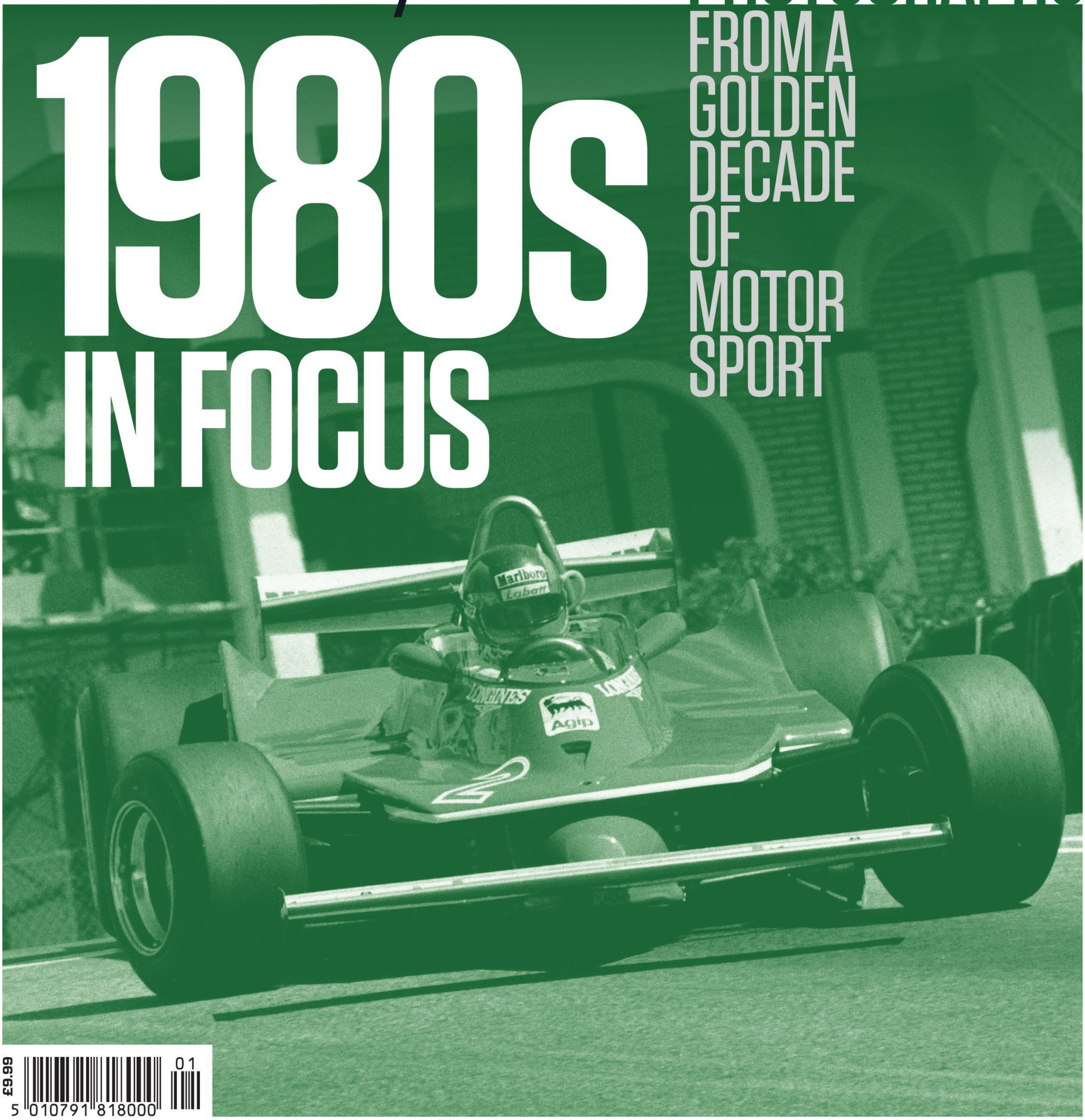
MOTOR SPORT

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1980s IN FOCUS

RARE AND UNSEEN PHOTOGRAPHS FROM A GOLDEN DECADE OF MOTOR SPORT



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MOTOR SPORT

WELCOME TO 1980s IN FOCUS



It was a decade of contrast, conflict, controversy and change. Punk rock ceded to New Romanticism, John Lennon was assassinated in New York, America and others boycotted the 1980 Moscow Olympics (in protest at the Soviet invasion of Afghanistan) and, four years on, Russia stayed away from Los Angeles. Britain drifted from urban riots to the miners' strike via the Falklands War and seethed about Diego Maradona's 'Hand of God' goal during a World Cup quarter-final, while eastern Europe acclimatised to the gradual erosion of Communism – precursor to the collapse of The Berlin Wall and Germany's eventual reunification.

