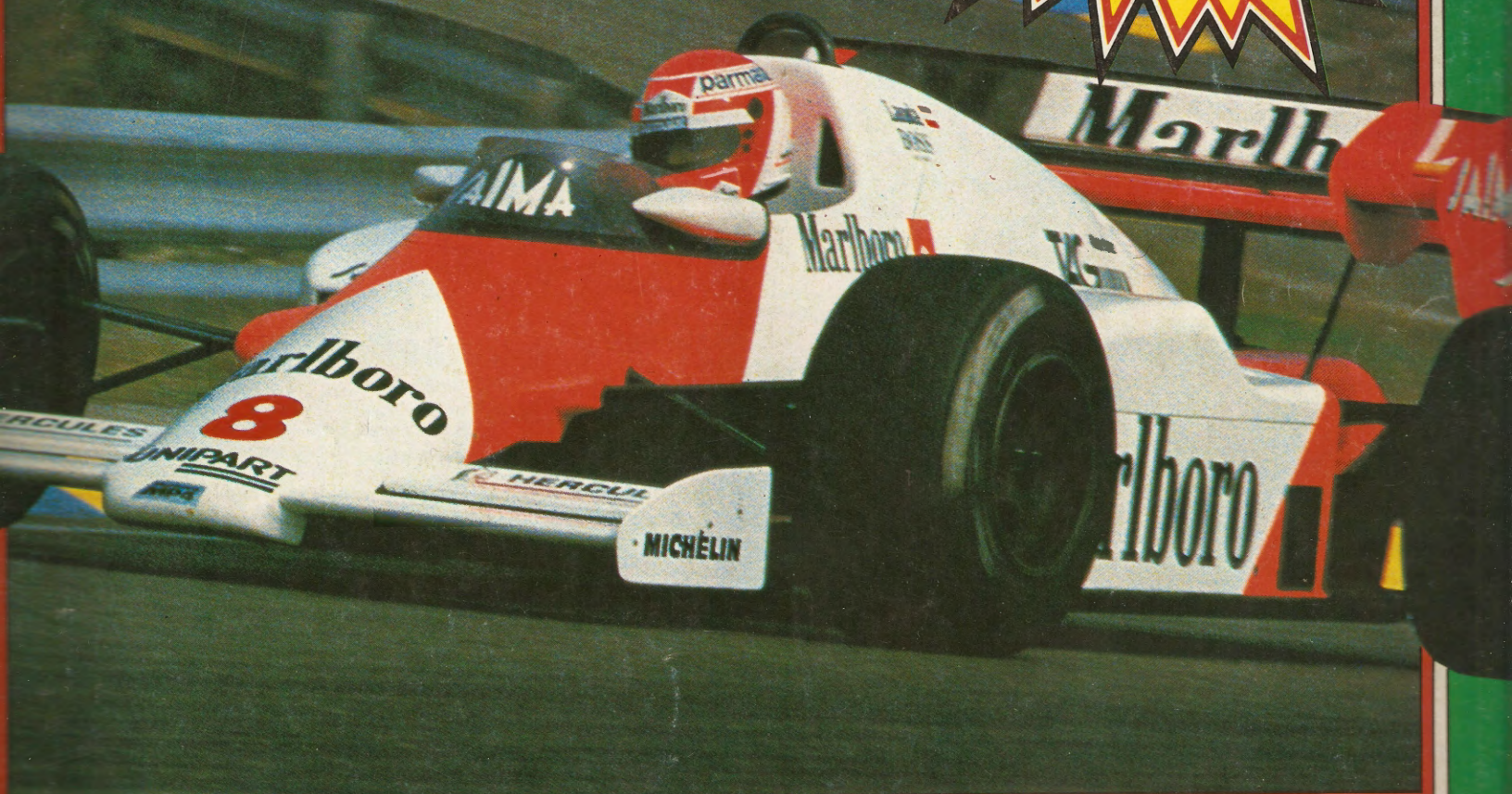


# Autosport

Haymarket publication

December 20/27, 1984 95p

**Special  
Christmas  
Issue**



## Grand Prix review

**Autosport  
AWARDS · 1984**

**Niki Lauda interview ■ F1 McLaren  
Historic racing ■ Derek Warwick  
Hannu Mikkola ■ RAC Open rallies**



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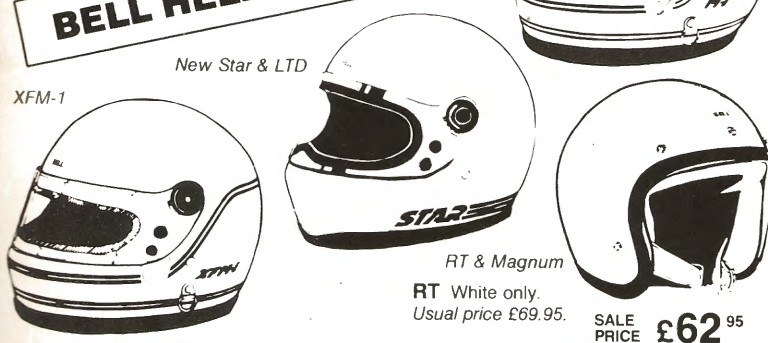
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## FRONT COVER

The Grand Prix season belonged to the Marlboro McLaren team, with Niki Lauda ultimately taking his third World Championship title. The Austrian is seen here, on his way to a crucial victory at Zandvoort. Photo: Jeff Bloxham.

## HAPPY CHRISTMAS

AUTOSPORT wishes all our readers a Happy Christmas and a prosperous New Year. We remind you that no magazine will be published next week, but that our January 3 issue promises to get 1985 off to a high flying start. Included will be reviews of all the Formula Ford 1600 championships, the FF2000 series and the Sports 2000 scene. We recount the history of the European F3 Championship, while our track tester Tiff Needell gets his hands on a Group C2 Lola-Mazda. For rally fans there is a look at the 1984 European Rally Championship, while Terry Harryman recounts some interesting experiences from Africa at our usual price of just 75p.

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# Autosport

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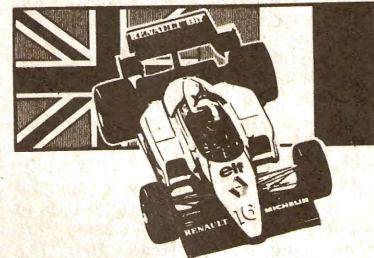
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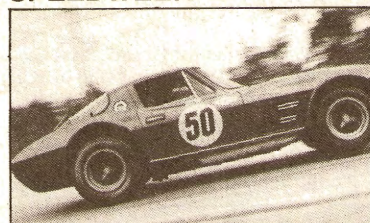
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The Nassau Speedweek played a major part in motor sport during the fifties and sixties, and to revive that golden age, enthusiasts from around the world gathered again in the Bahamas where the SuperSports cars provided much of the excitement. Mark Hughes and Mike Walsh re-live a piece of the atmosphere.

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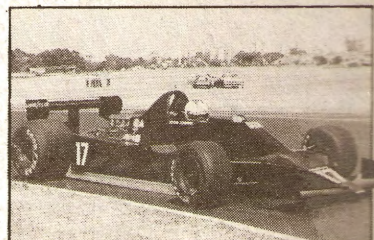
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The talented Swede has been everywhere this year, proved impressive in Formula 1, endurance racing and even the Japanese Formula 2 series. Ian Phillips brings the career right up to date, and looks at Stefan's prospects with the Toleman Grand Prix team.

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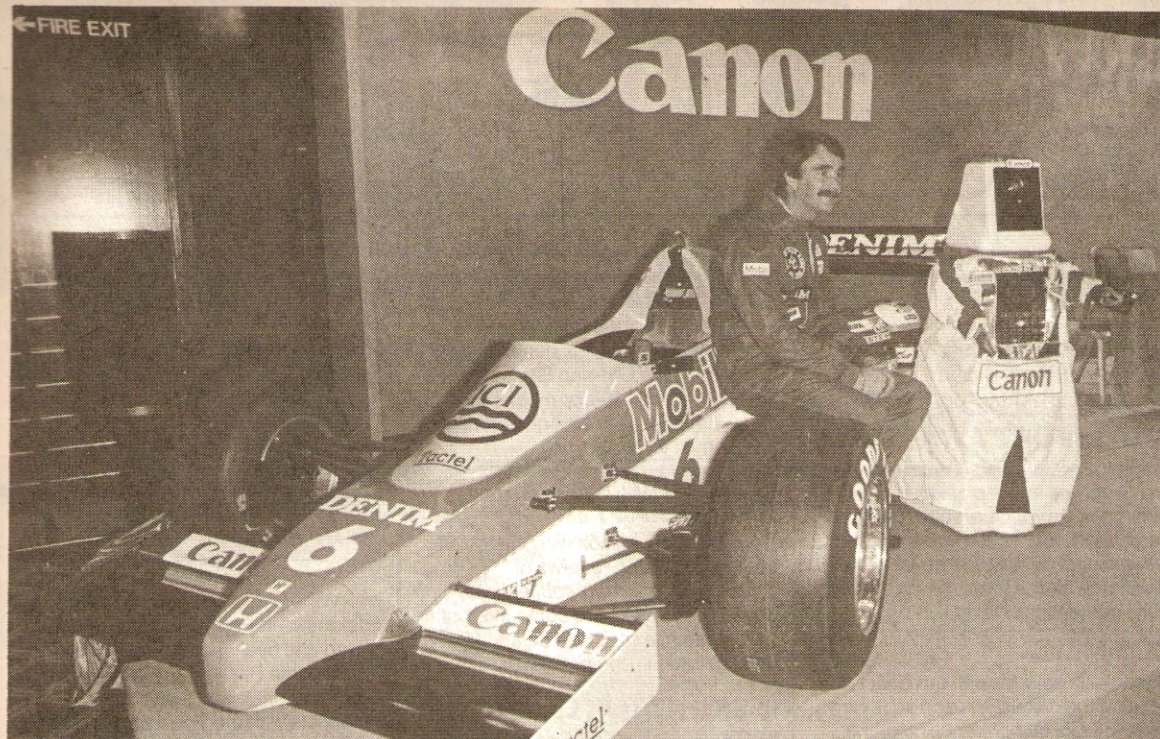
## FEATURE INDEX 89

Fiona Grant has compiled a see-at-a-glance index of all features that have appeared in AUTOSPORT during the last 12 months.

## SUPPLEMENT

Free with this issue is Nigel Roebuck's expert analysis of the Grand Prix season packed with all the colour and excitement from the last 12 months. A classic in its own time? Doug Nye takes a look at this season's all-conquering McLaren-TAG turbo combo. Plus Niki Lauda on his Championship winning year, and all the facts and figures from 1984.





Nigel Mansell and his robot friend 'KK' at the Canon launch. Keke Rosberg was otherwise engaged in Arizona.



Williams — 1985 plans settled.

# Williams lands Canon backing

Frank's Japanese connections grow — Carbon fibre FW10 not ready until late March

For the first time since 1977 we shall see Frank Williams's cars devoid of Arab signwriting next year. At a lunch in London last Thursday it was announced that Canon, the huge camera/business machines group, will be the team's major sponsor in 1985.

The President of Canon Europa, Mr Hajime Miterai, was present for the announcement, but company representatives declined — as is always the

case — to reveal the precise extent of the Canon sponsorship, saying only that it was "seven figures, the first of which is not '1'..."

For 1985 Williams Grand Prix Engineering also retain the backing of ICI Fabrics, Denim and Mobil, and the cars' livery — top to bottom — will be yellow blue and white, the name of Canon appearing on the sidepods.

At the launch ceremony the car on

hand was one of this year's FW09Bs, and it seems that the team's new car is still a long way from completion, Frank Williams saying that he hoped it would be ready for the start of the 1985 season, scheduled for late March or early April.

Understandably Frank was reluctant to say much about FW10, other than to confirm that it will have a carbon fibre monocoque, Patrick Head's first. The team's new factory, into which it moved a

year ago, is equipped with its own autoclave, à la Ferrari.

New team member Nigel Mansell was present for the ceremony, expressing boundless optimism for the future, but number one driver Keke Rosberg was unable to be there, being committed to a six-week course in flying Lear jets in Tucson, Arizona. A particularly downbeat *This Is Your Life* video message from the Finn was shown.

## Haas Lola: Monza debut for Jones

Although there is no formal confirmation of the fact, it now seems certain that Alan Jones and the Haas Lola-TAG will be on the grid at next September's Italian Grand Prix. We understand that the Australian is planning to return to Europe with his family by early spring.

As we told you last week, Jones is not the only former Williams man to be associated with the new project. Neil Oatley, formerly the engineer in charge of the team's second car, has already started work for Haas (as has the very experienced John Baldwin).

Charlie Crichton-Stuart, a close associate of Frank Williams until the end of 1983 (when he left to work for Mansour Ojeh's TAG Turbo company), is one of the three directors of a new company which will operate the Formula 1 team for Haas. His fellow directors are Teddy Mayer and Tyler Alexander.

Crichton-Stuart and Jones were close friends during Alan's Williams days, and Charlie's links with TAG must have played a part in Ojeh's apparent agreement to sell his engines to the new team. It is also worth bearing in mind the fact that Mansour's company was a major Williams sponsor during Jones's great years with the team.

Last August, it will be remembered, there was a formal announcement that TAG had agreed to give McLaren exclusive use of its engines in 1985, and it may be assumed that Messrs Dennis and Barnard will be anything but happy at the thought of their former McLaren col-

leagues, Mayer and Alexander, getting their hands on the prized Porsche-designed V6s...

A report from Dearborn, however, suggests that Ron Dennis is on the verge of signing an agreement with Ford Motor Company to use the forthcoming Cosworth turbo engine in 1986.

It is also believed that, on the strength of long-standing links with both Haas and Jones, Goodyear has agreed to supply tyres to the new team, which hopes to have its first car ready for testing as early as May.

Beatrice Foods, Haas's sponsor for both Formula 1 and CART teams, has already footed the bill for a 28,000 square foot factory south of London, and American reports suggest that the operating budget for 1985 alone amounts to more than \$8m, with Jones receiving a rumoured \$1m for testing work and running the last four races of the season. It is thought that a further two-year option exists between Alan and Carl Haas, and rumours persist that Haas would like to have Patrick Tambay — another man who drove his CanAm cars with distinction — in the team with Jones for 1986, when a two-car team will campaign the whole season.

Our American Editor reports that Beatrice Foods, not a familiar name in Europe, is a company massive even by American standards. It is, in fact, the largest food and consumer products company in the USA, owning more than 100 major brand name companies (such

as Avis and Samsonite), and marketing more than 9000 different products. Annual sales are around 13.5 billion dollars! In the course of the Olympic Games (both winter and summer), Beatrice Foods spent more than \$23m on TV advertising.

In light of such statistics, perhaps we should not be surprised that Haas is believed to have backing of \$80m over the next five years...

## JP again in F1 Zakspeed

Jonathan Palmer was at Paul Ricard this week continuing the development of the Zakspeed Formula 1 car. "The chassis really is very good for a first-time effort," Palmer said last week. "The engine, as you would expect, still needs a lot of development, but so far we have not had any serious problems with it. The amazing thing about Zakspeed is just how quickly they can respond to problems with the engine and the amount of new things there are to test."

Palmer still does not know what his Grand Prix plans will be in 1985: "If the options left open are dependent on my bringing money, I have to admit that it is not looking good. However, I think people know that I am prepared to work hard on the development side, and I hope that this will earn me a drive."

## All-new V6 for Ferrari

Ferrari have announced that they will have a completely new Formula 1 Grand Prix challenger, the 156/85, ready by the end of January. Included in the package will be a new 120deg V6 engine, not the much rumoured straight-four. The chassis, suspension and bodywork will also be new, but the car is unlikely to be seen before the first race.

Ferrari said that the old car would be used at both the Estoril and Rio tyre tests.

## Andretti shakes down Lola T900

Mario Andretti gave the new Lola T900 Indycar an impressive shakedown run at Phoenix last week.

Andretti was there with son Michael and John Paul Jr, primarily for testing Goodyear radial tyres for speedway use. Using crossply tyres, Mario set the quickest time of the test at 23.9s despite a problem with the exhaust and the boost.

However, everyone was impressed with the new car's speed straight out of the box. Mario will continue the testing at Laguna Seca this week.



# Paris court finds in favour of Tyrrell

Tyrrell have got their points back — for the time being, at least. As we closed for press on Tuesday, a Paris court granted Tyrrell an injunction against FISA and the FIA.

Quoting from the Court Judgement, "The Court has issued an injunction suspending the execution of the sanctions, decisions and penalties imposed by the FISA Executive Committee of July 8 by the FIA Court of Appeal on August 24, until the case can be judged in substance. The Court took the decision to issue the injunction in light of the severe financial consequences to Team Tyrrell, which Tyrrell told the Court risked putting it out of business." The injunction, it should be added, extends to the consequences of the sanctions, one of which was that Tyrrell was unable to voice his lone opposition to the retention of the 220-litre limit in Formula 1 for 1985. This was a rule change, which required unanimous appeal. Where does it stand now?

Understandably delighted, Tyrrell told us that he was nevertheless "sad that a matter involving our sport should have to be dealt with in a court of law. The only possible recourse open to us was to seek remedies through the courts." More details in our next issue.



## Rain halts Ralt F3000 progress

Rain spoiled Ralt's Formula 3000 test programme at Estoril last week. A heavy storm virtually ruled out any serious running until Thursday and, even though it was dry, there was only one useable dry line.

Mike Thackwell and John Nielsen were the two Ralt drivers on hand in Portugal, while Dave Scott, who has bought the Formula 3 prototype, was there to drive his car.

Thackwell did the bulk of the F3000 running, and his best time on the dry day was a 1m 30.7s, just 0.4sec off the last qualifying time for the final Grand Prix of last year.

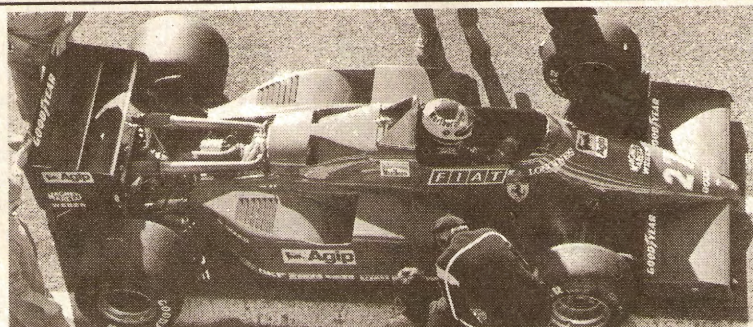
It was the first time that the Ralt had actually run in the dry. "I don't know if it is a good time or not," admitted Ron Tauranac. "Unusually we didn't have any real problems to solve, and we just went through a test programme of trying bits and pieces. The F3000 was about 9secs quicker than the F3, which is about the same margin as we had with ground effects."

Nielsen did a few laps in the F3000 at the start of the week before Thackwell arrived, and was due to have another run before they left on Sunday. Meanwhile, he did a lot of running in the F3 car, which ran without any problems on Avon race rubber. "We tried to get as many miles as possible on the car to make sure that it would stand up to a season's racing. It all went well," said the Ralt boss.

## New March Indycars delivered

Under a shroud of secrecy, March delivered the first three type 85C Indycars last weekend. The only detail about the new car, which we understand is absolutely brand new from top to toe, is that 85C chassis no 03, destined for Patrick Racing to be driven by Bruno Giacomelli, is the 100th Indycar to be sold by March since they first took the Indycar scene by storm in 1981.

With 43 confirmed orders for this year's model, the 150 mark will probably be achieved by the end of the season...



Alboreto and the latest 'M2' version of the C4 were second fastest overall at Paul Ricard.

## Tambay fastest at Ricard

In dry and sunny weather several teams tested at Paul Ricard last week, and fastest of all was Patrick Tambay's Renault RE50.

Running with smaller 1985-style rear wing, the Frenchman lapped the short circuit in 1m 01.02s on Goodyear qualifiers. Only slightly slower were the Ferraris of Michele Alboreto (1m 01.09s) and René Arnoux (1m 01.35s).

Once again all the McLaren testing was in the hands of Alain Prost, whose best time was 1m 01.58s. And the Alfa Romeos of Eddie Cheever (1m 01.80s) and Riccardo Patrese (1m 01.00s) were also in with a shout.

Derek Warwick's week was spent largely on engine tests for Renault, rather than going for quick times, but he got under 1m 03s on 'control' tyres, as did Alboreto.

## DPR waits on Dumfries

Dave Price has had to put his F3000 plans on hold for the moment while Johnny Dumfries waits to hear if he is to get a Formula 1 chance with Brabham. But in the meantime Price has concluded a deal to run Paul Belmondo in next year's Marlboro-backed French Formula 3 Championship.

Price confirmed at the beginning of Dumfries — partnering Piquet at Brabham or F3000 with DPR?

this week that he had been talking to Belmondo's New Man sponsors for some months.

Surprisingly, after their success with Johnny Dumfries in this year's Marlboro British series, very few drivers have been in contact with the team about the new year.



## Stuck in works Porsche

Hans-Joachim Stuck has replaced Stefan Bellof in the factory Rothmans-Porsche Group C endurance racing team. The German ace signed up last Thursday to join team regulars Jacky Ickx, Jochen Mass and Derek Bell in 1985.

The move followed swiftly on Bellof's decision to leave the team, after two seasons. Simultaneously, the new World Endurance Championship signed up as a member of the Marlboro World Championship Team and for another German national championship sports car season with Brun Motorsport.

Peter Falk's works Porsche organisation is expected to retain the successful Ickx/Mass pairing, so that Stuck will step in to partner Bell in the second of the new type 962 sports cars. There remains the possibility of the team running a third car on occasion (including at Le Mans) but no decisions have been made about other drivers at this stage, although Porsche would like to run John Watson and Vern Schuppan.

As well as his factory contract, Stuck has re-signed with Brun Motorsport to do the German Group C series as Bellof's team mate. This pair, of course, won at Imola this year in Walter Brun's Jaegermeister Porsche 956B. And Brun's emerging team is given yet more impetus with the news that Jochen Mass — who drove in the German series this year for Joest Racing — will move across to the Swiss-owned privateer organisation, taking with him the Blaupunkt hi-fi sponsorship.

With Bellof, Stuck and Mass all on the driver strength, Brun Motorsport is looking very strong indeed for its defence of Bellof's 1984 German championship title.

Bellof will be free to race for the Brun team in WEC events not clashing with Formula 1 Grands Prix.

There is no news, meanwhile, on Bellof's final plans in Formula 1, for which he is still under contract to the Tyrrell team.

However, a Porsche spokesman told us on Monday that he had left the works sports car team not only because of the clash between Rothmans and Marlboro, but also because of a "a possible association with BMW".

## Lancia plans confirmed

Lancia competitions director Cesare Fiorio confirmed in Turin last week that the company will undertake a third season of endurance racing in 1985 with modified versions of the type LC2 Group C car.

Riccardo Patrese, Bob Wollek, Mauro Baldi, Sandro Nannini and Paolo Barilla have all re-signed with the Martini sponsored factory team.

The team has committed itself to contesting all the European rounds of the World Endurance Championships, and is also expected to take in one or two of the overseas events.

The works Lancia team, which ended its 1984 programme with a hollow one-two victory at Kyalami against very weak opposition, currently uses a 3-litre version of the Ferrari built, twin-turbo V8 power unit, but is rumoured already to have tested a new, 3.2-litre version of this engine in preparation for its 1985 assault. The team is also said to have tried its cars on Michelin tyres.



# Toleman delay decision

It now appears unlikely that Toleman will make a firm decision regarding their second driver until the end of January. Team spokesman Chris Witty reported on Monday that a high-level meeting last Friday decided to defer the decision, and that the new Formula 1 car would be announced in mid-January and the

driver line-up confirmed later in the month.

We understand that both of the contracted Tyrrell drivers, Stefan Bellof and Martin Brundle, worried about the prospect of another season without turbo power, are trying to negotiate a release so that they might be considered for the

drive. The well-backed François Hesnault is still very much in the picture, while the penniless Mike Thackwell, Jonathan Palmer and Roberto Moreno must wait a while longer to know if they are to get the chance to join number one driver Stefan Johansson in the British team.

## Percy quits Trimoco Group A series

Win Percy, who raced the Toyota Supra in the Trimoco Group A series this year, will not be driving for the team next year. He was sad to be leaving the team he said on Monday, but greatly looking forward to the future. Percy, it will be remembered, has a two year contract to race with Tom Walkinshaw in the European Touring Car Championship and the Toyota deal only came about after

Walkinshaw agreed to release Percy from his exclusive contract for a number of races this year.

Rumours suggest that Percy will continue to race with Jaguar in a two-car ETC team and may be seen in one of Tom's Group C cars later in the year. At present no one is willing to say anything official, and as ever Walkinshaw is tight-lipped on the subject.

Jaguar are not due to announce their plans until mid-January, the outcome of which is awaited with interest.

Toyota it seems have been in contact with several drivers to replace Percy. Names mentioned include Robin Brundle, David Sears and John Morris, but a decision will not be made until after Toyota have tested drivers in early January.

## Saab F3: testing agreement

Further investigation into Saab's new Formula 3 engine project has established that the Swedish manufacturer's power unit (under development at Nicholson-McLaren Engines) will be the subject of a test and development programme in a Reynard chassis run by Robert Syngé, of Madgwick Motorsport. As yet, no racing programme has been finalised.

Interestingly, the latest Saab 16-valve engine weighs much the same as the existing Toyota four-cylinder engine — although the 1985 F3 chassis of both Ralt and Reynard are expected to be well under the class weight limits, and thus require ballasting. The contemporary Saab unit, of course, is completely different to the Triumph Dolomite engine (on which earlier Saab units were based, and which were used in F3 in the seventies).

Favourable power output is anticipated from the Saab, which hopefully will perform well in evaluation tests for a racing budget to be made available.



## Another trophy in the bag

McLaren International directors, John Barnard (centre left) and Ron Dennis with this year's Ferodo Trophy, presented by David Carruthers, Chairman of Ferodo Ltd, right, "for achieving unprecedented dominance in Grand Prix motor racing, winning 12 out of 16 Grands Prix during 1984, winning the Formula 1 Constructors' Cup and gaining first and second places in the World Drivers' Championship." Former GP driver Tony Brooks, left, chairman of the panel of independent judges, looks on.

## Marlboro stay with British F3

Marlboro last week confirmed their continued support of the British Formula 3 Championship for 1985, extending their involvement into a sixth season. The BRDC and BARC, who jointly administer the series, confirmed their intention of slightly altering the 'B' class for next year in that cars built prior to March 1984 will not be eligible, and also announced the schedule of events.

Thankfully, the British Grand Prix is back on the agenda in a series which closely follows the lines of that run in 1984. From the total of 18 races are one each at Zolder, Spa-Francorchamps (Belgium) and Zandvoort (Holland), while the series starts and finishes at Silverstone. A full list of dates is as follows:

Mar 3, Silverstone; Mar 10, Thruxton; Mar 23/24, Silverstone GP; Apr 6/8, Thruxton; Apr 14, Donington Park; Apr 21, Zolder; May 6, Thruxton; May 27, Thruxton; Jun 8/9, Silverstone GP; Jun 22/23, Brands Hatch; Jul 19-21, Silverstone GP; Jul 28, Donington Park; Aug 11, Snetterton; Aug 17, Oulton Park; Aug 26, Silverstone; Aug 31/Sep 1, Spa-Francorchamps; Sep 14/15, Zandvoort; Oct 5/6, Silverstone GP.

### BRIEFLY

■ On New Year's Day, BBC1's *Grandstand* will include a 25-minute review of the 1984 World Championship season. Precise timing is not yet decided, so check you newspapers.

■ François Hesnault to partner Thierry Boutsen at Arrows? That's how it looked as we went to press . . .

■ Italian sources strongly suggested that John Gentry, who left Toleman at the end of the season to join Euroracing, has already tired of working for Pavanella, and will shortly join Renault.

■ At Snetterton last Tuesday, Philippe Colonna tested an Eddie Jordan Racing Ralt fitted with the flat-bottomed conversion kit. Colonna, who showed well in French F3 a few years ago, apparently has backing from the Far East to compete in the Marlboro series next year.

■ Bernard Santal will be having a busy year in Formula 3 next season. The Swiss driver looks likely to compete in French F3 with the Avia La Chartre team, and hopes to race a number of times with Dave Price Racing in England, not to mention a few races with an Italian team in their series . . .

■ Yves Courage's Cougar Group C sports car racing team will definitely be using Porsche power plants for its 1985 WEC programme.

■ A little bird tells us that Stefan Johansson might appear in the Group C Jaguar next year, alongside Martin Brundle . . .

■ Page & Moy's 1985 motor racing tour brochure, bigger and brighter than ever, is now available. In their 25th year, they continue to offer great value for money. Full details from 136-140 London Road, Leicester.

### LEEROY YARBROUGH

We regret to report the death of early seventies NASCAR hero LeeRoy Yarbrough, who passed away in hospital after a long illness last week. Yarbrough made his name as a works Ford driver for Junior Johnson's team between 1967 and 1971. He has a couple of big accidents and, when Ford quit NASCAR after the 1971 Daytona 500, Yarbrough was out of work. His career and his health quickly declined.

## WEEKEND SPORT

### INTERNATIONAL RACING

| Date  | Venue                | Event/Details                                                                                                                                                                                                                                                                                                                                                                                                     |
|-------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Jan 1 | Baypark, New Zealand | New Zealand International Formula Pacific Championship, round 7/8<br><i>Davy Jones and Ross Cheever have been the pace-setters in this hard-fought series so far, although various indiscretions have allowed fellow American Jeff MacPherson through into the points lead prior to this final round, which will again take the form of two heats. Local man Kenny Smith also has a strong claim to the title</i> |

### OFF TRACK

| Date   | Venue                          | Event/Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|--------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Dec 26 | Brands Hatch, Kent             | Boxing Day Rallycross (BRDA) — Shell Oils Championship, round 4.<br><i>The fourth and final round of the Shell Oils Rallycross series takes place at the excellent Brands circuit on Boxing Day (Wednesday) with a full entry there to blow out the cobwebs and decide the outcome of the series title. Eight drivers are still in with a chance, headed presently by reigning champion, Barry Hathaway (Fiesta). Watch particularly for recent GP winner Martin Schanche and the similar, four-wheel-drive, turbocharged Gartrac Escort of John Welch, who hopes to cure the engine trouble that precluded his appearance at the Grand Prix. Action is from 10.30, racing from 12.30. Adults, £2.50, children free.</i> |
| Dec 26 | Heston Services (M4 westbound) | Boxing Day Autotest (Harrow CC, TVMC, SODC)<br><i>This traditional post-Christmas event counts towards a couple of local championships and is sure to attract a full and varied entry. First test at 11.00.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Dec 30 | Lydden, Kent                   | Lydden Winter Rallycross Series, round 3 (Astra MC)<br><i>The turbocharged, four-wheel-drive capabilities of Dimi Mavropoulos's Audi Quattro shone last time out, although most of the top British rallycross exponents will have made the short journey down from Brands in order to take on the London-based Cypriot driver.</i>                                                                                                                                                                                                                                                                                                                                                                                       |
| Dec 30 | Croft, nr Darlington           | Shell Oils/Croft Rallycross series, round 1.<br><i>For classes to cater for all capacities. Racing starts at 12.30.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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



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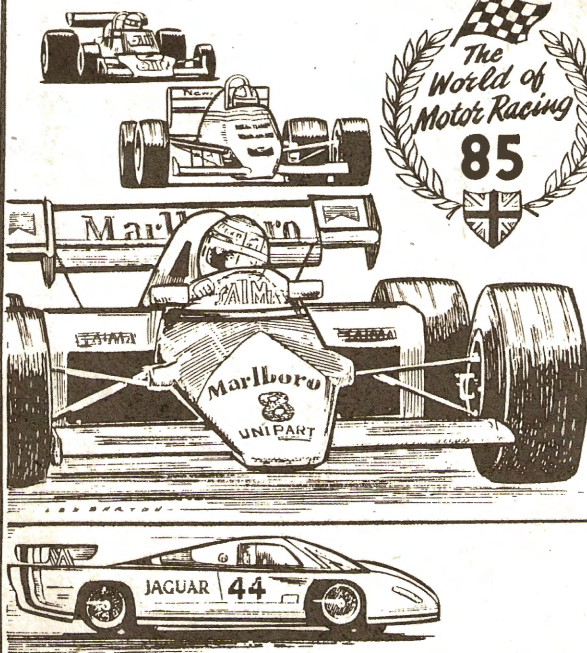
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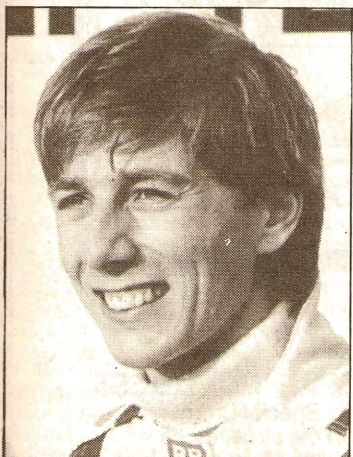
World Champion — Niki Lauda.



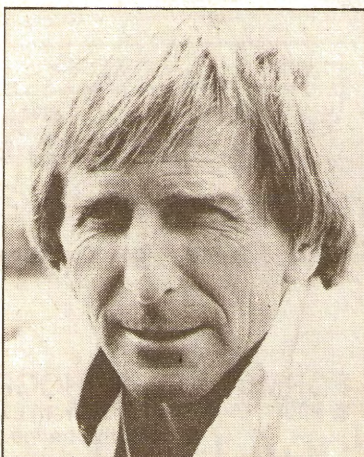
RAC Rally winner — Ari Vatanen.

## Another crown for Niki

A complete rundown to the third AUTOSPORT Awards, naming your favourite cars and drivers in both racing and rallying



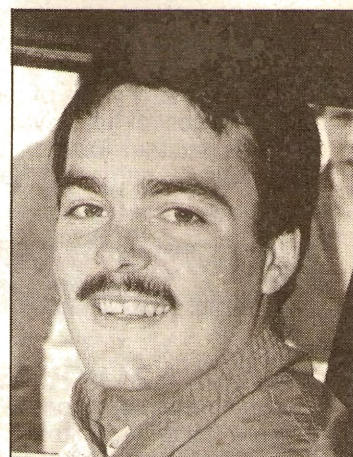
Formula 3 champion — Johnny Dumfries.



WEC and IMSA star — Derek Bell.



Club Driver of the Year — Rod Birley.



National rally champion — Dai Llewellyn.

World Champion, Niki Lauda, has been voted by our readers to be AUTOSPORT International Racing Driver of the Year.

Once more there was an excellent response to the poll, with no fewer than 8784 votes being cast before the closing date. These votes were cast for 419 different drivers and 62 cars.

The major category, that for the International Driver of the Year, was much closer than last year when Nelson Piquet ran away with the award, with Niki Lauda and Alain Prost disputing the title at close quarters. And rather like this year's World Championship, Niki pulled through at the end, eventually polling precisely 110 votes more than Alain. Keke Rosberg's dogged efforts in the Williams were obviously appreciated with third place overall in the category. While Derek Bell's performances in both the World Endurance Championship and the US's IMSA challenge brought him fourth place, narrowly ahead of Nelson Piquet (grossing 368 votes less than last year!) and World Endurance champion Stefan Bellof.

The other International Drivers award, the one for rally drivers, saw Ari Vatanen shoot to the top, as a result of his victorious performances on the RAC, Sanremo and 1000 Lakes, as well as leading the two other World Championship rallies in which he participated (the Acropolis and the Tour de Corse). With less than half as many votes, last year's award winner and this year's World Rally Champion, Stig Blomqvist, had to be content with the runner-up's position. Jimmy McRae polled precisely the same number of votes as last year to finish fourth, behind Hannu Mikkola who dropped in popularity by 202 votes; while Michele Mouton's slide down the order continued, to seventh place.

Well, the winner of the Racing Car of the Year award came as no surprise at all, having dominated the Formula 1 season as no car has before — the McLaren MP4/2 — chalking up 12 wins from the 16 Grands Prix. A clear second place, albeit with less than a third of the winning total, went to the ETC dominating Jaguar XJ-S.

The domination of the Rally Car of the Year award was still more comprehensive, with the formidable Peugeot 205 Turbo 16 receiving the deserved accolade for its outstanding début season (winning three out of five rallies entered), beating the World Championship winning Audi Quattro by over 500 votes. The already outmoded Opel Manta 400 was a further 80 behind.

The four other categories were for British drivers and/or competitors in British-based championships. As last year, the National Racing Driver of the Year category saw one driver predominant. This year it was Johnny Dumfries, who amassed 60 per cent of the vote, with saloon champion Andy Rouse second with only 7.1 per cent. John Brindley received sevenfold more votes than in '83 to beat Martin Donnelly and James Weaver.

Derek Bell scooped the British Competition Driver of the Year award by over 100 votes from Derek Warwick with our other F1 drivers, Martin Brundle, Nigel Mansell and Jonathan Palmer being interspersed with Tom Walkinshaw and Johnny Dumfries.

The National Rally Driver of the Year is Dai Llewellyn, who is seen by many as the best British rallying prospect for a long time. Louise Aitken-Walker, who led the Shell Oils/AUTOSPORT championship for the majority of the season, took second place with 20.2 per cent of the vote, compared to champion Llewellyn's 27.7.

And, finally, the category that received the largest number of nominations — 220 in all — (and was a nightmare to count!), the British Club Driver of the Year. Martin Bolsover was prevented from attaining a hat-trick by Rod Birley. The people of Kent massed together to support this hot rod and mod-saloon driver who frequently competed in races at both Lydden and Brands Hatch on the same day. Dedication rewarded!

We thank all the readers who voted for their favourite drivers and cars. It is most pleasing that the AUTOSPORT Awards continue to be so very popular.



## Autosport AWARDS-1984

### INTERNATIONAL RACING DRIVER OF THE YEAR

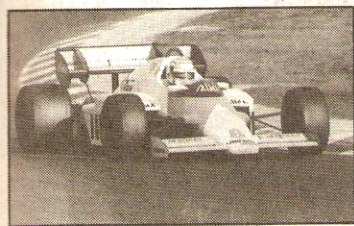
|                         |     |
|-------------------------|-----|
| 1 Niki Lauda.....       | 365 |
| 2 Alain Prost.....      | 255 |
| 3 Keke Rosberg.....     | 72  |
| 4 Derek Bell.....       | 56  |
| 5 Nelson Piquet.....    | 47  |
| 6 Stefan Bellof.....    | 45  |
| 7 Mike Thackwell.....   | 38  |
| 8 Mario Andretti.....   | 35  |
| 9 Tom Walkinshaw.....   | 27  |
| 10 Martin Brundle.....  | 25  |
| Ayrton Senna.....       | 25  |
| 12 Elio de Angelis..... | 15  |

A total of 35 other drivers received votes in this category.

**Winner's percentage of total:** 33.2

**Runner-up:** 23.2

**Eligibility:** Professional racing drivers, competing in events of FIA World, European or US status.



## Autosport AWARDS-1984

### NATIONAL RACING DRIVER OF THE YEAR

|                             |     |
|-----------------------------|-----|
| 1 Johnny Dumfries.....      | 659 |
| 2 Andy Rouse.....           | 78  |
| 3 John Brindley.....        | 47  |
| 4 Martin Donnelly.....      | 28  |
| 5 James Weaver.....         | 26  |
| 6 Ross Cheever.....         | 25  |
| 7 Russell Spence.....       | 24  |
| 8 Maurizio Sandro Sala..... | 20  |
| 9 Win Percy.....            | 18  |
| 10 Martin Brundle.....      | 17  |
| 11 John Pratt.....          | 13  |
| 12 Dave Coyne.....          | 10  |
| Gerrit van Kouwen.....      | 10  |

A total of 45 other drivers also received votes in this category.

**Winner's percentage of total:** 60.0

**Runner-up:** 7.1

**Eligibility:** Professional or semi-professional racing drivers, competing in events of International or National status in the UK.



## Autosport AWARDS-1984

### INTERNATIONAL RALLY DRIVER OF THE YEAR

|                         |     |
|-------------------------|-----|
| 1 Ari Vatanen.....      | 375 |
| 2 Stig Blomqvist.....   | 179 |
| 3 Hannu Mikkola.....    | 125 |
| 4 Jimmy McRae.....      | 105 |
| 5 Tony Pond.....        | 40  |
| 6 Per Eklund.....       | 39  |
| 7 Michele Mouton.....   | 38  |
| 8 Markku Alen.....      | 32  |
| 9 Henri Toivonen.....   | 21  |
| 10 Russell Brookes..... | 18  |
| 11 Walter Rohrl.....    | 12  |
| 12 Juha Kankkunen.....  | 6   |

A total of 17 other drivers also received votes in this category.

**Winner's percentage of total:** 34.2

**Runner-up:** 16.3

**Eligibility:** Professional or semi-professional rally drivers, competing in events of FIA World or European status, and/or events of top International status in the UK.



## Autosport AWARDS-1984

### NATIONAL RALLY DRIVER OF THE YEAR

|                             |     |
|-----------------------------|-----|
| 1 Dai Llewellyn.....        | 304 |
| 2 Louise Aitken-Walker..... | 222 |
| 3 Mark Lovell.....          | 104 |
| 4 Phil Collins.....         | 86  |
| 5 Ken Wood.....             | 62  |
| 6 John Midgley.....         | 43  |
| 7 Jimmy McRae.....          | 16  |
| Andrew Wood.....            | 16  |
| 9 Clinton Smith.....        | 15  |
| 10 Malcolm Wilson.....      | 10  |
| 11 Bertie Fisher.....       | 5   |

A total of 25 other drivers also received votes in this category.

**Winner's percentage of total:** 27.7

**Runner-up:** 15.9

**Eligibility:** Semi-professional or amateur rally drivers, competing in events of National status in the UK, or events of secondary International status in the UK.



## Autosport AWARDS-1984

### BRITISH COMPETITION DRIVER OF THE YEAR

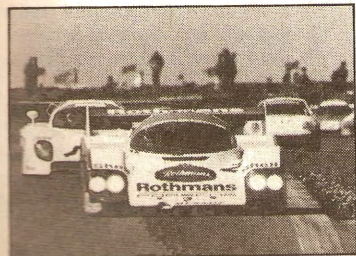
|                         |     |
|-------------------------|-----|
| 1 Derek Bell.....       | 281 |
| 2 Derek Warwick.....    | 175 |
| 3 Martin Brundle.....   | 155 |
| 4 Tom Walkinshaw.....   | 128 |
| 5 Nigel Mansell.....    | 122 |
| 6 Johnny Dumfries.....  | 83  |
| 7 Jonathan Palmer.....  | 78  |
| 8 John Watson.....      | 15  |
| 9 Jimmy McRae.....      | 12  |
| 10 Martin Donnelly..... | 11  |
| James Weaver.....       | 11  |
| 12 Tony Pond.....       | 7   |

A total of 16 other drivers also received votes in this category.

**Winner's percentage of total:** 25.6

**Runner-up:** 15.9

**Eligibility:** Drivers of British nationality competing in any class of motor racing at International level.



## Autosport AWARDS-1984

### BRITISH CLUB DRIVER OF THE YEAR

|                           |     |
|---------------------------|-----|
| 1 Rod Birley.....         | 104 |
| 2 Martin Bolsover.....    | 68  |
| 3 Mark Blundell.....      | 31  |
| 4 Will Hoy.....           | 27  |
| 5 Dave Coyne.....         | 22  |
| 6 John Pratt.....         | 21  |
| 7 John Foulston.....      | 20  |
| Damon Hill.....           | 20  |
| 9 Martin Donnelly.....    | 18  |
| 10 Jonathan Bancroft..... | 15  |
| 11 Jim McGaughay.....     | 14  |
| Anthony Reid.....         | 14  |

A total of 208 other drivers also received votes in this category.

**Winner's percentage of total:** 9.5

**Runner-up:** 6.2

**Eligibility:** Drivers of essentially amateur status, competing in track racing, rallying or off-track events of National status and below in the UK.



## Autosport AWARDS-1984

### RACING CAR OF THE YEAR

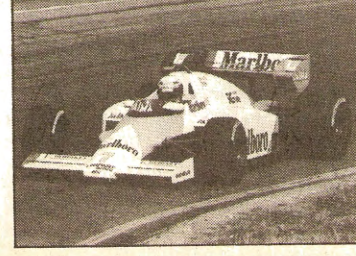
|                            |     |
|----------------------------|-----|
| 1 McLaren MP4/2.....       | 523 |
| 2 Jaguar XJ-S.....         | 152 |
| 3 Porsche 956.....         | 57  |
| 4 Ralt-Honda RH6.....      | 33  |
| 5 Brabham BT53.....        | 32  |
| 6 Lotus 95T.....           | 27  |
| 7 Lola T800.....           | 25  |
| 8 Toleman TG 184.....      | 17  |
| 9 Ford Escort RS1600i..... | 15  |
| 10 Jaguar XJR-5.....       | 13  |
| 11 Ferrari 126C4.....      | 12  |
| 12 Rover Vitesse.....      | 11  |

A total of 29 other cars also received votes in this category.

**Winner's percentage of total:** 47.6

**Runner-up:** 13.8

**Eligibility:** Any 1984 racing car, specialist or production-based, competing at any level of track racing.



## Autosport AWARDS-1984

### RALLY CAR OF THE YEAR

|                             |     |
|-----------------------------|-----|
| 1 Peugeot 205 Turbo 16..... | 649 |
| 2 Audi Quattro.....         | 135 |
| 3 Opel Manta 400.....       | 51  |
| 4 Austin Metro 6R4.....     | 34  |
| 5 Audi Quattro Sport.....   | 32  |
| 6 Lancia 037.....           | 31  |
| 7 Sierra R-E-D 4T.....      | 26  |
| 8 Rover Vitesse.....        | 13  |
| 9 Porsche 911 SC RS.....    | 10  |
| 10 Nissan 240RS.....        | 9   |
| 11 Toyota Corolla.....      | 3   |
| Renault 5 Turbo.....        | 3   |

A total of 9 other cars also received votes in this category.

**Winner's percentage of total:** 59.1

**Runner-up:** 12.3

**Eligibility:** Any 1984 rally car, competing at any level of rallying.





# Manufacturing commitment

The 1984 season has proved once again the value of participation in international motor sports to the world's motor manufacturers, the vast majority of which again operated factory teams in one or other of the major categories.

Serious competition programmes were undertaken in Formula 1 by Porsche (TAG), BMW, Renault, Ferrari, Alfa Romeo and Honda; in the now defunct Formula 2 by Honda and BMW; in Group C racing by Porsche and Lancia; in the World Rally Championship by Peugeot, Audi, Lancia, Volkswagen, Nissan and Toyota; and in the European Touring Car Championship by Jaguar, Austin-Rover, BMW and the newcomer, Volvo.

This healthy state of affairs exists because of the undeniable technical and promotional benefits which motor sport has to offer. And it persists despite the exceptional circumstances prevailing during the past season, in which all of these major FIA classes were dominated by a single manufacturer.

In Formula 1, the Porsche designed and built TAG turbo engines in the Marlboro McLaren won 12 of the 16 races, as reviewed in our special supplement in this issue. In Formula 2, Honda were all but invincible, as were Porsche in the

World Endurance Championship. In World series rallies, Audi triumphed seven times during the year — although Peugeot dominated every event entered, and in the ETC series for Group A cars — an area of far less advanced technical development — Jaguar stole the show with their trio of dominant XJS-HEs.

The fact that almost all the manufacturers mentioned intend to remain as actively involved in competition in 1985 suggests that success is not the ultimate purpose of their participation, which at one time was the most widely held view. There are many other valuable reasons for manufacturers to invest in a competitions programme: technical development is the most significant, also corporate image, product identification, employee motivation and many others.

The full realisation of the scope offered by the sport, which has been maturing over the past few years, is of the utmost importance to its future growth, and AUTOSPORT is delighted to be able to judge so positively the commitment of manufacturers which, in 1984, have had less success than anticipated. Those who cannot see anyone beating TAG in Formula 1, or Porsche in

Group C, should cast back their mind a few months to the time when Audi seemed invincible in rallying. Success will come, in turn, to those who persevere.

As we look ahead to 1985, this perseverance is the single most encouraging factor leading us to believe that the future for motor sport remains bright. We are delighted also that such companies as Jaguar, Nissan and Mazda have positive intentions to expand their involvements, and we are thrilled by the prospect of a new competitions programme by the giant General Motors, whose backing will bring Chevrolet engines to the forefront.

Missing from this impressive line-up of major manufacturers is one whose name used to be synonymous with success in competition. We refer to the Ford Motor Company, which has been absent recently while redefining its competition priorities. Ford will shortly be in a position to proceed with a new Formula 1 engine, a new endurance racing sports car, and a new World series rally project. When we think of manufacturer participation in motor sport, in fact, arguably the return of Ford will be the most significant and stimulating event of 1985, and we look forward in confidence to the coming season.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### MERRY CHRISTMAS & A HAPPY NEW YEAR!

Each year, just before the festive season, the AUTOSPORT offices are inundated with countless cards expressing the good wishes of our many friends and readers in motoring and motor sports — so many that it is quite impossible for us to reciprocate on an individual basis. Therefore we take this opportunity, on behalf of the AUTOSPORT Editorial, Advertising and Circulation Departments, to thank you all, and to wish you a very Happy Christmas and contentment in a prosperous New Year.

### A racing wife's plight

With the festive season almost upon us, I wish to draw attention to the plight of the wives of Formula Ford drivers. Since my husband has become a regular competitor in the 'Champion of Oulton' series, birthdays and Christmas have undergone a change of emphasis.

For my birthdays I have received such 'surprises' as, a pit board, a stopwatch, an air box and so on. And I look forward to a new set of Dunlop racing tyres for Christmas. Gone are the days of chic little French numbers (no, I don't mean Jean Rondeau); total devotion to FF1600 is the order of the day!

Bearing this in mind, I couldn't help but wonder how the traditional song 'The 12 Days of Christmas' would have gone if it had been written with the needs of an enthusiastic FF1600 spouse in mind:

On the first day of Christmas my true love sent to me ..... a Lola 644E  
On the second day of Christmas my true love sent to me ..... two Nomex gloves  
On the third day of Christmas my true love sent to me ..... three roll bars  
On the fourth day of Christmas my true love sent to me ..... four Dunlop tyres  
On the fifth day of Christmas my true love sent to me ..... five piston rings  
On the sixth day of Christmas my true love sent to me ..... six Hewlands whirring  
On the seventh day of Christmas my true love sent to me ..... seven Scholars singing  
On the eighth day of Christmas my true love sent to me ..... eight plugs a-sparking

On the ninth day of Christmas my true love sent to me ..... nine Ramairs filtering  
On the 10th day of Christmas my true love sent to me ..... 10 Konis bouncing  
On the 11th day of Christmas my true love sent to me ..... 11 nose cones crumpling  
On the 12th day of Christmas my true love sent to me ..... 12 sponsors SPENDING!

By the way, if you happen to see my true love with a Lola 644E or 12 sponsors spending, please let me know!  
NATLAND, CUMBRIA JANETHAVARD

### Stand up for Goodwood

It was with dismay that I heard that the Goodwood circuit is under threat from the Department of the Environment. A handful of local residents have, over the past year or so, persistently complained about the alleged excessive noise and nuisance directly attributable to the circuit activities, with particular reference to its use at weekends and on Bank Holidays.

In the New Year, an order will very likely be made restricting the activities permitted on this famous old racing circuit. Not only will this have a devastating effect on the revenue obtained from these activities, but more importantly in the view of the average club racer and users of the circuit facilities, it will curtail the general use of yet another racing/testing facility in this country.

I, for one, do not intend to sit back quietly and permit this to happen. There must be a solution to this problem which would be acceptable to all parties concerned, but in the short term I feel a wave of public support is urgently required, so as to demonstrate to the local residents, Department of the Environment, etc, the very great need for the Goodwood race circuit to be retained in its present form, or if possible improved so as to extend its use.

To this end I would ask everyone to put pen to paper and write a letter of support, and for clubs and organisations, if possible, to send a suitably worded petition. Letters and petitions can be sent to me under the heading "Friends of Goodwood", and I will present these to Goodwood Terrena, on behalf of all the writers, to be used in support of their case.

C D WELLS  
Frensham,  
Pentland Road,  
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Sussex BH3 2PP

### Minimal appeal

Having enjoyed trailing into the forests to watch special stage rallies for many years, I thought I must comment on the new generation of rally cars which are gradually reducing the entertainment, and which — on the recent RAC Rally — even managed to make Ari Vatanen look conservative!

Having witnessed some of his most spectacular drives in both Escorts and Opels, I always left my vantage point full of admiration for the total commitment which this Finn displayed. Always, he seemed to use more of the road than anyone else, was a bit more sideways, and it made those long walks into remote forests all worthwhile.

Last month his new Peugeot 205 Turbo 16 looked so effortless that it was upsetting. Alright, these new four-wheel-drive cars go a lot faster and are much more efficient, but their appeal is minimal. Just like the latest contenders on the race tracks, these things are boring, and someone, somewhere should have pulled the plug on 4WD as soon as the Audi Quattro started its domination four years ago.

HUMBERSIDE

JAMES JOHNSTON

### Complaint registered

Your correspondent (AUTOSPORT, December 13), Colin Sharpe, criticises the Grovewood Award judges for choosing the "elderly" (31) Will Hoy, who has no chance of "making the top", for third place award. I hope that Mr Sharpe's timing in other matters is more fortunate, as he will now be aware that Will is runner-up to Johnny Dumfries in the Howitt Group Donington Awards, and there is a rumour that a new race-winning Thundersports team will have him as driver in 1985.

Considering that Will only started motor racing three years ago and has since dominated a formula which abounds with promising drivers, then it becomes debatable whether a third place was even sufficient recognition of his abilities.

Any major award causes controversy but, once the judges have announced their decision, each award winner should be given every opportunity to gain from that recognition and, similarly, the award sponsors should be applauded for creating a vehicle which can accelerate the chance of future success.

The Clubmans Register is proud of Will Hoy, a driver who has shown such outstanding ability in his



short career should have chosen Clubmans to make his presence felt before moving on to greater things.

CHRIS HART—  
Chairman,  
Clubmans Register

## Outweighing enjoyment

I am writing to express considerable support for the broad views expressed by Roger Lane in your columns recently (*Correspondence*, November 15), regarding the slow but sure demise of the National rally championship as one worth attempting by the British club driver.

Only recently the organisers of the Shell Oils/AUTOSPORT Championship knocked another nail in its coffin by allowing four-wheel-drive cars to score points in next year's series, a decision which I can assure them is not supported by the vast majority of organisers, marshals or competitors. However, obviously the views of organisers, marshals and competitors no longer count in making decisions about the future of our sport. It is the manufacturers, RAC boffins, and most of all the sponsors who have the final say, and unfortunately with all of these, it is commercial decisions which count, not practical, consensus decisions for the long-term well being of the sport, in general.

It has become increasingly obvious to all clubmen, at any level in the sport, that now, with the advent of four-wheel-drive, more than at any other time, money can literally buy results. This must inevitably lead to the devaluation of national championships, and will mean that good, serious competition will become a thing of the past.

Apart from four-wheel-drive, the Shell Oils/AUTOSPORT Championship, is becoming increasingly directed towards Group A, a move that we are constantly told is the cheap substitute for us all to compete in. A substitute it may be, but cheap? Group 2 and Group 4 are still the most competitive and exciting forms of rallying to compete in, and all rear-wheel-drive cars seen in this country are surprisingly equal, leaving the ability of the driver to count for something.

Not many years ago we were told, that only through Group A or one-make championships, would our next potential British superstar arrive on the scene. However, he appears to have arrived in a very short space of time, not from being a 'good boy' in the Junior Rally Team, but from driving so-called outdated cars, firstly, on the vastly underrated Welsh Stage Championship, and then by driving these same cars on the National scene. Well done Dai Llewellyn.

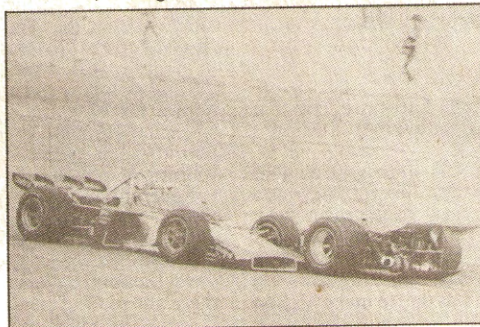
Obviously hope to be competing again next year, but I personally know six or seven other drivers, at my own particular level in the sport who, like me, believe that the expense is rapidly outweighing the enjoyment. In the past, these drivers and others like them — have formed the backbone of the National championship. If the organisers want a championship decided between two or three drivers in Group B cars, let them say so, and then at least the rest of us can go into early retirement and seek our enjoyment elsewhere.

