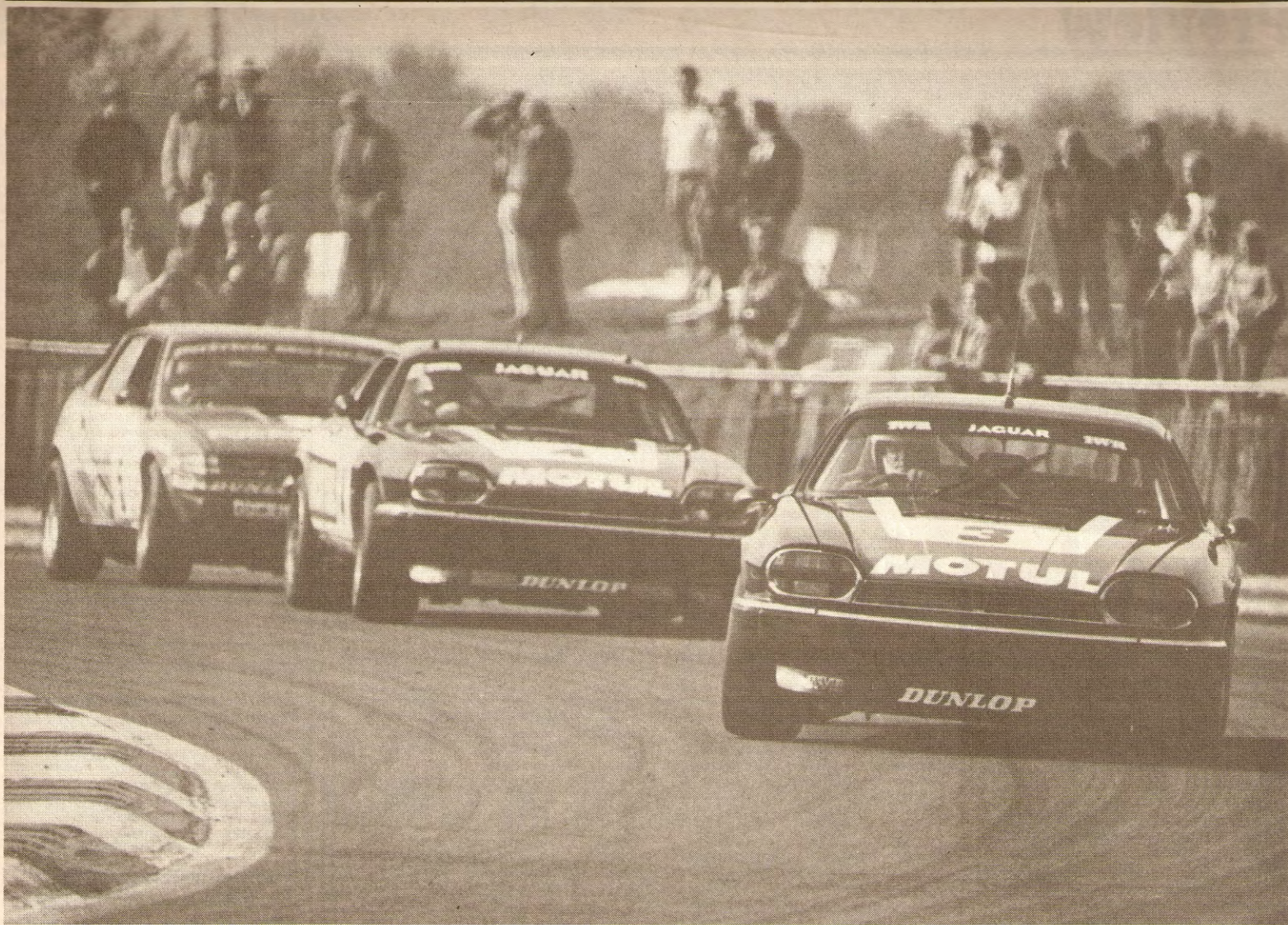
1 Geoff Warkup (Lada 1600)	15
2 Chris Blake (Talbot Sunbeam)	11
3 Frenk Fennel (Talbot Sunbeam)	9
Dave Price (Talbot Sunbeam)	9
Stewart Robertson (Talbot Sunbeam)	9

PREVIOUS WINNERS

1963 Reg McBridge/Don Barrow	Allardette
1964 Dave Friswell/Keith Binns	Mini Cooper S
1965 Tony Fall/Dave Fawcett	Mini Cooper S
1966 Dennis Easthope/Dennis Craine	Ford Cortina GT
1967 Norman Harvey/Terry Vaux	Mini Cooper S
1968 John Huyton/Bob Corrin	Ford Cortina GT
1969 Colin Malkin/John Davenport	Hillman Imp
1970 Chris Sclater/John Davenport	Ford Escort TC
1971 Roger Clarke/Henry Liddon	Ford Escort RS1600
1972 Roger Clarke/Jim Porter	Ford Escort RS1600
1973 Adrian Boyd/John Davenport	Ford Escort RS1600
1974 Cahal Curley/Austin Frazer	Porsche 911
1975 Roger Clarke/Jim Porter	Ford Escort RS1800
1976 Ari Vatanen/Peter Bryant	Ford Escort RS1800
1977 Pentti Airikkala/Risto Virtanen	Vauxhall Chevette
1978 Tony Pond/Fred Gallagher	Triumph TR7
1979 Russel Brookes/Paul White	Ford Escort RS
1980 Tony Pond/Fred Gallagher	Triumph TR7 V8
1981 Tony Pond/Mike Nicholson	Vauxhall Chevette HSR

Brookes — previous winner.





The two TWR Jaguars and the Patrick MotorSport Rover frequently ran together on the road. Here, Chuck Nicholson leads Peter Lovett and Brian Muir.

Tomcat

Jaguar's superb one-two — Walkinshaw/Nicholson win TT again — Rover robbed of third — BMWs trounced — Alfa, VW, Ford win classes — Good entry, excellent racing — Report: MATTHEW CARTER & ROBIN BRADFORD — Photography: JEFF BLOXHAM

A bare six laps from home the drama really reached fever-pitch. One black Jaguar was firmly in the lead but the other was in danger of losing its second place to a hard-charging Rover. And halfway around that lap the danger looked like becoming a reality . . . the second black cat slowed dramatically with fuel pick-up problems.

Tragically for the Rover, with British Saloon Car Champion Win Percy at the wheel, it too was in fuel problems. On the same lap as Pierre Dieudonné weaved the Jaguar back to the pits, sloshing the fuel around the tank to aid pick-up as he did, Percy parked the Rover . . . bone dry. Until then the 46th running of the country's oldest motor race had been something of a BL bonanza.

Indeed, such was the pace of the leaders that despite Dieudonné's slow lap and unscheduled fuel stop, he still held onto a secure second place ahead of the nearest BMW, that of champions Helmut Kelleners and Umberto Grano. It was a splendid day's racing. The cars may be slower than the Group 2 cars of old — albeit not by much — but the large field threw up dices all the way through the entire 107 laps.

And it was a superb day for the Jaguars. Having beaten the BMWs on their home ground at the Nurburgring earlier this year, Tom Walkinshaw and his crew were making damn sure the BMWs did not get the chance to avenge that defeat in front of such luminaries as Jaguar boss John Egan. Tom was grinning, dare one say it, like a Cheshire Cat after the race . . .

QUALIFYING

Tom Walkinshaw/Chuck Nicholson	5.3	Jaguar XJS	1:39.48	1:42.74
Peter Lovett/Pierre Dieudonné	5.3	Jaguar XJS	1:41.77	1:40.76
Win Percy/Brian Muir	3.5	Rover V8	1:40.84	1:41.63
Vince Woodman/Jonathan Buncombe	3.0	Ford Capri	1:44.40	1:42.45
Giorgio Francia/Marco Micangeli	2.5	Alfa Romeo Alfetta GTV6	1:44.52	1:43.95
Helmut Kelleners/Umberto Grano	2.8	BMW 528i	1:44.24	1:45.45
Zdenek Vojtech/Bretislav Enge	2.8	BMW 528i	1:45.33	1:44.28
Andy Rouse/Gordon Spice	2.8	Ford Capri Injection	1:46.71	1:44.30
Hans Heyer/Eddy Joosen	2.8	BMW 528i	1:44.61	1:44.44
Enzo Calderari/Marco Vanoli	2.8	BMW 528i	1:44.74	1:44.57
John Brindley/Charles Sawyer-Hoare	3.0	Ford Capri	1:45.55	1:44.76
Lella Lombardi/Antonio Palma	2.5	Alfa Romeo Alfetta GTV6	1:45.84	1:44.83
Holman Blackburn/David Palmer	2.3	Mazda RX-7	1:45.05	2:04.66
Gianfranco Brancatelli/Maurizio Micangeli	2.5	Alfa Romeo Alfetta GTV6	1:46.18	1:45.49
Michel Delcourt/Dany Swyssen/Jean-Marie Baert	2.8	BMW 528i	1:46.40	1:45.93
Bodo Jahn/Barrie Williams	3.0	Ford Capri	1:46.13	1:46.65
Jean-Christian Duby/Jean-Louis Bos	2.8	BMW 528i	1:54.09	1:46.20
Lothar Schoerg/Peter Seikel	2.2	Audi Coupe	1:48.47	1:46.28
Jonathan Palmer/Frank Sytner	2.8	BMW 528i	1:46.62	1:46.61
Heinz Kuhn-Weiss/Fritz Muller	2.3	Mazda RX-7	1:46.81	1:47.09
Manfred Trint/Willi Bergmeister	2.2	Audi Coupe	1:47.24	1:46.82
Roy Baker/Jeremy Walton	3.0	Ford Capri	1:47.04	1:47.04
Tom Dodd-Noble/Eddie Arundel	2.3	Mazda RX-7	1:48.26	1:47.77
Barry Barnes/David Mercer	3.0	Ford Capri	1:48.64	1:49.47
Anders Olofsson/Greger Petersson	3.0	Volvo 242 Turbo	2:28.41	1:48.77
Jeff Allam/Richard Lloyd	2.2	Audi Coupe	1:48.83	1:49.24
Bill Pinckney/Bob Meacham/Bill Postins	1.6	VW Scirocco GTI	1:50.53	1:51.10
Colin Davids/Adam Macmillan/Michael Lavers	2.3	BMW 323i	1:51.71	1:51.17
Andrew Jeffrey/Hamish Irvine/John Clarke	2.3	BMW 323i	1:52.50	1:53.19
Neil McGrath/Alan Curnow	1.3	Austin Metro	1:53.45	1:54.01
Richard Longman/Steve Soper	1.3	Austin Metro	1:53.72	1:53.96
John Cleland/Tony Lanfranchi	3.0	Opel Monza (GN)	1:54.30	1:55.98
Jon Mowatt/Martin Pearson	1.3	BL Mini 1275GT	1:55.72	1:54.93
Gerry Marshall/Roger Clark	2.8	Ford Capri Injection (GN)	1:55.33	1:55.10
Dagmar Suster/Franc Jerancic	1.6	Audi 80GLE	1:55.47	1:55.40
Willy Krumbach/Hans Schnock/Lothar Von Stein	2.3	BMW 323i	1:55.82	1:55.41
David Yates/Roger Payne	2.8	Ford Capri Injection (GN)	1:56.00	1:55.84
Lucien Nicolas/Pierre Fermine	1.6	VW Golf GTI	DNP	1:56.15
Ali Frensch/Hans-Gunther Stoffell Jnr	1.3	Simca Rallye 3	1:58.06	2:34.95
Michel Chapel/Pierre Jamin	1.6	VW Scirocco GTI	2:01.02	1:58.26
Ali Frensch/Hans Stoffel Snr/Ernst Tierfelder	1.5	Talbot Horizon	2:00.77	1:59.61

First named driver recorded fastest time which is indicated in bold type

ENTRY & PRACTICE

After the gloom and despondancy cast about when it was announced the Tourist Trophy would only be open to Group A cars and closed to the faster Group 1 machines, there was a pleasant surprise at Silverstone on Saturday. Of the entry of 48, only a handful had dropped out, leaving a full and varied field for the crowd. It was a field that included a large number of new cars with many of the country's top saloon men trying out the machines in readiness for the 1983 domestic championship.

And for the patriot there was the added bonus of not one, but two, Jaguars heading the entry and hoping to emulate the last TT win by the *marque* — way back in 1951 when a youngster named Moss took victory at the wheel of a Jaguar XK120.

At the end of the two practice sessions those carrying Union Jacks had every reason to wave them hard and long. The XJS twins had done all that had been expected and occupied the front row of the two-by-two grid. On the pole was team boss Tom Walkinshaw himself. Indeed, his first session time was so secure that the team spent most of the second practising pit stops. Chuck Nicholson would come in time and time again. The car would take fuel, tyres would be changed . . . and off he would go. The Jaguar — a large and heavy car — was likely to need to stop more often than the BMWs and the TWR mechanics were making sure that they had their role in the TT off pat.

Alongside the Walkinshaw/Nicholson 'Tomcat' came the 'Percat', the car track-tested by Tiff Needell in last week's AUTOSPORT. The only dramas Peter Lovett and Pierre Diuèdonné had were minor, though the consequences could have been worse. In Friday testing session he frightened a mouse — in the form of the Hepolite Metro — by exiting the chicane wide and inadvertently "tapping the car on its nose".

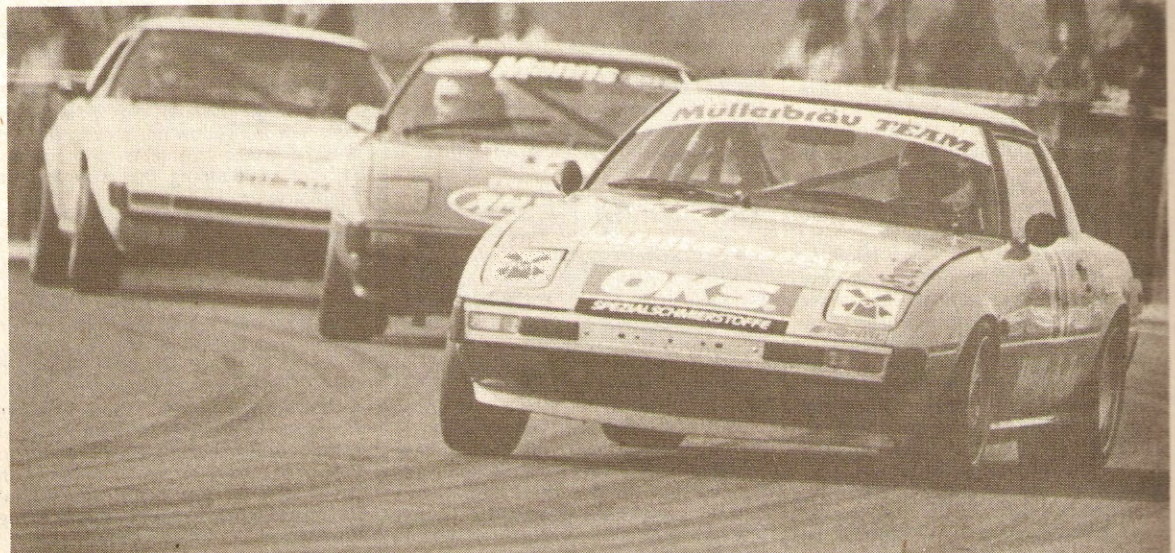
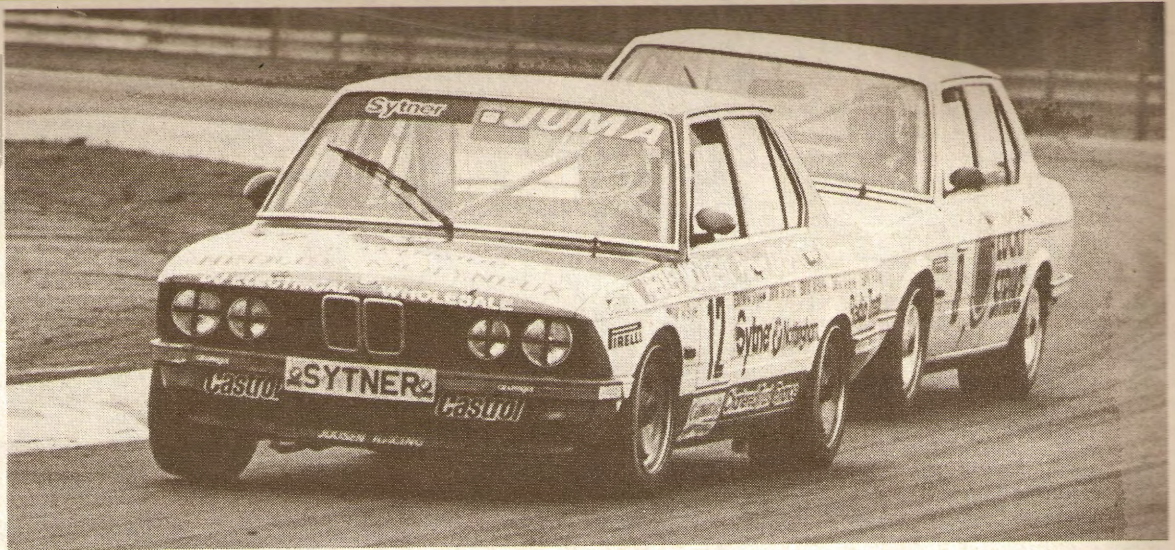
After the last big cat débâcle of '76 and '77, the team were wary of making predictions for the Motul/Akai cars, remembering how the Broadspeed XJC flattered to deceive. But it was certainly looking strong for a British victory.

As if underlining that this was a race run on British soil, the next pair were also home grown. Running third in practice and closer to the Jaguars than expected came the Martin Thomas-run Patrick MotorSport Rover V8. Joining regular G1 pilot Brian Muir was Win Percy having his first taste of Rover power and loving every moment of it. "It's got so much grunt," said the British Champion. "It really is a good feeling running at the front of the field for a change."

The Rover was joined on row 2 by a familiar TT pairing, Vince Woodman and Jonathan Buncombe. With help from Ford, Vince was running his spare G1 car in Group A trim with a 3-litre engine. "It's much better than I hoped," said the Bristolian Ford dealer. "It hasn't got anywhere near the power of the G1 car with its standard valves, manifold and single carb, but the regulations help in other respects. It's got superb brakes — we are allowed to run discs on the rear of the Capri in Group A where we have to run drums in G1 — but that could give us a problem later this year.

"When we come to the final Tricentrol round in October I am going to have to remember I cannot brake as well . . . I am going way past all my braking points in this car . . ." said Vince.

So far, it was something of a British walkover. Only on the third row did we find a European presence. On the inside



Top: one of the stars of the race was Jonathan Palmer, pictured leading Michel Delcourt during their gripping mid-race dice. Above: the reliable Mazdas of Kuhn-Weiss/Muller, Blackburn/Palmer and Dodd-Noble/Arundel won the team prize.

came the leading 2500cc car, the fleet Luigi Racing Alfa Romeo Alfetta GTV6 of Giorgio Francia/Marco Micangeli, Micangeli admitting that the car was at home on Silverstone's fast sweeping curves as: "We still have a handling problem. We have plenty of power, but on a twisty circuit the car is not good. Here it is good." Francia was taking the place of an injured Jean Xhenceval.

Silverstone was to be an important race for the Alfa team. Although the Kelleners/Grano combination had already sewn up the drivers championship, the manufacturers title is still to be had. While BMW has had to give best to the TWR Jaguar on two occasions so, too, have the Luigi and Jolly Club Alfa teams to the Audi Coupe. Here it was vital that the Alfa won its class and that the BMW be beaten by as many Jaguars, Fords and Rovers as possible. At the end of practice that state of affairs was looking good.

Where was the first BMW? Uncharacteristically the champions' familiar green and white Enny/BMW Italia 528i was deep in trouble. A misfire in the first session saw the car almost 5secs adrift of the leading Jaguar so an engine change was called for . . . and the misfire worsened for the second session. In desperation Kelleners pulled a few BMW strings . . . "The car has gone to a BMW dealer and is using their diagnostic computer to see where is the problem," said the champion.

Their Eggenberger car was heading the similar machine — also with Eggenberger backing — of Czechs Zdenek Vojtech and Bretislav Enge, a pair more usually seen behind the wheel of a Skoda RS130. Skoda to BMW in one step? Communism meets capitalism and

quite likes it . . .

Another pair of Tricentrol regulars, Gordon Spice and Andy Rouse, followed and, like Woodman were trying out a potential new car for Ford. Theirs, however, was a 2.8-litre Injection Capri and represented a superb effort by the Spice team to get it to the grid at all. "The engine only arrived from Ford on Thursday," said Gordon, "and was from a Granada, as it turned out. All the mounting points were wrong and the team's had two all-nighters just to get us here." Given that the car, resplendent in Belga colours if only because that happened to be the easiest shell to use, first turned a wheel in the first official session, the team's showing was all the more worthy.

Behind the Capri came another pair of BMWs, led by the Bastos machine of Hans Heyer and Eddy Joosen with the Eggenberger car of Enzo Calderari/Marco Vanoli behind. Unaccustomed to finding himself so low on the grid Joosen was heard to say: "I think for the British, this is *Formule Libre*, ya?" Certainly no formal accusations were made, but with some cars running on true Group A homologation papers, and others running on G1 transfer documents there was scope for some scepticism.

Another Tricentrol regular came next, though Charles Sawyer-Hoare's Esso/Ebel Watches Capri was one not to take full advantage of the regulations and still ran drum rear brakes. Charles was joined for the TT by the versatile John Brindley who adapted quickly to the differing techniques demanded by the Capri over his British Formula 1 Tyrrell, not to mention the lack of power. Alongside the Capri came the next Alfetta GTV6, that

of Lella Lombardi who was partnered by Tony Palma in the absence of an injured Anna Cambiagli. Sandwiched between the green Alpiatte Alfetta and the second Luigi car of Gianfranco Brancatelli and Maurizio Micangeli came the first Mazda RX-7, that of Holman Blackburn and Mazda PR David Palmer.

In all, there were three Alfas and three Mazdas where four of each had been entered. Both scratched entries were British, Jon Dooley deciding that recent engine blows have been too expensive for the Alfa Romeo Dealer Team, while Terry Nightingale could not raise the finance to back his TT Mazda effort.

The remainder of the larger capacity classes saw the smattering of BMW 528is and Ford Capris mixing with the Mazdas and Audi that made up the middle class, but whose lack of cubic capacity saw them struggling on the fast Silverstone circuit. Behind the Lucky Strike BMW of Michel Delcourt/Dany Swysen/Jean-Marie Baert came the private Capri of Bodo Jahn with our own Barrie Williams co-opted onto the driving strength to replace Axel Felder at the last moment. "I just happened to be in earshot when Jahn asked if anyone could drive. I was in my overalls as quick as that."

Behind Barrie came the private BMW of Jean-Christian Duby/Jean-Marie Bos and the fastest of the Audis, the Peter Seikel/Lothar Schoerg Coupé. Slowest of the 528is, and deep in trouble, came British pairing of Jonathan Palmer and Frank Sytner. Their car was the second Joosen machine and it was misbehaving badly. Despite encouraging testing on Friday nothing could go right for the young Formula 2 driver and his BMW dealer co-driver.

continued

"We have a terrible handling problem," said Jonathan. "The car is sliding all over the place and we cannot get to the root of the problem. We also lost much of the first session when a rocker broke, so we are struggling." Towards the end of the second session Joosen himself took the car out but could manage times nowhere near those of Palmer. "For the race we are going to set up the car identically to Joosen's and then see what happens," said Jonathan.

Of the rest, Britons Roy Baker/Jeremy Walton showed consistency to record identical times in Baker's Manns Garage Capri, journalist Walton going back to driving Capris instead of simply writing about them. The Tom Dodd-Noble/Eddie Arundel Mazda was not too far off the similar Heinz Kuhn-Weiss/Fritz Muller machine, while special saloon men Barry Barnes and David Mercer were having their first outing in a new Capri.

In trouble were Swedes Anders Olofsson and Gregor Petersson. Their Volvo 242 Turbo—the first turbo ever to run in the TT—came to Silverstone from a successful run in the Swedish domestic championship but chose to melt a piston in the first session. As the Turbo is not on sale in this country yet, spares were impossible to find, so the team's second and poorer engine went in . . . and broke a valve. "We also have handling problems but this is the first time we have run in a Group A race and we came to see just how the car would perform," said former Formula 3 driver Olofsson.

With Richard Lloyd's occasional Audi and Porsche partner Palmer being wooed by BMW, Richard co-opted Tricentrol man Jeff Allam to share the driving of what was expected to be an Audi Coupé, but turned out to be an 80 saloon run by the Votex team but entered by Richard's GTi engineering concern. That the car was the team's spare was obvious, as the British pair could not get within 2secs of the second Audi Coupé of Manfred Trint/Willi Bergmeister.

In the European championship the top two classes are the best supported, with the 1600cc 'babies' almost forgotten. Thus at Silverstone the smallest class was the province of the British. Heading the challenge was the recently built Volkswagen Scirocco of Bob Meacham/Bill Pinckney/Bill Postins which replaced the Ravensbridge Racing's old style Scirocco lost in a blaze at Donington earlier this year.

The car, immaculate as ever, was prepared by John Maguire and was comfortably leading the class from the pair of Metros of Neil McGrath/Alan Curnow in red Datapost colours and Richard Longman/Steve Soper in yellow Hepolite trim . . . the regular team of Tricentrol mechanics were seen to be wearing Hepopost Racing T-shirts. Splitting the VW and Metros were a pair of British BMW 323is while the leading Group N, or production saloon, was next up with the irrepressible Tony Lanfranchi and John Cleland driving the Monorep Opel Monza ahead of the venerable Jon Mowatt/Martin Pearson 1275GT Mini.

There were three Group N cars in all, with the equally irrepressible Gerry Marshall teaming up with one Roger Albert Clark in Gerry's Autoplan Capri Injection next quickest, some way ahead of the similar car of David Yates/Roger Payne. The rest of the field was a motley collection of Euro challengers headed by the 1600cc Audi 80 of Yugoslavs Dagmar Suster/Franc Jerancic. At the back of the field came the unofficial hero of practice. Ali Frensch (he's German, despite the name) leapt from one car to another in a bid to qualify both his team cars. Fine, except that one was a rear-engined/rear-drive Simca Rallye 3, the other a



Teamed with the pedestrian Antonio Palma, Lella Lombardi had to work hard for the Alplate Alfa's class win.

front-engined/front-driven (and very slow) Talbot Horizon. When asked if the complete change in handling characteristics might defeat lesser men he replied: "I cannot talk about it. I just like driving."

THE TOURIST TROPHY

It was always going to be down to pit stops. Last year the canny Walkinshaw had managed to lull the BMW 635 teams into thinking his Mazda RX-7 would need two stops. It didn't and he and Chuck Nicholson took a splendid victory that stopped BMW's stranglehold on the event.

This year, however, no amount of bluffing from the Scot could disguise the fact that his big cats were heavier and thirstier than the Bee Ems. And therefore the practice pit stops had a deadly serious side to them. Still, at the start it looked as if this was something of a Tricentrol 20-lapper. After a pace lap behind—what else—a Jaguar XJS, Lovett got the drop on Walkinshaw and together with Muir, the three BL cars set off at a tremendous pace, Rover chasing the two cats as hard as he could.

Into Stowe on the first lap the Rover got ahead of Walkinshaw and as they finished their first hectic lap the order was Lovett, Muir, Walkinshaw. Kelleners, his practice misfire vanished, was holding a steady fourth but was already being dropped by the leading trio. Maybe this was the sensible thing to do; after all, 107 laps is a long way . . .

Fifth place was taken by the Czech BMW with Vojtech at the helm with the yellow Luigi Alfa of Giorgio Francia an excellent sixth ahead of Woodman's Capri, the BMWs of Calderari and Heyer with the Capris of Spice and Sawyer-Hoare next, leading Lombardi's Alfa. Already we had a retirement—though the finishing rate was remarkably high at the end of the day. Before even a lap had been completed, Roy Baker abandoned his Capri and Jeremy the Journalist put down his crash helmet and took up his notebook.

With Kelleners settling for the easy life, all eyes were at the head of the field. Brian Muir said afterwards: "Why were we racing like that? Hell, this is a motor race isn't it? It was good and clean and we enjoyed it. . . besides I wanted to be able to say I led the TT." Sure enough on the second lap, the charts show that Rover number 5 did indeed head the leader board with Walkinshaw and Lovett following. Enough of this playing around . . . lap 3 saw Walkinshaw in command, leaving Lovett and Muir to scrap among themselves.

Interest further back now centred on Francia's flight up the field in the comparatively small 2500cc GTV6. By

lap 4 he had disposed of the Czech BMW and set about the Enny car . . . alas a lap later saw the yellow machine in the pits with gearbox problems and instant retirement, handing the class lead to Lombardi.

The small class lead was held by the Ravensbridge Scirocco running easily with the 2.3-litre BMWs of Jeffrey and Lavers, while Group N had Marshall in charge of Cleland and Payne. The Audi weekend was made no better when Allam's machine died on him at Maggotts. Suspecting an electrical fault Jeff opened the boot to find a battery lead had melted and the boot swimming in petrol . . . discretion being the better part of valour, Allam decided against trying to cure an electrical fault under such circumstances. The Audi misery continued when 20mins later Lothar Schoerg retired his Coupé with a broken tappet.

Now getting the bit between his teeth was Jonathan Palmer in the BMW. Down in a lowly 16th place in the opening stages he gradually tried to claw his way up the field, making up for the deficiencies in the car's handling by throwing it all over the place . . . and winning the unofficial prize for highest jump at the chicane. He was 12th by lap 5, and a dozen laps later had latched on to the Lombardi Alfa and Michel Delcourt Lucky Strike BMW. Bearing in mind the expected frugality of the 528i, Jonathan was in line for another good finish.

By lap 20 the pattern had been set. Walkinshaw led, with Lovett and Muir behind—though Muir was not letting Lovett ease up—with Kelleners and Vojtech following. Heyer held sixth place ahead of Woodman, Calderari, an inspired Sawyer-Hoare with Lombardi now up to 10th. In the classes Meacham remained in command of the 1600cc boys though Cleland had the better of Marshall for Group N honours, the pair lapping nose to tail and thoroughly enjoying themselves. In the 'Mazda' class—all three rotary-engined cars were evenly matched—Muller headed a train consisting of Dodd-Noble and David Palmer with Trint's Audi joining in for good measure, too. By this time the Volvo had retired, the vent of the turbo causing a small underbonnet fire.

Confirmation that the Jaguar would need at least two stops came on lap 30. Almost catching spectators and commentators unawares, Lovett hauled the Jaguar into the pits for a refuel and three tyres all in 28secs. The pit stop went like clockwork; Lovett remaining at the wheel. But at this rate maybe the cats would need three stops . . .

Such was the pace of the leading trio that when Lovett rejoined he had lost but one place to the Rover. Kelleners was still soldiering on, in a lonely fourth.

Time for a change

The move away from Group 1 to Group A regulations for this 12th Tourist Trophy run for touring cars prompted a slightly earlier start—just 10mins—the organisers probably expecting a somewhat slower race.

As it turned out, the difference was minimal, the Jaguar's winning time just under 5mins slower than that of the same pair of drivers in a Mazda RX-7 last year, and that's not a lot over 500kms. Lap times were not that different, either, the pole winning XJS clocking 1m 39.48s that would have put it on the second row for last year's TT and on the outside of the front row the year before.

In fact, its worst grid position in recent years would have been on the fourth row in 1977 . . . but that was the year that the Jaguar V12 Coupé clocked the fastest ever Group 2 lap at Silverstone, an astonishing 1:36.05, more than 3.5secs quicker than its present-day counterpart.

Vince Woodman/Jonathan Buncombe were once again the fastest of the Ford Capri runners, their Group A time of 1:42.45 for a second row place this year, comparing favourably with 1:42.12, which put their G1 car on the fifth row last year.

With the need to run as fuel consciously as possible, the Jaguar's fastest race lap was 1:42.73, which establishes the Group A record for over 2500cc class. Which means—at least until the first RAC British Saloon Car Championship round next March—that Jaguar hold both G2 and Group A records.

Left in the pits

Long-distance racing often results in non-starters, not those that don't reach the grid—as ever the Silverstone TT was well subscribed—but those drivers whose partners don't manage to bring the car round for a change over.

Sadly, British drivers were prominent in the list this year, including journalist and author Jeremy Walton, who had matched F3 driver Roy Baker's times in practice in their shared Ford Capri, only for Baker to go missing on the first lap.

Perhaps an advantage for the commentators was that German Hans Stoffel Snr failed to get behind the wheel of either of the Haribo Racing Team's two cars, the Simca Rallye 3 and Talbot Horizon. The former was retired by Ali Frensch about half-way through and the latter was shared by his son, Hans-Gunther Stoffel and Ernst Tierfelder.

The Talbot qualified last, creating something of a chain: two years ago, a Talbot Avenger qualified last (driven by Spiller/Watts/Moseley) and two years before that, Ali Frensch qualified last, in an Alfa Romeo GTZ. Aren't statistics fun!



Brindley prepares for his final charge.

Cats

The Tom Walkinshaw Racing outfit were not the only ones with Jaguars to drive. Chairman of Coventry based Jaguar Cars, **John Egan**, saw both front and back of the grid occupied by his products. Not only were the two team cars on the front row — with an XJS-HE as the rolling start pace car — but dear old 'Silverstone Sid' was at the back in the Silverstone fire engine, which started life as an XJ6 and became the first prototype XJ12. He wasn't far behind on the opening lap.

The long and the short . . .

European Champion **Helmut Kelleners** logged both top times at this year's TT, driving for the **longest single stint**, 123mins in the Enny BMW 528i, which time was also the longest driven by one competitor. Not far behind was Italian lady, **Lella Lombardi**, whose 121mins in the Alpiatte Alfa Romeo was probably largely due to her regular partner, **Anna Cambiagli**, having been replaced by Italian **Antonio Palma**.

Only five drivers took the wheel twice this year — far fewer than in the past — and no-one drove more than one car for the first time in ages. **Vince Woodman** (99mins) started and finished in the Esso Capri, as did **Barry Barnes** (113mins) in his Capri and **Ernst Tierfelder** (102mins) in the Haribo Horizon. Regular pit visitors were **Lucien Nicolas** (84mins) and **Pierre Fermine** (99mins), who each took two turns in the Belgian VW Club Golf GTI.

Shortest drives of the race were both from British drivers, **Roy Baker** managing less than a lap — about 4mins at his speed — before his Capri expired; despite nearly an hour working on the car, it refused to start. **Jeff Allam** managed about 18mins before the Audi 80 he was sharing with **Richard Lloyd** expired.

Commentary box

Once again, the Silverstone commentary team of **Ian Titchmarsh** and **Keith Douglas**, with **Peter Scott-Russell** in the pits, did a magnificent job, keeping spectators and competitors in touch with events . . . but anyone can get tired!

Gems included: **Bretislav** has rejoined in Enge (IT); a white car is leading a blue car (KD — but it was very late in the race); the second placed Jaguar has gone through in second place (IT — well, that must have been a relief for all concerned); a **Metro** and a **Horizon** on the horizon (IT); that was an *essai de pass* that turned into an *essai de grass* (KD); and one that was particularly appreciated by all those who tape **Grands Prix** on BBC2 when they can't get home in time: *now close your ears, while I give you the results of the Italian Grand Prix at Monza* (PSR).

Shortly after the Jaguar stop came the first for the Capri brigade . . . only this one was unintentional. **Vince Woodman** felt a bad vibration, expecting to find a blown tyre. All that had happened was a weight had been thrown off. The Capri was refuelled, all four tyres changed and **Buncombe** installed, but it was a stop that would upset the rhythm of the operation . . . and cause another fuel stop before the end.

Eyes now turned to the leading Jaguar. If the Lovett car needed fuel already, there was a chance that **Walkinshaw** would need fuel soon himself. On lap 39 in came the leading Jaguar, and this time fuel and three tyres cost the team just 25 secs . . . and the lead to the Rover. **Walkinshaw** rejoined in second place 18secs behind **Muir**. By this time only the top five cars were on the same lap as the leader, the order being Rover, Jaguar, Jaguar, BMW, BMW, with **Lombardi** and **Pinckney** — the latter now in the VW — heading the classes.

Muir's time at the head was always going to be limited. The Jaguar was slowly but surely reeling in the V8 — and **Muir** was not helped when **Trint** missed a gear coming out of the chicane slowing dramatically right in front of the Rover. **Muir** nonetheless led the Jaguar for 10 full laps until it was time for the V8 to quench its thirst. Lacking the sophisticated equipment of the Jaguar team — no centre lock wheels for the PMS car, but a full five studs on each wheel — a refuel, complete tyre change, oil top-up and driver change to **Percy** took 90secs, the Tricentrol champion re-emerging in fifth place behind the two BMWs.

Between the Jaguar and Rover stops it was time for a little fun and games. **Michel Delcourt** had a front tyre blow on his BMW and attacked the catch fencing on the approach to **Woodcote**. Adopting the Villeneuve approach, he extracted himself and set off on a complete lap in a bid to get back to the pit. He fell off again at **Copse**, and when he did return, the BMW had shed its front wheel and amid clouds of sparks, retired . . . the incident sheet gives the cause of retirement as 'damage to brake assembly', a nice understatement. By now stops were coming thick and fast. On the same lap as **Muir**, **Jean-Louis Bos** brought in his BMW — the first BMW to pit — while a lap later **Sawyer-Hoare** did likewise, relinquishing a fine eighth place.

Now it was **Percy's** turn to continue the good work started by **Muir**. He was quickly up to fourth ahead of the **Vojtech** BMW and set about **Kelleners**. Head down, **Win** was flying, slowly chipping away at the substantial lead held by the BMW. As it turned out it was only when **Kelleners** made his first — and only — stop that **Percy** retook third. That stop came on lap 68 . . . about the same lap that **Jonathan Palmer** had expected to bring in his car.

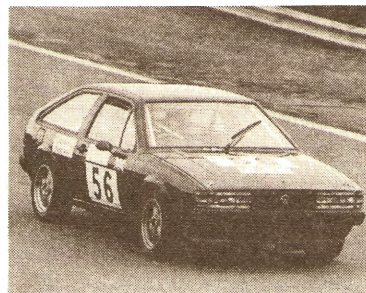
"Forget the handling problem. That was surmountable," said **Palmer**. "But there was plenty wrong with the engine, too. Not only did it lack power, it just drank fuel. It ran out 20 laps — 20! — before it was due for a stop." **Jonathan** completed a slow lap and just got back to the pits for fuel and to hand over to **Sytner**.