News headlines were a plentiful commodity.

In motor sporting terms it was a decade that began explosively yet ended becalmed. Introduced by Renault in 1977, the turbocharged F1 engine came into its own and evolved at such a rate that teams weren't sure quite how much power they had because their dynos were incapable of measuring it. Turbos were banned beyond 1988, ahead of a return to natural aspiration.

Group B rally cars were a popular cocktail of flame and venom, but the loss of Henri Toivonen and Sergio Cresto – in an accident on the 1986 Tour de Corse – led to the adoption of tamer machinery by the start of the following year. The outlawed kit found a new home in rallycross... which became more popular than ever before. Jaguar won at Le Mans for the first time since the 1950s, Ayrton Senna and Alain Prost became the best of enemies, Ford's Sierra morphed from humble repmobile into the world-beating RS500 Cosworth and racing in general retained its customary diversity, as it had yet to be consumed by the one-make mindset.

What follows is but a taste of the above. There are many well-known photographs in the LAT Motorsport Images archive – but equally it contains a trove of hitherto unseen treasures and, where possible, we've selected those to offer a flavour of an age that remains fresh in the memories of all who were there. It's hard to accept that 30-odd years have since passed.

Were these the best of times? The worst of times? Neither, really. They were just different times.

Simon Arron, Editor

1

[1] Nowadays Formula 1 teams rely on endless banks of computer screens to operate effectively, but electronic apparatus was a little more primitive back in 1986. Complete with essential micro cassette drive, this belonged to Tyrrell

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LAT IMAGES
ALL PHOTOGRAPHS FROM THE LAT ARCHIVE

1

[1] The Formula 1 class of '84 gathers with FIA president Jean-Marie Balestre, for a team photograph in Estoril. Curios include Philippe Streiff (top left), poised for his GP debut in a third Renault, and Manfred Winkelhock (bottom right), making a one-off appearance for Brabham-BMW

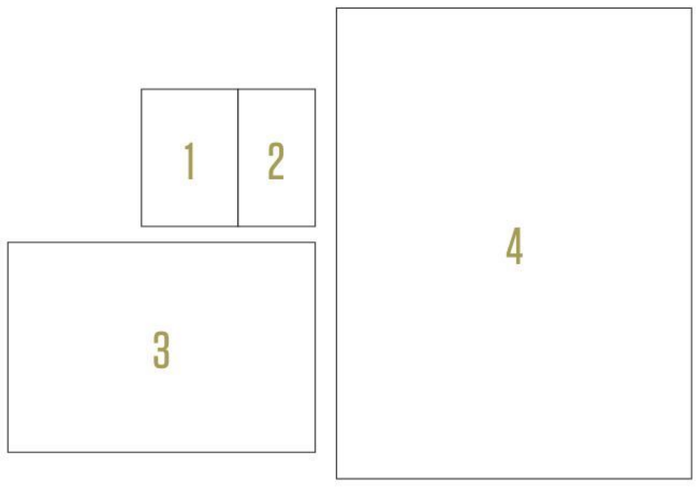

Marlboro
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GOODYEAR
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Glücksstelle
NOSER
DHL
AUTO-Z
INNTALER
parmalat


TALBOT SUN
TALBOT
NVC 777
Lucas
Lucas
She



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[1] Showing typical period battle scars, the works Talbot Sunbeam Lotus of Henri Toivonen and Fred Gallagher heads for second place on the 1981 Sanremo Rally. Michèle Mouton and Fabrizia Pons won fairly comfortably in their Audi Quattro



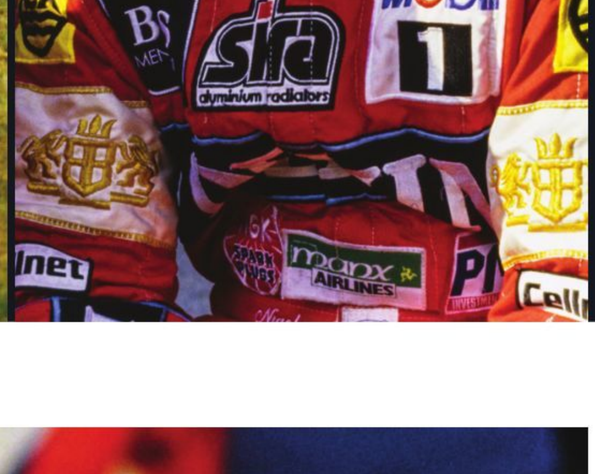
[1] The media corps scramble as engine failure triggers Nigel Mansell's retirement from the 1987 German Grand Prix