PRESTEIGNE, POWYS

ROGER CHILMAN

**10** With Christmas fast approaching *Pit & Paddock* was rocked by bombshells 10 years ago this week (AUTOSPORT, December 19, 1974). Bernie Ecclestone, quoted in late October as saying that Brabham's rumoured link with Martini and Rossi "has no truth in it at all. It's not even worth speculating about," announced to the world that his BT44Bs *would* be sponsored by the vermouth concern. Perhaps he was wondering why people were not taking any notice of his "serious attempt to do something constructive" and introduce fuel economy into F1. Who said it was a whitewash for the public?

Carlos Reutemann was commenting on bombs of a different sort when asked if the political unrest in Argentina would affect the Grand Prix, "There are less bombs in Buenos Aires than in England," muttered El Lolé. A week later (AUTOSPORT, December 26, 1974) Carlos was interviewed in the magazine and labelled as the next Fangio. Also profiled was the amazing one-handed racer, Archie Scott-Brown, killed at Spa in 1958. Can you imagine, we asked, driving round Spa with one hand?



From one hero to another, this time Al Unser, the all-American hero (above) who, when asked if Indy was his favourite race commented that, "It's the one that makes the most money, so I guess you could say yes." Good, honest, sporting enthusiasm!

One man indulging himself in sporting enthusiasm was our Editor, Ian Phillips, who came out of retirement (again) to test March's 1975 range at Goodwood. Ian, collar down to his knees in true 1974 style, got a touch carried away with it all and ended up describing the March 75S as 'sexy'. If they had wanted a white vehicle to take him away in, John Bolster had just the thing in his Christmas road test of an Austin Morris 2200 police car. JVB waxed philosophical about the boys in blue he had known over the years, and warning of the dangers of over-enforcing stupid speeding laws, hung up his ill-fitting police helmet.

And, the final bombshell, Denny Hulme, a week after being presented with a pair of slippers for his retirement hung them up, donned a helmet and was off round Brands pedalling a Super Saloon Skoda. No-one it seems, now or then, can ever retire from motor racing. . .



**25** Poor old Stirling Moss was again thwarted in his bid for the World Drivers title 25 years ago this week (AUTOSPORT, December 18, 1959). With three drivers in the reckoning at the final Grand Prix of 1959, at Sebring, a highly dramatic finale was ensured. And so it was, with Jack Brabham leading all but the first six laps before spluttering to a halt on the last lap (out of fuel), leaving the race victory to team mate Bruce McLaren — the youngest ever GP winner. Yet the title still went to the Australian, who pushed his Cooper to the line, from Tony Brooks, with Moss in third overall.

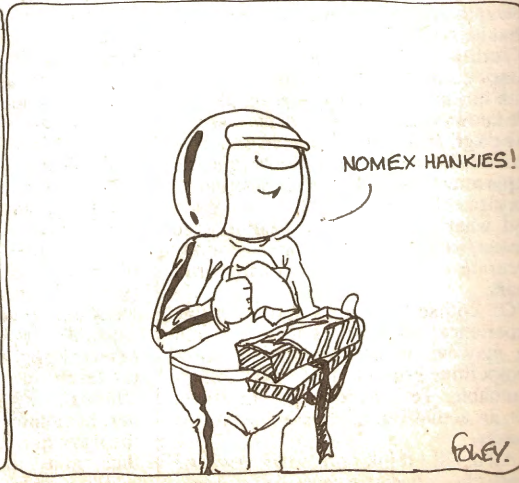
Elsewhere in the issue Chris Nixon profiled the career of Joakim Bonnier. The talented Swede had started his competition career in a Citroën in '53, participating in local trials and rallies. He moved on to ice racing in an Alfa Disco before reaching Formula 1. One fortunate escape was had in the Imola GP in '56 when he hit a lamp-post after being flung from his car . . . He was concussed, or in his words, "I was asleep for some time . . .", but was otherwise unscathed.

The Christmas issue (AUTOSPORT, December 25, 1959) contained John Bolster's most unusual road test of the year . . . A motorised bath tub (above) or a SAMBO to be precise (Simply Another Motorised Bath Operation)! The delectable bolide came fully equipped with hot and cold taps, a kick starter, a rubber duck hooter, a bar of soap and combined mirror and back scrubbing brush . . . of course! A top speed of 35mph was apparently attainable in this three-wheeled delight whose purpose was to raise money for charity. It was equipped with a three speed 'box (fast, faster and ruddy fast) with gearchange by manipulation of the celluloid fish!

The Technical Editor also put the French version of the Steering Wheel Club, 'L'Action', through its paces. Some very fast lapping was said to have been achieved, and a drinking licence, similar to the FIA article was issued, with our representative passing his test, suitably, on Ricard.

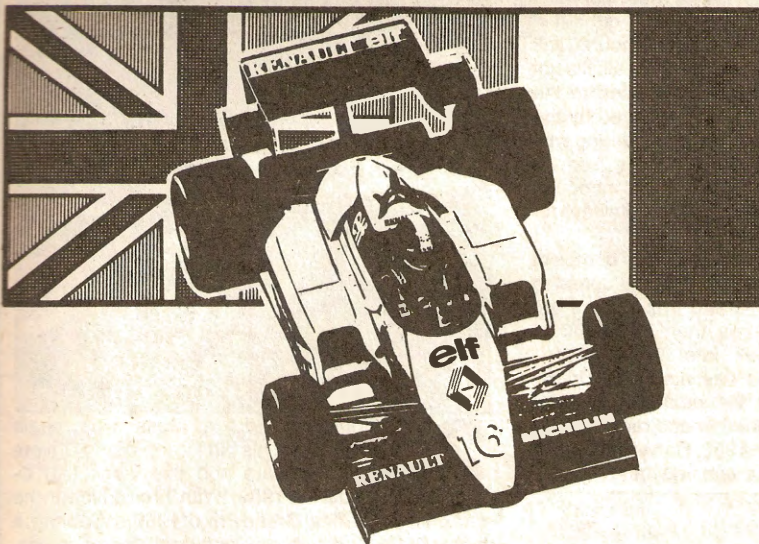
## CATCHPOLE

BY BARRY FOLEY





# WARWICK



I think everyone felt a sense of relief when the Estoril weekend was finished. One way and another, this has seemed like a very long and hard season, and after Portugal I felt as though it was the end of term, with the holidays to come. Not a bit of it . . .

As everyone knows, a lot of things have changed at Renault in the last couple of months or so. Only a few days after the final race, of course, Gérard Larrousse left the team to go to Ligier, and chief designer Michel Tétu went with him. Neither Patrick Tambay nor I had any advance warning of this, and I must admit that I got in a bit of a panic when I first heard about it. For the first time in my life I wanted to turn the clock back.

There were even rumours, of course, that Renault was quitting Formula 1 altogether, but within a few hours we knew that wasn't the case at all, thankfully. It was simply that Gérard and Michel were going, and a lot of reorganisation was in the wind.

When I got the news, I was upset. I think Larrousse liked me, and I was happy to re-sign for the team as early as last August. But Patrick understandably resented Gérard's refusal at that time to offer him a new contract, and of course there were the negotiations with Niki Lauda for 1985, which eventually came to naught.

Now we have Gérard Toth as Competitions Director, and we're both very happy about that. Toth was already very high up in the Régie when he took the job, which is excellent for Renault Sport, I think. It means simply that he doesn't have to answer to so many people. He can make important decisions himself, and I get the impression that he has much more power than Larrousse had. He tells them what he's doing.

Toth is a man who goes in and gets things done. He's a hard man, I think, with himself and everyone around him. He knows what he wants. And he seems to be a great judge of character. When he arrived, he took a close look at every department, at all the personnel, and he very quickly summed up what was good and what wasn't. Patrick and I were amazed by that. He was uncannily accurate — as if he'd been in racing for 15 years.

Of course, he lacks motor racing experience, and perhaps at the moment he may be underestimating just how competitive Formula 1 is. That's understandable. Test sessions are one thing, but an actual Grand Prix is a different matter.

All in all, I think Toth's arrival will be for the best, because he is allowed to do

so much more than Larrousse, and that should enable us to move more quickly as a team.

As I said, he was already prominent inside the company, and everyone was a little on edge at first, wondering how he would be. The French are very respectful of their bosses, and there was a tense atmosphere in the race shop at Paul Ricard when he was due to make his first appearance.

Patrick and I decided to try and relax everyone. Since Estoril we've done four weeks' testing at Ricard, and for much of the time the weather was awful. There's no point in going out when it's cold and wet, and for days and days we just had to hang about. That's bad because everyone gets bored, and motivation goes.

So we went to a local sports shop and bought a table tennis outfit, plus one of those cycling machines. And soon we had inter-team matches going, which helped to keep morale up.

Finally Gérard (Toth) arrived for the first time. And out came the table tennis. We decided to try and set a good atmosphere from the start, and the next thing was that he was playing, too . . . I think the new organisation will work out well.

**"All in all I think Toth's arrival will be for the best, because he is allowed to do so much more than Larrousse."**

As for Tétu, I will never really understand why he left. I've spoken to him many times since, and even he can't give me a proper answer. I reckon he made his decision before putting his brain into gear, I really do. I think maybe he thought that, with Larrousse gone, he would have more pressure — in terms of going to meetings, and so on. But I'm sure he would have stayed if he'd got to know Toth, because he would have realised how much easier things were going to be in the future. We all wanted him to stay.

To a large extent, Michel was responsible for the concept of the new RE60 (which will not be ready until the last week of February, incidentally), and we were all a bit worried about developing a new car designed by a man no longer with the team. But Tétu told me not to panic: although he was the team's chief designer, he pointed out, the car was actually the work of a lot of people, and this was their car as much as his.

What can I tell you about the RE60? In

outward appearance it will be very similar to this year's car, but underneath it's very different. We're using basically the same monocoque, but the aerodynamics are totally different, and so is the suspension, front and rear. The 1985-specification engines are the same configuration as before, but there are major internal changes. It will be right down on the weight limit, and also we have a new, larger, gearbox, so we might even be able to change gear next year . . .

The other big change, of course, is adapting the cars and ourselves to Goodyears. Our first impressions were not very good, in that we couldn't make the tyres last very long. But later we found that everyone was in the same position. In the last couple of weeks' Ricard testing there was a very serious tyre programme going on, and I was very impressed. Goodyear brought more than 20 different constructions of tyre along, all of the same compound, and eventually we found very good tyres for both ends of the car.

In lots of ways the Goodyears are already better than the Michelins were. In fast corners, for example, the car is much easier to drive. If you go in a bit too quickly, you can get it onto oversteer and hold it there, which is good fun. With Michelins, though, there was only one line through a corner, and far less warning of the limit.

Recently we've been running with the '1985' wings, which are smaller, of course, because the side winglets have been banned. FISA's idea was to slow down the cars, but at a place like Ricard there's no real difference, quite honestly. It would be much more noticeable at, say, Monaco, where everyone runs maximum wing.

Will this change slow down the cars? Our chief aerodynamicist reckons not. Even without the winglets, he says, we'll

have more downforce next year than this! That's Formula 1, I'm afraid. You can't halt development.

There are times, I must say, when I believe the cars are getting too quick again. To drive an F1 car on qualifying boost at a street circuit is something I cannot describe — it's a phenomenal experience. In itself it's not a problem, you understand, but I think we should do something to slow the cars.

I tend to watch Grand Prix cars very little, actually, and when I do it's an eye-opener. At Ricard last week I had a problem with my car, and stopped out on the circuit. And I went for a wander round, watching the others.

**"In lots of ways the Goodyears are already better than the Michelins were. In fast corners, for example."**

This was just beyond Signes, the right-hander at the end of the back straight, which I'd been taking flat — around 180mph even when you're using the short circuit. I heard Patrick coming up the straight on full noise, then coming into Signes. Of course there was no drop in the engine note, and I thought, 'What the bloody hell's he doing?' For a moment, you know, you forget it's flat. He simply went through that corner . . . I just couldn't believe it. It was just a projectile.

Now, going through that corner, I'd been up on the kerb a couple of times, subconsciously thinking, 'Well, if I have an accident here, I'll spin, go through the catch fencing, maybe knock a wheel off or something. . . .' But then I watched Patrick. If you have an accident at Signes,

The RE50 ran well at Monza, until the oil light came on, leaving Derek to walk back.







Goodyear and Renault recently conducted a serious tyre testing session at Paul Ricard, trying more than 20 different constructions of one compound.

you're going to be lucky to get out of it. Perhaps it's not a good thing for drivers to watch too often.

Another thing I've become aware of this year is the importance of absolute fitness. I know, for instance, that I drove badly in the last four or five races of the season. Somewhere along the line I picked up a virus, which eventually went for my liver and kidneys. I felt weak and generally out of sorts, and you would be amazed how much it affects your driving. When Patrick broke his leg at Monaco, he couldn't go training for a while afterwards, and he said the same thing: he didn't feel at all sharp.

Renault have a doctor who comes to all the races, and he could tell there was something wrong with me. I got some tablets from him — and finally acupuncture! In the end I was sitting there with huge needles in my feet, my elbows, my sides — and he's still got one needle left. . . I couldn't imagine where that was going — and then he stuck it in the top of my head! Finally he shoved two long rods up my nostrils. . .

The amazing thing was, it all left me feeling very relaxed. And, psychologically, I'm sure it helped a lot — because I was so frightened he was going to do it again. . .

**"In the end I was sitting there with huge needles in my feet, my elbows, my sides — and he's still got one needle left. . ."**

Now I'm completely recovered, and I felt much better during testing. But I'm still not fit, because I didn't feel well enough to train. For anything like that I have to have a date in my mind. On January 1 it all starts, and so does living in Jersey. In fact, I'm looking upon New Year's Day as a new start for me. For the first time, in fact, I'm going to be a professional racing driver. I've got very stale this year. I know that. In addition to the health problem, I've been involved in the house move, working at Warwick Trailers, and it's all got to be too much.

I know people think I'm moving to Jersey for tax reasons, and I don't deny that initially that figured in my thinking. I'm lucky enough to be driving for a top team which pays me a lot of money — but that's only going to be for a few years. Jersey is a lovely island, and it has other things going for it: for one thing, it's nearer to France. I can be in Paris in a couple of hours. And I feel it's going to be a fresh start, although I don't deny that leaving Alresford — where I've lived all my life — is a huge emotional wrench. If the move doesn't work out for any reason, it's not the end of the world. We'll simply come back here.

I can't pretend that 1984 has been

anything other than a big disappointment for me. When you're with a top team, you expect to win races — and it's expected of you. This year has been a complete disaster for Renault. I went there believing I could win the World Championship, and I still feel that. I've learnt a hell of a lot this season, including the fact that people were right when they said how difficult it is to be a front runner. A year ago, I didn't believe that.

The turning point of the Renault season, without any doubt, was Monaco. People don't realise how much it affected the team. Two cars wrecked, Patrick hurt . . . And if I'm honest about it, we were both somewhat disconcerted by the

The 1984 triumvirate of Warwick, Tambay and Tetu is now disbanded — Tetu goes to Ligier.



damage to the cars. The monocoque of my car broke in half, after all. They did lots of tests afterwards, and strengthened the thing up quite a bit, but in the back of your mind was always the thought that it might happen again — and it did, when I clipped a barrier during qualifying at Detroit.

Oddly enough, I think Detroit was my best race of the year. I qualified reasonably, started the race on the wrong tyres, changed them, and after that the car was simply fantastic. I was up to third again, and catching Piquet at 2-3 seconds a lap. Fuel consumption was perfect. . . I just *knew* I was going to win that race. And then bang! Fifth gear had simply exploded. I nearly cried in the car, believe me.

My own low point, I suppose, was Dallas. For the rest of my career, I'll have the video of me sliding off to prevent me from getting big-headed! Looking back, I can only say that I genuinely thought the race would be stopped after 20 laps. Mansell had already hit the wall a couple of times, and I thought I was going to be part of his accident. So I tried to pass him and have it on my own. . .

Some journalists have tried to build up a hate thing between Nigel and me, and it's true that we used to have a lot of aggro together, but this year we've got on fine. We know each other well now, like each other. I baulked him badly at one place this year, said sorry afterwards, and that was the end of it. A couple of years ago we'd probably have been punching each other up and down pit lane, but not now. You know who you can trust.

Austria was the start of this health problem. I was really down that weekend, just couldn't get it together. And it was during practice there that I strayed across in front of Lauda on his quick lap in qualifying.

**"The turning point of the Renault season, without any doubt, was Monaco. People don't realise how much it affected the team."**

I've got endless admiration for Niki. When that happened I was building up to starting my quick lap, and he could easily have ruined it for me on his slowing down lap. Instead he pulled right over and gave me room. I went to apologise afterwards, and we had a joke about it. He knew it was untypical of me, just an honest mistake. But there are others, particularly Arnoux, who have no respect for anyone else on the track and simply don't use their mirrors.

My idea of a racing driver is someone like Rosberg. To race against Keke is impossible — he's so bloody hard he'll do anything to keep you behind him. But in qualifying he'll get right out of the way. He's hard, but he understands.

So now comes 1985. I read somewhere recently that Lauda was attracted to the idea of coming to Renault because he felt the team was a little like Ferrari when he joined them in 1974: all the ingredients for success were there, needing only to be put together properly. I've had that feeling since I went there, and it's all the stronger for what I've seen recently. I can't wait for Dallas — and the chance to make up for last July. . .

*Derek Warwick*



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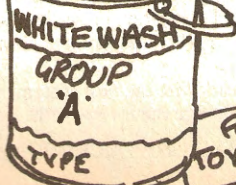
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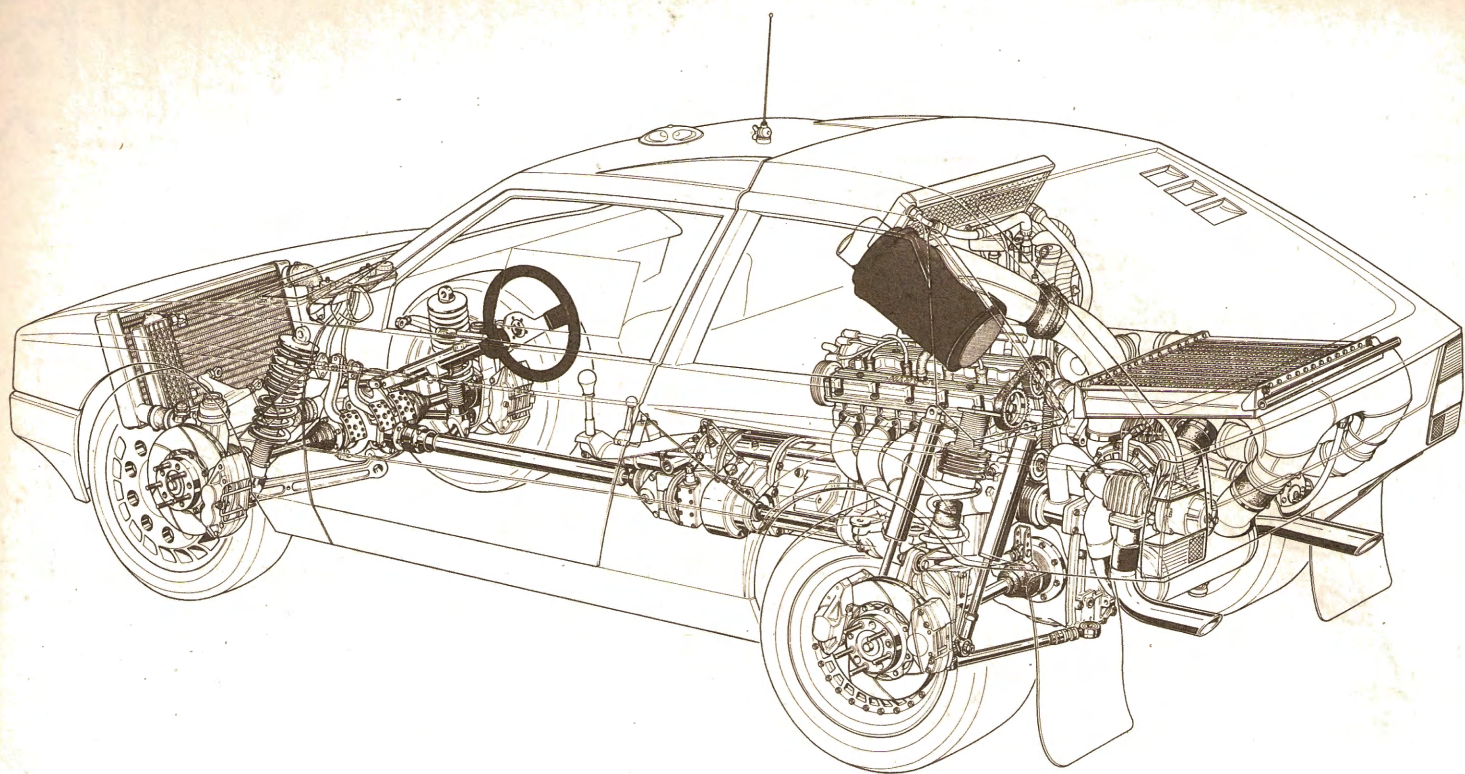
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FOR  
TOYOTA







No secrets here. The Delta S4's innards are revealed by this cutaway diagram and by Lancia rally and test engineer, Giorgio Pianta (below right).

## Pianta on Delta

Hot on the heels of our exclusive, and official technical report on the new Lancia rally car, we talk to test engineer Giorgio Pianta

In an exclusive interview at the launch of the Lancia Delta S4 in Turin last Thursday, Lancia's rally and test engineer Giorgio Pianta explained many aspects of the development of the car which the Fiat/Lancia group will use for their World Championship challenge in 1986.

*Who was responsible for the design of the new car, and is it ready for homologation?*

The car has been designed by many people. It started off as a project with Messori in charge for the chassis and

Lombardi for the engine. Now Limone is in charge of the chassis and engine. The car is now 95 per cent ready, but many small things still have to be settled before homologation, though the basic production run of 200 cars has already begun at the San Paulo factory. The central differential is still under experiment. At the moment this uses a Hewland mechanical system, but shortly I will be testing the Ferguson fluid type which we think may be better. Also we are rethinking the front limited-slip differential which at the moment uses plates, and we want to try a Ferguson system for that as



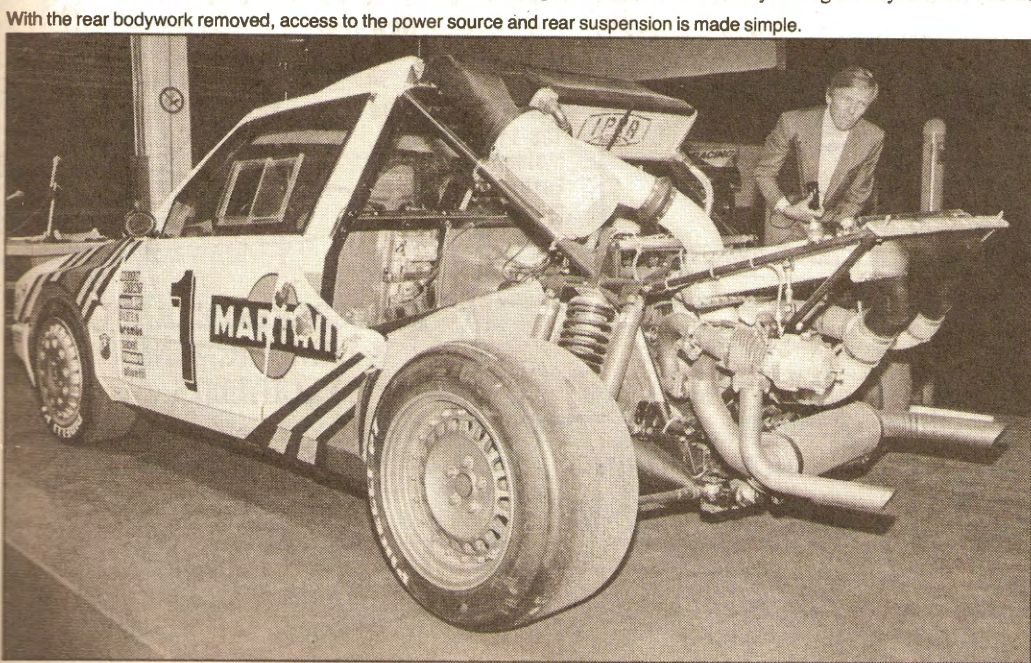
well. We use a Hewland limited-slip differential at the rear and think that is good. The car shown at Turin was a prototype evolution type for rallying rather than a basic 200-off model

*It was announced earlier that the Delta S4 will use 18in front wheels but the car presented at Turin had 16in all round.*

At the moment we expect to use 16in all round most of the time. The Lancia Rally sometimes used 15in and 16in at the same time. It is possible the Delta S4 will have 16in front and 15in rear wheels for gravel, but we will keep the overall diameter of the tyres unchanged for asphalt and gravel. We need to keep the front wheel size to at least 16in because of the size of the brakes though Pirelli will probably go ahead with experimenting with 17in and 18in wheel diameters in due course.

*What form of central differential system do you expect to use in competition?*

We are still considering the best system, whether we should be able to change the torque split or not. We are





are waiting to decide the type of central differential — particularly whether to go ahead with a mechanical or viscous coupling type. If the Ferguson system is better, we will want to put this on to the 200 production cars as well. At the moment we can have a 50/50 torque split by locking the central differential. If we choose a viscous coupling system we could alter the torque split by changing the coupling in 10 minutes. At the moment it takes much longer to change the gearbox — up to 30 mins. We do not think it is necessary to be able to change the overall axle ratio. On 80 per cent of the World Championship events the top speed is only 190kph. Only in Corsica would we want a car with much less top speed.

*There is no apparent room for a second spare wheel, although the front and rear rim widths are different.*

There is no facility for carrying a second spare wheel in normal events, only on the Safari where we will put an extra wheel on the roof. Pirelli have been developing a new 'run-flat' system in which it is possible to run 15-20 kilometre with a puncture. The spare wheel fitted to the car is only the right size for the front.

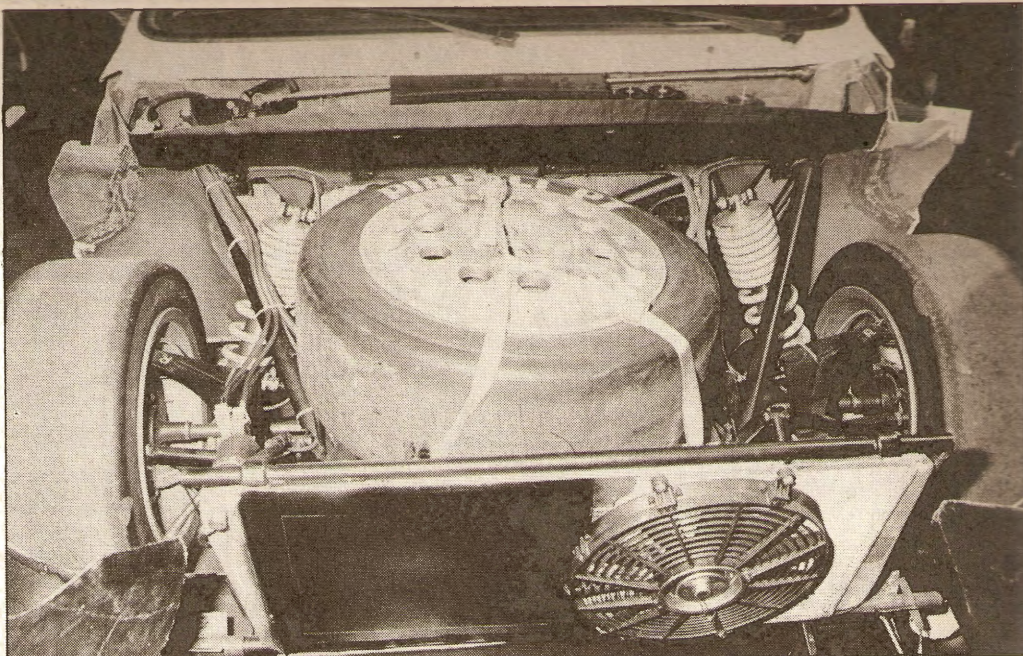
*How does the use of a compressor affect the size of the turbocharger?*

With the volumex/turbo system, the compressor is smaller than we used on the 037 but we have had to design a bigger turbo to take into account the high potential power output of up to 450bhp. I have been testing the car with 0.8 boost and 350bhp, though we expect to go to 1.35 boost to give 400bhp and then 1.8 for 450bhp. We are still waiting to decide the size of turbo for the basic and evolution cars.

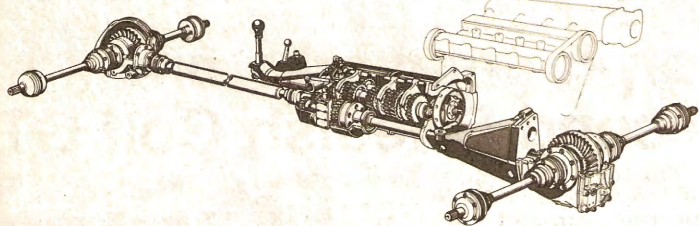
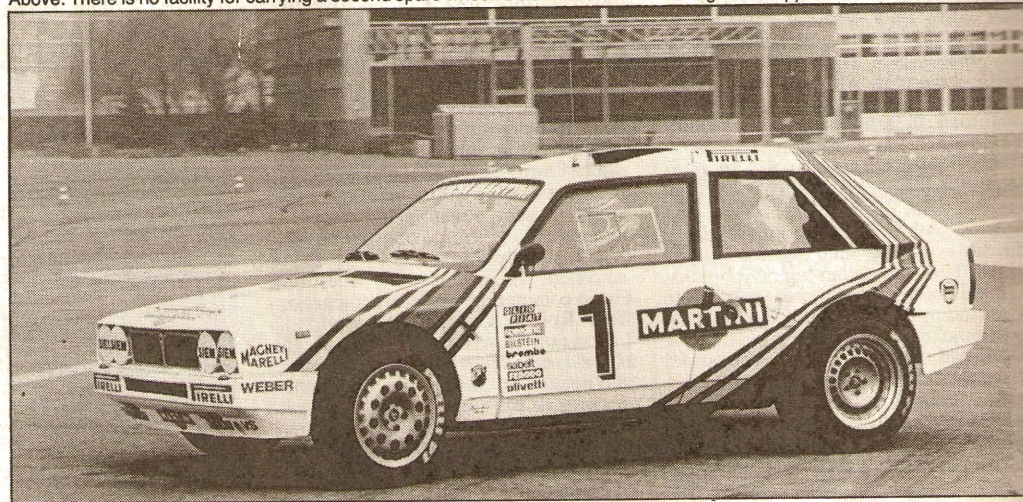
*Will you wait until you gain experience with the basic model before homologating an evolution version?*

We will begin competition straight away with the evolution version, unlike the 037 with which we started with a carburettor version, and therefore will make 220 cars all at once. The evolution design is still very flexible, because even now we have never tested the car on gravel. The specification for the evolution car will only be settled in March or April 1985. The normal car will also have a lightweight body, but with a small turbo. *What other novelties will you have?*

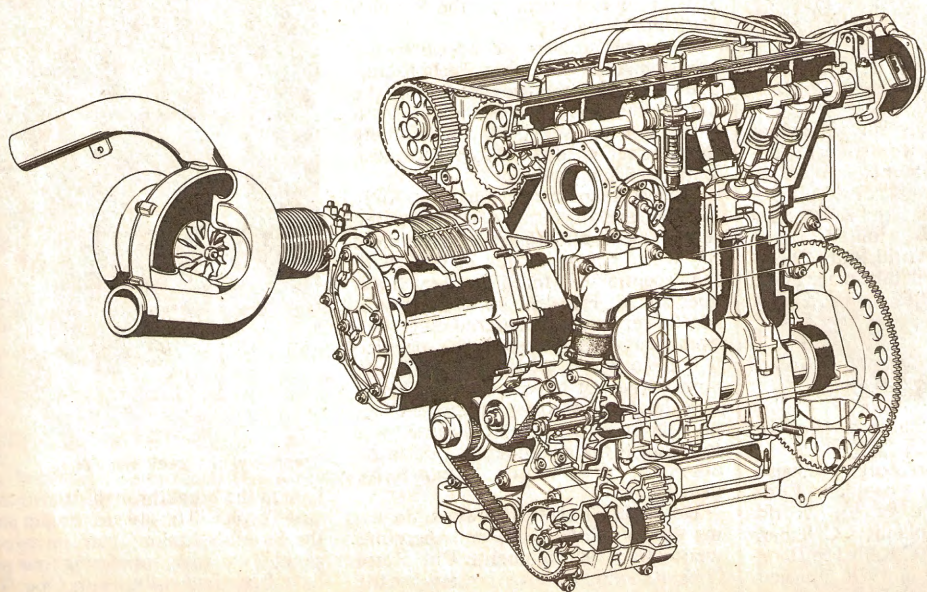
We hope to use an air-powered power steering, which is being developed by Fiat and this might be used on the production car as well. It is an attractive idea because it dispenses with both oil and a pump. We have absolutely no kick-back through the steering, which with the 037 on bad gravel roads was always a problem.



Above: There is no facility for carrying a second spare wheel. Below: The S4's Delta origins are apparent.



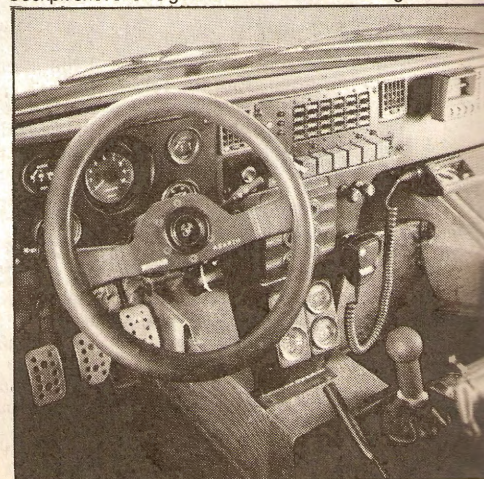
Left: The four-wheel-driven Delta S4 will use either a mechanical or a viscous coupling type of central differential, it has not yet been decided which. Below: The engine uses a KKK turbocharger as well as the Volumex supercharger, with the former cutting in at high revs — giving up to 450 bhp at 1.8 bar boost.



*In your estimation, how does the Lancia compare with the other four-wheel-drive rally car designs?*

For me the Ford and Lancia are the best designs. On the Ford it is very easy to change the gearbox, although I do not know if the transmission is strong because it is so complicated. I like the Peugeot's transverse engine, because this gives a good front-rear weight split, though in theory we have the best split. I do not know if Ford will be happy with their 50/50 weight split, maybe they will change this after testing. We decided on our weight distribution by computer calculation. So far as the torque split is concerned I will be happy to work with a 25/75 split. Now we have to try to stop the understeer by using a Ferguson limited-slip. We have a lever for locking the transmission at 50/50, but this is best done when the car is stationary.

Cockpit shot shows gear and diff lock levers at right.







Team drivers Henri Toivonen (left) and Markku Alen pose with the new Lancia while team boss, Cesare Fiorio (right) discusses the car.



# Lancia launch Delta S4

At a grand press conference in Turin last Thursday, Lancia unveiled the Delta S4, their latest rally creation expected to enter World Championship rallying on the 1000 Lakes Rally next August. Heading the team will be Markku Alen and Henri Toivonen, while Cesare Fiorio confirmed that until then his factory would use the latest version of the 037.

Fiorio does not now expect to enter Monte Carlo—even if it is held—but will run the team on Portugal, Safari, and Corsica, with the obvious aim of giving the little racer a final success on the island. Then the Italian calendar breaks, and while some appearances are possible—including Mille Pistes perhaps—the next major date is the Finnish qualifier. A full squad, including both Bettega and Biasion, is expected for the home round in San Remo, and our own Lombard RAC Rally features on the Italian's diary for the first time in three years.

A detailed examination of the Delta starts on page 16, but it seems that Pianta's team still has a considerable amount of work to complete after testing

starts on gravel. There are also some apparent difficulties looming over the driver choice because while Alen embarks on his 12th year with the team, Henri Toivonen's position looks rather less happy (see separate story). Italians Bettega and Biasion will back up the two leaders when required.

Commenting on the Monte Carlo affair, Fiorio stated that unless he had firm news within a couple of days, then he would not send a team at all. It was, he commented, "a source of great regret," that the rally looked certain to be cancelled. In response to questions, Fiorio commented on recent allegations from Roland Gumpert of Audi that Lancia ran cars which were underweight. He said such allegations were ridiculous and needed no answer; that the Lancia team had run at the top of world competition for 20 years, and the sport had always been based on honesty.

For the first half of the season, the third evolution 037 will be used, taking advantage of the recently revised regulations which allows wider rear wheels. It

will be fitted with a slightly more powerful, 325bhp, supercharged engine.

## The dates

|                  |      |                                  |
|------------------|------|----------------------------------|
| Portugal .....   | 037' | Alen, Toivonen, Bettega, Biasion |
| Safari .....     | 037  | Alen, Bettega, Preston           |
| Corsica .....    | 037  | Alen, Bettega, Toivonen, Biasion |
| 1000 Lakes ..... | S4   | Alen, Toivonen                   |
| Sanremo .....    | S4   | Alen, Toivonen, Bettega, Biasion |
| RAC .....        | S4   | Alen, Toivonen.                  |

## 1985 Teams

**Martini Racing:** Markku Alen/Iikka Kivimäki; Attilio Bettega/Maurizio Perissinot; Henri Toivonen/Juha Piironen.  
**Jolly Club Totip:** Massimo Biasion/Tiziano Siviero; Dario Cerrato/Giuseppe Cerri; Antonella Mandelli/Tiziana Borghi; Michele Rayneri/Riccardo Boretti; Tiziano Chiti/Luigi Pirollo.  
**Tre Gazzelle West:** Attilio Bettega/Sergio Cresto; Mauro Pregliasco/Daniele Ciani; Gabriele Noborasco/Massimo de Antoni; Harri Toivonen/Count Cedric Wrede; Stefano Fabbri/Mario Ferrogli.  
**Tre Gazzelle Bastos Grifone:** Patrick Snyers/Dany Colebunders.  
**Olio Fiat:** Fabrizio Tabaton/Luciano Tedeschini; Paulo Fabbri/Giampaolo Cecchini.

## Toivonen: problems begin

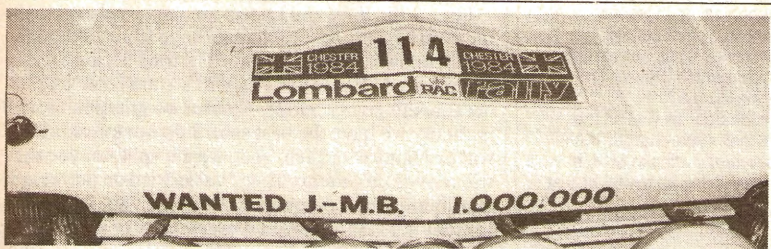
Henri Toivonen is making a gradual recovery after his recent back operation, and was in Turin at the Martini Lancia Launch last Thursday, and obviously happy to be involved. He still faces three months of further exercise to get full strength into his back, but he was relieved that—hopefully—the worst problems are over. The legal wrangles with Rothmans however appear to be just beginning.

The Finn has a contract with Rothmans for 1985, but has been unhappy about the recent programme and the offer for the coming season. He also considers that Rothmans did not fulfill their part of the contract for 1984, and that therefore he is correct in looking elsewhere. The Group B Porsche continues to drift, and may not now make the 1985 RAC Rally, so that the offer of some European Championship events and three World counters in the 911 SCRS did not appeal at all.

"I don't know what Rothmans want from me," he explained earlier this week. "I thought that they would understand the position, if that's all they could offer me. I'm still grateful for the three years they have sponsored me, but I hope that they are not doing anything stupid."

But Rothmans still include Toivonen as part of their line up and commenting on the situation David Richards stated that, "Rothmans have a contract with Henri, and he is in breach of contract as the law stands in this country. We have made an offer, he has not come back, and the matter is in the hands of the solicitors."

Toivonen's calendar currently includes several appearances with Lancia. "It could be one of the years I have dreamed about," he commented, "and from the 1000 Lakes I know it will be a winner." All he has to ensure, is that he is in the car.



This car was entered on the RAC Rally by Radio Monte Carlo...

## Last chance for Monte

In a statement issued with the regulations for the 1985 Monte Carlo Rally, the organisers have underlined their willingness to promote the event, while underlining that authorisation from the relevant French departments is now of the greatest urgency. "Providing that the ACM obtains, within the next few days, the administrative authorisation from Monsieur le Ministre de l'Interieur to

cross the French territory; providing that the Federation Française du Sport Automobile (FFSA) give their consent to the Federation Internationale de l'Automobile (FIA) and that the latter re-registers the Rallye Automobile Monte Carlo on the calendar of the World Rally Championship, the event will take place at the given date." There was no word from Paris as we closed for press.

## Coleman deal signed

Billy Coleman was named officially last week as a new addition to the Rothmans Porsche team for 1985. The 37-year-old Cork driver will contest at least three rounds of the STP Tarmac Championship, which Billy won this season, and possibly one more.

The definite events will be the Circuit of Ireland, Donegal and Cork events,

while the Rally of the Lakes is a possible addition.

Coleman and Ronan Morgan will also venture to Europe for a couple of Euro events, and a round of the World Championship is also planned. Coleman has finished in the RAC Rally top 10 on three occasions and, in 1978, finished seventh on the Acropolis Rally.

## Torph get works break in second Swedish Golf GTI

Lars-Erik Torph, the 23-year-old member of the Swedish Junior Team who took 13th overall on the recent Lombard RAC Rally, has landed a works drive for the VW Motorsport team on the Swedish Rally in February.

Torph will run as second car to the official number one driver, Jochi Kleint, and a good performance could ensure the use of the Golf GTI on other World Championship events. He will definitely drive the car on all rounds of the Swedish National Championship.

VW Motorsport team manager, Andy Hansch, explained on Monday that the team would enter all European rounds of the World Championship in 1985, with the exception of Monte Carlo even if it goes ahead. He went on to say that a second car would be entered on certain events but declined to be more specific.

For Torph, B-seeded for 1985, the news could not have come at a better time. His Opel Ascona was pensioned off after the Lombard RAC Rally but he was intending to build another for 1985 in the absence of more competitive machinery.

He was in Germany this week, finalising details of the deal, and therefore unavailable for comment. But Bertil Nilsson, competitions secretary for the Swedish Federation, expressed his de-



Torph—works break with VW

light at the breakthrough. It also means that Torph will be able to remain part of the Swedish Junior Team on overseas events next year, something that would have been impossible with Opel Team Sweden due to a clash of oil sponsors.



## BRIEFLY

■ When Harry Hockley slid off the road on the Speech House stage of the recent Lombard RAC Rally, the first person to rush to his aid was Ian Wray, who co-drove for him on this year's Rothmans Manx International. Just goes to prove that it's a small world...

■ The Tweedies Daihatsu Stages, penultimate round of the Esso Scottish Rally Championship, will take place on either August 31 or September 7.

■ Alan Corns produced a last minute charge to clean up the Worcester MC's stage rally championship which was supported by the local Wadham Stringer Group. Corn's Sketchley Rally Team Escort beat the Barbour Sunbeam of Malcolm Horsfall by just 4pts at the end of the series.

■ Andrew Smalley will again be supported by Warburtons Bakery next season when he will tackle the *RoadSport North* Championship in his 1300cc Escort. The team's first outings will be on the Mayfield Safari Rally and the National event amid the National Break-down Rally.

■ Sources in Cambridgeshire suggest that a bearded gentleman dressed in red will join the GM Dealer Sport team for 1985...

■ Congratulations to Per Eklund and Kirsten on the birth of a daughter on December 11. We understand that mother and daughter are doing well while father continues to smile proudly.

# Janspeed to support clubmans stage series

The Janspeed/Motoring News Stage Championship gets under way with the Schneider Zenith Virgo Rally over Epynt on December 30.

With Castrol unable to continue the series, having supported it through its inaugural year, the Salisbury based Janspeed operation has stepped in to fill the breach.

Port Talbot MC attracted a huge entry for the event, turning many crews away weeks ago. Heading the list is last season's winner, Bob Fowden, in the big Rover. The Llanelli man will be keen to erase the memory of his last two trips over the tarmac when he lost battles with sheep on both occasions.

Reigning *Motoring News* Tarmac Champion, John Price, will begin the defence of his crown with the Renault 5 Turbo, but will have to watch his mirrors for the high flying Dennis Moody in his rear-wheel-drive Mk3 Escort.

With Theo Bengry's Ascona 400 at four, and a few quick Irishmen as well, the entry list contains quality as well as quantity.



John Price, the reigning champion, begins the defence of his title on the Virgo.

In August, the army announced that they were to flatten the infamous Deer's and Devil's Leaps, near the Dixies spectator area north of Llywel. It seems, however, that their plans have been shelved for the time being, and visitors to

the spot will once again be able to see the spectacular action.

The first car will start the event at 0900 and those prepared to brave it to the end will be able to sample the unique hospitality of the Abernant Lake Hotel...



The Fiat Uno will replace the Autobianchi that gave many of Italy's top drivers a break.

## Ring out the old and ring in the Uno...

For 1985, the Fiat Auto backed junior category will not be the now familiar Autobianchi series, but the Fiat Uno Championship. For eight years the little machines have been an ideal stepping stone for aspiring drivers — including Bettega, and Capone — but Fiat has decided to update the series and switch to their current range.

The adopted versions are the 70S or

the 70SX run to Group N regulations and run over nine events which make up the major events in the Italian season.

A prize fund of 250 M lire (about £100,000) will be split between event winners and the overall Championship and there will be big deals for regular runners. The 70 series features a 70bhp 1300cc engine with a top speed of 165kph, and is likely to continue the best traditions of the Autobianchis.

## Media success for RAC

The viewing figures for the BBC's *Top Gear Rally Report* series that was broadcast during the Lombard RAC Rally were very encouraging to both the programme's producers and the RAC MSA.

On Saturday (when the BBC broadcast a preview of the event) 1.2 million people tuned in. The Sunday evening offering attracted 1.3 million, many of whom were clearly returning home after their first taste of the sport and excited by the live action.

With the Monday, Tuesday and Wednesday bulletins being transmitted late at night when the rally was in action, the figures naturally dropped (to 0.9 million each night) but the Thursday round up attracted a peak viewing figure of 1.9 million.

Coupled with the 250,000 calls made to Telecom's *Eventsline*, the public received a large dose of rallying during the week, probably the best media coverage ever provided.

## Price's prize switch

John Price received his awards for winning the Castrol/Motoring News Stage Championship at a function in Bristol on Friday night.

Price received his award in a rather different form to that planned by the championship organisers, however, as the Renault 5 Turbo driver was not keen to accept the supported drive for 1985 with Vauxhall-Opel.

Therefore, the Welshman accepted a boost to his bank balance instead, and promised to be back next season...

## Patterson in the picture

David Patterson (son of our Irish correspondent, Brian) was in the news again this week. A budding young photographer with several awards already to his credit, David was presented with the *Daily Mirror* Junior Sports Photographer of the Year award in the 11 to 13 age group.

The prize winning photograph was of Jimmy McRae on last year's Circuit of Ireland Rally, a jumping shot that caught the eye of the judges, who included Patrick Lichfield.



## Three car trick in Dalby

In last week's *Insight* into the Lombard RAC Rally, we referred to an incident in the Dalby forest woodland. Mr O'Mahony of Lincoln sent this picture to perfectly illustrate the point. Chris Lord's Quattro has passed the Ascona 400 of Vince Wetton before entering the woodland. The convoy therefore reads: Lord, Wetton and the Group A Ascona of Lars-Erik Torph. Soon after this shot was taken, Wetton crashes out of the rally to leave Torph with a clear run.





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# Have car will rally

I think our second place on the RAC was the best result we were capable of getting. The only reason we finished so close was because of Ari's mistakes, not my driving! I know exactly how Ari lost his concentration on the final night, I have done that sort of thing myself. When a rally seems to be in your pocket, you are thinking about everything except your driving. When Ari had his accident it was a muddy right-hander; I think he had arrived too fast. I was the first car after him and I saw the car on the roof with Ari waving us down. It was obvious he could get the car back easily as I saw at least a couple of spectators there. It seemed he had got the car sideways in ruts and had probably gone over very slowly. I then knew I had better be calm, even if we were going to lead the event, so went quite steadily to the end of the stage.

We knew immediately that Ari had not lost so much time. Until then we had no trouble, but immediately everything started to go wrong for us! First we broke the

"I then knew I had better be calm, even if we were going to lead the event."

front differential. It had been getting noisy and on the stage it was getting difficult to change gear. I was nervous in case there were loose pieces in the gearbox, but then something broke and oil poured out from the gearbox to the clutch. My delays helped Ari get back into the lead very soon, but then second time over Dovey we saw from his times that he had had another problem. We were than 1sec apart! The rally was not yet at an end, so we decided to try harder on the last six stages — but then we lost the boost pressure. With the three stages in Clocaenog still to run the mechanics decided to change the turbo, though the trouble was simply in the wastegate. This was so solidly fixed they decided not to try to force the bolts. This rather spoiled our chances of fighting Ari on the final stages.

It's difficult to know if we could have done better in a Sport Quattro. If we had had a chance to do proper Mikkola tries the local customs in Carson City.



Pirelli's Andy Hallam checks the tyres as Mikkola pauses for breath on the Lombard RAC Rally.

testing with the short car it might have been better, but Michele's car was not really set up the best way. The car had been exactly the same as Sanremo; I would have preferred the front differential to have been free like I had on the 1000 Lakes, not with a limited slip. It made the car quite nervous. The new car now has a very good engine, though. This year I had finished every rally with a long car, and, except for the Deutschland and now Carson City, none with a short car.

The long car is so much simpler to drive. At Carson City I was back again with the short car. With the short car it is not so easy to get into a bend and drive it through, but the power is incredible, particularly when you put the foot down at over 6000rpm. I had gone off on the first stage at Knowsley on the first bad bend. I should have remembered it from the old Escort days; we went off about 20 or 30 metres and drove back on the grass but there was water on the road.

"... we finished so close because of Ari's mistakes, not my driving!"

Unfortunately the heater cover was left on so we had steam in the car and we could not see where to go. We had a puncture in Kielder, then I overshot a turn. In Hamsterley we went really well, 1min quicker than anyone else except Ari. In Dalby I think I did perfect driving, but Ari was 35secs faster. Most of our problems were on the final night in Wales. Our Pirelli tyres were good, I cannot easily compare them with the Michelins we had been using in the works cars. I was very happy to be second. Since the Toyota in 1977 I have finished every event in either first or second place, four times in each.

## Going West

Then came America. It was not in my programme, but I had been doing promotional work for Audi in New Orleans when John Buffum said Audi were keen to take both the drivers' and the makes' title in the SCCA PRO-Rally series, and asked what my conditions would be to compete. I heard that my terms were not acceptable, so I went to the RAC and thought nothing more about it. Then they decided to go ahead so I couldn't change my mind!

There was a great difference between the people in Michigan and the open spaces of Nevada. I enjoyed Carson City. The terrain was just like Morocco. The country looked just the same, there were big stones. There were some bad patches but the rally as a whole was not rough. If they want to be really international they will have to allow training, and it would be much safer. You cannot read the roads over the brows in the desert, there is nothing to tell you which way to go. There had been no surprises with sudden bad places as the warning arrows were very good.

We had two mechanics and the car from Germany, the rest was organised by VW of America. In some conditions, like soft sand, our BF Goodrich tyres were very good but when the surface is hard they were far behind. We used gravel tyres on the asphalt stage up to Virginia City which was a big mistake; the Mazdas used the street racing tyres and were 10secs quicker. We had one stage with many patches of ice, on the gravel stage after Virginia City. For me it was not too bad. It was like Monte Carlo, because you could tell that ice would be in places where the sun would not reach. The people were very friendly, it is nice to go where spectators respect you and do not, like Portugal, forever try to molest you!

## Looking ahead

In 1985 I will stay with Audi for a maximum of five World Championship rallies. Only Walter and Stig will go to Monte Carlo, if it happens, as Michelin have a problem to make enough tyres for more cars. I have asked if I can do Portugal (which I have won the last two years), Safari, Acropolis, 1000 Lakes and the RAC. Almost all the top drivers find they go best when their programme is limited to the rallies they like best. Only Stig seems to be prepared to do everything. I would have liked to do New Zealand but it is for me the middle of summer. Then maybe I will have some more time for golf...

*Hannu Mikkola*





Once a racer, always a racer. Tiff and Johnny head for the wild blue yonder. Right: Water baby? A youthful Tiff.

## Whizz Ski and water

TIFF NEEDELL returned to the sport that brought him his first title for our Christmas 'Road' Test — fun boat racing — and reports on the impressive new Ski Whizz

The ring of the phone, the sound that can turn the future upside down or drop you into the depths of depression. The offer of a drive for 1985 or, perhaps, the rejection of a sponsorship proposal? It was John Erlwin offering a test. I knew John had left Mike Earle's Onyx Racing Team, obviously he'd set up his own outfit to run F3000 next year. Johnny Dumfries was flying back from South Africa, having turned down a further week's testing in the Brabham, in order to attend the test. A two car team, Needell and Dumfries, things looked positively on the upswing.

With big deals like this, management is required, so Dave Price was summoned back from his Safari holiday. Dave, of course, had masterminded my Unipart sponsored Triumph Dolomite powered F3 assault against the likes of Piquet and Warwick back in 1978 and had done a little better with Johnny, BP and Volkswagen in 1984 — in fact, five out of the nine 'Price F3 Protégés' have gone on to drive Grand Prix cars.

Johnny used some expert guidance to master the art of aqua-planing.

Johnny and I polished up the crash helmets, Dave got his kids to play with his new team manager's briefcase — they must look travelled to be 'right' — and we were off. Silverstone? Brands? Donington? No, Yately, in Hampshire. Even more impressive . . . a private test track! Dave briefed us on the way: "Knock off three noughts and count in hundreds

Hard cornering, joysticks forward and right, left tabs in the water, grins all round . . .







Just when you thought it was safe . . . when talking driving fees. Rubbish all the other possible drivers at every opportunity and look serious at all times." The big break was just around the corner.

We arrived to be told that the machines were already warmed-up, set to 1985 regulations with flat bottoms and tied to the jetty. Tied to the jetty? But . . . but . . . boats! Now if it wasn't for the pictures accompanying this article I might have got away with it without ever mentioning water and getting wet, but I guess the secret is out. John is putting together a series of races for 'Ski Whizz' boats in 1985, together with Chris Humberstone who is the Surrey agent for these fun boats through his 'Airstyle' car accessory business in Woking — Chris, incidentally, being one of Johnny Dumfries's earliest backers in his Formula Ford days.

Chris is primarily a prototype car designer, creating all sorts of weird and wonderful machines, mostly for the Arab market, concentrating mainly on Range Rover conversions. In September of this year 'Ski Whizz' designer Dick Herridge approached Chris to mould his hulls.

## Junior champion

Now at this point I must own up to knowing a bit about boats having been the 1968 Junior Runabout Champion, driving a self-converted version of another fun boat designed by my father. Dad is a fully qualified naval architect and aside from his own designing business he has been very much involved in powerboat racing and the whole creation of offshore powerboat racing. Indeed, for a while, he was the 'Jean-Marie Balestre' of powerboats. Despite the family links with the water, I was away from it as soon as I could drive a car.

A decade and a half ago, my slipper-shaped racing machine was complete with foot throttle and steering wheel, and was powered by the regulation 10bhp Mercury engine, with my seat on the floor of the boat. Dad's original fun boat, featured hand throttle and steering wheel with one, or two, people sitting astride a saddle with their feet in channels up the side of the boat. Incidentally, if you want a 'Graham Hill and his rowing club' story, I've always stuck to my orange crash helmet because that's the regulation colour for powerboat racers so they're easily spotted during involuntary swimming practice!

## Steering with the feet

So it was with great interest that I approached driving this latest concept in fun boats, and a new concept it is. The sleek 'Ski Whizz' retains the conventional outboard motor hand control gearbox and throttle, but requires steering with a rudder bar at your feet! Look no hands you say, but Dick Herridge has another use for those — a joystick! Actually, as I found out later, it's a kill joystick as it operates two variable trim tabs at the rear of the hull which settle the boat during high speed cornering and take all the leaping and lurching out of it.