If it had been a well Bee Em, there's no doubting stops in the 60s were the target. **Vojtech** stopped on lap 63, spent around 50secs there, took on four new tyres and changed to Enge. A lap later **Heyer** was in, as was **Calderari**. It was a classic case of tortoise and hare . . . for as **Heyer** and **Calderari** came in, so too did **Lovett** for his second stop. Again it was a stop in the 30secs bracket — they were quicker than the BMWs, but more frequent. **Dieudonné** went out, still second.

On lap 68 **Walkinshaw** came in again, as did **Kelleners** . . . at last. **Chuck Nicholson** took over the lead and **Umberto Grano** rejoined in fourth behind the Rover. Still holding the 2500cc class was **Lombardi** — up to



The retirement of the Rover gave champions **Kelleners/Grano** a lucky second place.



The class-winning **Scirocco**.

eighth by lap 60 — with the VW commanding the 1600cc class ahead of the 'Hepopost' Metros.

At this stage it was surely a case of a run in to the flag. Barring mishaps it looked as if a Jaguar might finally win a modern TT — though judging by the verve **Percy** was displaying, he would like to have given Rover their second TT victory . . . the last being in 1907!

It was a nightmare for **Walkinshaw**. He said: "I knew there was no problem with **Chuck** — he will get on and do the job with no worry — but I was concerned about **Pierre**." The Belgian journalist had been given a rev limit of 6400 partly to conserve fuel and partly to conserve the car. It was very slippery on the track by now and the tyres were having a job getting up to full working temperatures.

"When it became obvious that **Percy** could catch the second Jaguar before the end I had to speed him up." Accordingly **Dieudonné** was allowed to use 6900 revs — and the gap remained constant. Until lap 100. The Jaguar suddenly slowed, its driver weaving from side to side to pick

up fuel; but the pace affected the Rover, too. As **Dieudonné** hobbled back to the pits the auxiliary pump not picking up the last three gallons, so **Percy** parked the dry Rover at **Chapel**, its race run, allowing **TWR** to breathe again and the **Grano** BMW to take a lucky third.

There was nearly a BMW fourth, too. But then along came **John Brindley**. Driving the **Charles Sawyer-Hoare** Capri quite brilliantly, **Brindley** made up seconds a lap on the Czech BMW in the closing stages to snatch a well-deserved fourth on the final tour, with the **Eddy Joosen** BMW sixth. Thanks to that extra stop the **Woodman/Buncombe** Capri took seventh ahead of two more BMWs with the **Lombardi** Alfa 10th and taking the class — despite the pedestrian **Tony Palma's** attempts to lose **Lella's** lead to the **Trint** Audi. As if the action at the front was not enough, the fight for 13th was quite spectacular, it eventually going the way of **Andy Rouse** after a breathtaking run with the **Blackburn** Mazda. The clockwork **Ravensbridge** VW duly took its class, ahead of the **Group N** **Marshall/Clark** Capri, a post race protest being thrown out.

But the day belonged to the Jaguars and in particular the **Walkinshaw/Nicholson** combination who won their second TT on the trot and **Tom** taking his third — he beat the **XJC** back in 1977.

Although he will be the last to admit it, the win was a great weight off his mind. Imagine the cat-calls if the Jaguars had failed again. Still wearing his racing overalls long after most others had changed, he said: "So what if I'm posing? I think it's time I allowed myself to do a little of that . . ."

SILVERSTONE (GB)

Sep 11/12

**Canon RAC Tourist Trophy,
European Touring Car
Championship, round 10
107 laps — 313.72 miles**

Overall

- 1, Tom Walkinshaw/Chuck Nicholson (5.3 Jaguar XJS), 3hr 07m 19.11s, 100.49mph;
- 2, Peter Lovett/Pierre Dieudonné (5.3 Jaguar XJS), 106 laps;
- 3, Helmut Kelleners/Umberto Grano (2.8 BMW 528i), 106 laps;
- 4, Charles Sawyer-Hoare/John Brindley (3.0 Ford Capri), 105 laps;
- 5, Zdenek Vojtech/Bretislav Enge (2.8 BMW 528i), 105 laps;
- 6, Eddy Joosen/Hans Heyer (2.8 BMW 528i), 104 laps;
- 7, Vince Woodman/Jonathan Buncombe (3.0 Ford Capri), 104 laps; 8, Jean-Louis Bos/Jean-Christian Duby (2.8 BMW 528i), 104 laps; 9, Enzo Calderari/Marco Vanoli (2.8 BMW 528i), 104 laps; 10, Lella Lombardi/Antonio Palma (2.5 Alfa Romeo Alfetta GTV6), 103 laps; etc

Group A over 2500cc: 1, Walkinshaw/Nicholson; 2, Lovett/Dieudonné; 3, Kelleners/Grano; 4, Sawyer-Hoare/Brindley; 5, Vojtech/Enge; 6, Joosen/Heyer. **Fastest lap:** Walkinshaw, 1m 42.72s; 102.75mph (establishes record).

Group A 1601 — 2500cc: 1, Lombardi/Palma, 96.16mph; 2, Willi Bergmeister/Manfred Trint (2.2 Audi Coupe); 3, Fritz Muller/Heinz Kuhn-Weiss (2.3 Mazda RX-7); 4, Holman Blackburn/David Palmer (2.3 Mazda RX-7); 5, Tom Dodd-Noble/Eddie Arundel (2.3 Mazda RX-7); 6, Andrew Jeffrey/David Clark/Hamish Irvine (2.3 BMW 323i). **Fastest lap:** Lombardi, 1m 46.10, 99.48mph (establishes record).

Group A 1001 — 1600cc: 1, Bob Meacham/Bill Pinckney/Bill Postins (1.6 Volkswagen Scirocco GTI), 90.14mph; no other classified finishers. **Fastest lap:** Meacham, 1m 52.67s, 93.68mph (establishes record).

Group N over 2500cc: 1, Gerry Marshall/Roger Clark (2.8 Ford Capri Injection), 89.64mph; no other classified finishers. **Fastest lap:** Marshall, 1m 55.44s, 91.43mph (establishes record).

THE JAGUAR DRIVERS' CLUB

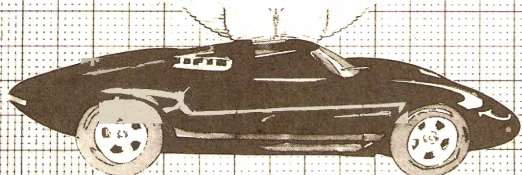
Congratulations to Tom Walkinshaw Racing and all those concerned on their brilliant 1st and 2nd places in the XJS's at the International Tourist Trophy meeting at Silverstone on September 12th.



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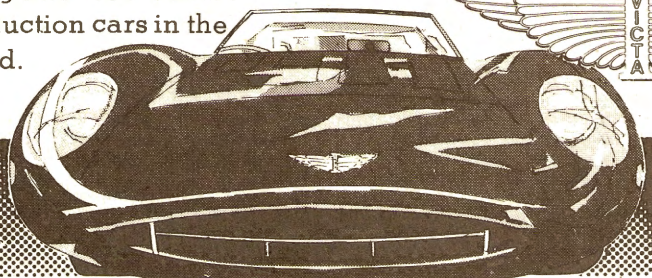
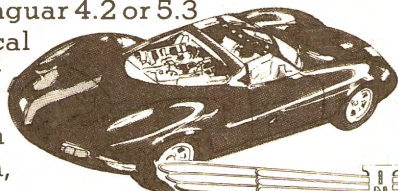
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Bolsover back on top

The final minute of Sunday's Pace/RAC British hillclimb championship round saw a magnificent charge by Max Harvey which has changed the whole complexion of the race for the coveted crown.

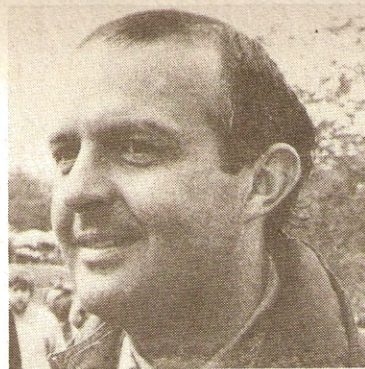
At Prescott seven days earlier season-long pacesetter Martin Bolsover was knocked off the top of the table by 1979 champion Martyn Griffiths who arrived in South Devon a point to the good having put Roy Lane between him and Bolsover in Gloucestershire.

Due to the 'dropped scores' system Bolsover needed to win Wiscombe with Griffiths finishing third or lower to regain the championship lead.

Bolsover claimed the hill record on his first class run and his domination continued in the rain for maximum 'Top 10' points. Griffiths capitalised on a rare mistake by Lane to lie second (and equal to his rival on points) with only teammate Harvey to run — and Max promptly hurtled up, splitting the pair and handing

the lead to Bolsover alone. The outcome of this intense battle now rests entirely on Doune's finale on September 26 — may the best man win!

Bolsover (below) and Griffiths (right) will fight it out at Doune.



Pace Petroleum/RAC British hillclimb championship

after 15 of 16 rounds:

- 1, Martin Bolsover (Pilbeam MP51), 91;
- 2, Martyn Griffiths (Pilbeam MP53), 90;
- 3, Alistair Douglas-Osborn (Pilbeam), 85;
- 4, Chris Cramer (Toleman TG280H) and Dave Harris (Pilbeam MP50), 78; 6, Roy Lane (Pilbeam MP51), 62; etc.

Penfold's Jubilee

Londoner John Penfold bounced back from a disastrous testing setback last Thursday to enhance his Dunlop-AUTOSPORT 'Star of Tomorrow' title hopes at Oulton Park on Saturday.

Privateer Penfold, second to Andy Middlehurst in the points table prior to Oulton, crashed his ex-Mackonochie Van Diemen RF81 badly at the Cheshire circuit and then had his truck break down on the way home.

John had insufficient time to repair his own car for the race so did a deal to borrow Team Jubilee's spare RF81 from Steuart Veitch. Penfold qualified sixth and sat, sensibly, a few lengths behind the leaders who were all involved in minor skirmishes. His eventual second place behind Paul Mather now puts John and Middlehurst neck and neck with only Cadwell Park remaining . . .

Penfold — nothing to lose.



Cadwell Park to sort out 'Star'

Saturday's penultimate round of the 1982 Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship has intensified the battle for the BRSCC title which will be resolved at Cadwell Park on September 26. John Penfold's second place in Cheshire has moved him within three points of the top of the table where Andy Middlehurst — the series-long pacesetter — must now drop his lowest score after Cadwell having picked up points in every round bar Snetterton.

Whatever happens at Cadwell, Andy will have to discard at least five points while Penfold will not be affected by the best 10



RESULTS TABLE

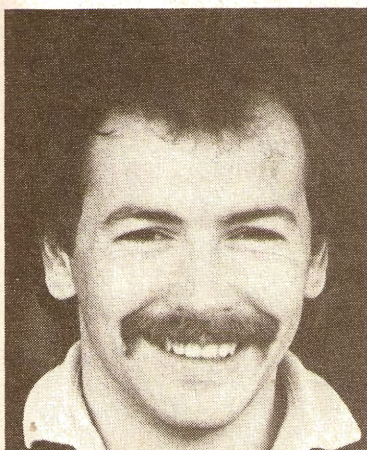
After 11 of 12 rounds:

- 1, Andy Middlehurst (Van Diemen), 81; 2, John Penfold (Van Diemen), 78; 3, Kevin Haddock (Sparton), 74; 4, Paul Mather (Royale), 72; 5, Adam Wallis (Van Diemen), 45; 6, Peter Hardman (Royale), 32; etc.

*scores provisional pending protest result.

from 12 scores rule having had problems at both Brands Hatch counters. The Londoner is thus in the strongest position with Kevin Haddock a threatening third with the Sparton. His driving style should be well suited to the Lincolnshire venue.

Paul Mather's fourth place at present includes points scored for his win at Mallory Park last month after which his Boss engine was found to infringe the regulations to a small degree. No official notification has been issued as to his penalty but Paul is resigned to the fact that his title chance has now gone.



Allen Revell — back in the groove.

Royale Revellry

Sussex Formula Fordster Allen Revell returned to the cockpit after an 18-month lay-off at Brands Hatch on Sunday. At the invitation of Pat Hansen, Allen (who finished fourth in the 1980 Dunlop 'Star of Tomorrow' series) drove one of the Hansen Engines-prepared Royale RP31M chassis in the 'Champion of Brands' round, running well despite his lack of recent experience.

Revell was sponsored for the event by Brighton engineering firm WF Bannister who are also supporting Warren Briggs's car at the Festival next month. The New Zealander will have a brand new Royale for the occasion, incorporating several of Hansen's own modifications.

AUTOSPORT, SEPTEMBER 16, 1982

Festival revision

The prestigious Marlboro Formula Ford Festival and World Cup competitions, traditionally the biggest end-of-season FF1600 sort-out in Europe, is now just six weeks away and already interest in the Brands Hatch event on October 30/31 is running high.

Following last year's initiative when several FF2000 drivers 'returned' to the junior formula in an effort to win the Marlboro-sponsored F3 prize drive (Tommy Byrne eventually succeeding and subsequently launching his F1 career) the organisers have amended their supplementary regulations for the 1982 meeting. The BRSCC reserve the right to decline entries from drivers who are not regular FF1600 contenders to give staunch supporters a fair crack at the whip . . .

F Talbot abandoned

Motor Circuit Developments have decided to drop the methanol-fuelled Formula Talbot category from the national calendar next year, mainly because competitor support has not grown as expected.

"Formula Talbot was a useful standby when we thought the fuel crisis would strike in 1980," explained John Webb on Monday. "We know that the methanol alternative works — it may yet be revived."



NORRIE GALBRAITH

The tragic death of Norrie Galbraith at Doune last Wednesday has stunned the entire British hillclimb fraternity. A gentleman, competitor and sportsman in every sense, Norrie strove tirelessly to increase public awareness of the sport. It is ironic that such a publicity venture cost him his life, shortly after clinching his third Scottish hillclimb title.

Galbraith and several other drivers

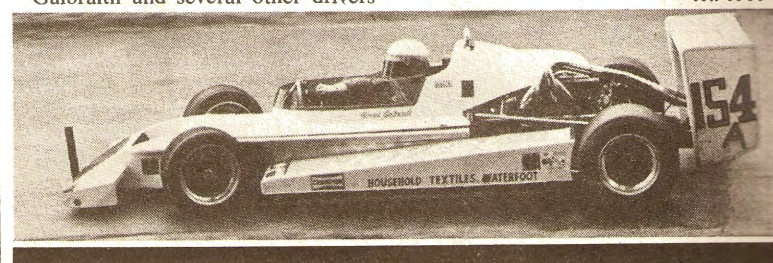
were demonstrating their cars in front of Scottish Television cameras when the accident occurred. The film was to have been shown on *Scotsport* as a preview to the RAC British Championship final at Doune later this month. Somehow a tractor gained access to the course as Norrie's March 782 took its turn and the vehicles collided near the blind Garden Gate corner. Poor Norrie was killed instantly by the impact.

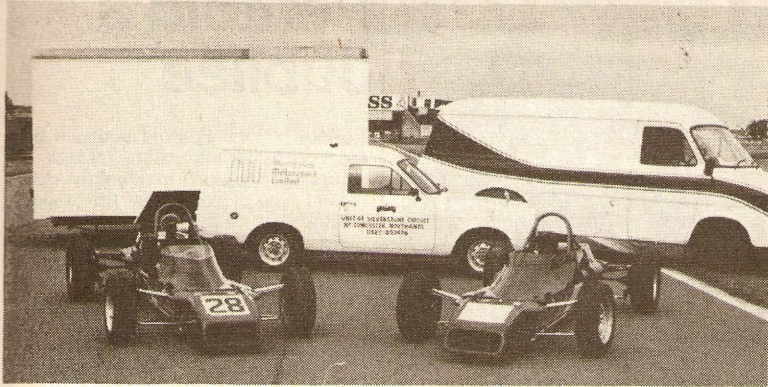
Galbraith first won the Scottish Championship in 1977 with a Mallock and he took it again in 1980 in a March-BMW 772P with which he also finished joint ninth in the RAC series. This season he shared the 782 with John Barratt and had tied up his third title by the August Fintray meeting.

At the age of 42 the car sales executive from Lanark was to have retired from motor sport at the season's close. A charming ambassador for the sport, Norrie is already desperately missed by his many friends and all followers of hillclimbing. The gravity of his loss to Scottish sport, and hillclimbing in particular, is inestimable.

To Norrie's wife Sheena and their teenage daughter Hazel, AUTOSPORT extends its deepest sympathy.

MAWP





Madgwick Motorsport's smart equipe at its Silverstone base.

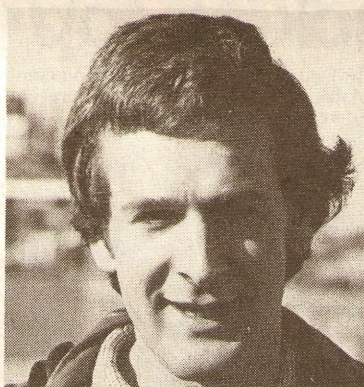
Madgwick business

Madgwick Motorsport, the up-and-coming Silverstone-based race-hire team, are having a busy time at present, running three Van Diemens in the national FF1600 championships for a number of drivers.

Directors Robert Syngé and Edward Turner both worked for Eurostat Racing

at the start of the season 'before deciding that there was little future with the operation so we set up on our own'.

Two brand new Van Diemen RF82s were purchased by Madgwick (named after the difficult right-hander at the Goodwood circuit) and Scholar engines are used exclusively, Syngé being very



Syngé — ambitious plans.

pleased with the Wardroppers's service.

The team's principal driver at present is Mark Smythe whose car bears allegiance to Seven Plus Films while Dougie Spencer is rejoining the equipe for the Festival after a finance-enforced layoff.

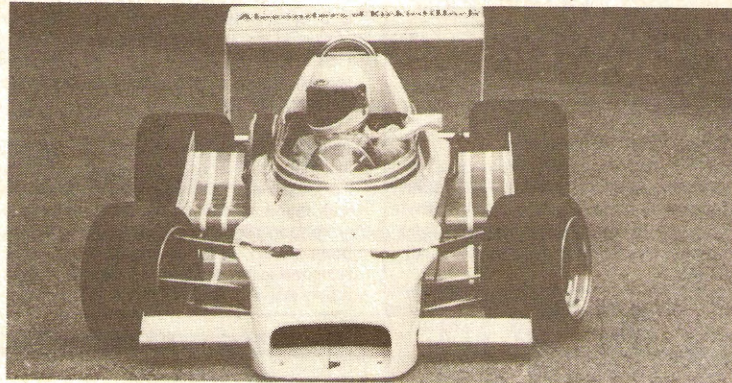
Spaniard Antonio Albacete scored Madgwick's first win at Mallory Park recently in one of the immaculate BRG RF82s. Syngé and Turner hope to run teams in FF1600 and FF2000 next season, using Ralph Firman's chassis.



Phillips — education first.

Phillips's Aston drive

The Kirkistown FF1600 meeting on September 26 will be the last meeting of the season for young Niki Phillips, the Irishman who has impressed greatly over the past couple of months in the Polygon Racing-run Crosslé 50F. Niki has packed an intensive racing programme into his Summer holidays and is set to study mechanical engineering at Aston University. Like his father Archie and brother Mike, Niki has shown talent behind the wheel and he hopes to resume his racing next season. Tony Lees of Polygon will now concentrate on running Andrew Gilbert-Scott's Reynard in Esso, TT and RAC FF1600 events.



Brown on to a winner

Richard Brown, brother of McLaren director Creighton, has recently returned to single-seater hillclimbing with the ex-Bernard Devaney Chevron B47 F3 chassis, subsequently uprated to B49 Atlantic specification for Scotsman Bill Ness. Brown, well remembered for his exploits in a variety of Martin chassis and a quick Haggispeed clubmans machine, won the 1600cc racing car class at Wiscombe with the Chevron on Sunday.

Dynamic Donington

This weekend's third annual Festival of British motor racing at Donington has attracted a remarkable tally of 400 entries for the busy 16-race programme. As usual the Donington Racing Club are in charge of the action which caters for every taste.

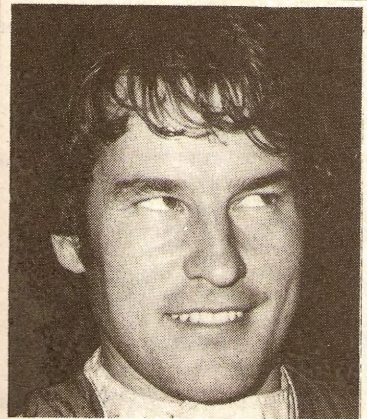
The *Formule libre* field includes American Dave Williams in John Jor-

dan's Lola T330 F5000 car, Phil Bennett's Hart-powered March 782 and Warren Booth's F1 Shadow; Dig Hastlow of M&H Tyres makes his FF2000 debut in a Cowman-run Royale while Phil Weaver's Leeder MkII and Costas Los's Chevron B52 are S2000 newcomers. Watch too for Mark Hales's BMW 535i and George Aston Jnr's Rover 3500 in the Triple C modsaloon event!

Golden Eggmen

The Bugatti OC's annual Prescott Gold Cup competition has resulted in a resounding triumph this year for the 'Scotch Egg' — Racing for Pleasure' clubmans team of Alan Lloyd and Chris Anderson.

Lloyd (left) has won the premier award with his Mallock UK Mk18CW while Anderson (right) earned the runner-up spot in his similarly unsponsored Phantom-Hart, now running in Scotland.



Touraco look to tutorials

Team Touraco boss Graeme Glew, whose drivers have won both BARC Junior FF1600 championships to date, is to run just one car in the 1983 'novice' series rather than the squadron which has been fielded for the past couple of years.

The Touraco organisation is looking increasingly towards its successful racing school at Cadwell Park where BARC champions Mark Peters (Lola, 1981) and Mark Newby (Royale, '82) have received much of their training.

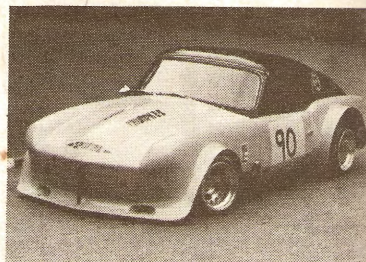
Glew already has a short-list of potential drivers for next season, 'but it is just a matter of finding the right one to maintain the Touraco challenge'.

Former karter Newby will continue to race under Glew's banner for the remainder of this year and is considering a move into FF2000 next season.

Briefly . . .

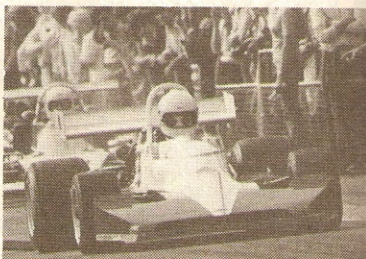
- Mike Baker's Racefax concern will run a two-car team in next year's British S2000 championship. As a taster Mike ran Swiss lawyer Dr Andreas Kramer in the August Bank Holiday Brands event, the former FF1600 competitor bringing the ex-DJ Electrical Tiga SC79 home ninth and best of the pre-'80 cars.

- Inpec Advertising are backing Sunday's BARC race meeting at Brands Hatch. The Inpec Raceday features FAtlantic and FF2000. The Canterbury agency intends to further its involvement with motor sport in the near future.



Tapp's Spitfire rounds Sawbench.

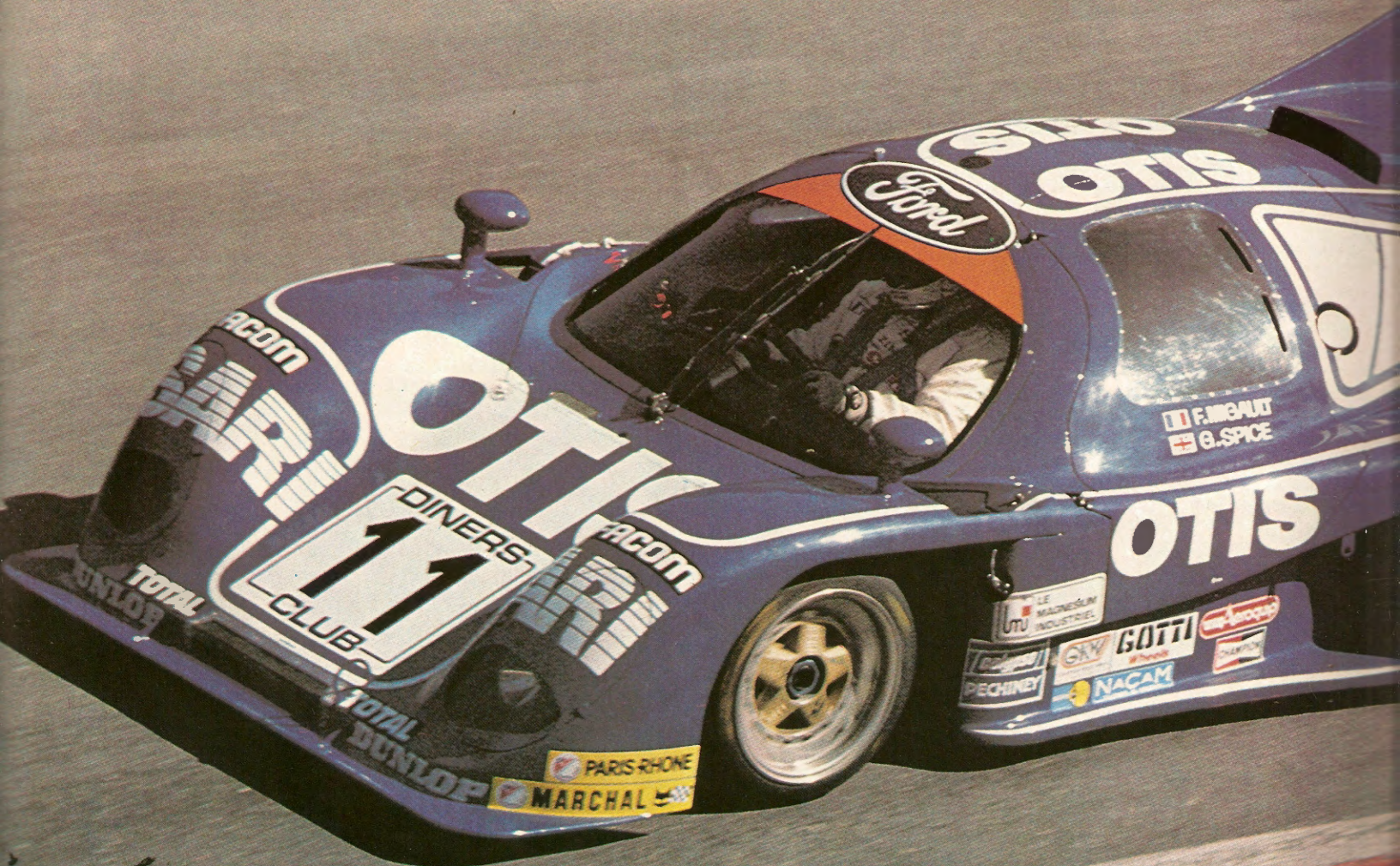
- Roy Tapp's highly developed Triumph Spitfire finished a splendid fourth in the large modsports category at Wiscombe on Sunday. Beautifully prepared and driven with great gusto the 2.5-litre carburetted machine only lost out to Andy Simm's lightweight Morgan, Josh Sadler's Autofarm Porsche and Chris Knapman's nimble Lotus 7. A fine effort.
- Hyco (UK) Ltd, specialists in tools and garage equipment, are backing the rest of the 750MC's F1300 championship.



Skinner guns the Lola away.

- David Render's mechanic Jonathan Skinner swapped his overalls for a race-suit at Brighton on Saturday for an outing in the gov'nor's Lola-Hart T560. Very adept behind the wheel he was too, Jonathan winning his class by the handsome margin of 1.5secs. David himself finished second overall in his March 741.

*Even Gordon Spice Racewear
has to come off sometime!*



Gordon Spice — Spa 1000km — September 1982

Autosport



Gordon Spice's Rondeau leads the sister car of Jean Rondeau at Spa. The cause of the WEC points fuss—that Group B Porsche 911—keeps well out of the way!

The Blue Period

BOB CONSTANDUROS visited the home of the provisional 1982 World Endurance Champions to talk to Jean Rondeau.

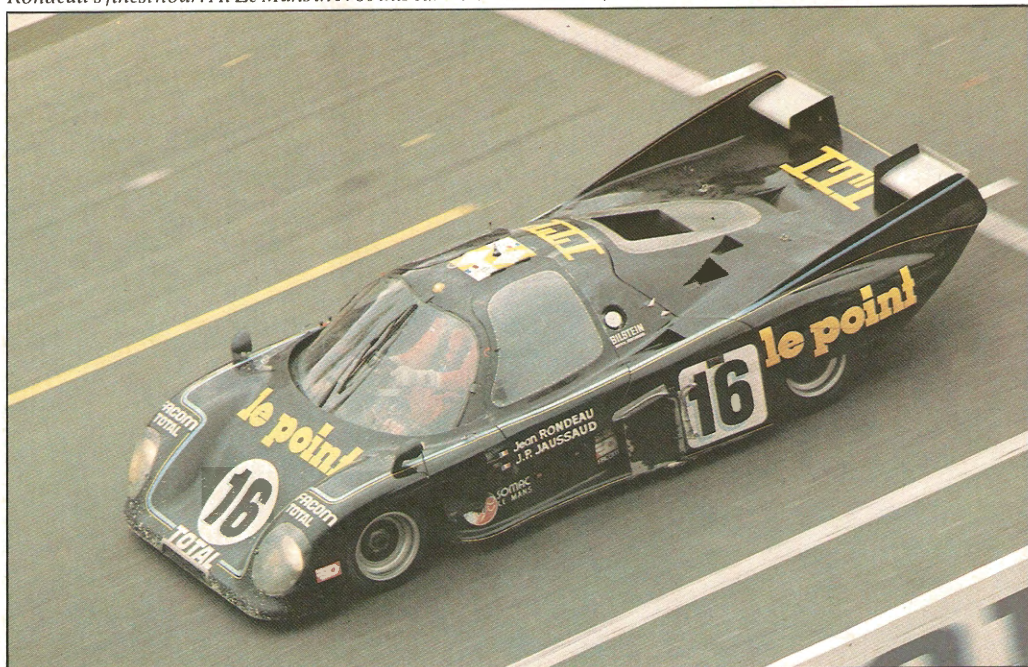
To win — or not to win, depending upon FISA's final decision — the World Endurance Championship in one's first full season in international racing is no mean achievement, but then 36 years old Jean Rondeau had some advantages. He felt that he had the best driver for the job in Henri Pescarolo, that he had an experienced team manager in Keith Greene, and he was lucky enough virtually to have built and developed the right car before the regulations had ever been established.

On the minus side, however, he had only a limited budget, the team was inexperienced away from Le Mans, and there was a tougher work schedule. Rondeau had conquered Le Mans in 1980 (he was the first driver to win in a car of his own construction), and in 1982 he set out to beat the world, taking on teams with more experience than his in the field of endurance racing. It was all part of a growing up process which had previously revolved around the great French 24 hour classic, Le Mans.

The future, however insecure, is also ambitious. Towards the end of the year Rondeau will move to a new factory just outside the gates of the Le Mans circuit. The scene of his biggest disappointment so far — but also of his greatest triumph — will continue its association with the growth of Automobiles Jean Rondeau. This will

be the factory where new customer cars will be built for next year's championship as part of a venture into new pastures for this team which has previously concentrated on racing its own cars.

Rondeau's finest hour. At Le Mans in 1980 this car won in the hands of Jean Rondeau/Jean-Pierre Jaussaud.



But then Rondeau is Le Mans. It remains, to him, the "greatest endurance race in the world." He first travelled from his home in Le Mans to the circuit to watch the 1949 race when aged only three, and he has been back every year since. It was in 1968 that he first tried his hand at racing, but it wasn't until 1972 that he first raced in the 24 Hours. By that time, he had had three seasons of hillclimbing in an Alpine 1600, a season of *Formule Renault* and he was already well on his way to winning the Trophée British-Leyland in a Mini.

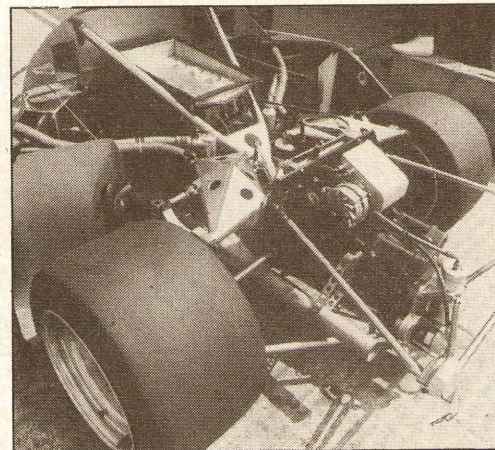
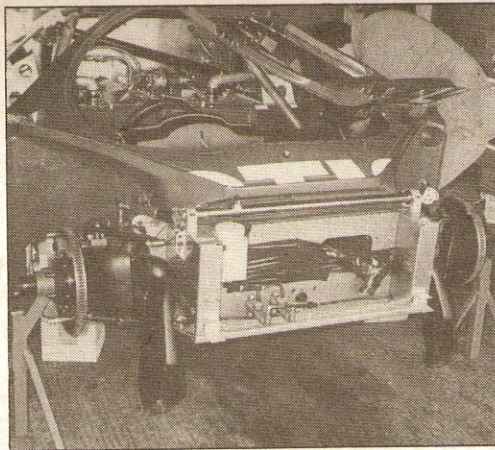
His first four years at Le Mans were unsuccessful: one non-qualification, two retirements and a solitary finish in 19th place. But he was gaining experience elsewhere, including a season of saloon car racing in a Triumph Dolomite Sprint. After his fourth attempt at Le Mans, however, he decided that the only way to establish himself at Le Mans was to build his own car.

At the time, Rondeau was working as an interior designer *cum* decorator, and through his contacts he managed to persuade Charles James, Managing Director of paint and wallpaper manufacturers Inaltera, to sponsor the building and running of two cars at Le Mans in 1976. They were designed by Philippe Belouin, who is still the team's chief engineer, and they were built at premises in the city of Le Mans. Both cars finished that year's race, the better finishing eighth and first in the GTP class. Three cars were run in 1977, all three finishing and one winning the GTP class again with Jean Ragnotti/Rondeau in fourth place.

Then Inaltera pulled out, and Rondeau was left to find his own sponsorship for the 1978 race. He ran one car, sponsored by SKF, from premises loaned by the city of Le Mans, and it maintained Rondeau's 100 per cent finishing record with ninth place, winning the GTP class for the third time in succession. Rondeau successfully attracted three sponsors for the 1979 24 Hours — ITT Oceanic, VSD Canon and Merlin Plage — and moved his team to their current premises at Champagné, about six miles east of Le Mans on the St Calais road. There the three cars were built up, and their reward was fifth overall and first in Group 6 for one car and 10th for another. Rondeau and local driver Jacky Haran crashed out of the race, this the team's first retirement in nine starts at Le Mans.

Jean Rondeau came back with a vengeance in 1980 to win with Jean-Pierre Jaussaud. The Belga-sponsored car, driven by the Martin brothers and Gordon Spice, and managed by Keith Greene, finished third, but a third Rondeau retired with a blown head gasket. Last year the team entered an ambitious total of five cars: three retired (one through an accident, two with fuel pump problems resulting from 3.3-litre DFL vibration), but the other two cars finished second and third.

Prior to the 1982 rout, Rondeau's record had been

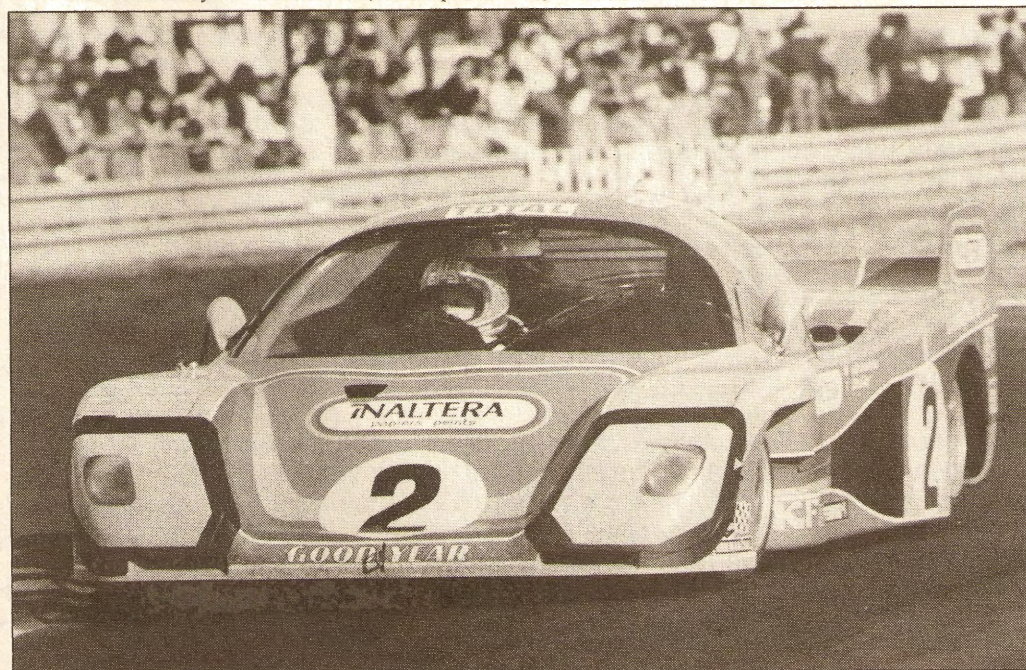


Top and above: The Rondeau mechanics check and double-check everything to ensure the reliability of the cars.

superb. In 17 starts, his cars had finished 12 times, including a win, a second, two thirds, a fourth and a fifth, plus other lower placings. Twice cars had retired because of accidents, and three times with engine problems.

And, at this point, Rondeau 'fell' into Group C. "Group C came out of the GTP regulations," says Rondeau, "and in fact WM and us were the first to make cars specifically for GTP. So from 1981 we were fairly optimistic about building a Group C car and in its ideal form. So there is a very great similarity between the Rondeau 379 and the 382, even if they're not identical.

Three cars were run by Rondeau in 1977, when sponsored by Inaltera, one winning the GTP class again.



We basically used what we already had for Group C."