[2] Mansell at Hockenheim. In 1987 he scored six GP wins to team-mate Nelson Piquet's three, but lost out in the title race

[3] Holding court that same summer on his home patch. At Silverstone he fought back from a mid-race tyre stop to catch and pass Piquet as the British GP drew towards its conclusion

[4] Williams paddock drill in Detroit 1987, with Mansell carrying out what seems to be some kind of underfloor inspection... unless he has simply dozed off. He finished fifth in a race Ayrton Senna won for Lotus-Renault








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Shell mit M2000.
PORSCHE
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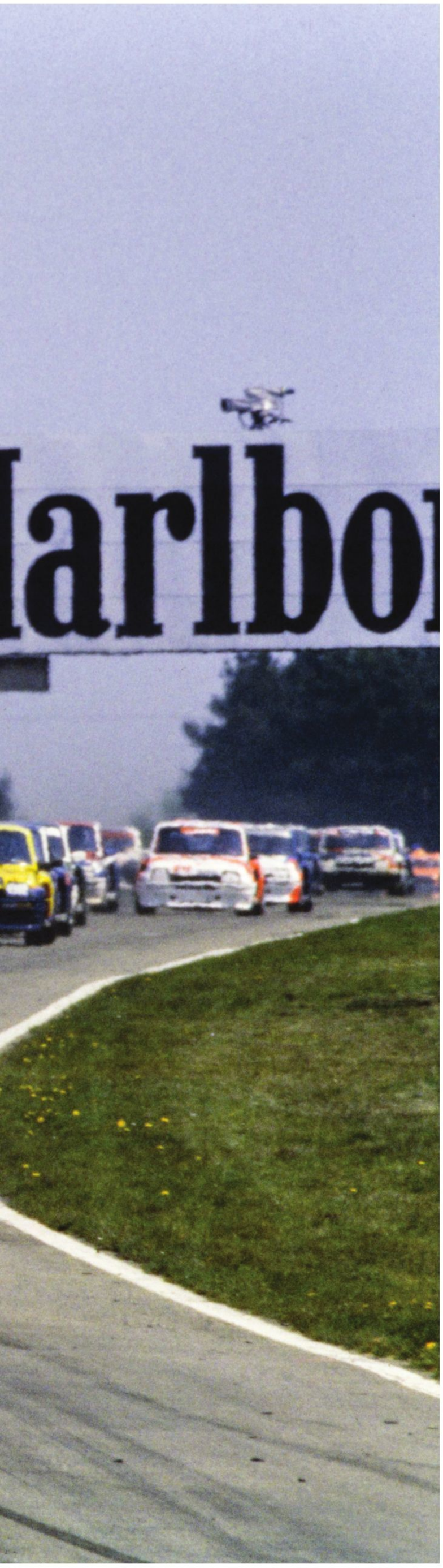
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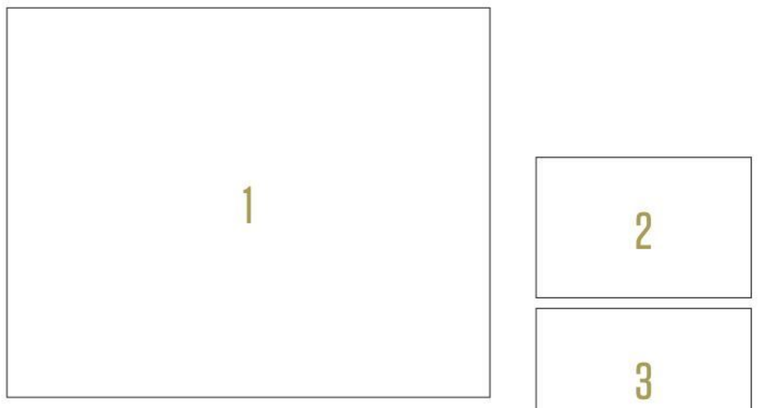
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[1] There was no ‘super-season’ in 1987. The Le Mans 24 Hours sat in the middle of a 10-race World Sports Car Championship schedule featuring races in Spain, the UK (Silverstone and Brands Hatch), Italy, Belgium, Japan and Germany. This is the Derek Bell/Hans-Joachim Stuck Porsche 962C, which retired from the Norisring 200