The two boats were powered by a 10 and a 25bhp Yamaha outboard, so muggins got the 25, while Johnny went off to learn all about boats in the docile 10. Now 25bhp doesn't sound a lot, even to boating people but, when strapped to the back of a 9ft 6in shell of fibreglass



Joystick back, trim tabs up, Tiff 'wheelies' away. Below right: The controls and Mr Herridge's interesting joystick.

weighing about 120 pounds, it takes off like a skyrocket. With the joystick back, and thus the trim tabs up, you can pop wheelies that Barry Sheene would be proud of, but a prod forward on the stick will dig in the tabs, drop the nose and have you on the plane in no time. Having fought to comprehend rudder bar steering Johnny was completely bewildered with 'getting on the plane'. He insisted that he'd spent the last two months getting on and off planes in Hong Kong, Australia and South Africa and he was damned if he was going to get on another one before Christmas!

## Plane sailing!

Getting on the plane boatwise is, of course, the change from driving a boat that is running *through* the water to driving one that is skimming *on top of it*. Once on it, the 'Ski Whizz' races across the water in fine style with full throttle and the stick hard forward at up to 40mph. Back on the stick, however, and the craft will start to leap and bounce and corkscrew. Even with the stick forward, wash from another boat tended to set off this corkscrew motion that amplified like a tank slapper and threatened to eject the occupant in a forward and sideways 25bhp is a lot of power for a 120lb boat.



direction! Backing off on the throttle was the sensible thing to do.

The 25bhp motor is really a bit over-the-top for this type of craft and certainly not for beginners, while the 10bhp machine could lap the lake and take on all angles of waves at full throttle without any risk of an involuntary dip; yet, taking on the challenge of the bigger motor had far more appeal to me. The controls were noticeably heavier with the torque of the more powerful engine requiring a heavy pressure on the left of the rudder bar simply to hold the craft in a straight line — the torque of the propeller trying to turn it left.

## The appliance of science

High speed corners were taken with the joystick forward and to the right for a left hander. This put the inside, left, tab down into the water and steadied the boat from an otherwise leapy turn. Tight turns were taken with the stick back and the tabs up, to lift the front of the craft out of the water and pivot round on the tail. It's all the 'appliance of science' aimed at improving cornering stability, while also providing an element of fun and novelty. My only concern was that if the corkscrew led to a front end dig-in and the machine decided to eject me in a forward direction, the 'joystick' would be right in line with an important part of my anatomy!

As ever, manager Price stood in the background and belittled out best efforts while insisting that he was far too well dressed to go mucking about in boats! He reckoned the trim tabs were definitely moveable 'aerodynamic' devices and therefore completely illegal, while muttering much about the potential of rudder bar steering in an RT3! Doing a few sums, he reckoned that he could fit a 36 boat team in to one truck, so the overheads could be shared around!

Running in the wake of a boat ahead is both exciting and tricky. So, the idea of a dozen or more 'Ski Whizz' craft racing together should be fun and, after all, that's exactly what this type of boat is all about. These small craft will always give their users a lot of fun on water. My thanks for bringing back memories and

Johnny's for a new experience — the only problem being it was such a cold day that the 'Ski Whizz' left me needing a 'Whizz ski'.



## SKI WHIZZ £945 plus VAT, engine and remote controls

### Specification

Engine  
Yamaha two-stroke 430cc engine producing 25bhp at 5500rpm. Aluminium block with stainless steel linings. Normal aspiration through carburettors. water cooled. Also available in 10, 15 or 20bhp options.

Body  
Glass fibre monocoque, foam filled, with stainless steel fittings throughout, to seat two persons. Built in fuel tank of 2.5 gallons.

Transmission  
Forward/neutral/reverse and remote control.

Brakes ..... None!

Suspension ..... Water cushioning.

Steering  
Foot controlled rudder bar, plus centrally operated joy stick.

### Dimensions:

Length ..... 9ft 6ins

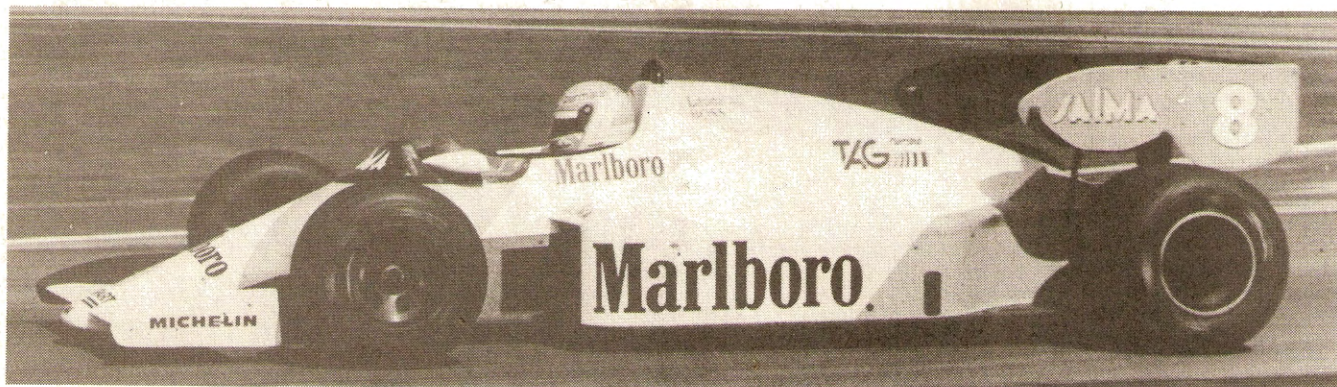
Width ..... 4ft 3ins

Height ..... 2ft

Weight ..... 120lbs



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| FRENCH GRAND PRIX—JULY 7        | — FROM £239 |
| GERMAN GRAND PRIX—AUGUST 4      | — FROM £36  |
| AUSTRIAN GRAND PRIX—AUGUST 18   | — FROM £89  |
| DUTCH GRAND PRIX—AUGUST 25      | — FROM £29  |
| ITALIAN GRAND PRIX—SEPTEMBER 8  | — FROM £119 |
| YPRES 24 HOURS RALLY—JUNE 28-30 | — FROM £73  |

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# Win a free trip to the 1985 German Grand Prix

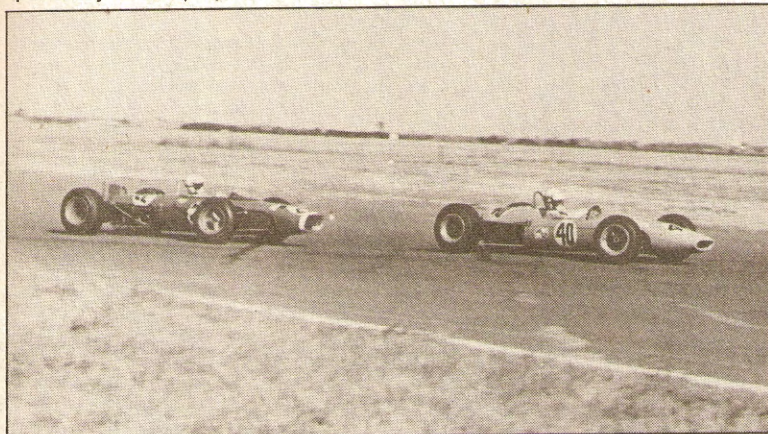
The devious Christmas quiz is here again to test your knowledge and to keep you amused over the festive period

Page & Moy have once more generously offered a trip for two to the 1985 German Grand Prix for the lucky winner of our Christmas quiz competition. The prize is valued at £138 and takes you by coach to the Nürburgring with two nights in Cologne. The trip (MR55) is one of a comprehensive range of Grand Prix holidays operated by the company, all of which are

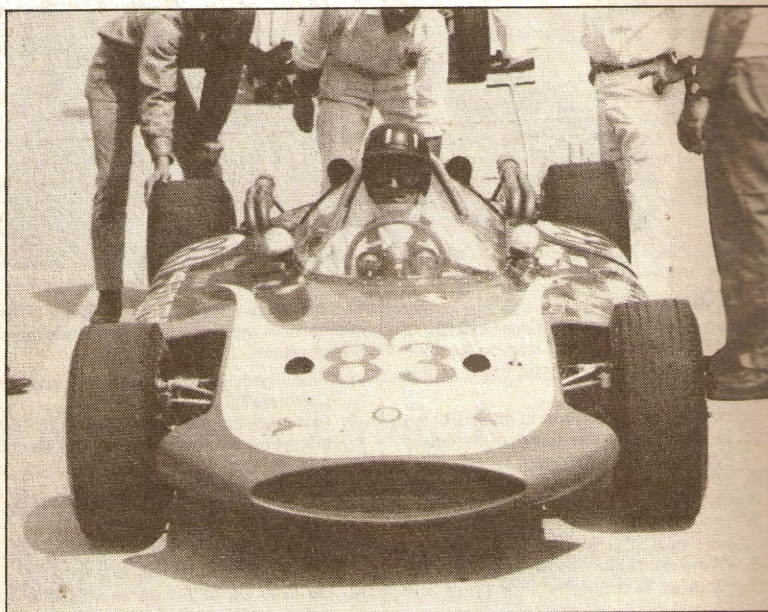
outlined in their latest brochure.

However, don't worry if you can't answer all the questions — we don't expect you to unless you're a genius! — but remember that the closing date for the competition is Monday, January 7, 1985. Any entries received later than that will not be considered.

Good luck!



A Who leads who and what does Johnny Dumfries have to do with it?



B Yes, it is Graham Hill, but what is the car, and where was it?

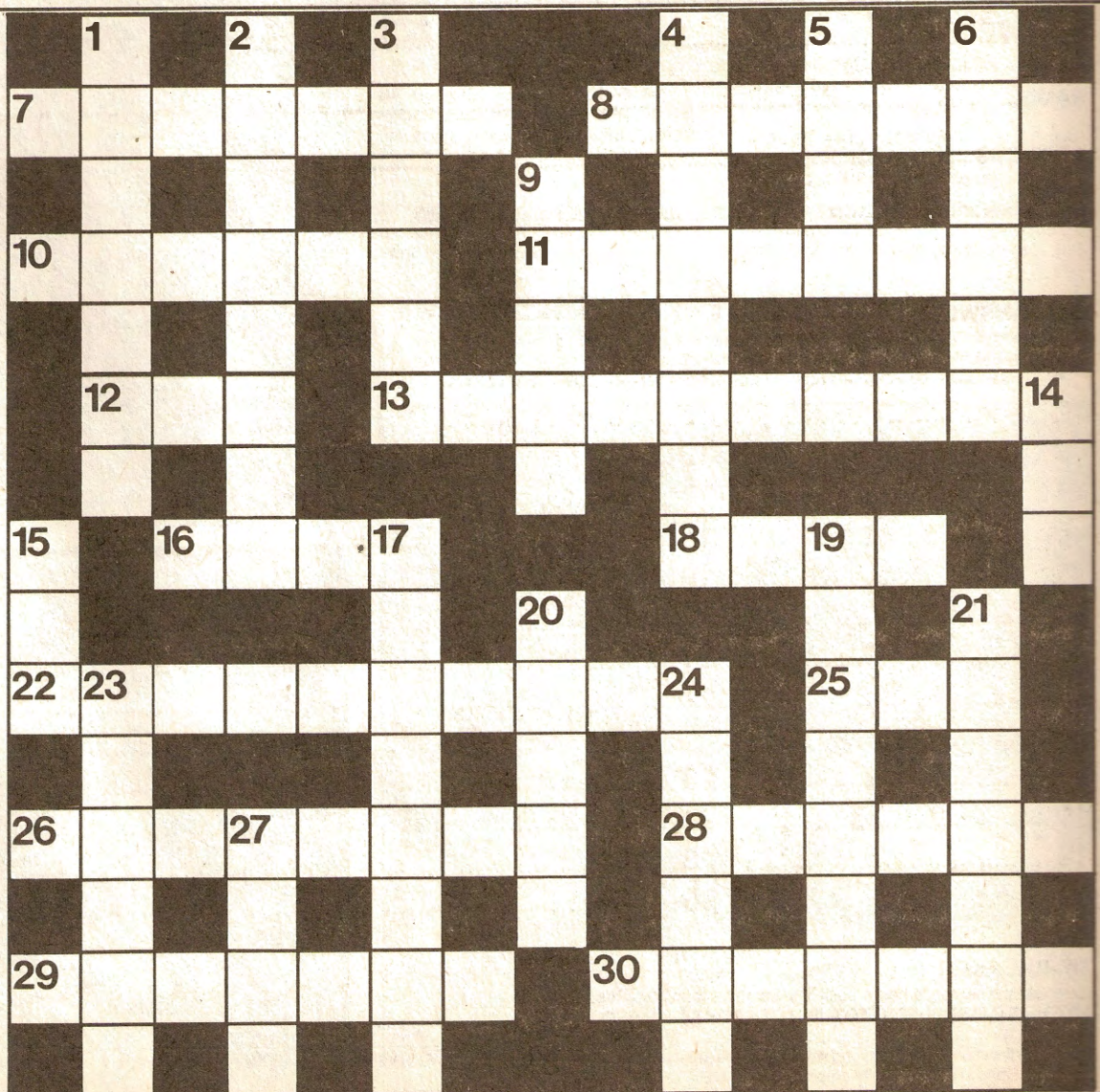
## Crossword clues

### ACROSS

- 7 Learner driver goes to Le Mans, confused, but still trying to win a Grand Prix (7)  
 8 Nelson at Imola or Robert F. Scott (7)  
 10 See 22 across.  
 11 What drivers try in practice or in prison? (2,2,4)  
 12 They race CART there?  
 13 Silly sound from the Goon Show—or a big noise in Formula 1 (10)  
 16 & 9 down Caught in a cookie jar? No, he ran away with 28 at Imola (4,5)  
 18 A broken gear can cause this (4)  
 22 & 10 Could they have been Canadian hillclimbers? (7,3,6)  
 25 He races for Britain in a French team (1,1,1)  
 26 See 20 down.  
 28 Derek of the Porsche team? No, his co-driver (6)  
 29 It sounds like 'e's talking to a cup at the Italian track! (7)  
 30 In a Ford RS200 the engine is? (3-4)

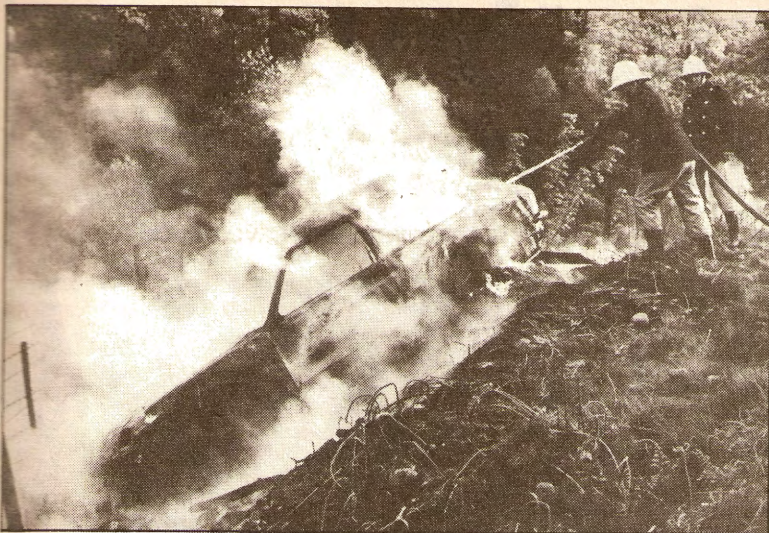
### DOWN

- 1 Grand Prix men suffer from it at the end of a race (7)  
 2 Southgate designed the IF (6,1,1)  
 3 In France it comes after class D (6)  
 4 Apart from Dallas and Zolder, they didn't have one (8)  
 5 Martin B's boss in the Home Counties (4)  
 6 The mechanics' opera (6)  
 9 See 16 across  
 14 Saloon cars and saloon cars and saloon cars and... (3)  
 15 Keke won, not a jot, in these cars (3)  
 17 A dedicated Grand Prix groupie does every year! (3,2,3)  
 19 You are if you strip the lot! (8)  
 20 & 26 across Do we remember this man from Nazareth at this time of year. (5,8)  
 21 Is it a Standard lubricant (4,3)?  
 23 Martini F1 driver (6)  
 24 Flotsam, jetsam and fencing (6)  
 27 Overseer at Arrows? (4)





# CHRISTMAS QUIZ



C Who nearly burned his fingers in this wreck, and what was it?

## The Questions

To start you off we have a quick selection of Grand Prix posers from our man on the spot, Nigel Roebuck. What do you make of this lot?

- 1, Who climbed the tower to meet JR?
- 2, Zandvoort was the scene of its Grand Prix debut and swansong. What?
- 3, Who won the inaugural race at Dallas?
- 4, No fourth, but he finished first. Who?
- 5, They both won in T-cars in 1984. Who are they?
- 6, Where did Huub lose his boost?
- 7, He raced in Grands Prix for Tyrrell and Renault this year. Who?

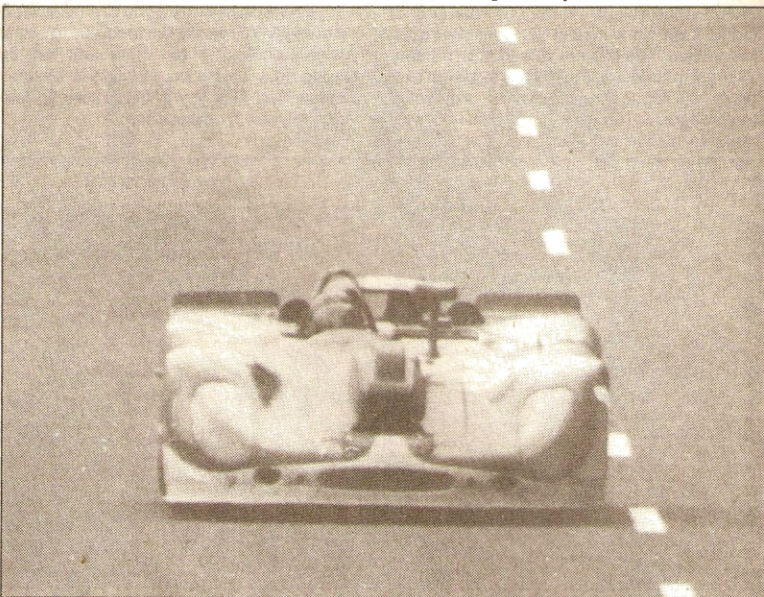
You think those were hard? Well, our other international racing scribes have a few more brain teasers.

- 8, Who made a point at Brno and in California?
- 9, One won the European F3 title in '83, one won the same this year. And it's not Alfa Romeo.
- 10, What are both Bob and Johnny?
- 11, How many Big Cats raced at Le Mans this year?
- 12, He won the last one in two, and was number three in the last one for who?
- 13, He lived up to his name with one in Britain and three in Europe. Who?

- 14, Who, in America, replaced one brother, and was himself replaced by the other? Now, it's off to the rally scene, with questions from our resident Lombard RAC co-driver extraordinaire.
- 15, One of the most successful rally cars ever owes its origins to the code number J25. Which car was it?
- 16, Who discovered that cigarettes and alcohol are bad for your back?
- 17, Who stepped into the open in October?
- 18, Who returned briefly after 19 years?

- 19, Who won five, but still didn't finish off the year in the No. 1 spot?
- 20, Who drove three different cars to the top?
- 21, Which Scot ended a three-year run? Confused? You will be, when you've had a go at the Club racing scene, hot from the typewriter of MAWP.
- 22, Variations of a Christian name maybe, but this pair of countrymen took Britain and Europe by storm in the same formula. Who are they?

D It was Le Mans in 1970, what was the car, who was driving and why?



## ANSWERS

PLEASE USE BLOCK CAPITALS

NAME .....

ADDRESS .....

## QUIZ ANSWERS

- |          |          |          |
|----------|----------|----------|
| 1 .....  | 14 ..... | 27 ..... |
| 2 .....  | 15 ..... | 28 ..... |
| 3 .....  | 16 ..... | A .....  |
| 4 .....  | 17 ..... | B .....  |
| 5 .....  | 18 ..... | C .....  |
| 6 .....  | 19 ..... | D .....  |
| 7 .....  | 20 ..... |          |
| 8 .....  | 21 ..... |          |
| 9 .....  | 22 ..... |          |
| 10 ..... | 23 ..... |          |
| 11 ..... | 24 ..... |          |
| 12 ..... | 25 ..... |          |
| 13 ..... | 26 ..... |          |

## TIE-BREAKER

Complete the sentence below politely in not more than 10 words:

MY CHRISTMAS PRESENT TO THE AUTOSPORT STAFF WOULD BE .....

Complete the crossword and send with the above answers marked Christmas Quiz to, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE

- 23, Greek God in FF1600, sounds rather like a fastener. Who?
- 24, Arrows, BRM, Brabham, Ensign and McLaren F1 driver; highly competent, but yet to qualify for a Grand Prix. Who?
- 25, He's been through his father's bend at Brands a thousand times this year, on two wheels on occasion! Who?
- 26, A team of clergymen and agriculturists copied each other while preparing this successful Lola sports car. Who were they?
- 27, 'Flavour of the Year' at MCD circuits in Reynard, Tiga Rondeau, Ray and Porsche machinery of various types. Who?
- 28, David Bruns built this rapid FF1600 machine. What is it?

## The prize

The winner will receive a free trip for two worth £138 to the 1985 German Grand Prix at the Nürburgring. You will travel by coach with Page & Moy, who have many years of experience in motor racing holidays.

### RULES

Using your skill and knowledge, answer the 38 questions in the Quiz, complete the crossword and fill in the Tie-Breaker.

The winner of the competition will be the reader who sends in the first all correct answer coupon taken from the mailbag after the second post on Monday, January 7, 1985. In the event of there being no all-correct entries, the winner will be the reader who sent in the coupon most nearly correct. The Tie-Breaker will be used to resolve any tie.

Competitions in AUTOSPORT may not be entered by employees of Haymarket Publishing Ltd or its associate companies nor their relatives. The judges for this competition are Quentin Spurring (Executive Editor) and Tony Moy (Page & Moy). The decision of the judges is final and no correspondence can be entered into. The name of the winner will be published in the issue of AUTOSPORT dated January 17, 1985. The closing date for entries is January 7, 1985.



# BOOKS

**AUTOCOURSE 1984-85.**

**Edited by Maurice Hamilton.**

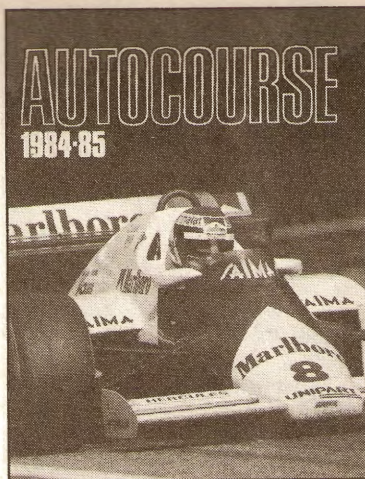
**Published by Hazleton Publishing.**

**Hardback, 256pp, £15.95.**

Undoubtedly a highlight of the Christmas period is the arrival of *Autocourse* in the editorial office. And, at last, it's here!

As ever, the quality is of the highest, both editorially and pictorially. And the photographs are quite stunning: Prost and Lauda stand beside their McLarens alone on the Brands Hatch starting grid after the British Grand Prix has been stopped; a Ferrari disappears down a labyrinthian corridor of concrete walls and wire mesh at Dallas; Prost and Lauda against a towering Detroit skyline; and many more of similar quality.

The editorial is of the usual high standard, too, the bulk of the text being taken up with Maurice Hamilton's reports of each Grand Prix, as well as a section on the editor's top 10 drivers of the year. Not surprisingly, perhaps, Prost is number one, although the World Champion appears third behind



Nelson Piquet, while Britain's Derek Warwick and Nigel Mansell appear seventh and ninth on the list respectively. Not all of you will agree with some of Hamilton's ratings, but as ever the driver assessments are closely argued.

Among the many features that further enliven the annual is an article by Brian Hart discussing engine development; AUTOSPORT's Nigel Roebuck on McLaren team mates Lauda and Prost; and Alan Henry interviews Bernie Ecclestone, who supplies some surprising answers: "I enjoy finding new venues, creating new races... and afterwards, I enjoy watching them come on, I mean, it's a bit like having a family..." Hardly the sort of remark you would expect from the sharp-headed businessman who runs Brabham and FOCA.

However, we did find one gripe with *Autocourse*, and that is the continuing trend of mixing advertising pages with editorial. It is irritating to turn over and have to flick through several advertisements in the middle of an interesting feature. In a book costing £16, surely this could be avoided, the ads placed in a section together. There is also, perhaps, increasing signs of Marlboro's involvement with *Autocourse*.

But, these beefs aside, *Autocourse* remains the most outstanding motor racing publication, a fabulous record of the season, and *de rigueur* for the enthusiast's library.

RNM

**AUTOMOBILE SPORT 83-85.**

**Edited by Ian Bamsey.**

**Published by Tenorhart.**

**Hardback, 192pp, £14.95.**

December is traditionally *Autocourse* month for the book-conscious motor racing aficionado, so one must admire Ian Bamsey's continuing resolve to publish an alternative to the time-honoured collector's item, offering — on the face of it — direct competition at a similar price. Now in its fourth year, and with a new publisher (and revised format), the *Automobile Sport* yearbook is, I am afraid, largely uninspired, and uninspiring.

Advertised as "the yearbook for the sophisticated enthusiast" (someone, we can only surmise, who is not overtly enamoured of Grand Prix racing, but is quite prepared to see, and be seen at, WEC sports car events or their IMSA equivalent), *Automobile Sport* tries to offer a diverse, yet balanced, focus of 'International' motor sport worldwide. Perhaps to the exclusion of some worthy 'home grown' categories, boasting the participation of many overseas drivers, the annual glances away from Europe to precis the action in North America, Australia, South

## Apollo Race & Rally Wear Limited

### NOVEMBER CAPTION COMPETITION

"You say FISA and I say FOCA, you say please sir and I say no sir, FISA, FOCA, please sir, no sir, let's call the whole thing off!"

John Russell of Dartford, Kent



### Runners up —

BE: Flying pickets at Monaco? JMB: I repeat, all uneconomic pits must go!  
Angela Davey of London, SW19.

This is certainly *not* a pointless conversation.  
Alan Green of Bexleyheath, Kent.

BE: But Nelson Piquet... JMB: No exceptions, Bernie, only French drivers can score World Championship points.  
Philip Senior of Liverpool, Merseyside.

BE: Right, I impersonate a frog, and you mark me out of 10. JMB: Un point!  
Adrian Brodtkin of London N2

BE: Too much wine JM, and you'll fall over. JMB: I never budge a centimetre — it's the room that's falling!  
Geoff Foot of Potters Bar, Herts.

Gaul-Stone.  
Mark Holman of Raumati South, New Zealand.

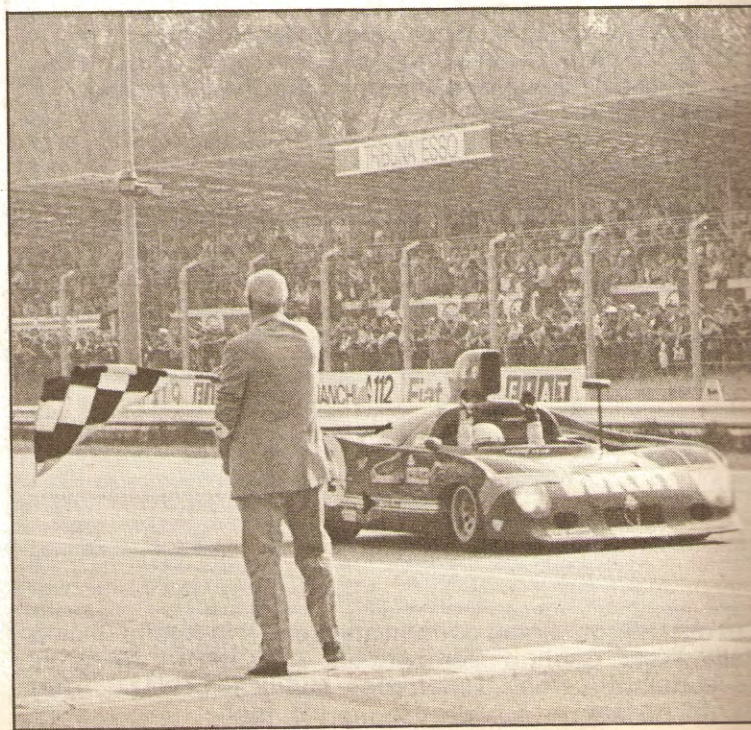
BE: I can't quite put my finger on what's wrong in F1. JMB: I think I can.  
Don Ward of Keighley, W Yorks.

The tail wagging the dog... or the dog wagging the tail?  
G Loughran of Leicester, Leics

FISA members discuss the points system.  
Tim Chamberlain of Backwell, Avon.

### DECEMBER CAPTION COMPETITION

John Russell wins himself a fabulous race/rally jacket from Apollo Race & Rally Wear. All you have to do to win the same is supply a *humorous* (please!) and preferably clean caption to the picture below — just what is Merzario doing in the car? Details overleaf.





# ARMCHAIR ENTHUSIAST

►► Africa and Japan — obscure localised categories *et al.* The same luxury is, strangely, not afforded to Great Britain, still the hub of the motor racing universe!

Many people, it seems, cannot get enough of F1, so the contributions of Mike Doodson (who profiles Lauda, Prost, Ron Dennis and Piquet), Bob Constanduros (World Championship review), Jeff Hutchinson (on Derek Warwick) and AUTOSPORT's Ian Phillips (who assesses the season's newcomers) will be keenly read.

Throughout the book, Bamsey has called for short, punchy articles, which may appear lightweight to some. The contents are nothing if not varied for this, but the choice of accompanying photographs is unspectacular, a cause not aided by somewhat grainy reproduction, on matt paper. Coffee table books, even at this price, cry out for scintillating colour pictures, but even with a number of respected photographers' material from which to choose, the few colour plates disappoint. One need only look at the book's rival to see how it should be done, although — commendably — *Automobile Sport* has not resorted to advertising revenue for finance, insisting on remaining independent.

Elsewhere in the volume, there are pen portraits of the year's F1, F2 and Group C/MSA sports cars, a look at the background to the splendid Group 44 Jaguar XJR-5 project and a brief section on World

Championship rallying (which includes a memorable colour spread of Stig Blomqvist's Audi Quattro winning the Acropolis), and a round-up of the season's major international results.

The Grands Prix are each reported in a self-contained page, in basic precis form. Like a couple of the 'insights' into new cars, these might as well have been 'lifted' from the specialist periodicals throughout the season. As an 'authoritative' (sic) account of the season, this fails to impress, as does the bland page layout and careless proof-reading.

While, one hopes, criticisms will be viewed as objective, for future improvement of the publication, a great deal of effort has inevitably been put into producing it all. A couple of nice touches are a retrospective on the summer's reconstruction of the Mille Miglia (even with odd use of some fine photographs by author Mike Walsh of *Classic & Sportscar*) and a Historic racing review, incorporating Jonathan Palmer's track test of a Lola-Aston Martin T70.

*Autocourse* is always going to be a hard act to follow — don't be discouraged Ian — but start with a tasteful, stunning, cover design in 1985. Surely a photograph of the World Champion, *sans* apple, was available, if this cover had to be definitive!

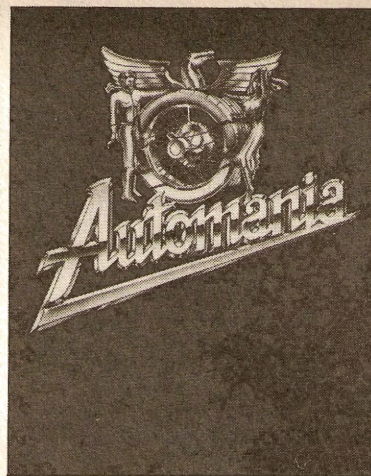
MAWP

## AUTOMANIA. Man and the Motor Car.

By Julian Pettifer and Nigel Turner.  
Published by Collins.  
Hardback, 286pp, £12.95.

Various, the 'autowain', 'diamote', 'petrocar', 'autogo', and, best of all, the 'autobot', in 1895 a Chicago newspaper put up a \$500 prize for the best name for this new-fangled machine. The prize was awarded to the person who came up with the idea 'motocycle'... Well, today, the autobot — or motorcycle — is more commonly known as the motor car, and one wonders why there ever was a problem in naming it thus, virtually some 90 years later. But, indeed there was.

The centenary of the car is fast approaching, and we can expect many books celebrating, or cashing in on, this landmark in the car's history. But *Automania* looks at the motor car from a sociological angle, and to read it is pure delight, unravelling the car's economic, cultural, social and political effect



on the automobile age. It is a vast topic, and, as you may have noticed, ITV is broadcasting a 13 part series called *Automania* each Monday evening at 7.30, and the book accompanies the series, each chapter corresponding to a televised episode.

The book's breadth is sure to appeal, as is, for example, the chapter on 'The Car and Courtship'. Indeed, there is a marvellous illustration, which appeared in *La Vie Parisien*, 1931, of an artist's impression of the perfect love-mobile! Among the car's special accessories are a perfume atomiser, drinks dispenser, and oval wheels for a sensational motion in the back seat! To ensure that the lovers in the back do not feel intimidated by possible *liaisons dangereuses* involving the chauffeur, he is, in fact, an eunuch!

Such illustrations, as well as many of the pictures, are a hallmark of this book. It is also written in a lively manner, and nicely punctuated by anecdote.

Did you know, for example, that frightening horses in the infancy of the motor car was a serious offence in America? And one such law demanded that if a horse refused to pass a particular car, then the driver must camouflage his vehicle with a cloth painted like a landscape...

A superb book, this. Reserve a slot on your bookshelf for it.

RNM

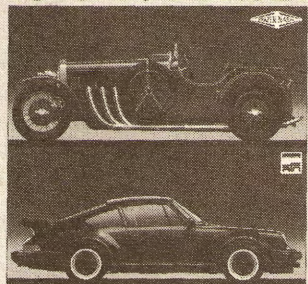
## FROM CHAIN DRIVE TO TURBOCHARGER — THE AFN STORY.

By Denis Jenkinson.  
Published by Patrick Stephens Ltd.  
Hardback, 320pp, £19.95.

Definitely one of the better histories to be published this year, Denis Jenkinson's latest volume takes an in-depth examination of the Aldington brothers' activities, covering their involvement with GN, Frazer Nash, BMW and Porsche. Interspersed in the text are hundreds of entertaining anecdotes, and separate portraits of some of the more colourful characters involved in the firm's history — this formidable research is backed up by plenty of photographs, many never seen before, and appendices on (mainly pre-war) car deliveries.

There are chapters dealing with the firm's motor sporting activities, both before and after the Second World War, and especially interesting is the section on the Formula 2 Frazer Nash from the fifties. As well as covering motorcycles, engines and Messerschmitt aeroplanes, it comes right up to date with the Porsche franchise.

## — DENIS JENKINSON — FROM CHAIN DRIVE TO TURBOCHARGER

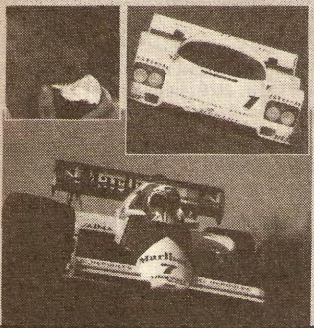


THE A.F.N. STORY

The book is well written, superbly researched, and the information contained therein is fascinating to fans of the marques involved in the AFN story. However, it is very heavy going, mainly because you expect the 'Jenks' style to be more readable. But then it does fill a gap in British motoring history, and makes a refreshing change from the pot-boilers which tell us little, if anything, new.

MG

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## Top 10 books of 1984

Each year, the AUTOSPORT office receives a great many books, and we try to review as many of these as possible. The subject matter of these books varies enormously, from DIY manuals on car repairs to Hazleton's series on the Grand Prix cars. From this list, annuals such as *Autocourse* and *Rallycourse* have been omitted, since they are publications of a rather different nature, but the books that appear below we consider to have been some of the outstanding titles of the year. However, to impose an arbitrary order on them is impossible, thus they have been listed 1-10 alphabetically by title, and not in any qualitative, or preference order.

- 1 AUTOMANIA. MAN AND THE MOTOR CAR.  
By Julian Pettifer & Nigel Turner, published by Collins, £12.95.
- 2 FERRARI: THE GRAND PRIX CARS.  
By Alan Henry, published by Hazleton, £14.95.
- 3 FROM CHAIN DRIVE TO TURBOCHARGER — THE AFN STORY.  
By Denis Jenkinson, published by Patrick Stephens, £19.95.
- 4 GORDINI. UN SORCIER UNE EQUIPE.  
By Christian Huet, published by Editions Christian Huet, FF490.
- 5 McLAREN: THE GRAND PRIX, CAN-AM AND INDY CARS.  
By Doug Nye, published by Hazleton, £12.95.
- 6 MERCEDES-BENZ GRAND PRIX RACING 1934-1955.  
By George Monkhouse, published by White Mouse Publications, £29.95.
- 7 MY TWO LIVES.  
By René Dreyfus with Beverly Rae Kimes, published by Aztec Corporation, £15.95.
- 8 PORSCHE AT LE MANS.  
By Dominique Pascal, published by Haynes, £18.95.
- 9 THE HOT SEAT.  
By Steve Fellows, published by Motor Racing Publications, £7.95.
- 10 THE FORD GT40.  
By David Hodges, published by Motor Racing Publications, £11.95.



## VIDEOS



### LOCAL HEROES.

16mm sound film.

25 mins.

Available from Castrol Film Library, Castrol Ltd, Athena Avenue, Swindon, Wilts. Hire only.

Each year, top film maker Barrie Hinchliffe produces a film for Castrol. This year, the chosen event is the 1000 Lakes Rally, one of the fastest events in the World Championship and one which has its own particular character. The high speed jumps and flat-out bends are so much a feature of the event that finding a new angle is almost impossible.

But Hinchliffe has managed to make this film just that bit different by the use of some superb camera angles and editing techniques. The action is captured with such vitality that even the more hardened enthusiasts in the audience at the film's premiere were left gasping.

Not surprisingly, the Scandinavians are the stars of the film, introduced at the start in American television style over the haunting theme music for *Hill Street Blues*: the film 'stars' Henri Toivonen, Hannu Mikkola, Stig Blomqvist, Ari Vatanen, and 'introduces' Terry Kaby. Hinchliffe also takes a swipe at himself by including Ari Vatanen's comments on his interviewing technique, much to the mirth of the audience.

But, of course, it is the action shots that count in this film as well as the stresses and tensions of the top crews as they try to prevent Vatanen's Peugeot taking its first World Championship win. Another gem from the master of the art.



### SANREMO RALLY.

VHS/Beta, 30 mins.

£14.95.

Available from CITV, 207 Dean Lane, Water, Rossendale, Lancs.

For enthusiastic spectators, you would have to go a long way to beat the Italians. And on this fine offering from CITV, their manic behaviour as they cheer the Lancias on is never more clearly illustrated. They almost shake hands with the drivers as they blast past in the vain chase of Ari Vatanen's Peugeot 205 Turbo as it streaks to its second World rally victory of 1984.

CITV have come a long way since the early, tentative days of VTV *Rally Reports*, and are now well established in the video market. They have covered most rounds of the World Championship this season — including the Lombard RAC (see later) — and their films are sensibly priced. Take a look at their catalogue to fill in the gaps in your collection.

### IN-CAR RAC/MANX 2.

VHS/Beta, 30 mins.

£24.75.

Available from Action Video, Tudor House, 64 High Street, Tarvin, Cheshire.

This latest trip through the stages courtesy of David Earle's superb camera — the eagerly awaited sequel to the best selling *In-car Manx* — seems perhaps a little stale. There is a feeling of having seen it all before. Nevertheless, viewing the first day of last year's Lombard RAC Rally through the eyes

of Ari Vatanen is a new experience. Apart from the delightful moment when Ari loses his temper with co-driver Terry Harryman after a high speed spin in Longleat, the whole affair reveals how hard it is to follow the roads with only a poor sketch map for assistance. Some consolation for Tony Pond perhaps...

Part 2 of the tape ventures to the Isle of Man for this year's Rothmans Manx and the camera is mounted in the back of Roger Clark's Porsche 911SC RS. If you enjoyed last year's offering, you will also be thrilled with this version. The film offers a unique way of comparing the different pace note systems available as Ian Grindrod guides the old master through the tricky lanes. Also enjoy the moment when the spectator control car is passed on a stage!

In-car films are perhaps too commonplace these days for this film to have the impact of its predecessor. But if you enjoyed the first, you'll like this one. If you missed *In-car Manx 1*, buy them both...

### RAC RALLY 1984.

VHS, 30mins.

£14.95.

Available from CITV, 207 Dean Lane, Water, Rossendale, Lancs.

Almost before the mud has dried on the sills of your car, CITV have managed to produce their film of the 1984 Lombard RAC Rally. And it is the best offering yet from CITV.

The flavour of Britain's World Championship rally is well captured by director Alan Barton in the 30mins available although a few more driver interviews may have helped to tell the story better. And they now have a commentator who seems both interested and knowledgeable.

However, a major criticism is the rather matter-of-fact way that the tension in the closing stages is handled. With the lead swapping between Vatanen and Mikkola several times during the final hours, the viewer is rather left to assume what is going on between the two Finns.

Nevertheless, with the vast number of spectators who flocked to the stages this year, CITV have a ready market. Perhaps too late for Christmas, this film of the RAC Rally makes an ideal New Year gift.

VIDEOS BY KO

## MODELS

### FERRARI 126 C2.

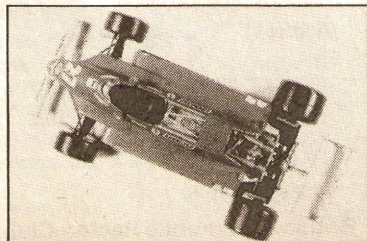
Protar (I), 1/24 scale.

Plastic kit, £8.85.

No Ferrari F1 enthusiast will want to be without the latest Protar kit of the 126 C2 turbo car, in creator Tarquinio Provini's detailed, and affordable, 1/24 range. The first single-seater to be offered in this series (where it complements the Lancia LC2 and Porsche 956 Group C sports cars), the 1982 Ferrari has been produced with great feeling for the *marque*. Easy to build into a very attractive form, the car can be built as a chassis of either Gilles Villeneuve or Didier Pironi.

The monocoque and engine installation are well formed, so inevitably builders will not wish to cement the one-piece bodywork to the chassis to mask their handiwork. On our sample, the body section was slightly warped anyway, although a strong glue would have held it in place satisfactorily. Keith Arney (Arney & Taylor, 01-699 8722) is the British importer of Protar kits. Secure your 126 C2 by giving him a call, mail order being a speciality.

MAWP



## Who, What, Where, When?

## PAGE & MOY LTD



Rally cars are obviously not your forté, for we had a reduced entry for this RAC shot — although presumably most of you rally fans were out there watching the real, up-to-date, machines. So, first out of the hat from the all correct answers was Mr Tim Hobbs of Market Drayton, Shropshire. Mr Hobbs providing the following facts:

**Who: Andrew Cowan/Brian Coyle.**

**What: 'Works' Triumph 2.5PI**

**Where: RAC Rally.**

**When: November 1969.**

Mr Hobbs also noted that the car finished 11th, the best placed of three Triumphs.

So, onto this month's *Who, What, Where, When?* competition. We'll stick with saloon cars, but on the track, not in the forests. And it's an interesting picture. No clues for who, what or where, but you might just need when. Well, the month was April...

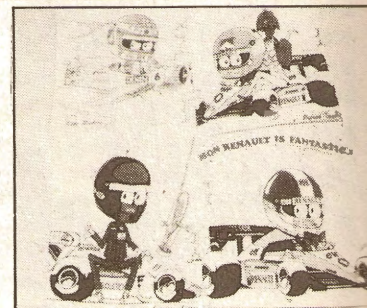
So, send your answers in to win the fabulous Page & Moy travel voucher identifying *Who, What, Where, When?* in the picture below, answers on a postcard only, to *Who, What, Where, When?* AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Answers please by Friday, January 4.



## Stand 21 F1 T-Shirts

Stand 21, the French motor sport outfitters who equip many of today's Formula 1 drivers with racesuits and accessories, also produces a smart range of leisurewear for race fans. Newly arrived in this country, through concessionaire David Sears Motorsport, are these very chic T-shirts, each depicting a caricature of a Grand Prix favourite. Six designs are available, each a splendid full-colour cartoon on a quality white garment.

Michele Alboreto, Jacques Laffite, Alain Prost, Keke Rosberg, Patrick Tambay and Derek Warwick are the subjects, as seen through the imaginative eyes of artist Yvon



Amiel. Make sure you are well dressed when the weather improves, next summer, by sending £5.25 (inc p&p) per shirt to Sears's company, at Collingtree, Dukes Lane, Caston, Attleborough, Norfolk. Remember to state choice of design and size!

## Chevron marque regalia

Ever since the late Derek Bennett founded the original Chevron concern, in the mid-1960s, the *marque* has enjoyed considerable charisma and respect among competitors and enthusiasts, particularly for its classic series of sports cars. Since Roger Andreason acquired the assets of an intermediate company, and the production rights for all models, his Winchester-based operation has tried to widen the *marque's* appeal still further, in a number of ways. New cars are on the stocks at present, while existing Chevron owners may prefer to

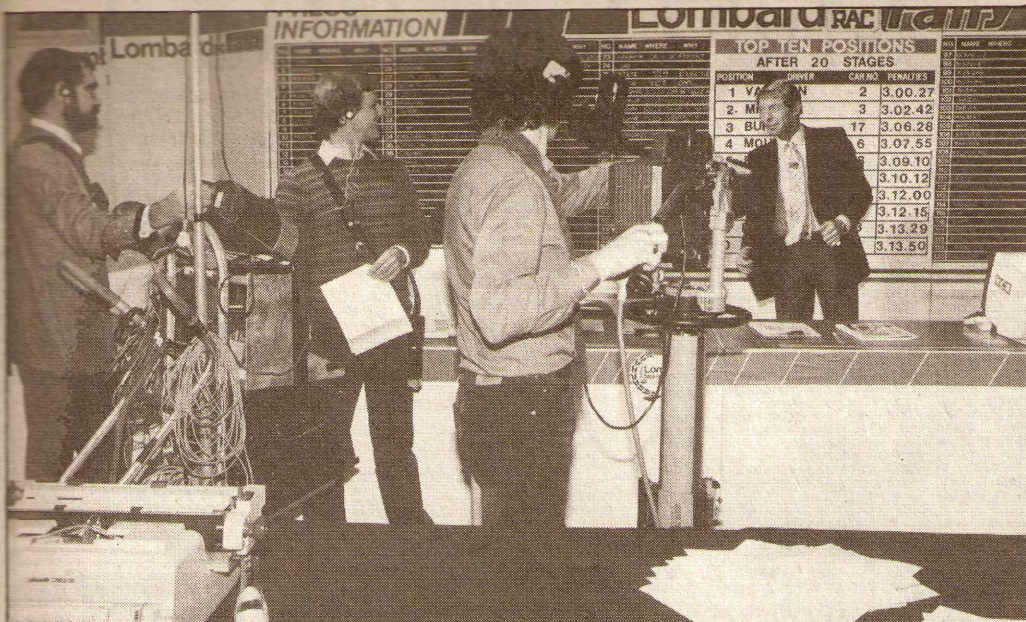
pamper themselves with a range of Chevron regalia.

All self-respecting Chevron team personnel should possess an official *marque* sweater in black botany wool (£15) or acrylic (£12.35), a casual 'rugby-type' shirt (£12.50) or at least a sew-on cloth badge (£2). Gear knobs incorporating the familiar yellow and black Chevron logo are also available, at £2 apiece. Prices do not include VAT or p&p incidentally. More items are due shortly, so call Laura Heighway at Chevron Cars Limited (0962 60755) for full details.









What the viewers didn't see. The RAC Rally press office becomes a television studio for the *Top Gear* team.

# Rallying in camera

MAURICE HAMILTON takes you behind the scenes in the press office in Chester as the BBC set about televising this year's Lombard RAC Rally

"Hello and welcome to tonight's Lombard RAC Rally Report — and even as we go on the air the cars are thrashing their way through the giant Kielder forest . . ."

With those words, William Woollard opened the Monday night edition of *Top Gear Rally Report*, the reference to Kielder underlining the fact that this was a live broadcast from the press room at Rally Headquarters in Chester.

It was also a brave, if not overdue, step by the BBC, although it could be said that there was little to lose by donating 10 minutes of air time late at night when the only people watching would be either rally enthusiasts or insomniacs.

Nonetheless, as a portent of things to come; as a fusion of technical knowhow and tricky logistics; as a justification for producer Bill Franklin's hard sell to his superiors, the programme was an outstanding success.

Franklin, a former chef at the Savoy, had always been convinced of rallying's potential; after producing *Top Gear* and *Sideways Round Britain*, it could hardly be otherwise. Having moved from outside broadcasts to production in 1979, he was well-qualified to push the idea of covering a major sporting event which, in his view and the opinions of two million spectators, was largely ignored by television.

Franklin knew there would be enormous difficulties posed by the fact that the main characters in the story were rarely at rest for more than a few minutes at a time. He would have three crews available to chase the cars from Hawick to Haverfordwest but the planning required was as complex as that facing any service crew — if not more so.

His problems were partially solved by the introduction of light-weight equipment which would make life easier for the crews as they set up in the middle of a forest and, more important, as they extricated themselves in a hurry and returned the film for editing.

The cutting and shuffling of film, of course, would be second nature to the BBC. The question was not so much how — but where. With the nerve centre being nothing more romantic than a truck parked at the back of the Queens Hotel in Chester, it would not be possible to return the film from the middle of Galloway or the depths of south Wales on time.

Franklin solved the problem by taking the mountain to Mohammed — or, in this case, Northumbria. A

Transit van was converted into a mobile editing studio and in a car park somewhere in Hexham, Tuesday night's *Top Gear Rally Report* began to take shape.

By a deft piece of juggling and knob twiddling, Brian Strachan, the 'Director on the Road', produced a workable piece of film which was rushed to the BBC studio at Newcastle and sent down the line to Chester. Now Franklin, more or less chain smoking his way around the press room all day, had something to work on. Similar edited clips would follow and, as the programme began to take shape in Franklin's mind, he was able to contact Strachan by radio phone and indicate an approximate time allocation for the remaining pieces.

Now the 'talking heads' were called in as Franklin outlined the plan to Barrie Gill, who would voice over the film clips, and Woollard, who would act as link man. Gill's job required an intense and fast piece of work as he delved into a massive mound of incident sheets in search of details on the progress of competitors who were due to appear on film. Gill saw his job as providing comment, rather than commentating, and then allowing the pictures to provide the atmosphere.

It would be Woollard's role to speak directly to the camera and link the various film clips with details of where the rally was going and the sort of problems which would face the drivers. Once he had assessed the theme of the programme, Woollard wrote his script, tailoring his words to the day's events and a strict time limit to fit around the film.

It is now 7pm. Transmission time is at 11.25pm. Woollard's words have been typed on the right-hand half of a piece of paper, leaving room for the producer to mark where and when the video tapes should start

Woollard is briefed by Phil Short's wife, Lynn.

| TOP TEN POSITIONS<br>AFTER 20 STAGES |           |         |           |
|--------------------------------------|-----------|---------|-----------|
| POSITION                             | DRIVER    | CAR NO. | PENALTIES |
| 1                                    | VATANEN   | 2       | 3.00.27   |
| 2                                    | MIKKOLA   | 3       | 3.02.42   |
| 3                                    | BUFFUM    | 17      | 3.06.28   |
| 4                                    | MOUTON    | 6       | 3.07.55   |
| 5                                    | EKLUND    | 8       | 3.09.10   |
| 6                                    | MCRAE     | 4       | 3.10.12   |
| 7                                    | KANKKUNEN | 15      | 3.12.00   |
| 8                                    | SALONEN   | 7       | 3.12.15   |
| 9                                    | KABY      | 23      | 3.13.29   |
| 10                                   | BROOKES   | 16      | 3.13.50   |

running. Woollard disappears to his room; the crew begin to assemble the two cameras, the monitor, the sound equipment, the lighting.

An hour or so before going on air, Woollard reappears. Dressed in a smart jacket and tie, his Rolex lookalike watch showing neatly beyond a carefully-pressed cuff, he paces the room, weaving among the chattering typewriters and working journalists as he learns his lines.

Then, a rehearsal. Everything is timed to the last second, camera angles and lighting checked; Woollard's position by the leaderboard carefully marked. One voice piece is fractionally too long. Woollard, like any professional journalist, dislikes interference with his carefully chosen words but an adaptation is made and another run confirms everything is just right.

Twenty minutes to go. The rally ploughs through Northumbria but the press room becomes stangely quiet. Woollard, needing the hype of activity to match the action he is about to enthuse over, urges those present to keep working and talking. He is certainly doing his fair share.

Every minute is spent pacing about, one hand in pocket, the other with thumb and index finger joined as he emphasises a point in his script. His jacket is on; then it's off. He sits down; he stands up.

"Ten minutes."

The television in the corner of the room shows *News Night*, the programme preceding *Top Gear*. Everything is ready. Waiting, waiting. Woollard is on his feet again.

"Two minutes." Woollard is in position.

"Thirty seconds." The television shows *News Night* winding up. Steve Pierson, the Floor Manager, repeats the countdown which is coming across his headset from Franklin's control room outside. The opening titles roll. The press room is frozen with anticipation. Even Pierson silently counts down the final seconds by playing *Three-Two-One* on his fingers.

And away. "Hello and welcome to tonight's Lombard RAC Rally Report . . ."

Woollard, with not so much as an autocue in sight, chats through his piece, turning to the map, looking at the camera, occasionally addressing his right foot to give the false impression that his notes are on the floor. Pierson holds up both hands and quietly flicks down to zero just as Woollard says "... the cars left Chester at 5.00am — let's pick them up with Barrie Gill in the Lake District." A perfect exit as the first car shows on screen.

For five minutes or so, the press room returns to normal before Woollard introduces the next piece of film from the rest halt at Hawick where Sue Baker interviews the drivers. The cars were in Hawick at 3pm and Woollard will update with the latest developments, making full use of the fact that this is 'here and now' reporting. (On the final night, this policy is fully justified by Vatanen conveniently rolling his Peugeot just as the programme goes on air. Unfortunately, Woollard is to dull this gem of a storyline by treating the news with a matter-of-fact attitude which suggests the leader goes on his roof every five minutes.)

The countdown for the concluding piece begins. Along the way, they have overrun by some 15 secs; not a lot at this time of night but professional pride is at stake here. Franklin has been given 9 mins 35 secs and that's exactly what he is going to fill. It becomes apparent to Franklin that it will be impossible to recoup those 15 secs — unless Woollard cuts his final piece . . .

A decision is made and relayed to Pierson who, having called 30 secs to go, casually announces, "Willi, cut 15 seconds."

The news is received in the manner you would expect of a man who has just timed to perfection his final 90 secs worth of words.

"Jesus Christ — 15 seconds!" Woollard quickly regains his composure and glances at his script — "20 seconds" — paces about some more — "10 seconds" — then the finger routine — and he's off, calm as you like, closing the transmission and exiting perfectly as though nothing had happened. The credits roll. Nine minutes and 35 seconds.

Woollard, still high on adrenalin, takes his jacket off and puts it on again almost immediately. Technicians quickly dismantle their equipment. Franklin appears from the cigarette haze in the control room: "Well done Willi. Thank you everyone. See you tomorrow."

Thank you, BBC. See you next year?