The Rondeau staff rose from a mere eight to 22 at the beginning of this year, but the team's objectives underwent a change: "At the beginning of 1982, I wanted to sell cars, but we realised that if the quality was going to be maintained, we would have to cut back the number of cars we were going to build and sell. So we cut back, and I think that has allowed us to remain competitive. That's a measure of our independence which I also hope to maintain. I hope that our enthusiasm for racing won't be tied to commercial reasons. That's the freedom that we gain by being a small business. We may not have the money of our competitors, but we have freedom in all our decisions in all areas."

But the team still made a departure from the previous programme by doing the World Endurance Championship. "At the start, our sole objective was Le Mans. We come from Le Mans, which makes things a lot easier. We had a year to organise ourselves, and being relative beginners, it was, we felt, the way to do a race that has such a tremendous reputation. I think our win in 1980 proved that that was the right strategy. Now I think we have enough experience and the means to do things properly, so we broke out and tackled the World Endurance Championship. That's partly because we had the right car for the championship, and partly because we felt that we could do well. I think that is borne out by our position in the championship."

Tackling the two WEC series has had its plus points, but also its difficulties. "Our budget for the whole year is eight million francs (around £800,000). With that, I have to pay my 22 employees, the 'phone bill, the electricity bill, everything. When you think that a DFL costs around £25,000, you'll realise that a budget like that doesn't go far. Fortunately, however, our main sponsor, Otis, has extended our budget to take in the final rounds of the championship. Prior to that, we were limited to only three races — we were making a loss on the rest.

"But going back to engine costs, we have been lucky in that Heini Mader, our engine builder, loaned us a DFL. Then we have three smaller engines, two DFVs and a 3.3 DFL. Even the rebuild costs are considerable. We used one engine for the Silverstone race and practice and the Nürburgring race and practice without rebuilding it. That's pretty good, but it's playing with fire."

For the first time, the team packed a transporter and went off to Monza, Silverstone and the Nürburgring before the home race. A first time win at Monza was followed by a fifth at Silverstone, but problems with the new ground effect 482. This car was temporarily shelved, and the team went to the Ring to score a fine second place, the only Group C car in the top 10. Clearly, the team had learned a lot by doing races outside Le Mans. How would this affect preparation for the big classic?

"On the one hand, we used to have a whole year to prepare for Le Mans," admitted Rondeau, "whereas this year, we only had a few weeks. But, on the positive side, we learned a lot by doing the WEC rounds. We did a lot of miles. We're a lot better organised, the mechanics are more experienced, and I think we work together better than we did during the previous two years.

"Technically speaking, the fact that we did other races didn't change the demands made by the Le Mans race, but it did mean that we were able to organise ourselves better, and now we can adjust the car easier. I don't think that the cars were ideally set up for Le Mans in the past, even though they were reliable. We now know how to get the best from our cars."

The Le Mans effort was enormous. From 22 people, the team grew to around 80, and it seemed that Rondeau was taking no chances. "It's a problem," explained Rondeau. "You have to find people who are professional. We couldn't do without those extra people: signallers, cooks and even mechanics, but the team has to be welded together. The team manager relies on them, as does the driver, so they have to do their jobs properly. We could call on amateurs, but you

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Sadly there can only be one reader who will end up driving away our prize . . . but all CLASSIC AND SPORTSCAR readers will be winners, because CLASSIC AND SPORTSCAR, the newest and brightest motoring magazine on the market, is packed with fascinating and absorbing features.

The October issue includes a track test of a pukka 1971 Formula 1 McLaren by our resident track tester Willie Green. We drive a very special Mk 1 Jaguar saloon, and report on the pros and cons of buying a Lancia Fulvia coupé. Mike McCarthy recalls one of the highspots of his career behind the wheel of a Mercedes-Benz C111 record car, while we investigate the charms of the pre-war 'Chain Gang' Frazer Nash. We describe the glorious Maserati 8C-3000 that 'Tim' Birkin drove, and compare a Lotus Cortina with an Alfa Romeo GTA.

The October issue of CLASSIC AND SPORTSCAR goes on sale on Wednesday, September 15 and costs just 85p. Order your copy now!

The Blue Period

continued

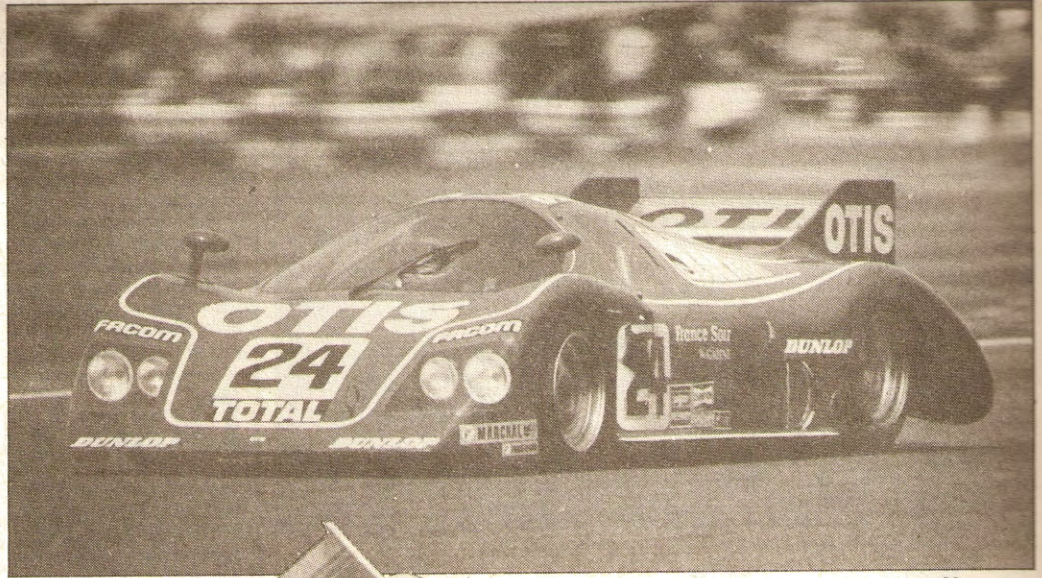
can't get the best from those people but you can with professionals who you pay. There are those who work with amateurs, and it shows. As time has gone by, I've been more and more convinced about the benefits of professionalism."

One of those professionals is a former racing driver and now Gordon Spice's team manager — Keith Greene. He is now a regular fixture with the Rondeau team, as Jean explains.

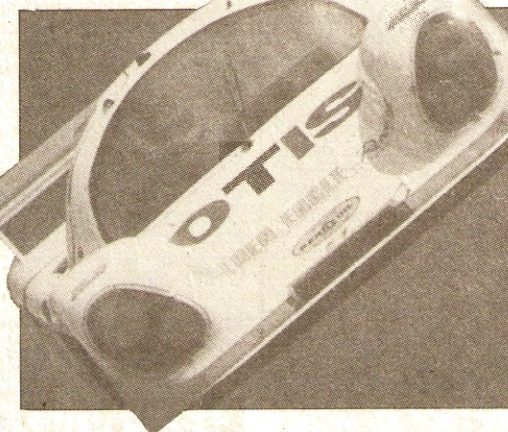
"I first met Keith in 1980 when he came along as team manager for Gordon Spice and the Martin brothers in the Belga Rondeau. At first I wasn't too pleased and there was some friction between us as we both have pretty straightforward characters. But in spite of these problems, both of us, I think, realised that we could be of mutual benefit to one another. He was our team manager last year when we ran five cars at Le Mans, and he did a fabulous job. And this year, he has been our team manager for all the races we've done. For me, he's the prototype team manager. He knows the races, he's been a driver himself, and he knows the technical problems. He makes his presence felt by his authority, his calm, his determination to put forward his point of view, and his enthusiasm. Just as Jean-François Auban of Matra helped us win in 1980, I'm convinced that we would have had much greater problems this year but for Keith. He's an important link in the Rondeau chain."

Just as Rondeau is complimentary about Greene, so the Englishman appreciates his team: "It isn't just their enthusiasm or even the way they work, it's their will to win. They don't just do the job and say, 'OK, that should be all right', they check and double check because they really want to win."

As for Keith's calm, I can testify for that personally. It was in the early hours of the morning at Le Mans this year that Keith was leaning against a pit board, staring into the blackness of the Sarthe night. Somewhere out in the countryside, his own hopes and those of the other in the team were taking a dive. The drivers of the two surviving works Rondeaus were searching desperately for an electrical fault that, in hindsight, we now know they could never hope to find. Keith kept his vigil, comforted by a cup of coffee. Eyes, already drooping from two all-nighters caused by the initial symptoms of



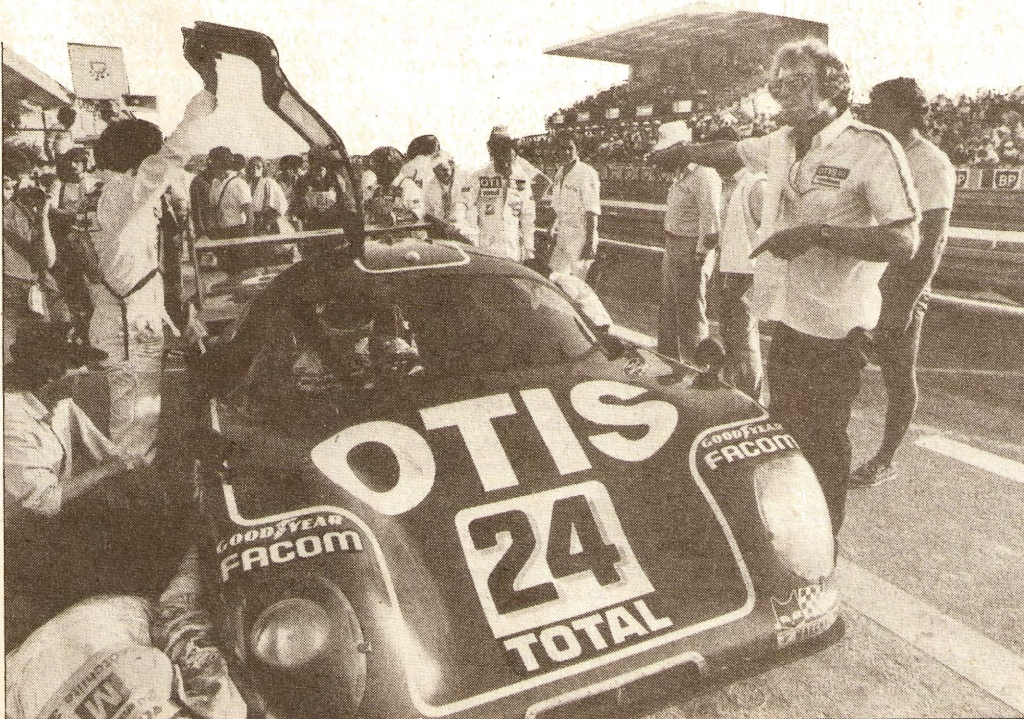
The latest Rondeau endurance racer — the 482.



On the banking at Daytona.

this engine problem, searched for the familiar headlight lay-out of the Rondeaus. But they were never to appear. And finally, Keith, with an air of resignation, turned back to his pit. The team was out.

Keith Greene, the team manager, oversees operations in the Le Mans pit.



Keith had done all he could during those previous days. It wasn't until later, when the engines were dismantled at Heini Mader's premises at Gland on the shores of Lake Geneva, that the cause was diagnosed. Heini prepared two 3.9-litre DFLs for Rondeau and on both his engines, and the two works Fords, the problem was the same: "The 3.9s have a large crankshaft damper which is intended to absorb vibration," explains Heini. "The damper is made of rubber rings which are bonded together. The problem was that this rubber was getting warm and the rubber was moving. And on all the engines, the rubber just wiped off the ignition sensor which is mounted beside the damper."

The Rondeau team persevered, tested their 482 with encouraging results, and then reverted to the 382 for the recent Spa 1000Kms. The team's success, says Rondeau, is due to a number of factors, apart from their enthusiasm. "The unity of the team, right up to the driver, is of the utmost importance. There are certain cars in the WEC which could be in front of us, if driven by Pescarolo for example. But they're not, either because the drivers are going too quickly, or too slowly. They don't have the right approach to an endurance race. I think you have to have a humble approach. You don't just push the accelerator for an hour and a half as in Formula 1. You have to keep the car competitive for six hours or 24 hours, and that's very different. In my opinion, more difficult than a Formula 1 race.

"There's one more parameter: reliability. In order to be reliable, the car has to be built well to start off with. The parts have to be capable of withstanding stresses over long periods of time, they have to be correctly assembled, you have to know which greases, for instance, will last six hours, but not 24. It's essential for a whole team to work together, and for everyone to realise just what is required in an endurance race."

Rondeau's team is very much his responsibility, and moving into the new factory has its problems, as the end of each new season and the beginning of the next has for many racing car manufacturers. Driving, for Rondeau, is of second importance: "Each year, we have to prove ourselves. Each year we have to find a new sponsor for the next year, and at the same time we have to start expensive work without even a signature on paper. Another team might have gone under.

"I have to be involved with everything, not only to watch the finances and find sponsors, but to be involved in the technical aspects. Furthermore, I have to organise. I have to be sufficiently involved in everything to be able to discuss those things when I wish to. I think every boss has to be like that. He has to have confidence in the people he works with, but also involved with what they're all doing. That includes not only sponsors, for example, but also the social security and other staff aspects. For me, driving is my relaxation. I know that I'm not going to get 25 telephone calls when I'm in the car. That's my reason for driving. When there's only a steering wheel, I'm relaxing."



Fiesta Chicanery from Rob Hall

The Hall-Way

Old Team Castrol adversaries Rob Hall and Charles Tippet are once again disputing the lead of the Daily Mirror Ford Fiesta Championship. In 1981, Hall won the title from Tippet and this season he tops the table by 13 points while Tippet is in third, just one point behind the second-placed driver.

Two rounds remain, so the series is still

open, though at this stage the experienced Hall in his Team Castrol/Lloyds of Stafford car must be the favourite.

Throughout the season the Championship has always produced close racing and excellent spectating. Few viewing points could have bettered the Thruxton chicane, where several new racing lines have been created!

Reeves to go Formula One?

The Trevor Reeves stable of rallycross machines includes two Minis and the ex-works Metro which Trevor took to the up-to 1600cc British Championship last year.

The Metro, equipped with the Reeves inspired 16 valve 'A' Series engine and Jack Knight developed transmission has continued to impress this season. Trev' is well placed with the Team Castrol/Dove Group car to take up to 1600 category of the Lloyd's & Scottish Championship at the final round to be held later this month.

As Team Manager Morris Reeves explained, this is quite a performance from the 1500cc car; "We are still giving away around 60bhp to the 1600 Fiestas and probably 150bhp to the big boys. However, the Metro handles beautifully and is so aerodynamically clean that it's

perfect for the fast open circuits like Knockhill."

Morris meanwhile, reflecting the feelings of the whole rallycross scene, is anxiously awaiting the new regulations which will govern the sport as from January 1st 1984. "If the rumours are true it will be permissible to fit any engine in any car, which should certainly add some spectacle to rallycross. We shall probably start building two new cars half-way through next season, after careful reading of the regs, and one of them will certainly be built around the Metro."

As to the power plant, Morris reckons that a 1600 BDA would fit in very nicely. "Of course it all depends what class you want to compete in. I mean you could even get away with fitting a Formula One motor, now there's a thought . . ."



The Old One-Two

In a close fought duel at the Garden Stadium, Cleethorpes, Team Castrol's Neil Bee successfully defended his World Superstox Title that he won last season in West Germany.

Neil, from Downham Market, had to fight all the way in the 75-lap final. Fellow Team Castrol driver, John Gray also from Downham Market, snatched the lead early on and opened up a considerable advantage over Bee who held the rest of the pack at bay.

However, on turn three an oil slick, courtesy of a blown engine, was causing all sorts of problems and it was the unfortunate Gray who lost control allowing Bee back into a lead he was never to relinquish.

A valiant drive from fifth and a last-ditch overtaking manoeuvre saw Gray finish as runner-up, making it a Castrol one-two in the World Championship.

Déjà Vu?

In the mid-sixties, Castrol were supporting the giant killing exploits of the works rallying Minis. Now, in 1982, history repeats itself with Gethin Jones and his ex-works 1275 Cooper S, taking victory in the Welsh Association of Motor Clubs Silver Jubilee Rally.

GRX 5D is arguably the most original of all the surviving works Minis and is certainly the most rallied, as Gethin explains: "The car was driven by Mäkinen, Fall, Hopkirk, Hedges and Benzinura. Hopkirk won the Circuit of Ireland in it while the car was disqualified from 2nd place in the '66 Monte in the lighting controversy. In fact, it was also the only works Mini to ever be rallied in America."

Co-driver with Gethin is Martin Pearce of the Midland Mini Centre in Birmingham. Together they spent three months preparing and restoring the car to its present immaculate condition. "The whole car is original, even the rear tyres

are over twelve years old but Dunlop have checked them over and given the OK for competition use," explained Gethin.

Driving such a priceless article of motoring history must be taxing on the nerves: "There is a very thin line between quick and accurate and I'd hate to bend the car. Still, she cried out to be driven and it's hard to stop the 'horns' from sprouting at times."

Rather than keep the car in a warm, secure garage, he firmly believes that the Mini should be seen and driven, so he is more than willing to use GRX 5D as the course car both at home and abroad.

Speaking to Gethin it's almost like stepping back into the sixties with his enormous enthusiasm for rallying matched only by his feeling for the times when the Mini ruled the roost. As he steps into the car wearing his overalls and starts up the engine it's as if time had stood still.

Incidentally, in case anyone wonders why the car has got a Mk 2 shell and badges, Paddy Hopkirk rolled it in the '67 Tulip and the works reshelled and updated the car to 'Mk 2' spec.

Penfold or Haddock?

The Dunlop/Autosport Formula Ford 1600 Championship looks like going down to the wire this season. Two of the leading title contenders are Team Castrol's John Penfold and Kevin Haddock who both share the same committed approach to their racing.

Penfold has two victories to his credit and his late season charge, which has produced consistent top three finishes over the last four rounds, have left him well placed in the title hunt.

Money has been particularly tight for the Londoner this season as he had exhausted his budget, created by saving hard during a year's toil in Australia, several races ago. At the beginning of the year he invested in a Van Dieman RF81 and then hired a full-time mechanic to prepare the car. "Much of the credit must go to Malcolm. Not only has he done a really good job but unlike last season when I was doing everything a lot of the pressure has been taken off", John said.

After using an aging Van Dieman last season, in which he finished 9th in the Dunlop/Autosport Series, Kevin Haddock found the finance to buy a new Sparton FF82 for the 1982 campaign. The car is being prepared by his mentor Barry Chaplin in his Ipswich based Chaplin Preparations workshops. In a season which has seen Kevin race in as many events as possible to gain experience, his only victory in the Dunlop/Autosport came at Castle Combe in May. However, underlining the competitiveness of this particular driver/car combination Haddock has consistently been at the front and taken four seconds and two thirds.

Both Haddock and Penfold have

earned a reputation this season for being chargers and both would prefer to win the Championship from the front rather than gathering points.

Whatever the outcome this year, it is likely that they will once again be battling it out together in '83 as they plan to contest the RAC National Series.

In any case, the last round of the Dunlop/AUTOSPORT is likely to prove dramatic, especially if Messrs. Haddock and Penfold are running close together.



John Penfold

Hood to Make His Mark

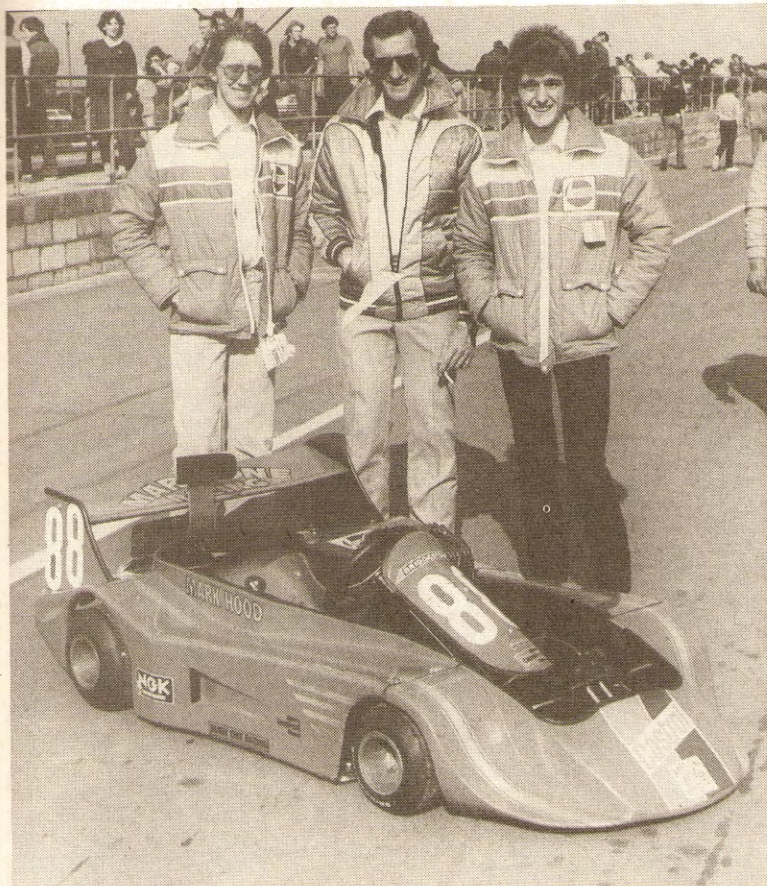
Mark One Racing of Bourne in Lincolnshire, headed by long-time preparation expert Ian Hood, are aiming for the big time in 1983 as they tackle the 150mph world of Superkarts.

Driver for the team will be Ian's son, Mark, who finished 8th in the 1982 Silverstone 125cc Grand Prix, following a climb through the field from 30th at the start.

Mark One Racing who have made such an impression in 125s with their immacu-

lately turned out and impressively fast karts, will also continue to run a works machine driven by Chris King in major events. Chris rounded off a fine season by clinching third in the British Championship at the final round held at Oulton Park.

Ian is no stranger to Superkarts, having been involved with the machines right at the beginning of the formula, and the Mark One Superkart is certain to be competitive.



Left to right. Chris King, Ian Hood and Mark Hood

Team Castrol News, Views and Results

Stock driver **Malcolm Boorman** took his car to a second place finish at the British Championship meeting at the Garden Stadium Cleethorpes. The success must have gone to Mal's head as he wrote the car off the following week-end and is presently building a Mk 2 version . . . **Richard Boston** won the prized GB plates at the Silverstone Grand Prix following victory in the 210 National Event.

Rodney Eyles from Wellington in Somerset took his Lotus Sunbeam to Class victories at the Whitecross Spring and at Gurston Down. At the last report Rodney leads his class in the ASMWC Speed Championship . . . **A. D. Goodman** finished first in the Goodwood MGCC Sprint . . . Minicross driver **Mick Hill** from Uckfield is still up at the front of the Minicross Drivers Association and Billericay Motor Club Championships.

Robbie Kellet finished 8th in the

Silverstone 210 Kart Grand Prix . . . Rallying exponent **Jeff Ledger** finished 2nd overall on the Broadoak Stages. A jammed handbrake cost him valuable time and his second win of the year as Jeff missed victory by six seconds . . . **Farquhar Macrae** finished 2nd in the Runway Stages Rally held at Kirknewton near Edinburgh providing useful points in the East of Scotland Stage Rally Championship . . . Grass Tracker **Colin Morgan**, at the last report, was leading the Tongham Motor Club Championship Group One Category . . .

Robin Randall from Spalding has worked his way up to the top three of the Masters Superstox Championship . . . **Richard Stoodley** scored his best result in the *Daily Mirror* Ford Fiesta Championship at the Ingleston round when he came home in fifth place. Incidentally, this is Richard's first season in motor racing . . . **Paul Stephens**, the Classic saloon racing enthusiast from Exeter, has had to withdraw from further competition in the Jaguar Drivers Club events. To quote Paul, "The engine has had it and I can't afford a rebuild. However, I am planning to return with a vengeance next season and plant a mildly tuned 'E' Type lump under the bonnet!" . . .



Franz Wurz and the Quattro

Wurz on Course

Former European Rally cross Champion, Franz Wurz, looks to be on course to once again take the title.

The 36-year-old Austrian made his debut in rallycross back in 1972, winning the European Trophy driving a Porsche in 1974, followed by the Championship two years later behind the wheel of a Stratos.

In April 1979, Franz retired from active competition, though the offer of a drive in a works-built and maintained Audi Quattro was too tempting to turn down.

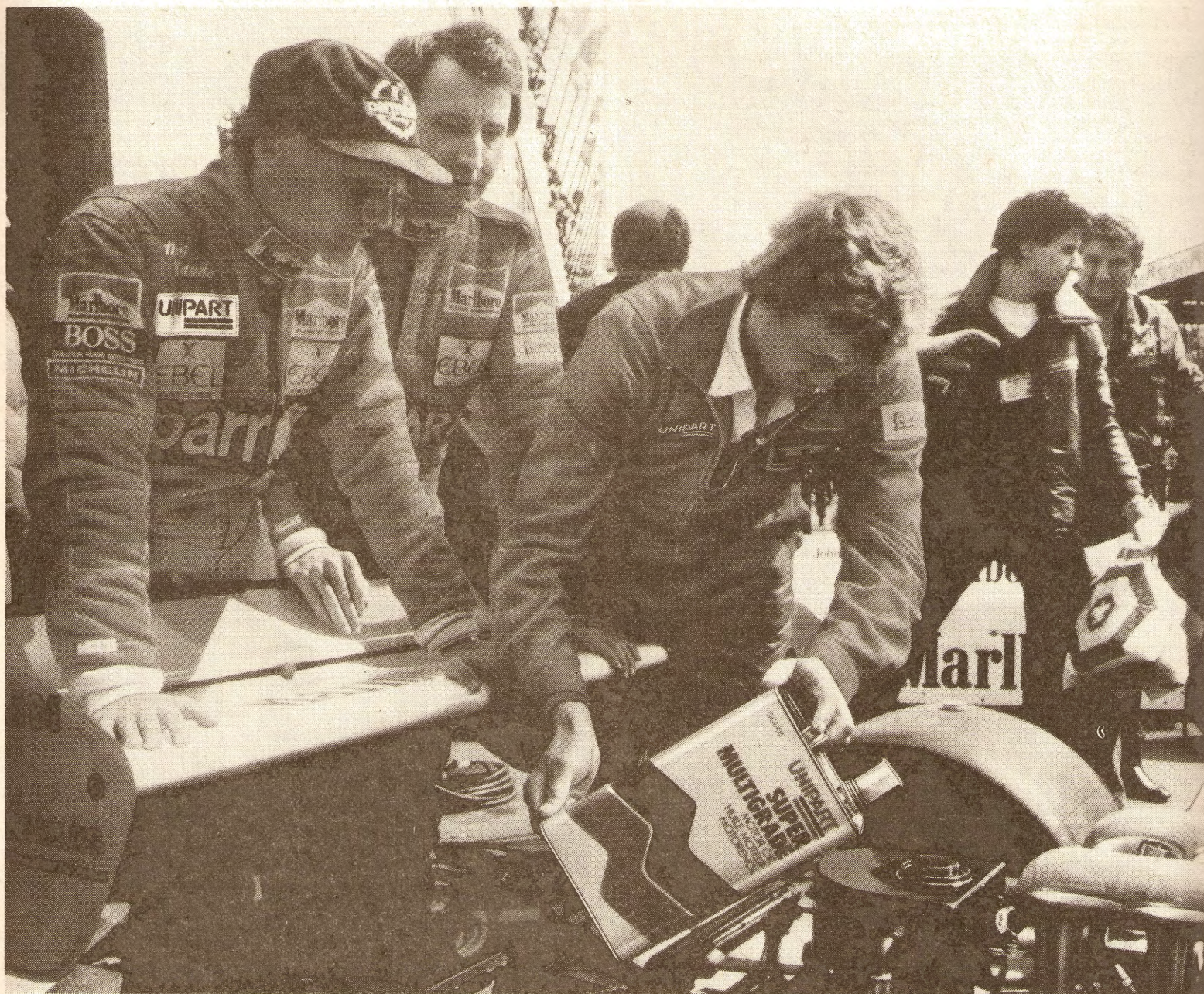
Clearly the faith that Audi showed in his potential has been justified and three years away from the sport have certainly not blunted his competitive edge. At the present time, he leads both the European and Austrian Championships in his Team Castrol Quattro.

Now that he has had another taste of success, Franz is not about to return to retirement and he will be continuing with the Quattro next season competing in a concentrated programme of international events.

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Unipart Super Multigrade's special formulation protects an engine at high speeds, the kind of

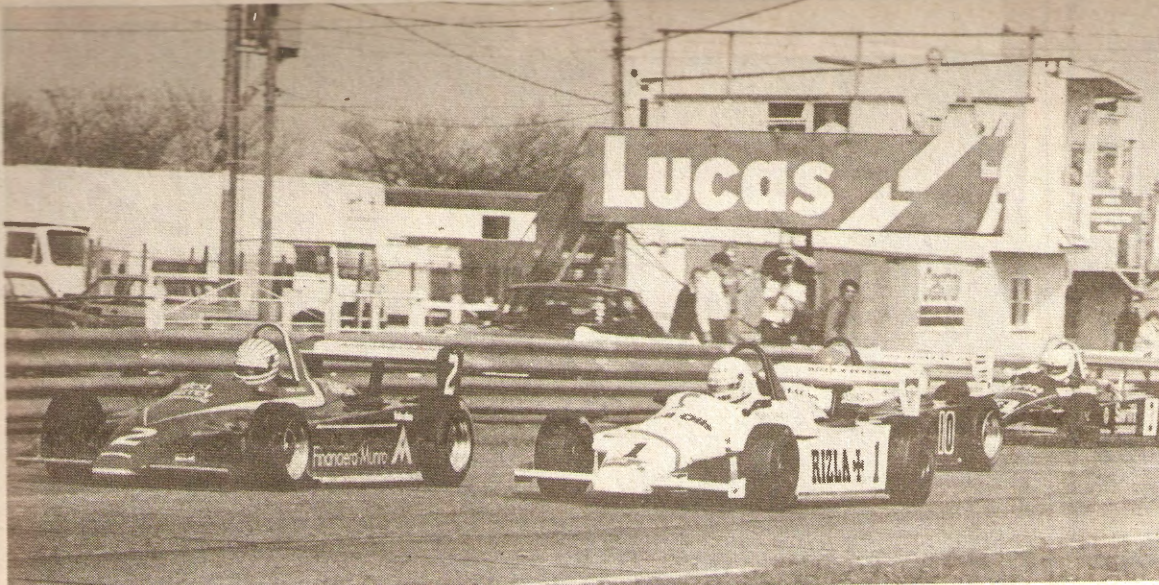
speeds Niki and John achieved driving their Unipart-sponsored Marlboro MP4B's.

But Unipart's low viscosity also flows more quickly during cold starts, while its special formulation protects against bearing wear and corrosion.

Which is why Niki and John put exactly the same oil in the cars they drive to work as in the ones they drive after they get there.

The answer is yes. Now what's the question?

UNIPART



The start. Mansilla and Byrne streak away, with Sears tucking in behind. Scott, meanwhile, gets away slowly.

The equaliser

Fourth win for Mansilla — Byrne returns to defend championship — Brundle takes fastest lap — Only 10 starters — Report: RALPH MORTON — Photography: MIKE DIXON.

Enrique Mansilla strengthened his claim to the British Formula 3 title by scoring another smooth and impressive victory at the wheel of Dick Bennetts's West Surrey Racing Ralt and is now joint leader of the championship. However, Tommy Byrne made a surprise return to the series, flying all the way back from Monza after non-qualifying the Theodore for the Italian GP, and took a fine second place.

Undoubtedly, the young Irishman would have been right up there with Mansilla at the end had not a wheel-banging session at the start seen him slip down the leader board. As it was, Byrne finished some 7secs adrift of Mansilla, and they now have equal points in the championship after the local man, Martin Brundle, took the single point for fastest lap.

ENTRY & PRACTICE

After the abysmally wet conditions seen at the last round of the series held at Silverstone, the sun shone for the Formula 3 boys and the BARC, who organised the meeting at the Norfolk circuit. However, conditions were not so pleasant in the paddock with only 10 starters. There are still four rounds remaining but the strain of running a 20 race series is showing quite clearly on the competitors, this being the smallest grid of the championship so far.

Despite the gloom cast by so few cars, Mansilla was relishing the prospect of racing against his major adversary, Tommy Byrne. Thus he set about recording a quick time in the first session when the weather was cooler and the track faster. But going into Riches he tried a little too hard and spun the Ralt. Coming back to the pits to find nothing badly amiss Mansilla went out and recorded a 1m 01.84s which put him on pole.

Next to him on the grid was F1 emigré, Tommy Byrne, who had managed to attract personal backing from an Irish insurance company, PMPA, to allow him to finish the series, except the clashing Vegas GP date. "I didn't qualify at Monza, so I flew all the way back and I am surprised to be here," said Byrne after qualifying the Murray Taylor Racing Ralt on the first row. "After driving a 500 brake car it's difficult to adapt, but I'm pleased I went so well."

On the second row was Dave Scott in the Swift Caravans/Racing for Britain/Mint Engineering Ralt-VW, who put in a confident performance, while next to him was the impressive David Sears, using his local knowledge to good effect

in the Pharmacin Ralt. Hampered by the non-arrival of a development engine from Anglia Cars, Sears was having to rely on the ex-Warwick engine — the team's other one awaiting a rebuild — and old tyres. But the local man was simply happy to be racing. "We're just chiselling away," he commented. "After all, it's only my third race in 18 months!"

On row 3 was the other local driver Martin Brundle, in his Team BP Ralt-VW. Brundle thought he could have been higher up but during the first session, as he came past the pits, flames suddenly licked out from the back of the

car and that was his practice session ended. "The turbocharger blew!" joked Brundle. "I couldn't get down to a quick time and just as I was going for it, this happened. And that's the fastest session gone." Apparently, a bolt on the crankshaft had broken so a new engine was installed.

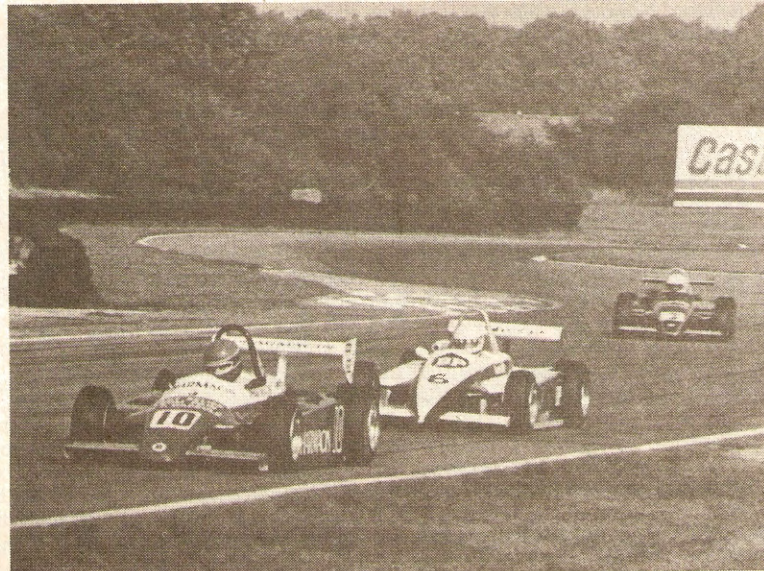
Coincidentally, next to Brundle was another man to suffer an engine failure, this time the honour being accorded to Tim Lee-Davey, while further down the grid the only other men to go under 63secs were Tony Trevor and Mario Hytten, fresh from his second place at the supporting Swiss GP F3 race.

RACE

When the lights turned to green, Mansilla made a good start, while Byrne spun the wheels of his Ralt but came up beside Mansilla as they went into Riches and enjoyed a wheel-banging match with his opponent. Behind them, Scott made a dreadful start and found himself right down the field. But Sears, Hytten and Lee-Davey made scorching getaways and, as Mansilla nipped into Riches on the inside line, Sears and Hytten also managed to scabble through as the Irishman was forced wide and then had to lift off for Sears, while Lee-Davey slotted into place behind him.

As they came past to complete the first lap, Mansilla streaked by in the lead followed by Sears and then Hytten, closely trailed by Byrne and Lee-Davey, with Brundle and Scott enjoying a tremendous side-by-side struggle up to

Local battle. Sears, head down, tries to keep in front of Brundle, while Scott follows.



QUALIFYING

Both sessions dry

Record: Tommy Byrne (Ralt RT3), 1m 02.03s.

Mansilla (RA)	(Ralt)	1:01.84	1:02.48
Byrne (IRL)	(Ralt)	1:01.92	1:02.86
Scott (GB)	(Ralt)	1:01.97	1:02.46
Sears (GB)	(Ralt)	1:02.22	1:02.72
Brundle (GB)	(Ralt)	1:02.31	1:02.44
Lee-Davey (GB)	(Ralt)	1:02.56	1:03.19
Trevor (GB)	(Ralt)	1:02.81	1:03.18
Hytten (CH)	(Ralt)	1:02.86	1:03.40
Wright (GB)	(Pilbeam)	1:04.58	1:04.16
Dowsett (GB)	(March)	1:05.72	1:04.74

Riches, Brundle just making it to the corner first.

And so it continued in truly exciting style for the next few laps, Mansilla extending his lead over Sears, who in turn was extending the gap between himself and the high-speed slip-streaming train of Hytten, Byrne, Brundle and Scott — scrapping furiously with themselves — and Lee-Davey, who they had managed to dispose of, although soon to return with a dead battery, ending a good run. While an early pit caller was Trevor who had to have the front of his Ralt adjusted after making contact with the back of Brundle's car.

Byrne managed to slip past the oversteering Hytten at Sears on lap 5, the Swiss driver then finding himself part of the VW battle and the hair-raising inches-from-the-pit-wall slip-streaming that the pair were enjoying, as the championship leader set about catching the flying Sears.

However, once Brundle and Scott had managed to pass Hytten, everyone started to string out a little, the main interest settling on how long Sears could keep Byrne at bay.

Inevitably, Byrne caught and passed Sears on lap 14 going into Riches, and Sears slipped further back into the hands of Brundle and Scott, his tired engine beginning to tell as he lost straight line speed, although he kept his head down and tried as hard as possible before being demoted to fifth, on lap 19. As the three cars entered the Esses, Brundle was so intent on getting past his local rival, that he forgot about Scott who neatly nipped past them both into third.