[2] Another bird’s-eye view from the same weekend: the Jaguar XJR-8 of Eddie Cheever and Raul Boesel leads the Brun 962Cs. Jonathan Palmer/Mauro Baldi won in an RLR/Liqui Moly Porsche rebuilt after a fire at Le Mans earlier in the month


Ford
Coke
Romy
PILS
Johnnie Walker
koffie
ZWARTE KAT
lindeman
WINDABWEISER
41
Marlboro
elf
europcar
EBEL
DUNLOP





[1][2][3] One-make racing attracts a great deal of criticism for stifling engineering creativity, but at its best – and when such championships were still in the minority – it could be breathtaking. Just look at the size of the field at Zolder in the shot on the left... The Renault 5 Turbo Eurocup ran from 1981-1984, at a number of prestigious circuits (it appeared as a Grand Prix support in Monte Carlo, for instance), and attracted drivers of sound pedigree. Jan Lammers (twice), Wolfgang Schütz and Joël Gouhier were the championship winners, while other leading contenders included Jean Ragnotti, Jo Winkelhock, Michael Bleekemolen, Dany Snobeck, Alain Cudini, Massimo Sigala and Hans Heyer





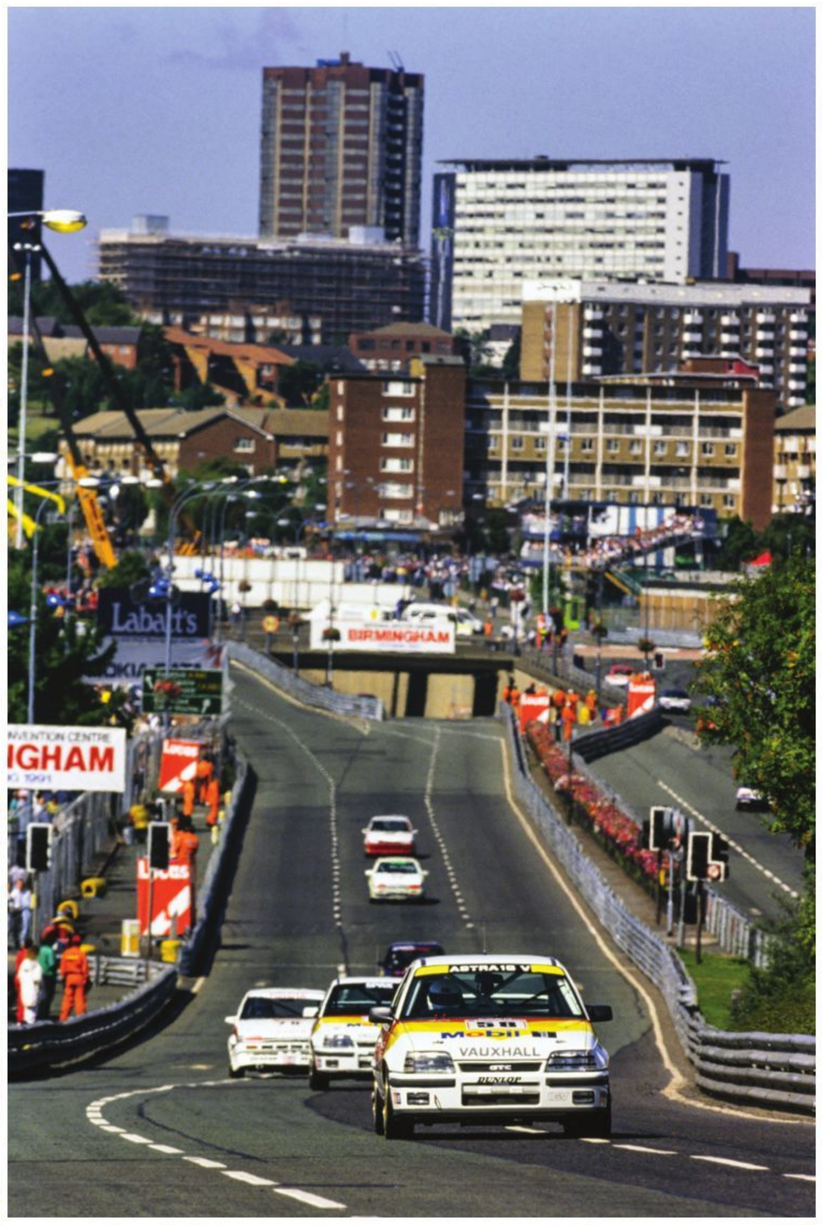
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[1] [2] Factory service area on the 1983 Monte Carlo Rally, as Lancia mechanics fettle a fleet of 037s armed with little more than a couple of vans and a few traditional tools. In the foreground, the car of Markku Alén/Ilkka Kivimaki finished second to the sister car of Walter Röhrl/Christian Geistdörfer. Right, Alén and Kivimaki again, this time passing beneath a temporary, multi-tier grandstand during the 1982 Sanremo Rally. Engine problems forced their retirement