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Bentley 4 1/2 litre 1928 (open or closed)

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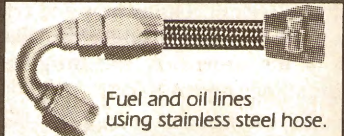
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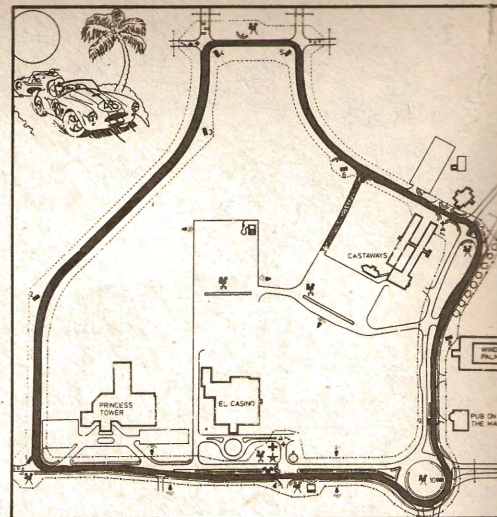
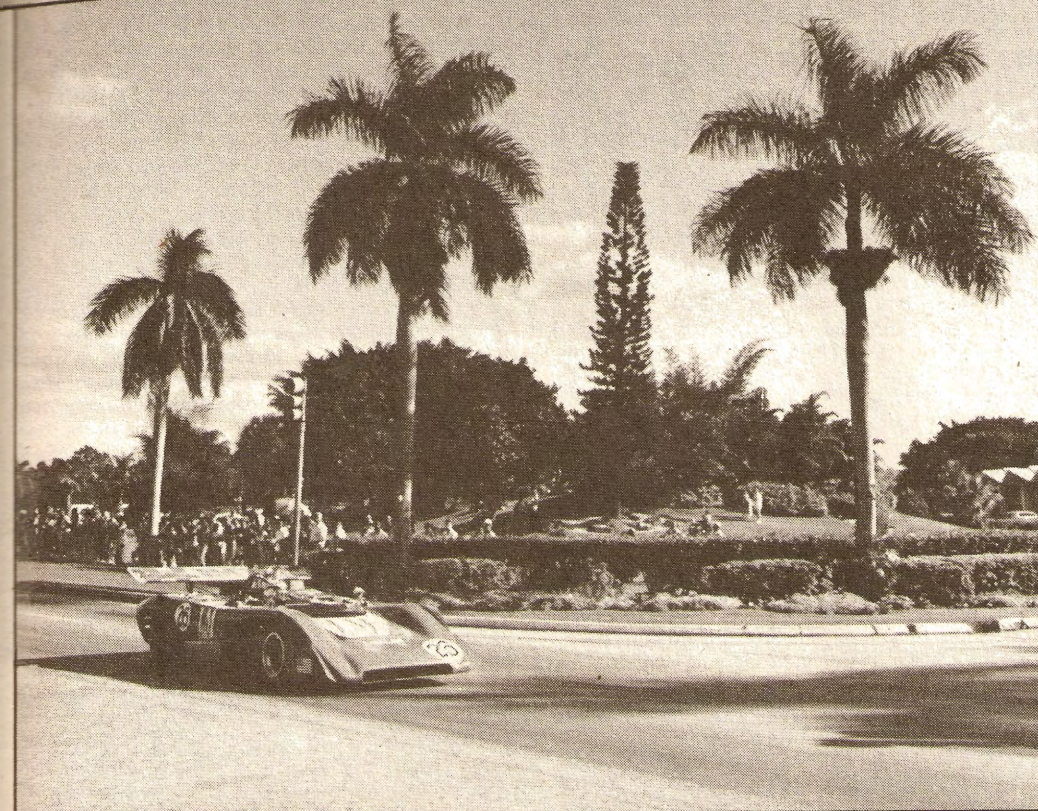
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(and in particular the CanAm series) was offering stronger competition, and, to cap it all, the freighter bringing the cars was impounded for non-payment of taxes and they arrived four days late! The next year, 1967, saw a lacklustre attempt to transfer the Speed Week to Freeport on Grand Bahama Island (130 miles north), but as nothing more exciting than a Formula Vee race — won by Jean-Pierre Beltoise — could be mustered, the enterprise fizzled out . . . until 1984.

### Classy entry

Early last year, a little-known, self-styled race promoter called Bill Lutwack began to put together plans with the blessing of the Ministry of Tourism for a new Vintage Speed Week in Freeport, and, with the commitment from David Piper and Mike Knight that 15 SuperSports cars would travel from England, the event gathered sufficient momentum to attract a classy entry of 130 historic cars. It sounded so good, indeed, that the SuperSports entourage agreed to appear at their own expense, the first time they have done so. Even some star names from the past — Foyt, Gurney and Jim Hall — were billed to turn out. They never showed up, but the Vintage Speed Week was no less successful for that: the spectacle and sunshine ensured that everyone, from Bahamians who had never seen a race car before to professional drivers, thought it was a good thing.

The track itself was amazing. A 1.5 mile mixture of palm tree lined Freeport highways of barely two cars' width and long, sweeping, wide sections, it had definitely escaped the scrutiny of FISA officials. The pine trees which cover much of Grand Bahama Island lined the back sections — a Lotus 47 came off worst in an argument with one of those. Rubber tyres protected all the palm trees around the smarter parts of the course — a beautiful Ferrari 206SP was shortened against those. And kerbs 6ins high lined the narrow part of the track between the palm trees — Martin Colvill's Ford GT40 fell foul of those.

Reactions to the track varied. Some drivers thought it a fine achievement to have created such a challenging circuit out of the geometric right angles of the streets of Freeport, while the editor of an American magazine thought it a scandalously dangerous affair which begged a serious accident . . . and a stern editorial. True, the marshals' posts were fashioned only from oil barrels filled with water, and the spectator barriers at best were low chicken wire fencing and at worst a strand of plastic rope, but the Bahamians were more than willing to pay proper attention to Chief of Flagging and Communications, Jan Kay's, appeals to keep well back from the "goddam race cars".

The opinions of those best able to judge tended towards enthusiasm mixed with reservation. Bobby Rahal, whose father Michael — a former racer himself — was running a pre-war Bentley acquired from England only two weeks previously, said: "The circuit is quite nice, but very narrow in places, and the straight could do with being longer. I seriously question the tough way some of the people here are racing — the organisers have designed a good little track, but I'm worried about the possibility of an accident which would mean the end of racing in the Bahamas."

George Follmer, driving a CanAm Lola T222 and a

George Follmer clocks 140mph (Bahamian speed limit is 45mph!) in his Lola T222. Inset: Flashback to Nassau in 1964.

# Bahamian bounty

Eighteen years after the last Nassau Speed Week, motor racing returned to the Bahamas — Report: MARK HUGHES — Photography: MIKE WALSH

The first Grand Bahama Vintage Speed Week, held between December 1-8, was a great success, drawing a high quality entry of 130 historic cars, including 15 SuperSports cars from Britain. Bathed in sunshine which saw temperatures in the high 70s, a challenging little 1.5 mile circuit was laid out between palm trees, several of Freeport's most prestigious hotels and its casino (shades of Monte Carlo!) and saw 24 sprint races during the course of the week.

Four SuperSports races — three won by Dickie Attwood's Porsche 917 and one by Mike Wheatley's Lola T70 — were undoubtedly the racing highlights, but there were plenty of interesting American historic entries as well. Perhaps the most exciting were the two mighty 600bhp Chevrolet Corvette Grand Sports driven by Mike Begley and Bob Patterson, and the Offenhauser-engined Scarab of Don Orosco. As a re-creation of the Nassau Speed Weeks of yore, the event's camaraderie, sportsmanship and charisma inspired all those who were there, especially the Bahamians who had never seen race cars before. Roll on next year!

AUTOSPORT, DECEMBER 20/27, 1984

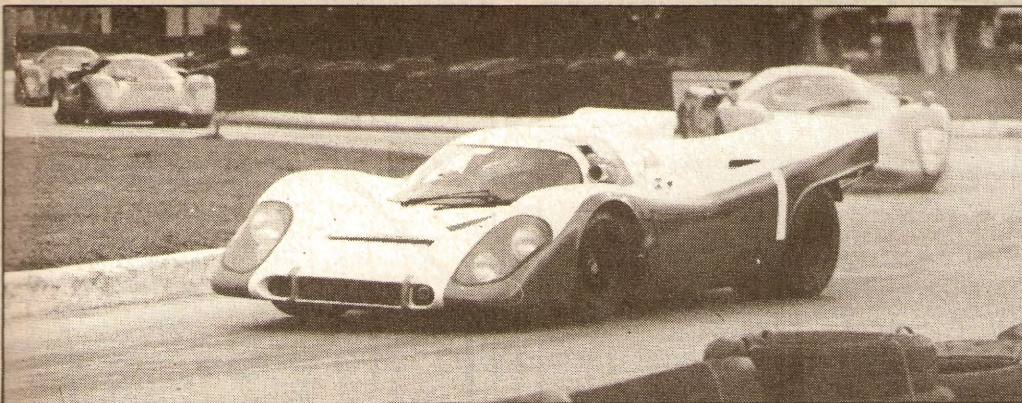
If you glance back through December copies of AUTOSPORT from the 1950s and '60s, you will find many pages devoted to the Nassau Speed Weeks. Held on the island of New Providence in the Bahamas, they were, by all accounts, an intriguing cocktail of sports car racing and partying, organised by the flamboyant Sherman 'Red' Crise. Many of the great racing names of the day — people like Stirling Moss, Phil Hill, Carroll Shelby, the Marquis de Portago, Pedro and Ricardo Rodriguez, Masten Gregory, Dan Gurney, A. J. Foyt, Graham Hill, Bruce McLaren, Jochen Rindt and many more — came for a week under the Bahamian sun.

It all began in 1954 on a quickly devised 3.5 mile track at the disused Windsor airfield, and the enthusiasm of the Ministry of Tourism — keen on any ideas to bring visitors to the Bahamas at the quietest time of the tourist year — ensured that the event was a success, in spite of a primitive circuit with a surface like sandpaper and all the logistical problems of bringing racing cars to a remote island. By 1957, the event had moved to the 4.5 mile Oakes Field (another aerodrome), popularity had reached the point where entry had to be by invitation only, and the two major races, the Governor's and Nassau Trophies, were won by Phil Hill and Moss.

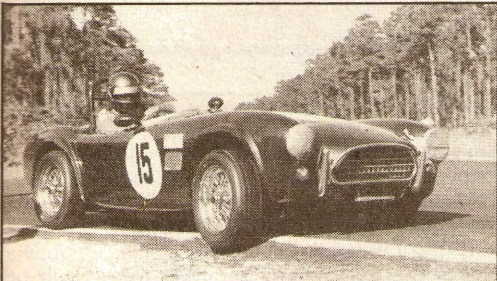
Hugely successful Speed Weeks continued into the '60s, but the last was held in 1966 — no new cars appeared that year, the growth of professional racing



# BAHAMAS SPEED WEEK



Dickie Attwood's Porsche 917 won three of the week's Supersports races, Mike Wheatley's Lola T70 (following) the other.



John Atkins was the best of the half dozen Cobra drivers.

► sports racing T70, was rather less circumspect: "The track isn't bad, and it's certainly the best they could do around here. Sure, some of it is tight, but that wide stretch round the back is great."

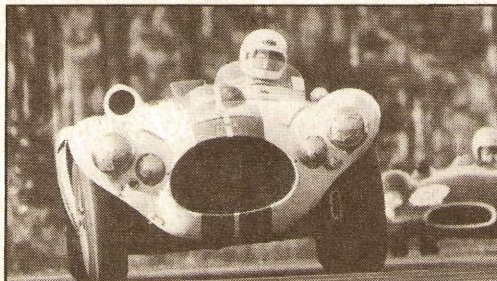
As for the re-creation of the old days, the event was strong on significant cars which took part in the original Nassau Speed Weeks, if not on the personalities who drove them. Californian car collector Don Orosco showed up with one of the original Offenhauser engined Scarabs which took the Speed Week by storm in 1958, while two of the five Chevrolet Corvette Sting Ray Grand Sports built were present. Two of these Zora Arkus-Duntov designed cars had debuted, after being developed in great secrecy, at the 1963 Speed Week, and pulverised the Shelby-Cobra opposition in the hands of Roger Penske and Jim Hall. This year, Mike Begley came in his Grand Sport, newly restored to every last detail of stripe and sticker (he was offered \$350,000 for the car during the course of the week), and Bob Patterson brought the similar car which he has raced in American vintage (their word for 'historic') events for the last two years. If any cars could claim to be the stars of the show, these were them.

## Best of the races

The SuperSports cars, however, staged the best of the 24 sprint races held during the Speed Week, and it was the very last one, held as the shadows lengthened late in the afternoon, that was the best.

The cast was strong. Dickie Attwood headed the field in one of David Piper's Porsche 917s, a car which hadn't turned a wheel since 1971 and was racing here with a new engine installed. There were five Lola T70s, four of them entered under the SuperSports banner by Mike Wheatley, Nigel Hulme, Simon de Lautour/Mike Knight and former rallycross driver Colin Parry-Williams (a Spyder example). The fifth was one of the three car Lola Historic Racing Team owned by American collector Bobby Thompson and driven in this race by George Follmer. The three Ferraris in the field were David Piper's familiar 330P4, Mike Fisher's 275LM and the 312P of Don Walker (another three car American entrant), while two further Porsches were handled by Bernd Becker (910) and IMSA driver Steve Cohen (908). Add to those four Chevrons from Brian Redman (B19), Tony Gordon/Roger Andreason (B16), Andrew Fletcher/Willie Tuckett (B16) and Dick Leppia (B36), Martin Colvill's Ford GT40, Peter Millward's Lola Aston Martin, Charles Agg's McLaren M1C and Jeffrey Johnstone's Elva 8S and the quality field was complete.

As the main straight was so narrow, a rolling start had to be employed, and Attwood made the best of that to take a lead he would hold throughout the 10 laps. Cohen stayed close all the way in his blue and orange Gulf coloured 908, which was not a bad achievement



This Cunningham provided its owner with evening transport! considering that the winning 917 was a newer car driven by a Le Mans winner (although the 917 had an embarrassment of power on this tight circuit). While these two monopolised, Follmer and Redman fought a grand battle for third place, our Brian eventually nipping by under braking for Turn 1 (the scene of most of the week's overtaking) and holding off the American to the finish. Three former Grand Prix drivers, therefore, finished in the top four!

Wheatley finished fifth despite so nearly being taken out by Andreason. The Hampshire man had been pressing the Lola hard, but got his overtaking move down the inside to Turn 1 all wrong as he misjudged his braking and ploughed straight on across Wheatley's bows onto the run-off area. Becker had to take avoiding action as Andreason re-joined, so a fine dice between the German and Knight was also lost. Shortly after, Andreason tangled with Agg's McLaren, causing the latter's retirement with frontal damage. Everyone else stayed out of trouble, although Mike Fisher never had a chance after stalling the 275LM on the warm-up lap and starting well adrift of the field.

This was no-holds-barred racing and typical of the show the SuperSports circus put on all week in their four races—the final tally of wins was three to Attwood, one for Wheatley. Most of the Americans surveyed the action in a state of shock, having been brought up in a much lower key historic racing environment where the main concern is to avoid bending their pieces of investment potential. Their big historic gathering is Steve Earle's Monterey weekend in August, and if anyone there so much as scratches a car he is not invited back the following year, regardless of blame. Several American drivers reckoned that Freeport saw the finest historic entry, barring Monterey, of the year, yet were almost speechless that 15 cars were damaged.

Some of them dared to mix it with the SuperSports in the interesting challenge races on the Wednesday, but the European contingent still came out on top. Becker beat Walker's 312P in the Ferrari v Porsche race, Colvill withstood intense pressure from Begley's Grand Sport 'Vette until the latter "looped" (read spun) to win the Ford v Chevrolet event, while two British v American challenges were won by Bob Bondurant's AC Cobra and Millward's Lola Aston Martin.

The juiciest American reaction, however, was reserved for "that ape John Atkins", who, having spent as much money as everyone else from Europe just to be there, was determined to enjoy some racing. Along with Graig Hinton, who brought two Jaguars, a C-type replica and a MkII, Atkins raced against exclusively American categories and did remarkably well apart from having to do a panel beating job on a stove-in front wing after a Corvette spun into him. Quite how the Americans could work up so much fury against a man who hasn't damaged his Cobra in four years of racing in

Britain is a mystery, but one was so cross that he vented his anger by issuing a five page letter of protest on Wednesday about everything under the sun, resulting in Atkins being asked to run treaded tyres (well, one of them was bald!) for the rest of the week.

The organisers didn't help, mind you. In one of his practice sessions they gave him an impossibly quick time of 64secs, which put him in front of the fearsome pair of Grand Sport 'Vettes, all 1160bhp of them. That was characteristic of the week, for there were some peculiar organisational lapses, and an almost non-existent results service. Wednesday's SuperSports practice wasn't even timed, so David Piper had to work out a grid himself!

All in all, though, everyone from Europe had a good time, in spite of blowing their budgets enormously. The Bahamas is an expensive place to live even for Americans, so the financial damage caused by our appalling exchange rate was more than anyone envisaged. No-one complained too much, not even Nigel Hulme, who spent much of his week under the Hometune T70 repairing its gearbox with a new cwp flown over by a friend in St Louis. The only other real concern was that cars which hadn't been treated with WD40 when being loaded in wet weather for the voyage from England suffered some corrosion.

## Vacuum cleaner

A week of relaxed racing left time for indulging in the water sports for which the Bahamas is famous — even Nigel Hulme managed to escape from his gearbox repairs long enough to fit in a scuba diving course! Most nights the Ministry of Tourism organised sponsored cocktail parties, but as Augie Pabst, one of the few racers from the old Nassau days present, said, "they couldn't compare with the wild parties in Nassau". The other off-track activities included an odd autotest and a concours d'élégance, the beauty show being won by Terry Jones's Lola T70 thanks to a crate of polish and a huge portable vacuum cleaner!

The week's climax was the Awards Banquet after the last day's racing on Saturday. From the rows of plinth-mounted conch shells on display it looked as if just about everybody would go home with a souvenir. As the speech-making and prize-giving progressed, indeed, the conches were distributed, with awards even for 'Most Improved Driver' and the winner of the golf tournament. It gradually became clear, however, that at best a giant blunder and at worst an inexcusable snub meant that one group of people — the SuperSports drivers — were being left out. Not once in two hours of "Thank you, Bills" and "Thank you, Bobs" and endless mutual congratulations did Mr Lutwack (by now referred to with an uncomplimentary corruption of his name) even mention the part the SuperSports cars played in the success of Vintage Speed Week, let alone actually thank David Piper.

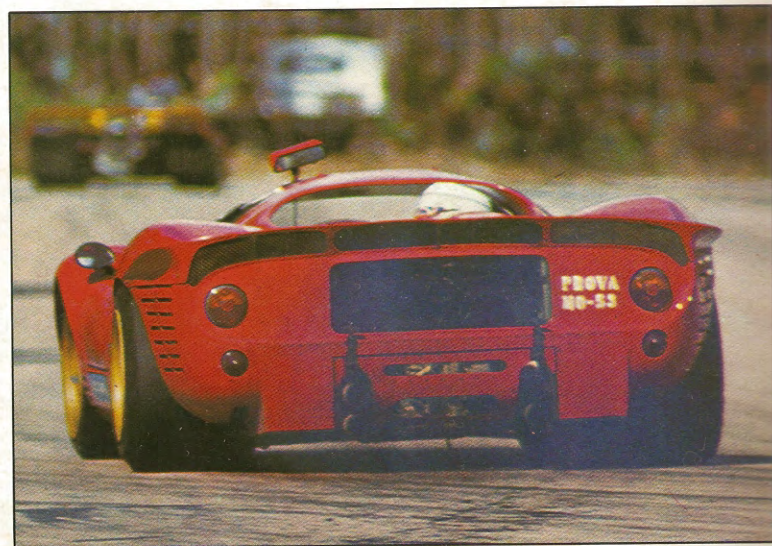
That duty was eventually taken up by John Dalton, a resident of the Bahamas and visitor to the race whom AUTOSPORT readers will remember as the backer of Chris Amon's Formula 1 car 10 years ago. He put the record straight, there was huge applause, and 50 SuperSports drivers, wives and mechanics left the hall to go to celebrate on their own.

A hastily arranged SuperSports party — the best of the week said those who were there! — took place the following night. Two of Grand Bahama's most influential people, Edward St George and Jack Haywood (who, you may recall, made a massive donation to the South Atlantic Fund two years ago), were the hosts, and Haywood made a splendid \$10,000 gesture of support, presented his own plaque, and several of the most important American entrants joined in the fun. Vintage Speed Week ended on the highest possible note.

## FACING PAGE

Top: Who says American historic drivers don't try? Don Orosco lifts a wheel of his immaculately restored Lance Reventlow Scarab of 1958, while Graig Hinton (Jaguar MkII) prepares to be blown into the weeds. Bottom left: The American collectors have some mighty fine race cars — Don Walker brought this Ferrari 312P as well as a beautiful 250GTO. Centre right: More could have been made of the British v American challenge races — 580bhp of Mike Begley's Grand Sport Corvette couldn't be closer to Martin Colvill's Ford GT40... shame the 'Vette spun out of the battle. Bottom right: David Piper's Ferrari 330P4 shows a touch of smoke from the tail pipes. Photos: Mike Walsh.







# Sporting miscellany

MARCUS PYE unravels the complexities of the championships which comprised the 1984 British Historic racing scene



Historic car racing in Britain, while enjoying greater popularity than ever in 1984, is currently in a state of transition. One of its major promoters, the Historic Sports Car Club, has effectively become a fully professional body in its quest to further the cause of nostalgic motor sport in 1985. Already Executive Director Brian Cocks has laid the foundations of a potentially big new Pre-'65 single-seater championship, to which Atlantic Computers has lent its name and considerable financial support, while the mighty (and well supported) Sports GT series should continue to flourish, under the wing of Failsafe, a joint Atlantic/BL Systems Istel company.

Huge fields of the sensational sports machines (from the 1965-70 era) turned out again in the Atlantic series, always a highlight of the busy British Historic calendar, but elsewhere there was some fine action too! The Bellini Pre-'60, Rolatruc Classic (1961-'64) and John Lelliott-backed Post Historic Road Sports series all grew in stature, while the Monoposto Racing Club's Lenham Freight Formula Junior and Classic Saloon Car Club's Pre-'65 saloon car challenge had excellent seasons. The existing HSCC single-seater championships (for cars built before 1965 and Pre-'70) should really have been amalgamated to provide sensibly-sized grids, while the Waspeze F1 Trophy events barely took off.



Above left: Tony Thompson's rapid Lotus 26R was adjudged best prepared car of 1984 by the HSCC. Left: Atlantic Computers champion John Brindley's McLaren M1C staves off class winner Ray Bellm (Chevron B19) and Ted Williams's March 707. Below: Mike Littlewood was a Waspeze F1 regular, here in Ken Moore's Ensign.



## Historic Sports GTs

Now firmly established as the nation's favourite Historic car championship, the HSCC's big Sports GT promotion has snowballed, these last three years, under the fullsome patronage of the Atlantic Computers company. Well over 50 competitors took part in the 10-round series for the fabulous machinery of the 1965-70 era, and the entertainment they invariably provided was of the highest order. A huge grid of cars formed the now annual show piece for the category at the British Grand Prix meeting at Brands Hatch in July, and the spectacle was as sensational as ever.

Cars from 13 different marques, virtually all in 'as new' condition despite the passing of time, reflected great credit not only on their owners, but also on the organising club which encourages a high standard of preparation. The racing itself was high quality stuff right down the



under — although an increasing number of contestants are letting their cheque books dull the finer sporting traditions of historic events. Call it professionalism if you will — but full scale 'war' between engine builders and 'money no object' budgets are best left to Formula 1 Grand Prix racing.

Don't get me wrong, it's great to see the cars driven hard (harder than ever, given modern tyres?) and, in most cases, well, but the genuine privateers will only take so much of it, before leaving for pastures new. Scare these competitors off at your peril, HSCC, as the series moves into a new (Failsafe-sponsored) era in 1985.

After two years in which the overall champion came from the smaller classes (Richard Thwaites and Keith Ashby racing the same Chevron B6 remember?), the organisers, in their wisdom, decided to load the scoring regime in favour of the big CanAm machinery this year, by awarding a bonus point to the overall winner at each round, as well as amalgamating the 1600cc (non-FVA) engine Pre-'69 cars with their 2-litre contemporaries. As the late 5-litre cars numbered just two at half the events, entrants could not claim a full 9 points for the class win anyway, so the 'advantage' was cancelled out at five races. Nonetheless, the close finish to the title race, with the top five drivers covered by a mere 6½ points, suggested that had their rivals been able to complete a full programme of events, John Foulston and Mike Wheatley might well have swung the result in their favour!

As it happened, the eventual champion and his runner-up emerged from the earlier 5-litre division, from which none gained a 'gift' point. John Brindley's winning margin over David Franklin was a scant point, with Wheatley pipping Pre-'70 adversaries Ray Bellm — who astounded allcomers by beating Foulston to the chequered flag at Brands Hatch — and Jim Wallis for fourth place on a tie-break. Behind the series sponsor, Foulston, in seventh and eighth places, came the duelling Chevron B8 drivers, Richards Dodkins and Budge, at the head of the early 2-litre section. It was action all the way.

The vastly experienced Brindley, now 51 years of age, relied once more on his beloved McLaren M1C, tended, like all his cars, by Peter McDonald from North London. The fabrics dealer won the class four times in the 1966 car, which failed to finish just once, at Brands in June. Franklin, went one better, by taking the class of five occasions with his impeccably turned out Huntsman Garage McLaren M6B, the ex-Koveleski chassis of 1969, but a retirement at Silverstone left him needing to win and beat John by two class places if he was to seize the title. David won, by a small margin, but Brindley's yellow car remained in his mirrors in the closing stages.

Richard Knight was the only interloper in the class-winning domination of Brindley and Franklin, the Winfield school proprietor's newly rebuilt McLaren M6B driven particularly forcefully at Snetterton after a couple of other excellent showings by the Sogitec Computers-sponsored driver. Reigning class champion Nigel Hulme put up his customary solid performance, initially with the faithful Lola T70 Mk3 Spyder, before wheeling out the most immaculate T70 Mk3B GT coupe in the lustrous blue colours of Home Tune/Hazet Tools. The Sussex man scored sufficient points in the Russgo Racing-run cars to outpoint Knight for third in class.

Peter Millward's glorious Lola-Aston Martin (in with the early CanAm/G6 machinery this year, with the absorption of the big Prototype class), shared the Chapman-Spooner prepared machine with RAM F1 driver Jonathan Palmer, the pair sandwiching sixth-placed Mal-

colm Clube (Lola T160) in the final standings.

Among the others to appear were Alex Seldon in his T160, Terry Smith and Colin Parry-Williams (in Lola T70 Spydors) and the 'Ford GT40s of Martin Colvill and Roy Pierpoint. The latter's Mark Finburgh-owned version was, sadly, badly damaged in an incident with Richard Budge's Chevron at the start of the last round at Silverstone.

The Pre-'71 CanAm class drew the regular four starters from previous seasons; Foulston's McLaren M8C/D, Wheatley's BRM P154, Ted Williams's March 707 (rebuilt since the combination's horrific prang at the 1983 finale) and Noel Gibbs's Lola T222, this time with Ray Mallock aboard, instead of the indisposed Gerry Marshall.

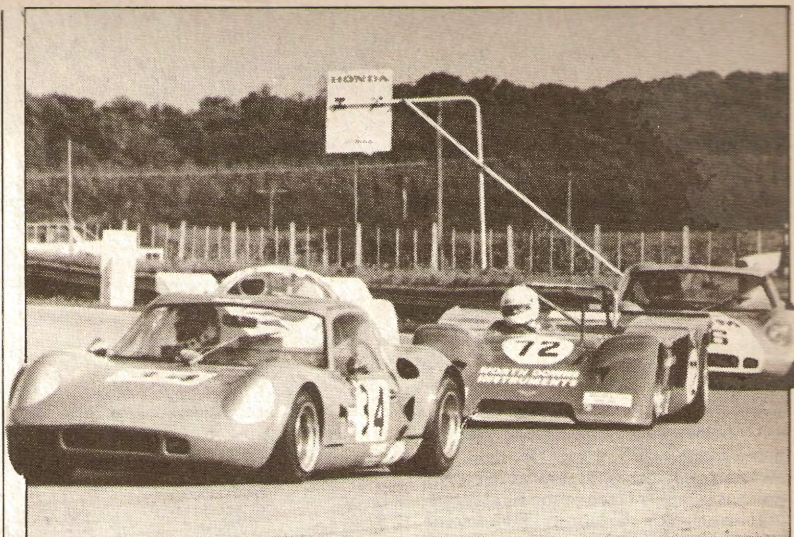
The class championship took on three distinct phases. Foulston was unbeatable for the first half of the season, Williams tamed the Redland Motor House-entered March in treacherous conditions to win the Donington International Weekend encounter (after John spun out on the first lap), and Wheatley got the Uni-Petrol BRM singing in the late season events, to take a clean sweep of the last four races.

Foulston must be cursing himself for missing the end-of-season class — and possibly overall — spoils, but he spun away likely victories at the British GP meeting (he has, curiously, yet to win a SuperSports, Atlantic GT or Thundersports race at a Grand Prix event, in six attempts!), and Snetterton, and punctured a tyre in an early off-track excursion at Silverstone. Wheatley was not slow to accept John's apparent generosity, his John Sabourin-fettled car impressively handled, despite its lack of downforce. Williams enjoyed himself in the 'Boeing' as ever — but could do with a good sponsor — while Mallock brought Akhter computer backing for his solitary Lola ride, at the GP meeting at Brands in July.

The more modern 2-litre cars of Bellm and Wallis were able to mix it with the big bangers at some circuits, the Chevron B19 pair devastating the opposition (in class D) with their speed. Bellm, who also carved an impressive niche for himself in the Spice Tiga World Endurance Championship team, found time to take in nine Atlantic events, and a plethora of others, elsewhere. His Andreason Racing-run (effectively 'works') Chevron cleaned up in the early stages of the series, before running into engine problems mid-season. Ray was unlucky to get eased off the road while running with the leaders at the Grand Prix, but bounced back to win the vital last round — and beat Wallis by virtue of his magnificent outright win earlier in the season, perhaps the drive of the historic year?

Wallis's sparkling Otford Group/Pegasus Motorsport B19, also run in Thundersports with a BDG engine replacing the 'period' FVC, won the division four times, the 50-year-old Kent businessman blending speed with far greater consistency this year. Intriguingly, the only race the 'big two' failed to win was the GP encounter, in front of 100,000 spectators at Brands Hatch. "I bet that I'll be the only non-millionaire to win this class all year", quipped a beaming Tony Gordon as he stepped from his North Downs Instruments B19 and learned of his victory over Chris Beauvoisin (ex-Thwaites Lola T212), whom he also beat into fourth place in the final standard.

Midlands dental surgeon Jim Gathercole and Tony Griffin, in Martin-BMW BM7 and ex-Howarth/Whyman Chevron respectively, were next up in the seasonal table, Jim only one of two drivers to finish in every round — full marks to his mechanics. Ken Heywood ran Tony's car, which which lost its edge mid-season. Peter Grant's was the best of



Richard Dodkins's class-winning Chevron B8 leads Tony Gordon's B19 and Chris Aylett's B6.

the Chevron B16s, the Congleton wood flour miller's self-prepared ex-John Bridges chassis beautifully presented and reliable.

The earlier 2-litre section was the domain of the Chevron B8, as usual, the classic Bolton-built GTs comprising 14 of the Class B number. But for a brief spell mid-year, when Pat Thomas grabbed a couple of victories in Reg Skeels's Mercury-Lotus GT — after its owner had tragically lost an arm in a farming accident — the Wizard Racing B8 of Richard Dodkins and Richard Budge's Vin Malkie-run B8 (both Cosworth FVA-powered chassis) had things their own way until the last three races. Dodkins initially had the upper hand in the 'private battle', but Budge countered with a fine charge late on with the ex-Bloor car of Budge Contractors/OTR Tyres. Five points separated them at the head of the class table when Simon Hadfield came onto the scene, with John Upton's Valour Racing BMW-powered Chevron, the 1984 newcomer — second in the later 2-litre division with Nick Atkins's Taydec last year, if you recall — proving unbeatable thereafter.

With major honours unresolved though, both Richards spun off in the black car's wake at Donington, while Budge benefited from his arch-rival's retirement at Snetterton, too, arriving at the final a point to the good. Alas, his challenge ended in the startline melee, leaving Budge (who had overcome a hub bearing problem after practice, with Andy Dawson's crew's help) to finish third behind the flying Hadfield and Malcolm Paul (P&D Plant Hire/Abraxas Racing B8) to tie up the class championship.

Paul, who also finished every round thanks to Peter Mulberry's work behind the scenes, finished third in the final class table behind Budge (who plans to run a B16 next year) and ahead of Hadfield who humbled some mighty machinery in his brief foray. Chris Aylett's Roy Lane-rebuilt B6/8, Don Prater's ex-Wallis B8, the pretty Lenham of Peter Alderman, overseas visitor Harm Lagay's Costin-Nathan, Ken Eady's Saab Wimbledon-backed Lotus 47 (!) and good old Sid Marler's ex-Trevor Thwaites/Peter Grant B8, in the silver livery of Marler-Haley Exposystems, also enjoyed some worthwhile results as the season progressed.

## HSCC Pre-'60 Sports Cars

The Bellini Models-sponsored Pre-'60 sports car championship, inaugurated last season, has looked distinctly promising this year, having attracted a wide range of generally pristine machinery in each of its six divisions. As before, several cars from the late, lamented,



Brindley — Atlantic Computer champion.

Lloyds & Scottish British Historic series, have been regularly aired in the HSCC promotion, making it one of the most attractive on the busy historic racing calendar.

The title race itself was close fought, between two tremendously experienced competitors, 54-year-old Jem Marsh eventually taking the spoils — to add to the 750 Formula, Classic and Thorough-bred championships accrued during a remarkable racing 'career' spanning 32 seasons to date. ... The Wiltshireman's ex-Jackie Stewart Marcos GT, of 1960 vintage, has now served its constructor superbly well for some five years! Narrowly defeated in the overall standings was 1100cc Sports Racing class victor Peter Walker (who won the Cussons Classic GT series back in 1972 with a lightweight Jaguar E), in his ex-works Mike Taylor/Alan Rees Lola-Climax Mk1.

Marsh's 1.1-litre Ford-powered machine dominated the up to 2000cc Road Sports and GT division, earning a maximum score in six of the eight rounds. His closest rival over the season was Tim Walton, in his third season with his Bristol-engined Frazer Nash Le Mans Replica. Walton was awarded class victory in the series, as the outright champion cannot receive a category award too.

On corrected scores (best six results), Mel Clarke was next up in the strongest class, with the Tony Standen-owned Porsche 356B in its American racing livery. Clarke, like Major Patrick Keen — with his faithful Le Mans class-winning Morgan Plus 4 'TOK 258' — won the





HSCC Classic Sports action, Paul Palmer's E-Type leads Peter Trewren's Landar R1.



Ealand — Rolatruc Classic Sports champion.

section once, the pair sandwiching **Bill Roberts's** Frazer Nash in the final totals.

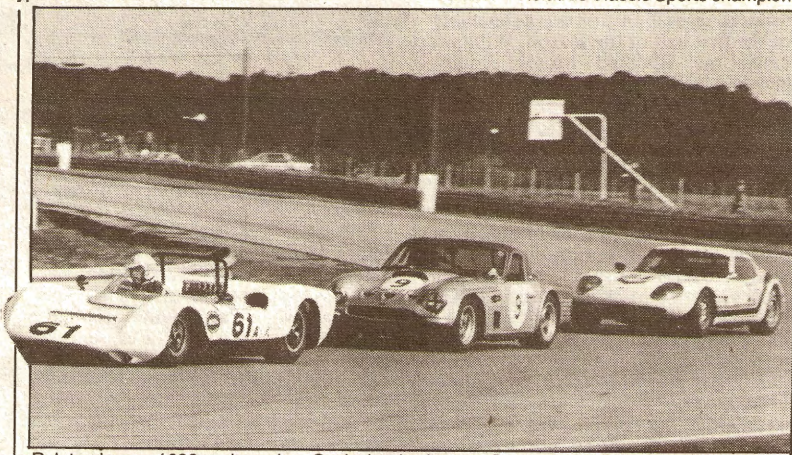
**John Cook's** Triumph TR2, some Sprites, an MGA, **Ken Rogers's** AC Ace-Bristol and even a pair of 1953 Jowett Jupiters (the flat-four devices from Yorkshire piloted by **Geoff McAuley** and **Mike Smailes**) added considerable colour to Class F, along with **Tony Childs's** Porsche 356A.

Pennsylvanian Allard exponent **Pete McManus** was in among the Lancia, Healey and Aston Martin brigade this year (having run alone in the now defunct over 2600cc class in 1983), the now supercharged Mercury-engined monster enjoying a grand tussle with **Tim Burrett's** blue Lancia Aurelia B20 mid-season. Behind McManus and the Bicester engineer, **Eric Hall's** ex-Brian Dermot Healey Silverstone and long-time Aston enthusiast **Graeme Ford** (DB2/4) had a good run apiece.

Walker's opposition came chiefly in the form of **Jon Orr's** 1958 Tojeiro-Climax Le Mans car and the similarly motivated ex-Eric Brandon 1954 Halseyle of **Anthony Whitehead**, who finished the season a point apart, in that order. Former stock car man **David Methley** finished second to Walker at Donington in July with the unusual Rejo-Ford Mk4, a feat matched at the same circuit a month later by American newspaper and radio station owner **Bob Woodward** in his mint Peter Denty-restored 1957 Tojeiro, formerly Tony Hegbourne's chassis.

Another Lola Mk1, **Brian Ashby's** car with 1220cc Coventry Climax power, cleaned up in the up to 2000cc Sports Racing division, although it would have been nice to see the car dicing more often with Walker's well-driven smaller-engined example. Ashby nonetheless beat **Colin Cooper's** monocoque Killeen-MG — his most constant rival — but lost out once each to **Tony Hildebrand** (ex-Equipe National Belge Lotus XI Le Mans) and the talented **Chris Mayman** — son of successful works Healey drivers Pauline and Lionel — in the ex-Cabianca 1952 Mille Miglia class-winning OSCA MT4, a car built by the Maserati brothers.

**Rob Grant's** ex-Hap Sharp Cooper-Monaco had little trouble winning the class for Listers and rear-engined Sports Racing machinery, once **Chris Drake** stopped running his ex-Ivor Bueb/Bruce Halford 1959 Le Mans Lister-Jaguar, although **Stephen Langton's** Lister-Jaguar and **Sid Hoole's** fine Cooper Monaco appeared near the end of the season, by which time Grant was home and dry. **Don Shead** also ran his Lister on occasions, the ex-Marsh Plant/Marshall chassis now back in Chevrolet-engined guise — this car used both Jaguar straight-six and Chevy V8 units early in its career. Pleadingly, the Winchester naval architect (and former European power boat racing champion) went to the trouble of locating a period American V8 for the Lister, in the interests of



Rolatruc's over 1600cc champion, Cocks battles it out at Snetterton with Bruce and Ealand.

originality, the ART-prepared car winning at Thruxton first time out.

**David Duffy's** Jaguar D won the over 2000cc front-engined section, the Norfolk driver's rivals being **Kirk Rylands** (in the 1956 Mille Miglia-contending HWM-Jaguar), **Martin Colvill's** Maserati 300S and **Frank Sytner** in a Jaguar E. Colvill ran once, and beat Rylands and Duffy, at Donington in July.

The Bellini championship looks increasingly good and remains mercifully free of the professionalism and political bickering which has tended to tarnish the reputation of some historic series of late. Without the 'win at all costs' element, the happy privateers have a lot of fun in the Pre-'60 sports car championship — and take home a few trophies for their efforts. Long may it continue — for the good of the sport. . .

## Classic Sports

**Roger Ealand** not only persuaded his personal sponsor, Rolatruc Ltd., to sponsor the vacant HSCC Classic Sportscar championship in 1984, but also went out and won this exciting series, for the second time in his remarkably successful involvement with the category! Outright winner in 1981, the Maidenhead management consultant had to make do with mere class wins in the '82 and '83 series, before asserting himself as the overall champion once again. Every year, Roger has relied upon his trusty 1964 Marcos-Volvo GT, and the well-prepared machine has rarely let him down. Some record, in an increasingly-competitive championship. . .

Don't get the impression that Ealand (who started racing in Australia, 20 years ago, with an MG TC) had things all his own way though. In the early part of the season, **Nick Overall's** Diva 10F GT eased ahead in the points standings, only to lose ground with transmission problems towards the end of a gruelling 11-race schedule. Ealand's big class rival, **Tony Thompson**, was also in there pitching too, his spotlessly-presented Lotus Elan 26R eventually taking the 1301-3000cc GT spoils in the wake of Roger's title claim.

While Ealand scored an impressive tally of six wins (and two second places) towards his 'best seven' final score, local man Thompson beat the Marcos driver memorably at Donington in August, after staving off a race-long challenge. Tony's Simon Hadfield-built ex-Wood/Oliver/Preece/Griffin Elan — voted best-prepared car of the year by the HSCC panel — went as well as it looked, finishing third overall in the series. Thompson did tend to get a bit excited during his fraught class battles — if he can control his exuberance he should pose a major title threat next year!

Defending champion **John Corfield** (also outright winner in 1979), moved up a class in his Diva and ended the season on a high note, with a brace of wins at Oulton Park and Snetterton. The ex-Ian Walker 'rally' Elan of **Malcolm Ricketts** and **Len Bridge's** ex-Dick Crossfield Shapecraft coupe version were fourth and fifth in class, close behind **Barry Sewell's** Marcos-Volvo. **Cyril Baxter's** Marcos was next up, while the unusual MGB WSM coupe of **Amanda** (daughter of Stephen) **Langton** and **Allan Miles's** rare Elva Courier Sebring also scored.

Overall, who once tried his hand at F5000, had **Robin Longdon's** Lotus Elite (the controversial 'DAD10', 'tis claimed) and **Charles Lees's** sluggish but reliable GSM Delta creeping up on him as misfortunes ended his season prematurely. **Peter Aylett's** smart Elite and **Alan Hall's** Marcos were regular runners in the class too.

The big GT cars and Sports Racers of over 1600cc run together in the Classic series, HSCC Chief Executive **Brian Cocks** collecting the spoils this year with his ex-JCB/Brian Taylor/Peter Sadler Lotus 30. Despite a mid-season testing shunt at Silverstone, when a rear upright broke, the 4.7 litre Ford V8-powered vehicle had virtually no opposition, rarely having to face a class rival — **Gordon Bruce's** TVR Tuscan. Bruce, not surprisingly, lost out to Cocks at Oulton, but had beaten **Patrick Keen's** newly-acquired Lotus 30 in the previous Donington round. The former journalist equalled Brian's points score, but was

placed second on a tie-break. **Martin Edgerton** brought the fearsome Attila out himself this year — **Mark Hales** conducted it admirably in 1983 — but a series of problems forced him to reconsider his plans mid-season. **Paul Palmer's** ex-McLaren/Hobbs Jaguar E was best of the rest, and driven capably by the Datsun dealer.

For once, Lotus 23 derivatives did not dominate the 1600cc Sports Racing division, **Dr Tony Goodwin's** seasoned skills and persistence being rewarded with victory in the Merlyn Mk6A. The good Doctor, who also raced extensively abroad, pipped **Steve Hitchins** (on best seven scores basis) and **Chris Alford** in their swift Loti, while **Alan Minshaw** had a grand Donington win and **Stephen Mitchell** also went well, as finance allowed, in further 23Bs. **Tony Hildebrand** added variety in his Straight Six-entered Elva-BMW Mk7S.

In the absence of David Polglaze's Ginetta this season, the Clive Radnall-built Landar-BMCs of **Alan Dignan** and **Peter Trewren** (the ex-Alderman version) again disputed the 1300cc Sports Racing class. The more experienced Dignan always won when both cars finished, retaining his class title.

Next season, the Classic Sports car series is expected to be a cracker once again — one in which genuine sportsmanship shines through. Champion Ealand is diversifying his racing interests by running a hairy F5000 McLaren M10 in the Pre-'70 single-seater series, but expect him back — as a yardstick by which to judge the aspiring champions — with his familiar Marcos. The championship continues to grow in stature, and Rolatruc's promotional efforts behind the scenes have brought Classic cars to the attention of its widest audience yet.

## Thoroughbred Sports Cars

Pre-1960 cars, in production sports guise, continue to be catered for in the AMOC's Thoroughbred championship, backed this year by construction giants Bovis. The outcome of the 1984 series was close-run, with former Grand Prix driver **Mike Wilds** a deserving victor in Julian Cottrell's ADA Engineering-assisted Aston Martin DB4, from former champion **Major Patrick Keen** in the Royal Hampshire Regiment-backed Morgan Plus 4.

Wilds's handling of the 4-litre Aston was a joy to behold, his fluent arm-twirling style perfectly attuned to the character of a great, and powerful, motor car. The spectators loved it — and, although they would be loathe to admit it, so did Mike's rivals who included defending champion **Mike Salmon** in Viscount Downe's similar car. "I haven't had so much fun in a car for years", grinned Wilds. "It's pure magic. . ."

**Salmon, John Goate, Alistair Sinclair** and **Ian Moss** usually led the chase in their DB4s, while **Dennis Welch** scored consistently with his lovely Austin Healey 100/6.

Keen's big challenger was **Richard Brightman**, whose nippy Austin Healey 'frog eye' Sprite beat the 2-litre Triumph-engined Morgan each time it ran. The speedy Brightman was followed in the points table by the similar cars of **Peter Preston, Phil Egginton, Simon Page** and **William Clegg**.

**Stephen Bamford's** Four Ashes Garage-entered Aston Martin DB2 — also used in speed events — won the Pre-'55 over 2-litre class from **Tim Burrett's** well-used Lancia Aurelia, **Graeme Ford** and **Martin Harvey** in Aston DB2/4s and **Tim Pryke's** Healey Silverstone. The smaller capacity early class belonged to its only starter — **Tim Walton's** ex-Simon Phillips Frazer Nash LM Replica MkII — with just one appearance.

Even with the condensed, and simplified, class structure first seen last year,



Thoroughbred grids are not as well populated as they used to be, but the racing up front is as entertaining as ever. Some new blood among the competitors would be appreciated in the near future.

### Post Historic Road Sports

The revival of 1960s-style marque sports racing, via the HSCC's entertaining Post Historic Road Sports category, has blossomed now for five seasons. This year, for the first time, a major sponsor for the road-going cars was found, in the John Lelliott building concern, and their hefty support package helped no fewer than 50 competitors to enjoy the action and camaraderie in time-honoured sporting style.

Competition was as fierce as ever, and fields were generally large and varied, although relatively few 'new' machines appeared during the 10-race season. The battle for overall championship honours raged throughout, class leaders **John Ward** (Honda S800), **Trevor Needham** (Ginetta G4) and **Roger Connel** (TVR Griffith) being the principal protagonists. Ward's eventual supremacy, interestingly, means that drivers from each of the four classes have now won the PHRS series outright.

Ward actually had quite a tough time in the 1200cc class, for two more of the diminutive 791cc Hondas, driven by **Simon Ford** and **Michael Wright**, were often right on the pace, while renowned Honda expert **Barry Fernally** brought one of his many S800s out towards the end of the season, taking a good win at Donington. **Norman Mortimer's** similar car and the Turner-BMCs of **Chris Horner** and **Michael McCarthy** also, featured, as did **Phil Shaw's** Japanese device. Having started the season in his TVR V8, **Chris Camp** switched to one of the rare Unipower GTs later on.

Needham, who competed in a Lotus Elan in 1983, moved over to the Essex-built machine with immediate success, **David Chaney's** Marcos and **Don Hands's** Elan being his most regular challengers during the year. The Ginettas of **Mike Darrieulat** and **Tony Ingram** went rapidly, while Elan Drivers **Bob Pomeroy**, **Bryan Smart** and **Vincent Roels** were regularly in the points. **Mike Schryver**, PHRS champion in 1981, brought his swift — and courageously driven — Elan S2 out a couple of times, and was as competitive as ever, between Thundersports commitments. **Graham Bailey's** Alfa GTV lent welcome variety.

Connel's opposition in the over 3000cc category, came chiefly in the form of '82 champion **John Atkins's** gorgeous AC Cobra (which won three rounds) and **David Barraclough's** splendid — and hard-worked — Ford Shelby Mustang. **Des Cassidy's** Cobra and the Jaguar Es of **David Beckett** (a former East African Safari Rally winner, incidentally!) and **Tim Sission** were normally in the running



Above: Peter Preston and his Sprite appear to be retreating in style at Brands. Below: Richard Newton's Daimler SP250 and David Walters's Alfa Romeo in the May PHRS race at Brands.



too. **Vernon Davies** brought his Ferrari Daytona out to play a couple of times, while London-based Italian **Stefano 'Stingbrace' Sebastiani** ran his GTB at Brands in June.

The 3-litre class fell, pleasingly, to the well-driven Datsun 240Z of **Ian Pearce**, which had the legs on the Daimler SP250s of **Richard Newton** and **Tony Rayner**, but lost out to defending champion **John Gray's** Triumph TR5 from time to time. **Chris Burbury's** Triumph TR5 and **Peter Allen's** TR6 scored regularly, although **Dave Newman's** familiar Reliant Sabre Six only ran at the opening round, unfortunately.

The series continues to cater for the keen owner/driver, with valuable bonus

points on offer to those who drive their steeds to (and hopefully from!) the circuits, in the traditional way. Lelliotts have confirmed their PHRS backing for 1985, and, with plenty of relatively inexpensive eligible cars about, the well-policed category could be an ideal place to start your motor sport . . .

### Historic Formula Junior

The Monoposto Racing Club's Formula Junior championship — for the super little cars built between 1958-63 — benefitted considerably from the new-found (and typically professional) support of long-time enthusiast **Rodney Tolhurst's** Lenham Storage organisation. Under Alan Putt's watchful eye,

Left: The most unusual car in the Formula Junior championship, Brian Horwood's fabulous Stanguellini. Below: Tony Steele — double champion in '84.



championship regulations were revised to separate the older front-engined cars from the rear-engined versions for the first time, each 'class' having its own points tally. Eventually, following a very exciting competition, **Tony Steele's** front-engined Lola came through to triumph narrowly over the Brabham BT2 of **Mike Harrison**, **Lorina Boughton's** Lotus 20/33 and **Ed Glaister's** Yimkin.

The season began rather bleakly at Donington, with newcomer **Richard Kaufman** beating just four cars in his neat Lotus 22, heading 'Miss Boughton' in. Glaister took the front-engined section, from **Josie Tolhurst** in the ex-Geoff Duke Gemini Mk2. Alas, Kaufman's early promise was terminated by a crash with Lorina at Castle Combe, after which he sold the ex-John Brindley 1983 series-winning chassis and retired.

Boughton's Eden Cars machine had things its own way for a while, until the return of 1979 champion **Mike Harrison** in his well-prepared Brabham. The outcome of the class was not decided until the final round, Harrison's winning streak continuing. Lorina suffered bad luck at the previous race when a burst water hose forced her to retire while leading, **Richard Panter** going on to score his first class win in his Hadfield-prepared Brabham BT6.

Having started his championship assault late, Steele fought hard to overhaul long-time class leader Glaister, although the form of **Alan Baillie** (Lola Mk2) could have upset the apperant had the Reading motorcycle dealer appeared more often. His four outings yielded a perfect score, and fourth overall in class behind Mrs Tolhurst.

Behind the leaders, the diverse range of midfield machinery must also be remembered. **Rod Tolhurst's** Cooper, **Brian Taylor's** ex-Raby Merlyn, staunch supporter **Frank Tiedeman's** Lotus (Nudged into a spin on the startline at the final round), the Loti of **Andrew Chapman** and **Malcolm Ricketts**, **Bill Burrows's** Cooper and **Fred Edwards** (Kieft) featured in the rear-engined division, while the Elvas of **David Grant**, **Bob Saunders** and **Terry Cole**, Swiss enthusiast **Lawrence Sufryn's** Terrier and **Brian Horwood's** fabulous Stanguellini helped boost the other class.

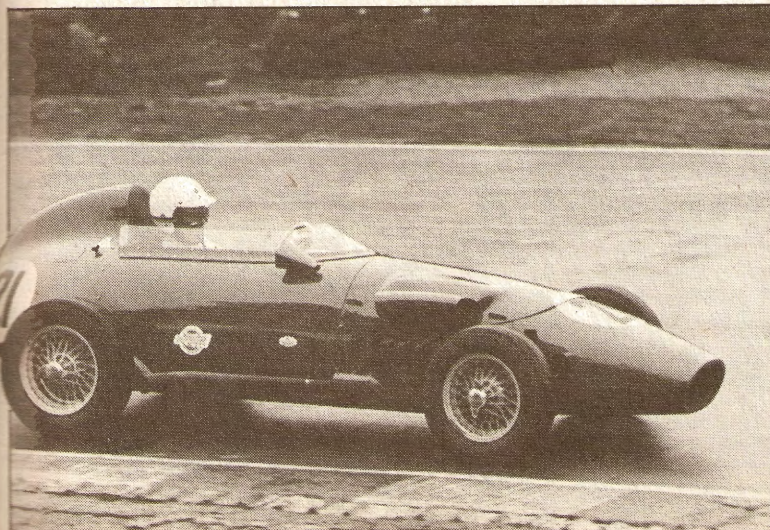
Continuing sponsorship from the Kentish concern marks the 10th anniversary of the Monoposto Club's Formula Junior revival in 1985. All signs are that it will be the best season since it went Historic!

### Historic Car Championship

The Aston Martin OC again ran a short, select, four-race championship for Pre-1960 single-seaters and sports cars, once more in the shadow of the excellent Lloyds & Scottish national series, last run in 1982. Only one of the races — the St John Horsfall Silverstone meeting counter — attracted a representative grid cars, but **Stephen Langton's** unbeaten run in the 1958-60 sports car division gave the Reigate classic car restorer the overall title.

Langton (44), always drove his ex-Bill Moss/John Coundley/Peter Sargent Lister-Jaguar as hard as he knew how, the 'knobbly' bodied 1959 car seeing off **Chris Drake's** once-run example, **Sid Hoole's** Cooper Monaco and the nimble, but outpowered, Lola Mk1s of **Peter Walker**, **Ian Holliday** and **Brian Ashby**. **Donovan Shead's** thundering Lister finished third at Silverstone.

The earlier sports racing group brought together a wider range of machinery, Radlett's **Ken Rogers** narrowly emerging on top by virtue of consistency in his 1.2-litre Lotus-Climax XI. **John Pearson** was a single point adrift at close of play — enjoying his motoring as ever — and a scant mark ahead of **Kirk Rylands** in HWM 1. The Jaguar Ds of **Chris Drake** and **David Duffy** each won





on their only scoring appearance, as did **John Harper** with a pretty C-type Jaguar. **John Beasley** (HWM-Jaguar), **Paul Brooks**, in Sidney Pile's glorious Ferrari Testarossa, and **Gerry Walton** (Connaught) also picked up points.

**Willie Green** was the most successful single-seater pilot, the exuberant Derby fellow scorching to a couple of wins — and second place overall — with one of **Bruce Halford's** Lotus 16S. **John Harper** won at Brands with the Monza Lister-Jaguar, while **Chris Mann** (Lotus 16) and **Roger Williams** (Cooper-Climax T51) also contested the class, the former winning at Donington.

The Maserati 250Fs of **Nick Mason** and **Richard Thwaites** split the honours down the middle in the 1953-57 section, Thwaites's 'replica' being too quick for the Pink Floyd drummer in the latter half of the series. **Richard Pilkington's** Talbot Lago won the 1931-52 class by beating **Henry Wessell's** Alfa and **Frank Lockhart's** venerable Rover Special at Silverstone. **Brian Turner**, in Arthur Carter's Connaught, was the only starter in the first round — no-one appeared after round two. Interesting, maybe, but not a great success this series.

## Historic F3

Run for the third year under the aegis of the Monoposto Racing Club, the splendid Historic F3 championship has continued its upwards trend, with no fewer than 14 of the zippy 1-litre machine taking to the tracks this year. Series co-ordinator **Martin Hasker** — who, business commitments permitting, campaigns a Palliser WDF3 in the events — has worked hard to promote the racing, which has often been close and spectacular. Unfortunately, while many more eligible cars exist, there seems to be a problem getting them all together at any one time, so grids are sparser than the organisers' enthusiasm deserves.

That the noisy little Ford/Cosworth MAE engine — which formed the backbone of 'contemporary' F3 in the 1960s — can be made to stay together was again proved beyond doubt by specialist builder **Stuart Rolt**, who maintained the potent unit of championship winner **Simon Hadfield**. Apart from a head gasket failure (while the engine was being run-up in the workshop) and a broken clutch, Simon's Grand Master Racing/Batsford Chess Openings Brabham BT28 ran reliably and swiftly all season.

Beautifully restored by Hadfield's own preparation business, the Julian Harding-owned ex-Alan Lovell-Spencer chassis won seven of the nine rounds, but was usually hard-pressed by **Mike Vickery's** Daydis-entered BT21 and the Lotus 69s of **Simon Brookman** and **John Skinner**. Vickery's engine blew in the opening event, but he bounced back to win at Thruxton, where Hadfield was accidentally nudged off onto the infield by **Jim Wallis's** F2 Brabham — the F3 field having been amalgamated with the Pre-'70 single-seater entry.