And that is how it ended. Byrne was not able to whittle down Mansilla's lead and any hope of Brundle catching Scott was dashed, when Trevor baulked Scott going into Russell, but Brundle even more so as they exited the corner, forcing him to run wide over the kerbs and so losing him valuable time. The Team BP man had to be content with fourth and fastest lap. Fifth was Sears after a fine drive, while a creditable sixth, after running so well early on, was the Swiss Mario Hytten.

SNETTERTON (GB)

Sep 12

Marlboro British Formula 3
Championship, round 16
25 laps — 47.93 miles

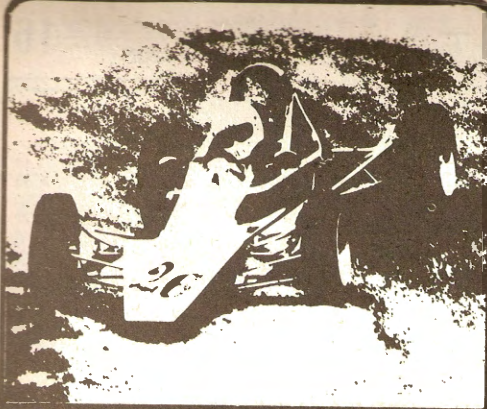
- 1, Enrique Mansilla (Ralt-Toyota/Nicholson McLaren RT3D/82), 26m 18.86s, 109.28mph;
- 2, Tommy Byrne (Ralt-Toyota/Hesketh RT3D/82), 26m 25.93s;
- 3, Dave Scott (Ralt-Volkswagen/Brabham RT3D/82), 26m 27.61s;
- 4, Martin Brundle (Ralt-Volkswagen/Brabham RT3D/82), 26m 29.63s;
- 5, David Sears (Ralt-Toyota/Anglia Cars RT3D/81), 26m 32.16s;
- 6, Mario Hytten (Ralt-Toyota/Anglia Cars RT3C/81), 26m 48.05s;
- 7, Phil Dowsett (March-Toyota/Novamotor 813), 27m 12.08s; 8, Josh Wright (Pilbeam-Toyota/Anglia Cars MP52), 27m 17.53s; 9, Tony Trevor (Ralt-Toyota/Anglia Cars RT3C), 24 laps.

Fastest lap: Brundle, 1 02.43s, 110.54mph.

Retirements: Tim Lee-Davey (Ralt-Toyota/Hesketh RT3D/82), 4 laps, flat battery.

Championship positions: 1, Byrne, Mansilla, 82pts; 3, Scott, 52; 4, James Weaver (Ralt), 46; 5, Roberto Moreno (Ralt), 42; 6, Brundle, 35; etc.

Next round: Oulton Park, Sep 26.



Humble Pye

MARCUS PYE

Chevron freak . . .

A fellow by the name of Mike Richardson is inadvertently responsible for my unashamed love of the Chevron B8. As everyone in the AUTOSPORT office knows — and most have been bored to tears with photographs of the swoopy little GTs — I am always ranting on about the car for which the late Derek Bennett will, perhaps, be best remembered. Richardson certainly is the cause of this 'problem' for his was the first B8 that I ever set eyes upon. It was love at first sight . . .

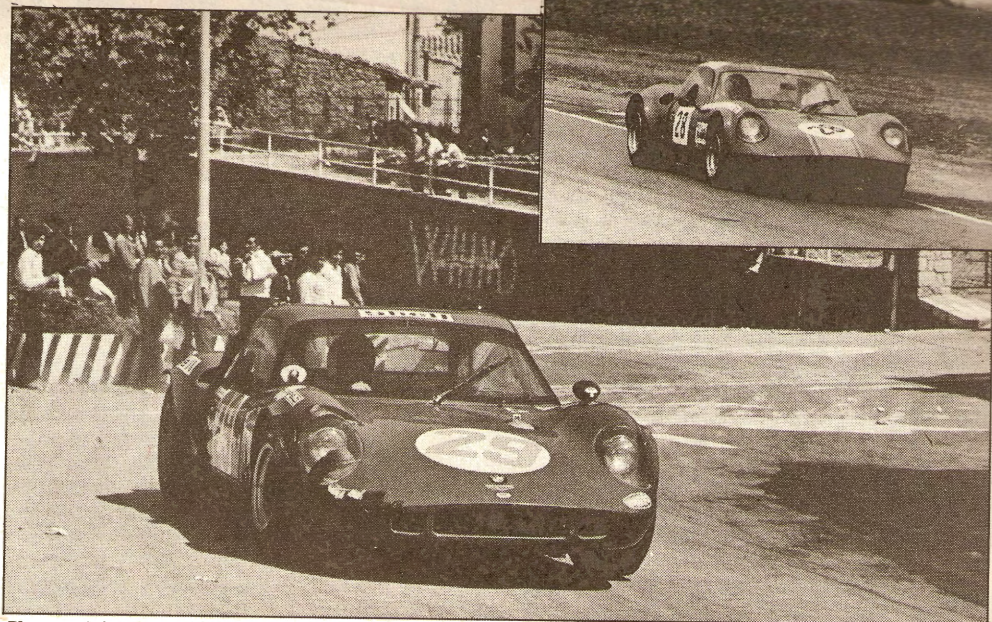
The venue, Great Auclum hillclimb; the date, August 2, 1969. The little Chevron springs clearly to mind, nestling in the paddock of the picturesque, and sadly defunct since 1974, Mortimer hill near Reading. AUTOSPORT's contemporary hillclimb reporter, Quentin Spurring (now the magazine's Group Editor), saw the larger sports racing class. "The four car big-class was easy for David Good's Chevron which broke his own Lola T70 record by 0.22sec. Mike Richardson, having his first taste of competition with his newly acquired and also orange B8 BMW, was over 1½secs slower in second spot." Good's best of 20.23s and his improvement to 19.62s for sixth place in the Top 10 run-off earned him the sports racing car BTD on the day, so Richardson took the class award — a competitor could only win one pot — from his wife who shared the Chevron!

From that day I always harboured the desire to drive a B8 one day, and my prayers were answered in June this year with a surprise phone call from Tony Gordon, who owned a B8 and an open B19 at the time. "I've entered both cars for the Air Hanson Endurance race at Snetterton next weekend but I need a co-driver for the B8. Stirling Moss has agreed to partner me in the B19 . . . would you like to drive the B8 with Roger Andreason?" Wwwwwww-ould I! May I?

What fortune! I would willingly have raided my piggy bank or bartered (almost) anything for the chance to sit in a B8 with the engine running, let alone compete in one. To 'invest' my own savings in half the insurance premium for the Chevron was a privilege . . .

Having only seen Snetterton from the driver's seat on two previous occasions I was grateful for the opportunity to acclimatise myself to the nimble B8 the previous week, even though conditions in Norfolk were appalling. Still, at least I would go into Sunday's meeting with a handful of laps under my belt. Roger, of course, drove a B8 when the model was new — he was certainly going to be the mainstay of the North Downs Instruments 'B' team.

RAC timekeeper Tim Colman, himself a former classic saloon class champion in an Andreason-prepared MG Magnette, had the unenviable task of co-ordinating the efforts of the equipe, a job which he accomplished admirably with valuable assistance from



Chevron B8-DBE-84: Class winner Targa Florio, May 16, 1971 (above) and Snetterton, June 20, 1982 (inset).

Sue Winston and Judy Andreason, Roger's wife.

Both the Chevrons were immaculately presented by the Andreason team, who have earned themselves quite a reputation over the years. Three of the drivers were in confident mood too, yours truly being the notable exception. A last minute deal with Busseys, the Norwich Ford dealer, saw the Ford-powered B19 bedecked in their stickers for the Anglia televised event while Bofors steels and plastics offered some overall support for the team. We tried, unsuccessfully, to find a very small sum from a couple of local BMW agents to assist with the BMW-engined car's running costs which Sunday afternoon's race results and the following week's TV exposure would have fully justified, I am delighted to report.

I was asked to warm-up the B8 in qualifying, hand over to Roger, who would set a grid time, and resume in the remaining minutes while Stirling set the pace for the B19, ably backed by Tony. Although neither of the red cars could match the speed of the well-developed Plygrange B19 of Vin Malkie/Richard Budge, second and third positions on the front row were representative of our number one drivers' talents, and they were elected to start the race.

Roger made a blinder of a start and when Malkie braked into Moss at Sear on the first tour the B8 moved well ahead. The more powerful B19 clawed its way back to the leader though (the B8 needing an extra fuel stop due to its small GT tankage), and by the time that Messrs Gordon and Pye had driven, Moss and Andreason resumed at the head of the field to finish in that order, just 7secs apart after 90 minutes.

Stirling nursed the open car for much of the race, its exhaust system and rear tracking knocked askew by the incident which eliminated the other B19 but the B8 ran faultlessly throughout. There was always going to be a couple of seconds' difference between the drivers in each pairing — Tony and I having not driven the cars in anger prior to the meeting — but the one-two finish was a highly satisfactory conclusion to a fine Willhire historic meeting.

Personal memories are of a hard pursuit of Tony Hill, in Alan Eisner's 2.3-litre B8, and of a hairy scrap with Chris Drake's 4.7 McLaren M1B which split me, exasperatingly, from the other Chevron by as much as 2secs per lap. Having plucked up courage to out-brake the white monster into Riches one time it simply blasted past again down the Revett Straight only to tiptoe through the Esses and Coram, often on the grass. There was only one thing to do — hand over to the team's ace to make certain the GT class win . . .

The car itself, Chevron B8-DBE-84, one of the last made, was originally the Guy Edwards/Tor Line chassis, and later won its class at the 1971 Targa Florio in the hands of Mike and Richard Knight. Some 11 years later, and running as well as ever, it provided me with one of my most cherished memories. I never dreamed that the Chevron B8 would be such fun to drive — worth every day of the 13-year wait!

Park '82

The motor sporting heritage of Dublin's beautiful Phoenix Park spans 79 years, since Gabriel's vast Moss won the first speed trials in 1903, averaging over 86mph for the kilometre course. Since then speeds have naturally increased greatly and the action has long since switched to circuits laid out on the public roads of Europe's largest park.

The current Hawthorn circuit, shorter than its predecessor at 2.125 miles, represents a tremendous test, particularly of courage, to competitors. The long, long main straight on which the races start ensures close slipstreaming action among the modern single-seater machinery but the real test comes with the sinuous back section, narrow and falling on each side from the crown of the road. Abound with safety features 'The Park' does not. Flimsy catch fencing is erected at one or two corners but straw bale protected trees and lamp posts are all too ready to arrest the unwary.

Not for the faint-hearted this place. The rough surface does not endear itself to stiffly sprung machinery and one mistake between Mountjoy and Dublin corners, at either end of the straight, is almost certain to prove costly. Precision is the password to success at Phoenix, coupled with desperado-like braking for the three major corners. As one local driver commented, "don't look at the street lamps and you will be all right." Former Le Mans winner Richard Attwood, campaigning his magnificent Porsche 917 in the Super Sports event, was less polite about the facility at his first acquaintance.

Park '82, the IMRC's annual motor sports weekend combining cars and motor cycles, began on Friday evening after lengthy preparations at the temporary venue. Scrutineering continued well into the night in a large wooden-floored marquee, official safety checks being commendably thorough despite barely adequate lighting. If only as much attention had been paid to the technical eligibility of the Ford Formulae cars in particular and the use of alternative fuels . . .

Overnight the scrutineering bay was transformed into the ubiquitous Irish bar, chock-a-block with fine ale and members of this remarkably good-natured race. Morning Mass was celebrated also in the marquee, still emblazoned with Paddy's Whiskey down one flank! Although paddock organisation looked efficient, the sheer size of the entry for the social gathering of the year caused myriad problems.

The major talking point of Sunday morning was that the last remaining serviceable toilet had now been deemed 'unisex' and, to add to the organisers' problems, heavy but intermittent showers were making the going difficult, both in the paddock and against the clock. Despite being well behind schedule at lunchtime an extensive break was still taken and officials retired to the bar . . . to get their priorities right!

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Stability is excellent and the usual Audi understeer is far less noticeable than in the past.

That's progress

JOHN BOLSTER travelled to Germany recently to witness the launch of the Audi 100.

The new Audi 100 seems to disprove the ancient adage that you can't have your cake and eat it. In this period of rigorous economy, the big Audi has been replaced by a car that is longer, wider, and even more spacious, yet its fuel economy is greatly improved. This apparent contradiction can be explained because the Audi 100 has a drag factor of 0.30, the lowest ever achieved for a production car. It is also the simple explanation of the high maximum speed, which might appear impossible in the light of previous experience.

Perhaps one of the most pleasing features of the new model is that this outstanding result has been achieved without employing any conspicuous aerodynamic aids. I think we are all getting sick of air dams and spoilers, as applied to road cars, and this Audi shows that to deface a vehicle with such appendages may well be a confession of failure. In fact, there is nothing wildly unorthodox about the appearance, though such features as the use of flush-fitting glass, give an exceptionally clean outline.

Of course, there's more to it than that, and modern design techniques have permitted nearly a hundredweight to be saved, compared with the car's smaller predecessor. Indeed, the Audi is far lighter than any of its competitors and weight reduction is vital in the pursuit of fuel economy, as well as performance. Although the outer panels are still made of steel, the inner parts of the doors and window frames are of light alloy and weight is saved by the new, hard glass, which is thinner but stronger. The weight distribution is 60/40, which becomes virtually 50/50 when the car is fully laden. A 17.6 gallon tank gives a range of 625 miles at a cruising speed of 81 mph.

The independent front suspension is on the MacPherson system, with an anti-roll bar, and all cars imported into the UK will have power assistance for the rack and pinion steering, which also does duty as a hydraulic brake servo. The rear suspension comprises a trailing torsion-beam axle on coil springs. In the case of the 2.2-litre model, the brakes are discs all round, ventilated in front, with a disc/drum layout for the less powerful cars.

There are two sizes of in-line five-cylinder engines, 79.5 x 77.4mm (1921cc) and 79.5 x 86.4mm (2144cc), called

respectively 1.9 and 2.2-litres. Both types have an overhead camshaft, with toothed-belt drive, but while the 1.9 is a carburettor engine, the 2.2 has fuel injection, the power outputs being 100 and 136 bhp respectively. Only these five-cylinder models will be imported into the UK at first, but later there will be a four-cylinder version with a new 1.8-litre power unit, also a 2-litre five-cylinder diesel.

Economic cruising

Normally, a five-speed gearbox, called 4+E by the Audi engineers to emphasise its Economy cruising gear, is fitted. A three-speed automatic transmission is optional, but this does not have the advantage of a high overdrive gear for fuel saving. With the manual 'box, the instrument panel carries a little 'dictator' that tells you when to change gear.

The engine is carried very far forward, ahead of the transmission, which drives the front wheels. Claimed maximum of the 1.9 and 2.2 are 109 and 124mph, with

0-100kph times of 12.2 and 10.3 seconds respectively. Fuel consumption figures for the urban cycle, constant 56mph and 75mph are as follows: (1.9) 25.9, 47.8, 37.1mpg, (2.2) 22.6, 46.2, 36.1mpg. These figures were taken with the 4+E manual gearbox.

Driving impressions

I went to Germany to test-drive the new Audi 100, and I concentrated on the 2.2-litre fuel-injection models, both in manual and automatic forms. The body, which is common to all versions, is delightfully spacious, with a large window area, and the all-round view is excellent. The driving position is most comfortable and one can see both ends of the car for intricate parking manoeuvres. The seat cushions are fairly firm, as is usual with German cars, but they do prevent the occupants from rolling about.

Perhaps the most noticeable feature is the silence of the car, the flush-fitting windows eliminating wind noise. The engine is very quiet too, though perhaps not quite as smooth as the best "sixes" at certain speeds, when mated with the manual gearbox. When coupled to the automatic transmission, however, it is incredibly smooth. I saw an indicated

202kph (125.5mph) on the speedometer when driving the automatic car.

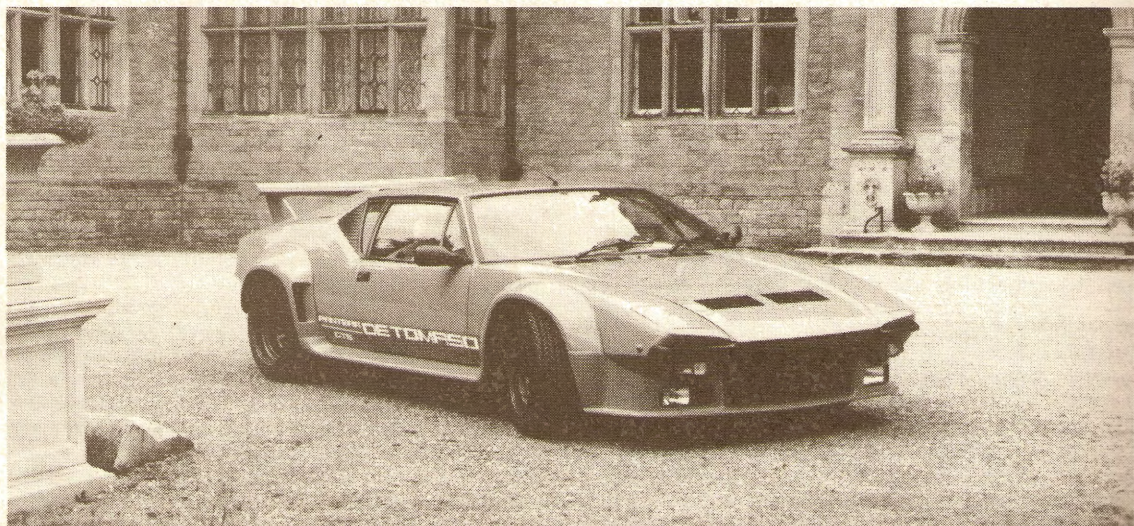
German roads are generally very good, but the rare potholed stretches show that the suspension is not particularly soft, though the riding comfort is generally satisfactory and the absence of body roll contributes to the well-being of the passengers. The stability on the sometimes curvaceous Autobahns is excellent and the usual Audi understeer is much less noticeable than in the past. Above all, this big, luxurious car travels fast with a marvellous lack of effort, yet its fuel consumption is comparable with that of much smaller (and noisier!) vehicles.

There are two features that may be controversial in the UK, where we like to choose our own proportions of cool and heated air. Also, the 'minispare' wheel may not be to everyone's taste and it might be sensible to offer an orthodox one as an alternative. Apart from these trivial reservations, the Audi 100 is an outstanding car which leads the world in the field of aerodynamics, yet retains its dignity of line, without any boy-racer appendages. It combines the lowest drag factor of any production car with generous passenger accommodation and vast luggage space. That's progress!

By the way, prices are expected to be in the £8500-£10,500 area.



AUTOSPORT's sister magazine, *Classic & Sportscar*, is offering this fabulous Aston Martin DB6 MkII Volante as a prize in a competition in its October, November and December issues. One of only 17 ever made, the car is valued at £25,000, but will not cost the lucky winner of the competition a penny. "The DB6 MkII Volante is the epitome of the classic sports car," said *Classic & Sportscar* Editor Mathew Carter (who is also a former Assistant Editor of AUTOSPORT), "and we were lucky to be able to find one of these cars in such good condition. It looks stunning in chocolate brown — I'd rather like to win it myself!"



De Tomaso cars are once again available on the British market now that Emilia Concessionaires Ltd have become sole importers, and to mark the fact the latest GT5 Group 3 Pantera is now available in this country. Hand-built to the customer's specification, this right-hand drive Pantera costs £28,158 and offers 350bhp from its 5.7-litre Ford V6 engine, good enough, claim the importers, for 160mph. Silverstone-based Emilia also offer the GT5, GTS and Longchamps GTS models, and all the cars are sold with a 12 month/12,000 miles warranty.



**Now you can give full rein
to your Escort's sporting instincts.**

The Escort is a good looker and a great performer. And with Ford's new Series X kits you can make your Escort an even smarter mover, a car that catches every eye and handles with the inimitable Rallye Sport character.

Take a look at the Escort we've illustrated in action. The new Series X kits from Ford Motorsport can do the same for your car's appearance and agility.

Escort Series X Wheel and Body Kits

The simple addition of a front air dam, rear spoiler, wheel arches and door sills pays dividends out of all proportion to the modest cost. Your Escort immediately takes on an undeniably sporty character.

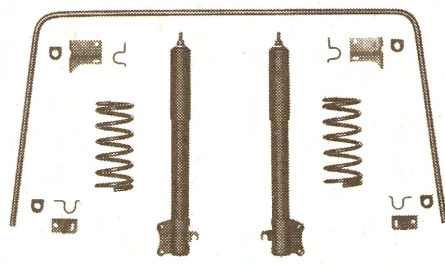
Now imagine what the addition of 6 x 13 RS Alloy Wheels and 185 x 70 tyres, together with the specially designed spoilers, will do for your Escort's roadholding. Once you've fitted front and rear spoilers and wider wheels with low profile tyres there'll be no holding you when you feel like putting your foot down.

Escort Series X Sport Handling Kit

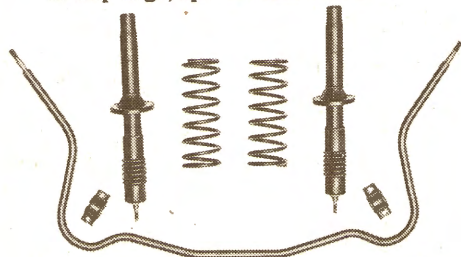
This is where the real driving expert comes into his own. Ford's competition engineers at Boreham have specially designed a Sport Handling Kit to give the front-drive Escort similar suspension characteristics to the RS2000.

Designed for all 1300 and 1600 Escort Saloons, the complete kit is ideal for the enthusiast who does most of his serious driving one or two up.

For the front suspension there are revised coil springs, new Bilstein gas-filled struts and a stronger, stiffer front anti-roll bar with special spacers and brackets.



Escort Series X Sport Handling Kit (9054603) Revised front suspension coil springs, new Bilstein gas-filled struts, stronger, stiffer front anti-roll bar, spacers and brackets. Special rear anti-roll bar, Bilstein gas-filled struts, revised coil springs, spacers and brackets.



He stocks Rallye Sport parts – and he can help you make your Escort extra special. Drive in on him today. And take this ad to show him what you want.



Escort Series X Wheel and Body Kit 6 x 13 RS alloy wheel (9053556), wheel bolts (9055060), wheel centre cap (9053139), steering wheel (9054338), fitting kit (9054586), wheel arches (inc. front spoiler) 3 door (9057763), wheel arches (inc. front spoiler) 5 door (9057764), rear spoiler (9057709).

These changes result in improved handling and anti-dive qualities.

But there's more to it than that. For the rear suspension the Boreham experts have also replaced the struts with new Bilsteins, and revised the spring ratings to match, and then added a unique anti-roll bar and brackets.

Incidentally, the addition of our real leather RS steering wheel will do a lot for your ego and put your Escort in very firm hands.

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Rallye Sport Series X kits add up to much more than their separate top quality parts. Good engineering is a question of balance. Boost one item and you may inhibit another. But all Rallye Sport parts have been carefully engineered by Ford Motorsport to give a properly balanced result. So you can take the advice of your Ford Rallye Sport Dealer with every confidence.

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MOTORSPORT



Have you really driven your Alfa Romeo yet?

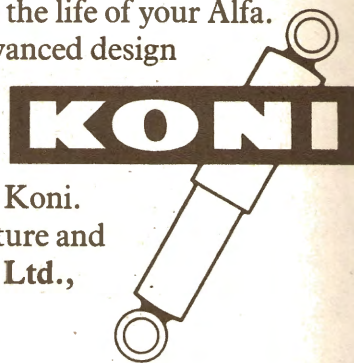
You've got an Alfa Romeo. So you're driving an Italian pedigree with undoubted performance and style. But have you realised it's true potential yet? To be honest we don't think you will until you've fitted the new Koni gas adjustable shock absorbers. We'll give you a choice-Koni gas or the uprated Koni sports, we'll give you an exceptional driving experience.



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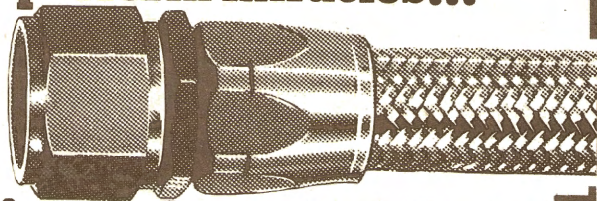
Indeed everything you'd expect from advanced design with built-in long term reliability. Apart from giving you the handling and ride you deserve from an Alfa Romeo.

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The Giugiaro-designed lines look as crisp as the day they were drawn on the Alfasud Sprint Veloce.

Very Veloce

MARK HUGHES has been finding out how Alfa Romeo are holding on to their share of the market for small performance-cars.

In the fickle car-buying marketplace, where so much is dictated by that indefinable quality known as image, Alfa Romeo have never had a problem. Their Alfasud range has dominated the glamorous end of the small car market for 10 years, and steady improvements to rectify the lamentable lack of power and torque of the early models have allowed the Italian manufacturer to retain that distinction, despite shortcomings in quality control and growing competition in this lucrative sector from high performance rivals like the Volkswagen Golf GTI, the Renault 5 Gordini, the Ford Fiesta XR2 and, most recently, the MG Metro. The Alfasud, even in its most desirable, Sprint Veloce derivative, has been around for longer than all these competitors, but how does it compare nowadays? Is it still the benchmark, in terms of excellence of performance and handling, against which all the others are measured?

It was with that Wagnerian theme of the television advertising campaign in mind that we recently set off for a week of reacquaintance with the Alfa Romeo Alfasud Sprint Veloce (is there a car with a bigger mouthful of a title?). Priced at £6,350, this Alfa is no longer the outstanding value it was when it first appeared, but for the sporting driver it still offers a great deal for that money. Furthermore, a hidden advantage is the Alfaplus scheme, which, in offering all routine servicing parts for the first 27,000 miles and a 12 month breakdown recovery insurance, reduces an owner's maintenance costs considerably.

Unlike some gutless coupés presently in vogue, the Sprint Veloce performs as well as one would expect from such a handsome little car, whose Giugiaro-designed lines look as crisp as the day they were drawn. Breathing through a pair of Weber twin-choke carburetors, the well-known 1.5-litre flat-four unit develops 95bhp at 5800rpm to endow the car with excellent straight line performance. It is a delightful engine, giving enough torque at the bottom of the rev range to allow lazy driving in fifth gear without sacrificing liveliness high up the scale. It revs eagerly to the orange sector on the tachometer at 6000rpm, all the while emitting that musical rasp from the exhaust which encourages a heavy right foot and enthusiastic gear-stirring.

Thanks to the efficiency of the induction, there is never a problem starting the engine, even without the choke. A red light warns against racing the engine until

the oil has warmed up. Exploiting the performance is a joy once on the move, but getting under way can be an exciting experience as traction through the front wheels is the one real flaw in this Alfa's driving manners. Hard acceleration produces a considerable reaction through the steering wheel on rough roads in first and second gears, while in the wet this tugging can at times be alarming. This trait is one of the problems of mating a torquey engine to front-wheel-drive, but other manufacturers seem to have found better traction.

Engine throatiness

With a 0-60mph time of 9.9secs, the Sprint Veloce just falls under that 10secs barrier which distinguishes the swift from the mundane. The gearbox — light but not terribly precise to use — is well-matched to the engine's power characteristics and geared on the high side. On a run along country roads, third and fourth are generally the most useful ratios, fourth being good enough for 100mph, while fifth is more of an overdrive geared for an achievable 118mph. The engine, therefore, is quite subdued for motorway cruising. Altogether the Sprint Veloce is mechanically very refined, and the increase in noise at high speeds is only from the engine throatiness to which no sporting motorist will object.

Despite the age of the basic design, there is still virtually nothing to beat the handling excellence of the Sprint Veloce. Shod with Goodyear Grand Prix S tyres, this Alfa is highly reassuring in any conditions, wet or dry. Naturally, the predominant trait during fast cornering is understeer, but the front wheels remain surprisingly reluctant to break away, however crudely one jabs at the accelerator in mid-corner. Lifting off in mid-corner encourages the rear wheels to drift, but the movement is a simple matter to correct.

It's a cliché, of course, that the Sprint Veloce is at home on country roads, but it is over this ground that the car excels. The steering is so positive and well-weighted that pointing the car becomes almost a subconscious act, the car seeming to guide itself round bends. There is almost no body roll, but the penalty of this stiffness is that a rough corner will throw the car off line. Generally the ride is adequate, being on the hard side, but figure-hugging seats mean that progress is uncomfortable only on the roughest roads. Braking ability is superb thanks to servo-assisted discs all round, and there is only a trace of fade after prolonged heavy use.

Inside, the Sprint Veloce design is beginning to look dated. The instruments are reasonably comprehensive

but badly organised, the main dials of the tachometer and speedometer being difficult to read quickly and prone to reflections. Although the driving position is not ideal, it would be unfair to describe it as suitable for the proverbial Italian gorilla, since most of the people who drove our test car were able to find a comfortable position. The steering column is adjustable in a vertical plane. The seats are excellent and nicely upholstered, but headroom is very limited in the rear — the Sprint Veloce is not really a full four-seater.

While the car is quite well-equipped — the wind-down rear windows, for example, are a sensible touch — the finish did leave something to be desired. Alfa Romeos have often been criticised for the quality of their manufacture, but there has been a great improvement in recent years. While we had no complaints about the workmanship of 'our' car, the feeling inside the cockpit was of disappointing quality in a car costing more than the smallest BMW. We didn't like the expanse of shiny brown plastic on the fascia, nor the rather nasty appearance of the steering wheel.

To some buyers these last criticisms would make all the difference, but there is no doubt that most potential Alfa buyers will not give a damn. If you want the performance and handling of the Sprint Veloce, you may not be too interested in economy, but the Alfa Romeo returned respectable figures. The long fifth gear ratio undeniably helped to produce our encouraging overall consumption of 26.5mpg, despite fairly hard driving and performance testing. It would be possible for a thrifty driver to make good progress without dropping below 30mpg.



ALFA ROMEO ALFASUD SPRINT VELOCE £6,350

Specification

Cylinder/capacity	four horizontally opposed/1490cc
Bore x stroke	84 x 67.2
Valve gear	twin ohc
Compression ratio	9.5:1
Fuel system	twin Weber carburetors
Power/rpm	95bhp/5800rpm
Torque/rpm	96lb ft/4000rpm
Max rpm	6500rpm
Gear ratios	3.75, 2.05, 1.387, 1.027, 0.825:1
Final drive	3.545:1
Steering	rack and pinion
Brakes	servo-assisted discs all round
Wheels	5J, alloy wheels standard
Tyres	165/70 SR13
Suspension (F)	independent, MacPherson struts
Suspension (R)	dead beam axle, Watts linkage, Panhard rod

Dimensions

Wheelbase	96.7ins
Track (F/R)	55.0ins/54.0ins
Length	158.2ins
Width	63.4ins

Performance

Max in fifth	118mph
Max in fourth	100mph
Max in third	76mph
Max in second	54mph
Max in first	30mph
0-30mph	3.3secs
0-40mph	5.1secs
0-50mph	7.0secs
0-60mph	9.9secs
0-70mph	13.3secs
0-80mph	18.0secs

Fuel

Tank capacity	10.8galls
Consumption: urban/56mph/75mph	26.6mpg/47.9mpg/36.2mpg
Consumption: overall	26.5mpg



Track Test

Vivre la Visa!

One of the most impressive cars seen on this year's Pace/AUTOSPORT National Championship has been the Group B Citroën Visa driven by John Weatherley. TIFF NEEDELL was given the chance to test the car prior to its showing on the Manx International.

The Michelin radials bite in as Tiff fights the power understeer.



Rallying, the fanatical passion of so many motor sport enthusiasts, has always been an attraction to me and I have regularly made a pilgrimage to one or more stages of the RAC Rally yet never driven a rally car . . . unless a 12 car epic in my old favourite, 'Mum's Morris 1000', counts! So the opportunity to join Chris Sclater's Citroën Cars GB team for some pre-Manx International tarmac testing (*Preview*, page 23) sounded like an interesting outing.

At countless club and promotional forums I have been constantly challenged by dedicated rallymen, who seem to regard single-seater circuit racers as motor sport's answer to Danny la Rue. The least I could do was investigate . . .

Apart from not having circuits to race on, rally teams don't have many places to test either, so my first task was to actually find the test car, hidden away on a strip of private tarmac. Once discovered, I found Chris's team already half-way through a programme of brake tests trying to get the balance just right for the tarmac.

The Citroën Visa Group B car is just one of Chris's 1982 projects, yet there he was up to his elbows in oil and brake fluid — they all muck in these rally men! For this day there was only Chris and his chief mechanic, Martin Johnson, in attendance, and on first impressions it was a far cry from the numbers employed by circuit racing teams.

Since giving up serious driving ambitions in the early seventies, having been one of Britain's 'most likely to' rally men for several years, Chris Sclater set up C. S. Automotive to put his experience into professional rally preparation. He has since been involved in projects with Talbot Ireland, and Talbot Italy (where his car leads the 1982 series) so when Citroën Cars GB started to look for someone to run an experimental year of Visa Trophy rallying in British events, Chris was a suitable man for the job. This year is part two of a five year competition plan for Citroën and the Visa Trophy, so Citroën Cars GB wanted to get involved while still retaining very much their own identity.

1981 saw the French competitions department, run from its Paris base by Guy Verrier, enter Group 5 with their first rallying Visa. For this year they produced the necessary 200 copies for Group B homologation, and instigated a Citroën Visa rally/race/hillclimb championship to help them sell the 200 units. Clever, these French! For the next three years the plan is slowly to



Sclater — professional rally preparation.

'homologate' and develop the Visa to a point where they hope 1985 will see an outright-winning, super-powerful, four-wheel-drive machine still housed in the same small shell.

So Citroën Cars GB bought one of the homologated 200 and gave it to Chris along with a fairly tight 'first year' budget and left him to it. Chris contacted John Weatherley, who hadn't rallied since his Talbot Sunbeam Lotus days during 1980, but who had impressed Chris with his testing and driving abilities. The pair spent some time working with Talbot Italy tyre testing, so to complete the team Weatherley's regular partner, Rick Smith, was stuck in the 'brave man's' seat. Only John was on hand for the test day, and yours truly provided the ballast.

The Citroën Visa Trophy car is considerably different from the one with 'zee boompers' on the TV advertisement for the rally car body panels are plastic and the engines are 'blueprinted'. Racing Systems Limited in Northampton prepare Chris's engines, producing a 1216cc, 105bhp version for the Group B entries in the Rothmans RAC Open Rally Championship, and a 1284cc, 115bhp unit when they switch back to the old Group 5 for the Pace/AUTOSPORT National Rally Championship.

Chris has very much gone his own way with the development of 'his' Visa, since he never really got the back-up from Paris that he had hoped for. So it was his and John's ideas that were being tested on this tarmac test. A variety of pads and pad contact areas were being tried, along with a tap to limit the fluid to the rear calipers, and the conventional brake balance control from front to rear in the pedal box layout. A combination of choices to keep the best test driver baffled.

The entire team for this testing consisted of Chris, Martin, and John plus the Ford Cortina Estate, a trailer and the Citroën Visa Trophy. A fairly limited support when compared to the perhaps over-elaborate back-up now deemed necessary right down to the Formula Ford teams in the world of the circuit racers. I was a little surprised by the 'amateur' appearance of the outfit, but that was soon overshadowed by their professional approach to the task in hand.

John took me off round the track on his first test after I had arrived and contrived to remember how many turns he had on his fluid tap — at the same time as counting the turns on his brake balance and carrying out a social introduction with myself! John is only a part-time professional driver combining the pleasure of rallying with his own music component manufacturing business, but he is obviously enthusiastic about being involved with a major manufacturer and the possibilities that lie ahead — like winning the 1985 Lombard RAC Rally in his works mid-engined four-wheel-drive Visa!

My first impressions of the car were not, I must admit, those of undying euphoria. Firstly (and of no surprise if you've read past articles), the Visa is front-wheel-drive and I'm heavily biased against the delights of such devices. Second, my dream machine is a Grand Prix racing car which exudes sophistication, refinement and



The Citroën Visa — an indecently quick little production machine. gleaming cleanliness.

Now you can't expect a rally car to have these characteristics because of the rough, hard job it is designed to do. The ruggedness of the Visa was a little hard to accept with a mass of instruments mounted rather haphazardly across the dashboard and the stripped, basic interior. Still the proof of the pudding is in the eating and this practical little machine *has* won the up to 1300cc class in four out of five outings with a best overall standing of eighth place on the Peter Russek Rally in South Wales. The one failure was put down to the over-enthusiasm of one Mr Weatherley, experimenting with a bit of left foot braking and resultant log pile lumberjacking!

My first few laps of the track were in the passenger's seat, and again the harshness of this little car was the initial impression. However, once John got into his stride, I began to become much more aware of the skills and excitement of rallying, and worried less about the relative refinements.

My first lesson was setting-up brake balances *after* turning into the corner — none of the normal, everything-in-a-straight-line, brake hard and see which end locks first. As John explained, the time you really *need* the brakes is when you are already committed to the bend, and all of a sudden the corner is a bit sharper than anticipated — then you want balanced braking *with* the car cornering, set up so the fronts just lock first. With the brakes more or less to John's liking it was my turn to have a few laps of what was an interesting little track.

Being a specially homologated machine, the Visa is naturally a left-hand drive machine, which seems to upset some rally drivers, but not John nor I. So once strapped in the left seat, I bumbled off round the track. Immediately the front wheel fidget from the limited slip differential began through the steering but it was soon forgotten as we rushed up through the gears. I seemed to get into fifth in the same time as it usually takes to move the gear lever through the three lower positions. It really was very low geared, but then of course the actual speeds of rally cars are often fairly low and so this fifth was good for 99mph at the 7500rpm limit.

Into the twiddly bits, I was finding third gear too short for what to me looked like very tight bends. But as John pointed out, the track was very wide by rally standards, and much of the cornering in the Manx would be done on roads only as wide as the car.