MARTINI
LANCIA MARTINI
MARTINI
RACING
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MARTINI
RACING
VS OLIO FIAT
SIEM
PIRELLI MARTINI PIRELLI
SIEM









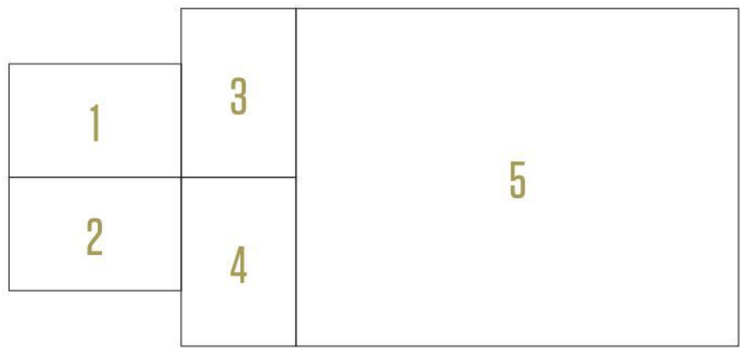


[1] [2] Seconds out in the second city: there were five FIA F3000 meetings on the streets of Birmingham – and this was the fourth, in 1989. Thomas Danielsson (16) loses a wheel after colliding with Claudio Langes (42) as they pass Bristol Street Motors on the run to the first corner

[3] The British Touring Car Championship supported the Birmingham Superprix on three occasions. This is Louise Aitken-Walker leading Jeremy Rossiter in '89. She finished second in class, behind Vauxhall team-mate – and champion-to-be – John Cleland

[4] Andrea Chiesa threads his Roni Reynard 89D through the back streets. The Swiss racer qualified fourth, but had a troubled race and finished only 13th, two laps adrift

[5] Eddie Irvine took sixth place for Pacific Racing in '89. Over time, the main race was won by Luis Sala, Stefano Modena, Roberto Moreno, Jean Alesi and Eric van de Poele




HALFORDS
PAYLESS D.I.Y.
Birmingham Parks
GOLD MEDAL WINNERS
Bristol Street Mot


GOODYEAR
VALVOLINE
XEROX
Marlboro

1

[1] Paddock and stands were both busy when the 1988 IndyCar World Series began in Phoenix, Mario Andretti and son Michael finishing first and third with Roberto Guerrero in between. In June 2018, it was announced that Phoenix would vanish from the 2019 IndyCar schedule due to poor recent attendances...

Ford

RICARD

MAGNETI MARELLI

MAGNETI MARELLI

MAGNETI MARELLI

MAGNETI MARELLI

MAGNETI MARELLI

LOTO

LOTO

antar

26

LEYTON HOUSE



1

[1] Ivan Capelli (March) leads the tail-end qualifiers through the second chicane at the start of the 1989 Italian GP. Pierluigi Martini (Minardi) and Derek Warwick (Arrows) follow, while Olivier Grouillard (Ligier) and Nicola Larini (Osella) are on the kerb – a route Bertrand Gachot (Onyx, 37) appears destined to follow


VOLVO
MICHELIN
BASTOS
TEXACO
eggenberger



1

[1] Although it is now a GT race, the Spa 24 Hours was for many years a highlight of the saloon car racing season. This is the start in 1985, with the Bastos TWR Rovers of Tom Walkinshaw/Win Percy/ Hans Heyer and Martin Brundle/ Eddy Joosen/Walkinshaw leading a phalanx of BMWs and Volvos towards Eau Rouge. The Rovers didn't last and Roberto Ravaglia/ Gerhard Berger/Marc Surer won from BMW Belgium team-mates Dieter Quester/Markus Oestreich/ Johnny Cecotto



[1] Haze of thunder: Emerson Fittipaldi's Penske leaves a blurry slipstream as he heads for fourth place at Mid-Ohio in 1989. The double F1 champion had a strong season in the US-based Champ Car series. By now aged 42, he scored five victories – the first of them in the Indianapolis 500 – to pip team-mate Rick Mears to the title