Vickery defeated Hadfield fair and square at Castle Combe, and later in the season indulged in a classic 'slipstreamer' battle with his arch-rival, who clinched the title a race early, as Mike spun at Woodcote. Vickery claimed the runner-up honours from the ever-improving Brookman on the best seven results basis, with Skinner's immaculate Gold Leaf Team Lotus-liveried 59 close behind in the final table.

Towards the end of the season, former Vixen F4 works driver **Keith Norman** returned to the circuits with a Brabham BT28, immediately showing promising form for 1985. **Colin Green's** smart BT21, **Peter Williams's** BT15 and **Peter Farrer's** Lotus 31 all scored consistently.

Historic F3 has the makings of a super

series, long-term, given strength in depth of entries. While Hadfield's natural ability — and will too win — made the 1984 championship something of a one-horse race, his graduation to 'modern' F3 should open things up next season.

## Pre-'65 Single-Seaters

The HSCC's Freight Media-supported Pre-'65 single-seater championship showed little sign of picking-up, only the Formula Junior section managing to provide more than three entries — on one occasion in eight rounds. Not surprisingly, therefore — as one of only four drivers in the competition able to claim a full complement of points, for beating two or more classmates — Formula Junior victor **Tony Steele** emerged as overall champion with the neat Lola Mk5.

Having clinched the HSCC title, Steele set the seal on a fine season a month later, at Brands Hatch, by taking his front-engined Lola Mk1 to the Lenham Storage/Monoposto Club Formula Junior championship! Steele beat **David Grant's** green Elva, **Roger Williams's** Willhire Lotus 27 — the class winner at the Donington International weekend — **Alan Baillie's** Lola Mk2 and **Fred Edwards's** Kieft in the class championship, although Baillie (the former triple Monoposto champion) beat him at Donington in July.

**Brian Turner** won the 'Historically significant' section with the super Holley Restorations Connaught. A similar car, driven by Devon's **John Charles**, was next up — with one win — from **Frank Lockhart's** Rover Special and **David Sankey's** Maserati 250F. British Sports 2000 Pre-'80 champion **Bill Coombs** enjoyed a run in a Cooper-Climax at Donington.

The unavailability of suitable (regulation) tyres for his newly-acquired BRM P261 forced **John Foulston** to run the car purely for fun, not points, in preparation for next year's championship which his Atlantic Computers emporium will sponsor and promote. The F1 class victory thus fell to **Mary Foulston**, his wife, who ran one of the team's two Lotus-BRM 24s, one of which John started the season in. **Chris Alford** drove a 24 at the big Donington event, while **Jim Fitzgerald** also scored in the annual JBW-Climax.

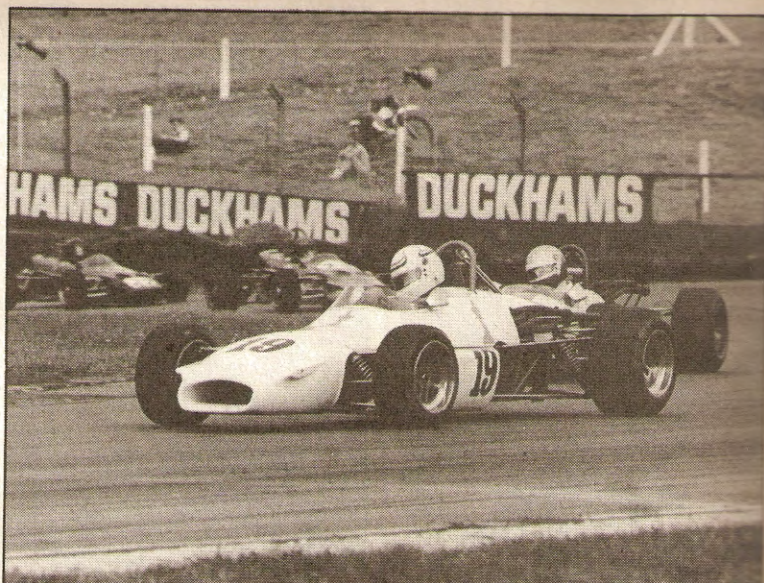
Next season though, the HSCC plan to get the series going really well, with a big injection of cash and awards from Atlantic Computers. The deal, worth £120,000 over three years, should bring together many more classic F1, F2 and F3 cars, with healthy start money bonuses for each competitor.

## Historic F1

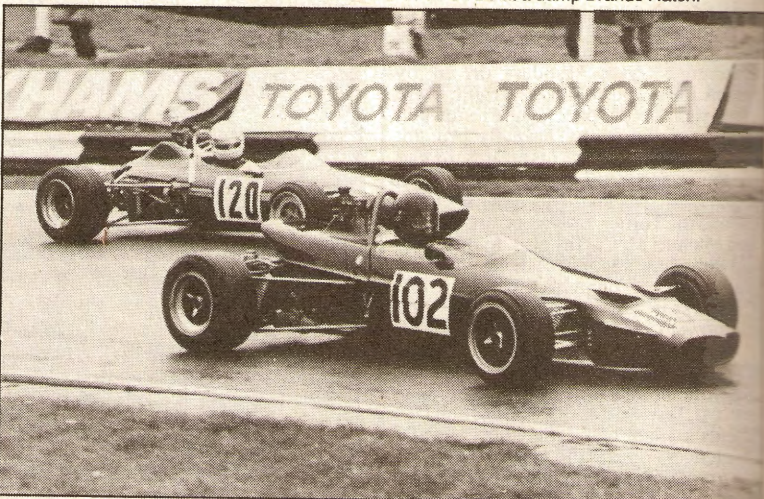
The success of a trial series for historically interesting Grand Prix of the Cosworth DFV era season, prompted competitor **Raymond Bellm** to put up some Waspeze advertising money for a four-race series — definitely not a championship — for the 3-litre cars in 1984. After elaborate plans were made, and around 15 prospective competitors had expressed an interest in airing their ex-Grand Prix cars, it was disappointing that so few cars actually reached the grids.

Five machines turned up at Donington for the opening event, but a close race between **Mike Littlewood** (in Ken Moore's now Tissot reliveried Ensign N177: and **John Brindley's** Rothmans March 821 showed the cars off to good effect. HSCC super-sponsors **Bellm** (Williams FW07B) and **John Foulston** (Marlboro McLaren M29) did not fare so well behind the pacesetters, while Historic F3 champion **David Andrews** demonstrated his Marlboro BRM P160 at the back.

Fuel starvation caused startline dra-



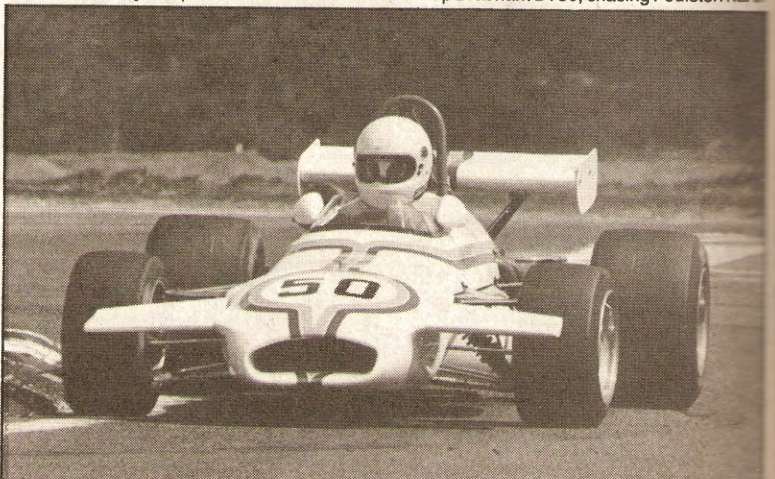
Simon Hadfield took the Historic F3 series in a Brabham BT28 from Mike Vickery's BT21. Below: Simon Brookman's Lotus 69 holds off Rick Hall's Chevron B9 at a damp Brands Hatch.



mas at Brands, where the pole-sitting Saudia Williams staunchly refused to fire, and **Brian Cocks** had little better luck in Foulston's Hesketh 308. After an early moment, Brindley caught and passed Littlewood and **Willie Green** (in Moore's Yardley McLaren M19A), while Graham Williams's pretty Fittipaldi F5A completed the finishers.

A dramatic last corner lunge by Littlewood (this time in the beautiful Warsteiner Arrows A1B, restored for Moore by Roger Cowman Racing), saw Mike snatch victory from the March on his debut in the gold machine, during the Donington International weekend. This was the only highlight of a four car race, once the Atlantic Computers cars of Foulston (McLaren) and partner **Vernon Davies** (Hesketh) had failed on the line.

Wallis was a fiery competitor in his Pre-'70 Otford Group Brabham BT30, chasing Foulston hard.





## Pre-'70 Single-Seaters

A pilot race for Pre-1970 single-seaters was run at last year's Donington International Weekend, as a precursor to a full championship for the cars in 1984. With so many overlapping single-seater series, the first race merely gave several drivers an extra outing and, perhaps predictably, support for the Bradburn & Wedge-backed seven-race series was poor.

**John Foulston**, in the only F1 car seen throughout the year — his McLaren-Coworth M19A — won five of the rounds outright, as he should have done, but could never gain a full quota of points as only once did he have any opposition, **Mike Green** in Ken Moore's similar Hulme/Revson car.

The interest at most counters centred on how long **Jim Wallis** could keep his pristine Pegasus Motorsport-prepared Brabham-FVA BT30 in touch with the Scheckter McLaren. The Otford Packaging chief fought valiantly all year and was delighted, eventually, to win the Snetterton finale outright, albeit after Foulston spun at the Esses. Jim also won the Castle Combe round, in the absence of the F1 chassis, and his year-long class record was unblemished.

The biggest (least small) field was just six cars at Brands in June, but at least Wallis had some class mates, even if he did leave them floundering in his wake, en route to the overall title. **Martin Steele** and **Ian Giles** brought out matching Malcolm Guthrie Racing-liveried March 702s in the G3 division, the former's ex-works development/Ganley/Nicholson car scoring four third places on its way to third position in the title race. Giles's ex-Peterson chassis finished second to Wallis at Combe and gained the lap record at Brands.

Behind the photographer in the table were **David McLaughlin's** ex-Bob Salisbury Brabham BT35 and **Cliff Worthing-**

**ton's** Lotus twin-cam powered McLaren M4A, sixth overall on consistency rather than speed. **Peter Rogers's** ex-Kurt Ahrens Brabham BT23/8 put in a couple of welcome appearances, while **Tony Steeles** had a go at Castle Combe with his ex-Don Macleod Merlyn Mk11A, now with over 350 races under its belt!

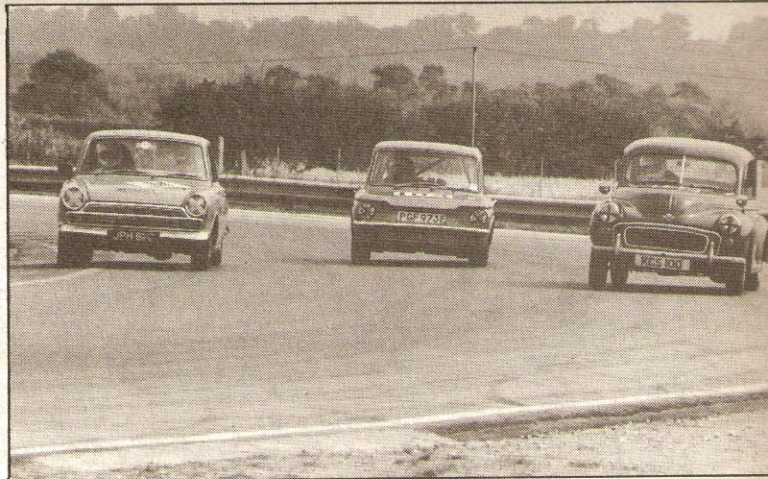
A couple of F5000 cars were allowed to run with the Pre-'70 field on occasions — although the Waspeze F1 'class' would seem to be a more suitable place for them in future — but the category desperately needs a hefty influx of competitors. As we suggested last year, the initiative lacks identity at the present time. Things can only get better.

## Pre-'65 Saloon Car Challenge

Perhaps the major success story of the past two seasons has been the rise, and rise, of the Classic Saloon Car Club's series for Pre-'65 saloon cars, following the success of a single trial race in 1982. This year's 12-round promotion often drew capacity grids of varied cars, in four classes, and provided some mighty racing throughout. As last year, the overall winner came from the smallest class, former special saloon driver **Gregg Masters** going three places better than his fourth position of 1983 with his exceptionally well driven Hillman Imp(s).

Masters started the season with four straight class victories, but his red car was written off in a multiple pile-up at a sodden Mallory Park in May, after **Glen Norris** had spun his Lotus Cortina and been collected by the similar cars of jeweller **Phil Buck** and horologist **George 'G.K.' Hadfield**. Masters, dicing with **Terry Sullivan's** husky Ford Mustang, had nowhere to go but into the melee, and spent the night as a guest of Leicester Royal Infirmary with light concussion.

Gregg and neighbour Paul Blackmore built-up a replacement (gold) Imp, from



Pre-'65 champion, Masters is sandwiched between McCloy's Morris and Mayhew's Cortina GT.

a shell donated by Pat Longhurst, for the following round at Lydden, but confusion (among the officials) left him unclassified. Having dominated the class, Gregg pulled up on the finishing line, a lap after seeing the 'last lap' board, shown a lap early in error, it seems... At Cadwell a burst water pipe did not prevent Masters winning the 1200cc class, but did cook the engine, subsequently rebuilt by Andy Chesman.

Things were not made easy in his division though, with **Patrick McCloy** (in a rapidly conducted Morris Minor) and **Ian Claridge** (Ford Anglia) usually being in very close contention. McCloy, second overall in the points table, indeed beat the Imp on a couple of memorable occasions, although Pat's efforts were hampered by poor tyre choice in the long run.

Most of the races were headed by a fleet of nimble Lotus-Cortinas from the twin-cam, twin-carb, class with Buck and **John Jarvis** consistently the fastest exponents of the rorty machines. Buck (third overall), eventually took the divisional honours, after Jarvis — who had been enlightened by the CSCC policing committee that his car's rose-jointed anti-tramp bars were not legal — withdrew from the last round. Hadfield, father of Historic F3 champion Simon, pulled out of the series after a roll at Castle Combe, and the Mallory incident, after which the former Lotus XI driver sold his machine to Norris. **Richard Hill** also went well in a Lotus-Cortina but spun away probable victory at the Brands finale.

The biggest class saw a grand battle between **Roger Wilkinson's** ably guided Jaguar 3.8 (docked a few points by the committee for running ineligible tyres at one stage) and Sullivan's Mustang coupe, sadly damaged in qualifying for the wet final round. Wilkinson emerged victorious by five points, with **Andrew Moore's** AJM Restorations Jaguar Mk2 (this pristine car also shunted) and **Alan Mills's** Mustang saloon never far adrift in the minor placings at season's end. Mills had problems keeping the blue Mustang cool in mid-summer, the ex-Zephyr driver showing well otherwise. A real crowd-pleaser in this class was **John Revell**, whose handling of the garish orange Chrysler V8-powered Facel Vega was as remarkable as it was rapid. The ungainly French machine assumed some incredible angles as the Essex driver fought constantly to retain control, particularly in the wet!

Jaguar 2.4 pilots **Roger Hurt** and **Pat Callis** were evenly matched in class B, although **Terry Heley's** Zephyr won the division on its only appearance. Hurt, with support from Jaguar dealers Spink of Bournemouth, pipped his rival to the divisional spoils. Down among the 1201-2000cc combatants, **Ian Sutherland's** Triumph 2000 beat the more agile Cortina GTs of **Ian Mayhew** and **John**

**Ball**, the former having — extraordinarily — dined with Masters while skating on the Ford's roof at Lydden in June...

The Pre-'65s, then, were nothing if not good competitor and spectator value. Sponsorship, while not banned, is suppressed in that signwriting is not allowed on individual cars. An overall series backer would be welcome for 1985 though, maybe to enable the CSCC to reduce race entry fees. The champion reckons that racing does not come any cheaper elsewhere, although cost-cutters **Andy Elcomb**, **Chris Dennis** and **Andy Townsend** pooled their resources to share a high-developed Triumph 2000 in the series, and scooped the Team Award for their efforts.

## Pre-'57 and Classic Saloon Car Challenges

In contrast with the roaring success of the club's Pre-'65 initiative, the CSCC's twin series for Pre-'57 cars have been poorly supported, particularly by the 'modified' entrants. This problem is entirely self-imposed thanks to the organisation's insistence on running two distinct sets of regulations. Austin A35s won both the road-going (Pre-'57 Saloon Car Challenge) and modified (Classic Saloon Championship) series, in the hands of **Mike Cox** and **Nick Amey** respectively.

Cox had a year-long tussle with class mate **Peter Deffee** (Morris Minor), leaving **Mark Collins's** Standard 10 way behind in the 1200cc Pre-'57 class. **Chris Logue's** Wolseley 15/50 and **Dennis Carter's** MG Magnette headed the 2-litre combatants, while **Pat Callis's** 2.4 Jaguar took the 3-litre section. The vast Jaguar Mk8s of **Henry Crowther** and **Dick Brandley** were evenly matched in the biggest class, Crowther just emerging on top.

Amey beat the Minor of **Bryce Pickering** and the similar A35s of **Tony Raine** and **Mike Yeats** among the 'Classic', only **Terry Heley** (in the Alan Mills Zephyr) interloping in the overall championship positions, the 3-litre section winner finishing third. **Jan Pearce's** Magnette took class C, but no one appeared at all in the largest capacity group. **Richard Hill** and **Pat McCloy** took the Team Award in the former's Austin A35, while Group A BMW driver **Frank Sytner** failed to score a point, having borrowed Angus Mackay's version. His class mates were last heard muttering something about wheel arch widths...

Frankly, the CSCC must amalgamate these series under a common set of rules if either is to flourish. Car preparation has improved — not before time — in the Pre-'57 competitions, thanks to the Committee's conscience. Why not merge the whole Pre-'57 movement with the Pre-'65 championship, splitting races by engine capacity when entry size allows? Food for thought!



Lotus Cortinas did much of the winning in the Pre-'65 series, with close racing at the front. Below: A typically mixed Pre-'57 field with the smaller cars harrying a Jaguar into a spin.







Jimmy McRae was the bridesmaid yet again on the Scottish Rally, but the Lanark man eventually overcame the odds to take a popular third title with a win on the Manx.

## Jimmy's triple crown

After a tense year that saw three drivers in line for the crown, KEITH OSWIN reviews the Rothmans RAC Open Rally Championship, and tells how Jimmy McRae drove a canny season to net his third British title in four years

At the beginning of the year, few would have tipped Scotsman Jimmy McRae to take his third Rothmans RAC Open Rally Championship title. Although the Opel Ascona 400 had taken him to the head of British rallying in 1981 and 1982, its replacement, the Manta 400, had not been so reliable. Progress among the other marques, notably Audi, had seen Opel's challenge fade over recent events.

On tarmac, however, the Opel still held the edge over the German four-wheel-drive machine. It seemed, however, even that advantage was to be short-lived. Last year, Stig Blomqvist won the Ulster Rally and gained enough points in the process to wipe out the memory of poor results on the Circuit of Ireland and Manx rallies. Just one tarmac win had proved decisive enough to secure the title for the Swede.

With that sort of record behind the team, David Sutton had a real trump card to play at the beginning of the season. He was able to call on the services of newly crowned World Champion, Hannu Mikkola, for most of the year. Who would back an Opel against that sort of opposition?

By the final morning of this year's championship, however, the pundits had been all but proved wrong. On the Rothmans Manx International, McRae won not only the rally but also the championship. But it was far from easy. The final morning, when both McRae's rivals, Russell Brookes and Hannu Mikkola, had retired from the event, was as tense as any part of the series that had gone before. At breakfast, the Scot was visibly shaking with nerves and co-driver, Mike Nicholson, had been up at 0430 that morning, making tea as he could not sleep. All they had to do was get the AC Delco Manta to the finish and the title was won. A single mistake and Mikkola would inherit the title. It was as close as that!

But, with an 11min advantage over Bertie Fisher, McRae made no mistake and was suitably jubilant at the finish, spraying champagne for all he was worth; something that seemed a world away on that wet, cold and foggy weekend in February as he began the chase for the title.



The damage inflicted upon Russell Brookes' Manta 400 after its Manx excursion.

The National Breakdown Rally saw the crews line up for the first time this season. Hannu Mikkola was the clear favourite and duly won the rally with consummate ease. Not even a below par performance during the early hours of the second day could slow the Quattro enough for the others to get within striking distance.

Jimmy McRae was on song and knew that he had to be as, joining the Opel marque for the first time was McRae's great rival, Russell Brookes. The duel

between the two was being forecast as a likely highlight of the season. McRae managed to fight off this challenge, however, but only by a handful of seconds as Brookes became better acquainted with the car. Malcolm Wilson's fine comeback in the Audi Quattro that took Blomqvist to last year's title looked set to net him a top place until a fault appeared and the car retired.

The all-tarmac format of the Circuit of Ireland should have suited the Mantas, as





★★★★  
**JIMMY McRAE**  
 Age: 41  
 Lives: Lanark  
 Results in 1984: 1st, Manx; 2nd, National Breakdown, Scottish; 3rd, Ulster; 4th, Welsh Open Champion.  
 Drives: AC Delco Opel Manta 400.

After a season of mixed fortune it came good for McRae on the final round, an excellent win giving the popular Scot his third Open title. It was a masterful performance as the pressure of contesting the last day with only a finish required to clinch the title was more than many would have withstood.

After a fairly quiet year in 1983, McRae returned to the forefront with a vengeance, the Scottish and Manx events offering rare opportunities to gain precious European Championship points as he tried to retain his A seeding for 1985.

The low spot of the season was undoubtedly the Rothmans Circuit of Ireland when, along with most of the top drivers, he was forced out. It was the only time that the AC Delco supported car missed a beat during the season and, indeed, it was as a result of an excursion, rather than a straightforward component failure that caused the head gasket to fail.

Second on the opening event in Yorkshire was an early boost to McRae's confidence and the Welsh saw the tenacious nature of the man as he struggled after an off. There was more determination in Scotland but, despite a fine try, that elusive home win still eludes the Lanark man.

It was clear on several occasions that the rear axle troubles that marred last season, had not been completely cured but McRae's experience with the car allowed him to attack when it was safe and ease off when not. All in all, McRae will look back on 1984 with some satisfaction...

indeed it did with Billy Coleman winning the event, but the rally proved to be a lean hunting ground for McRae and many other fancied drivers. McRae retired with a blown engine, losing a possible advantage that would have been gained when Brookes broke a propshaft on the opening test and Mikkola went to the Safari instead.

In Wales, it was Brookes who gained the advantage—despite Mikkola returning to win with ease—while McRae was hampered following an accident. He eased to the finish in fourth spot as Wilson finished third behind Brookes. Perhaps the chance to win his home event would be the boost that McRae needed to tip the scales in his favour and to wrest the long term advantage away from Mikkola. Even without the Circuit and Ulster rallies on his programme, the Finn could still do enough to take the title with his persistent domination in the forests.

But, yet again, McRae was to be the bridesmaid on the Scottish. With a drive of pure determination, he ensured that no-one could seriously threaten his second place over the closing stages. Brookes had manfully overcome handling deficiencies on his Andrews Heat for Hire supported car and actually got ahead of the Scot on the way north to Inverness but, when pushing just that little bit too hard, perhaps, Russell put the car off the road and lost all his advantage. He could never hope to get back into contention and was forced to settle for a distant, but equally comfortable, third. Brookes got his own back in Ulster, however, as the Rentatruck supported event evened out the championship. Brookes beat McRae to send both Manta drivers, and Hannu Mikkola who was absent in Argentina and had left Walter Rohrl to visit the championship for the first time this year, to the Manx with a chance of the title.

Mikkola retired early, a jammed gearbox blamed for the demise, while Brookes and McRae diced for seconds throughout Friday and Saturday. Brookes collected a puncture, declared that the battle was over, and then promptly stormed back to within seconds of McRae. Saturday promised much but, with the overnight halt in sight, Brookes put the car off the road and into retirement. McRae was now so far ahead that he had only to ease home to win the lot. Brookes was understandably dismayed and somehow, 'Sorry' didn't seem enough.

For Audi, 1984 proved to be a year of mixed fortunes. With a succession of drivers at the wheel of their cars, the early season promise faded as the events came and went. The David Sutton run team looked all set to give Hannu Mikkola the title and their pride at acquiring the services of the World Champion was



Malcolm Wilson returned to form this year. He is seen passing the Corolla of David Mann.

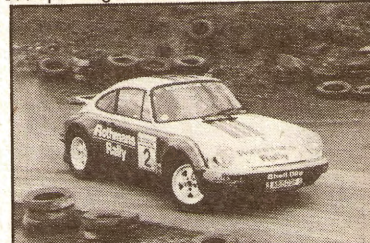
there for all to see on that opening event. But Ingolstadt also had designs on Hannu's programme as they chased another World Manufacturer's title. They also had Stig Blomqvist's Driver's crown to consider and Hannu was needed to give strong back-up from time to time.

Thereafter, despite comprehensive wins on the National Breakdown, Lloyds Bowmaker Scottish and Castrol Welsh events, Mikkola's only other appearance on this year's series came on the final event.

In the end, Audi ended up with nothing to show for their not inconsiderable effort. Mikkola took only second spot in the drivers' championship, while, yet again, the diminutive Group A Toyota Corolla pipped them to the Makes prize.

But they still gave value for money. Harald Demuth stepped in for the absent World Champion when the Circuit of Ireland came along, although the car retired early on with a blown engine. That result was not to affect the overall placings at the end of the year, however, as none of the championship leaders managed to finish what was the strangest round of the series. Apart from Billy Coleman, the top 10 was the domain of drivers hardly seen as top international competitors.

Audi managed to pull off the coup of the year, however, when Ingolstadt



Toivonen's Porsche in Ireland.

insisted that Mikkola ventured to Argentina to offer a cushion to Blomqvist, despite the fact that there was never any opposition to Audi anyway...

Walter Rohrl in the latest Quattro Sport was the prize for the organisers of the Ulster event. At first it brought gasps of disbelief as people discovered just how ungainly the 400bhp projectile looked. Then, at the start of the first stage, there was more disbelief as the car shot off the start line faster than anything seen before. Other drivers would ensure that they arrived at stage starts early in order to witness the shattering acceleration.

"I am not interested in what is happening in the championship," said Rohrl. "I am here to test the car. For sure I will drive hard but, for me, the result does not matter."

Maybe not but he still won at a canter, ▶

★★★★  
**RUSSELL BROOKES**

Age: 36  
 Lives: Besford, Worcs.  
 Results in 1984: 2nd, Welsh, Ulster; 3rd, National Breakdown, Scottish.  
 Drives: Andrews Heat for Hire Opel Manta 400.

After years of driving agile cars such as the Escort RS, Talbot Sunbeam and Vauxhall Chevette HSR, Brookes stepped into the bigger Manta 400 for 1984 and, with only the Wydean to give him 'match practice', took to it quickly. The style is different and the car better balanced, but still it was a tall order.

A cautious start to the year, saw Brookes take third to McRae in Yorkshire but, while never really threatening the Scot, Brookes showed that a real fight between the two team mates was not far away.

The Circuit offered the first opportunity with Brookes' experience and love of the event, coupled with the car's tarmac ability. Sadly, prop shaft failure on the first stage was to end the plans and probably cost Brookes the title in the end. In Wales, however, Brookes became a real threat to the series, challenging Mikkola until the event entered the forests where the Quattro's clear road advantage demoted Brookes to second where he opted to remain with dust endangering his progress.

On McRae's home soil, Brookes could



offer little threat but got his own back in Ulster with a fine drive to set up a final round duel.

Once Mikkola had retired from the Manx, Brookes had the points advantage over McRae and, handicapped by an earlier time consuming puncture, demonstrated why he has been at the peak of British rallying for so long. His uncanny car control during the second day was exhilarating to all who saw it but the margin of error was slim. He overstepped it once and the resulting accident cost him a result.

The statistics will show that Brookes' Andrews Heat for Hire Manta (the 10th year of the partnership) could only finish third in the series, but his performances this year deserved higher.



Harald Demuth stood in for Mikkola in Ireland. He proved a spectacular replacement...



just over 4mins ahead of Brookes and never troubled throughout the two days. He had arrived in Ulster late, done a day of practice and then cuffed the opposition. It made our best efforts seem futile.

There was a suggestion that Rohrl would return for the Manx but, as it turned out, only one of the short cars was fielded, Mikkola running the Pirelli-shod car in the hope that it would clinch his title. There had clearly been some political wrangling when the likelihood of a Castrol sponsored, Michelin-shod version winning the event and ruining Mikkola's chances, was considered. For few would argue that Rohrl would have won the Manx had he been there.

For Russell Brookes, third overall in the series was by way of a consolation

Continued on p49



★★★

#### HANNU MIKKOLA

Age: 42

Lives: Florida, USA

Results in 1984: 1st, National Breakdown, Welsh, Scottish.

Drives: Shell Oils/Pirelli Audi Quattro A2/Sport.

It would be easy to suggest that, had not Ingolstadt's World Championship programme required Mikkola's participation elsewhere during the Circuit of Ireland and Ulster rallies, the World Champion would have taken the title with ease. One would suggest, however, that while the Quattro still retains its huge advantage on the loose surfaces in British forests, on tarmac the car is a very different beast.

For Hannu, the three forest wins were entirely predictable, aided by his number one seeding on the dusty Scottish and Welsh events. On tarmac, however, the car still showed its weaknesses when in the capable hands of Harald Demuth and the Mantas would still have held it off one feels.

Despite a poor start to the second day of the National Breakdown, when fog coupled with the darkness to make driving little fun at all, Mikkola took control from the start to the finish. In Wales, the tarmac military roads over the Brecon Beacons kept him behind Russell Brookes whose experience was worth several seconds per mile. But, as soon as the event dragged itself into the forests, the Quattro eased ahead of Brookes who was forced to accept second place long before he was really ready.

With Phil Short deputising for Arne Hertz (away making notes in New Zealand where Hannu would join him immediately after the event), the combination of dust and then slippery roads kept a determined Jimmy McRae at bay in Scotland.

For the Manx, Hannu fulfilled his Scottish promise of bringing a Sport Quattro to the event. Any hopes of a repeat of Walter Rohrl's stunning Ulster win were dashed on the fourth stage when the gearbox jammed in fourth but Hannu had been off the pace already and there were even suggestions that he actually threw in the towel rather than struggle against overwhelming odds...

#### NATIONAL BREAKDOWN RALLY

Feb 16/18

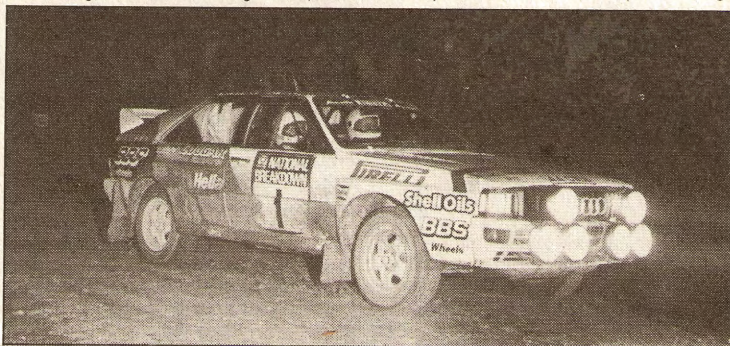
Based York

45 stages, almost all on loose surfaces

|                                    |                     |          |
|------------------------------------|---------------------|----------|
| 1, Hannu Mikkola/Arne Hertz        | Audi Quattro        | 3h29m51s |
| 2, Jimmy McRae/Mike Nicholson      | Opel Manta 400      | 3h35m29s |
| 3, Russell Brookes/Mike Broad      | Opel Manta 400      | 3h35m51s |
| 4, Per Eklund/Dave Whittock        | Toyota Corolla GT*  | 3h51m30s |
| 5, Ian Tilke/Roger Freeman         | Ford Escort RS      | 3h52m44s |
| 6, John Weatherley/Ronan Morgan    | Citroën Visa Chrono | 3h55m53s |
| 7, Tim Brise/Steve Bond            | Talbot Sunbeam ti*  | 4h01m37s |
| 8, Chuck Nicholson/John Millington | Ford Escort RS      | 4h02m46s |
| 9, Mike Jackson/Michael Reed       | Ford Escort RS      | 4h05m00s |
| 10, David Mann/Jim Goodman         | Toyota Corolla*     | 4h08m17s |

\*Indicates Group A car.

Mikkola opens account with fine drive in thick fog — Brookes threatens McRae with new Manta 400 — Eklund shakes off challenge from Tim Brise and Mikael Sundstrom to take Group A with fourth overall — Wilson returns to form with private Quattro but retires near end — R-E-D reveal new Sierra turbo as course car with Roger Clark — Event marred by tragic death of Haffstein Hauksson — Tom Walkinshaw brings Group A Rover out again but retires within sight of a top 10 finish — Group A runners fall victim to mechanical carnage.



Hannu Mikkola — hampered by the demands of Ingolstadt on the World Championship.

#### ROTHMANS CIRCUIT OF IRELAND

Apr 20/24

Based Belfast/Waterford

54 stages over closed public roads, with pace notes permitted over the Northern Ireland loop.

|                                  |                       |          |
|----------------------------------|-----------------------|----------|
| 1, Billy Coleman/Ronan Morgan    | Opel Manta 400        | 8h59m30s |
| 2, Ernest Kidney/Seamus McCann   | Talbot Sunbeam Lotus  | 9h19m43s |
| 3, Davy Evans/Roy Kernaghan      | Nissan 240RS          | 9h31m18s |
| 4, John Price/Derrick Davies     | Renault 5 Turbo       | 9h33m30s |
| 5, Alan Johnston/Bobby Willis    | Toyota Corolla*       | 9h36m07s |
| 6, Ken McKinstry/Robert Philpott | Ford Escort RS2000*   | 9h43m21s |
| 7, David Mann/Dave West          | Toyota Corolla*       | 9h46m02s |
| 8, Tim Brise/Steve Bond          | Talbot Sunbeam ti*    | 9h53m58s |
| 9, Warren Craig/Colin Kniveton   | Ford Escort RS        | 9h56m21s |
| 10, Julian Roderick/David Holmes | Vauxhall Chevette HSR | 9h47m24s |

Billy Coleman returns to winners circle after long lay off — Top seeds drop out one by one, with Austin McHale being the last to go within sight of the finish — Kidney second on his regular Easter outing — Kankkunen stands in for Eklund but Toyota blows engine, leaving Alan Johnston to uphold Group A honours — Four Group A cars in top 10 — Fine run by hot rod champion, Davy Evans, to take third — Demuth blows Quattro engine while Mikkola is away on Safari — Brookes goes on first stage with broken propshaft — Toivonen gives Rothmans Porsche 911SC RS its British debut and crashes a go-kart! — Series thrown wide open.



Per Eklund proved almost unbeatable in Group A for the second year in succession.

#### CASTROL WELSH INTERNATIONAL

May 5/6

Based Llandrindod Wells

22 stages on a mixture of tarmac and loose forest roads

|                                   |                           |          |
|-----------------------------------|---------------------------|----------|
| 1, Hannu Mikkola/Arne Hertz       | Audi Quattro              | 2h49m43s |
| 2, Russell Brookes/Mike Broad     | Opel Manta 400            | 2h52m23s |
| 3, Malcolm Wilson/Nigel Harris    | Audi Quattro              | 2h53m32s |
| 4, Jimmy McRae/Mike Nicholson     | Opel Manta 400            | 2h59m52s |
| 5, Per Eklund/Dave Whittock       | Toyota Corolla GT*        | 3h07m18s |
| 6, Bertie Fisher/Austin Frazer    | Opel Manta 400            | 3h07m24s |
| 7, Ian Tilke/Roger Freeman        | Ford Escort RS            | 3h07m26s |
| 8, Russell Gooding/Rodger Jenkins | Vauxhall Chevette HSR     | 3h08m00s |
| 9, Mark Lovell/Peter Davis        | Citroën Visa Mille Pistes | 3h08m42s |
| 10, Alan Johnston/Bobby Willis    | Toyota Corolla*           | 3h10m03s |

Brookes leads over tarmac stages but Mikkola takes the lead as the rally enters the forests — McRae hampered by accident in the dusty conditions — Wilson returns to form with Quattro — Fisher gets good result after close battle in closing stages with Eklund and Tilke — Lampi gets in everyone's way with failing Quattro — Citroën debut 4WD Visa Mille Pistes and give Mark Lovell his works break — Dry conditions threaten existence of the event and force changes of format for first day — Novas and Sambas beat off John Haugland's Skoda again — Local stars, Collins and Fowden, fail to make the finish.



★★★★

#### PER EKLUND

Age: 38

Lives: Aarvika, Sweden.

1984 results: 4th, National Breakdown, Scottish; 5th, Welsh; 7th, Manx. Group A champion.

Drives: Toyota Corolla GT.

Per Eklund rocked the establishment last season by taking the Corolla to places far higher than people could have foreseen. This year, of course, the element of surprise was lost and results were expected, despite the car being far more complex than the old model. Throughout the season, Eklund had to contend with fluctuating power levels, usually less than last year anyway, and a troublesome microchip for the engine management system, along with camshaft troubles.

Despite this, the popular Swede always produced the goods, the lone exception being the Ulster Rally where the camshaft failed. Also on World Championship duty at Easter, Eklund did not contest the Circuit and so his second Group A title should be seen in that context.

With an upsurge in Group A interest this season, it was expected that Eklund would face a more serious challenge. Indeed, the Skip Brown Sunbeams of Tim Brise and in the early part of the year, Mikael Sundstrom, did indeed offer some threat but Eklund always held them off in the end, never by less than 2mins. But the domination seems to be at an end following the hammering dishd out on the Manx by Tony Pond's Rover Vitesse. Had Pond tackled the whole series, the result may have been different.

Not surprisingly, the fog of the National Breakdown offered Eklund an ideal opportunity to steal a march over the rest and indeed he did with a fine fourth, but it was the Manx that showed how hard the car could be pushed in the right hands. After an early fuel pump problem, the Eklund and Whittock partnership really worked together to storm back into second in Group A by the end of day two, perfectly poised to capitalise on others who fell by the wayside and claim their second successive title.

Help for the injured Toivonen.







# RIDER REPORT

**Television sports presenter Steve Rider talks to 1984 AC Delco Astra Challenge winner Stuart Nicholls and investigates the 1985 Vauxhall-Opel Championships that encourage new drivers.**

**RIDER:** Stuart Nicholls, it's been a very successful season for you, with victory in the AC Delco Astra Challenge. How do you look back on it?

**NICHOLLS:** Very pleased, of course, although we did go into the season with quite a lot of confidence. We knew that there were a lot of competitors in the Challenge who'd got a lot of ability, but we also knew that we had the advantage of a season's experience with the Astra. We looked forward to the first event.

It worked pretty well for us right from the start. Our tidy approach benefited us on the early events, while everybody else was still learning. We scored wins on the first two outings, then had a couple of second places – and then the problems started to arrive! On the next two events we broke a cam belt, and then we put it off the road on the Border Counties.

Later on, fortunately, we were in a position to just potter around, really. Getting those good results early on was a big advantage. Everybody else was really fighting for it, and the championship was open all the way to the last round, where we had to finish to take it. We did just that, with a steady run once again, to sixth.

**R:** So how did you improve your driving from one season to the next – what is the secret of success in the Astra Challenge?

**N:** Basically, last year was very much a sling-and-hope effort. This year was more of a controlled effort. Instead of storming into the corners, we were doing all our braking before the corner and accelerating through it. It's a discipline that seemed to work very well.

Having said that, there's no doubt that the Astra Challenge is all about 100 per cent commitment. You've got to go as fast as possible from the moment the flag drops. The cars are so evenly matched that you can't afford to lift off. In fact, one of the secrets of success is definitely having a good co-driver: I've been very lucky this year with Mike Sones, who has a vast knowledge of the forests.

**R:** The Astra Challenge cars run in what is more or less showroom standard specification, don't they? What modifications are you allowed to make to the car?

**N:** Very few. Basically, it's only camshaft and final drive ratios that can be changed, plus the addition of a limited slip differential. And that's about it. Different spring and shock absorbers are obviously used to make the car more stable, but apart from that it's as you'd find an Astra in the showroom. I think everybody has been impressed with the way the car has stood up to the Challenge.

**R:** So for the novice starting out in the Astra Challenge, the technicalities are relatively simple then?



**N:** True. But you can't go into any competitive series thinking that you just buy a car and go out and play. You really have got to sit down with it and decide what the plan is for preparation. But certainly the costs of starting in Astra are very attractive.

**R:** What are the costs?

**N:** I've calculated the budget for this year, and I

#### 1984 AC Delco Astra Challenge:

##### Final positions

|                              |         |
|------------------------------|---------|
| Stuart Nicholls/Mike Sones   | 131 pts |
| Russ Swift/Brian Hughes      | 122 pts |
| Steve Fairlie/Gill Taylor    | 115 pts |
| Kim Kirk/Brian Dicker        | 98 pts  |
| John Thompson/Alan Ridehalgh | 96 pts  |



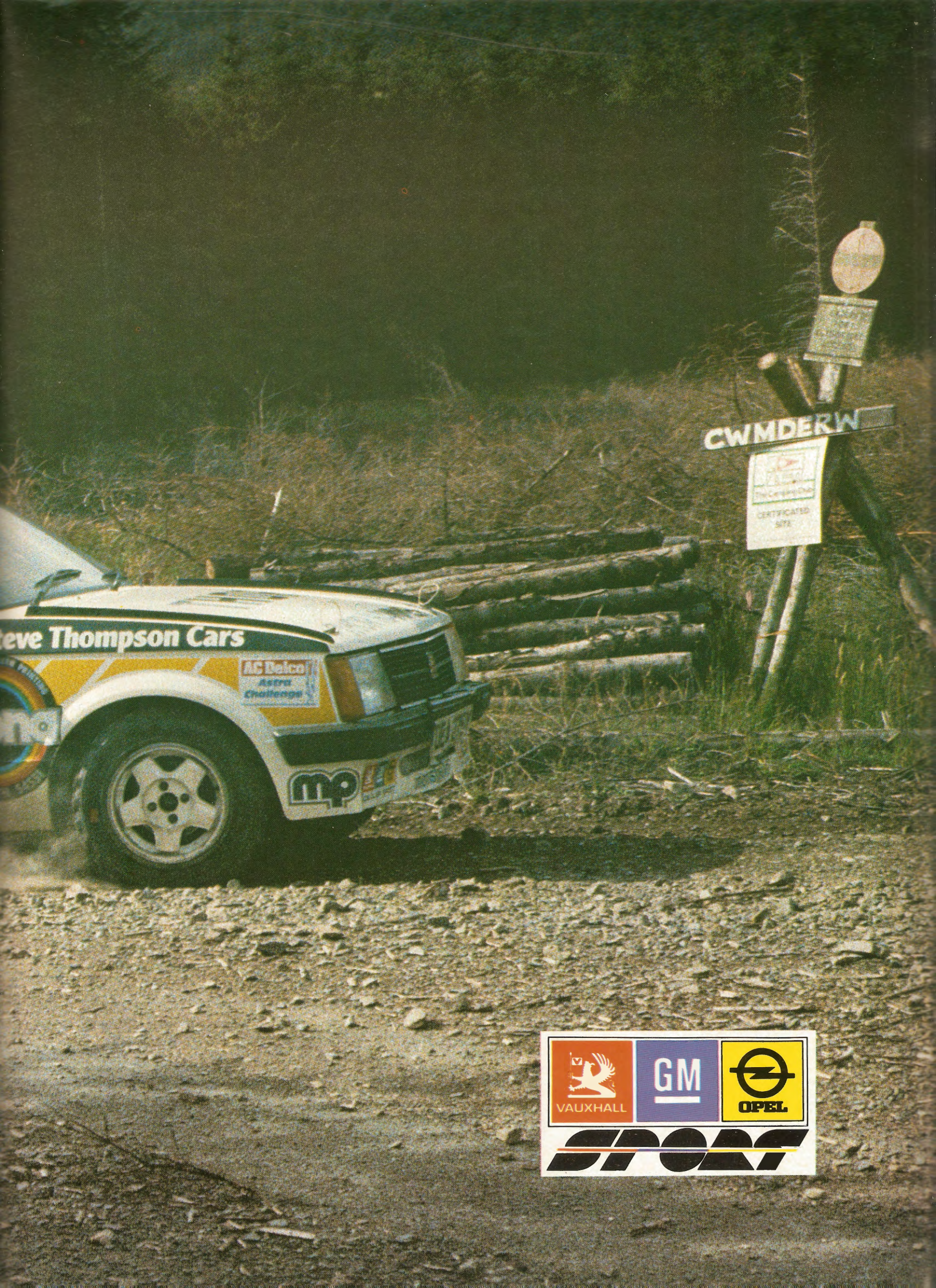
Runner-up Russ Swift



**AC Delco Astra Challenge  
Stuart Nicholls/Mike Sones  
1984 Champions**







Steve Thompson Cars

AC Delco  
Astra  
Challenge

mp

CWMDERW

The Camping Club  
CERTIFICATED  
SOFI





# THE WAY TO SUCCESS

## AC Delco Astra Challenge

|                    |                           |
|--------------------|---------------------------|
| February .....     | Forestry Tuition Day      |
| March 9 .....      | Langer Park Stages        |
| April 13 .....     | Plains Rally              |
| May 4/5 .....      | South West Stages         |
| May 18 .....       | Hadrian Rally             |
| May/June .....     | Tarmac Tuition Day        |
| June 29 .....      | Millbrook Stages          |
| July 6 .....       | Brands Hatch Race Tuition |
| July 7 .....       | Brands Hatch, Race        |
| August 11 .....    | Ingliston, Race           |
| August 25 .....    | Mewla Stages              |
| September 28 ..... | Tour of Cumbria           |
| October 26 .....   | Quip Forestry Stages      |



New style Astras will run in '85 Challenge alongside earlier models

## Vauxhall Rental Nova Junior Cup

|                    |                      |
|--------------------|----------------------|
| February 2 .....   | Wydean Rally         |
| February .....     | Forestry Tuition Day |
| March 2 .....      | Dukeries Rally       |
| April 13 .....     | Plains Rally         |
| May 18 .....       | Hadrian Rally        |
| May/June .....     | Tarmac Tuition Day   |
| June 15 .....      | Severn Valley Stages |
| June 29 .....      | Millbrook Stages     |
| September 22 ..... | Bridgend Stages      |
| October 26 .....   | Quip Forestry Stages |

(Provisional, and changes possible)



Nova Junior Cup for 1200cc cars carries support from Vauxhall Rental

THE aim of General Motors Dealer Sport to spotlight young rally talent will continue in 1985 with an enlarged Astra Challenge, and the introduction of the all-new Vauxhall Rental Nova Junior Cup. While the Challenge – to be supported by AC Delco again – offers established drivers a rare and fair chance to show their skills in close competition, the Nova Cup is intended specifically for newcomers to the sport who are set on becoming the Stars of Tomorrow.

The rules of the Nova Junior Cup are simple. The cars – Vauxhall Nova hatchbacks or saloons with 1200cc engines – must be built to a specification which is very nearly of showroom standard. And the drivers must be no more than 25 years old at the start of 1985.

By carrying specified advertising on their cars, entrants will be entitled to purchase parts and components at specially reduced prices. The Novas must also be formally associated with a Vauxhall-Opel dealer.

While the rules place a bold accent on relatively cheap competition and youth, competitors of the Nova Junior Cup have an attractive goal to aim for: a GM Dealer Sport team drive on Britain's round of the World Championship, the Lombard RAC Rally, plus a prize of £1,000. In addition, the young drivers achieving success on the nine individual rounds of the series will receive cash awards to help them on their way.

The Nova Junior Cup will run as part of the popular BTRDA Gold Star Rally Championship, with cars running in the club's Production Car category. This means the Novas will benefit from the unique 'reverse seeding' of the BTRDA series, which lets the less powerful cars start first. This will give the Nova drivers the best possible conditions in the timed special stages, so minimising vehicle wear and tear.

THE highly successful AC Delco Astra Challenge continues in 1985 with a new look. The series will no longer run alongside rounds of the BTRDA Championship, but will instead offer competitors a refreshingly varied and educational motor sport programme, covering all regions of the country, and many aspects of the sport. The Challenge's healthy prize fund has been enlarged, with special bonuses for drivers who switch to the new shape 1985 Vauxhall Astra, which is now entering dealers' showrooms.

Ten events comprise the 1985 Astra Challenge: two tarmac surface rallies, two night forest rallies, four further stage rallies, and two circuit races. There is no age limit for competitors, but previous challenge winners will not be eligible.

The 1300cc Astras will follow their established and well proven format, prepared to a detailed specification issued by the Challenge organisers which closely follows the International Group A rules for production saloons. Although previous participants of the Challenge will be able to continue with their existing cars, there are attractive incentives for them to change to the 1985 model. Body shells will be available at specially reduced prices, and for competitors who use the new car on at least eight of the ten rounds, the end-of-season prize fund will be doubled!

Even before any new model bonuses are considered, first prize for the AC Delco Astra Challenge is £2,500. There will also be support for the overall series winner during the following season. And like the Nova Cup, the Challenge fund pays out to the first five in the final championship standings, and top finishers on each individual round.

**Full details of the AC Delco Astra Challenge and the Nova Junior Cup are available from the Co-ordinator of both series, Andrew Duerden, Hadley House, Great Glen, Leicester LE8 0GN.**

## RIDER REPORT

reckon that, for myself, it was about £400 to £450 per event. We've been very lucky because we've had no real accident damage – even when we had our excitement on the Border Counties, it was just a simple pull out panels job!

Because the cars are so equal, the quality of preparation is vital. You can't just buy a car, set it up, and just forget about it from one round to the next. Twice we found problems on the car, simply

through checking it closely, that would have caused our retirement from an event. The championship can hang on little things like that.

**R:** A valuable lesson for any novice. But what other lessons have you learnt from the Astra Challenge this year?

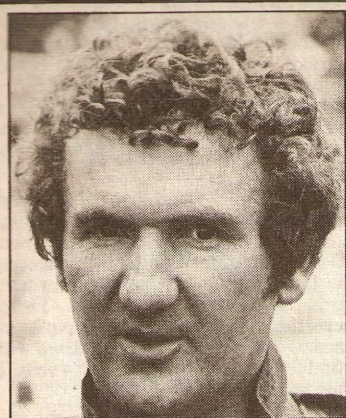
**N:** Well, apart from being able to increase my competition experience at low cost, there have actually been a couple of tuition days as part of the series. We had some very useful instruction in pace note taking from Russell Brookes at the Vauxhall-Opel Proving Ground at Millbrook, which

was very useful. In many ways the Challenge just helps you short-cut the learning curve a little.

**R:** It can't be bad – a cheap season's sport, and a brand new, road-going Vauxhall Astra GTE parked outside as your prize!

**N:** Yes, that's right. But the most important part of the prize for winning the Challenge is the help that I get for next season. We're going into Group A with General Motors Dealer Sport next year in an Astra GTE, in the Shell Oils Autosport Championship. I've also been approached to join the RAC British Junior Team, and hopefully that will come to fruition with some rallying on foreign soils next year.





★★★  
**BERTIE FISHER**

**Age:** 34  
**Lives:** Ballinamallard, Co Fermanagh.  
**1984 results:** 2nd, Manx; 4th, Ulster; 6th, Welsh.  
**Drives:** Shell Gold Card Opel Manta 400.

If only Bertie Fisher had a B seeding this year, he would surely have collected a better points tally. All too often the determined Irish star had to start events with a huge disadvantage to his rivals, seeded several places behind them when his form would have suggested otherwise. Nevertheless, whenever possible, the Sydney Meeke prepared Manta was seen in full flight but that all important ingredient, luck, was frequently lacking.

Fisher chose to put the car off in Yorkshire's Dalby forest where there were no spectators to help. In Ireland, the perennial Opel half shaft problem accounted for his demise, but the Welsh saw better fortunes.

Sixth place, despite being one of several drivers held up by Lasse Lampi's ailing Quattro on one stage, was a welcome break but, by now, Fisher was becoming disillusioned and the performances began to have a rather jaded look.

Chances of further improvement were hopelessly dashed in Scotland when all Fisher's bad luck came at once, an early misfire causing the electronics to be completely changed. No sooner had that task been completed, than Fisher rolled the car. When an oil pipe came off, the sad faced team packed their bags and planned for the final two rounds.

On home tarmac, however, Fisher got back into the groove and mustered fourth place on the Ulster, not as good as last season but better than hoped. On the Manx however, the Bertie Fisher travelling fan club cheered him to the echo as he took second to McRae with some of the most determined driving of the year. In the end, Bertie could look back with a degree of satisfaction but the results should have reflected his efforts rather more than they do.

►► Continued from p44

prize. It was never going to be an easy year and it had its ups and downs.

After a season with the Vauxhall Chevette HSR, Brookes's transition to the larger Manta 400 was both rapid and effective. On the opening round of the season, the Worcestershire based driver showed the potential to challenge McRae, even though he admitted that he was taking time to adapt. The Chevette is lively, the Manta more 'laid back' but Brookes was clearly going to be a force to be reckoned with.

Indeed, on the Castrol Welsh in May, he almost threatened to beat the Quattro, leading comfortably after the tarmac sections. Sadly, the dry and dusty conditions that at one time threatened the very existence of the event itself, proved too dangerous for a concerted attack. Mikkola had the advantage of being the first car on the road and Brookes was forced to back off and settle for second.

The Manx saw the most determined approach from Brookes as he stormed back through the lanes after a puncture. He nearly caught McRae but, with a combination of ill luck and over exuberance, put the Manta off the road and out of the event. A championship win would have been a real surprise but, equally, would have been a triumph of determination. Jimmy McRae referred to his great rival on several occasions during the year as 'a terrier who never gives up'. It was an apt description.

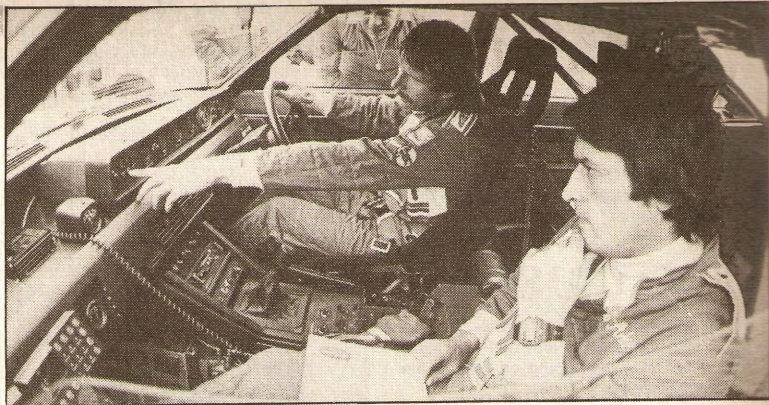
While those three drivers battled for overall honours, Group A and manufacturer interest again rested firmly within the Toyota camp. Having stunned the opposition last year with the 1600cc Corolla, Team Toyota GB revealed the latest twin-cam 16 valve version at the National Breakdown Rally.

For David Ewles and the tight knit Coudson-based team, however, the new car was to test their patience throughout the season. Now blessed with microchip technology in the engine department, the Corolla GT failed to beat last year's power figures. Throughout the year, the mechanics struggled to find the right power band and it was only at the end of the season that some sort of continuity was found.

Nevertheless, no-one could match the talent of **Per Eklund**, the Swede revelling in the fog of the opening round and emerging well in command on the Welsh and Scottish events. On the Manx, however, it was the Rover Vitesse of **Tony Pond** that quite simply dominated the category and the others could only watch as a new dimension was brought to Group A rallying. Things would never be quite the same again.

Toyota's second consecutive Manufacturers title came as much by way of their growing army of private drivers, as by the efforts of the works team.

Eklund could not make the Circuit of Ireland as he was on Safari with Team Toyota Europe. **Juha Kankkunen** took



Tony Pond and Rob Arthur before their superb Manx drive in the big Rover Vitesse.

the car by the scruff of its neck until the engine let go, but **Alan Johnston** was on hand with his ex-works Sealink Corolla to take the Group A award nevertheless. In Ulster, the camshaft problem that had dogged the works car raised its head again. With Eklund at the roadside, it was **David Mann** who netted both himself and preparation expert, Mike Taylor, a well deserved prize. Both of these young drivers are products of the British Junior Rally Team, proof that the team has produced a depth of talent from the ranks of national competitors.