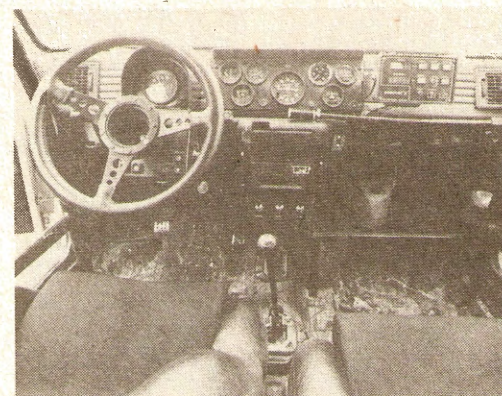
The handling was the predictable understeer, especially pronounced when powering out of long tight turns, although sideways motoring was on offer by hurling the machine into corners at great speed on a trailing throttle. Later in the day John was trying to set the car up so that he could take advantage of this sideways turn-in by setting up for neutral power-out but, although he got it better, he was unable to rid the car of the dreaded power understeer. The Michelin radials were another part of the package that added to the front wheel twitch, and all in all it made for very heavy and tiring steering.

Another unsettling aspect of the handling was the typical radial 'delayed action' in the steering when going through ess-bends. With, for example, a large

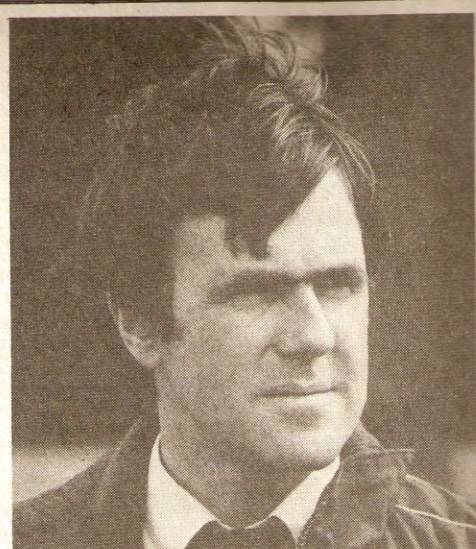
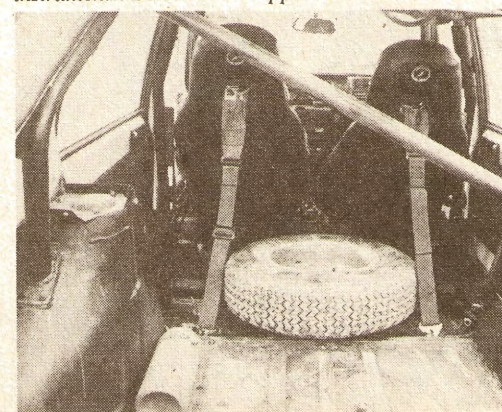
amount of left lock on and the understeer in full swing you then switch the lock to the right for the next corner, the car fails to respond for a moment. Remember all these comments are initial impressions and John, himself a former kart racer and rear wheel drive addict, hardly notices such things anymore and thoroughly enjoys hurling his little Visa around.

"The handling was predictable understeer . . . although sideways motoring was on offer by hurling the machine into corners at great speed on trailing throttle."

Sadly, on such a short acquaintance I am left with an impression of a steering wheel always fighting to get straight and general understeer as the predominant handling. There's no doubt the Citroën Visa Trophy is an indecently quick little production machine getting from A to B under a great variety of conditions in an impressive manner, but on the tarmac it is just not my type of fun. Now if they let me have a go in the forests it might be another matter! On a final note, Danny La Rue would have to do some exercises to strengthen his wrists, but otherwise I still feel a racer's a racer whatever the machine or road surface beneath him! ■



Top: The rugged interior of the Visa with its mass of instruments. Below: The stripped and basic interior.



Atkinson — development year.

Citroën's official view

"Although we have prepared cars for certain events in the past, including the World Cup Rally, this is really the first time we have become involved in a regular rally programme. Consequently, we have undertaken a development year, and we really wanted to complete this season to see whether to continue or not.

"Let's face it, if Verrier had not come up with the Visa Trophy rally scheme in the first place, then we could not have started one ourselves. But the Group B Visa was there — ready made, and we have been encouraged by the success of the car on the Continent.

"Because the Visa is the car of the future for us we really do think that rally results and successes can result in more sales. Again we have been low-key in making use of the results in marketing but next year we hope to make more use of rallying.

"It would be very nice to run a programme in parallel to Verrier's French plan, but Citroën UK is a very small company with only 2 per cent of the market. There is no way that the budget will ever be big enough to enter a car on World Championship events, but we will develop up to a certain level and we will continue next year.

"The basic car is very good. Light, with a very good power-to-weight ratio and remarkably reliable, thanks entirely to Chris Sclater whose preparation has been brilliant. John Weatherley has got used to it well, and next year I would like to see more power. The planned evolution Group B car, which Verrier is producing at the moment, will give us that extra horsepower and it should be lighter although we may have to move to a bigger class.

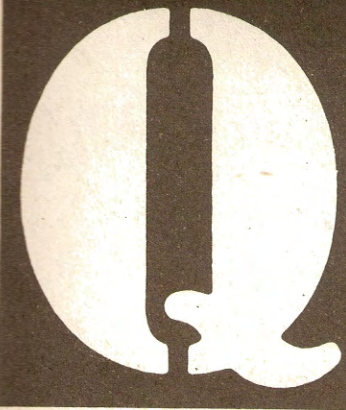
"We have had good value for money this year and the car has probably done more than we had hoped it would. There are several French Visas coming to compete on the Lombard RAC Rally and I am very much looking forward to that, to see how John and our car get on against the French.

"The Pace/AUTOSPORT Championship has been a fabulous opportunity to test and develop the car, although I suppose we cannot expect too many results like the Russek Rally (Weatherley took eighth place overall). Next year we will probably do the Rothmans Open series because it will suit the car more as the rallies are longer, and some are of European Championship status."

Everybody involved 'mucks in'.



File Under



Brave new world

Team owners, team managers, drivers, timekeepers, race administrators, photographers, reporters and other camp followers, everyone beamed up at the sunny skies and said how great it was to be back at Spa-Francorchamps. They were confused by the weather, but glad to be back.

No Formula 1 car has been raced at Spa since Pedro Rodriguez held off Chris Amon in the March to win the 1970 Belgian Grand Prix for BRM. The Spa 1000 Kms was then five races old. There were five more World Championship sports car races on the super-fast road circuit, including two won at an average speed of over 150mph including pit-stops, before a halt was finally called by people who believed — rightly, perhaps — that the place had simply become too dangerous.

Yet during the ten years 1966-75, the Spa 1000 Kms established itself as one of the genuine classics, a road race *par excellence*. Its reputation was built on its setting in the forests of the Ardennes, on its frighteningly fast curves, on its atmosphere of speed and tension, and on many heroic drives in big-muscle racing cars. We think of Spa, and we think of Porsche 917s, and of Rodriguez and Siffert.

The atmosphere of the old Spa-Francorchamps was unlike the ghost-walk-here apprehension of Monza or the 'Ring. Like all long road circuits, one used to have that empty, God-speed feeling while the cars were out on the circuit, deep in the country and racing back to the false security of the pits and grandstands area. But the aura of the place was based on sheer, pure, speed. Once the cars were beyond the hill after Eau Rouge, out of sight, one's overriding thoughts were concentrated on how fast they were going. Somehow, Spa never seemed dangerous. Just *quick*.

The venue was not used in the years 1976-78 while the new track, cutting back down the valley from Les Combes, was being constructed. The first car race on the new circuit was the 24 Hours touring car event in late July, 1979. The 4.34-mile track was used for Formula 2 in 1981 and 1982. The Spa 1000 Kms was the first World Championship race to be held at Spa for eight years.

Standing in the pits, the place looks the same. Up there is the hairpin at La Source; down below, the fast left-right at Eau Rouge; above, the ribbon of road leading into the forest and up towards

Les Combes. Much of the familiar Spa atmosphere remains. But the cars return too soon. Without Burnenville, Malmedy, the Masta Kink and the rest, the circuit is somehow emasculated.

But this is negative thinking. Everyone who was at Spa ten days ago was impressed by the circuit, and especially the first-time visitors. When the Belgian Grand Prix returns to its spiritual home next May, it will not find the spirit absent.

Jacky Ickx had never driven a race car round the track until unofficial qualifying on the Friday. His Mercedes 500 SLC, certainly; a racing car, no. This fact is remarkable because, following his retirement from full-time driving, Jacky has been the Delegate Administrator of the new Spa track. I suppose no one has ever won a World Championship race before on a circuit which he runs.

Jacky's first impressions were that the new Spa included many variations in corners and was difficult to learn. In fact, that view was not widely shared. Most of the drivers found it a relatively easy track to learn but, between the generations, there were different views about its suitability for modern Formula 1.

Jochen Mass: "It's not yet settled whether I will be in Formula 1 next year but, if I am, I would love to drive here. It's a superb circuit, for sure, and the Grand Prix will be a real spectacle."

Riccardo Patrese: "I think it is a fine circuit. It is varied and challenging, good for sports cars. But Formula 1, well, that is something different, you know? Sure, the organisers have a date for next year. But you wait until the drivers see this place. There are a couple of corners where it is too fast, and there is not enough run-off. Can you imagine the Formula 1 cars coming down this hill past the pits and through this corner (Eau Rouge)? They will be bloody quick, I tell you, and at some other places too."

Already (*already*, for Heaven's sake), Spa has a laughable chicane near the left-hander at Blanchimont, which is so tight they call it the 'Bus Stop'. Expect more to appear before May Day 1983.

Confusing rules?

Confused by FISA's evident inability to sort out the rules of the World Endurance Championship of Makes?

Join the queue. Let us all wait together in blissful anticipation until October 13, when it will all have been discussed by that multi-headed mother figure, the FISA Executive Committee. If my informers are to be believed, its members will all be back by then from their summer hols, sun-tanned and refreshed and ready for anything, including the decision over the outcome of the World

series, which they must make retrospectively, after all the racing is done.

Ford Rondeau 62 points, Porsche 60? Or Porsche 75? Jean Rondeau is confident, Porsche's Jurgen Barth not so. At least we can be fairly sure that, if the Executive decision goes against them, Porsche will accept it. There will be no wingeing on to the FIA Court of Appeal or the High Court, or the Commission for Racial Equality.

The October meeting of the Executive will be important, though, not only to the past, but also to the future. Preliminary decisions will be taken about the 1983 World Endurance Championship, concerning both rules and fixtures. Already, discussing next year was all the rage at Spa.

First, the rules. FISA's latest stance represents, finally, the admission that Group B is a total failure as far as track racing is concerned. It is likely that, whichever way it jumps for 1982, the Executive, guided by the Endurance Racing Commission, will exclude the B-cars from scoring 1983 Makes series points.

FISA is also committed to kissing goodbye to 2-litre Group 6, to Group 5 and to Group 4.

In the absence of Group B as a serious class (a very few cars, allowed to race for Drivers points only?), FISA will have a problem in making up the numbers. Probably, there will be fewer than 30 regular Group C entries.

Well, for some time now there has been talk about the establishment of a kind of mini Group C. The Executive will no doubt consider proposals for a new class submitted, with the say-so of the Endurance commission, by Jochen Neerpasch, who was appointed by FISA last January to look after the promotion of endurance racing. The word is that the proposal is for cars with a minimum weight of 650 kilos and with 60-litre fuel tankage, subject to the same refuelling regulations as their 800 kilos, 100-litre Group C counterparts.

Now this formula has been devised mainly to keep the amateur teams in the game. The belief is that teams currently running normal induction 2-litre engines in Group 6 cars would be able to compete while retaining their basic running gear. I wonder...

The present rules demand that a Group C car, in 1000kms events, should achieve a fuel consumption of at least 4.7mpg. At the Nürburgring, the Rondeau team managed, without undue difficulty, to run its cars more or less on the pace at around 6mpg.

The 60-litre minicars would be asked to do 7.9mpg.

A few bright people in endurance

racing have already focused on the fact that these last two figures are not far apart. The Rondeau team used 3955cc normal induction Cosworth DFL engines all season. If they can run fast at 6mpg, then an endurance racing 3-litre DFV, or even a detuned DFL, could be capable of achieving over 8mpg.

Put one of these engines in a 650 kilo sports car, and you're going to be very, very quick. The 1982 Lancias weigh around 700 kilos and their engines put out something like 420bhp. Consider their performances this season, and imagine a 650 kilo car with 450bhp...

The proposed new formula might be an answer for Group C, but will it really be suitable for amateur teams with 2-litre motors? Someone could build a car capable of blowing them, and perhaps the pukka C-cars, far away into the distance, especially if the fuel capacity of the Group C machines is restricted, as rumoured, to 80 litres.

If there is still a long way to go before the rules are finally sorted out to everyone's satisfaction (it's a long way to Never), then there is cause for optimism over the fixtures. Races at Monza, Silverstone, Nürburgring, Le Mans, Spa, Brands Hatch and Fuji are confirmed for 1983. In addition, there should be races at Imola and either Hockenheim or the Norisring, and two fixtures in the USA.

Contrary to fears expressed here a month or so ago, the Daytona organisers still have in at FISA their application to stage a World Championship race of 800kms duration the day before the 24 Hours, which will again be run to IMSA rules. And Long Beach has not withdrawn the application for another 800kms race to be held on the Formula 1 circuit one week before the Grand Prix.

Time was, not many weeks ago, when the endurance racing teams laughed at this idea. How could you possibly build a car for both Long Beach and Le Mans?

But the Long Beach organisers have recently sent out details of The Deal. They are offering sea freight and air travel money which is positively generous by European standards. Suddenly, the idea ain't such a bad one, after all...

As far as prospective teams are concerned, the main problem with the FIA series, in fact, is still money. Some team owners who might have contributed to the backbone of the World series (like Gianpiero Moretti, who is off back to the USA next year to race a Group C car in the CanAm) have already decided to take their equipment elsewhere, where they can race and show a profit.

On the other hand, there are many interesting plans afoot. Porsche are keen not only to run a two-car works team next season, but also to put a run of around ten 956 Group C cars on the production line at Stuttgart. The cars are on the market, ready to race, at about £147,000 — but Porsches have reputedly sold three, and have other customers interested. Ford will continue with the C100 project and will make the turbocharged Cosworth DFL available to private teams like Rondeau and Lola. Ferrari are coming in with the V8 turbo Lancia programme. And there is a strong and most agreeable buzz that another turbo C-car project has been initiated down the road by Alfa Romeo.

QUENTIN SPURRING

Top: The start of the Spa 1000Kms, and Ickx gets cleanly away thanks to Bell, whose sister Porsche causes a traffic jam for Patrese and Surer. Ghinzani in the other Lancia leads Stommelen (Kremer), Winkelhock (Ford), Boutsen (Rondeau), Heyer (Saubert) and the rest of the field. Bottom: Mass, Ickx, the Diners Club ladies, and the Ickx family celebrate on the rostrum. Photos: Jeff Bloxham.

Ickx — the first circuit administrator to win on his own track?





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International Races

MOSPORT ATLANTIC

McMillan governs

Roberto Moreno followed up his sensational win at Trois Rivières on September 5 with a fine performance at Mosport last Sunday in Brian Robertson's Ralt RT4. This time, sadly, the engine blew with just seven laps to go, but not before Moreno had proved once more that he can beat the cream of America's depleted Atlantic circus by leading all the way and taking pole position.

Whitney Ganz was the man to benefit from Moreno's retirement, and he duly completed the race to become the only man to win two Atlantic races this season.

The other fact of significance in this last round of the North American Championship was that David McMillan clinched the title with his fourth place. There had been quite an exciting situation developing to decide the outcome of the crown, for McMillan's only rival, Norm Hunter, qualified second and was alone in offering any resistance to Moreno. Hunter's chances faded on lap 28 when he had to pit to replace a flat tyre. He rejoined in sixth place, and performed mightily in the last 12 laps to pass Dan Marvin and McMillan.

GORDON KIRBY

MOSPORT (CDN)

Sep 12 North American Formula Atlantic Championship, round 9 40 laps — 98.36 miles

- 1, Whitney Ganz (Ralt RT4), 40 laps, no time given;
 - 2, Josele Garza (Ralt RT4), 40 laps
 - 3, Norm Hunter (Ralt RT4), 40 laps
 - 4, Dave McMillan (Ralt RT4), 40 laps
 - 5, Dan Marvin (Ralt RT4), 40 laps;
 - 6, John David Briggs (Ralt RT4), 40 laps;
 - 7, Allen Berg (March 82), 40 laps; 8, Mark Moore (Ralt RT4), 40 laps; no other finishers.
- Fastest lap:** Ganz, 1m 17.346s, no speed given.

Final championship positions: 1, McMillan, 120; 2, Hunter, 118; 3, Ganz, 111; 4, Garza, 107; 5, Marvin, 91; 6, Briggs, 90; etc.

SPA (B)

Sep 4 Coupe de Spa Bastos Trophy

- 1, Alain Semoulin (Ford Capri RS), 1h 29m 31.04s, 87.16mph;
 - 2, Hervé Regout (BMW 528i), 1h 29m 33.28s;
 - 3, Hans Heyer (BMW 528i), 1h 31m 09s;
 - 4, Alain Peltier (BMW 528i), 1h 31m 11.22s;
 - 5, Rajmond van Hove (Alfa Romeo GTV 6), 1h 31m 22.21s;
 - 6, Bernard Carlier (VW Scirocco), 29 laps; etc.
- Fastest lap:** Regout, 2m 57.50s, 87.91mph.

JARAMA F3

Weaver marches on

James Weaver continued his winning way at the penultimate round of the European Formula 3 Championship at Jarama last Sunday. For the second successive week Weaver led from start to finish in the Yokohama tyre equipped Eddie Jordan Racing Ralt-Toyota RT3.

Oscar Larrauri, who has already clinched the series, took pole position in the Euroracing-Alfa with the aid of Michelin qualifiers. However, without the use of Q-tyres Weaver still managed to qualify second and found that his race tyres were 0.7sec quicker than the Michels.



Weaver — another Euro win

At the start of the 30 lap race Weaver took the lead almost immediately as Larrauri stripped first gear and from that moment on the Englishman was never really troubled. He quickly opened up a lead of 5-6secs and other than being briefly held up by one back marker drove confidently to the end, taking fastest lap into the bargain.

Martini team-mates Alain Ferté and Philippe Alliot, who had qualified fourth and fifth, took up station in second and third places, which remained the same throughout.

Claudio Langes qualified his Anson in a good third place and was running comfortably behind the Marlboro Martins until just before the end when he tangled with Didier Theys and spun down to 10th.

Larrauri dropped backed to eighth in the first couple of laps but was moving back through the field until he tangled with team-mate Emmanuele Pirro on lap 7, eliminating both cars.

With Philippe Colonna spinning out of fourth place in his Yokohama-shod Ralt,

it was Paolo Giangrossi who took fourth at the end ahead of Theys and local man Carlos Abella in his VW powered Ralt.

JARAMA (E)

Sep 12 European Formula 3 Championship, round 14 30 laps.

- 1, James Weaver (Ralt-Toyota RT3), 42m 45.37s;
 - 2, Alain Ferté (Martini-Alfa Romeo MK37), 42m 50.46s;
 - 3, Philippe Alliot (Martini-Alfa Romeo MK37), 43m 04.86s;
 - 4, Paolo Giangrossi (Ralt-Alfa Romeo RT3), 43m 14.30s;
 - 5, Didier Theys (Martini-Alfa Romeo MK37), 43m 19.07s;
 - 6, Carlos Abella (Ralt-VW RT3), 43m 24.26s;
 - 7, Michel Ferté (Martini-Alfa Romeo MK37), 43m 27.72s;
 - 8, Jakob Bordoli (Martini-Toyota MK37), 43m 32.87s;
 - 9, Philippe Colonna (Ralt-Toyota RT3), 43m 36.01s;
 - 10, Claudio Langes (Anson-Toyota SA3), 29 laps;
 - 11, Roberto Ravaglia (Dallara-Alfa Romeo), 29 laps.
- Fastest lap:** Weaver, 1m 24.54s, 141.037kph.

ORAN PARK

Dowe's dowery

The sixth round of the Australian Drivers Championship was won by John Dowe (Ralt RT4) and he now leads the points table with only two rounds to go. Andrew Miedecke came home second a mere 0.2sec adrift in his Ralt RT4. Alfredo Costanzo still holds second in the championship to Dowe although he failed to finish last weekend in his Tiga.

BOB JENNINGS

ORAN PARK Australian Drivers Championship, round 2 Sep 12

- 1, John Dowe (Ralt RT4), 43m 17.0s;
 - 2, Andrew Miedecke (Ralt RT4), 43m 17.2s;
 - 3, Paul Radische (Ralt RT4), 43m 41.3s;
 - 4, Richard Davison (Ralt RT4), 43m 50.1s;
 - 5, Bruce Alison (Ralt RT4), 43m 59.7s;
 - 6, Philip Revell (Ralt RT4), 39 laps.
- etc.

SANDOWN PARK

Miffed Moffat

The second round of the Australian Endurance Championship for Touring Cars was seen as a warm up for the forthcoming Bathurst race on October 3.

The 110 lap event finished in controversy, when race leader Alan Moffat was given two separate 1min penalties and later charged with two breaches of the rules. The flag was given to the Holden Commodore of Allan Grice with Moffat second and Touring Car Champion, Dick Johnston, in his new XE Falcon, third.

Moffat had worked his way into the lead after starting at a modest pace, his job was made easier when the winner of the previous seven 400km races at Sandown, Peter Brock, retired after 18 laps, with a gearbox oil leak in his new light-weight Commodore.

Moffat was in the lead from one third distance and held it for virtually the rest of the race but he incurred the penalties for allegedly speeding in the pit lane on the two occasions that he stopped for fuel. After the second incident he was black flagged 10 laps from the end and pitted, later claiming that nobody told him why he had been black flagged. Having rejoined the race, and ignored the black flags that were shown him for the rest of the distance, Moffat was later charged with failing to obey official orders and driving in a dangerous manner. Officials said that on one occasion his car was responsible for minor injuries caused to a member of one of the pit crews.

Alan Jones retired his Mazda RX-7 at half distance with a jammed gearbox having been running sixth. Earlier in the day he had been beaten for the first time in his Porsche 935 by Peter Brock, driving Bob Jane's Monza.

BOB JENNINGS

SANDOWN PARK (AUS)

Castrol 400 Sep 12 Australian Endurance Championship for Touring Cars, round 2 110 laps

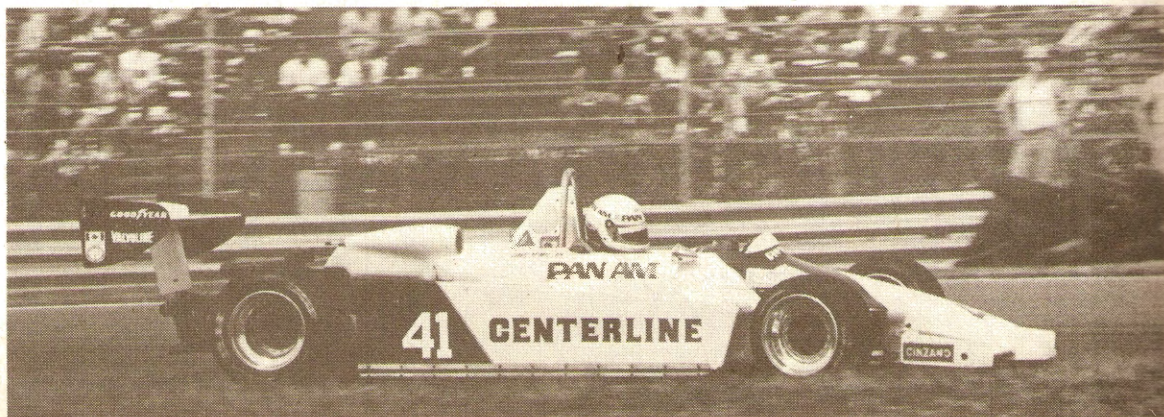
- 1, Allan Grice (Commodore), 2h 16m 49s;
 - 2, Alan Moffat (Mazda RX-7), 2h 17m 18s; (inc two 1m penalties);
 - 3, Dick Johnson (Falcon XE), 2h 17m 58s;
 - 4, John Harvey (Commodore), 109 laps;
 - 5, Charlie O'Brien (Commodore), 109 laps;
 - 6, Gary Rogers (Commodore), 109 laps.
- etc.

ROAD ATLANTA IMSA

The Pauls belt home

John Paul Jr confirmed at Road Atlanta last Sunday why he is the 1982 Camel IMSA GT Champion by winning the Sprite 500 in the JLP Racing Porsche 935 shared with his father.

Fourth place at Mosport was enough to give Dave McMillan the North American Atlantic title



ROAD ATLANTA continued

It was a fortunate victory, however, in more than one way, for the Pauls suffered a host of problems throughout the meeting. It began during Thursday's practice with a huge accident while Paul Sr was driving the regular special 935. He was unhurt but the force of the impact meant that this car will probably not be seen again this season, leaving the Pauls to see the year out with their back-up. During the race this car twice hit the old 935 problem of a broken fuel injection pump drive belt, but on both occasions Paul Jr had sufficient speed along the back straight to coast into the pits . . .

The car towards the end was running second behind the underpowered March-BMW 82G of David Cowart/Kenper Miller, which had led most of the race. With 12 laps to go, however, the leaders slowed with a flat battery which began to affect the fuel pump. They limped home in third place, one lap behind the T-Bird Swap Shop 935 of Preston Henn/Doc Bundy. Bundy, incidentally, had the advantage of considerable experience of Road Atlanta as he instructs at the driving school there.

The rate of attrition was high, with several cars being forced to retire from the lead. The first of the fancied runners to go was the Chris Cord/Jim Adams Lola T600, which retired on the warm-up lap with a broken crownwheel and pinion. The other T600 — the Interscope car of Danny Ongais/Ted Field — retired while leading with something broken in the halfshaft assembly.

John Fitzpatrick/David Hobbs, the winners in their 935 the week before at Mid Ohio, also led in the early stages but dropped out after half the race when a trailing arm broke in the rear suspension.

Qualifying on Saturday had been held in the wet and saw Derek Bell in electric form to take the pole in Bob Akin's 935. This car also ran near the front in the race — although it was not so competitive in the dry — before pulling out when a front stub axle broke.

The British-based Grid-Plaza team got off to a bad start when Emilio de Villota inexplicably ran off the road during the warm-up. The car started with its front bodywork completely taped up, and ran well until de Villota and team-mate Fred Stiff were stopped by an unspecified mechanical failure.

Other retirements on this tortuous 2.5 mile circuit included Desiré Wilson with a blown engine after just 20mins in a second Swap Shop 935, Skeeter McKittrick/Bill Koll in the Rondeau-Chevrolet with first gear selection problems and then a blown engine, and Marty Hinze/Randy Lanier in their March-Chevrolet with a blown motor.

An unfortunate British retirement was that of the Charles Ivey Porsche 935 driven by John Cooper/Paul Smith, having their last outing before returning

to Britain. They were eliminated when AUTOSPORT's reporter found himself a passenger in his Mazda RX-7 after a wheel cylinder exploded under braking, causing him to lose control. Potter could do nothing, and unfortunately the closely following 935 hit the Mazda from behind . . .

While the main Camel IMSA GT series has been settled in his favour, Paul Jr now also leads the Endurance series from M. L. Speer/Terry Walters, whose 3LP Racing Porsche finished fourth in this race.

STEVE POTTER

ROAD ATLANTA (USA)

Sep 12

Camel IMSA GT

Championship, round 16

Camel IMSA GT Endurance

Championship, round 8

Sprite 500 — 124 laps

1, John Paul Sr/John Paul Jr (3.0 Porsche 935 tc),

3hr 6m 28.365s, 100.544mph;

2, Preston Henn/Doc Bundy (3.0 Porsche 935 tc),

123 laps;

3, David Cowart/Kenper Miller (3.5 March-BMW

82G), 122 laps;

4, M. L. Speer/Terry Walters (3.0 Porsche 935 tc),

119 laps;

5, Rene Rodriguez/John Greenwood (5.7 Chev-

rolet Corvette), 119 laps;

6, Roger Mandeville/Amos Johnson (2.3 Mazda

RX-7), 116 laps;

7, Derek Bell/Bob Akin (3.0 Porsche 935 L-1tc),

116 laps; 8, Rick Knoop/Ron Grable (2.0 Toyota

Celica), 116 laps; 9, Jim Downing/John Maffucci

(2.3 Mazda RX-7), 115 laps; 10, Jack Dunham/

Jim Mullen (2.3 Mazda RX-7), 115 laps; etc.

Class winners: GT0: Rodriguez/Greenwood.

GTU: Mandeville/Johnson.

Fastest lap: Paul Jr, 1m 20.58s, 112.584mph,

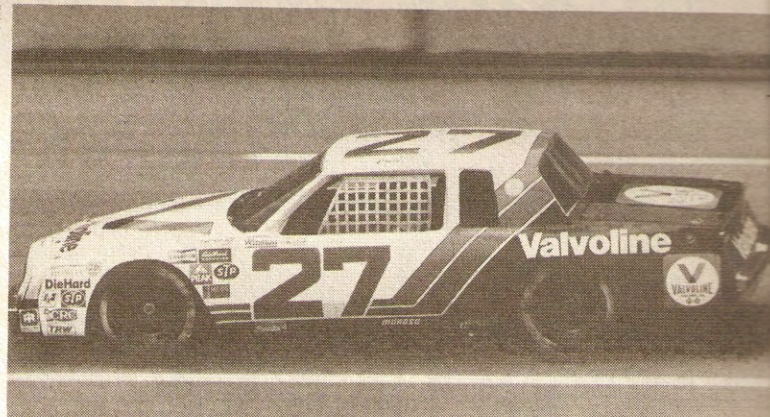
lap 61.

NASCAR

Allison on target

Monday, September 6 saw Cale Yarborough (MC Anderson Buick Regal) win the Southern 500 at Darlington after a tremendous dice with Richard Petty's STP Pontiac Grand Prix. The race ended up with a real 'fender-bender' battle between Yarborough and Petty, Cale gaining the advantage when Petty's tyres went off towards the end.

The 'Silver Fox', David Pearson, had stolen the limelight after qualifying on pole on this rare appearance, but his Buick dropped out having run well when the rear suspension broke at 78 laps. Winston Cup Grand National points leader Bobby Allison started well from third spot with his DiGard Racing/Gatorade Buick but went into the wall early. After a quick stop to sort out the bodywork he finished 40 laps behind in



Cale Yarborough won the 22nd NASCAR round at Darlington.

20th position, thereby salvaging some points for his title bid.

Of the other title contenders, Darrell Waltrip (Junior Johnson Buick) retired from the leading bunch while Terry Labonte (J. D. Stacy Buick) blew an engine and crashed after 120 laps.

Six days later, the circus moved to Richmond for the Wrangler 400, and this time it came good for points leader Bobby Allison, who won in a Chevrolet this time, despite running out of fuel just as he came in for his last pit stop. Allison had taken pole position, and never looked like being beaten to his seventh win of the year. GORDON KIRBY

MOSPORT CANAM

Unser Jr pulls clear

The sixth round of the Budweiser SCCA CanAm Challenge at Mosport last Sunday saw Al Unser Jr in fine form to take his third win in the series this year by 22secs from Danny Sullivan and championship leader Al Holbert. These three were the only men in the race.

Holbert dominated qualifying to take pole in his VDS 001 with a record time, while Unser lined his Galles-Frissbee GR3 — the newer car having its first run since Elkhart Lake — alongside. Sullivan put the revised March 827 in third spot.

Unser took the lead from the start but Holbert hung on until he spun on lap 13. He brought the VDS in and took on more fuel before coming out once more, only to spin again, dropping himself well behind second-placed Sullivan. Holbert made up the ground well, but on the very last turn of the last of the 60 laps he spun the VDS a third time, losing his remote chance of snatching second from Sullivan.

Five-litre cars filled the next four places, John Morton (Frissbee) leading home Jim Crawford's Amco Racing Ensign N180, John Kalagian's Frissbee and Rex Ramsey's Lola T530.

Bertil Roos dominated the 2-litre class during qualifying, and led it in the race until his Marguey broke a halfshaft. Jacques Villeneuve, a full 2secs a lap slower in his Osella (perhaps he should have bought a British car?), hung on behind eventual class winner Ed Wachs's Ralt RT5, but eventually finished 13th after receiving a penalty.

GORDON KIRBY

DARLINGTON (USA)

Sep 6

NASCAR Winston Cup Grand

National

Championship, round 22

Southern 500

367 laps — 500 miles

1, Cale Yarborough (Buick), 4hr 21m 00.0s,

115.224mph;

2, Richard Petty (Pontiac GP), 367 laps;

3, Dale Earnhardt (Ford T-bird), 367 laps;

4, Bill Elliott (Ford T-bird), 367 laps;

5, Buddy Baker (Pontiac GP), 365 laps;

6, Lake Speed (Buick), 365 laps;

7, Geoff Bodine (Pontiac GP), 364 laps; 8,

Benny Parsons (Buick), 364 laps; 9, Buddy

Arrington (Dodge), 364 laps; 10, Dave Marcis

(Chevrolet), 362 laps; etc.

MOSPORT SUPERVEE

Better than Dad!

Michael Andretti copied his Dad by qualifying on pole for the Mosport SuperVee race, and he duly took his fourth victory of the year with a flag to flag display in this 25 lap race. He now has a convincing lead in the championship.

It was not plain sailing, however, for Davy Jones (a recent sensation in British F3 races) chased him all the way and finished just 0.1sec behind. Ed Pymm held third place but dropped out with nine laps to go. GORDON KIRBY

MOSPORT (CDN)

Sep 12

Robert Bosch/VW SuperVee

Championship, round 7

25 laps — 61.48 miles

1, Mike Andretti (Ralt RT5), 25 laps;

2, Davy Jones (Ralt RT5), 25 laps;

3, Gregg Atwell (Ralt RT5), 25 laps;

4, Peter Moodie (Anson SA3), 25 laps;

5, John Timken (Ralt RT5), 24 laps;

6, Brad Murphy (Ralt RT5), 24 laps;

7, Carl Whitney (Ralt RT5), 24 laps; 8, Tim

Evans (Ralt RT5), 24 laps; 9, Jerrill Rice (Ralt

RT5), 23 laps; 10, Rob Stevens (March 80), 23

laps; etc.

MOSPORT (CDN)

Sep 12

Budweiser SCCA CanAm

Challenge, round 6

60 laps — 147.48 miles

1, Al Unser Jr (5.0 Frissbee-Chevrolet GR3), 1hr

15m 53.009s;

2, Danny Sullivan (5.0 March-Chevrolet 837), 1hr

16m 15.658s;

3, Al Holbert (5.0 VDS-Chevrolet 001), 1hr 16m

27.082s;

4, John Morton (5.0 Frissbee-Chevrolet), 57 laps;

5, Jim Crawford (3.0 Ensign-Cosworth N180), 57

laps;

6, John Kalagian (5.0 Frissbee-Chevrolet), 57

laps;

7, Rex Ramsey (5.0 Lola-Chevrolet T530), 56

laps; 8, Ed Wachs (2.0 Ralt-Hart RT2), 55 laps; 9,

Jim Trueman (2.0 March-Hart 822), 55 laps; 10,

Rob Woltring (5.0 Frissbee-Chevrolet), 55 laps;

etc.

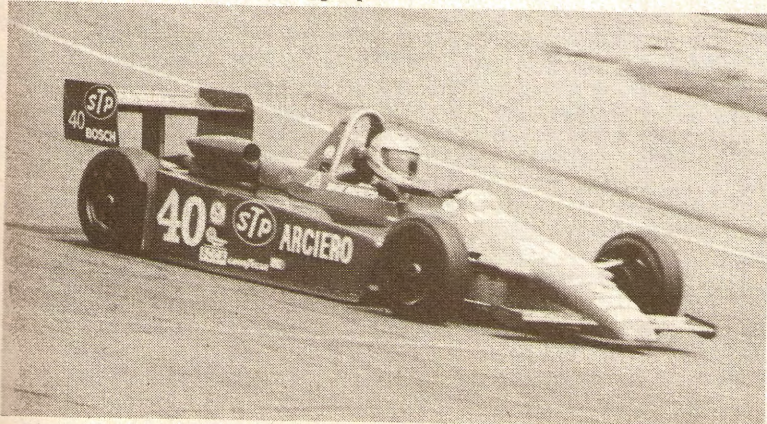
Fastest lap: Unser Jr, 1m 11.873s, no speed

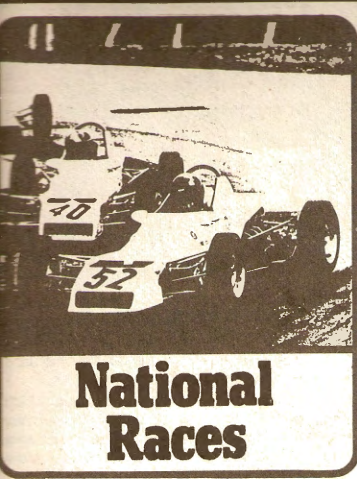
given.

Championship positions: 1, Unser Jr, 330; 2,

Holbert, 310; 3, Sullivan, 260; etc.

Mike Andretti now has a convincing SuperVee series lead.





National Races

OULTON PARK

Street fighter

With three practice sessions sufficing for the six Pre '74 FF1600 races, the organisers were able to start the racing an hour earlier than the customary 2 o'clock and this was to prove a wise move for there were to be a large number of incidents during the afternoon. The first heat of the Formula Ford Spares Pre '74 Festival was led from the start by Peter Lawrence from pole-man Mike Jordan, the other front row occupant, Howard Done having to sit with a dead engine while the field scrambled around him before he was pushed started. Brian Songhurst and Chris Whittingham in the two John Kimpton Insurance Dulong were up with the leaders but had separate spins, Whittingham ending his race against the armco. Jordan hung onto Lawrence for all he was worth until a last lap effort to get by resulted in a trip off the circuit, Jordan finishing with the Hawke's radiator dragging on the road under the car, allowing Gareth Lloyd to get his Dulong up to second.

The first of several start-line incidents came in the second heat when Chris Johnson spun as the pack entered Old Hall, everyone else managing to recover and keep going but Johnson retiring on the spot. Peter Rogers and Chris Smith, having started from the front row, disputed the lead until Smith left his braking too late at Old Hall and slid into the barrier on lap 2. Paul Sleeman and Peter Hancock took over the fight for second place, the former gradually establishing himself in the position.

Ken Donaldson in the ex-Helen Bashford McNamara was on pole for heat 3 in his first ever race. Chris Woodcock dived through from the second row at the start but his stay at the front ended at Druids when he and Richard Mallock touched, Woodcock retiring and Mallock recovering in last place just ahead on the road of leader Steve Bradley. Bradley went on to an easy win, Donaldson being a distant second and Alister Lane third in his Hawke.

In the Lucas CAV Production Sports Car Championship race, it was Trevor Lewis's Lotus Esprit Turbo which took the lead from Steve Cole's Morgan Plus 8 and the similar Lotus of Pete Hall, Colin Blower pursuing them in his usual spectacular style at the wheel of the TVR Tasmin. Lewis and Cole both overdid things at Fosters, allowing Hall to get past but, when Lewis retired at Knicker Brook, the race became a very close

affair between Hall and Cole. Both cars ran wide at Lodge on one lap as Cole tried to go round the outside and Hall left him no room to do so but the following lap the Morgan was in front to cheers from the Lodge Corner spectators. A delighted Cole took the flag ahead of Hall and Blower. Hard on Blower's heels were the dicing Caterham 7's of John Stenning and Bermudan emigré, Maynard Soares; who last raced at Oulton 13 years ago. These two headed the 2½-litre class while Ian Jacobs successfully defended his small class lead for the ten laps, his Matra Simca Bagheera being separated from the pursuing Midgets of Peter Hiley and Nick Emmony most of the way by the Caterham 7 of Martin MacLeod until MacLeod managed to get ahead of the Matra in the closing stages of a very good race.

The first semi-final for the Pre-'74 Fords started dramatically with David Porter, Peter Hancock and Alister Lane being involved in a shunt which culminated in lane's car over-turning. Hancock and Lane were out, both uninjured, and the race continued despite this rather liberal interpretation of 'rolling start'. Steve Bradley soon built up a comfortable lead over Paul Sleeman and Mike Jordan and interest centred on Richard Mallock's progress through the field. By seven laps he was closing rapidly on Jordan and as they came into Lodge for the tenth and last time Mallock made his

all-or-nothing attempt to take third place. Unfortunately, it didn't come off — although Mallock very nearly did — the little U2 spinning and finishing fifth.

The second semi-final also suffered from a start-line pile-up, triggered off by contact between Wendy Satterly and Terry Boxall, six others becoming embroiled in the ensuing melée and causing the race to be stopped at the end of the lap. Dave Lowe's Lotus 61 made the most of the re-start but was soon passed by Peter Rogers who drew away from Peter Lawrence and Gareth Lloyd who moved past the Lotus to dispute second place.

Between the semi-finals, it was the turn of the Pace British FF2000 contenders and the 20-lap race saw ex-kartists Ayrton de Silva and Calvin Fish sharing the front row ahead of Tim Davies and Kenny Andrews. Fish made the best use of the power of his Neil Brown engine and scorched off into the lead, frantically pursued by da Silva, these two soon opening a gap over Davies, Russell Spence, Andrews, Rob Wilson in the Swallow Pilbeam and the rest.

Da Silva couldn't pass Fish but kept the pressure on until Fish made a slight error on the ninth lap and the Rushen Green car was through in a flash. Tim Davies dropped back steadily to come home in sixth place while Russell Spence settled for third place although he had his hands full keeping ahead of a closing Victor

Rosso in the later stages. Frank Bradley's progress, as he moved up from ninth place on the second lap, was the highlight of the race, especially when he caught up with Tim Davies, these two having a rare old scrap. Twice Bradley tried to go round the outside of Davies at Lodge and on the third attempt the two touched as they swooped down Deer Leap, the Van Diemen's nosecone flying off. This slowed Bradley who fell back and just managed to beat Harry Goodman's Swallow Pilbeam into seventh place.

The Champion of Oulton FF1600 race had Richard Peacock on pole, flanked by Martin Allinson and John Bosch. From the start, Peacock and Allinson were joined in the fight for the lead by Wally Warwick who had come from the third row. Allinson spun at Cascades and series leader, Richard Street, moved into third place. On the second lap David Carson had the steering fail on his Saracen going into the very fast Druids Corner. The car went straight into the barriers. Amazingly, Carson was extricated from the completely destroyed car and, apart from a sore leg, was pronounced fit. This brought the race to a halt at the three lap mark and the cars were lined up for the seven-lap conclusion in the order at this point.

Richard Street took advantage of the front row position and was soon in the lead, leaving Peacock and Warwick to fight over second place. Street was preoccupied with his car's temperature being off the clock and eased off, forgetting that he needed to make up a half-second deficit from the first 'half' but fortunately he was a full second ahead of Warwick on the road at the flag.

The last race of the long afternoon was the fifteen lap final for the Pre-'74s and this began without incident, Paul Sleeman leading from Peter Rogers and Steve Bradley. This order was soon reversed, Bradley pulling away to a comfortable and well-deserved win and at the same time, clinching the BRSCC Pre-'74 Championship overall.

PETER MCFADYEN

Pete Hall (left) and Steve Cole had a very close Lucas sports car dice.



OULTON PARK (GB), Sep 4, BRSCC

BRSCC Pre-74 FF1600 Championship: Heat 1 (8 laps): 1, Peter Lawrence (Royale-Hanson RP3A), 10m 00.3s, 79.35mph; 2, Gareth Lloyd (Dulon-Rowland MP15), 10m 06.5s; 3, Mike Jordan (Hawke-Harris DL11), 10m 12.8s; 4, Brian Songhurst (Dulon-Minister MP15), 10m 15.9s; 5, Colin Heseltine (Dulon-Ford MP15), 10m 24.7s; 6, David Porter (Elden-Chamberlain Mk 10C), 10m 28.1s. **Fastest lap:** Jordan, 1m 12.2s, 82.47mph.

Heat 2 (8 laps): 1, Peter Rogers (Merlyn-Hansen Mk20A), 9m 36.8s, 82.59mph; 2, Paul Sleeman (Rostron-Minister CT3), 9m 43.5s; 3, Peter Hancock (Merlyn-Minister Mk20A), 9m 44.0s; 4, Dave Lowe (Lotus-Holbay 61), 9m 58.5s; 5, Wendy Satterly (Elden-Ford Mk10), 10m 31.6s; 6, Terry Boxall (Royale-Scholar RP16), 10m 40.7s. **Fastest lap:** Rogers, 1m 10.8s, 84.10mph.

Heat 3 (8 laps): 1, Steve Bradley (Van Diemen-RS Engines RF73), 9m 35.6s, 79.97mph; 2, Ken Donaldson (McNamara-Holbay), 9m 58.6s; 3, Alister Lane (Hawke-Auriga DL11), 10m 01.3s; 4, Paul Crooks (Palliser-Scholar/Hansen WDF3), 10m 12.2s; 5, Alan Burrows (Jamun-Titan T3), 10m 28.1s; 6, John Roberts (Dulon-Minister MP15), 10m 30.1s. **Fastest lap:** Bradley, 1m 10.2s, 84.81mph.

Semi-Final 1 (10 laps): 1, Bradley, 11m 54.3s, 83.36mph; 2, Sleeman, 11m 58.0s; 3, Jordan, 12m 05.6s; 4, Songhurst, 12m 08.9s; 5, Richard Mallock (Mallock U2-Minister Mk9DD), 12m 11.8s; 6, Ian Millward (Lola-LRG T204), 12m 12.4s. **Fastest lap:** Bradley, 1m 09.6s, 85.55mph.

Semi-Final 2 (10 laps): 1, Rogers, 11m 54.3s, 83.36mph; 2, Lawrence, 12m 00.2s; 3, Lloyd, 12m 00.4s; 4, Lowe, 12m 18.3s; 5, Donaldson, 12m 21.7s; 6, Howard Done (Hawke-Pierstone DL11), 12m 22.4s. **Fastest lap:** Rogers, 1m 10.2s, 84.68mph.

BRSCC Pre-74 FF1600 Championship Final (15 laps): 1, Bradley, 17m 33.4s, 84.79mph; 2, Rogers, 17m 35.8s; 3, Sleeman, 17m 52.8s; 4, Mallock, 17m 57.3s; 5, Lloyd, 18m 00.7s; 6, Done, 18m 01.6s. **Fastest lap:** Bradley, 1m 08.8s, 86.55mph.

Lucas CAV Production Sports Car Championship race (10 laps) — Overall: 1, Steve Cole (3.5 Morgan Plus 8), 13m 03.3s, 76.02mph; 2, Pete Hall (2.2 Lotus Esprit Turbo), 13m 04.5s; 3, Colin Blower (2.8 TVR Tasmin), 13m 30.3s; 4, John Stenning (1.6 Caterham Super 7), 13m 31.0s. **Over 2500cc:** As first three overall. **Fastest lap:** Cole, 1m 15.8s, 78.55mph. **1501-2500cc:** 1, Stenning, 73.42mph; 2, Maynard Soares (1.6 Lotus Caterham 7); 3, Martin MacLeod (1.6 Caterham 7). **Fastest lap:** Stenning, 1m 18.7s, 75.66mph. **Up to 1500cc:** 1, Ian Jacobs (1.4 Matra Simca Bagheera S), 14m 24.2s, 68.90mph; 2, Peter Hiley (1.5 MG Midget); 3, Nick Emmony (1.3 MG Midget Mk11). **Fastest lap:** Hiley, 1m 24.4s, 70.55mph.

Pace British Ford 2000 Championship race (20 laps): 1, Ayrton da Silva (Van Diemen-Nelson RF82), 20m 40.9s, 95.97mph; 2, Calvin Fish (Van Diemen-Neil Brown RF82), 20m 43.8s; 3, Russell Spence (Van Diemen-Nelson RF82), 20m 59.3s; 4, Victor Rosso (Van Diemen-Neil Brown RF82), 21m 01.3s; 5, Kenny Andrews (Van Diemen-Nelson RF82), 21m 08.9s; 6, Tim Davies (Royale-Nelson RP32M), 21m 23.3s. **Fastest lap:** Fish, 1m 01.4s, 96.98mph.

Champion of Oulton FF1600 race (10 laps): 1, Richard Street (Royale-Minister RP31M), 11m 44.0s, 84.58mph; 2, Wally Warwick (Reynard-Ford FF82), 11m 44.5s; 3, Richard Peacock (Crosslé-Scholar 50F), 11m 44.7s; 4, John Bosch (Van Diemen-Minister RF82), 11m 53.3s; 5, Mike Lindley (Van Diemen-Aldon RF79), 11m 59.0s; 6, Malcolm Barfoot (Crosslé-Scholar 45F), 12m 03.1s. **Fastest lap:** Warwick, 1m 08.3s, 87.18mph.

BRANDS HATCH

King Karl

MGs of all ages, shapes and sizes appeared at Brands Hatch on Sunday in the annual MG Car Club race meeting. Seven of the nine events were devoted to the enthusiasts while Formula Ford action completed the programme.

Terry Smith (3.5 MGB V8) made every yard a winning one from the outside of the front row in the opening event for MGCC BCV8 Championship contenders, but he was pushed to a new record in his efforts to retain the lead from the frantic bunch of pursuers. Tony Binnington and Rod Longton were next, ahead of the slow-starting Terry Osborne, who had his mirrors equally full of the similar Bs of John Lodge, Bob Luff and Barry Siderly-Smith. Longton needed all his experience to gain second place before Binnington spun into retirement up Hailwood Hill on lap 8. Lodge dropped two places while performing a neat spin at Clearways, handing sixth place to Dick Walden. John Hewitt also set a new record although his class-winning eighth position seemed fairly effortless.

The MGAs and the MG T Types were combined presenting an intriguing 27-strong grid, and, even with the older T Types starting 10secs later, plenty of excitement followed. Cotswold driver

BRANDS HATCH continued

Eric Hoult built up a sizeable lead in the opening laps, but then appeared along Brabham Straight trailed by a shower of sparks. His MGA's front nearside suspension had collapsed and Richard Hutton inherited the lead and was pressed hard over the remaining laps by Steven Clayton. Glyn Guisti was an astonishing fifth overall and winner of the hectic T Type battle, narrowly defeating Dave Clewley, but it might have been different had not Ron Gammons suffered as a result of contact at Druids on lap 4. Gammons recovered masterfully and climbed back to seventh overall scorching to a new lap record on his way.

Mystery surrounded the pre 1955 Handicap event with Scratch man P. J. Colborne completing two warm up laps plus an extra slowing down lap in his raucous 1.5-litre Maserati. Mr. Colborne was a very easy winner 'on the road', but had been set too stiff a task on handicap. The Maserati disappeared from the result sheets just as it had done immediately after the race, depriving everyone of the opportunity to learn more of Mr. Colborne and his interesting racing car during the customary post-race interviews! Dave Clewley was second, keeping the Maserati in sight and having drawn clear of the T Types of Dave Saunders and George Edney. The Handicap winner was sixth across the line, Barry Summerfield having stylishly controlled his magnificent 4.5-litre Avon Bentley.

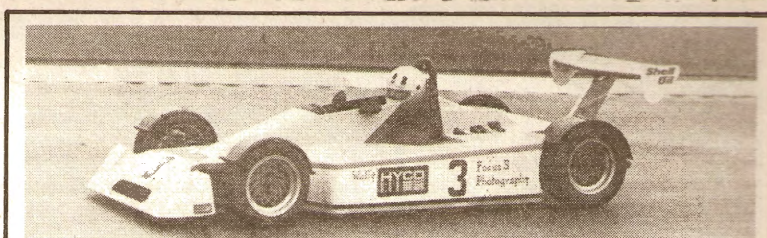
Karl Jones (Royale RP29) was a little fortunate to escape a penalty at the start of the Champion of Brands FF1600 race having crept half a length ahead of the rest of the front row to enjoy a useful lead in the opening laps. A furious scrap developed for second place with Trevor Stiles (Queensway Auto Accessories Van Diemen RF80) demoting poleman John Oxborrow (Ray 82F) at Druids before setting about reducing Jones's advantage. Andy Ackerley (Crest Hotel/Deacon Contractors Ray 81/82F) pushed Oxborrow further back along Cooper

Straight and the Seaford builder then had to contend with a mighty challenge from Martin Holman (Van Diemen RF80).

By lap 7, Stiles had tried everything to find a way past the determined Welshman and, in desperation, took to the grass along Cooper Straight and lost a few vital yards. Back on terms again for the final lap, Stiles ambitiously fought for the inside at Graham Hill Bend but locked up into a semi-spin and was collected at full force by Oxborrow, both cars sustaining heavy damage. A delighted Jones took the flag but with only a length to spare over Ackerley, while Holman crossed the line third also having escaped the Stiles/Oxborrow tangle. It had been just as furious further back with Tim 'East Grinstead' Jones emerging a worthy fourth, inches ahead of Len Bull (Van Diemen RF79), Simon Sabel (Crosillé 25F) and Ted Whitbourn (Crosillé 30F).

Equally spectacular action — but at a more sedate pace — followed with the MGs returning to the circuit. Bill Hewitt's MG Shop Manchester MGB clinched the lead going into Paddock for the first time in the Standard BCV8 class with Barry Sidery-Smith demoting the slow starting poleman Paul Stephens to third as they climbed up to Druids. Paul Camping wrestled third place from Stephens and forced his way inside Sidery-Smith at Druids to take second on the following lap. Hewitt used every inch of the track in defending his scant lead, including the 'old road' at Paddock on a couple of occasions, but held on for a worthy victory. Camping, Sidery-Smith and Paul Stephens continued virtually nose to tail while Jim Baynam lost touch with the leading group after a wayward moment through Surtees on lap 5.

Laurence Croydon-Fowler looked to have a simple task in the Standard MG-Midget race when poleman Tony Dowler coasted into retirement yards after the start and the other front row occupant Wally Liles failed to appear at all. But hot on the heels of the Sprite at the end of lap 1 was former Mini 1000 man Jon Simpson and these two provided the bulk of the



Graham Gant's WEV 2B won the Hyco Tools Formula 1300 Challenge round.

DONINGTON PARK (GB), Sep 4, 750 MC

Combined One Make Car Clubs Handicap Race (10 laps): 1, John Liddle (1.3 Alfadud T), 20m 32.9s, 57.15mph; 2, Tim Sisson (4.2 Jaguar E-Type), 21m 18.9s; 3, Bill Taylor (2.7 Porsche Carrera RS), 21m 30.3s; 4, Dudley Guest (1.5 Tornado Talisman), 21m 49.9s; 5, Cyril Baxter (2.0 Marcos Volvo GT), 21m 53.3s; 6, Julie Thwaites (1.0 Davrian Bevan Imp), 22m 08.8s. **Fastest lap:** Taylor, 1m 54.7s, 61.43mph.

750 Motor Club Formula Ford 1600 Series Race (18 laps): 1, John Bosch (Van Diemen-Minister RF82), 15m45.0s, 59.65mph; 2, Geoff Greensmith (Royale-Auriga RP29), 15m48.4s; 3, Michael Dicken (Van Diemen-Minister RF80), 15m49.6s; 4, Glen Loxton (Van Diemen-Scholar RF81), 16m00.5s; 5, Paul Parkes (Van Diemen-Harris RF81), 16m02.6s; 6, Andrew Whitehouse (PRS-Neil Brown RH01), 16m02.7s. **Fastest lap:** Dicken, 1m55.2s, 61.17mph.

Sportsworld Clothing Trophy for Garelli Sports Cars Series Race — Modified Cars (8 laps) — Overall and over 1501cc: 1, Paul Edwards (3.0 Porsche Carrera RSR), 14m27.4s, 64.99mph; 2, Andrew Waring (1.8 Lotus Elan), 14m39.6s; 3, Tony Broom (2.0 Turner Mk3), 15m15.1s. **Fastest lap:** Edwards 1m46.5s, 66.16mph. **Up to 1500cc:** 1, Robert Nettleton (1.3 MG Midget), 15m20.8s, 61.22mph; 2, Richard Ridd (1.0 Davrian Carter Mk7), 15m53.1s; 3, Eddie Falkous (1.5 Ginetta G4), 16m00.7s; 4, Lorina Broughton (1.0 Davrian Carter Mk6), 16m11.2s. **Fastest lap:** Nettleton, 1m52.2s, 62.80mph.

Reliant 750 Formula Championship Race (8 laps): 1, Bob Simpson (SS Reliant), 15m20.0s, 61.27mph; 2, David Storey (Centaur Mk18), 15m21.6s; 3, Dick Harvey (Darvi Mk5), 15m35.9s; 4, Mick Harris (Darvi Mk4/5), 15m41.7s; 5, Keith Cooper (Wessex CH767), 16m10.2s; 6, Gary Randall (Wessex Hague 76), 16m10.5s. **Fastest lap:** Storey, 1m51.2s, 63.33mph.

Sportsworld Clothing Trophy for Garelli Sports Car Series Race — Road-going cars; Overall and 1601cc and over: 1, Tim Sisson (4.2 Jaguar E-type), 15m13.5s, 61.71mph; 2, Bill Taylor (2.7 Porsche Carrera RS), 15m30.9s; 3, John Lock (2.7 Porsche 911), 16m13.2s. **Fastest lap:** Sisson, 1m53.1s, 62.30mph. **1301-1600cc:** 1, Peter Garrod (1.6 Lotus Europa), 16m31.2s, 56.87mph; 2, Tony Clinkard (1.6 Ginetta G4), 16m43.7s; 3, Richard Casswell (1.6 Morgan 4/4), 16m45.2s; 4, Bob Chaplin (1.6 Morgan 4/4), 16m56.0s. **Fastest lap:** Garrod, 1m59.2s, 59.11mph. **Up to 1300cc:** 1, Reg Dixon (1.0 Ginetta G15), 16m40.4s, 56.35mph; 2, Peter Felix (2.3 MG Midget), 16m49.5s; 3, Roger Bowden (1.0 Ginetta G15), 16m55.4s; 4, Mark Davenport (1.0 Ginetta G15), 7 laps. **Fastest lap:** Dixon, 2m02.0s, 57.76mph.

Hyco Tools Formula 1300 Challenge Race (8 laps): 1, Graham Gant (WEV 2B), 14m13.2s, 66.07mph; 2, Martyn Lane (Mallock Messer Mk16), 14m17.7s; 3, Tony Batten (Batten), 14m18.7s; 4, Godfrey Faux (Mallock MK18CW), 14m22.5s; 5, Terry Pridmore (Messer Mk3), 14m26.6s; 6, Peter Guard (Mallock Mk14), 15m00.8s. **Fastest lap:** Lane, 1m42.1s, 69.01mph.

Muraspec Formula 4 Championship Race (8 laps): 1, Mike Whately (1.3 March 773/4), 12m44.5s, 73.73mph; 2, Brian Turner (1.3 BTC 004), 13m07.1s; 3, Max Samuel-Camps (1.3 Ralt Dwyer RT1), 13m07.6s; 4, Rob Moores (1.3 Chevron Rolt B38), 13m46.0s; 5, John Richardson (1.3 Brabham BT23), 14m02.3s; 6, Alan Hebb (1.3 ASD T8), 14m06.4s. **Fastest lap:** Whately, 1m34.0s, 74.96mph.

MG Car Club MG Midget Challenge Race (8 laps) — overall and Modified cars: 1, Tim Cairns (1.38 Midget), 13m45.3s, 60.30mph; 2, James Thacker (1.3 Midget), 14m26.3s; 3, Edward Reeve (1.48 Midget), 14m26.5s; 4, John Gallagher (1.44 Midget), 14m37.5s. **Fastest lap:** Cairns, 1m40.9s, 69.73mph. **Road-going cars:** 1, Lawrence Croydon-Fowler (1.3 Sprite Mk1), 7 laps, 59.04mph; 2, Peter Felix (1.3 Midget); 3, Wally Liles (1.3 Midget); 4, John Simpson (1.3 Midget). **Fastest lap:** Croydon-Fowler, 1m56.6s, 60.43mph.

Aurocavan Formula Vee Championship Race (8 laps): 1, Doug Copeland (Hawke FVee), 14m33.0s, 64.57mph; 2, Keith Atkins (Celi Daghorn AC10), 14m40.9s; 3, Chris Taylor (Volksper V81), 14m55.4s; 4, Gordon Rae (Rae), 14m57.2s; 5, John Raffo (Raffo Mk8), 15m10.5s; 6, Ian Brett (Scarab Mk1), 15m15.4s. **Fastest lap:** Copeland and Rae, 1m45.5s, 66.78mph.

BRANDS HATCH (GB), Sep 12, MGCC

MGCC BCV8 Championship (10 laps): overall: 1, Terry Smith (3.5 MGB V8), 9m26.9s, 76.43mph (record, 2, Rod Longton (1.8 MGB), 9m28.2s; 3, Terry Osborne (1.8 MGB), 9m31.1s; 4, Bob Luff (1.9 MGB), 9m31.3s. **Modified V8:** 1, Smith; 2, Colin Pearcey (3.5 MGB V8); no other finishers. **Fastest lap:** Smith, 55.5s, 78.07mph (record). **Modified B/C:** 1, Longton, 76.26mph (record); 2, Osborne; 3, Luff. **Fastest lap:** Longton, 55.2s, 78.50mph (record). **Road Going B:** 1, John Hewitt (1.9 MGB), 71.45mph; 2, Charles Buchanan (1.8 MGB); 3, John Dignan (1.9 MGB). **Fastest lap:** Hewitt, 59.0s, 73.44mph (record).

MGCC MGA Challenge & MG T Types (10 laps): overall and MGA Modified: 1, Richard Hutton (1.6 MGA), 9m54.2s, 72.92mph; 2, Steve Clayton (1.6 MGA), 9m55.0s; 3, Vic Ellis (1.6 MGA), 10m04.1s; 4, Rob Innes-Kerr (1.6 MGA), 10m16.6s. **Fastest lap:** Eric Hoult (1.6 MGA), 57.6s, 75.23mph. **MGA Standard:** 1, Derek Baker (1.6 MGA), 66.25mph (record); 2, John Bray (1.6 MGA); 3, Iain Work (1.6 MGA). **Fastest lap:** Baker, 63.3s, 68.45mph (record). **MGA Twin Cam:** No finishers. **Fastest lap:** John Halton (1.6 MGA), 58.7s, 73.82mph (record). **Modified MG T Types:** 1, Glyn Guisti (1.5 MG TB), 70.20mph; 2, Dave Clewley (1.5 MG TB); 3, Ron Gammons (1.5 MG TC). **Fastest lap:** Gammons, 58.2s, 74.45mph (record). **Standard MG T Types:** 1, Brian Sayers (1.3 MG TC), 63.61mph; 2, Tony Jenkins (1.3 MG TA); 3, Dave Mason (1.3 MG TC). **Fastest lap:** Sayers, 65.3s, 68.35mph.

Pre 1955 Handicap Race (10 laps): 1, Barry Summerfield (4.5 Avon Bentley); 2, Robert Drewitt (1.5 Riley Special); 3, Andrew Smith (1.0 MG K3); 4, George Edney (1.3 MG TB); 5, Stuart Dean (1.3 MG TA); 6, Patrick Gardner (0.7 MG C Type). **Winner on Scratch:** P. J. Colborne, (1.5 Maserati), 9m57.3s, 72.54mph. **Fastest lap:** Colborne, 58.2s, 74.45mph.

Champion of Brands FF1600 Series (10 laps): 1, Karl Jones (Royale-Scholar RP29), 8m39.3s, 83.44mph; 2, Andrew Ackerley (Ray-Creswell 81/82F), 8m40.8s; 3, Martin Holman (Van Diemen-Scholar RF80), 8m41.8s; 4, Tim Jones (Ray-Creswell 80F), 8m42.7s; 5, Len Bull (Van Diemen-Auriga RF79) 8m43.4s; 6, Simon Sabel (Crosillé-Ford 25F), 8m43.4s. **Fastest lap:** Trevor Stiles (Van Diemen-Minister RF80), 50.7s, 85.40mph.

MGCC Standard BCV8 Championship (10 laps): 1, Bill Hewitt (1.8 MGB), 10m31.8s, 68.58mph; 2, Paul Camping (1.8 MGB), 10m33.3s; 3, Barry Sidery-Smith (1.8 MGB), 10m33.8s; 4, Paul Stephens (1.8 MGB), 10m34.5s; 5, Jim Baynam (1.8 MGB), 10m39.5s; 6, Chip Ballenger (1.8 MGB), 11m02.2s. **Fastest lap:** Camping, Stephens & Sidery-Smith, 61.9s, 70.00mph.

MGCC Standard Midget Championship (10 laps): 1, Laurence Croydon-Fowler (1.3 Austin Healey Sprite), 10m28.0s, 69.00mph; 2, Martin Ingall (1.3 Austin Healey Sprite), 10m43.7s; 3, Andrew Matthew (1.3 MG Midget), 10m44.9s; 4, Jon Simpson (1.3 MG Midget), 10m46.7s; 5, Steven Watkins (1.3 MG Midget), 10m55.9s; 6, Simon Croydon-Fowler (1.3 Austin Healey Sprite), 11m03.5s. **Fastest lap:** Simpson, 61.4s, 70.57mph.

MGCC Modified MG Midget Championship (10 laps): 1, Tim Cairns (1.4 MG Midget), 8m54.3s, 81.10mph; 2, Barry Rogers (1.5 MG Midget), 8m56.2s; 3, Peter Nott (1.5 MG Midget), 8m59.2s; 4, Ted Reeve (1.5 MG Midget), 9m24.3s; 5, John Baggott (1.4 MG Midget), 9m27.8s; 6, Peter Everingham (1.3 MG Midget), 9m31.9s. **Fastest lap:** Rogers, 51.8s, 83.65mph.

All Comers Handicap (10 laps): 1, Phil Morris (1.8 MGB); 2, Suzanne Everingham (1.3 MG Midget); 3, Mike Roy (1.3 Austin Healey Sprite); 4, Andrew Matthew (1.3 MG Midget); 5, John Thompson (1.8 MGB); 6, Paul Stephens (1.8 MGB). **Winner on Scratch:** Barry Sidery-Smith (1.9 MGB), 10m07.8s, 71.29mph. **Fastest lap:** Sidery-Smith, 59.4s, 72.95mph.

FF1600 Challenge (10 laps): 1, Robin Donovan (Royale-Auriga RP26), 8m46.5s, 82.30mph; 2, Drew Barwick (Van Diemen-Auriga RF82), 8m52.7s; 3, Ted Whitbourn (Crosillé-Minister 30F), 8m53.5s; 4, Malcolm Delicate (Van Diemen-Auriga RF81), 8m58.0s; 5, Kevin Jones (Van Diemen-Auriga RF81), 9m00.3s; 6, Derek Pring (Martlet-Auriga DM3), 9m03.8s. **Fastest lap:** Barwick, 51.2s, 84.63mph.

action as they lapped, seemingly glued together. Alas, Simpson's challenge came to an end with an alarming spin along the grass and into the catchfencing along Cooper Straight. This took the pressure off Croydon-Fowler and allowed the closely involved Martin Ingall, Andrew Matthew and John Brooks through. Amazingly, Simpson got under way again and when Brooks parked 'briefly' at the Clearways catchfencing, he claimed fourth place. Brooks, too, got going again to finish seventh.

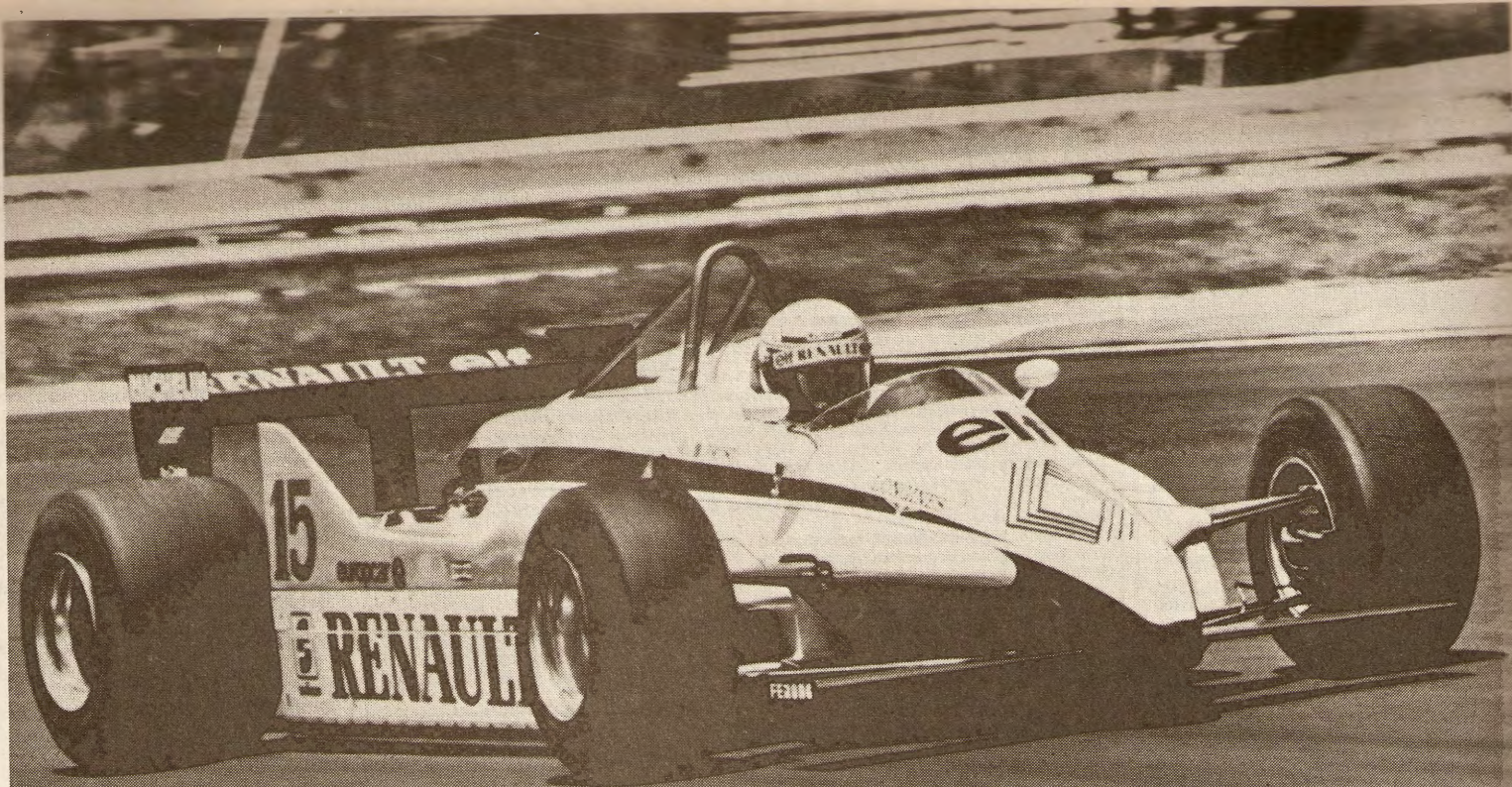
The Modified MG Midgets provided more thrills and another fine lead battle. Tim Cairns, Barry Rogers and Peter Nott disputed the spoils with Rogers gaining the advantage at Clearways on lap 3. But the next time round Rogers overcooked

it, spun widely, collected his own body-work beneath his front wheels and continued in third place. From then on, Cairns measured his pace knowing the Championship was his with a finish while Rogers reclaimed second from the slowing Nott at Surtees on lap 7.

Surprisingly, Barry Sidery-Smith met little real opposition from the potentially faster Caterham Super Seven of Graeme Stephens in the All Comers Handicap race and used his experience to keep a constant 2secs cushion on his way to victory. Third place on the road throughout was John Dignan (1.9 MGB), who was fast being caught in the closing stages by Suzanne Everingham in her husband's 1.3-litre MG Midget. Handicap winner, Phil Morris (1.8 MGB) was ninth overall

The first MG Metro to race at Brands Hatch featured in the Allcomers handicap.





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BRANDS HATCH continued

and just 5secs ahead of the delightful Mrs. Everingham in the Handicap Book.

A dramatic end came with the FF1600 Challenge for, when early leader Simon Sabel (Crosslé 25F) slowed to a halt with an increasingly sick sounding motor, Wil Arif (Sark 2), Drew Barwick (Van Diemen RF82) and Robin Donovan (Royale RP26) all saw a chance for victory. Arif's experience gave him an advantage, but Barwick's superior straightline speed made matters even. Entering Paddock for the final time, Barwick inched ahead with the determined Arif hanging on grimly on the outside; the inevitable contact sent Arif into a sickening roll and Wil landed upside down on the tyre wall, amazingly stepping out apparently none the worse. Fortunately, Donovan avoided all this to take a worthy, but slightly fortunate, victory with Barwick recovering for second place just ahead of Ted Whitbourn (Crosslé) and Malcolm Delicate (J S Sambruck Van Diemen RF81).

PAUL HARMER

OULTON PARK (GB), Sep 11, BRSCC

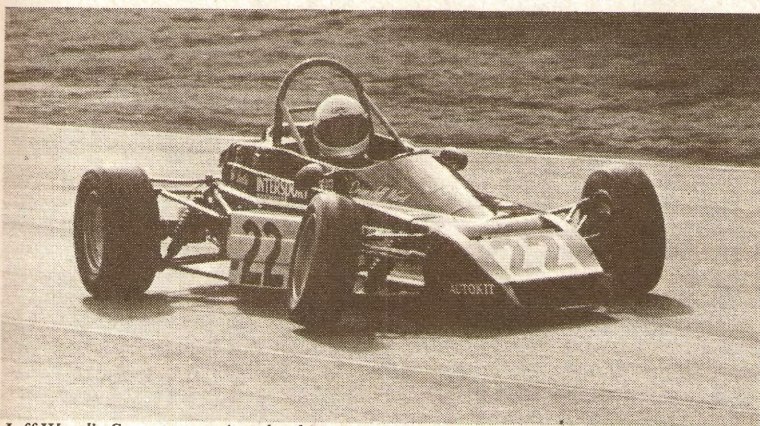
BRSCC Northern Formula Ford 2000 Challenge race (10 laps): 1, Rob Littler (Royale-Neil Brown RP30), 10m 50.4s, 91.55mph; 2, John Bullock (Royale-Neil Brown RP27), 11m 02.5s; 3, David Alan Preston (Royale-Nelson RP27), 11m 03.1s; 4, Craig Mills (CTG-Ford SF82), 11m 03.7s; 5, Janet McPherson (Royale-Nelson RP30), 11m 04.6s; 6, John Holmes (Royale-Titan RP30), 11m 05.6s. **Fastest lap:** Littler, 1m 04.1s, 92.89mph.

BRSCC Production Saloon Car Championship race (15 laps): overall: 1, John Llewellyn (1.6 VW Scirocco), 19m 45.3s, 75.35mph; 2, Malcolm Prior (3.0 Ford Capri), 19m 48.2s; 3, Steven McHale (1.6 VW Scirocco), 20m 19.2s; 4, Martin Williams (2.0 Toyota Celica), 20m 29.3s. **2301-3500cc:** 1, Prior, 75.17mph; 2, Mike Bennion (2.0 Saab 99 Turbo); no other starters. **Fastest lap:** Prior, 1m 18.0s, 76.34mph. **1601-2300cc:** 1, Williams, 72.66mph; 2, David Scriven (2.0 Triumph Dolomite Sprint); 3, Peter Mabley (2.0 Triumph Dolomite Sprint). **Fastest lap:** Williams, 1m 20.5s, 73.97mph. **Up to 1600cc:** 1, Llewellyn; 2, McHale; no other starters. **Fastest lap:** Llewellyn, 1m 18.0s, 76.34mph (equals record).

BRSCC Northern GT Challenge race (10 laps): overall: 1, Tony Sugden (2.0 AET Lotus Turbo Esprit), 11m 08.2s, 89.11mph; 2, Andrew Wareing (1.8 Lotus Elan), 11m 36.3s; 3, Peter Green (1.5 BMC Midget), 9 laps; 4, John Williams (2.0 Lotus Elan), 9 laps. **2001-3600cc:** 1, Sugden; 2, Steve Holden (2.6 Triumph GT6); no other starters. **Fastest lap:** Sugden, 1m 02.7s, 94.97mph (record). **1501-2000cc:** 1, Wareing, 85.51mph; 2, Williams; no other starters. **Fastest lap:** Wareing, 1m 07.4s, 88.34mph (establishes record). **1001-1500cc:** 1, Green, 80.06mph; 2, John Helme (1.4 MG Midget); 3, Iain Gorrie (1.4 GTM). **Fastest lap:** Green, 1m 12.1s, 82.59mph (record). **Over 3600cc:** no finishers. **Fastest lap:** Roy Yates (5.0 Ford Mustang), 1m 18.8s, 75.56mph.

Formula Talbot Championship race (10 laps): 1, Sean Walker (Sparton-Greetham FT81), 10m 48.1s, 91.87mph; 2, Andrew McKechnie (Sparton-Greetham FT81), 11m 18.0s; 3, Paul Dalton (Royale-Greetham RP5), 11m 19.0s; 4, Jeff Ward (Sparton-Greetham FT80), 11m 52.2s; no other finishers. **Fastest lap:** Walker, 1m 02.8s, 94.82mph.