Challenges to Eklund's supremacy were few and far between. **Tim Brise** returned to the forests after a couple of years' absence, joining the Skip Brown Cars team in a Talbot Sunbeam ti. Tim got off to a steady start in the Yorkshire forests but, by the end of the season had pushed Eklund on a couple of occasions. In Scotland particularly, Brise closed to within striking distance of the Toyota but, once again, the Swede refused to be rattled and stayed just far enough ahead. By the season's end, Brise was one of three drivers (Eklund and Mann the others) who stood a chance of the Group A title, capitalising on Eklund's absence in Ireland. Sadly, in the atrocious weather that faced the crews on the first day of the Manx, Brise slid off the road.

Joining Brise in the Skip Brown team at the beginning of the year, was young rising Finnish star, **Mikael Sundstrom**. Always attacking with gusto, Sundstrom could have offered a more serious threat

at the end had financial problems not left him out in the cold during the mid-season period. He did manage to return for the Manx, however, where he drove his Opel Ascona in spectacular fashion to head off the Golf GTI of **Mark Lovell** on the final morning.

Lovell's excursion in the Golf was a one-off affair. Earlier in the year, the Somerset driver had become the first of our Junior Team members to land a works contract in his own right. When Citroen acquired one of the latest four-wheel-drive Visa Mille Pistes, Lovell was drafted in to drive it, replacing **John Weatherley** who had started the season with the team. A testing accident before the Circuit left the Chris Sclater run equipe without a car and, it was clear, without much affection for their erstwhile driver.

The car first appeared on the Welsh, Lovell taking things easily at first — hampered by an oil leak — and then opening up in the forests. Ninth place was an encouraging sign but from that point, the car was to prove impressive before trouble struck. In Scotland it was the differential that failed after just 15 tests and, in Ulster, the car was cruelly denied a top 10 finish when a broken distributor drive nearly cost it a finish at all.

Lovell's success on the Manx, however, when he drove Allan Poole's immaculate Howarth Motors Golf, rather undermined the confidence of the genial **Chris Lord**. Having acquired Kalle Grundel's



★★★  
**IAN TILKE**

**Age:** 23  
**Lives:** Burton-on-Trent  
**1984 results:** 5th, National Breakdown; 7th, Welsh, Ulster; 8th, Scottish.

**Drives:** Silkolene Ford Escort  
While the main focus has inevitably been centred on the latest Group B and Group A options, Ian Tilke has been producing some stirring drives in an ageing Ford Escort RS, nearing the end of its Group B life.

Tilke has been seen by some as a future star but some of his recent performances left a little to be desired. On tarmac,

however, his abilities have never been in question and it was no surprise to see good runs on the three asphalt events in the series, albeit not really producing the results that might have been expected, an accident on the Manx spoiling an exuberant performance that had pleased the crowds.

With assistance from the talented Roger Freeman on the National Breakdown, Tilke stormed through the fog to take fifth with the Silkolene car, followed in Wales by seventh.

But it was on the Scottish that Tilke really earned his spurs this year. The Escort developed serious engine maladies early in the event but the Derbyshire driver pressed on through adversity. Often collecting road penalties for having to push the car through controls, Tilke literally dragged the car to the finish and collected eighth place as a reward.

Back onto tarmac and the Ulster Rally saw another seventh placing to give him a similar placing in the overall championship placings. Sadly, further improvements were impossible as a crash on the Manx ended his season.

Tilke may be at the crossroads of his career by now. The British Junior Team are producing worthy successors to the top names and Tilke may have been overlooked, but, with the right cash injection and a more suitable car, there is little doubt that the 1984 season will have added to his armoury, not least in terms of how to struggle through adversity.

## LLOYDS BOWMAKER SCOTTISH RALLY

Jun 9/12

Based Glasgow

50 stages mainly over forest roads with a few spectator stages on tarmac

|                                          |                             |          |
|------------------------------------------|-----------------------------|----------|
| 1, Hannu Mikkola/Phil Short.....         | Audi Quattro .....          | 5h07m30s |
| 2, Jimmy McRae/Mike Nicholson.....       | Opel Manta 400.....         | 5h13m45s |
| 3, Russell Brookes/Mike Broad.....       | Opel Manta 400.....         | 5h25m46s |
| 4, Per Eklund/Dave Whittock.....         | Toyota Corolla GT* .....    | 5h34m46s |
| 5, Tim Brise/Steve Bond.....             | Talbot Sunbeam ti* .....    | 5h36m54s |
| 6, Donald Heggie/Ian Mungall.....        | Ford Escort RS.....         | 5h38m11s |
| 7, Vince Whetton/Chris Allen.....        | Opel Ascona 400.....        | 5h42m45s |
| 8, Ian Tilke/Alistair Roberts.....       | Ford Escort RS.....         | 5h44m29s |
| 9, Chris Lord/John Daniels.....          | VW Golf GTI* .....          | 5h46m57s |
| 10, Wilson Girvan/Dugald McGillvray..... | Vauxhall Chevette HSR ..... | 5h53m39s |

Phil Short joins Hannu Mikkola and takes third forest win of the season — McRae misses out on home win yet again but takes an easy second — Eklund holds off Brise to take Group A again — Tilke shows determination to get ailing Escort to finish — Brian Wiggins clinches Group N title with two rounds still to go but suffers from tough event — Wilson threatens Mikkola but retires when second — Home entry hit by European homologation requirements — Fisher struggles with several problems before eventually blowing the Manta engine — Lord makes it to top 10 at last — Valentine holds off Haugland with Samba — Only 67 starters.



►► spectacular Golf from last season, Yorkshire's favourite son struggled to find reliability and results. The Lloyds Bowmaker Scottish Rally netted the only top 10 result of the season and the car has now been pensioned off in favour of more compatible machinery.

This year marked the end of an era. Rothmans announced during 1983 that their involvement with both the cham-

pionship and the Manx events was coming to an end — the Rothmans support for the Circuit of Ireland coming from a different branch of the company and therefore not in jeopardy — and duly went out with a bang.

If Audi managed to make the headlines with their short Quattro, the appearance of the Rothmans Porsche 911 SC RS was eagerly anticipated for the Circuit of Ireland. None other than **Henri**

**Toivonen** was brought over for the occasion and, for some considerable time, it seemed that the Finn would give the sponsors something to cheer about. But, as the leaders acted out the story of 'Ten Green Bottles', each falling by the wayside, the Porsche gearbox broke and was impossible to change in the necessary time. Added to that, Toivonen managed to get involved in a go-kart race during one of the halts. He crashed heavily and incurred a back injury that was to trouble him for some time.

It had been hoped that, with European Championship points at stake, Toivonen would return for the Manx at the end of the season but, with his back still playing up, it was young Finnish superstar, **Juha Kankkunen**, who stepped in. Sadly, with but five stages gone, the car ate the engine and another sponsor's benefit was not to be.

Throughout the season, the problem of B-seeding raised its head. With A and B seeds occupying the first places in the entry, the worst affected for not having the qualification was **Bertie Fisher**. Undoubtedly driving better than the results will ever show, the Irishman battled hard with the Shell Gold Card Manta 400 on each round.

In Yorkshire, he was unlucky when he put the car off where no spectators were gathered. In Ireland, a half shaft failed before the service crew had a chance to perform a planned change, the Manta having led the event briefly. Wales saw **Bertie Fisher** on home ground with the Shell Gold Card Manta 400. His forest luck was not good.

Fisher hampered on a stage by **Lasse Lampi** — on a one-off visit to the series — but then fight back to a fine sixth; but Scotland was a catalogue of disasters with nothing to show. With flagging spirits, Fisher took fourth on his home, Ulster, event, but it was the Rothmans Manx that really allowed him to show what he could do.

Jimmy McRae and Tony Pond were undoubtedly popular with the Manx fans, but it was the Irish contingent that revealed their partisan nature, cheering the Ulsterman every inch of the route. Perhaps aided by retirements, Fisher nevertheless turned in a superb performance to finish second, having dived with Pond for much of the three day event. If only he had a B-seed...

Cameo performances during the season came from the privateers. **Ian Tilke** showed an amazingly determined side to his character when, in Scotland, the Silkolene Escort lost virtually all power in the engine. With almost three days still to go, the Derbyshire driver battled on, dragging the car to the finish. Gutsy drives on other events in the year ensured that he netted seventh place with what is now a rather old car.

**Billy Coleman** and **Austin McHale** showed what the Irish could do when the series moved to the emerald isle at Easter, Coleman winning the Circuit after a battle with the similar car of McHale until the Manta blew the engine within sight of the finish. Coleman's car

## The classes

While attention was, as expected, firmly fixed on the battle for overall honours, there was a fair old battle going on among the classes this year.

With Group N now firmly established as part of the scene (even though there is controversy about the specification of some cars, aimed at improving their life span), a better offering might have been expected from this 'cheap' alternative. However, only **Brian Wiggins** managed to make a season of it, taking the Astra GT/E to an easy title by the Scottish. **Jenny Birrell** netted a couple of results with the Samba but never really managed to offer a season long threat. Even **Allan Poole's** 80 Quattro could not withstand the punishment that the Scottish meted out to the standard cars.

But Group A, in all its categories, seems to go from strength to strength, even if **John Stevens** had an easy time of the over 2-litre class where there are few options to choose from.



John Stevens' dominant Mazda.

The small capacity class fell to **Harry Hockley** in the Demon Tweaks Nova, fending off a late charge from the Mike Little Samba of **Andrew Wood** who drove the Manx at 'maximum attack' speed throughout. The similar car of **Colin Valentine** also promised to net a few places in the mid season period, but faltered at the end. **Phil Clayton** took his tiny Toyota Starlet to good places in the early part of the season, but the Japanese manufacturer's interest was firmly placed with the Corolla model.

Tackling only the forest events this year, the Skoda of **John Haugland** was rather a disappointment after last year's success story. An early gearbox failure in Yorkshire ended the first run but he bounced back in Wales and Scotland, still well beaten by Novas and Sambas.

Despite missing one round, and failing to finish another, the 1300 to 1600cc class was firmly in the grip of **Per Eklund**. But, behind the Swede, there was a real fight going on for second between the Skip Brown Sunbeam of **Tim Brise** and the Tuckswood Toyota of **David Mann**. It was Mann's Ulster class win that ultimately tipped the scales in the Suffolk driver's favour, for neither finished the Manx. **Alan Johnston** proved that he had great ability in the early stages, also winning the class on the Circuit, but later on the car seemed to falter, just when reliability was required.

Probably the greatest threat to Eklund's

**Mikael Sundstrom** in Yorkshire.



Harry Hockley in Epynt.

domination should have come from **Mikael Sundstrom** in the second Skip Brown car. On the opening round, however, it was clear that the Swede had the advantage and from then on there was never any real doubt that he would take the title. Sundstrom eventually ran out of money and ultimately dropped out of the series, a late appearance on the Manx (with tyres smoking at every opportunity — a taste of what might have been) making little difference to the points.

**John Morton** and **Ian Harrison** finished just one point apart at the end of the season but the 1600 to 2000cc class fell to the Clitheroe driver after the Manx. This season the Astra GT/E proved to be much more suitable than its less powerful predecessor, and had the two drivers fought head to head, the result may have been different. **Chris Lord** finished third in the class after a dismal year with the Golf GTI. Hopes that the ex-Kalle Grundel car might bring him luck were dashed from the start, Lord never really happy with the front-wheel-drive machine and suffering great blows to his ego on a regular basis, even though he did net class wins in Wales and Scotland.

The small Group B class proved to be a real mixed bag, only **Geoff Warkup** offering a season long challenge and duly winning the prize. **Mark Lovell** stepped into the works Citroen Visa Mille Pistes for the Welsh, took a class win and threatened to clean up from there on. But the Citroen luck from last season continued and the only other points the team collected were from the Ulster, and then they were lucky to get anything at all.



A determined Ian Tilke.

**Ian Tilke** easily took the 1600 to 2000cc class, challenged meekly by **John Price** in the Renault. The Escort of **Terry Cree** was no match for either of the more powerful cars, but the sometimes battered example managed to take third with some determined driving. This was perhaps the least impressive category of the year, most drivers picking up points for one-off appearances; **Donald Heggie** in Scotland and **Ian Corkill** on the Manx for example. The over 2000cc class was, of course, a carbon copy of the overall standings while the Manufacturers prize again went to Toyota.

As in 1983, there was the possibility of a tie break to decide the outcome of the Manufacturers award. But, again as in 1983, the situation did not arise. Audi and Toyota went to the Isle of Man with equal points in the series but in the end it was only the Japanese car that made the finish, ensuring the crown for a second successive year.

★ ★

### TIM BRISE

Age: 32

Lives: Dartford, Kent

1984 results: 5th, Scottish; 7th, National Breakdown; 8th, Circuit.

Drives: Motoplat Talbot Sunbeam ti.

For Tim Brise, the 1984 season marked a comeback to the sport after a year or two lay off. After driving Group 4 Escorts for Dees of Croydon, the Group A Sunbeam ti, prepared by Skip Brown, was something of a complete change.

Right from the start, however, it was obvious that Brise had lost none of his ability, only the lack of power keeping him down the order. On occasions, Brise showed signs of offering a threat to the Toyota of Per Eklund, but in the end, the promise never materialised into victory. A fifth place on the Scottish was the best result of the season and the closest that Brise ever really got to Eklund. Nevertheless, the Swede had to keep a close eye on the Sunbeam for the duration and there was no room for even a puncture at the finish.

With Eklund absent on the Circuit, the chance to redress some of the balance was available, but no sooner had the car reached the top 10 than an accident



pushed it down the list again. In the end, Brise kept it together and finished eighth.

A firebreak on the Welsh left Brise without reverse gear to get out and the time lost turning the car around dropped them well out of contention. But, despite this, Brise went to the Manx with a chance of the Group A title. When Eklund hit trouble early on, it seemed that a fairy tale comeback might be achieved but, in the soaking wet conditions of the 13th stage (when lying 13th on September 13!), the car slid out of the event and ultimately the title race.

Nevertheless, Brise proved that he could still do it and, should he continue again next year, a greater threat will surely emerge to challenge the establishment.





# RENTATRUCK ULSTER RALLY

Jul 27/28

## Based Belfast

### 27 special stages, all on closed public roads with pace notes allowed

|                                       |                       |          |
|---------------------------------------|-----------------------|----------|
| 1. Walter Rohrl/Christian Geistdörfer | Audi Quattro Sport    | 3h20m37s |
| 2. Russell Brookes/Mike Broad         | Opel Manta 400        | 3h24m52s |
| 3. Jimmy McRae/Mike Nicholson         | Opel Manta 400        | 3h25m08s |
| 4. Bertie Fisher/Austin Frazer        | Opel Manta 400        | 3h38m37s |
| 5. Billy Coleman/Ronan Morgan         | Opel Manta 400        | 3h40m50s |
| 6. Cyril Bolton/Derek Irvine          | Vauxhall Chevette HSR | 3h40m59s |
| 7. Ian Tilke/Ian Wray                 | Ford Escort RS        | 3h44m48s |
| 8. Ken McKinstry/Robbie Philpott      | Nissan 240RS          | 3h45m46s |
| 9. Pat Dunnion/Neil Fitzsimmons       | Talbot Sunbeam Lotus  | 3h50m08s |
| 10. David Mann/Dave West              | Toyota Corolla*       | 3h35m48s |

Rohrl gives Quattro Sport its first international win and shatters the opposition into the bargain — Brookes and McRae fight tooth and nail for second, the Andrews driver taking the prize — Manta 400 phalanx follows Rohrl home — Demuth retires with electrical troubles on first stage while standing in for Mikkola — Wilson goes one stage later with broken diff — Lovell's Visa is denied top 10 finish at last gasp — Warkup takes another class win for Lada — Eklund breaks camshaft but Mann takes Group A points for Toyota — With Mikkola away again, Brookes and McRae shape up for three way showdown on Manx finale.



Walter Rohrl shattered the opposition with the Quattro Sport in Ulster.

## ROTHMANS MANX INTERNATIONAL

Sep 12/13

### Based Douglas

#### 48 special stages on closed public roads with pace notes allowed in an all daylight format

|                                      |                    |          |
|--------------------------------------|--------------------|----------|
| 1. Jimmy McRae/Mike Nicholson        | Opel Manta 400     | 5h42m34s |
| 2. Bertie Fisher/Austin Frazer       | Opel Manta 400     | 5h55m05s |
| 3. Tony Pond/Rob Arthur              | Rover Vitesse      | 5h57m47s |
| 4. Ian Corkill/Mike Byron            | Ford Escort RS     | 6h05m01s |
| 5. Theo Bengry/Paul Watkins          | Opel Ascona 400    | 6h12m07s |
| 6. Davy Evans/Roy Kernaghan          | Nissan 240RS       | 6h13m42s |
| 7. Per Eklund/Dave Whitlock          | Toyota Corolla GT* | 6h17m49s |
| 8. Mikael Sundstrom/Voitto Sillander | Opel Ascona 2000i* | 6h21m40s |
| 9. Mark Lovell/Pete Davis            | VW Golf GTI*       | 6h25m24s |
| 10. John Price/Derrick Davies        | Renault 5 Turbo    | 6h28m32s |

McRae's first win of season gives him the Open title — Mikkola retires on fourth stage — Brookes offers strong challenge to McRae but accident on second day puts him out — Fisher gets deserved second place — Kankkunen's Rothmans Porsche 911SC RS destroys engine — Pond stars and dominates Group A with Rover Vitesse — Eklund recovers from early troubles to clinch Manufacturers and Group A titles again — Local man, Ian Corkill, holds on to fourth while Theo Bengry and Davy Evans fight for fifth — Bolton retires from strong placing — Lovell and Sundstrom excite crowds with Group A challenges.



## DAVID MANN

Age: 25

Lives: Bungay, Suffolk

1984 results: 7th, Circuit; 10th, National Breakdown, Ulster.

Drives: Tuckwood Toyota Corolla.

David Mann is a typical example of the rising talent that is emerging through the Group A classroom. Despite receiving only limited support, Mann has pedalled his Toyota Corolla through the Open series with a degree of maturity that is sadly lacking in other, better off, drivers.

The car is immaculately prepared by Mike Taylor Developments and has hardly missed a beat all year. Sadly, a broken halfshaft ultimately put an end to his Manx run and with it went hopes of a Group A title, snatched from beneath the nose of Per Eklund. It says a lot for the way that David has developed this season, that the Swede was genuinely worried about his threat on the final round.

Indeed, the Redhill-based Team Toyota GB were to be grateful to Mann for assisting their Manufacturers title challenge. When Eklund's car broke its crankshaft on Ulster, it was Mann who stepped forward to win Group A and therefore collect maximum Makes points.

In Scotland, Mann decided to have a real go for the placings and joined World Champion, Hannu Mikkola, as a likely roller on one test when a hidden rock kicked the side of the car high in the air. Happily for both, the car landed back on its wheels, but it revealed how hard the youngster was trying.

Since being a Castrol/TVTimes finalist a few years ago, Mann has rather faded from the scene but, with the right backing, a reliable car, and renewed commitment to Group A for another season at least, he should emerge once more as one of our home grown stars of the future. He has already shown that he is well on his way . . .

would not have lasted many more miles either, such was the nature of the event.

And indeed, it was the Circuit that cast a new Irishman into the arena. Davy Evans, former World Hot Rod Champion, acquired a Blydenstein Nissan 240RS (which Evans helped to build at Shepreth) for the event, ran in the top six throughout the rally and became a firm favourite with the fans. Third place was rich reward but no fluke as he also netted sixth on the Manx. There is more to come from Evans . . .

Malcolm Wilson will look back on 1984 as the year when he finally got back to the forefront of International rallying. With the ex-Blomqvist Audi Quattro now running in his own company's colours, the Cumbrian driver got off to a great start in Yorkshire. Sadly, for both Wilson and the sport in general, the event saw the tragic accident that claimed the life of Haffstein Hauksson. The Icelandic driver was at the wheel of a Wilson Escort and the car's owner was devastated by the outcome of a freak accident. With little heart left for the event, Wilson wisely retired but bounced back in Wales to finish third, splitting Brookes and McRae. Sadly, the car proved troublesome throughout the season and Wilson

often found parts difficult to acquire when needed. With a larger budget, the Quattro could have a better future.

All in all, however, the year turned out to be better than expected. Entries, while smaller than most organisers would have liked, proved to have plenty of quality. There was a fair amount of overseas interest (and with the Manx receiving a boost to its Euro co-efficient, probably more next year) during the season and, with it, a variety of machinery to delight the many fans who braved all weathers to watch the spectacle.

But perhaps the best news of all was the fight to the finish that saw three drivers in with a chance of the crown. And a British driver won his home title . . .

Mark Lovell with the Visa Mille Pistes.



## ROTHMANS RAC OPEN RALLY CHAMPIONSHIP 1984

### Overall

|                                      | National Breakdown<br>Feb 16/18 | Circuit of Ireland<br>Apr 20/24 | Welsh International<br>May 4/6 | RSAC Scottish<br>Jun 9/12 | Ulster Rally<br>Jul 27/28 | Manx International<br>Sep 12/15 | Total points |
|--------------------------------------|---------------------------------|---------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------------|--------------|
| 1. Jimmy McRae (Opel Manta 400)      | 12                              | —                               | 8                              | 12                        | 10                        | 15                              | 57           |
| 2. Hannu Mikkola (Audi Quattro)      | 15                              | —                               | 15                             | 15                        | —                         | —                               | 45           |
| 3. Russell Brookes (Opel Manta 400)  | 10                              | —                               | 12                             | 10                        | 12                        | —                               | 44           |
| 4. Per Eklund (Toyota Corolla GT)    | 8                               | —                               | 6                              | 8                         | —                         | 4                               | 26           |
| 5. Bertie Fisher (Opel Manta 400)    | —                               | —                               | 5                              | —                         | 8                         | 12                              | 25           |
| 6. Billy Coleman (Opel Manta 400)    | —                               | 15                              | —                              | —                         | 6                         | —                               | 21           |
| 7. Ian Tilke (Ford Escort RS)        | 6                               | —                               | 4                              | 3                         | 4                         | —                               | 17           |
| 8. Walter Rohrl (Audi Quattro Sport) | —                               | —                               | —                              | —                         | 15                        | —                               | 15           |
| 9. Davy Evans (Nissan 240RS)         | —                               | 10                              | —                              | —                         | —                         | 5                               | 15           |
| 10. Tim Brise (Talbot Sunbeam ti)    | 4                               | 3                               | —                              | 6                         | —                         | —                               | 13           |

### Group A overall

|                                      |    |    |    |    |    |    |    |
|--------------------------------------|----|----|----|----|----|----|----|
| 1. Per Eklund (Toyota Corolla GT)    | 15 | —  | 15 | 15 | —  | 12 | 57 |
| 2. David Mann (Toyota Corolla)       | 10 | 10 | 5  | —  | 15 | —  | 40 |
| 3. Tim Brise (Talbot Sunbeam ti)     | 12 | 8  | 8  | 12 | —  | —  | 40 |
| 4. Alan Johnston (Toyota Corolla)    | —  | 15 | 12 | —  | —  | —  | 27 |
| 5. John Morton (Vauxhall Astra GT/E) | 8  | —  | —  | —  | 10 | 5  | 23 |

### Group N

|                                        |   |   |   |   |   |   |     |
|----------------------------------------|---|---|---|---|---|---|-----|
| 1. Brian Wiggins (Vauxhall Astra GT/E) | 9 | 9 | 9 | 9 | 4 | 9 | 45* |
| 2. Jenny Birrell (Talbot Samba)        | — | 6 | — | — | 6 | — | 12  |
| 3. Norman Thompson (Fiat Strada 130TC) | — | — | — | — | 9 | — | 9   |

### Group A (Up to 1300cc)

|                                   |   |   |   |   |   |   |    |
|-----------------------------------|---|---|---|---|---|---|----|
| 1. Harry Hockley (Vauxhall Nova)  | — | 9 | 9 | 2 | 4 | 6 | 30 |
| 2. Andrew Wood (Talbot Samba)     | — | — | — | — | 9 | 9 | 18 |
| 3. Colin Valentine (Talbot Samba) | — | — | 6 | 9 | — | — | 15 |

### Group A (1300cc to 1600cc)

|                                   |   |   |   |   |   |   |    |
|-----------------------------------|---|---|---|---|---|---|----|
| 1. Per Eklund (Toyota Corolla GT) | 9 | — | 9 | 9 | — | 9 | 36 |
| 2. David Mann (Toyota Corolla)    | 4 | 6 | 2 | — | 9 | — | 21 |
| 3. Tim Brise (Talbot Sunbeam ti)  | 6 | 4 | 3 | 6 | — | — | 19 |

### Group A (1600cc to 2000cc)

|                                       |   |   |   |   |   |   |    |
|---------------------------------------|---|---|---|---|---|---|----|
| 1. John Morton (Vauxhall Astra GT/E)  | 9 | — | — | — | 9 | 4 | 22 |
| 2. Ian Harrison (Vauxhall Astra GT/E) | 3 | 6 | 6 | — | 6 | — | 21 |
| 3. Chris Lord (VW Golf GTI)           | — | — | 9 | 9 | — | — | 18 |

### Group A (Over 2000cc)

|                                  |   |   |   |   |   |   |     |
|----------------------------------|---|---|---|---|---|---|-----|
| 1. John Stevens (Mazda RX-7)     | 6 | 9 | 6 | 6 | 9 | 4 | 36* |
| 2. David Maslen (Mazda RX-7)     | 9 | — | — | — | — | — | 9   |
| 3. Basil Wadman (Peugeot 505 Ti) | — | — | 9 | — | — | — | 9   |

### Group B (Up to 1600cc)

|                                            |   |   |   |   |   |   |    |
|--------------------------------------------|---|---|---|---|---|---|----|
| 1. Geoff Warkup (Lada Riva)                | — | — | 6 | 9 | 9 | — | 24 |
| 2. Mark Lovell (Citroen Visa Mille Pistes) | — | — | 9 | — | 4 | — | 13 |
| 3. John Weatherley (Citroen Visa Chrono)   | 9 | — | — | — | — | — | 9  |

### Group B (1600cc to 2000cc)

|                                    |   |   |   |   |   |   |    |
|------------------------------------|---|---|---|---|---|---|----|
| 1. Ian Tilke (Ford Escort RS)      | 9 | — | 9 | 6 | 9 | — | 33 |
| 2. John Price (Renault 5 Turbo)    | — | 9 | 4 | — | — | 6 | 19 |
| 3. Terry Cree (Ford Escort RS2000) | 3 | — | 3 | 4 | — | — | 10 |

### Group B (Over 2000cc)

|                                     |   |   |   |   |   |   |    |
|-------------------------------------|---|---|---|---|---|---|----|
| 1. Jimmy McRae (Opel Manta 400)     | 6 | — | 3 | 6 | 4 | 9 | 28 |
| 2. Hannu Mikkola (Audi Quattro)     | 9 | — | 9 | 9 | — | — | 27 |
| 3. Russell Brookes (Opel Manta 400) | 4 | — | 6 | 4 | 6 | — | 20 |

### Manufacturers

|               |    |    |    |    |    |    |     |
|---------------|----|----|----|----|----|----|-----|
| 1. Toyota (A) | 15 | 15 | 15 | 15 | 15 | 12 | 75* |
| 2. Opel (B)   | 12 | 15 | 12 | 12 | 12 | 15 | 66* |
| 3. Audi (B)   | 15 | —  | 15 | 15 | 15 | —  | 60  |
| 4. Talbot (A) | 12 | 8  | 8  | 12 | 12 | 6  | 52* |
| 5. Ford (B)   | 8  | 6  | 5  | 8  | 4  | 10 | 37* |

\*Best five scores to count.



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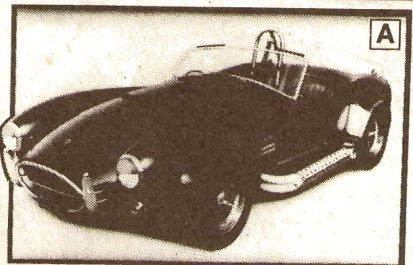
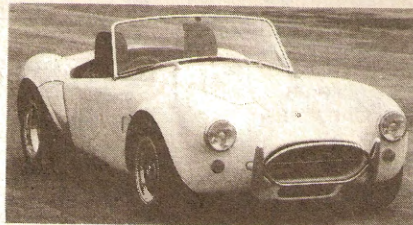
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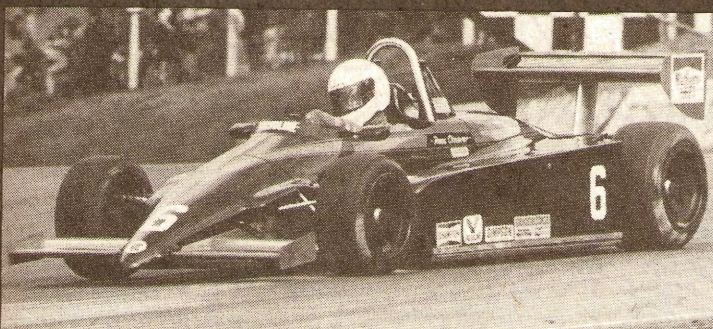
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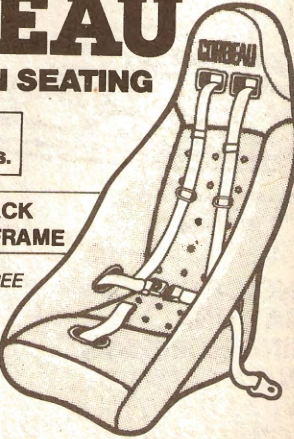


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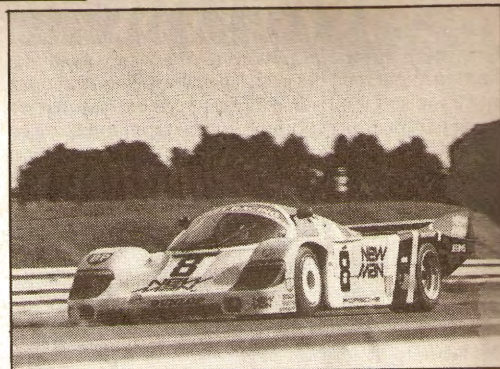
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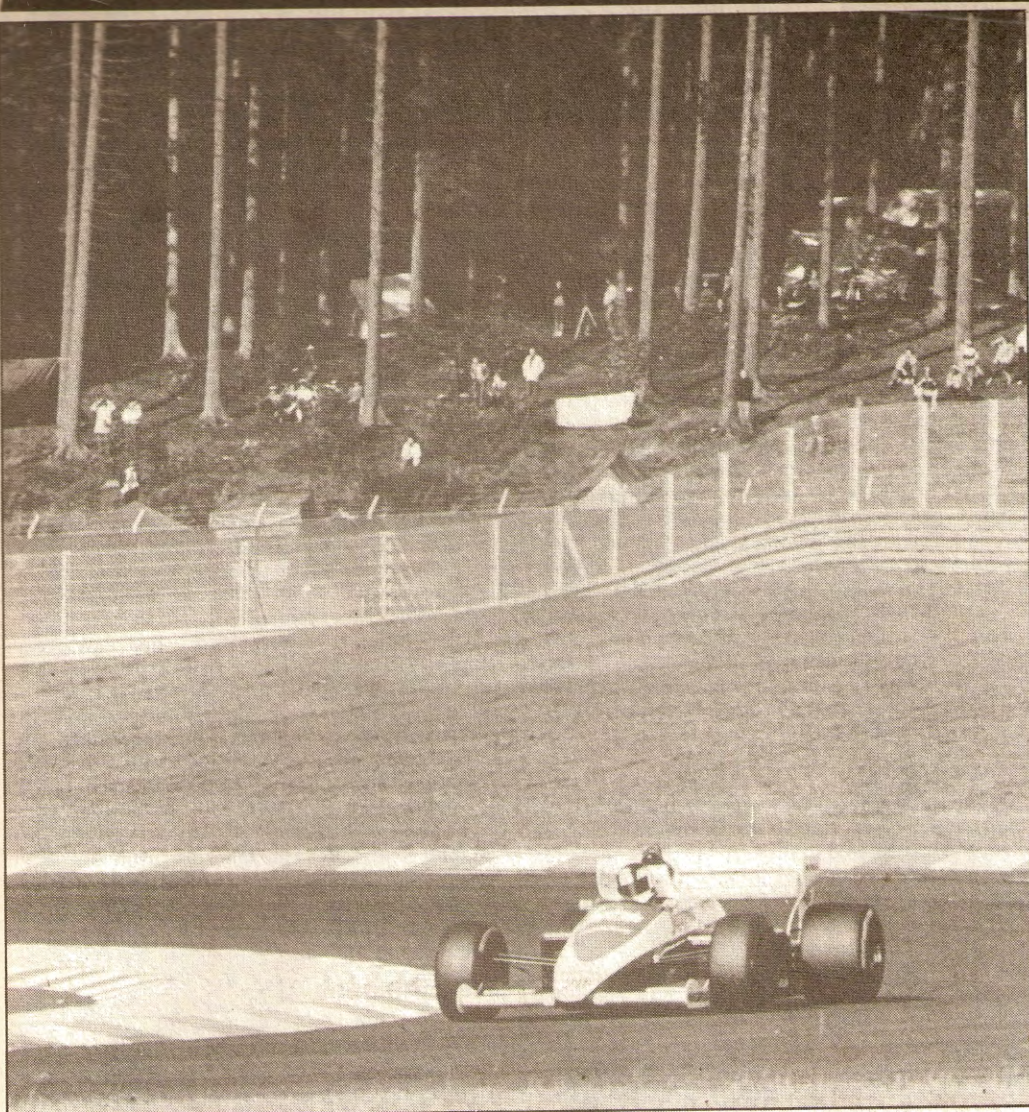


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Stefan's season ended with Toleman (left) but included a Le Mans drive with the NewMan Porsche 956 (above).



# Earning the big break

After a busy season Stefan Johansson can finally take a well earned rest away from the sport, as he told IAN PHILLIPS

**"It is a fantastic feeling, actually going away for a holiday in December without feeling guilty. This is the first winter in ten years that I have been able to do it. Only today have I really realised just how lucky I am to have a secure position for next year. I am going to be totally out of contact and I just don't have to worry. The feeling of security is . . . incredible!"** Those were the words of Stefan Johansson, making just one last phone call from the departure lounge of London's Gatwick Airport in the second week of December. Not even a three hour flight delay could subdue the elation of the 28 year old Swede preparing to take a sojourn in the sun to get fully rested up before leading the Toleman Grand Prix team into the 1985 season.

Johansson's break is a well earned one; 1984 was a critical year for his career. Unreasonably left out in the Grand Prix wilderness after six heroic performances in the Spirit-Honda in 1983, he vowed to accept every competitive drive that was offered to him during the year and reckoned that by winning, wherever in the world, he would keep his name alive and get another chance in Grands Prix. On his way to landing perhaps the most sought after vacancy of the year with Toleman he raced in Japanese Formula 2, IMSA, World Endurance, Formula 3 and the Tyrrell Formula 1 team.

His final event of the year was the Formula 3 Macau Grand Prix and it was there that we talked about the year which had begun as a gamble born out of

frustration and had ended with a personal elation shared by anyone who dares to call himself an enthusiast. Both on and off the circuit, Johansson is every bit the perfect image of a racing driver. Ever since he made his first impact on the international racing scene at Monaco in 1977 with what was officially adjudged as an overly aggressive drive to fourth place in the F3 race (behind Didier Pironi and Elio de Angelis), his racing reputation has been on the favourable side of gladiatorial. Out of the car he positively bubbles with charm and friendliness; an unassumingly confident air about his personality gives him natural star quality.

**"I must admit I thought I had cracked it. I had done enough to warrant a drive . . . but I got the raw end of the deal . . ."**

Typically, Johansson was putting everything into the Macau weekend. As one of the professionals brought into the F3 race to defend the honour of the Marlboro Theodore team, he was expected to do more than just perform on the track. There was an endless round of cocktail parties and dinners to attend where the gushing Americans and pompous Hong Kong socialites engaged him in conversation. Coming at the end of a busy year he admitted to feeling mentally drained and tired. Two weeks before he had been in Japan for the final round of the Formula 2 Championship; he had returned to Europe for four days to do PR work at two

racing car shows, then it was back to the Far East again.

Reflecting on the past year, Johansson admits that he thought that his performances in the Spirit-Honda had been good enough to earn him a permanent spot in Formula 1 for 1984. In the eyes of most seasoned commentators he had flattered the car and engine combination. His qualifying efforts in Austria and Monza remain particularly vivid in the memory.

"I must admit I thought I had cracked it. I felt that I had done enough to warrant a drive; I did everything I possibly could with the car but at the end of the day, when Honda decided that they were not going to continue with Spirit, I got the raw end of the deal in that I was the only one who wasn't still in Formula 1. It was a high level political decision and one which I couldn't influence.

"I took a while to believe that it had actually happened, I suppose. The announcement was made at Brands Hatch in September, but like most racing people I am a born optimist and I kept hoping it wasn't true. As the realisation hit me, it became a pretty unpleasant winter."

Having been with the Spirit-Honda project from the Formula 2 beginning, Stefan was as keen as anyone that the project should work. In Formula 1, particularly, it was an intense programme which demanded resilience from the whole team to handle the endless frustrations. "It was a difficult time from the point of view that there was always tremendous pressures," recalls Stefan.

"Fifty per cent of the time we had not even qualified after the first day. We just hadn't done any laps."



At most races it was a case of me getting out in qualifying and throwing caution to the wind from the first lap to put it on the grid. Then we had time to relax and try to sort it out. The biggest problem was that we never really got any continuity in the programme." The Spirit-Honda programme was Stefan's second attempt to break into Grand Prix racing. In 1980 he answered an 11th hour call to join the fading Shadow team. With hardly a Formula 3 win to his name he jetted off to South America without ever having sat in a Formula 1 car. After two disastrous attempts he returned home.

## What am I doing here when I should be racing F1 in Brazil?

"Doing those two races with Shadow was a fatal mistake which I think did me a lot of harm. It was too soon, I just wasn't ready for Formula 1 at that stage. I had never even sat in an F1 car before that first official practice and it was a new circuit, a new team, a new car and three times as much horsepower as I had ever had. From what people have told me since, those races were a bad setback to my career.

Typically, Stefan bounced back from the let-down and, with an amazing string of victories, snatched the British F3 Championship at the end of that season. He became a genuine candidate for a Grand Prix drive in the winter of 1980; but nothing came up then, nor in the next three years despite the obvious credentials he displayed on the circuits. "Every year was the same, endless talks with all the teams who had vacancies. I think my biggest problem is that I have always been honest. I always said exactly how much money I could bring and that maybe there would be more to follow.

"Other people were making exaggerated claims of \$1 million or more and the ever-optimistic team managers fell for it, disregarding that when the truth came out the real amount was about a tenth of the claim.

## The Japanese approach

"I could have just followed the circus around—and I did go to any races which didn't clash—but I decided to do as much competitive racing as I could. The important thing is that whatever you do outside Formula 1, you must win races." The first thing he accepted was a permanent drive in the Japanese F2 Championship, not everybody's ideal choice because despite its competitiveness it doesn't rate much European coverage and that can outweigh the financial advantages it offers. Nevertheless Stefan gambled on it as his mainstay drive of the year. "It was basically the best offer I had. It meant continuing my relationship with Honda which always was, and still is, very, very good. I was a bit worried that it was too far away for anybody to notice."

Driving the superbly turned out Nova Engineering March-Honda, sponsored by Yokohama tyres, Stefan was a serious contender for the series right from the start and going into the final round he was one of three

drivers who could have won the Championship. It's recent history that he missed it by about a car's length after one of his trademark charging drives. From a career point of view, of course, it didn't matter, he was already confirmed as the Toleman number one, but he was naturally depressed by the disappointment: "Not so much for me but for the team; they gave me the opportunity at the start of the year and had done everything right and I desperately wanted to repay them with the Championship. I was very disappointed at not winning."

In the days of Stefan Johansson 'frustrated-F3-or-F2-driver' there would have been histrionics after that race: helmet throwing and verbal punch-ups with anybody who got in his way. Not these days though, he's learned to take the ups and downs in a quiet and mature manner. He will sit in a corner and smoke a cigarette, mousing his thoughts at his feet. The pressmen get a sympathetic reception and a courteous reply to their banal questioning. Whatever his innermost feelings, his personal PR is always immaculate.

If the Japan final was his most disappointing result of the year, winning the Sebring 12 Hours should have been the most satisfying but at the time it meant nothing to Stefan. "I had the worst feeling in my life when I crossed the line there. I should have been happy to win—it's one of the classic sports car races I suppose—but I felt sick... it was the same day as the Brazilian GP, the first of the year, and I thought, what am I doing here driving a poxy old Porsche 935 when I should be racing Formula 1 in Brazil?"

## Tyrrell's offer

What made matters worse was that nobody at the bumpy old airfield track even knew that Stefan Johansson was entered or driving. "I arrived there 15 hours late and didn't do a single lap of practice, I don't think I even signed on. After sleeping on an airport bench I had pulled my back on the morning of the race... I drove seven and a half of the 12 hours in a car I had never seen before, including one three-hour stint. I felt that I had driven as well as I could and yet nobody even knew I was there..."

With successes in F2 and sports cars, Stefan was certainly doing enough to keep his name in the frame and when Martin Brundle injured himself in Dallas he was the most obvious candidate to replace him. He was in Japan at the time, but leapt onto the next plane home and within a couple of days was confirmed as Stefan Bellof's temporary partner, starting at the British Grand Prix. Did he have any reservations about joining Tyrrell's Cosworth-powered team with a succession of fast tracks coming up where the chances of actually being able to shine were strictly limited?

"None at all. When Ken offered me the drive I accepted immediately. Even though it was my third and possibly last chance to get established in Formula 1 I had to take it. If it didn't happen for me then, I reckoned it never would. The only reason I accepted was that Bellof

was in the team and that he was very highly rated. I thought if I can't beat Bellof then maybe I shouldn't be driving in Formula 1 anyway."

Stefan's Brands Hatch debut was clouded by Tyrrell's predicament with the governing body. The massive potential of the two Stefans together in one team tended to be overlooked; Johansson was the quicker of the two. "I didn't let the team's problems bother me, I just got on with it. There wasn't anything between us, anywhere, a couple of tenths, which is nothing. But, I proved that I was as quick as Bellof. I have to thank Ken for my current position because if I hadn't done well in those races I am sure there would have been other people ahead of me at Toleman."

Stefan's name had been linked with Toleman for years, more because of his personal relationship with members of the team than perhaps there being any real possibility of a drive. With Johnny Cecotto still unfit from his Brands Hatch accident and Ayrton Senna paying his dues for breaking the rules, Johansson went to the Italian Grand Prix at Monza as Toleman's number one. Despite the absence of Senna, the Swede was in another high pressure situation. "People knew what sort of grid position to expect from Senna and the pressure was on me to secure my place as Senna's replacement in the team.

After a qualifying 10th on the first day, Stefan dropped back on the second day with a chassis problem. Seventeenth was not what anybody had been expecting, superficially it was a disaster. "Luckily I found the problem with the car just before the race and despite my fantastic start—last away!—it all went fantastically well after that." On top form Stefan carved his way through the field and but for a broken wheel bearing he might have been third instead of fourth. But he had made his point: "Well I thought I just justified myself at least." Three days later his position for the next two years with the team was confirmed. ("I don't want the facts to spoil a good story, but I had actually signed before Monza!").

## With the best

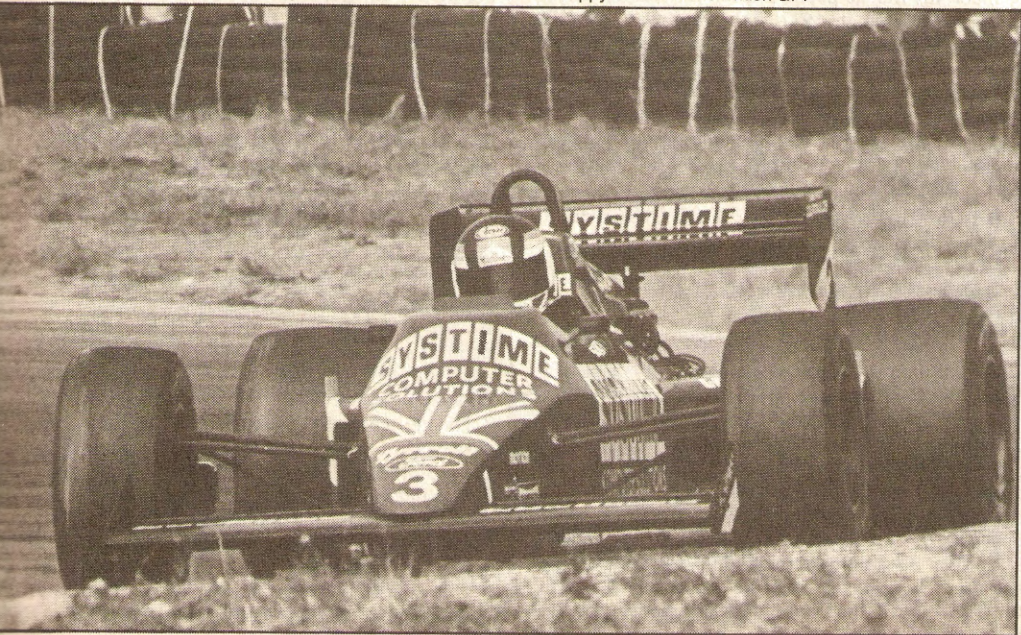
The final Grand Prix at Estoril confirmed to millions of TV viewers that Toleman had certainly got the right man. The memory of that dice with de Angelis, Alboreto and Lauda remains vivid and Senna in third place was hardly comfortable in front of them. Stefan truly arrived that day battling with the best.

"Funny enough it didn't really register with me that way. I didn't think about who I was dicing with or that I was sixth rather than my usual 16th. As far as I am concerned I drive the same whether I am dicing for 20th or first place.

"I felt happy because I was driving a truly competitive car. Other than the McLaren MP4 which I tested a couple of years ago, it is the best car and engine I have ever used. The very first time I tested the car at Monza I knew this was the car I wanted to drive whatever else was being offered to me."

The popular image of Stefan Johansson is one of an out and out racer with little sensitivity towards his car. Underneath he wants to be taken seriously as a test driver but by his own admission he hasn't done a lot of it. A quick look through his history shows that the ability is there, his Project 4 F3 days providing perhaps his best testing programme. Out of it he was the only man to make the March 803 work well and later got on top of the Ralt RT3 quickly to notch up its first championship. Honda chose him for what was essentially a test and development rather than racing programme too. Pole positions are often indicative of a well set-up car allied to the ability to produce an explosive lap. Seven times in 13 races he claimed the pole with the F2 Spirit-Honda.

As he rests up in the sunshine relishing the fact that the hustling days are over for at least two years ("and it definitely will be two years!") he's excitedly contemplating 1985: "The whole team is great. The combination of Rory Byrne and Pat Symmonds has to be one of the most powerful teams of engineers in racing. It is probably going to be difficult for them accepting me after Senna, who is such a fantastic driver. It is a difficult act to follow and it might take time to get bedded in. Obviously they can teach me a lot but I hope I can contribute something too. Formula 1 is a different ball game to anything else, it is so unbelievably competitive. Having good people around you makes life so much easier and that is why I am looking forward to 1985."





## '84 JAF SUZUKA GRAND PRIX

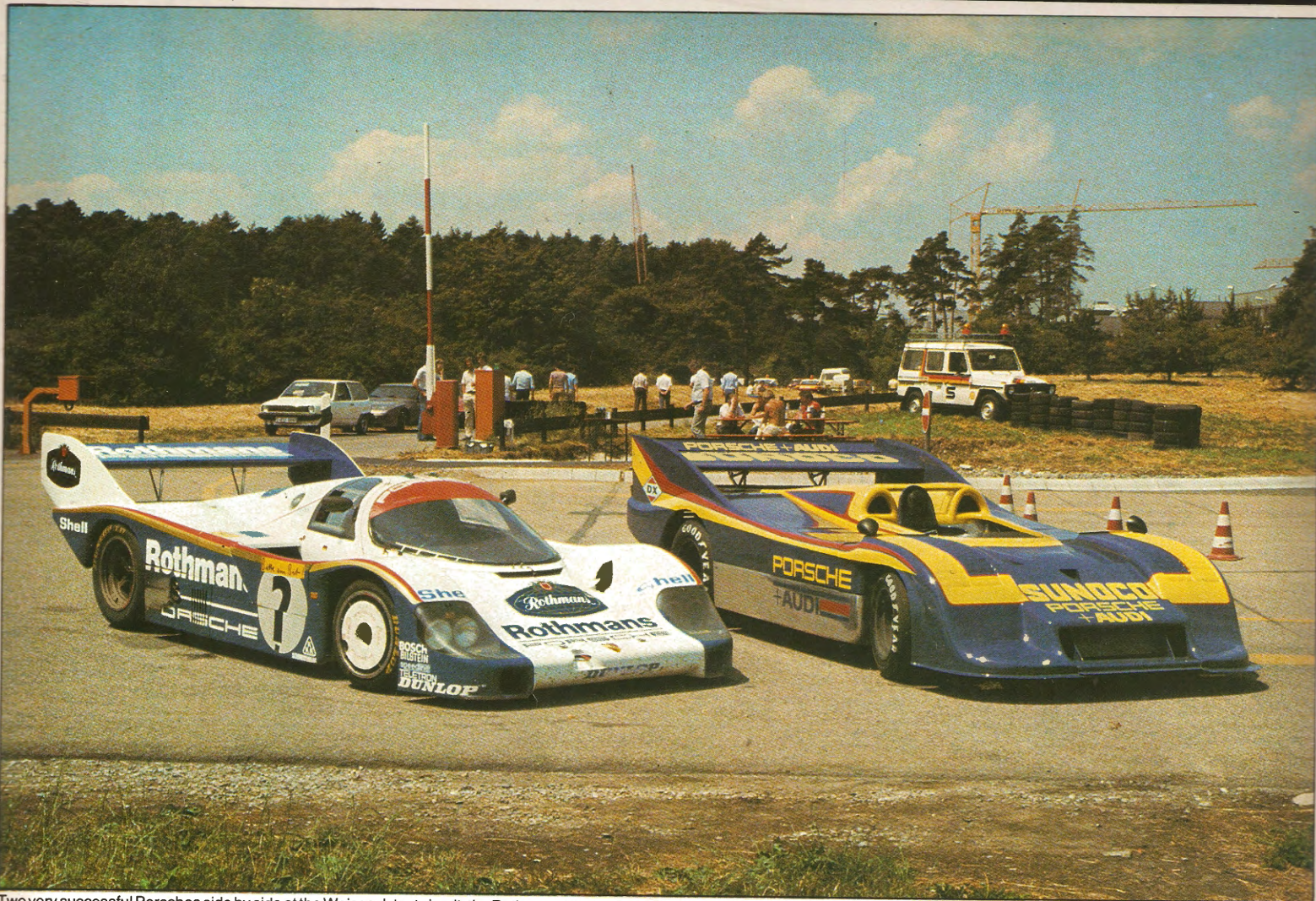


Above: Satoru Nakajima has just won race and championship. Johansson (right) would probably have won both, had he not been held up by third man Roberto Moreno (left). Below:

Stefan and the Spirit-Honda had their best race together at Zandvoort in 1983, finishing seventh. Right: Johansson and his new team. The Swede sits in the Toleman-Hart before the start at the Nurburgring, October 1984. Photos: Kunihiro Akai and Jeff Bloxham.







Two very successful Porsches side by side at the Weissach test circuit: the Rothmans 956 (left) and the 1973 CanAm series winning Sunoco 917-30. Below left: 1100bhp waiting to take off.

## A decade of change

We compare two very special racing Porsches

Ten years is almost an eternity when it comes to race car design, and that is the time span which separated Porsche's last concerted CanAm effort — a 1973 championship steamroller with the 917-30 — and its next appearance in that US series — John Fitzpatrick's private 956 attack — which also gave them a victory during 1983.

In 1973 it took 1100bhp to turn the trick, whereas 600-odd sufficed a decade later, amply aided by both ground effect and a good deal of racing savvy gathered in the meantime. As Porsche's chief race engineer, Norbert Singer, puts it: "You don't need racing to develop better road cars, but circuit exploits sure do reduce the time span for innovations." Singer noted: "You know within months or even weeks if a new idea will work. This is intensive study for young engineers."

The comparison came about when Porsche brought its ultimate 917, the 5.4-litre, twin-turbo -30 car, plus a current 956 to their Weissach test track for some comparison laps by works pilot Derek Bell. Since the cars were warmed up anyway, they brazenly let four journalists play as well.

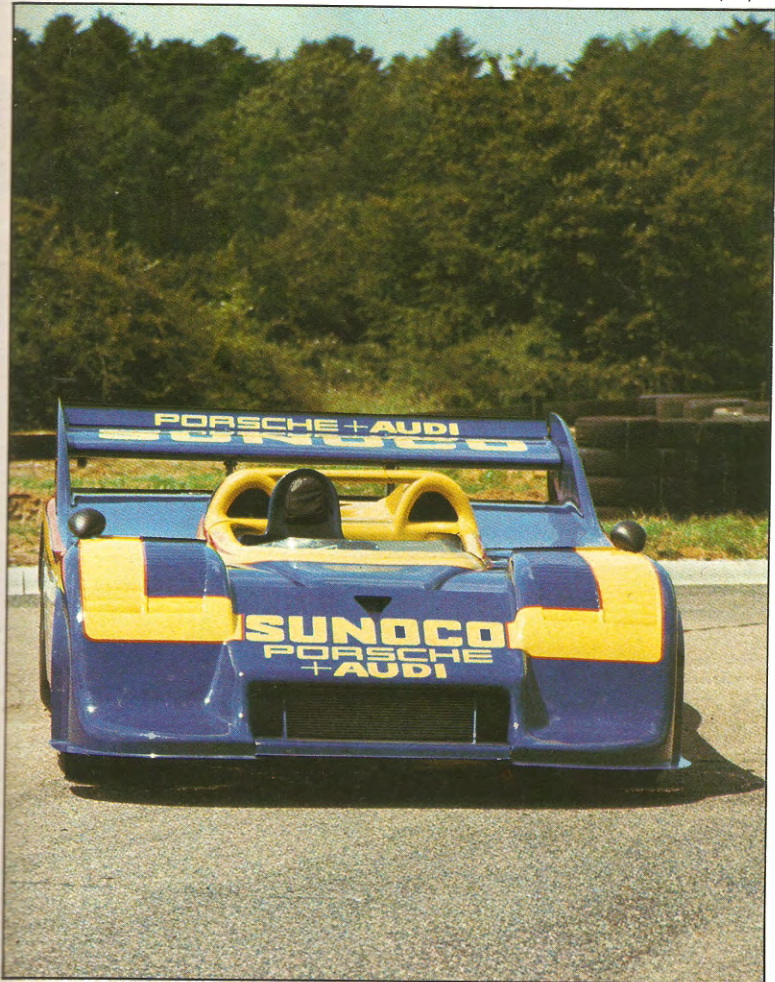
Historically, the 917-30 was the ultimate overkill Porsche, a flat -12 so brute-powerful that only a handful of racers really conquered one; the peak of tube-frame technology, although it was really more a 1973 update of the 917-10 (their CanAm winner from the previous year) than a new design.

The 917-10 came about when Porsche asked the Penske team to turn its big racing coupé into an open CanAm car to challenge the apparently unbeatable McLarens. With Mark Donohue battling every inch to get the kind of car he

wanted, they produced one so quick that every other Porsche team was furious. It won the '72 title and all the other privateers *had* to have one or more for the following season — when McLaren refused to play.

Thanks to minute preparation, a larger (5.4-litre) -12, new turbos and injection, and a wheelbase stretched 7.1ins to 98.5 for better handling balance, the 917-30 was even more impressive.

In its first race, Donohue touched a car he was lapping, went off-course, and *only* finished seventh. In the second outing, a





leaking fuel cap left him second. Then in the next six CanAm events he won at will. Not even the 1240bhp of the turbo-charged, 8.1-litre Chevy in the Shadow could derail them. If need be, Porsche had a flat-16 in reserve anyway, promising 2000bhp with turbos.

Considering the ease a mere 1100bhp had in winning, that -16 would have been ridiculous. This was a car of only 1765 lbs with an engine producing 205bhp/litre and 810lb/ft of torque. Overall the 917-30 carried only 1.61lb/bhp, or considerably more if the 88 gallon tank was filled. Following their contemptuous CanAm sweep the series organisers promptly limited fuel for 1974, effectively killing turbocharged engines (and their series which had slumped to just five events).

Nearly a decade later Porsche decided to face the consumption bogey of turbocharged engines head-on and build a Group C racer despite tankage limited to 22 gallons and a weight of 1765lbs, close to the prescribed minimum. Best known for dominating Le Mans, this 956 returned to the new-rules CanAm scene and won at its first attempt.