Champion of Oulton FF1600 Series race (10 laps): 1, Paul Mather (Royale-Auriga RP26), 11m 27.9s, 86.56mph; 2, Richard Street (Royale-Minister RP31M), 11m 30.7s; 3, Richard Peacock (Crosslé-Scholar 50F), 11m 31.1s; 4, Glenn Loxton (Van Diemen-Auriga RF81), 11m 40.1s; 5, Carlton Tingling (Van Diemen-Scholar RF82), 11m 40.4s; 6, Martin Allinson (Van Diemen-GBM RF82), 11m 40.7s. **Fastest lap:** Peacock, 1m 07.4s, 88.34mph.



Jeff Ward's Spartan was involved in a controversial Formula Talbot incident.

OULTON PARK

Mather best man win

Celebrating new sponsorship from German chemical company, BASF, Paul Mather took a well deserved win in Saturday's Dunlop AUTOSPORT Star of Tomorrow round at Oulton Park. Emphasising his current form as the man to beat, he went on to a comfortable win in the Oulton race which concluded the BRSCC North-Western Centre's six race programme.

A round of the Club's Northern FF2000 Challenge series opened the racing and a good field — the biggest of the day — was assembled. Without the series leader, John Walker, who wrote off his Myrtle Special at Phoenix Park, and Frank Bradley, Rob Littler was 1sec faster than anyone else in practice, although the next eight were covered by less than 1sec. Littler was soon in the lead, followed by John Bullock who had John Holmes challenging hard for second place until a misfire dropped the local man back to an eventual sixth. Craig Mills moved up to third, only to be passed by David Preston on the final lap, as Littler took his Richard Dutton Royale to a comfortable win. In fifth place, Janet McPherson won the 'ladies' race' from Helen Bashford, who was getting accustomed to the greater capabilities of the newly rebuilt Nelson engine in her Vin Malkie-prepared Royale. Helen finished seventh, just behind the slowing Holmes.

Commentator Richard Sproston was expecting a hard time keeping up interest

OULTON PARK (GB)

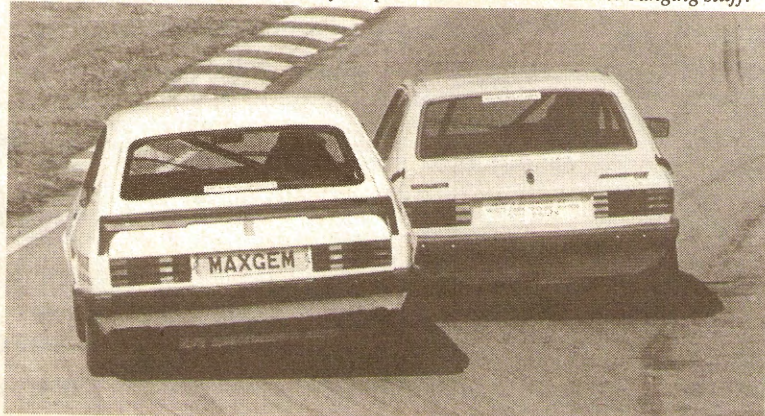
Sep 11

Dunlop-Autosport FF1600 Star of Tomorrow Championship, round 11 10 laps — 16.54 miles

- 1, Paul Mather (Royale-Auriga RP26), 11m 27.9s;
- 2, John Penfold (Van Diemen-Minister RF81), 11m 31.2s;
- 3, Andy Middlehurst (Van Diemen-Minister RF82), 11m 31.7s;
- 4, Peter Hardman (Royale-Minister RP29), 11m 32.3s;
- 5, Kevin Haddock (Sparton-Scholar FF82), 11m 32.8s;
- 6, Tim Sugden (Royale-Scholar RP26), 11m 36.0s;
- 7, Mark Newby (Royale-Auriga RP31M), 11m 43.4s;
- 8, Ian Thomas (Image-Minister FF4), 11m 48.5;
- 9, Phill Barlow (Hawke-Ford DL19B), 12m 44.3s; no other finishers.

Fastest lap: Penfold, 1m 07.2s, 88.61mph.
Next round: Sep 26, Cadwell Park.

Although depleted, the Prodsaloon field produced some doorhandle banging stuff.



Sugden, then benefited from a last lap incident at Old Hall which dropped Haddock and Newby to fifth and seventh respectively. Thus, Mather won comfortably from a rapidly closing Penfold, who also set the fastest lap, Andy Middlehurst whose waiting game had paid off, with Hardman and Sugden completing the top six.

Tony Sugden looked to have the BRSCC Northern GT Challenge race within easy grasp, his AET Turbo Lotus Esprit now going well, but in dire need of some softer rear tyres. And so it proved in the race, Sugden breaking his own lap record by a handsome 1.2sec on the way to a convincing win, although towards the end he was forced to ease up by doubts about the car's transmission. Andrew Wareing was a lonely second and winner of the 2-litre class in his Elan, the only one unslapped by Sugden. Behind Wareing, Peter Green had his Midget really flying and not only took third place overall and won the 1500cc class but also established a new lap record 0.3sec better than the previous mark. Behind Green was John Williams, whose Elan had set a second row time, but who had elected to start from the back following problems later in practice. Williams had carved through the field and was inching closer to the Midget as the flag dropped.

As usual, from a pathetically small field, the Formula Talbot race produced excellent entertainment but, unfortunately, the dice for the lead between championship protagonists Sean Walker and Jeff Ward (207 and 206 points respectively going into this round, with two more rounds to go) dissolved into argument and protest in an eighth lap incident at Foster's. Ward, 0.5sec faster in practice, had led Walker all the way up to this point, albeit by the smallest of margins, only for the two to touch and spin off. Walker recovered first, with the lesser damage and, moreover, still in the lead, while Ward rejoined fourth and completed the final laps with his right front suspension link broken and the wheel leaning inwards at a crazy angle. A Stewards' enquiry following Ward's protest left the result unchanged, deeming the incident 'one of those things which happen in racing'. Andrew McKechnie and American Paul Dalton were the only other finishers.

The final event of the day was another round in the Champion of Oulton FF1600 series which, although the competitors have had occasion to voice some criticisms of its organisation, has produced some very good racing. Saturday's race was no exception. Paul Mather taking an early lead from Championship leader and pole man, Richard Street. These two joined in a three-way battle by Richard Peacock. His Crosslé 50F looked vastly improved since practice, when handling problems following the car's rebuild — a young novice driver had crashed the car testing earlier in the week

MALLORY PARK

The BARC's penultimate Mallory Park meeting last Sunday suffered from some very small grids, and even the main event — the Pace British FF2000 Championship — lacked several of the front runners. But Victor Rosso's first FF2000 win did produce a new lap record and a good close finish. Graham Scarborough romped home the overall winner in a Monroe Production Saloon round (which suffered from migration to the TT), and Don Hardman clinched the Champion of Mallory FF1600 title. A poorly supported Townsend Thoresen FF1600 round saw Maurico Gugelmin an easy winner. Full report next week.

—had seen Peacock eighth on the grid. Mather soon established himself in first place and pulled away to win by a couple of seconds, leaving Street and Peacock to an intense struggle over second which eventually went to the Royale driver, Peacock having the consolation of fastest lap. A little way behind these two, fourth was equally hotly contested by Glen Loxton, Carlton Tingling, Martin and Tony Allinson who finished in that order with less than 1sec separating them.

PETER McFADYEN

SNETTERTON

Quality if not quantity

Out of the queues of cars that poured into Snetterton on Sunday, 95 per cent headed for the Sunday Market along the former Norwich Straight. The remaining five per cent joined the 61 competitors for the six BARC support races which backed-up an equally thin Marlboro F3 round.

BARC's venture into the thriving "used-car" formulae, a race in their 1974-78 vintage FF1600s, opened the proceedings. Paul South (Royale RP24) won two races when the class was at Snetterton in May, and had little difficulty in completing a hat-trick once an early challenge from John Wardle's PRS had been shaken off. As these two pulled clear Graham Kiddy (Tiga) got himself to the front of a close three-way fight only to lose all he had gained as the trio encountered back markers a couple of laps from the end.

Wendy Wools Special Saloon races at the Norfolk venue have been few this year, it was therefore pleasing to see four entries in the usually sparse top capacity class. Tony Dickinson brought his faithful Skoda out for an airing, admitting it's now becoming "long-in-the-tooth", against which were ranged Malcolm Johnston, in one of the older Dickinson cars, as well as the MkII Ford Escort of Steve Minton and the 'banned' rallycross MkIII RWD derivative of Nick Oatway. It was Peter Baldwin who flew in just in time to take the empty front row slot beside the two Skodas and those three made up the order of the first laps until Johnston had to pit with flapping bodywork. Already the Escort of Minton was missing and the remaining Ford was being harried by Ginger Marshall's Reliant Kitten. Baldwin closed to within striking distance of the Skoda, breaking his class record in so doing, but the final gap was as much due to the Boston driver taking it easy. Oatway seemed to gain in confidence although the handling of the Escort looked a might unpredictable, and he could never shake off the determined Marshall.

With cars bearing number one finishing at the top of the list in the first two races it was left to Richard Eyre's Tiga to complete the afternoon's hat-trick as well as notching up win number 10 in the British Sports 2000 series for Ian Taylor Racing. While the white car of Eyre circulated at its own pace clear of the pack, the Royales of Mike (Fulmar) Taylor and David Sutherland were never more than a few lengths apart for the whole 15 laps, locking wheels and sliding out into the kerbs in their effort to prevent or secure a passing manoeuvre.

The STP Modsports race, which followed the main event, was not so much notable for either the lack of starters, or the flag to flag unchallenged win by Robert Speak's Lotus Elan, but for a remarkable display of forceful driving

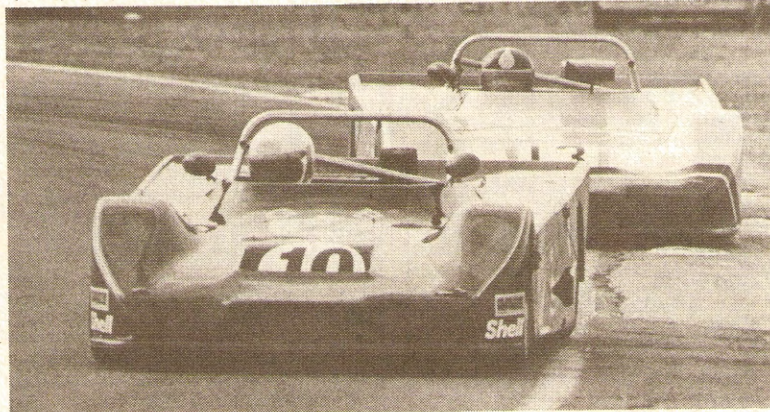
which would have shamed the Production Saloon circus and would have meant exclusion for both drivers in a rally-cross event. After initial sparring mid-way through the race which caused punctures and body scarring to both John Digby's Ginetta and the Fiat X1/9 of Costas Los, they completed the penultimate lap in style with first Los being forced onto the grass at Coram, Digby onto the dirt at Russell and finally the Fiat spun after hitting the pit rail. A much cleaner, and just as exciting battle also raged racelong in the Davrian class, Danny Arundel's Mk7 pipping Pat Longhurst's Mk6.

"The best Clubmans race all season," enthused Martin Wood after he had regained the lead from Woodward for the umpteenth time to take this week's Oceanair round and consolidate his lead in the championship. His nearest rival, Peter Clarke could only salvage third in a race where all three sought to out-psyche the other with some daring runs into Riches one of which settled the result in Wood's favour. Behind the three Mallocks, Dave Orchard's Centaur was lonely and untroubled, behind him

though the last four were almost as close as the leading trio, Ian Mitchell's home-built IM looking increasingly under threat for fifth.

With Simon Davey having already secured the 'Champion of Snetterton' FF1600 title, John Bosch was looking to consolidate his second place. But practice saw the Dutchman only on row 2, behind a Rushen Green sandwich of Ricardo Menezes and Gary Evans, with a Pine City Racing filling of David Harper. These four modern Van Diemen drivers made all the running along with the more elderly Royale RP24 of young Paul South. Who held what place, at what time, during this 10 lap thriller depended on where you stood by the circuit. At one stage Evans looked to have enough of a cushion over the squabbling four behind him but was hauled back and the customary weaving along the finish straight was not enough to prevent the Brazilian chopping inside at Riches. Menezes, having his first race at this circuit held on to win, Evans making it a Rushen Green one-two with Harper and Bosch next.

MIKE DIXON



Mike Taylor and David Sutherland (10) were never more than a few lengths apart.

SNETTERTON (GB), Sep 12, BARC

BARC 1974-78 FF1600 Series race (10 laps): 1, Paul South (Royale-Ford RP24), 12m 51.76s, speed not given; 2, John Wardle (PRS-Titan RH01), 13m 00.23s; 3, Alan Fultton (Crosslé-Minister 32F), 13m 02.63s; 4, Gerry Gorman (Crosslé-Scholar 25F), 13m 03.17s; 5, Graham Kiddy (Tiga-Alan Smith FF76), 13m 03.53s; 6, Michael Dale (Royale-Peter Harris RP24), 13m 53.72s. **Fastest lap:** South, 1m 15.59s, 91.30mph. (establishes record).

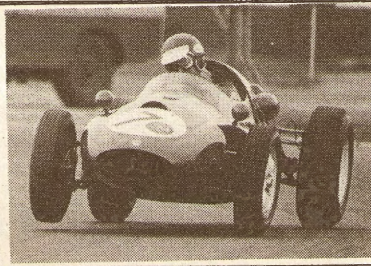
Wendy Wools Special Saloon Car Championship race (10 laps) — overall: 1, Tony Dickinson (2.0 Skoda 130 RS), 12m 05.59s; 2, Peter Baldwin (1.3 BL Mini-Ford), 12m 06.39s; 3, Nick Oatway (2.0 Ford Escort), 12m 41.21s; 4, Ginger Marshall (1.0 Reliant Kitten), 12m 41.84s. **1301-3500cc:** 1, Dickinson, 95.11mph; 2, Oatway; no other finishers. **Fastest lap:** Dickinson, 1m 10.18s, 98.34mph. **1001-1300cc:** 1, Baldwin, 95.01mph; 2, Pete Bray (1.3 BL Mini); 3, Tony Allies (1.3 BL Mini). **Fastest lap:** Baldwin, 1m 10.96s. **97.25mph (record). 851-1000cc:** 1, Marshall, 90.59mph; 2, Viv Wallace (1.0 Maguire Hornet); 3, Michael Law (1.0 Sunbeam Stiletto). **Fastest lap:** Marshall, 1m 13.74s, 93.59mph. **Up to 850cc:** 1, Barry Reece (849 Isis Californian), 85.35mph; no other starters. **Fastest lap:** Reece, 1m 18.22s, 88.23mph (record).

British Sports 2000 Championship race (15 laps): 1, Richard Eyre (Tiga-Nelson SC82B), 17m 15.08s, 100.01mph; 2, Mike Taylor (Royale-Nelson S2000M), 17m 20.57s; 3, David Sutherland (Royale-Neil Brown S2000M), 17m 20.91s; 4, Anthony Reid (Lola-Titan T592), 17m 25.08s; 5, John Morrison (March-Nelson 82S), 17m 30.21s; 6, Nick Ward (Royale-Titan S2000M), 17m 50.86s. **Fastest lap:** Sutherland, 1m 08.23s, 101.15mph.

STP Modified Sports Car Championship race (10 laps) — overall: 1, Robert Speak (1.8 Lotus Elan), 12m 20.89s; 2, John Digby (1.5 Ginetta G4), 12m 54.96s; 3, Danny Arundel (1.1 Davrian Mk7), 13m 09.33s; 4, Pat Longhurst (1.0 Davrian Mk6), 13m 09.52s. **Over 2000cc:** no starters. **1501-2000cc:** 1, Speak, 93.15mph; no other finishers. **Fastest lap:** Speak, 1m 12.26s, 95.51mph. **1151-1500cc:** 1, Digby, 89.05mph; 2, Costas Los (1.5 Fiat X1/9); no other finishers. **Fastest lap:** Los 1m 15.22s, 91.75mph. **Up to 1150cc:** 1, Arundel, 87.43mph; 2, Longhurst; 3, Richard Harris (1.0 Davrian Mk5). **Fastest lap:** Longhurst, 1m 16.57s, 90.13mph.

Oceanair Clubmans Sports Championship race (10 laps): 1, Martin Wood (Mallock-Nelson Mk22), 12m 21.02s, 93.17mph; 2, Guy Woodward (Mallock-Scholar Mk24), 12m 21.35s; 3, Peter Clark (Mallock-Chamberlain Mk18BW), 12m 22.45s; 4, Dave Orchard (Centaur-Chamberlain Mk14X), 12m 32.10s; 5, Ian Mitchell (IM-Minister Mk1B), 12m 53.45s; 6, Geoff Ward (Mallock-Scholar Mk20B), 12m 53.95s. **Fastest lap:** Woodward, 1m 12.57s, 95.10mph.

'Champion of Snetterton' FF1600 race (10 laps): 1, Ricardo Menezes (Van Diemen-Minister RF82), 12m 32.05s, 91.77mph; 2, Gary Evans (Van Diemen-Scholar RF82), 12m 32.15s; 3, David Harper (Van Diemen-Scholar RF81), 12m 32.28s; 4, John Bosch (Van Diemen-Minister RF82), 12m 32.99s; 5, Paul South (Royale-Ford RP24), 12m 33.13s; 6, Mark Felton (Lola-Ford T540E), 12m 50.97s. **Fastest lap:** Menezes, 1m 13.07s, 94.45mph.



Silverstone supports

Willie Green (left) enlivened the final round of the Lloyds & Scottish historic championship at Silverstone last weekend with much bravado at the wheel of Ken Moore's Cooper-Climax. Green won the race from John Harper's Connaught but sixth place was good enough to give Mike Salmon (Aston Martin) the title. Paul Taft broke clear of a bunch to take Metro spoils. Full report next week.



International Rallies

BIANCHI RALLY

Duez again

Marc Duez was the eventual winner of the Bianchi Rally, after a long duel with the two British Vauxhall Chevettes of Simon Everett and Terry Kaby, each of whom took the lead for a time before they were slowed by punctures on the same stage. In the end it was only Everett who was able to put up a fight in his Tuborg backed fuel-injected Blydenstein car, Terry Kaby dropping a long way back, but still third, after an electrical failure on the last lap of the rally.

Run along the same lines as most Belgian events, the Bianchi Rally is based in the village of Barbencon, just outside Beaumont, with each of seven almost identical laps starting and finishing there. The first night saw three laps over seven stages, Marc Duez taking an early lead in his Belga-sponsored Porsche, but almost went out of the rally on stage 5 when the hand-brake seized on in mid-stage, and by the end of the stage the whole system was on fire. Fortunately the first was quickly dowsed and the rear calipers replaced with standard brakes.

This put the two Chevettes in to first and second places, Everett holding a slim 20secs lead over Kaby who was having tyre problems, the hot weather causing his Michelins to wear out too fast.

During this second lap it was Robert Drogmans, in the second Belga car, that impressed, Robert setting fastest times on six of the seven stages, in the Jeff Churchill-built Escort and leaping into the lead, 54secs ahead of Everett and Kaby, Marc Duez having already climbed back to fourth ahead of Guy Colsoul's Ascona 400. By the end of this first night Drogmans had extended his lead slightly to 1m 22s from Simon Everett but he was only 24secs in front of Terry Kaby, with the red Porsche of Duez now only 50secs behind him.

The Saturday was again warm and sunny, and it was obvious that tyres would once again be crucial. But on the first of nine stages Drogmans' engine died at a time control, the fault was soon traced to the electric pack and this was changed, but at the end of the lap he was excluded for having serviced inside the control area.

So it was Everett back into the lead but Terry Kaby had acquired some longer life tyres and was beginning to close the gap on Everett. Despite not having fuel injection and about 30bhp less Kaby took his Blydenstein Chevette through into



John Buffum won his sixth event in a row with the Quattro — in the Budweiser Forest.

BIANCHI continued

the lead only to suffer a puncture on a straight 6kms in from the start of the longest 23km stage of the rally. He and Bob Arthur stopped to change the tyre, losing some 2½mins and the lead, but just before the end of the stage Everett too punctured losing about 30secs, letting Marc Duez back into a 9secs lead.

On the same stage Guy Colsool was stopped with the Bastos backed Ascona, the head-gasket having failed, so up into fourth now came Ali Kridel ahead of Patrick Snyers. Try as they might neither Kaby nor Everett could make much impact on the Porsche, the fast, smooth stages suiting the Belga car. It was in fact Kaby who was going quickest at this time, setting four fastest times during the third lap of the day.

Simon Everett bent a stub-axle in his efforts to catch the Porsche driver, who kept suggesting that they both slow down and keep station ahead of Kaby but this just fired Simon even more, going onto 1 1/2 inch rear rims for the final loop. Still he was unable to close the gap.

HUGH BISHOP

BIANCHI RALLY

Sep 3/5
European Rally Championship
Co-eff 2

- 1, M. Duez/W. Lux (Porsche 911SC), 5h 16m 31s;
- 2, S. Everett/C. Colebunders (Vauxhall Chevette), 5h 17m 38s;
- 3, T. Kaby/R. Arthur (Vauxhall Chevette), 5h 32m 11s;
- 4, J.-L. Dumont/L. Peeters (Datsun Violet), 5h 37m 10s;
- 5, P. Snyers/Van Oosten (BMW 323), 5h 38m 06s;
- 6, B. Mathon/G. Desurmont (Renault 5 Turbo), 5h 38m 27s.

BUDWEISER FOREST

Buffum's boost

John Buffum won the 375 mile Budweiser Rally in his Audi Quattro to take his sixth win in a row while Steve Nowicki won the Production Class for the fourth time in a row in his Plymouth Arrow. These are the only two drivers to win a Pro Rally since last April.

Buffum is being challenged by a very hot Mazda RX-7 driven by current champion Rod Millen. Millen is now in the midst of an extensive development programme to make the RX-7 into a Quattro-beater. His car has a completely new engine, all new suspension, and a dozen other little tricks and this time Buffum's margin of victory was just two minutes.

Jon Woodner finished a fine third in his Peugeot 504 Coupé V6 on his first drive ever in the big French rally car.

The real story of the Budweiser Forest Pro Rally however was the quality, quantity and intensity of the Production Car field. Steve Nowicki had all manner of problems in his Plymouth Arrow, but hung on with a great drive. Gene Henderson brought his AMC Eagle to second in the class less than a minute behind, and at one point there were eight Production Class cars running on the same minute.

TIM CLINE

BUDWEISER FOREST RALLY (USA)

Aug 28/29

- 1, John Buffum/Doug Shepherd (Audi Quattro), 87.50m;
- 2, Rod Millen/R Dale Kraushaar (Mazda RX7), 89.49m;
- 3, Jon Woodner/Ginny Reese (Peugeot 504 Coupé), 95.72m;
- 4, Steve Nowicki/Brian Berg (Plymouth Arrow), 99.17m;
- 5, Mark Hardymon/Tom Drake (Plymouth Arrow), 99.29m;
- 6, Niall Leslie/Pete Gladysz (Dodge Colt), 99.37m;

Production Class: Steve Nowicki.

SACHS BALTIC RALLY

Demuth's series win

Harald Demuth and Arwed Fischer won the German Rally Championship on the penultimate round of the series in their 330bhp works linked Audi Quattro. At the start of the event however, it was Jochi Kleint who led with his Opel Ascona 400 but he crashed, handing the lead to Demuth.

The Sachs Baltic took place in northern Germany with 700kms included in the two day event. Kleint led at the end of the first day with a 24secs advantage over Demuth but was then delayed for 3mins. Then back axle failed leaving Demuth the clear leader.

ROLF NIEBURG

SACHS BALTIC RALLY (D)

Sep 6

- 1, Demuth/Fischer (Audi Quattro), 2h 15m 57s;
- 2, Weber/Berg (Opel Ascona 400), 2h 3m 41s;
- 3, Kleint/Wanger (Opel Ascona 400), 2h 4m 43s;

HEBROS RALLY (BUL)

Sep 4/5

- 1, Ferjancj/Tandari (Renault 5 Turbo), 3h 36m 15s;
- 2, Petkov/Stoichev (Porsche 911), 3h 41m 21s;
- 3, Krupa/Mystowski (Renault 5 Alpine), 3h 47m 17s;
- 4, Papatziatofilou/Korakis (Toyota Celica), 3h 50m 14s;



National Rallies

RALI MYNYDD DU

What's it all about...?

Surprise winners of the Rali Mynydd Du last Saturday night were Alfie Thomas and Andrew Sleeman in the Midway Garage/Gwilliam Mainwairing Escort RS2000 by a margin of over 8mins from Brian and Chris Jones who did well to climb back up the field after suffering brake problems during the early part of the event. Third, once again winners of the 1300cc class, were Steve Davies and Nicky Grist in the Eric Davies Furnishers/IJWilliams Escort.

ANDREW SLEEMAN

RALI MYNYDD DU

Sep 11/12

- 1, Alfie Thomas/Andrew Sleeman (Ford Escort RS2000), 15m18s;
- 2, Brian Jones/Chris Jones (Ford Escort RS2000), 23m36s;
- 3, Steve Davies/Nicky Grist (Ford Escort 1300cc), 23m43s;
- 4, Jeff Tremblett/Cliff Mainwairing (Talbot Sunbeam), 34m50s;
- 5, Wyn Hughes/Ken Owen (Ford Escort), 35m20s.

MOGIL MOTORS STAGES

The trouble shooters

The penultimate round of this year's Esso Scottish Rally Championship provided quite a few surprises, but the winner was never in doubt. Ken Wood, driving the Golden Wonder Triumph TR7 V8 won the Mogil Motors Stages

Ken Wood was never in doubt as winner of the Mogil Motors Stages.



Rally by almost 3mins from the Machars CC entered Vauxhall Chevette of Robin Christie. Although this SSSC event only had six stages they totalled 45 miles through the forests of Eskdalemuir and Galloway.

Over the 12 mile opening stage in Twigless, Wood scored a superb fastest time of 12m 16s which set the pattern for his day's progress. Bruce Lyle, in the Merson Signs Vauxhall Chevette was also going well until the second stage where a nasty corner caught him out and he slid off into the clag. Promoted instantly to second place was Allan Arneil in the Nicholsons Ford Escort, but this only lasted another half mile as a half shaft broke on a long uphill section. The battle for second place then centred around the three Chevettes of Christie, Dougie Riach in the Hydrasun/Caledonian Automatics car and Wilson Girvan's Weldon International example.

At the halfway point Wood was on 26m 23s; Christie, 28m 21s; Riach, 28m 23s; Girvan, 28m 27s; with Andrew Wood in the Group 1 Strathclyde Motor Spares/Castrol RS2000 in fifth place on 28m 48s.

The second half of the rally was quite a controversial affair with one really disturbing incident. In the Mabie stage, a deceptive junction caught out the majority of cars after the front runners had neatly removed the "No entry" barrier but on the Dalbeattie stage a very deceptive tree line saw many cars sliding off on the outside of a 'left over brow'. The most worrying aspect of this affair was that a group of stupid, irresponsible spectators kept knocking over the warning triangles placed there by the stranded competitors.

As the survivors of the 85 car field headed back towards the Moffat finish, 'Son of Big Rumbly' was still in the lead and Christie was hanging on grimly to second spot ahead of the hard trying Riach. When Wilson Girvan struck trouble, Andrew Wood's smoothly driven Group 1 car moved into fourth with Bill McGhie fifth.

JOHN FIFE

MOGIL MOTORS STAGES

Sep 11
Esso Scottish Rally
Championship

- 1, Ken Wood/Peter Brown (Triumph TR7 V8), 49m 44s;
- 2, Robin Christie/Roy Campbell (Vauxhall Chevette), 52m 34s;
- 3, Dougie Riach/Jack Davidson (Vauxhall Chevette HSR), 52m 45s;
- 4, Andrew Wood/Gordon Hood (Ford Escort RS2000), 53m 20s;
- 5, Bill McGhie/Andrew Hosie (Ford Escort RS), 54m 30s;
- 6, Jimmy Fleming/Robin Cunningham (Toyota Starlet V8), 55m 26s;
- 7, David Metcalfe/Phil Sandham (Ford Escort RS), 55m 28s;
- 8, George Gillespie/David Marshall (Talbot Sunbeam), 55m 28s;
- 9, Marion Bol/Tony Janetta (Ford Escort RS), 55m 42s;
- 10, John Allan/Ian Webb (Ford Escort RS), 55m 48s.

TELFORD STAGES

Edward the first

Richard Gough gave Edward Powis a most successful introduction to rallying when they won the sixth round of the BTRDA Championship, the Telford Forestry Stages, by 9secs from Trevor Smith/Steve Bond.

Although Telford Auto Club received fewer than the required minimum entries, they nevertheless ran the event, cancelling the Friday evening's scrutineering and signing-on session to try and cut down on expenses.

Trouble came at the start for John Brown/Dave Nicholson, with distributor problems causing a long delay — they eventually ran as car 55. They and Dennis Moody/Andy Graham shared fastest time in the first short stage in Ceri. Moody spun on Ceri 2 while Clinton Smith/Stuart Dytham punctured, leaving Trevor Smith to take fastest by 6secs from Fred Henderson/Fi Beacon. Gough and Brown Trevor Prew/Brian Fox had another moment on this stage in the MkIII Escort borrowed from T & B Motors, but survived without damage.

Gough took fastest on the first of the split stages, Red Lion 1, but Moody was back on top on Red Lion 2. Alistair Sutherland/Steve Perez were by this time suffering from lack of brakes when the front brake pipe was destroyed, while brother James in the 1600 BDA Escort was showing well with a top 10 fastest time on stage 5, Cwmcyndd.

Stage 6 was cancelled and stage 7, Cwm Bedw 1, cleaned by the top 10. Stage 8, Cwmysgawn, saw Brown's problems increase when he gently rolled. They managed to right the car and continue until the axle split later and forced them to retire. Stage 9 was the same as stage 7 and was again cleanable, so at halfway Trevor Smith had a 7secs advantage over Gough, with Moody a further 15secs down. Henderson was fourth, 8secs down on Moody, with Weidner fifth a further 7secs down.

The dust caused problems for some on the next four stages which were run at 30secs intervals. However, Brown was either fastest or equal fastest on all four, with Clinton Smith charging hard, although the earlier puncture meant he was still a fair way behind the leaders. Gough was leading up to this point but Trevor Smith regained the lead after stage 14, Cwmysgawn, and held it until the last two stages back in Ceri. These were the other split stages, and caused the downfall of Steve Benton when he went the wrong way first time through.

Trevor Smith got caught in Benton's dust while on his second run and lost about 10secs, which may have made the difference between first and second. Henderson had half a plug blow out of the

Clarendon Motors Chevette half way through the last stage and dropped from fourth to fifth. James Sutherland took the 1600 class with a fine ninth overall, while Russ Cooper took the 1300 class. Third in the 1300cc class, however, was enough for Gavin Cox to tie up the class title, although all the other positions are still open.

FI BEACON

R.L. BROWN TROPHY RALLY

Mike's clincher

Mike Hutchinson/Nigel Harris clinched the *Motoring News* BTRDA Championship at the weekend with a comfortable third on the R.L. Brown Trophy Rally after a night of punctures and axle failures for many crews.

The first retirement was the RS2000 of Vaughan/Watts, which broke a halfshaft on the first section, while on the second section the punctures started.

Ickenthaite Wood claimed unwary crews where the road goes right and the very inviting white goes straight on, Pattison/Taylor being among the many. Winster Ford followed, the first time it had been used for many years.

Leaders at petrol were Benson/Fryer followed by Birkett/Orrick and a closely bunched group.

Osmotherley Moor Section followed, again bringing problems; Mackinnon/Watkins punctured, Collinson/Bye nudged a bank, Hutchinson/Harris punctured and were caught and passed by Birkett/Orrick. The longest section — over Corney Fell — brought a puncture for Garner/Evamy. Second petrol at Silecroft showed the leaders in the same order, but by a reduced amount with Briant/Cooper in close attendance.

The sting in the tail followed with every variation of road possible, the drama being intense on the confined Hardknott and Wrynose section. BTRDA 1300cc class leaders Starkey/Jones punctured, as did Garner/Evamy, Mackinnon/Watkins and Edwards/Hunter with two. Diffs also suffered, with Carless/Forrester and Benson/Fryer both retiring. This left Birkett/Orrick in the lead but only for 300yds, where they had two punctures while taking an involuntary short cut.

KEVIN SAVAGE

R.L. BROWN TROPHY RALLY Sep 11/12 *Motoring News* BTRDA Championship, round 7

- 1, M. Briant/B. Cooper (RS2000), 24.48;
- 2, M. Pattison/D. Taylor (RS2000), 27.31;
- 3, M. Hutchinson/N. Harris (RS2000), 28.27;
- 4, R. Collinson/S. Bye (RS2000), 31.14;
- 5, R. Garner/M. Evamy (Sunbeam), 33.05;
- 6, R. Moran/T. Beddoes (RS2000), 35.46; etc.



Off-Track

EUROPEAN RALLYCROSS

Second Schanche

As predicted, Norwegian Martin Schanche dominated his home round of the European Rallycross championship on September 5 to take his second consecutive victory in the series and boost his chances of retaining the European title. His 'A' final win promoted him into second in the series, 15 points behind former champion Franz Wurz, who could manage no higher than fourth place with his B2000-backed Audi Quattro.

It was a great day for the Scandinavians, with Rolf Nilsson (Porsche) second and Matti Alamaki third but, for the Quattros, this was one meeting that Audi would prefer to forget. With the Norwegian circuit changed from previous years in the interests of safety, the blast off the start line now definitely favoured the Porsches and Schanche's turbo Escort, but did little to help the Quattros. As if that wasn't enough, Jan de Rooy cooked his engine after blowing a water hose in practice and Olle Arnesson never took his place in the finals when a front drive shaft snapped in the third runs.

BILL MANTOVANI

BRIGHTON SPEED TRIALS

Ayers and graces

"Hope you win at Brighton, Ken", those words from old friend and rival Norrie Galbraith at Prescott last Sunday week spurred on Ken Ayres to achieve BTD at Brighton's annual Speed Trials on Saturday. Tragically the popular '82 Scottish

hillclimb champion was killed at Doune just three days later and so Ken was more determined than ever to win. Having trailed David Render (March 741) all day, the gold March 79S simply flew in the Top Ten run-off to a winning margin of 0.4sec. For David it was so near yet so far again, for Ken it was very very sweet.

As always, the event opened with the B&H MC members handicap class, this saw Sheila Tiller control some 550bhp of Chevrolet power in the 1950 vintage Allard J2 to take the honours. Husband James kept things in the family by dominating a 46 car entry in the largest of the Sports/GT classes where Bob Oram's E-type was nearly 1.5secs behind the record breaking Allard. At the other end of the scale just three cars contested the 1300cc class, they were covered by 0.75sec, the Unipower GT of Gerry Hulford proving fastest. The 1301 to 2500cc division had a battle royal between Tony Brooms's Turner and Graham Oates's Europa.

A poorly supported 1300cc saloon car class was won by Mervyn Brakes's Imp while Stuart Larbey in the Mile Oak Garage Dolomite Sprint had a comfortable margin in winning the 2-litre class. After being narrowly beaten last year on the car's debut, Dave Bray was delighted to return with a lightened Opel Kadett V8 and break the record in the unlimited class where John Churchley gave vain chase in his turbo RS2000 leaving the familiar circuit racing Firenze of Tony Davies in his wake.

Some delectable Bentleys contested the Invitation class, 24-litres of Napier power in Morley's car being too much for Gordon Russell who had a mere 8-litres at his command!

Sports Racing Cars were split at 1600cc, the smaller class being the domain of local man Dave Wilson (GRG Silhouette) while Nigel Hulme's 5-litre Lola T70 Spyder had the legs of Ernie Farncombe in the unlimited category, the Tiga driver taking the award for fastest club member. Just 0.06sec was the margin by which Doug Wood won the FF1600 class from Bernie Garwood. Debuting his ex-John Corbyn Saracen SF79, Richard Thompson shattered the 1100cc racing car record. The BDJ engine was too powerful for the Hartwell Imp in the back of the McBeath brothers ex-Brise Merlyn 20A. Normally shared cars aren't allowed at Brighton but with the brothers being one and two in the Sprint Leaders title chase, clerk of the course John King had generously waived the ruling. Andy wasn't eligible for an award only points, and so it was fitting that Simon should win the runner-up award.

The reward for a season's spanner work by Jonathon Skinner was an outing in David Render's 2-litre hart powered Lola T560. The mechanic proved as adept with a steering wheel, winning the 2000cc class by one and a half seconds from Martin Brockhouse, the Leeds man running wet tyres on the rear of his Hart Pacific engined Ralt RTI after a practice session puncture on his slicks.

The top ten had a different look about it, two cars didn't come out again, Garwood's Hawke and Clive Bracey's 7.6-litre 1100bhp Chevrolet engined Vebra, the methanol fuelled beast having damaged its crankshaft in the class runs. Thus Glenn Dudley took eighth spot in his Sports 2000 Lola while Les Edmunds was pleased to have cured a practice misfire to bring his GRD 273 into seventh. Martin Brockhouse was happy with his sixth place while Phil Prince held station in fifth, his Colin Bennet prepared McRae GMI-Chevrolet being just 0.11sec slower than Nigel Bigwood, who suffered a cracked exhaust manifold on his raucous Ford GA

TELFORD FORESTRY STAGES Sep 11 Esso/BTRDA Rally Championship, round 7

- 1, Richard Gough/Edward Powis (Escort) 52.29;
 - 2, Trevor Smith/Steve Bond (Escort) 52.38;
 - 3, Dennis Moody/Andy Graham (Escort) 52.57;
 - 4, Darryl Weidner/Douglas Hart (Escort) 53.28;
 - 5, Fred Henderson/Fi Beacon (Chevette) 53.36;
 - 6, Clinton Smith/Stuart Dytham (Escort) 53.40;
 - 7, Phil Taylor/Pauline Taylor (Escort), 54.09; 8, Colin Trippas/G. Lord (Escort), 54.17; 9, James Sutherland/Mark Atkinson (Escort), 54.47; 10, Graham Evans/Colin Francis (Escort), 54.49; etc.
- Class winners: Russ Cooper/Malcolm Jones, 58.24; Sutherland/Atkinson; Smith/Dytham.