The wheelbase for the new racer is 104.4ins, the longest Porsche ever, while the 2650cc engine (92 x 66), based on a 911 block, only produces 600bhp. However, torque of 463lb/ft is hardly more than half that of the monster 917-30, but its output is a good 10 per cent higher at 226bhp/litre.

Singer claims that aerodynamics constitute the 956's chief advantage. In the 'short-tail' form it has a Cd of 0.50 but outstanding negative lift. With downforce to match a 917-30, the 956 has 45 per cent less drag and that wasn't easy with the flat-six engine. They had to use the full permitted 6.6ft car width and build the first Porsche-designed monocoque ever.

Instead of front air dams this 956 has a rounded nose funnelling air into a depression below the front axle for a venturi effect back through the sidepods. The rear suspension is mounted inboard, out of the air flow, and the air to the radiators for the water-cooled heads and turbo intercoolers takes a completely different route.

Spring stiffness was increased steadily after initial 956 tests, to double that of the 917-30 (or six times that of a 930 Turbo road car). And the effective weight of a 956 is doubled by air forces at 155mph, whereas the 917-30 had to travel at 180mph to achieve the same benefits. On the other hand, if their undertray is as much as 0.02ins out of line it can steal 20 per cent of their downforce. Since air-cooled cylinders don't like to be enclosed, Porsche had to accept some loss of negative lift due to floor pan slits — but those can be closed for a fast training time.

With better rubber pressed to the road more efficiently, they also designed new,

four-piston, dual-caliper brake discs which draw their cooling air from hollow suspension uprights and vent it centrifugally. A similar bit of cleverness is used with Denloc wheels which have hollow spokes. The car already had individual pressure monitors for each tyre. If a wheel develops a crack, this will automatically show up via the same warning light. And the new brakes show 25 per cent less pad wear while running cooler than those on most road cars.

Should you need another set of any such component, Porsche even provides a free spares catalogue with every 956 you purchase (at 670,000 DM). Its 427 pages not only list every nut or bolt required, but illustrate the shift-gate pattern and warn you not to drive your 956 on public roads!

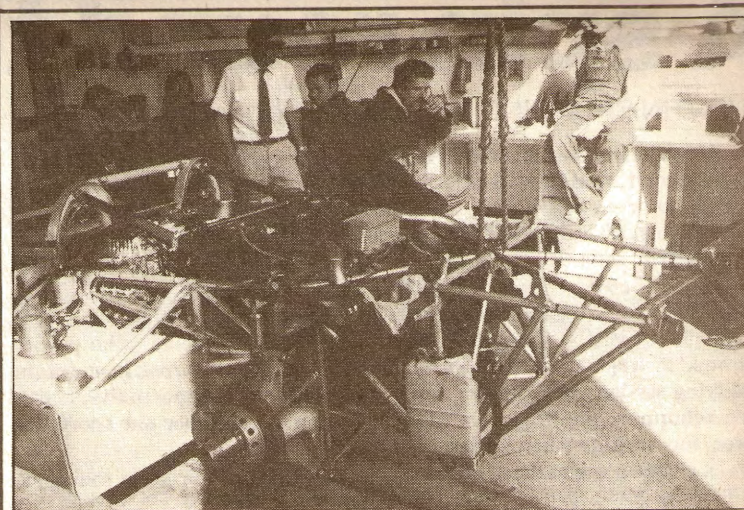
With all that clearly in mind, it was time to slide into the usual hip-hugger seat, snuggle down with the safety harness as tight as possible (racers pull 2.5 to 3.0g lateral acceleration in a 956) and set forth. The first impression was that the clutch is amazingly progressive for a peak-effect racer and there is no boost below 2000rpm and thereafter, it builds right past 5500.

The steering is as heavy as a truck with flat front tyres, and understeer is vicious until the car is moving well because Porsche doesn't use differentials in its racers. You know you are getting quick enough to be on the edge of driving it properly when the balance suddenly feels ideal, or the tail wants to step out. Thanks to the longer wheelbase even a modest driver can catch that if he is exercising the sort of restraint which goes with somebody else's expensive automobile.

The five-speed gearbox is heavy and deliberate, although nothing like the four-speed in their 917-30. As Derek Bell pointed out, however, you can't feed that kind of torque through a filagree transmission. At racing speeds, which only a works driver of his calibre could reach, the 956 was crisper to handle, while the 917 tended to keep turning into a bend after Bell had begun to steer the other way.

The progress of a decade showed most clearly in lap times at the limit. Bell was no faster with the 917-30, despite having nearly twice the power. To quote Singer again, "Straight-line speed isn't everything." At Spa in 1982, the best 956 was 12mph slower than a rival on the straight — but 3.3secs faster per lap.

Outwardly, race cars haven't changed enormously in the 10 years which separate Porsche's 917-30 and 956, but the enormous subtlety required to make the modern car with half as much power go even faster than the most powerful road racer ever built is reflected in the driving of them. You keep a 917-30 pointed as straight ahead as possible and hang on, while the 956 is a balancing act in three dimensions.



The massive 1100bhp flat-12 is tucked into the tail of the 917-30's tube frame.

## PORSCHE 917-30 & PORSCHE 956

### Specification

|                | 917-30                    | 956                    |
|----------------|---------------------------|------------------------|
| Type           | Tube frame                | Monocoque              |
| Suspension (F) | Wishbone and thrustrod    | Dual wishbone          |
| Suspension (R) | Wishbone and trailing arm | Dual wishbone, inboard |
| Steering       | Rack & pinion             | Rack & pinion          |
| Final drive    | 13.6:1                    | 11.0:1                 |
| Brakes         | Ventilated discs          | Ventilated discs       |
| Wheels         | 12x15, 19x15              | 12x16, 15x16           |
| Tyres (F)      | 9.0/24-15                 | 600/280-16             |
| (R)            | 14.5/26-15                | 650/350-16             |
| Gearbox        | 4+1                       | 5+1                    |

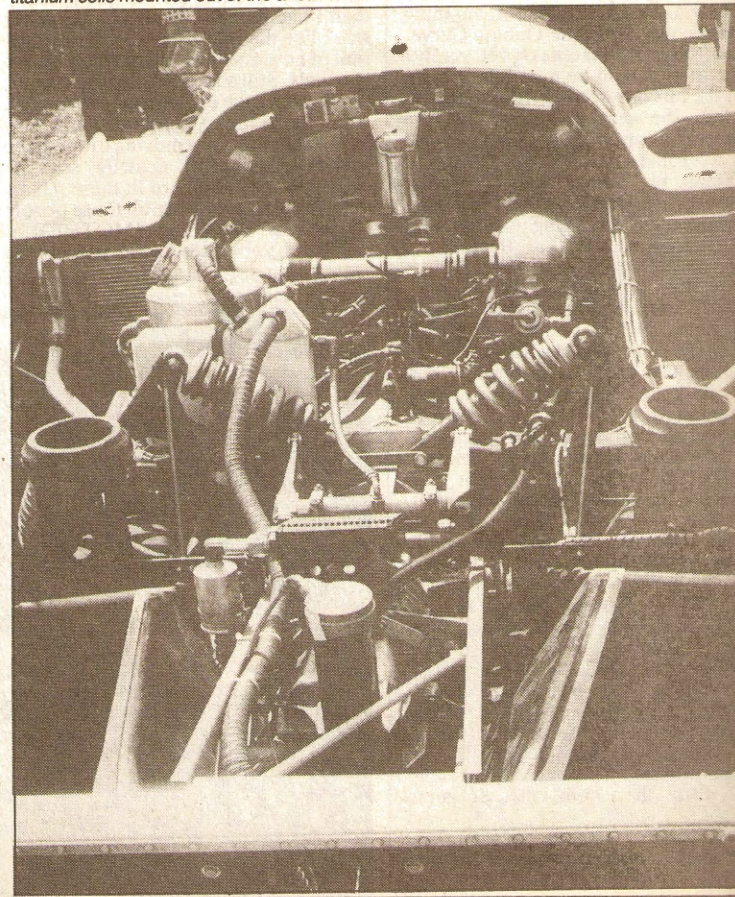
### Engine

|                    |               |                  |
|--------------------|---------------|------------------|
| Cylinders/capacity | 12/5374cc     | 6/2650cc         |
| Cooling            | Air           | Air, heads water |
| Power/rpm          | 1100/7800     | 600-620/8200     |
| Torque/rpm         | 810/6400lb/ft | 463/5400lb/ft    |
| Power/litre        | 204 bhp       | 226-234 bhp      |

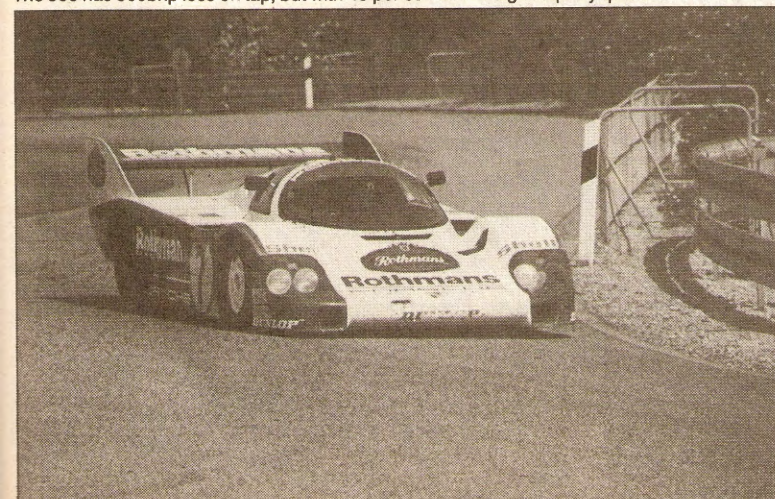
### Dimensions

|             |          |             |
|-------------|----------|-------------|
| Wheelbase   | 98.5ins  | 104.4ins    |
| Front track | 65.8ins  | 64.9ins     |
| Rear track  | 61.6ins  | 61.0ins     |
| Length      | 179.7ins | 187.9ins    |
| Width       | 82.8ins  | 78.4ins     |
| Height      | 765lb    | 1765-1850lb |
| Fuel tank   | 88gals   | 22gals      |

The 956 — Porsche's first monocoque — has its flat-six sited in its middle, with even the titanium coils mounted out of the airstream on either side.



The 956 has 500bhp less on tap, but with 45 per cent less drag is equally quick.





# A spin round the block. . .

QUENTIN SPURRING took a ride at Le Mans, courtesy of Vern Schuppan, in the Kremer team's Kenwood Porsche 956B

Now, I have been a passenger in a Porsche 956 before, during private testing on a closed circuit. And I have driven a road car round the public part of Le Mans on countless occasions. But the Circuit de la Sarthe consists of about 5½ miles of public roads and three miles of purpose-built race track and the circuit is complete only for the qualifying and race sessions of the annual 24 Hours meeting. So I had never dreamed that I could ever be a passenger in the world's best endurance racing sports car on the world's most famous sports car track.

I will be eternally grateful, therefore, to Manfred Kremer who put his Kenwood hi-fi sponsored Porsche 956B at risk during the break in one of the qualifying sessions last June so that I should have this opportunity, and to Vern Schuppan, the 1983 race winner, Australia's number one sports car driver, for working when he deserved to have his feet up. . .

It was a bit like going to the dentist: an interminable wait, spent fretting and fidgeting and wondering whether I was doing the right thing, and suddenly out of the waiting room and into where it was all going to happen, and the crushing realisation that there was no turning back. One of the Kremer team's mechanics shoehorned me into the car, Vern pointed to an aluminium footwell bulkhead I could use with my right foot to brace myself, I tried to see where his feet were (terrified of treading on the brake pedal — even the throttle), Manfred ticked me off for playing with the turbo boost control (I was only joking, honest), the door shut against my head, Vern gave me the thumbs-up with raised eyebrows, he fired the engine, Manfred signalled us out. We moved off. . .

Up the pits road, people running out of our path, moving slowly, now it was like the first section of the roller-coaster, an urgent voice in my head screaming, "You berk! Get him to stop! We're going over the top! Get us out of this thing. . ."

Green light at the end of the pits: the last hope gone. Suddenly we're on the track, Vern is hard on the throttle, a sudden blare of sound, up through the gears, second, head jerked back, third, get control of the neck muscles, fourth, now bracing myself with head, left shoulder, right arm, right foot, anything available, already in the Dunlop Curve, we can't be going this quickly yet, surely? This corner should be a doddle coming from the pits but we're drifting across to the left, the verge looming, feel the g-force, Dunlop Bridge coming up, hey! This is a roller-coaster! Over the top of the hump, feel the car go light, empty-road-thank-goodness on the other side, see the spectators looking up at us from the Esses grandstand. (Oh, this is awful. . . What am I doing here? Forgive me, mother. . .)

Easing across to the right of the road, he'll stop at the line, no, he's going over the line (he knows what he's doing, Vern, I'm quite sure of that!), he's going well over the line (get it back, you idiot!), braking hard, solid as a rock, down to third on one shift, here's the Esses. No! This isn't the Esses, it's a chicane! They've built a chicane! Left, right, rush uphill, feel the camber change, downhill, the short straight to Tertre Rouge, they've changed that too! The whole section is foreshortened and I never knew this is all a constant curve to Tertre Rouge. Still in the same gear, here's the corner, there's the café on the left, he's going to go over the apex — he has, staccato booms on the rumble strip, hard across the road, he's too wide on exit point too, more rumble strips, up on the main road, the tree-lined avenue, fourth gear, sweeping down towards the straight proper, flat through a right-hand bend, fifth, there it is, the Mulsanne Straight.

Look at that! It goes on for miles. Coming up to maximum speed. The way he drove Tertre Rouge I could tell he felt

he had a point to make or something, but now I can relax for a while. Get my bearings. Deafening noise despite the earplugs. Barriers rushing past. On the left, there's an express train approaching. Café des Hunaudières written on the engine. Coming up now, whoosh, gone. Maybe this is fun. Take a peek at the rev counter: 7800rpm in fifth. Vern sees me looking: he pokes a finger through the steering wheel at the boost gauge: 1.1 bar. Lowish boost but we're still going 215 miles an hour, or is it 500 maybe? This is fun, a fantastic impression of speed but no drama at all, a thousand miles an hour joy-ride, oops! What was that? Vern's orange hands working at the wheel, car darting all over the road, see it moving relative to the white centre line, Vern having to correct all the time, car nervous. Looking ahead, fascinated at the approach speed of a clump of trees. Wham!, we're in the trees, rushing slightly uphill, blind brow, no time to think about the Mulsanne Kink, Vern steers right as he clears the brow, this is it. White line moves across the field of vision and back again. That was it. What's all the fuss about? Hurling through the forest, through a dark tunnel ending with the big hump before Mulsanne Corner, here it is, think the car will go light but it doesn't, a more gentle hump than I had thought, what's on the other side? For the first time, the full realisation of how much the drivers rely on the marshals. Still a long way on the corner, now I can see the escape road, Vern's still going for it, that tyre barrier looks very hard, Vern's still not moving towards the brake pedal, can't actually see the corner, Vern's still hard in there. (Is he dead, or what? Why are all those people staring at us? Vern? Vern? MOTHER?).

Wham! Vern finds his worst enemy in

the cockpit and kicks him in the face. Engine noise cut off, car stable, unbelievable g-force stopping power and my right foot working overtime, feel the muscles taut in the leg, hey! I could go through the windscreen here! Why didn't he warn me? Here's the corner, why no gearshift yet? Now he moves, into second, still braking hard, heads across the road, still off the throttle, now easing his foot down, they've changed Mulsanne Corner too! Now it seems to bend almost back on itself.

Two sensations before this sinks in: pushed back in the seat again as the turbo cuts in — and blazing, glaring, dazzling, blinding sunlight. I can't see a thing! (How does Vern?) Hand in front of my face, eyes screwed up, but still I can see little, and Vern is doing this thing again, accelerating very hard, up through the 'box, third, clamour from the engine, fourth, blare, car swings right through a kink, fifth, blare, hurtling on. Blind now as well as deaf! Where are the marshal points? If there's an obstacle ahead, no way could I see a yellow flag. (I trust you Vern!) No sign of a lift from him, he's going all the way (the man with the total commitment), swings the car through another right-hand kink (a blind corner in every sense!), rushing headlong through the searing glare towards Indianapolis.

First, there's a right-hander which looks tight from where I'm sitting, Vern brakes quite hard and slips into fourth, swings out of the corner and slots the Porsche back across the road for the line into Indianapolis, now visible. Out on the extreme right, he brakes again and takes second gear, slams across towards the apex and seems to miss it (get in there, Schuppan!) the exit of the corner is slightly banked, we ride up the banking and — whoops! oh-so-close to a picket fence. Hard on it again, up to third, sun in our eyes again, brake for Arnage, back into second, turn right — and it's like coming out of a tunnel.

There are no more trees with overhanging branches; the sun moves through 90 degrees; and the road ahead is a wide, open space of tarmac, stretching away ahead through a flat-out left kink. Vern gets the power on a mite too early, a brief flash of orange gloves as he corrects the oversteer, and hard on it once more, third gear, blare, fourth. Fifth, just after the kink, and now the small hill of the Porsche Curve comes into view, and

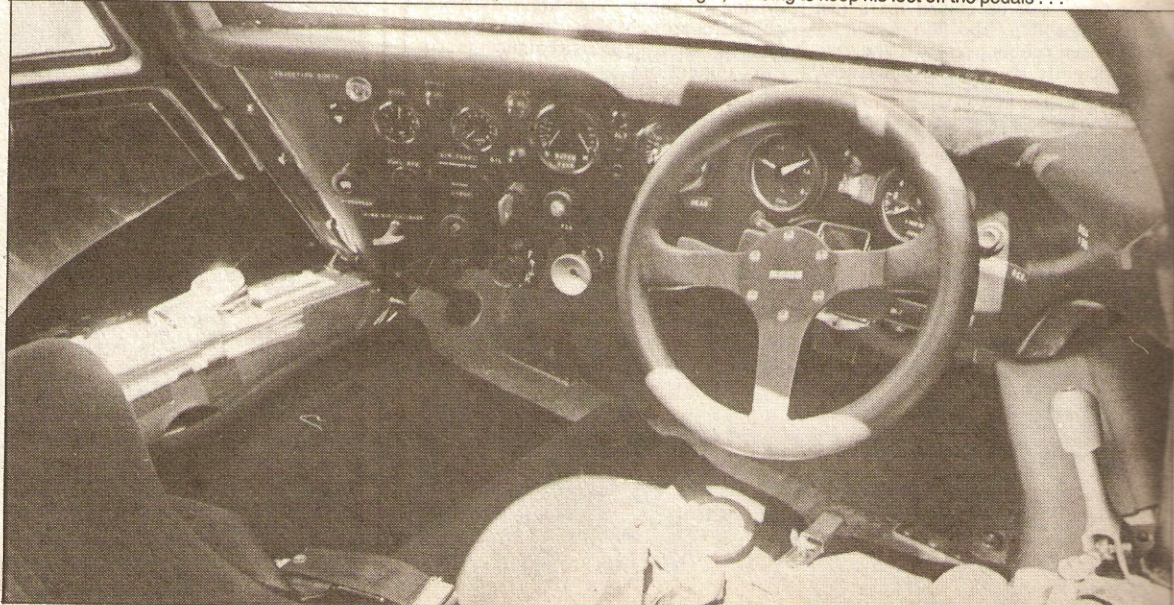
another Porsche up ahead. (You know what I want, Schuppan. . .)

I knew it was quick here, but it doesn't seem as fast as the previous two sections, due to the feeling of space. In no time Vern is braking hard again, down into third, swinging through the smooth blind, uphill curve and there's an impressive sensation of grip — an incredible, road-hugging leech of a car, keep on it, Vernon! — and then over the crest of the hill into a left-hander, still in third, over a bridge, swooping downhill. The car in front is Henri Pescarolo's NewMan Porsche. (Go to it Vern!) We're on his tail as we reach the White House right-hander at the bottom of the hill, staying in third, we pass him on the right (take that, Froggy!) and we power on into another blind left-hander and, hey! The camber is all wrong! Vern knew about it, I didn't, but no problem, he's ready for it, catches the car and we rush on towards a right kink, into fourth, flat out through a very quick left-hander, quite a corner, a longish straight ahead. Still accelerating in fourth as the first Virage Ford chicane looms up, hard (but, hard) on the brakes again, car's nose down, down into second, turn left, nose up and kick in the back, turn right, brake again, nose down, turn left, nose up and kick in the back, an uncomfortable stop-go-stop-go sequence, a chicken-wire maze, turn right, left rear wheel rides up the kerb, here's the pits straight again. In a few seconds he's going to frighten me in the Dunlop Curve. . .

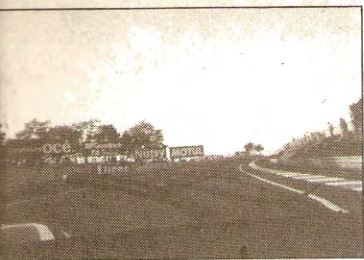
But Manfred's final gesture to Vern had been to hold up one finger: a single lap only was allowed. So we swung the Kremer Porsche gently across the road towards the pits entrance and arrived back in the sea of humanity, eased up the pits and arrived at the Kremer team's base, another driving task performed by Vern. It was all in a day's work for him, but I was grinning ear to ear.

He switched the engine off and looked across at me. I was going to say thanks very much, or something equally banal, but he beat me to it. "I'll tell you something," he said. "What you just did was barmy! Sitting there in your crash hat without a full seat harness, 215-miles-an-hour down the straight. I've driven round here thousands of times, so I'm used to it, but I'd never want to be driven round by someone else. That's what you are. Barmy. . ."

Having been shoehorned into the confines of the 956's cockpit, the author had to sit tight, minding to keep his feet off the pedals. . .

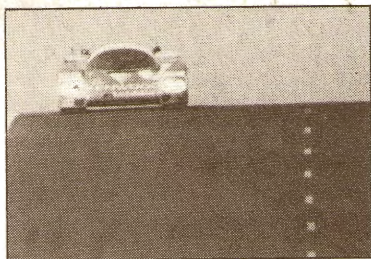






**DUNLOP CURVE**  
5th gear/7000rpm  
175mph/280kmh

①

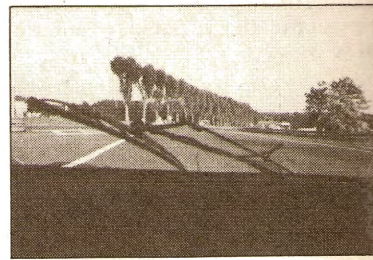


②



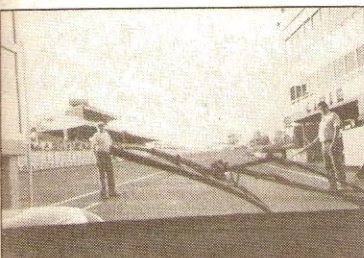
**ESSES**  
3rd gear/6700rpm  
120mph/195kmh

③



**TERTRE ROUGE**  
3rd gear/5600rpm  
105mph/170kmh

④



**FORD CHICANE 2**  
2nd gear/5400rpm  
70mph/110kmh

⑮

⑮

**FORD CHICANE 1**  
2nd gear/6600rpm  
85mph/135kmh

⑮

**LEFT-HANDER**  
4th gear/7400rpm  
160mph/260kmh

⑮

**RIGHT-HAND KINK**  
4th gear/7000rpm  
150mph/240kmh

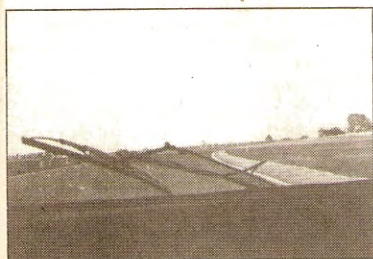
⑮

**MAISON BLANCHE**  
3rd gear/6700rpm  
120mph/195kmh

⑮

**LEFT-HANDER**  
3rd gear/6700rpm  
120mph/195kmh

⑮

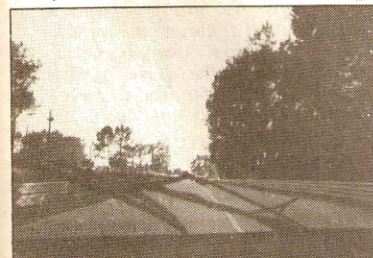


**PORSCHE CURVE**  
3rd gear/6700rpm  
120mph/195kmh

⑮

**ARNAGE**  
2nd gear/5400rpm  
70mph/110kmh

⑮



**INDIANAPOLIS**  
2nd gear/6800rpm  
90mph/145kmh

⑮

**RIGHT-HANDER**  
5th gear/7000rpm  
170mph/275kmh

⑨

**RIGHT-HANDER**  
4th gear/6500rpm  
140mph/225kmh

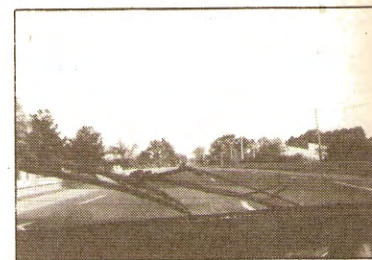
⑧



⑦

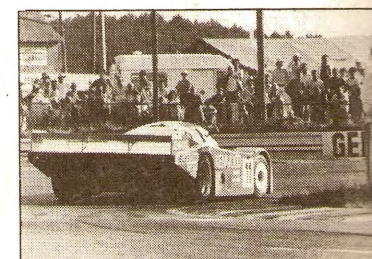


⑤



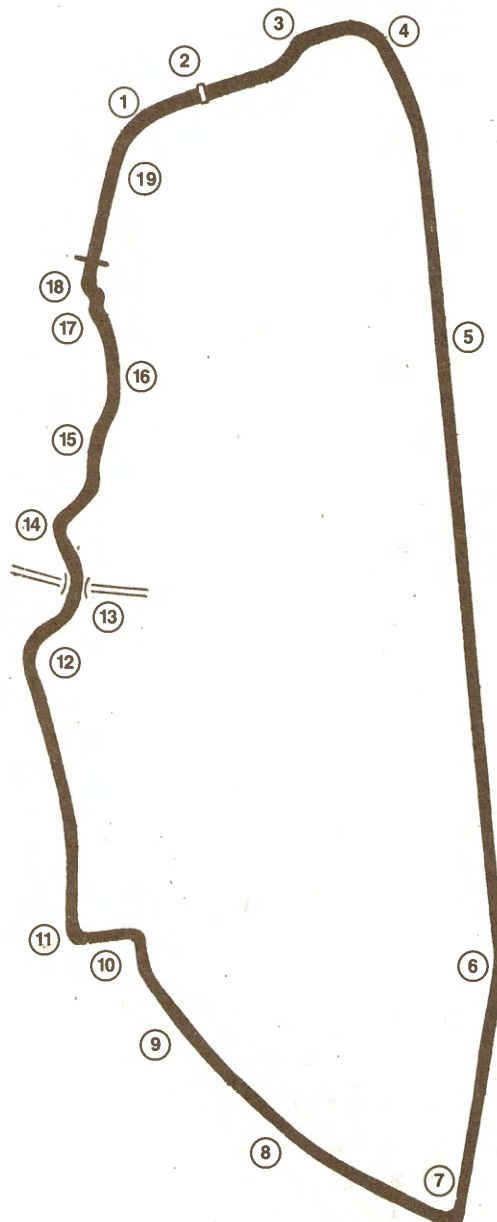
**MULSANNE KINK**  
5th gear/7800rpm  
215mph/345kmh

⑥



**MULSANNE CORNER**  
2nd gear/5400rpm  
70mph/110kmh

⑦





# A LAP OF LE MANS

►► It took me until the following morning to gather my thoughts and then, during the rest day, I asked Vern to talk me through the lap so that I could rationalise them. This is how he drove it:

"On a flying lap, you would take fifth gear when you're well into the Dunlop Curve, so the speed here is somewhere approaching 180mph. Like you, I've watched at this corner from the spectator banks and I must say that it doesn't look that fast, but the car certainly uses up all the road! You have two wheels against the verge just before the pedestrian bridge.

"As you crest the hill, you're drifting across the left and the car goes light as you go under the bridge. Then there's plenty of time to steer back across to the right side of the road and line up the car for the Esses.

"Coming out of the pits, you're up to full racing speed certainly by the time you reach the braking area for the Esses. Under normal racing conditions in the 24 Hours itself, you brake at around the 200-metre board and let it coast through, but in qualifying (and on our run) you take it on to 150-metres and brake hard. When you're racing, of course, you have to be easy on the car and it's best to get on the brakes early. It's more comfortable to let the car roll into the bend a little more. You can go almost as fast doing that, and it's a lot easier on the car, less hard on the brakes and better on the fuel consumption because you're off the throttle a lot more.

"The road is quite bumpy here in the braking area so, again, it feels nicer to lift off a bit earlier and approach the corner a little more softly. If you brake hard and late the car moves all over the road and there's always a chance of locking up the right front wheel here.

"Under braking, I go straight from fifth to third here (or sometimes fourth). Even on a qualifying lap, not many drivers go down through the gearbox at Le Mans.

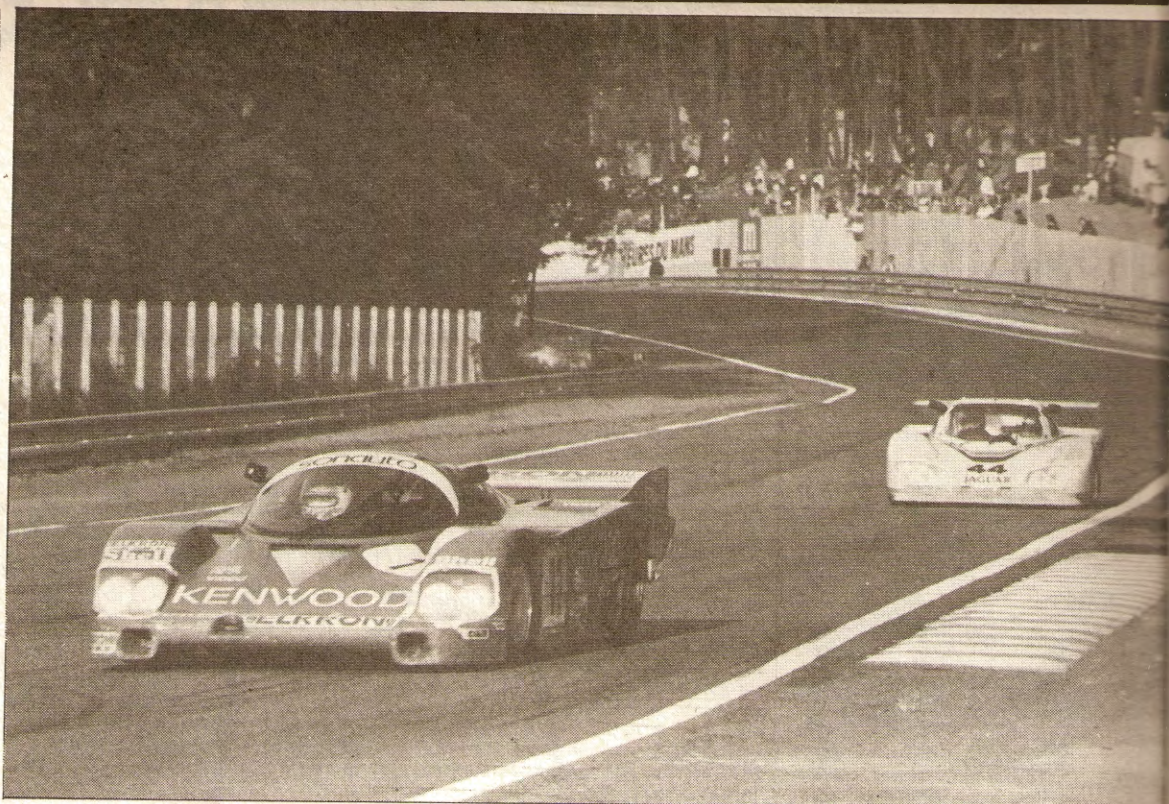
"The Esses is theoretically a third gear double corner but, again to conserve the car, sometimes in the races I would use fourth gear. With higher revs, the car is more controllable in the lower gear and fourth doesn't feel as nice. Over the years it seems to have got increasingly bumpy on the right side as you move towards the rumble strips on the exit of the first part of the corner. You can turn in a little later than usual and avoid some of the bumps, but you can't miss them all.

"There's quite a little hill coming up out of the Esses and as you leave the right-hand part of the corner the road falls away from you to the left, so you have to tuck the car in quite tight to the right side of the road. The track then dips again, and you hold whatever gear you've used for the Esses all the way to Tertre Rouge.

"At racing speeds this whole section — the left-right at the Esses, a slight right-hand curve, the right-hander at Tertre Rouge — does all become the same sequence and you try to drive it all in a smooth flow. If you've taken the Esses in fourth you have to change down to third for Tertre Rouge, which is an all-important corner because it leads onto the straight. That's another reason why it's preferable to take the Esses in third, so that you can hold the same gear all the way from there onto the straight, but it is harder on the car.

"The approach to Tertre Rouge is a good place to overtake but the problem is that everyone is trying to drive the whole section in one, sweeping motion, so you're never quite sure if a slower driver is going to stay on the racing line and not look in his mirrors. So this is one of the areas where you have to be specially attentive when overtaking. And if the driver in front does decide that there can be no one behind, it can cost you a lot of time.

"You get on the brakes near the



Vern's team mate, Jean-Pierre Jarier, heads the Tullius/Bundy/Redman Jaguar XJR-5 out of the Esses, towards Tertre Rouge.

100-metre marker at Tertre Rouge and accelerate through the corner in third. Hitting the rumble strips at the apex and on the exit here is normal. It looks as though you're driving all over the road and maybe doing the car no good at all, but in fact all these particular rumble strips do is making a lot of tyre noise. The car is loaded relatively lightly here and you can't damage the suspension or anything like that. There are many other places on this track which are more severe on the suspension.

"Anyway, with the car evenly loaded on each side you can straighten out the corner a little bit and run over the left side rumble strip on the exit of Tertre Rouge and there you are, on the public road. You hit the Mulsanne Straight maybe 20 feet of

road sooner than if you had stayed on the tarmac, and considerably quicker.

"A couple of hundred yards down the avenue of trees there's a right-hand kink which is no corner at all. The only problem here occurs if you're coming up on a slower car and he decides that there's an apex he ought to be aiming for, and comes across in front of you. Some of them do see the need to find an apex, which is ridiculous, but you must watch out for it and, again, it can cost you time. If there's a Group B car, say, and a C2 lining up to pass it, it can be a problem here.

"On the straight, you change up into fourth as you're still leaving Tertre Rouge, really, hold it though the kink and then snick into fifth, and you can see the straight undulating along into the dis-

tance. The Porsche moves around quite a bit as the speeds builds up — in fact, it was more nervous during our run, than it would be in the race, because I had asked the Kremer team to set it up for qualifying with stiffer springs and so on. The stronger springs make the car better in the corners but the speed is so high on the straight that the car reacts to every little undulation in the road surface. It was jumping all over the place, and the faster we went, the more the bumps were accentuated. For the race we used softer springs just to make the car easier and less tiring to drive, and also because, on the stiff springs, it would be a real handful had it rained.

"Even on the soft springs, the amount of movement of the car at over 200mph is surprising, so you have that to think about and, of course, any other traffic that might be around, especially if there's someone just behind you in another Porsche. Normally, though, the 3½ miles of the straight gives you the chance to check your gauges, shift your posture, stretch your fingers and maybe the odd muscle, that sort of thing. You see the café flash past and there are various other reference points that you come to recognise, but the main one is the group of trees which conceals the small hump before the Mulsanne Kink.

"When you're over the little hump you're right on the kink at this speed, but it's no problem at all in a ground-effect car. On our run we approached the corner on the left side of the road, but I reckon that in this car you would come up on the right, take a corner and still not cross the white line as you left it. The downforce is that good. It's best, though, to use all the road and get across to the left.

"The big hump shortly after the kink is quite a gradual affair and the car doesn't really get light here. Again, it's best to go over this hump on the left side of the road which is the side you need to be on for Mulsanne Corner, so that you don't need to be making unnecessary changes of direction at maximum speed on the other side. You still keep it flat to the boards for quite a while on the other side and then hit the brakes, hard. On our run, we braked at the 250-metre marker which is about as late as you can go...

"Mulsanne is a slow corner and you're braking from about 215mph, so you have



Vern appears to have enjoyed scaring the life out of our Editor...



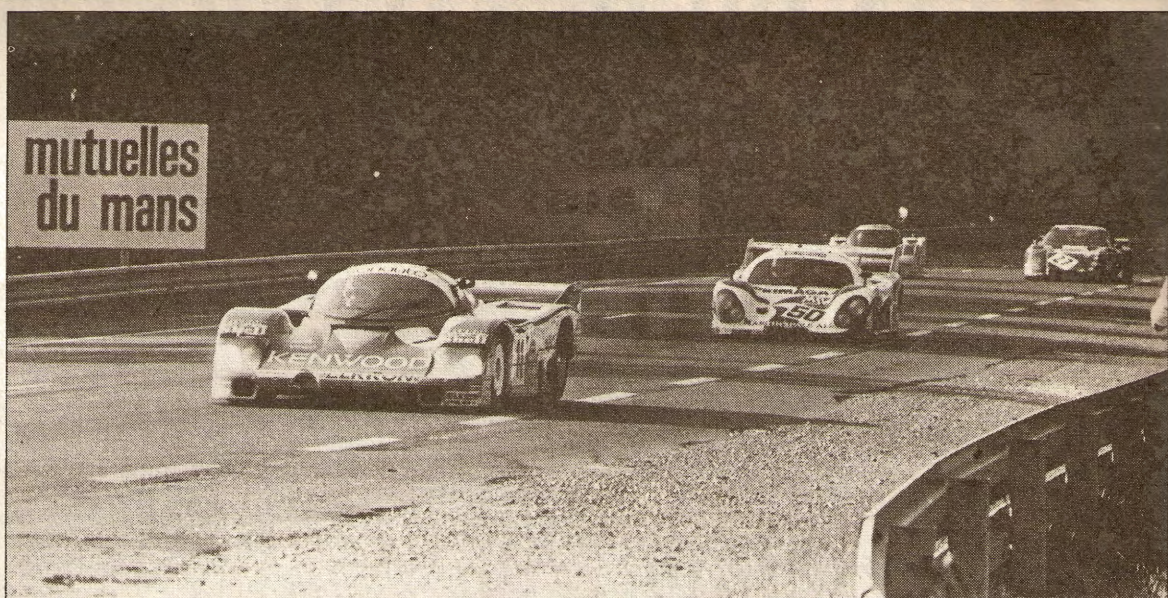
to let the brakes do all the work for quite a distance, because it's easy to make a mistake under these circumstances and change down too early. If you did that you'd send the engine revs sky high. It would be so easy here to over-rev that you tend to get to the point where you feel you're almost ready to accelerate again before you pop the gearbox from fifth to second. The brakes on these Porsches are really good: there's just a little bit of wander as you get to the end of this braking area, but otherwise they really inspire confidence.

"Mulsanne is a much tighter corner than you would think (more than 90 degrees) and, in fact, with a turbo car, second gear is almost to high. But there's no point in using first because you'd lose as much time with the extra gearshift. It's best to pop it into second and let the engine slug a bit: it doesn't take all that long before the turbo cuts in and you're away again. You try to straighten the corner as much as you can but you don't get hard acceleration until you're almost out of it.

"When you've turned the corner at 8.30 in the evening, which is the time we did our run, the only sensation is blinding sunlight. What follows in these conditions is arguably the most hazardous section of race tracks anywhere in the world. Sunset doesn't last too long (about 45 minutes, perhaps) but the problem comes again in the morning when you're going in the opposite direction, into the Esses and then to Tertre Rouge. You can't even see the braking marker boards — you know when to brake from memory. The windscreen on the car is virtually never clean and, towards the end of the race, it's pretty well sandblasted, so it's difficult to see anything out of it. Everyone has to throw away their windscreen after Le Mans and, in fact, I'd say that there are very few cars without a crack in the screen somewhere, caused by the continuous body-flexing for 24 hours. So you've got cracks, the sandblasting effect, oil, you name it. . .

"The combustion of the screen and the sun is really bad news. The section from Mulsanne to Indianapolis is very nearly as fast as the long straight itself, and you can't see anything, so you have to rely on memory to know when to point the car through a couple of kinks on this section, which are taken at up to 200mph.

"At the end of it comes one of my



Braking for the Mulsanne Corner, the Kremer Porsche 956B; the Primagaz Rondeau 382; one of the works Lancias and the lone Ferrari 512BB.

favourite corners, the right-hander just before Indianapolis. You have to brake quite hard here but it is possible to take this corner in fifth (although we went through in fourth). You use fourth only if you're on a hot lap: fifth, for the same reasons I've already mentioned, is better for reliability and fuel consumption in the race.

"At the difficult time of the evening, the right-hander is sufficient to take the sun out of your eyes. As soon as you're through the corner you swing the car to the right for Indianapolis, a second gear corner (third in race trim). You brake hard on the extreme right, as far as you can go, move to second gear and turn in on the throttle, taking care not to run over the apex on the left because that is one place where it is rough, and you could unsettle or even damage the car.

"As you exit from Indianapolis you do go very close to the fence, but it's normal. There's a couple of feet of road beyond the white line that tapers back onto the track; it's usually clean and you can use it to straighten out the corner a little bit.

"You go up a gear to third, swing across

to the left (sun in your eyes again) and the 50 metre market is about the braking point for Arnage. Back to second and turn in to a relatively boring corner. It's a nothing corner, Arnage: it follows so soon after Indianapolis that you're taking it quite slowly, and the road widens suddenly on the exit. You can't do anything with it, if you know what I mean.

"Now you head back in the general direction of the pits, and you go along a very wide piece of road. It's a little deceptive, the feeling of wide open space. Soon after the corner, as you're moving back through the gearbox, there's a left-hand kink which you take in fourth flat out. But just beyond it, the camber on the right side falls away from you quite sharply here and, if you are too far over to the right, the car tries very hard to pull off to the right. The road tends to steer the car and it's an easy place to get into trouble and at quite a high speed, because you're back into fifth gear before braking for the Porsche Curve.

"As you line up for the Porsche Curve, which takes you off the public road again, you can't afford to move too far over to the

left. It's far too bumpy for comfort. So you have to do your braking in the centre of the road if you can.

"Having turned in to the right-hander, you get back onto the closed section of proper race track and suddenly the surface is much smoother, so you get a really strong sensation of grip from the tyres at this point. It's fairly quick through the Porsche Curve and beyond: during qualifying (and the run we were on) I used third, but in the race I use fourth, driving the next section of circuit as far as possible in one flow.

"The road goes uphill through the Porsche Curve, then left and over the road bridge, quite steeply downhill into the right-hander at White House which leads you into another blind left-hander. Through the whole sequence of turns you can hold the same gear and you don't have to brake, maybe a slight lift just after the bridge, so it's nice and satisfying section to drive well. As you turn in to White House the car oversteers quite a lot, and the last left-hander is completely off-camber, and I reckon that corner probably claims more victims than anywhere else on the circuit.

"It is possible to get round other cars in this section but, because it is a sequence of corners, it does get very dirty off the racing line, so you have to be careful.

"After the Porsche Curve-White House sequence, you get into fourth and the end of the section is a very fast left-hander which brings you within sight of the grandstands. You take this flat, but you do have to think about it. You then stay in fourth until the engine nearly hits the rev-limiter, by which time you should be at the 150-metre board and on the brakes for the first chicane.

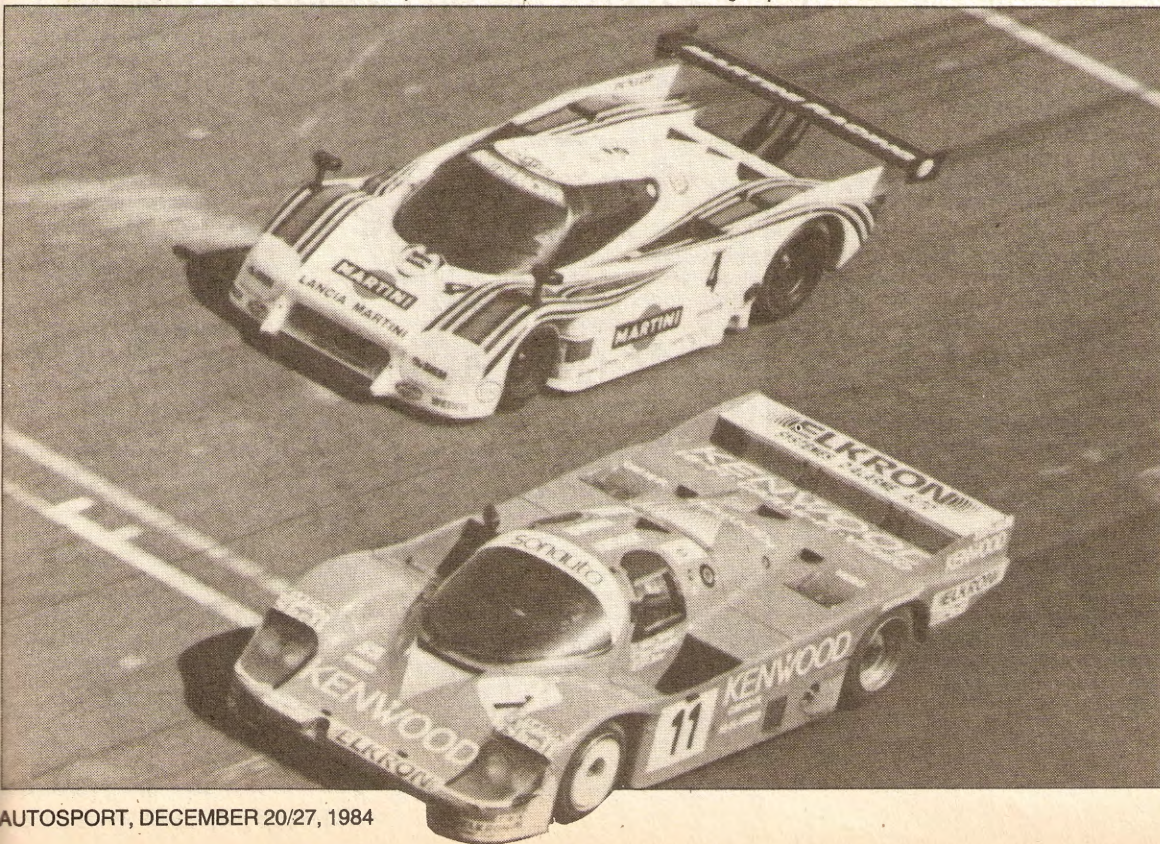
"The Virage Ford is a very dull double-chicane, really, and the two elements of the corner are almost identical, the first part slightly quicker. In race conditions, I do the first chicane in third and pop it into second for the second part, but on our lap (and in qualifying) I drive the whole thing in second. You do have to do a little braking in between the two chicanes. It doesn't really do you much good to climb the kerbs here, because they are quite steep and they will unsettle the car.

"Whatever, you get it all straightened out as you leave the last corner and head up past the pits, and take third and then fourth before you reach the end of the pit wall, and fifth again in Dunlop Curve, and you're taking off on another lap.

"The way I drove when we were doing our guided tour, I reckon it would have been quite quick if we had a flying lap — maybe a 3:32 or 3:33, or about 143mph average (230kmh).

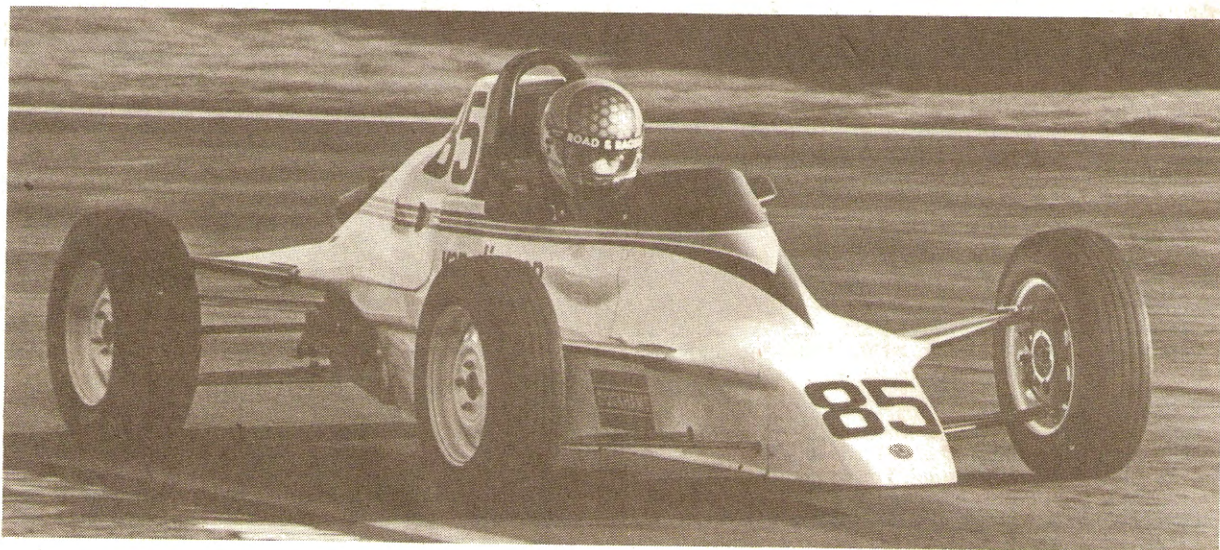
"And I still think you're barmy."

Rocketing past the pits, flat in fourth for another lap. Vern's sixth placed 956B heads the eighth placed Lancia LC2-84 of Wollek/Nannini.





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*Would like to thank in particular*

**Hugh Chamberlain and Charles Reid**

*For all their support during the last 3 years and all at Chamberlain Engineering for providing superb engines and well prepared chassis.*

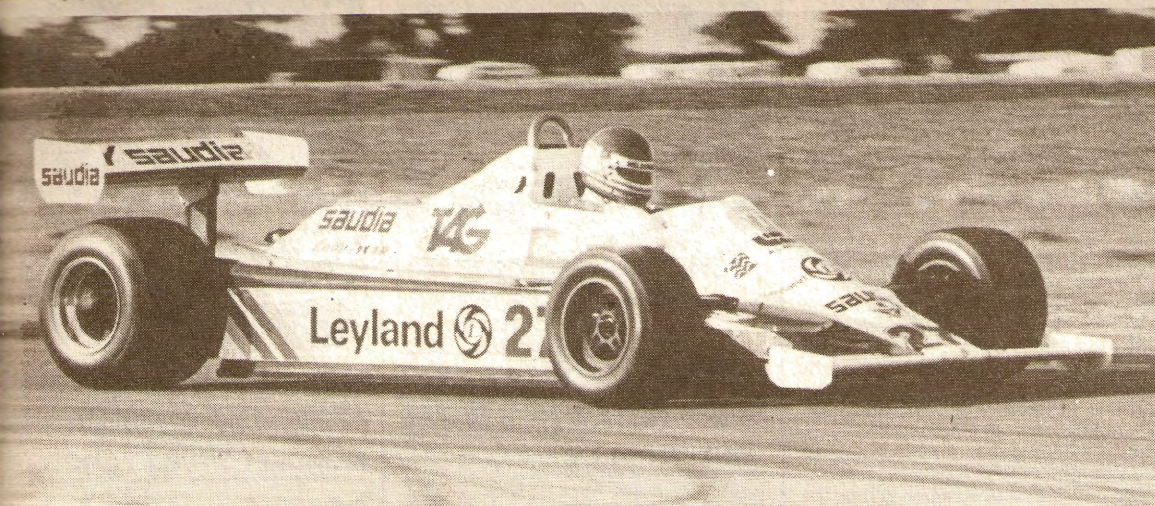
Also many thanks to all the following for their support

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would like to wish  
 all their  
 friends and customers  
 a Happy Christmas  
 and  
 a Prosperous  
 New Year





Williams FW07 derivatives, like Ray Belm's (seen here at Snetterton), will be among the Classic F1's entries.

## Classic F1 owners to run new super series

A prestigious six-race International series catering exclusively for Formula 1 cars of the 3-litre era, is to be run in 1985 under the auspices of the newly-formed Classic F1 Association. The Anglo-American venture — to be run on similar lines to the popular and highly successful Piper/Knight-promoted SuperSports series — is to stage four events in the USA, plus one each in England and Belgium in its inaugural year.

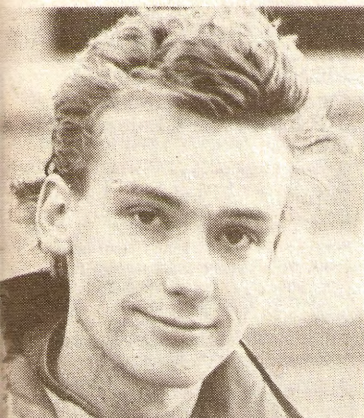
British spokesman Roger Cowman is "amazed" by the amount of interest in modern F1 cars Stateside, and is delighted to be representing the initiative over-

here, having run such cars in British Open and Historic events over the past few seasons.

"There are about 15 suitable cars ready to run in America, and we hope to take 10 from Britain to each event," said Cowman this week. "A major International sponsor has been found for the 'package', and the race programme looks promising. Full details will be announced early

in the new year, although the American races are pencilled in at Dallas, Detroit and Elkhart Lake."

Competitors will be obliged to run F3000-type rev-limiters (set at 9000rpm on Cosworth-engined cars) and present their machinery in original GP team livery. Cowman (on 0332 32792) and Skip Perina (in the USA; 010 1 312 579 3110) are co-ordinating the programme.



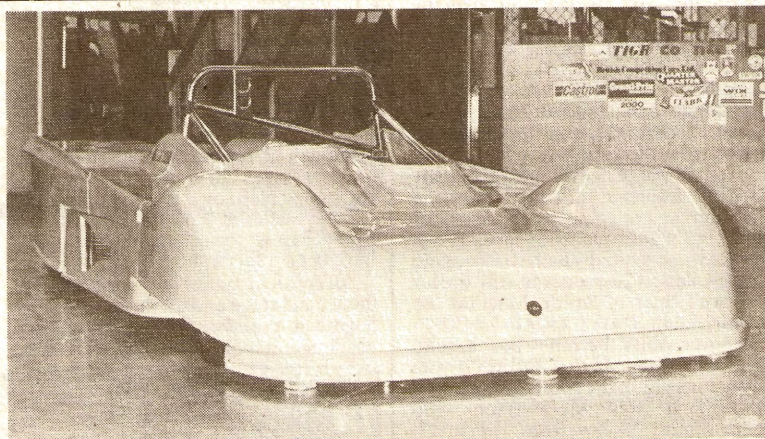
Bertrand Gachot — works Reynard 85FF?

## Gachot in Reynard 85

Recent testing of the works development Reynard 85FF chassis has been carried out at Snetterton by the promising Bertrand Gachot, under the watchful eye of experienced FF1600 racer-turned-mechanic Keith Wiggins. The Belgian lad, third in the recent Formula Ford Festival, won the International Marlboro Challenge run-off at the Brands meeting, his prize a sponsored FF1600 season in Britain next year.

Bertrand, it seems, will run a works-assisted Reynard in the major championships over here, under the banner of Pacific Racing. Judging by his performance on his British debut, Gachot should be a major title contender.

The Reynard car is apparently shaping up well, after initial problems, and production figures are high.

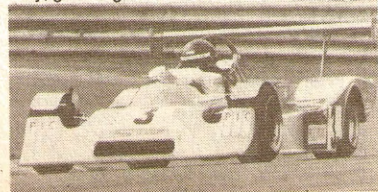


The Sonneborn & Rieck/Ardmore Thundersports cars will be uprated Tiga SC85s.

## S&R into Thundersports

Sonneborn & Rieck Ltd, the Essex-based industrial paint manufacturers who have sponsored clubmans sports cars for the past three seasons, are to move into the Thundersports arena next season, again with the crack Ardmore Racing organisation. Creighton Brown and Will Hoy will head the two-car team's line up, with a second pairing (Ian Taylor and Peter Lovett perhaps?) still to be announced. A pair of Tiga TS85 chassis will bear S&R's attractive livery, and be a major force to be reckoned within the big MCD series.

"We at Sonneborn & Rieck have appreciated the benefits of motor racing," said Peter Rieck on announcing his Hoy, guesting in Brown's Mallock U2.



company's 1985 sporting plans. "For us, it provides both an extreme test bed for the paint systems in which the cars are finished, and a superb arena for furthering our relationships with clients."

There is no truth in the rumour that Messrs Lauda and Prost will drive car 2!

## Shrike fast in Holland

Richard Owen's team took one of the pretty Shrike P15 Sports 2000 cars to Zandvoort recently, for a prospective customer test day. During the session, as a yardstick for others to judge the Silverstone-built car's potential, Cor Euser was given a run, and went extremely well. Euser was impressed by the machine, as were several others who drove it.

A works Shrike will again be driven in the USA, in 1985, by Simon Kirkby. A US spares outlet is now in operation.

## Road saloon expansion

The BRSCC's championship for road saloon cars, backed this year by Duckhams, is to continue next season with an expanded format and wider distribution of the prize fund. A 10-race championship is planned, from which competitors may count nine scores towards the seasonal tally.

Large fields of the road-tyred cars have been seen in the 1984 series, but such is the interest for 1985 that two events may be run at each round, with a probable capacity split at 1800cc.

Road saloon co-ordinator Tim Dodwell and the organising club will be announcing finalised details of the championship as soon as possible.



Gary Thomas — PCR Van Diemen plans.

## Van Diemen for Thomas

Novice Formula Fordster Gary Thomas, who has shown good form this year in an outdated Royale RP26, is to mount a full assault on the Dunlop-AUTOSPORT and BP Superfind championships next year. The 22-year-old Devonian has ordered a new Van Diemen, with Scholar engine, and will be run by Clive Wood's Pine City Racing concern.

Thomas contested about eight races in this, his first, year of competition. Experience gained with the old car should stand him in good stead. Gary's racing to date has been self-financed, but he is currently seeking a sponsor for his ambitious 1985 effort. One of his major rivals is expected to be team-mate Adrian Wilmott in another RF85.

### BRIEFLY

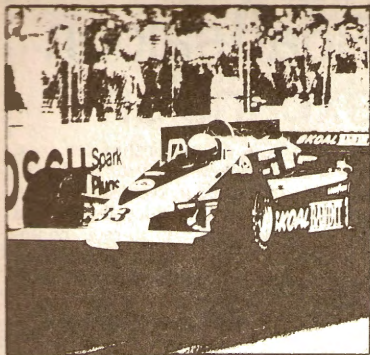
■ Formula 4 stalwart Max Samuel-Camps has recently bought Tyrrell 009/2 with a view to racing it in the Classic F1 Association's super series (see separate story). Another prospective entrant is his pal John Fenning, whose Wolf is now nearing completion.

■ Spanish driver Felipe Machado, who has competed in FF1600 this year, looks set to graduate to FF2000 in 1985. His family's Hotel El Tope, in Tenerife, will again be advertised on the car, as will additional support from Steph's Stuff, a new Silverstone boutique.

■ Long-time GT ace Jeff Wilson's Christmas card pictures a new Ford RS200, gift-wrapped and delivered to him, with the faithful BMW being towed away, in the background. Now Jeff has been looking for an F1 chassis of late — might it just feature the Ford shell?

■ John Travis has recently replaced his beautifully-prepared Blackgate Racing-tubbed March 792 with one of the RAM 01 F1 cars for the BRSCC Formule Libre series next year. Brave lad. . .





## INTERNATIONAL RACES

### PUKEKOHE PACIFIC

# Grand Prix to Cheever

Heavy and persistent rain reduced last Sunday's New Zealand Grand Prix meeting to almost farce proportions, although through all the murk and water came Ross Cheever to claim the major spoils. The young American came good in the main race after being involved in a couple of incidents during the 20-lap 'preliminary' event, which had been won by his team-mate, Davy Jones. Unfortunately, Davy was one of many to spin off during the actual GP, which had to be stopped and later restarted, so bad were the conditions.



Davy Jones and Ross Cheever — team mates.

Jones, after a most disappointing European F3 season, has definitely been the man to beat in this four-meeting International Formula Pacific series, Davy again showing his mettle by claiming pole position almost 0.5sec ahead of local favourite, Dave McMillan.

Cheever managed third best time, his Graham Watson-run Ralt RT4 repaired from the ravages of Manfield last week, with Kenny Smith and Brett Riley — two more rapid Kiwi drivers — also within 1sec of the pole time.

Race day brought seasonally warm weather but also a strong threat of rain. The starters for the 20-lap preliminary, which counted towards the championship positions but not towards the Grand Prix title, duly lined up on the grid with slick tyres but were quickly in difficulties as rain soon began to fall.

There was more drama, too, when McMillan, second on the grid, faltered slightly and Cheever, from row two, impatiently weaved to the outside of the track. Several others were squeezed onto the grass, causing Smith and Riley to collide, Brett's race ending against the

barriers. Steve Cameron was also involved, his Ralt heavily damaged in taking avoiding action.

Even before an eventful first-lap was completed, Jones had been caught out by the slippery conditions, spinning down to the back of the field, which was therefore led by a grateful Jeff MacPherson. Cheever chased hard before he, too, fell foul of the worsening conditions and spun on lap 8. Jones then took up the chase of the leader having charged brilliantly back up the order. Gaining by as much as 1sec per lap, Jones caught and passed MacPherson on lap 13, going on to win the 20-lap race by some 7secs.

McMillan and Aussie Charlie O'Brien remained quite close in third and fourth places with Smith recovering from the start-line incident to claim fifth in his ill-handling car. Cheever, by the way, pitted after his spin before resuming to finish eighth.

The rain had stopped again in time for the Grand Prix start, this race scheduled for 40 laps. Jones duly led away again from pole position, chased by Cheever and McMillan, although it wasn't long before the track was again under attack from the weather. On lap 7, amid heavy rain. Jones aquaplaned off and was forced to surrender his hard won 2.5secs advantage, the car stuck fast some way off the circuit.

Cheever assumed the lead ahead of Ken Smith, while Peter Haskett moved his elderly Chevron up superbly in the appalling conditions to hold third place for a while. As the drivers struggled on, only Tom Blackaller made the decision to make for the pits and effect a tyre change, although his brave move was negated when the officials finally hung out the red flag after 19 laps... the same won on which the conditions deteriorated still further and virtually everyone, including the leader, Cheever, spun off. The results, though, were posted as the previous lap, leaving Blackaller in only fifth place.

It was more than an hour later before the rain had abated enough for the race to be restarted, this time with everyone on grooved rubber. Cheever moved quickly away into the lead, making light of the conditions and opening up a huge 12secs advantage within just four laps! When the race was eventually halted once again after 14 laps, Cheever was still on his own, well clear of Smith, MacPherson and McMillan.

Cheever thus became the second successive American to claim the GP title (Davy Jones took the spoils in January), although it was MacPherson who claimed most points from the meeting to move up into the lead of the series for the first time. Smith, Jones and Cheever follow, each at two point intervals, so there is still everything to play for in Baypark's final.

PETER GREENSLADE

## PUKEKOHE (NZ)

### Dec 16

### New Zealand Grand Prix International Formula Pacific Championship, round 5/6

#### 18 + 14 laps — 56.96 miles

- 1, Ross Cheever (Ralt RT4), 37m 20.22s, 91.53mph;
- 2, Kenny Smith (Ralt RT4), 38m 45.01s;
- 3, Jeff MacPherson (Ralt RT4), 38m 59.71s;
- 4, Riley Hopkins (Ralt RT4), 39m 51.53s;
- 5, Tom Blackaller (Ralt RT4), 31 laps;
- 6, Peter Haskett (Chevron B49), 29 laps;
- 7, Dave McMillan (Ralt RT4), 22 laps; no other finishers.

**Preliminary race (20 laps):** 1, Davy Jones (Ralt RT4), 19m41.84s, 105.994mph; 2, MacPherson, 19m 48.94s; 3, McMillan, 19m 53.14s; 4, Charlie O'Brien (Ralt RT4), 19m 54.84s; 5, Smith, 20m 08.04s; 6, Haskett, 20m 28.09s; etc.

**Fastest lap:** Jones, 59.20s, 108.25mph.

**Championship positions:** 1, MacPherson, 42pts; 2, Smith, 40; 3, Jones, 38; 4, Cheever, 36; 5, Steve Cameron (Ralt), 21; 6, O'Brien, 18; etc.

**Final round:** Jan 2, Baypark.



## NATIONAL RALLIES

### WINTER RALLY

# Easson along

Scot John Easson completed the double in South Yorkshire when he and Andrew Kellett won the Howard Engineering Winter Rally to clinch the Association of Northern Car Clubs road rally title.

DEREK HILL

## WINTER RALLY (GB)

### Dec 8/9

- 1, John Easson/Andrew Kellett (Ford Escort RS), 27m 05s;
- 2, Peter Wells/Mark Atkinson (Ford Escort RS), 27m36s;
- 3, Brad Piercey/John Berrisford (Ford Escort RS), 33m 28s;
- 4, Tony Shirlcliffe/Malcolm Wilson (Ford Escort RS), 35m 34s;
- 5, John Sufle/Judith Flavell (Talbot Sunbeam), 35m 44s;
- 6, Duncan Wallace/Graeme Bell (Vauxhall Chevette), 44m 36s.

## ENVILLE STAGES

# Xmas Sights

Although he set fastest time on the first and last stages Ian Corkhill had to settle for second place on the Howarth Motors Enville Stages at Knowsley Safari Park when 70 crews turned up for what should have been a seven stage event.

An accident meant the cancellation of the second stage and on the others Peter Sights of York headed the Isle of Man resident and took victory by 20 seconds.

## ENVILLE STAGES (GB)

### Dec 15

- 1, Peter Sights/Bob Sunter (Ford Escort 2 litre), 3406s;
- 2, Ian Corkhill/Peter Thompson (Ford Escort 2 litre), 3426s;
- 3, John Cressey/Alan Wilson (Ford Escort 2 litre), 3438s;
- 4, Jonathan Ingram/Dave Mrkalj (Talbot Sunbeam), 3452s;
- 5, Geoff Fielding/John Robinson (Ford Sierra turbo), 3493s;
- 6, 'Yuk' Hodgson/Tony Coatsworth (Ford Escort), 3527s, ends.

## BULLOUGH TROPHY

# See Bullough

John Weir won his first stae event when he had Malcolm Irving co-driving for him as they beat a field of 39 other crews on the Bullough Trophy Rally run by Kirkby Lonsdale MC in the Shap area, by more than half a minute.

## BULLOUGH TROPHY (GB)

### Dec 8

- 1, John Weir/Malcolm Irvine (Ford Escort), 1569s;
- 2, Robin and Jill Farrington (Vauxhall Astra), 1613s;
- 3, Brian Steadman/M Pattison (Talbot Avenger), 1615s;
- 4, John Fort/Gordon Capstick (Ford Escort), 1623s;
- 5, Martin Ridger/Paul Gledhill (Ford Escort), 1623s;
- 6, Ken Skidmore/Clifford Simpson (Talbot Sunbeam), 1624s.



## OFF-TRACK SPORT

### MONDELLO RALLYCROSS

# Ken's double

Ken McKinstry took his second consecutive win in the STP Rallycross Championship at Mondello Park, the Bangor bridge rally driver easily taking the 'A' final despite being chased hard all the way by Porsche driver Robert Moffat. Con Carey brought his Escort home in third place from Tom Farrell and Davey Selfridge while Jimmy Peak was an unfortunate retirement due to engine problems.

Organised by the Co. Kildare MC, this third round in the series was once again fully subscribed. Despite his win, McKinstry still failed to take the championship lead, that now being held by 'B' final winner Ron Hudson, who had to complete the last three laps with a puncture as he fought off the TR7 V8 of Lawrence Gibson. Things got very hectic in the up to 1300cc class, the action looking very spectacular for the crowd but not going down at all well with the clerk of the course who gave all the drivers concerned a reprimand for their antics!

BILL MANTOVANI

## MONDELLO PARK (IRL)

### Dec 9

### STP Rallycross Championship round 3

- 'A' Final:** 1, Ken McKinstry (2.0 Ford Escort); 2, Robert Moffat (3.3 Porsche 911); 3, Con Carey (2.0 Ford Escort); 4, Tom Farrell (2.0 Ford Escort RS); 5, Davey Selfridge (1.5 BL Mini); 6, Jimmy Peak (1.5 BL Mini). **'B' Final:** 1, Ron Hudson (2.0 Ford Escort); 2, Lawrence Gibson (3.5 TR7 V8); 3, John Farrell (2.0 Ford Escort RS); 4, David Strain (1.5 BL Mini); 5, Dennis Biggerstaff (1.5 BL Mini). **'C' Final:** 1, Phillip Armstrong (1.6 Talbot Avenger); 2, Richard Dillon (3.2 Porsche 911); 3, Andrew McKorkell (1.3 BL Mini); 4, Ivan Thompson (1.5 Alfa Sud); 5, Ger Campbell (2.0 Alfa Romeo Sprint). **Class winners:** Mervin Miller (1.3 Fiat 128); Andrew McKorkell; Jimmy Peak; Pat Flynn (1.3 Ford Escort); Phillip Armstrong; John Farrell; Ken McKinstry.

## TRIAL

# Not Wright

Kentish Border Car Club's John Taylor sporting trial saw a fine win for John Sheldrick with Martin Wright second and Tony Bristow third. Held at Old Forge Farm near Sittingbourne, Kent, in extremely wet conditions, this Southern Championship round saw 35 starters battle with very muddy conditions. Simon marks adrift in third place Simon Durling and Robin Alexander tied for fourth and the tie break went to Durling.

## JOHN TAYLOR TRIAL

### Dec 16

- 1, John Sheldrick (Faksmile), 23;
- 2, Martin Wright (Ibex), 25;
- 3, Tony Bristow (Ibex), 29;
- 4, Simon Durling (SRB), 33;
- 5, Robin Alexander (JABS), 33;
- 6, Norman Flury (Ibex), 38;
- 7, Gerry Walters (Mandasport), 39;
- 8, Ken Harrison (Ibex), 52.



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Tel: 01-749 7387

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Wear NE26 2NA  
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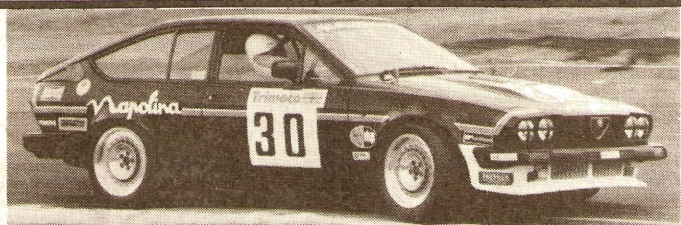
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**BMW 520 AUTO**, 1981, metallic, power steering, central locking, radio/cassette, electric aerial, one owner, immaculate condition, £4,250. Private sale. Tel: Great Missenden 4530. (51)

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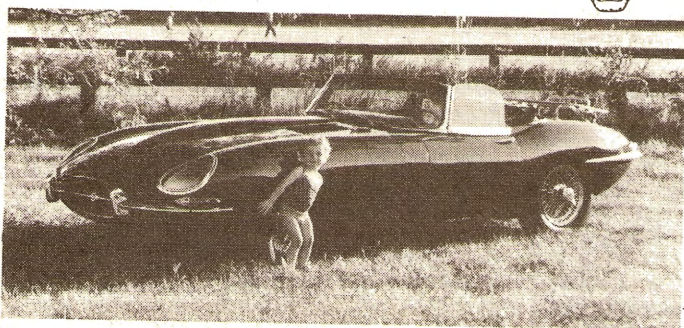
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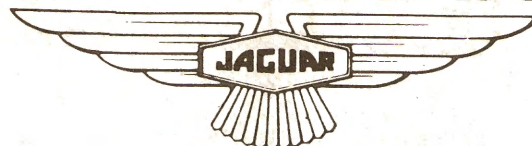
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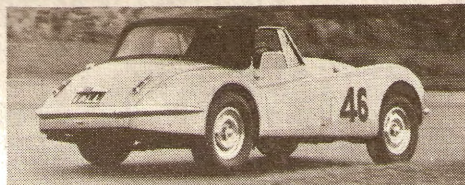
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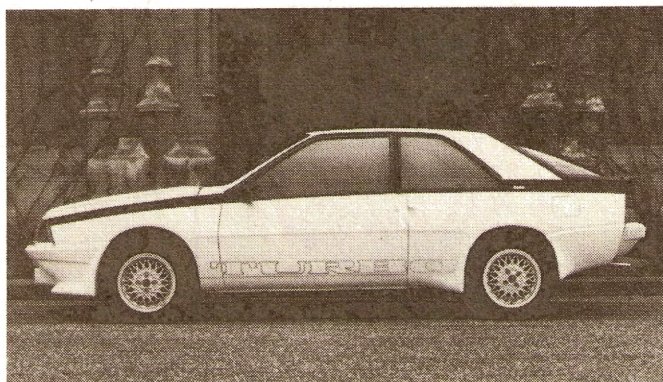
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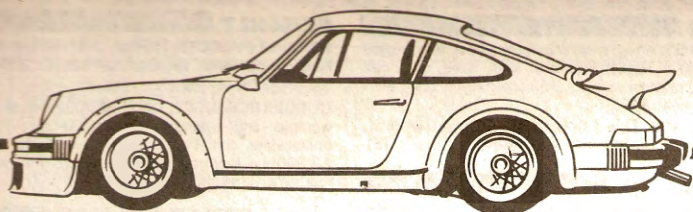


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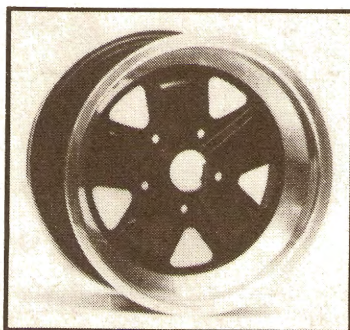
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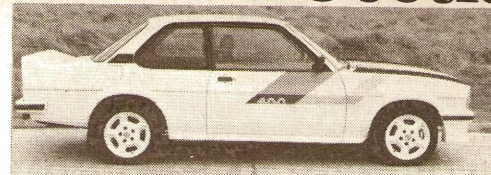
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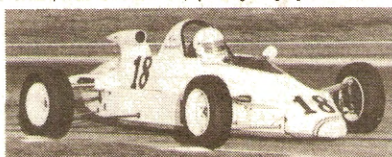
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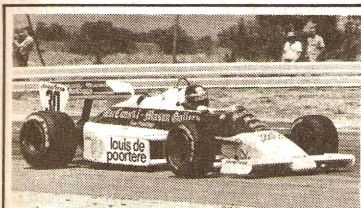
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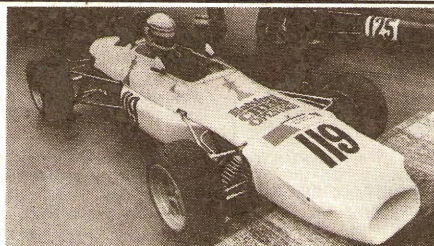
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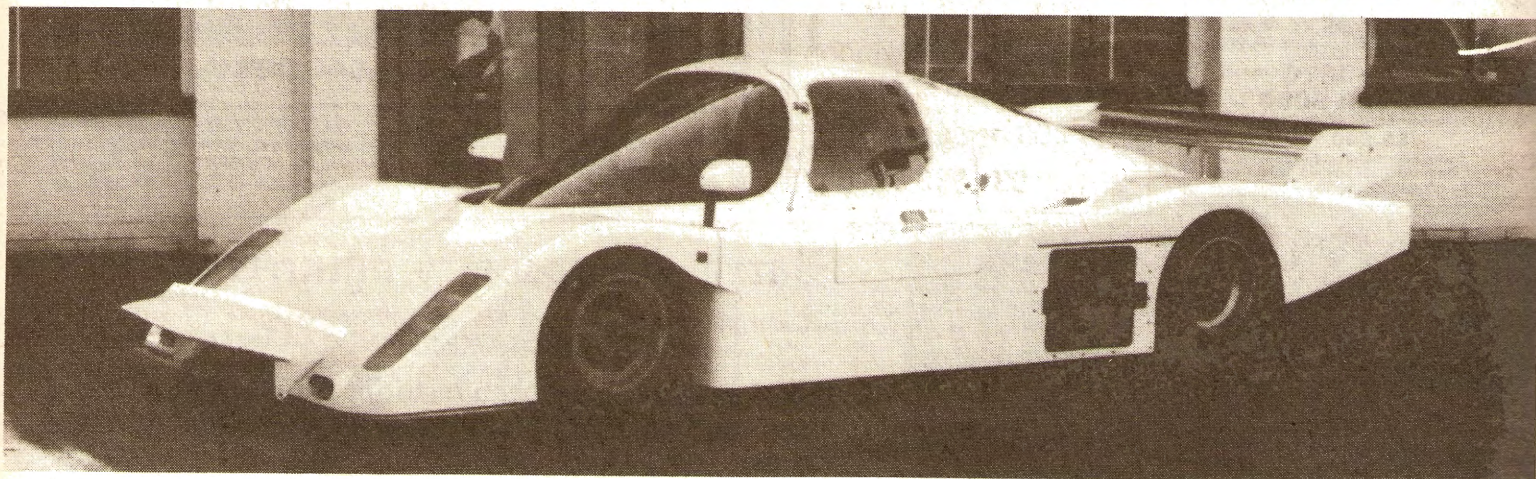
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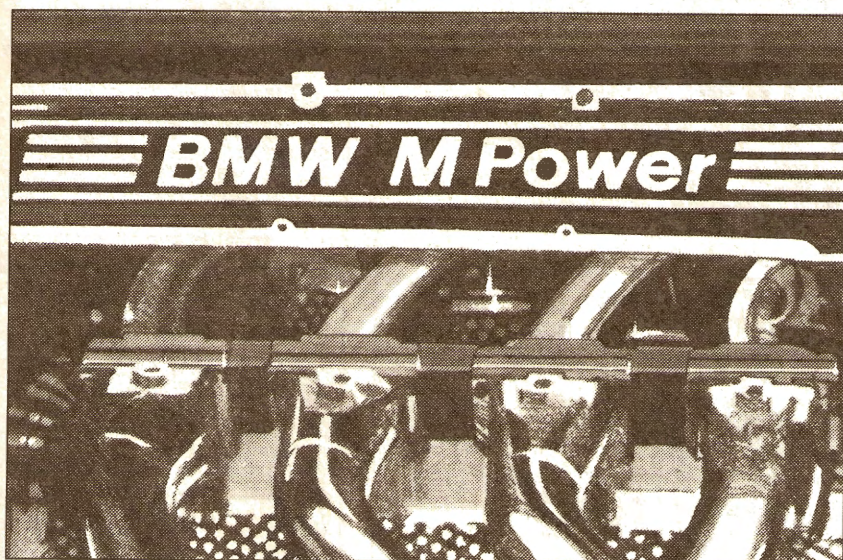
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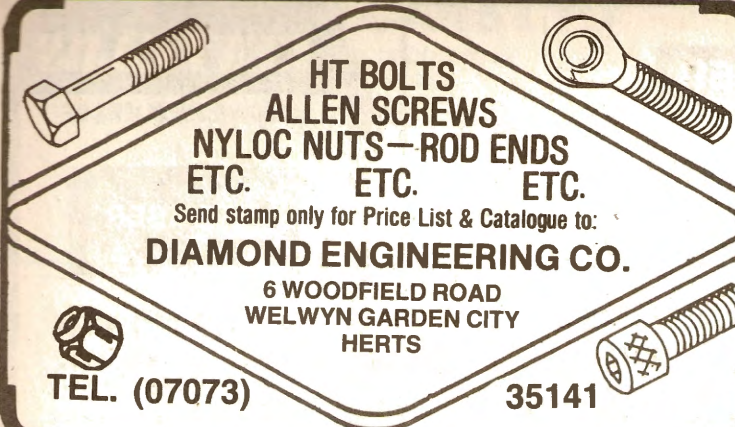
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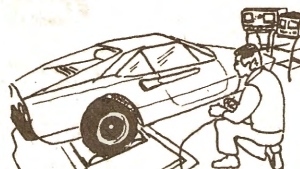
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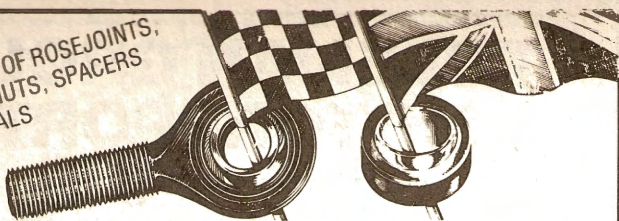
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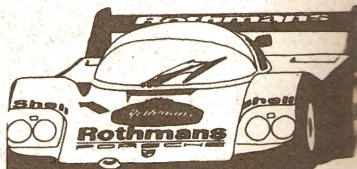
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Jan 12, Feb 02, Mar 08, Apr 05, May 10, Jun 07, July 05, Aug 02, Sep 06, Oct 11, Nov 08, Nov 29, Dec 20-27

## BACKSTAGE

Acropolis Rally (H Milne) ..... Jun 14  
Border Counties Rally (K Oswin) ..... Aug 23  
1000 Lakes (P Foubister) ..... Sep 06  
Manx International Rally (P Foubister) ..... Sep 27  
York National (K Oswin) ..... Apr 12  
Middle East (P Foubister) ..... Aug 09  
National Breakdown Rally (P Foubister) ..... Mar 01  
New Zealand Rally (H Milne) ..... Jul 05  
Paris Dakar Rally (A Cowan) ..... Feb 02  
Portuguese Rally (P Foubister) ..... Mar 22  
RAC Rally (K Oswin) ..... Dec 13  
Sanremo Rally (P Foubister) ..... Oct 18  
Scottish Rally (K Oswin) ..... Jun 21  
Welsh International Rally (K Oswin) ..... May 17

## FIFTH COLUMN

by Nigel Roebuck

Cheever, Eddie ..... May 17  
Dallas & Detroit ..... Jul 19  
Dijon ..... May 31  
Donohue, Mark ..... Apr 19  
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FISA's Fuel Limit ..... May 17  
Formula 1 Points Scoring System ..... Nov 01  
Grand Prix & NASCAR Comparison ..... Jul 19  
Johansson, Stefan ..... Sep 06  
Rosberg, Keke ..... Aug 02  
Rosemeyer, Bernd ..... Aug 16

## FROM OUR CORRESPONDENT

Antipodes (Peter Greenslade) ..... Sep 13  
Boost for 1600 in Ireland (Brian Foley) ..... Mar 15  
Canada (Michael Kingston) ..... Feb 16  
Irish Motor Racing (Brian Foley) ..... Aug 16  
New Zealand (Peter Greenslade) ..... Mar 22  
South Africa (Colin Windell) ..... Jan 12  
South Africa (Colin Windell) ..... Dec 13  
Tasman Series Revival (Peter Greenslade) ..... Apr 05  
Ulster (Brian Foley) ..... Feb 09



## GRAND PRIX TV GUIDES

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Kyalami ..... Apr 05  
Zolder ..... Apr 26  
Imola ..... May 06  
Dijon ..... May 17  
Monaco ..... May 31  
Montreal ..... Jun 14  
Detroit ..... Jun 21  
Dallas ..... Jul 05  
Brands Hatch ..... Jul 19  
Hockenheim ..... Aug 02  
Osterreichring ..... Aug 16  
Zandvoort ..... Aug 23  
Monza ..... Sep 06  
Nurburgring ..... Oct 04  
Estoril ..... Oct 18

## HUMBLE PYE

by Marcus Pye

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FF2000 professionalism ..... May 10  
Thundersports disappointment ..... Jul 05

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British GP (I Phillips) ..... Jul 12  
Citroen 1000 Pistes (K Gormley) ..... May 31  
Coogor Rover (M Pye) ..... Feb 09  
Cosworth DFX (G Kirby) ..... Jul 19  
Cosworth Rev Limiter (I Phillips) ..... Aug 23  
DB Motorsport (A Griffin) ..... Jan 12  
Drag Racing (R Jackson) ..... Jan 05  
Future of Formula 3 (J Shaw & J Seward) ..... Aug 16  
Grand Prix Fuel Formula ..... Apr 05  
Group A Rallying (K Oswin) ..... Mar 01  
Indy 500 (M McCarthy) ..... Jun 14  
Japanese Group C (T Needell) ..... Aug 23  
Lombard RAC Rally (K Oswin) ..... Dec 13  
Mallock, Major Arthur (M Lawrence) ..... Feb 02  
Marcos Marque (M McCarthy) ..... Sep 20  
McLaren (D Nye) ..... Jul 05  
Minister Racing Engines (J Shaw) ..... Nov 01  
Mondiale Car Company (M Pye) ..... Oct 18  
Peugeot-Talbot Group N 205 GTI (K Oswin) ..... Oct 25  
Peugeot-Talbot Sport Team (T Roberts) ..... Nov 22  
Ralt Cars (T Needell) ..... Jun 28  
RAM March (M Lawrence) ..... Jan 19  
RK Racing (T Needell) ..... Apr 26  
Silverstone Racing School (M Pye) ..... Mar 15  
Sporting Trials (P Sheldon) ..... Jun 14  
Star of Tomorrow FF1600 Championship (J Shaw) ..... Apr 19  
Supervan 2 (M Pye) ..... Jul 26  
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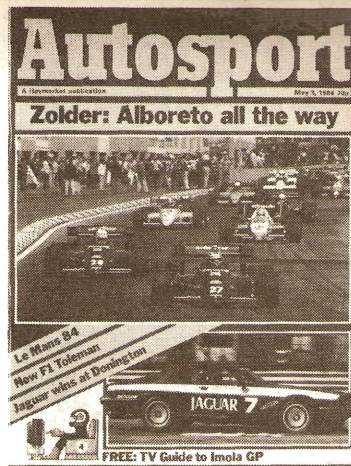
Brundle, Martin (I Phillips) ..... Mar 01  
de Angelis, Elio (M Doodson) ..... Sep 20  
Dumfries, Johnny (J Shaw) ..... Jul 19  
Eklund, Per (K Oswin) ..... Dec 13  
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Fitzpatrick, John (M Lawrence) ..... Apr 19  
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Hobbs, David (G Kirby) ..... Feb 23  
Johansson, Stefan (I Phillips) ..... Dec 20/27  
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Llewellyn, Dai (N Fryatt) ..... Nov 29  
McRae, Jimmy (K Oswin) ..... Nov 22  
Meeke, Sydney (B Patterson) ..... Sep 13  
Midgley, John (K Oswin) ..... Nov 29  
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Vatanen, Ari (P Foubister) ..... May 17  
Watkins, Professor Sid (M Hamilton) ..... Mar 08  
Watson, John (Q Spurring) ..... Oct 18  
Wybrott, Leo (D Nye) ..... Aug 30

## MISCELLANEOUS

AUTOSPORT Awards ..... Dec 20/27  
Aston Rover withdraw from RAC Trimoco Saloon Series ..... Jun 21  
BBC on RAC ..... Dec 20/27  
Brands Hatch Formula 1 Testing (N Roebuck) ..... Jun 14  
Brighton Run ..... Nov 08  
Christmas Quiz ..... Dec 20/27  
Christmas Track Test Ski Boats (T Needell) ..... Dec 20/27  
Clark, Jim (P Mennem) ..... Jul 19  
Countdown to Indy 500 ..... May 10  
Fistful of Francs (P Mennem) ..... Mar 29  
Focus on ETC (J Seward) ..... May 24  
Formula 1 Testing at Kyalami (J Hutchinson) ..... Mar 08  
Geneva Motor Show (S Greenstreet) ..... Mar 08  
Golden Helmet Winner (P Harmer) ..... Jan 05  
GP Celebrity competition ..... Jul 05  
Groewood Awards ..... Dec 06  
Half Term Review of Shell Oils/AUTOSPORT National Championship (K Oswin) ..... Jul 19  
Lap of Le Mans (Q Spurring) ..... Dec 20/27  
Mikkola Column: America ..... Dec 20/27  
Mikkola Column: Monte Carlo Rally ..... Feb 09  
Mille Miglia (M Walsh) ..... Jun 14  
Modified Car Championship of 1983 (J Shaw) ..... Feb 16  
Motor Show ..... Oct 18/25  
Motor Sports Show ..... Jan 12  
Mountain Climbing (M Holmes) ..... Jul 19  
Needell at Le Mans (T Needell) ..... Jul 05  
Nor'wester International (S Kemper) ..... Apr 12  
On The Streets (M Pye) ..... Oct 18  
Paris Salon (M McCarthy) ..... Oct 04  
Past RAC Rally Winners ..... Nov 29  
Platform: Peter Cooper of RACMSA ..... Jun 28  
Porsche 956/917 comparison ..... Dec 20/27  
Preparations for British 1984 Season (M Pye) ..... Mar 01



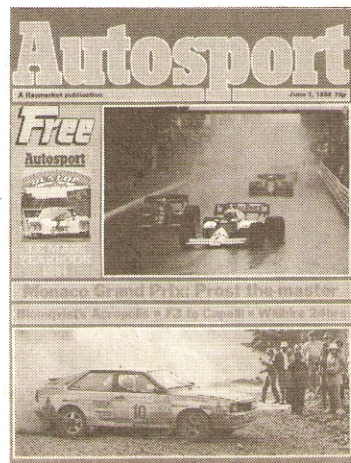
Racing for Britain ..... Jan 26  
Rallyscene (G Robson) ..... Nov 22  
Retrospective: 1967-1984 Formula 2 Championship (I Phillips) ..... Oct 04  
Shell Oils/AUTOSPORT Regulations for 1984 (K Oswin) ..... Jan 12  
Shell Oils/AUTOSPORT Regulations for 1985 (K Oswin) ..... Nov 29  
Turin Show (M McCarthy) ..... Nov 22  
Zurich Racing Car Show ..... Feb 09

## NEW RACING CARS

AGSJH 19CF2 ..... Mar 22  
Alfa Romeo 184 F1 ..... Mar 15  
Anson SA7 FF1600 ..... Oct 18  
Argo JM16 IMSA GTP/C2 ..... Jan 12



Ardmore SR84 Clubmans ..... Jun 14  
Arrows SA7 F1 ..... Apr 19  
Arundel C2 ..... May 17  
Baron F31 F3 ..... Oct 04  
Chevron B60A S2000 ..... Feb 23  
Cheetah G604 GC ..... Sep 06  
Corvette GTP IMSA ..... Mar 29  
Crosslé 55F/84 FF1600 ..... Feb 16  
Crosslé 60F FF1600 ..... Nov 01  
Cygnus T84 F3 ..... Aug 16  
DeKleine 01 FF2000 ..... Mar 22  
Derichs D384 F3 ..... Mar 22



## FILE UNDER Q

by Quentin Spurring

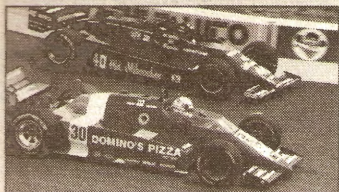
Fuji 1000Kms ..... Oct 11  
Kyalami 1000Kms ..... Nov 01  
Le Mans 24 Hours ..... Jun 28  
Monaco GP ..... Jun 14  
Monza 1000Kms ..... May 03  
Proposed New Rules for WEC ..... Mar 08  
Rothmans/Group C Racing ..... Sep 13  
Silverstone 1000Kms ..... May 24





## Autosport

Lola one-two in New York



FREE: TV Guide to Dallas Grand Prix

|                              |               |
|------------------------------|---------------|
| Ecosse C2                    | Apr 12        |
| Ferrari GTO GpB              | Mar 01        |
| Ferrari 126C4 F1             | Feb 23        |
| Ferret/Adler FSV             | Feb 02        |
| Gebhardt C842 C2             | Mar 01        |
| Grid GA02 C1                 | Feb 02        |
| Gould 84/1 Hillclimb         | Apr 12        |
| Le Mans Company LM 042 GpC   | May 03        |
| Lola T900 CART Indycar       | Dec 13        |
| Magnum 853 F3                | Oct 04        |
| March-Buick Hillclimb        | May 17        |
| March-Buick 85G GpC/IMSA GTP | Oct 11        |
| March 85B F3000              | Nov 15        |
| March 842 F2                 | Jan 05        |
| Lola T616 GpC2/IMSA GTP      | Jan 12        |
| Mazda 727C C2                | Apr 05        |
| McLaren MP4/2 F1             | Mar 15        |
| Minardi M184 F1              | Jul 26        |
| Mondiale M84S FF1600         | Mar 29        |
| Mondiale M84T FF2000         | Jun 21        |
| Osella PA101 IMSA GTP        | Apr 05        |
| Pilbeam DFV 841 Hillclimb    | Mar 29        |
| Quest FF85 FF1600            | Nov 22        |
| Ralt F3000                   | Nov 22        |
| Ralt RH6/84 F2               | Mar 22        |
| Ralt RT30 F3                 | Nov 22        |
| RAM-Hart 02 F1               | Jan 19        |
| Reynard 85FF FF1600          | Oct 04/25     |
| Reynard Turbo Ford           | Jun 14        |
| RK-March 847 CanAm           | Feb 02        |
| Rondeau M584 FF1600          | Jan 19        |
| Rondeau M585 FF1600          | Oct 11        |
| Rondeau M685 FF2000          | Nov 08        |
| Shrike P15 S2000             | Jul 05        |
| Spirit-Hart 101 F1           | Jan 12        |
| Tiga SC84 S2000              | Feb 09        |
| Tiga SC85 S2000              | Nov 22        |
| Tiga SF84 FF2000             | Jan 12        |
| Tiga GC84 C2                 | May 03        |
| Toleman TG184 F1             | Apr 19/May 03 |
| Van Diemen RF85 FF1600       | Nov 08        |
| Zakspeed F1                  | Sep 20        |

### NEW RALLY CARS

|                      |               |
|----------------------|---------------|
| Corry Cultra         | Jan 12        |
| Ford RS200           | Sep 27/Nov 15 |
| Lancia Delta S4      | Dec 13/20/27  |
| Porsche 911 SC RS    | Jan 26        |
| R-E-D4T              | Feb 16        |
| Renault Maxi 5 Turbo | Oct 11        |
| Skoda 130LR          | Mar 08        |
| Toyota Corolla GT    | Feb 16        |

## Autosport

Brands: final F2 spectacle



Ford's Group B Project  
Dumfries is F3 champion  
Dome C-car track test  
Walkinshaw clinches ETC title

### OBITUARIES

|                      |        |
|----------------------|--------|
| Agajanian, J.C.      | May 10 |
| Allen, Gordon        | Nov 29 |
| Baxter, Ian          | Dec 06 |
| Bolster, John        | Jan 19 |
| Buckenham, Mark      | Jan 12 |
| Delettre, M.         | Jul 26 |
| Gabelich, Gary       | Feb 02 |
| Greene, Sidney       | Dec 06 |
| Greville-Smith, Clem | Jul 05 |
| Howe, Earl           | Jun 07 |
| Knight, Bill         | Apr 05 |
| Malimson, Peter      | Apr 05 |
| Morris, Gordon       | Dec 13 |
| Ritmeister, Alan     | May 10 |
| Schoonover, Terry    | Nov 15 |
| Taylor, Roger        | May 10 |
| Walker, Peter        | Mar 22 |
| Williams, Peter      | Nov 29 |
| Witt, John           | Dec 06 |
| Yorke, David         | Aug 23 |

## Autosport

F1: McLaren's back on top



All the action from Brands Hatch spectacular  
Thackwell claims F2 crown as Supervan at speed

### PROFILE

|                                |        |
|--------------------------------|--------|
| Capelli, Ivan (J Seward)       | Nov 08 |
| Clark, Roger (G Robson)        | Apr 26 |
| Davies, Tim (D Solloway)       | May 31 |
| Fall, Tony (M Holmes)          | Oct 11 |
| Llewellyn, Dai (K Oswin)       | Aug 16 |
| Metcalf, Dave (D Orrick)       | Aug 02 |
| Petty, Richard (G Kirby)       | Jul 12 |
| Pond, Tony (P Foubister)       | Apr 12 |
| Recalde, Jorge (M Holmes)      | Jul 26 |
| Rouse, Andy (J Shaw)           | Oct 18 |
| Tabatoni, Olivier (R Saunders) | Nov 01 |
| Thackwell, Mike (I Phillips)   | Aug 09 |
| Walkinshaw, Tom (J Seward)     | Nov 15 |
| Winkelmann, Roy (D Nye)        | Sep 20 |
| Wood, Ken (K Oswin)            | Jun 07 |

### PURELY PERSONAL

|                                         |        |
|-----------------------------------------|--------|
| Circuit of Ireland (R Saunders)         | May 31 |
| Macau (I Phillips)                      | Nov 29 |
| Problems with Formulae 2/3 (I Phillips) | Jun 21 |
| Welsh Rally (R Saunders)                | May 31 |

### ROAD CAR

|                              |        |
|------------------------------|--------|
| Alfa Romeo 33                | Aug 09 |
| Alfa Romeo 90                | Sep 27 |
| Audi 80 Quattro              | Jul 26 |
| Audi Executive 200 Turbo     | Feb 23 |
| Audi 90 Quattro              | Sep 27 |
| Audi 200 Quattro             | Dec 13 |
| Audi Quattro Sport           | Apr 19 |
| Austin Metro City            | Jan 19 |
| BMW Alpina C1                | Jun 21 |
| BMW 535i                     | Nov 15 |
| Citroen CX Turbo GTI         | Sep 27 |
| Colt Shogun                  | Feb 09 |
| Ferrari Testarossa           | Oct 04 |
| Fiat Panda 4x4               | Oct 11 |
| Fiat Strada 130 Abarth       | Jun 07 |
| Ford Capri Injection Special | Sep 20 |
| Ford Escort RS Turbo         | Nov 29 |
| Hartge BMW H35               | Jan 26 |
| Honda 1984 range             | Mar 22 |
| Krakatoa BMW 318 Turbo       | Jul 26 |
| Lancia Thema                 | Nov 01 |
| Lister Jaguar XJ-S           | Jan 26 |
| Mazda 'Phase 3' RX7          | Mar 22 |
| Mercedes W124                | Dec 13 |
| MG Montego                   | Apr 26 |
| Nissan 300C                  | Sep 06 |
| Nissan Bluebird Turbo        | Sep 20 |

|                        |        |
|------------------------|--------|
| Nissan Silvia Turbo    | Jun 14 |
| Peugeot 205 Turbo 16   | May 10 |
| Porsche 911 Turbo      | Feb 16 |
| Porsche 959            | Nov 15 |
| Reliant Scimitar SS1   | Oct 11 |
| Renault 'Supercin'     | Oct 04 |
| Renault 11 GTX and TXE | Jan 12 |
| Renault 11 Turbo       | Apr 12 |
| Renault 25             | Mar 01 |
| Rover Vanden Plas EFI  | Sep 06 |
| Saab 9000              | Nov 15 |
| Saab Turbo 16 Aero     | Jan 19 |
| Vauxhall Astra range   | Aug 30 |
| Volkswagen Golf range  | Feb 16 |
| Volkswagen Jetta       | Jul 05 |

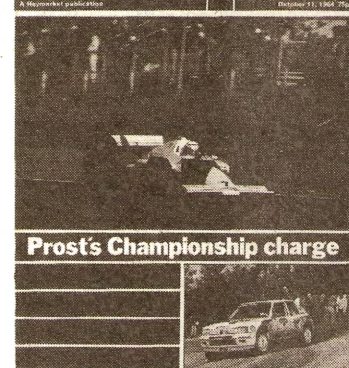
### ROAD TESTS

|                            |        |
|----------------------------|--------|
| Audi Quattro               | Sep 13 |
| Bentley Mulsanne Turbo     | Jun 21 |
| Citroen BX 16 TRS          | Feb 16 |
| Fiat Strada Abarth 130 TC  | Nov 01 |
| Fiat Strada 1105 TC        | Jan 12 |
| GPRSK Spyder               | Nov 08 |
| Honda CRX Coupe            | May 24 |
| Jaguar XJS Cabriolet       | Sep 06 |
| Janspeed Sierra XR4i Turbo | Apr 05 |
| Lancia Delta GT            | Aug 23 |
| Lister-Jaguar XJS          | Dec 06 |
| Nissan Silvia Turbo        | Aug 02 |
| Nissan 300 ZX Turbo        | Dec 13 |
| Opel Manta GT/E            | Feb 02 |
| Peugeot 205 GTI            | Jul 19 |
| Renault Fuego Turbo        | Jan 19 |
| Renault 25 GTX             | Aug 16 |
| Rover Vitesse              | Nov 08 |
| Tickford Capri             | May 17 |
| Vauxhall Astra GTE         | Mar 01 |

### SEASONAL SURVEY

|                                                   |        |
|---------------------------------------------------|--------|
| All Japan F2 Championship (I Phillips)            | Dec 15 |
| British Formula 3 Series (J Shaw)                 | Nov 08 |
| BTRDA Series (V Shenton)                          | Nov 08 |
| Clubmans Racing (J Shaw)                          | Dec 06 |
| Club Rallying                                     | Feb 02 |
| European Formula 3 (J Seward)                     | Nov 08 |
| European Formula 2 Championship 1983 (I Phillips) | Dec 13 |
| European Formula 2 Championship 1984 (I Phillips) | Dec 13 |
| European Rally Championship                       | Feb 09 |
| European Touring Car Championship (J Seward)      | Nov 15 |

## Autosport

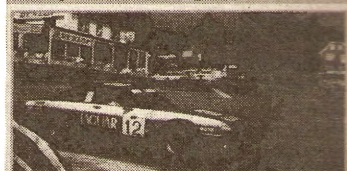


Prost's Championship charge

|                                                               |           |
|---------------------------------------------------------------|-----------|
| Formula Ford 2000 (MPye)                                      | Jan 19    |
| Formula Ford 1600 (J Shaw)                                    | Jan 19    |
| Formula Mondiale (J Zimmermann)                               | Jan 12    |
| (Q Spurring)                                                  | Jan 26    |
| Hillclimbs/Sprints (R Boucher)                                | Feb 09    |
| Historic Racing 1984 (MPye)                                   | Dec 20/27 |
| IMSA (S Potter)                                               | Jan 26    |
| Irish Motor Racing in 1983 (Brian Foley)                      | Jan 05    |
| Irish, Scottish, Welsh National Rally Championships (K Oswin) | Jan 12    |
| Modsports (J Shaw)                                            | Feb 16    |
| NASCAR (G Kirby)                                              | Feb 02    |
| Northern Ireland's 1983 Championships (R Young)               | Feb 09    |
| Open Rally Review 1984 (K Oswin)                              | Dec 20/27 |
| Production Racing (P Harmer)                                  | Nov 01    |
| Rallycross Year 1983 (B Mantovani)                            | Feb 16    |

## Autosport

Spa 24 Hours: Jaguar triumphs



Canon Porsche rules Brands 1000 • Robt in Ulster

|                                                            |        |
|------------------------------------------------------------|--------|
| Shell Oils/AUTOSPORT National Rally Championship (K Oswin) | Nov 29 |
| South African National Championships (C Windell)           | Jan 12 |
| Sports 2000 (J Shaw)                                       | Jan 19 |
| Thundersports (M Pye)                                      | Nov 22 |
| Trans Am (B Mitchell)                                      | Feb 23 |
| Trials/PCT                                                 | Feb 23 |
| Trimoco RAC British Saloon Car Championship 1984 (J Shaw)  | Oct 18 |
| World Rally Championship 1983 (P Foubister)                | Jan 05 |

### SPECIAL SUPPLEMENTS

|                                              |           |
|----------------------------------------------|-----------|
| British Grand Prix Spectator Guide           | Jul 19    |
| Formula Ford World Cup & Festival Supplement | Nov 01    |
| Formula 1 Review 1984                        | Dec 20/27 |
| Le Mans Yearbook 1984                        | Jun 07    |
| Lombard RAC Rally Spectator Guide 1984       | Nov 22    |
| Motor Sports Show Guide 1984                 | Jan 05    |

### TECHNICAL & OTHERWISE

|               |        |
|---------------|--------|
| Metsu Gearbox | Jan 05 |
| Wind Tunnels  | Feb 23 |

### TRACK TESTS

|                                              |           |
|----------------------------------------------|-----------|
| Chevron B24 & 26 (T Needell)                 | Nov 15    |
| Colt Starion Turbo (T Needell)               | Aug 30    |
| Gebhardt C2 842 (T Needell)                  | Mar 15    |
| March 842 (T Needell)                        | Apr 19    |
| March-Buick 85G (T Needell)                  | Dec 20/27 |
| MG Metro Challenger (T Needell)              | Nov 22    |
| Nissan 240 RS (J Taylor)                     | Nov 29    |
| Ralt RH6/84 (T Needell)                      | Sep 13    |
| Reynard 84SF (MPye)                          | Jun 21    |
| RK March 847 (T Needell)                     | Jun 14    |
| Rover Vitesse (T Needell)                    | Oct 18    |
| Toyota Ikuzawa 84C (T Needell)               | Sep 27    |
| Toyota Supra (T Needell)                     | Oct 18    |
| Van Diemen RF84 and Reynard 84FF (T Needell) | Nov 01    |
| Van Diemen RF85 (MPye)                       | Dec 13    |

### DEREK WARWICK COLUMN

Mar 22, Apr 5, May 17, Jul 19, Dec 20/27

### YESTERDAYS CARS

|                                  |        |
|----------------------------------|--------|
| Alfa Disco Volante (A Pritchard) | May 31 |
| Fiat 131 Abarth (G Robson)       | Aug 30 |
| Lola MK6 GT (D Cole)             | Aug 16 |
| Mercedes in Rallying (G Robson)  | Jul 12 |

## Autosport



Peugeot's dream debut on RAC





# Apollo Race & Rally Wear Limited

**BROCHURES 1985 AVAILABLE (please send SAE)**  
**TEAM JACKETS & RACEWEAR CAN BE MADE TO ORDER**  
**NEW RANGE NOW AVAILABLE FROM STOCK**

(All garments manufactured and designed by Apollo available in team supporters colours.)

**SIZES**  
**Jackets & waistcoats**  
**Jumpers**  
**Racewear**  
**Gloves & underwear**

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**S M L**  
**36-44**  
**S M L**



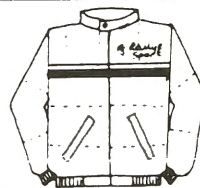
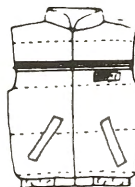
← Black with gold trim quilted jacket (95T TURBO LOTUS) **£19.95**



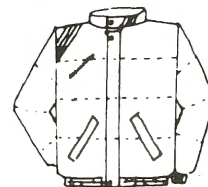
**APOLLO JUMPERS**  
 Navy triple stripes (BMW) } **£7.25**  
 Navy (FERRARI)  
 Navy (PORSCHE)  
 Navy & white (RS Ford) **£9.95**

## APOLLO WAISTCOATS

Royal with white piping (MARTINI) **£7.95**  
 Navy with triple piping (BMW M1) **£10.95**  
 Red (FERRARI) supersoft thick quilt **£11.95**  
 Blue with Navy piping (RS RALLYE SPORT) **£12.95**

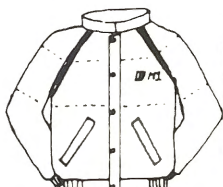


← Navy and white quilted jacket (RS FORD) **£16.95**



White quilted jacket (BMW SPORT) **£19.95**

Navy with triple piping quilted jacket (BMW M1) **£17.50**



Navy with triple piping quilted forest jacket (RS FORD) **£25.50**



← Red quilted jacket with white piping (McCLAREN TAG) **£22.50**



Navy quilted jacket with zip-out sleeves (BMW Executive) **£29.50**



Pale grey quilted jacket with zip-out sleeves (PORSCHE) **£25.50**

**APOLLO RACEWEAR**  
 International Nomex 1 piece (blue) **£75.00**



← Quilted 3 layer Nomex 1 piece (blue) **£189.50**



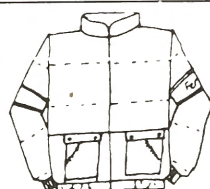
## APOLLO RACEWEAR

Proban 1 piece (pale blue) **£24.50**



← Racing style 1 piece overall **£14.95**

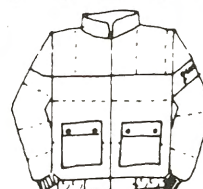
Budget Nomex 1 piece (cream) **£39.95**



← Stone with red piping quilted jacket (FERRARI V6 TURBO) **£21.50**



Navy and sage blue quilted jacket (PARMALAT TURBO BMW) **£19.95**

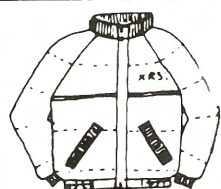


Charcoal and silver grey quilted jacket (QUATTRO AUDI) **£24.95**

# BY POST

PERSONAL CALLERS WELCOME

MON-FRI 9.30-5.30



(XR3i) mid blue quilted jacket with corduroy trim and navy piping **£19.95**



**RACEWEAR ACCESSORIES**  
 Nomex sox **£6.95**  
 Nomex boots **£32.50**

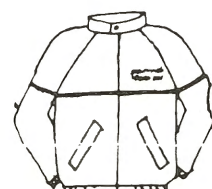
Nomex balaclava **£5.95 & £8.95**  
 Nomex underwear (set only) **£33.50**  
 Nomex gloves (white) **£16.25**  
 Nomex gloves (blue) two layer **£22.50**

## KNITTED HATS

RS RALLYE SPORT { **£3.99**  
 QUATTRO SPORT



← (GOLF GTi) charcoal grey with silver piping quilted jacket **£19.95**



Navy and cream lightweight jacket (unquilted) (PARMALAT) **£14.95**

Navy and beige quilted jackets (ROTHMANS) **£24.50**



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ADDRESS: \_\_\_\_\_

Cross Box — Cheque ☐ PO ☐ Access ☐ Visa ☐

No. \_\_\_\_\_

ITEM SIZE PRICE

**CARRIAGE: £1.50 on jackets/waistcoats/boots & overalls**  
**75p on jumpers**  
**50p on small items**

**ALL PRICES INCLUDE VAT**  
 Prices subject to alteration without notice

Plus postage  
 Total £



# F1 on Video

## — the ultimate record

What could be better in any sport than having literally hundreds of hours of high-quality camera coverage of the season's events condensed into a 90-minute video programme? Of course, as a follower of F1 you'd only want the best bits to appear in the finished compilation and you'd like to see some of the action-packed sequences the TV didn't show. Also it would be nice if the whole thing could be put together to a highly professional standard with an authoritative and entertaining commentary from a top personality (and F1 fan) like Clive James. Possible? Oh yes!



# GRAND PRIX 84

Duke Marketing, the world's leading distributors of powersport video programmes are pleased to present FOCA's new GP compilation, **GRAND PRIX '84**. This is the latest in the highly acclaimed series started in 1981 by FOCA, and Clive James is indeed back to add his own witty perspective to the world of F1 in 1984!

From the heat and uncertainties of Brazil to the closest season-finish for years in Portugal, it's all here in 90 minutes of top-class video!

### GRAND PRIX '84

runs for 90 minutes  
and costs **£34.50** (+p&p)  
VHS, Beta and V2000 from our  
extensive stocks.  
(PAL system only at present.)

### And a taste of F1 History



### Grand Prix Trio 1955

Monaco, Dutch and British GP with Moss and Fangio in full

### Grand Prix d'Europe 1958

Hawthorn laps at 132 mph at whilst Brooks does the win

56 mins. CASTROL **£22.50**

### Nurburgring 1000 km 1956

Moss/Behra (Maserati) duel Fangio/Castellotti (Ferrari).

### Monaco GP 1957

Moss, Collins and Hawthorn out, Brooks stars, Fangio wins

70 mins. CASTROL **£22.50**

### Rouen Round 1962

Clark, Hill, Surtees, McLaren Salvadori follow home Gunn race of changing fortunes.

### Brands Hatch Beat

The British GP (and saloon race) set to jazz music.

55 mins. CASTROL **£22.50**

### The Ringmasters

The 1967 German GP — a classic race on the greatest of all circuits (Classic material for the collection.)

### Pause for Nostalgia

Historical reminiscences including 1951 Reims GP, Monaco '57, rallying and bikes in the '50s.

57 mins. CASTROL **£22.50**



### GRAND PRIX '83

Eight different drivers won rounds of the '83 Championship but master-blaster Nelson Piquet came out tops at the decisive final round. Worth watching for the pit stop action alone!

108 mins. FOCA **£34.50**

### GRAND PRIX '82

All 16 rounds superbly covered by the World's TV and FOCA crews, complimented by the laconic wit of narrator and commentator Clive James.

90 mins. FOCA **£29.90**

### Start to Finish — GRAND PRIX '81

Produced by FOCA for MGM Films this is the first

FOCA compilation of a full season of thrilling F1 action. An exciting but sad year, in which the sport saw superb racing but also the loss of Giles Villeneuve.

90 mins. FOCA **£22.50**

### GRAND PRIX HIGHLIGHTS '84



Every single race of the '84 season is available on video through Duke Marketing. These exclusive FOCA programmes give you 60 minutes of the best action edited down from the outputs of every single trackside camera at each round.

60 mins. per programme

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