Winner of the Telford Forestry Stages was Richard Gough.

BRIGHTON continued

engined March 78A. John Meredith was having problems getting off the line in the Terry Smith owned March 761-Repco, but went through the speed trap at an incredible 171mph while recording 16.2sec for the half mile. David Render improved from 16.06sec to 16.02sec but Ken Ayers had 'Norrie' on his mind, he'd done 15.69sec on his first run but then he went all out for the car course record of 15.49sec, in a fitting end to a fine day he set 15.63sec.

DUD CANDLER

WISCOMBE HILLCLIMB

Max has final say

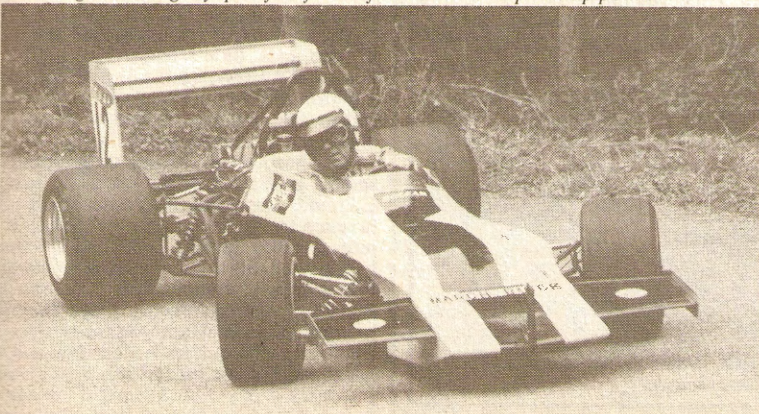
In a convincing reversal of last weekend's Prescott result, Martin Bolsover seized back the lead of the Pace/RAC British Hillclimb Championship at the superb Wiscombe venue on Sunday. Bolsover, driving on the limit — and in the wet for the first time with the Ladbroke's Pilbeam MP51 — put together a super quick first Top 10 climb to which fellow title aspirant Martyn Griffiths ran closest until the very last ascent of the day. With the RAC leadership precariously balanced at this point Max Harvey unleashed a courageous final effort and stunned the paddock with a 42.22s which placed him second to Bolsover's 42.07s and cost team-mate Griffiths his share in the series lead. Everything now rests on Doune in a fortnight's time.

Despite worsening conditions in the late afternoon the efficiency of the five organising clubs was appreciated by most competitors although the relatively low entry limit meant that Leaders challenger Brian Walker and Award of Merit leader, Mark Williams, did not get a run.

Tony Tewson was really flying in his smoky Maguire Stiletto and looked (from Saturday's form) to have the small special saloons sewn up. That is until Dave Watson hammered up in the Mercantile Credit Imp — also from John Maguire's stable — just 0.02sec to the good. Nic Mann made a pig's ear of Sawbench first time up but made amends with a fine new record — on the second, drizzle-affected, run. Only Tim Thomson's Guyson Chevette came close to the Minor turbo on a solo run.

The Lomas/Douglas Clan Crusader, looking pristine, had Graham Garner's similar ex-Ian Sargent car for company in the first mod-sports batch, Garner splitting the pair throughout. Revenge for Andy Simm came with a 43.73s to Josh Sadler's 44.08s on Sunday. Although the Midland champion's Porsche was driven forcefully as ever, in the rain a vicious

Doc Roger Willoughby qualified for his first RAC Championship points since 1974.



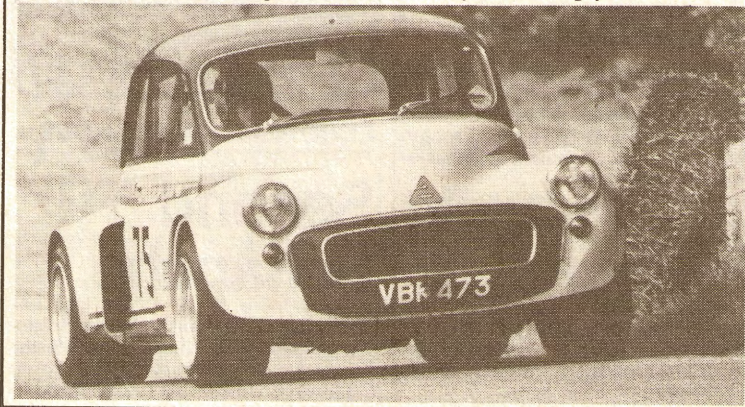
WISCOMBE (GB), Sep 12, Five Clubs Pace Petroleum/RAC Hillclimb Championship, round 15

BTD: Martin Bolsover (2.5 Pilbeam-Hart MP51), 36.37s (outright record).

Class winners: Dave Watson (1.2 Maguire Imp-Hartwell), 43.35s; Nic Mann (3.5 Morris Minor-Rover V8 turbo), 42.34s (record); Paul Lomas (1.1 Clan Crusader-Imp), 46.18s; Andy Simm (1.8 Morgan Plus 4), 43.73s; Neil Crump (Mallock U2-Chamberlain), 40.97s; Charles Wardle (1.6 Mallock U2-BDA), 39.89s; Charles Barter (1.1 Delta-Imp/Hartwell T824), 40.75s (record); Richard Brown (1.6 Chevron-BDA B49), 40.90s; Dave Harris (2.5 Pilbeam-Hart MP50), 36.42s.

Pace Petroleum/RAC hillclimb championship Top 10 run-off: 1, Bolsover, 42.07s; 2, Max Harvey (2.5 Pilbeam-Hart MP53), 42.22s; 3, Martyn Griffiths (2.5 Pilbeam-Hart MP53), 42.61s; 4, Harris, 43.10s; 5, Roy Lane (2.3 Pilbeam-BMW/Euroracing MP51), 43.30s; 6, Alister Douglas-Osborn (3.7 Pilbeam-Ford/Cosworth DFY MP47B), 43.41s; 7, Chris Cramer (2.5 Toleman-Hart TG280H), 43.95s; 8, Richard Fry (2.5 Pilbeam-Hart MP41), 44.30s; 9, Dr Roger Willoughby (3.5 March-Buick 712), 44.56s; 10, Godfrey Crompton (2.5 Toleman-Hart TG280), 44.85s.

Nic Mann's record-breaking Minor turbo is one of hillclimbings fascinations.



twitch towards a stout tree at Sawbench dampened Sadler's enthusiasm.

Prescott Gold Cup winner Alan Lloyd retaliated after Neil Crump's earlier pushrod Clubmans run had pipped him by 0.45sec but it was to little avail as Neil found yet more time in his personal battle with 'The Boy'. A superhuman effort through the Esses earned Charles Wardle the sports racing honours, the resultant sub-40s run proving beyond the reach of the redoubtable Jim Robinson in the same car and just 0.03sec from Richard Jones's faultless opener with the 2.3 Hart-powered U2.

Charles Barter's dry climb in the Golden Springs Watercross Delta was close to perfection, the Hartwell-Imp engine singing its way through the wood as the Dorchester expert eased out David Gould's old record. Charles now holds three class bests concurrently at the hill!

The competitive 1600cc division fell to Richard Brown's ex-Bill Ness Chevron B49 (complete with 'cooking' engine) but only by 0.03sec from the whining March-Austin turbo of Andy Smith who was 0.22sec swifter than Billy Morris's DBM and the pursuing pack.

All eyes were on Martin Bolsover among the 'big boys' for his return to form was indisputable after he had shattered the Cramer/Griffiths outright hill record in practice, 36.19s to 36.40s — unofficially of course. The course was at its best, certainly, for ADO set the ball rolling with 36.51s in the Cosworth-powered W&G Pilbeam, good enough

for third place only... Cramer himself was next up, nudging his record in the green Toleman with a 36.44s and Dave Harris moved closer still with 36.22 in the Haynes Pilbeam. Then came Bolsover, whose slick control netted a new record of 36.37s which was to stand as BTD once the rains arrived handing the class award to Harris. Griffiths was also in the high 36s with Harvey lurking on 37.02s and looking more competitive than before.

Second climbs in the top class were perhaps more significant as the drivers prepared for the run-off which would surely not be any drier. Once again 'regenmeister' Roy Lane proved his special talent in the Steel King Pilbeam/BMW, to head Bolsover and Cramer but the true hero was Alan Payne who blasted the vast Coogar-Rover up fourth quickest in a succession of power slides. This guy could work wonders with a Pilbeam-Hart...

Godfrey Crompton's colourful Hiriser Toleman led off the Top 10, its driver concentrating on keeping everything together after a recent spate of transmission failures. He improved greatly on his second run but not enough to rob good old Doc Willoughby of ninth place with the venerable March-Buick. Roger drove brilliantly to qualify for his first RAC points since 1974 and was only a fraction away from Richard Fry who ferret-legged the Pilbeam to eighth place with consistency.

Lane was the first to upset the order, guiding the silver car to the top a second quicker than Fry, a time which Griffiths approached although none on the establishment could join them in the 43s sector until Bolsover's arrival. Quicker even than Roy to the gate, Martin was phenomenal in the upper reaches of the climb, fighting the twitching chassis through the Esses where everyone else was straight-lining them. His time, 42.07s, spoke volumes and looked set to earn him maximum points, 1.23s clear of the field!

Roy was fractionally slower at Sawbench and skated into the bank at Martini making up ground on his second run and was unlucky to slump to fifth in the reckoning ahead of Douglas-Osborn and Cramer, neither of whom looked at home although Alister's entry to Sawbench, the stretched DFY spitting volleys of flame from its exhausts, was

enterprising considering the conditions and the size of the car.

Griffiths was smooth and unflustered through the Esses, put the power on early and shot up to the finish in 42.61s for second place at the time while Harris gained over a second to move past Lane. Only leader Bolsover and Harvey, a disappointed ninth on his first attempt, remained and Max's car was still at the top with Griffiths aboard. Bolsover made a poor start, the engine nearly dying, but recovered well to record 42.80s and his 10 points were in the bag. Or were they? Consultation with a number of competitors indicated to Max that he was losing time at the bottom of the hill so he resolved to alter his strategy a little. His getaway was faultless and his cresting of Bunny's leap without a lift (in the wet remember!) showed immense bravado. The split time to the gate was impressive and mirrored by his efforts further up. A magnificent 42.22s by the Falmouth printer marked his best ever RAC placing and ran Bolsover dangerously close at the top of the tree.

MARCUS PYE

WISCOMBE

Harris by the manual

Bristolian Dave Harris won Saturday's Five Clubs Restricted hillclimb at Wiscombe by a scant 0.01sec from Martin Bolsover in an all Pilbeam-Hart battle. Harris's Haynes Publishing MP50 chassis closed to within 0.32sec of the outright hill record shared by Chris Cramer (whose Jimmy Jack Toleman-Hart claimed second in the premier class behind Bolsover) and Martyn Griffiths, not in action at the Devon hill until Sunday. Mark Williams and 'Ferret' Fry, sharing the Equipe Ricardo Eduardo MP41, were split by Max Harvey's Chase Web Offset MP53 behind the pacesetters.

The Mobile Windscreens Clan of Paul Lomas and George Douglas enjoyed a one-two finish in the small road/rally saloon group while Rodney Eyles in John Hobday's Sunbeam-Lotus outpowered Perry's Mexico in the big-engined class. Nigel Sillence's Metro beat Mike Cannon's well-driven Mini by just 0.04sec for the first special saloon honours leaving Tony Tewson's silver Maguire Stiletto to fend off a big field of larger saloons including Tim Thomson's quick Chevette.

Josh Sadler's Porsche beat Andy Simm's Morgan in the modsports battle, Basil Pitt was an easy Clubmans victor and Crocker's Terrapin won the depleted 1100cc racing car category. Of the 1600cc single-seaters, Billy Morris was on good form with the chunky DBM 80, defeating Andy Fraser's Brabham by 9/100sec with Mike Remnant's Ralt a further 1.5sec down.

HANK PETERSON

WISCOMBE (GB), Sep 11, Five Clubs ASWMC Speed Championship round

BTD: Dave Harris (2.5 Pilbeam-Hart MP50), 36.72s;

Class winners: Paul Lomas (1.1 Clan Crusader-Imp), 46.29s; Rodney Eyles (2.2 Talbot Sunbeam-Lotus), 47.84s; Nigel Sillence (1.0 Mini Metro), 47.31s; Tony Tewson (1.1 Maguire Stiletto-Greetham), 43.94s; Josh Sadler (3.5 Porsche Carrera), 43.48s; Basil Pitt (1.6 Mallock-Datalinski U2), 41.83s; P. Crocker (1.0 Terrapin), 45.37s; Bill Morris (1.6 DBM-BDA 80), 41.31s; Martin Bolsover (2.5 Pilbeam-Hart MP51), 36.73s.

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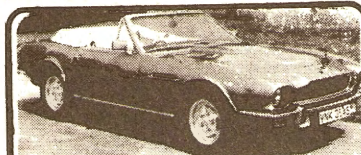
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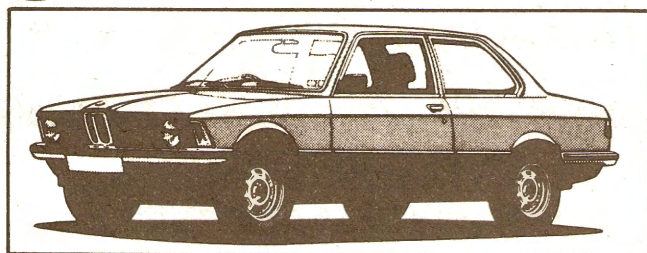
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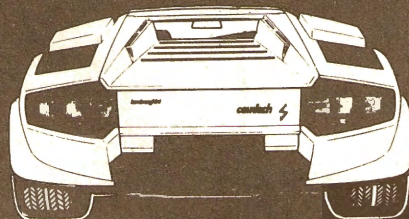
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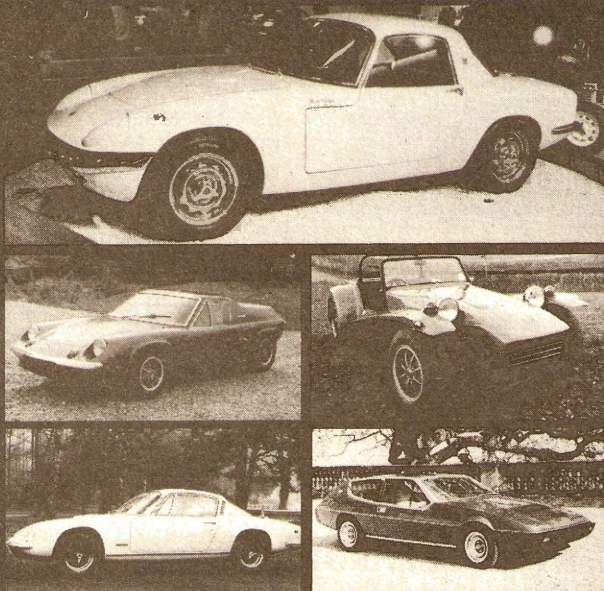
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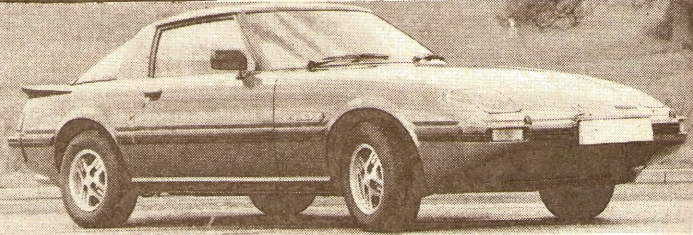
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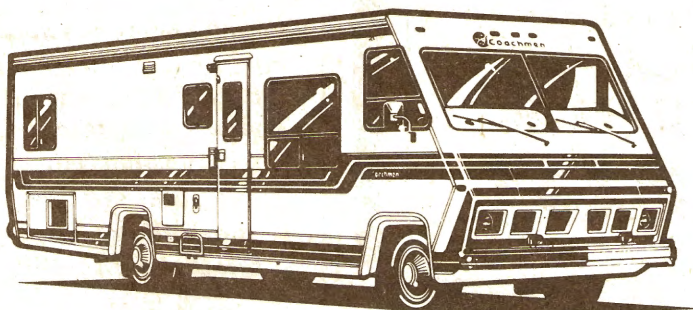
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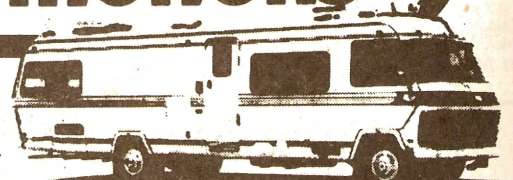


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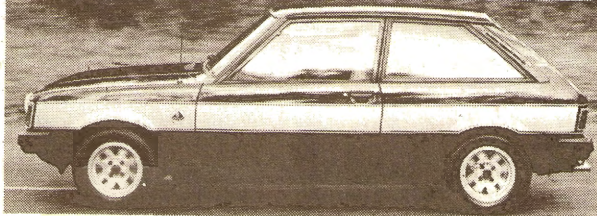
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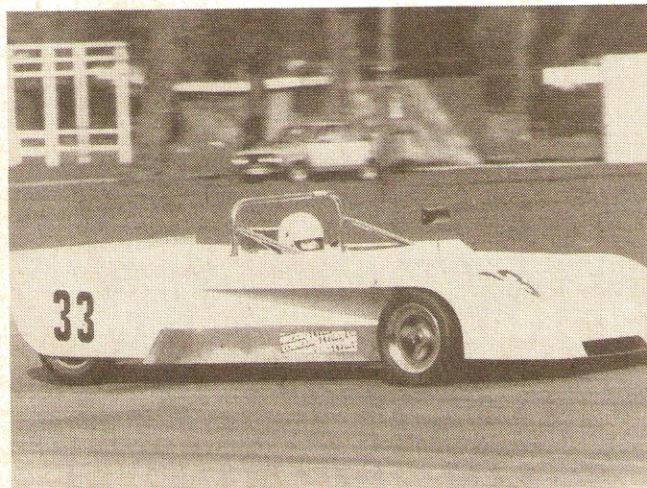
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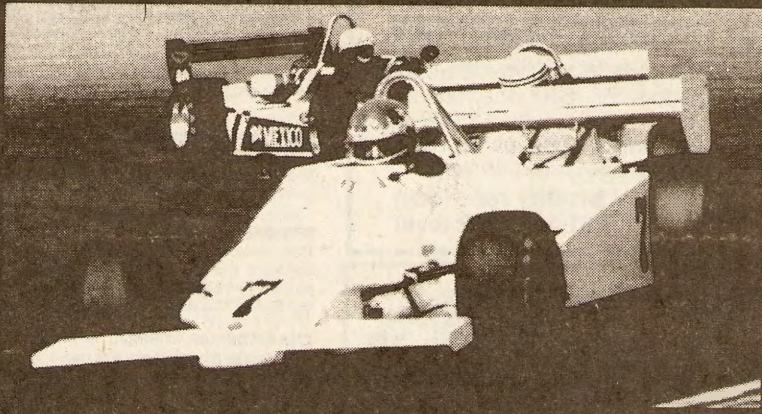
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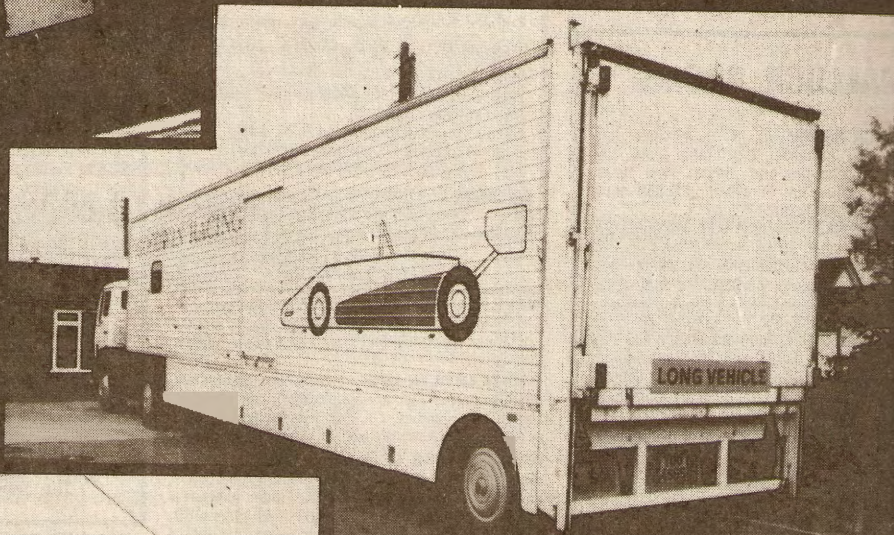
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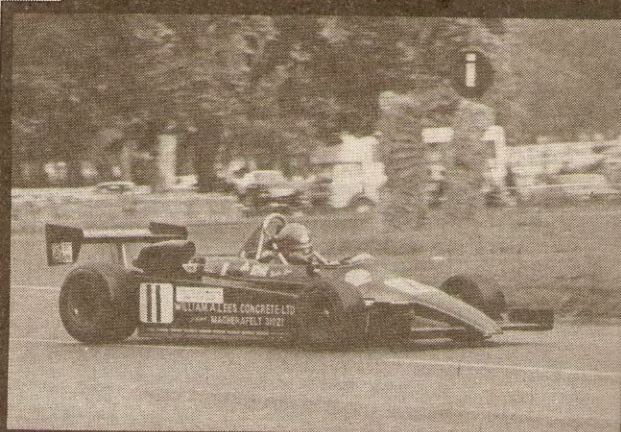
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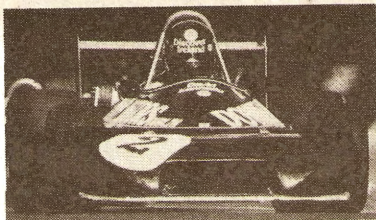
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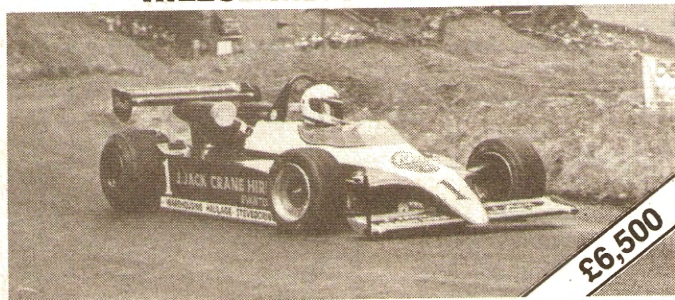
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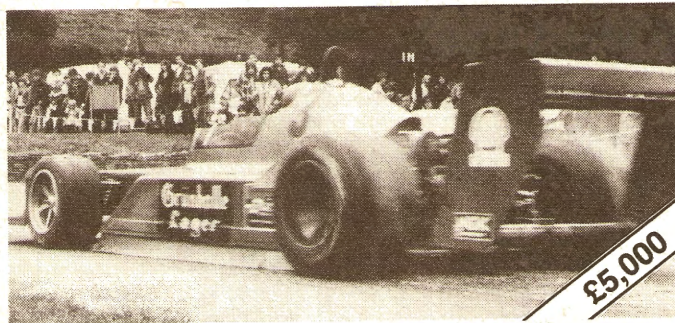
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Escort to 74 twin TBB/34		£27.89
Escort 1300 E & Sport to 75 single FO46		£20.36
Escort 1300 E & Sport to 75 twin TBB46		£27.89
Twin cam Mexico, RS2000 to 75 FO41		£29.86
Escort II 1100/1300 75 on single FO35		£20.36
Escort II 1100/1300 75 on twin TBB35		£27.89
Escort 1300 Sport 75 on single FO31		£20.36
Escort 1300 Sport 75 on twin TBB31		£27.89
Escort 1600 GT & Sport twin TBB36		£27.89
Escort 1600 GT & Sport twin TBB36		£27.89
Imp & Variants H1/2		£23.82
Elan S4 68-71 & Sprint 71-73 L101		£29.14
Elan +2 S130 71-75 L103		£33.16
Elan 2ltr (2 needed) L109		£34.81
Viva HB & SL90 to 73 VAB		£27.36
Firenza VAB		£20.36
Chevette 1300 H/B VAB7		£16.10
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TUBULAR EXHAUST MANIFOLDS

Cooper 997 998 3 branch	£19.00
Cooper S LCB	£21.00
Escort 1100/1300 4/2/1	£25.00
Escort 1100/1300 4 into 1	£55.00
Escort 1600 pushrod 4/2/1	£25.00
Mexico pushrod 4/2/1	£26.00
Mexico pushrod 4 into 1	£26.00
RS2000 4/2/1	£33.00
RS2000 4 into 1	£62.00
Twin cam 4 into 1	£55.00
BDA 4 into 1	£60.00
V8 Ford Capri (pair)	£62.00
Fiesta	£21.00
Midget/Sprite LCB	£49.50
MGB	£49.50
Toyota Celica	£59.50

CIBIE LIGHTING

Auxiliary lamps	
Bi-Oscar (all types)	£33.00 ea.
Super Oscar (all types)	£19.00 ea.
Oscar (all types)	£19.00 ea.
Oscar Plus Fog or L/Range	£21.00 ea.
Dipping Oscar H4	£21.00 ea.
Type 175 Apollo Fog or Drive	£21.00 ea.
Type 165 Fog or Drive	£15.00 ea.
Type 95 Fog or Drive	£16.00 ea.
Type 45 Fog or Drive	£20.00 ea.
Type 40 Fog or Drive	£16.00 ea.
Type 35 Fog or Drive	£17.00 ea.
Headlamp conversions	
H180 with S/L	£23.00 pr.
H180 without S/L	£22.00 pr.
Z180 with S/L	£25.00 pr.
Z180 without S/L	£24.00 pr.
Type 22 with S/L	£17.00 pr.
Type 22 without S/L	£16.00 pr.
H130(534) Main Beam	£20.00 pr.
H130 Main/Dip with S/L	£22.00 pr.
H130 Main/Dip without S/L	£21.00 pr.
Caprima Rectangular	£27.00 pr.
160mm Rectangular American H4	£26.00 pr.
160mm Rect American Main Beam	£21.00 pr.
160mm Rectangular American H4	£26.00 pr.
200mm Rectangular H4	£50.00 pr.

Lens covers	
Type 35	£1.40 ea.
Type 40	£1.50 ea.
Type 45	£1.45 ea.
Type 95	£1.50 ea.
Type 175 Apollo	£2.45 ea.
Oscar	£2.10 ea.
Super Oscar	£3.10 ea.
Bi-Oscar	£3.90 ea.

Lens grilles (accessories)	
Oscar Black Grill (steel)	£6.50 ea.
Super Oscar/Bi-Oscar (plastic)	£3.00 ea.
Anti Theft Nuts (pair)	£1.50

INSTRUMENTS

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Ammeter 60/0/60 AM02	£3.70	Smiths	£5.88
Oil Pressure Capillary PG07	£7.50		£12.07
Oil Pressure Electric	£8.50		—
Oil Temp Capillary LT01	£7.95		£16.04
Oil Temp Electric	£7.95		—
Water Temp Capillary TG04	£7.95		£14.61
Water Temp Electric	£7.95		£14.61
Battery Condition BC03	£3.95		£6.55
Performance Gauge VG01	£8.50		£12.89
Vacuum Gauge VG02	—		£12.89
Dust Gauge DG01	—		£22.75
Tacho 52mm Dia	£16.95		—
Tacho 80mm Dia	—		£22.94
Tacho TM03 8,000 RPM	—		£22.94
Tacho TM04 10,000 RPM	—		£24.15

Instrument housings	
Single Cowl 52mm Dia	£2.00
Double Cowl 52mm Dia	£2.40
Triple Cowl 52mm Dia	£2.80
Quad Cowl 52mm Dia	£3.20
Single Cowl 80mm Dia	£3.00
Oil Pressure 80mm Dia	£1.00
Oil Pressure Pipe 10ft	£1.40
Oil Pressure Pipe 15ft	£1.80
Oil Tee Piece steel car	£1.00
Oil Pressure Switch	£2.50

Clocks	
Smiths Quartz	£13.95

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Targa kit	£28.00
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Mini Alloy	£17.00
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Ford OHC Oil Pipes	ea £2.20
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Race/rally harnesses	
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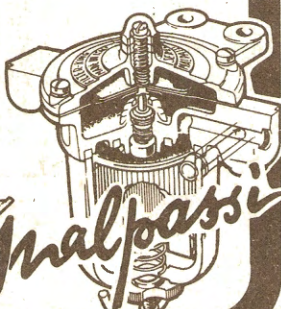
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Corsair 2000E sundry mechanical parts, S/H.....	P.O.A.
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Atlas diff. flanges, N.....	£7.50
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Fuel gauge tank unit	£10.10
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Oil pressure gauges	£11.90
Water temp gauges	£14.40
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Drive box for above	£34.50
P&P single items £1.75 each	

PIT EQUIPMENT

	Price	Post
Ultramuff ear defenders	£5.30	£1.50
Dunlop cambor caster set	£120.00	£3.50
Pace corner gauge	£47.00	£3.50
Pace corner weight gauge	£35.00	£3.50
Robinson lock wire pliers	£70.00	£1.50
Stainless steel lockwire	£60.00	£1.50
Mini Z electronic pyrometer	£60.00	£1.50
Racetape	£3.95	£2.00
Masta gauge	£17.50	£1.50
Competition numbers	15p	FOC
Squares or roundals	60p	FOC
Novice squares	75p	FOC
Spice race bag	£7.50	£1.50
Spice pit signal kit	£49.00	£2.50
Bonnet pins	£2.95	£1.00
Terry springs	£2.95	£1.00

OIL EQUIPMENT

5 port dry sump pump	£85
Dry sump pans	£50
Full range of unions from £1.25 each	
1/2 oil cooler hose/ft	85p
5/8 oil cooler hose/ft	£1.00
Full range of oil coolers in stock from	£20
Sandwich plates	£7.50
Remote filter heads	£7.50
Mocal high flo stats	£18.00
Dry sump tanks	£35.00
2.0 OHV dry sump kit complete with parts, etc	£325.00
P&P pumps, pans & kits	£3.50
Rest £2.50, unions FOC	
Castrol R30 5 litres	£8.50
Castrol R40 5 litres	£8.50
Castrol B37 5 litres	£8.50
Castrol B37 1 litre	£2.00
Castrol 351 5 litres	£7.50
AP race brake fluid	£9.95

HMMM THIS CATALOGUE LOOKS INTERESTING
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Cibie Super Oscars only, ea	£16.85
Cibie Oscars, all types, ea	£15.10
Cibie Oscar Plus & Sport, ea	£17.50
Conversions H180 WSL, pr	£17.60
H4 H180 NSL, pr	£16.70
Conversions H130 Main, pr	£15.20
H4 H130 WSL, pr	£16.00
Conversions H180 NSL, pr	£15.65
Original equipment RS2000, ea	£13.50
Mk 2 RS2 inner, ea	£13.75
Mk 2 RS2 outer, ea	£13.50
Cibie Anti-Theft Lock Nuts, pr	70p
Carello Spot Light kits, 4 types:	
Targa kit	£27.50
Safari kit	£35.00
Monte Carlo kit	£44.50
Super Megalux kit	£44.50
Carello Bi-ode Headlights, pr	£32.00
H1 100 Watt Bulbs	£2.75
H4 100/55 Watt Bulbs	£4.75
Other Cibie & Carello's in stock	
Post & Packing bulbs each	25p
Light units	£1.25
Light units per pair	£2.00
Light units, 2 or more, Securicor	£3.50
Mk 1 & Mk 2 Escort lamp brackets quick release, pr	£5.75
Post & Packing on above	£2.25

FIBREGLASS



X-Pack for Capri II & III	£95.00
Bonnet for Capri III	£50.00
Cologne Arch Kit Capri I	£70.00
Capri II/III doors complete	£50.00
X-Pack Kit Mk 2 RS2000	£100.00
X-Pack Kit Mk 2 Escort	£90.00
Small Arch & Spoiler Kit Fiesta	£44.00
Mk 1 Escort Twin Cam Flares, pr	£5.50
Mk 1 Escort Works Bubble	£16.50
Arches, set of 4	
Mk 2 Escort Works Type Arches, set of 4	£25.00
Mk 2 Escort Front Spoiler	£20.00
Mk 2 Escort Rear Boot Spoiler	£20.00
Mk 1 & 2 Bonnets	£25.00
Mk 1 & 2 Boots	£15.00
Mk 2 Boots with moulded spoiler	£27.50
Mk 2 RS2000 Nose Cone	£65.00
Super Zak Race Arches	£130.00
Accept up to 10in wheels	£130.00
Universal Running Boards	£30.00
Post & Packing by Securicor. 48hr service £3.50 except x-pack/cologne arches £7 Ford Mexico/Twin Cam Wings (steel) only	£19.50 each
Ring for panels not listed we may have them	

ALLOY

Mk 2 Escorts works arches	£90.00
Mk 2 Escort front wings	£25.00
4 1/2 gal fuel tanks	£35.00
Dry sump tanks	£35.00
Mk 1 & 2 firewall panels	£9.75
1 litre alloy catch tanks with sight gauge	£17.50
Carriage £3.50 on any of above	

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Mk 2 Escort Works type arches	£80.00
Mk 2 Escort front wings	£29.50
Mk 1 Escort front wings Mexico/sport	£19.50
Mk 1 Escort front panel	£12.50
Mk 2 Escort front panel	£14.50
Fiesta front wings	£24.50
Fiesta front panels	£17.50
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Fiesta front panels	£17.50
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For 11/1300 & 1600 X-Flows	£22.50
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1600 X-Flow Escorts big bore	£47.50
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Mini 3 branch	£14.50
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Standard System for Mk 2 RS2000	£65.00
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P&P manifolds & systems	£3.50
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Exchange camshafts, A2 BCF1 BCF2, etc.	£18.50
Race cams outright A6/A8	£50.00
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X.F alloy rocker covers	£14.95
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Twin cable throttle kits	£24.50
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OHC Group 1 head gasket	£19.50
OHC Vernier timing gears	£25.00
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P&P cams £2.50 rests £1.50	

SAFETY

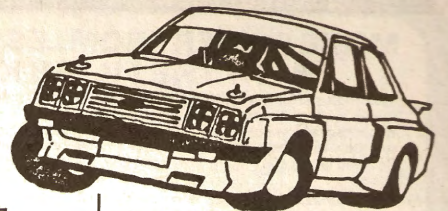
SAFETY DEVICES	
ROLL CAGES	
Type 2 rear cage	£35
Type 3 FIA front cage	£37
Type 4 FIA rally rear	£52
Type 5 FIA race rear	£59
Door bars	£15
Above prices for Escort I & II only. All ex-stock. For other makes of car add £3 cage.	
Cage padding (2m length)	£3.00
P&P cages £3.50, padding 75p.	
Fire Extinguishers	
2.5kg BCF with pistol grip, gauge and bracket	£19.95
2.5kg BCF std + bracket	£18.50
2.5kg BCF Plumbed in fire extinguisher system	£49.59
P&P singles £3.00 more £3.50	
Harnesses	
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Luke GM4 harness	£29.50
Britax 1080 harness	£16.95
P&P £1.50 each or £2.50 pair	
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Hella cut-out switch	£4.00
Autolec FIA cut-out	£9.75
Autolec std cut-out	£5.00
Cut-out decals	£0.50p
Safety sticker sheet	£1.00
P&P Smiths 75p rest 20p	

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Heavy duty brake pads — front (set of four pads)	
For Escort 1100/1300 GT/Sport with disc brakes	£10.00
For Escort Twin Cam/RS 1600/Mexico — 1/72, Cortina — Lotus Mk 1, Cortina Mk II GT/1600 E/Lotus, all Capri's — 8/70 (P 16 Calliper)	£12.00
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For Escort II Sport/Mexico/RS1800/RS2000	£11.50
Fiesta — Servo Brace	£1.50
Fiesta front pads	£15.00
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For Escort II Sport/Mexico/RS1800/RS2000/new Atlas	£15.00
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Roller bearing top mtg kit	£27.50
Gp 2 Bilstein struts	£59.50
Front coil springs all types	each £9.75
Gp 4 steering UJ	£9.50
Rose jointed TCAs	per pair £80.00
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D/W roll bar kit complete	£27.50
D/W roll bar kit weld-on	£15.00
Anti-drive kit	£24.00
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W/C member Gp4	£64.50
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P&P all at £3.50 except Gp4 joints at 75p, D/W weld-on at £1.50 and W/C bolts at £2.50	

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Bilstein Escort II 73 on	£22.50
Bilstein Escort II RS	£22.50
Bilstein Turret Gp 2/4	£22.50
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Sachs Escort II & RS	£18.00
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Race front Bilsteins 3.0L	£65.00
Front coil springs pair	£19.50
Rear Bilsteins X pack	£22.50
Rear Bilsteins Race	£18.00
Single leaf springs — 1"	£27.50
Lowering kits 1" & 1 1/2"	£12.50
P&P £2.00 each item or £3.50 pair	

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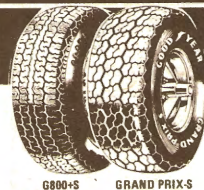
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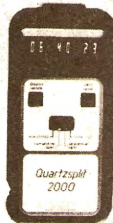
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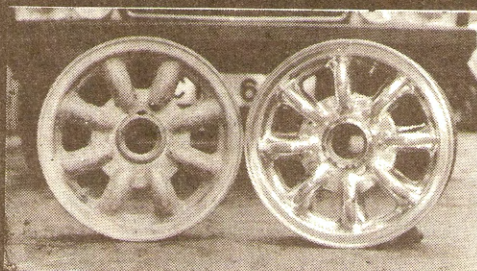
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ALAN

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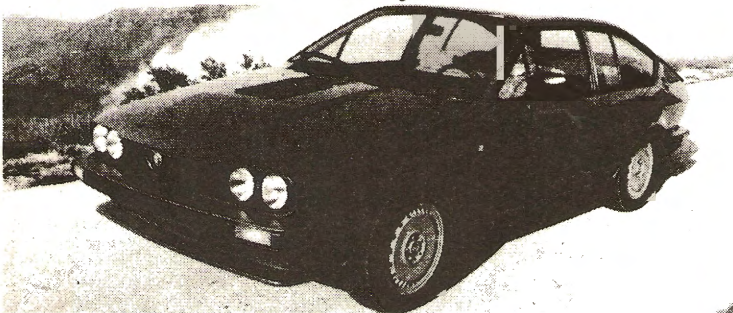
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