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[2][3][4][5] More heat of the moment action, during the pitstop ballet that has long been an element of American racing routine. Clockwise from top left: Dick Simon Racing with Raul Boesel, 1985; Team Penske with Danny Sullivan, 1988; Team Penske and Sullivan once more, 1985; Kraco Racing with Michael Andretti at Meadowlands, 1988. In 1984, Meadowlands became the first track to host a major race meeting in metropolitan New York since 1937. It remained on the Champ Car schedule until 1991, but fizzled out after failing to return a profit


STADIO
18
PIONEER



1

[1] Although it achieved its first major successes in the 1970s, the Fiat Abarth 131 Rally remained competitive into the subsequent decade. All-Italian crew Dario Cerrato and Luciano Guizzardi finished eighth overall on the 1981 Sanremo Rally, one place ahead of the Markku Alén/Ilkka Kivimaki 131


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+209
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[1][2] Light trails through the Ardennes, in 1986 (from the outside of La Source, above) and 1988 (taken at Raidillon, looking back towards La Source). The older of Spa's two pit complexes has ever been a hive of activity beyond sunset during the annual 24 Hours



1

[1] Jody Scheckter had won the 1979 world title with its forebear, but the following season's Ferrari 312 T5 wasn't terribly competitive. Its shortcomings never diluted Gilles Villeneuve's commitment. He is seen here at Long Beach, where he qualified 10th but retired from the race with transmission failure


Marlboro
Labatt
LONGINES
Agip





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[1] [2] Team-mates for four years... and mates for some – but not all – of that time. Pictured mucking about at Hockenheim in 1987, Derek Warwick and Eddie Cheever first drove together in one of Tom Walkinshaw's Silk Cut Jaguars, in 1986, then spent three seasons alongside each other in Formula 1, at Arrows

[3] United colours of Benetton. Alessandro Nannini leads Emanuele Pirro during the 1989 Portuguese Grand Prix. Nannini went on to finish fourth, but his team-mate dropped out with broken suspension

[4] Renault brio: the RE40s of Alain Prost and Eddie Cheever qualified first and third at Monaco in 1983, but lost out to Keke Rosberg's naturally aspirated Williams in a rain-affected race. Prost took third, Cheever dropped out with engine failure


Agip
RENAULT elf
elf
MICHELIN
MAGNETI MARELLI
MAGNETI MARELLI


SANYO
EMMETI
SMOD
Flamatal
SCAINI
caffè
MoKador
scm
group
Woodworking Machinery
SUZUKA
SALA



1

[1] "I wonder whether anybody is looking?" Luis Sala casts a glance over his shoulder after beaching his Minardi at Suzuka, during the 1989 Japanese GP weekend


CAESARS
PALACE
GRAND PRIX
OCT. 14-17. 1981
DATSUN
GOODYEAR
MOET
DATSUN
22
Marlboro



[1] The notion of a Las Vegas GP might have appealed, but the track was rather let down by its location in a hotel car park. This is Mario Andretti's Alfa Romeo 179C, in 1981. The event took place only twice and was dropped after 1982, when it was one of three American races on the Formula 1 schedule (with Long Beach and Detroit)

[2] Deep in thought: Elio de Angelis in the Monza pits, 1980. After making his debut with Shadow in 1979, the Italian spent most of his Formula 1 career with Lotus. Here at Monza he finished fourth. He left the team at the end of 1985 and died while testing for Brabham in '86

[3] Mario Andretti offers to lend a hand ahead of the 1980 Long Beach GP, in which his Lotus 81 was eliminated in an opening-lap accident. In the background, marque founder Colin Chapman stands with title sponsor David Thieme, from the Essex Overseas Petroleum Corporation

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[1] The Macau GP became an F3 event in 1983, and has remained so ever since. This is the start of the 1989 race, with Michael Schumacher leading away from eventual winner David Brabham. The harbour area to the right has since been reclaimed and converted to land, depriving the circuit of its coastal aspect

[2] Macau traditionally brings together front-running F3 racers from all around the globe. This is Japanese driver Akihiko Nakaya, photographed in 1987

[3] Another from '87. With Martin Donnelly out of shot and away, Bertrand Gachot (6) is knocked sideways by Jo Winkelhock, who had himself been hit by Jean Alesi. Damon Hill is just behind Alesi; Johnny Herbert (8) and Julian Bailey (3) also feature







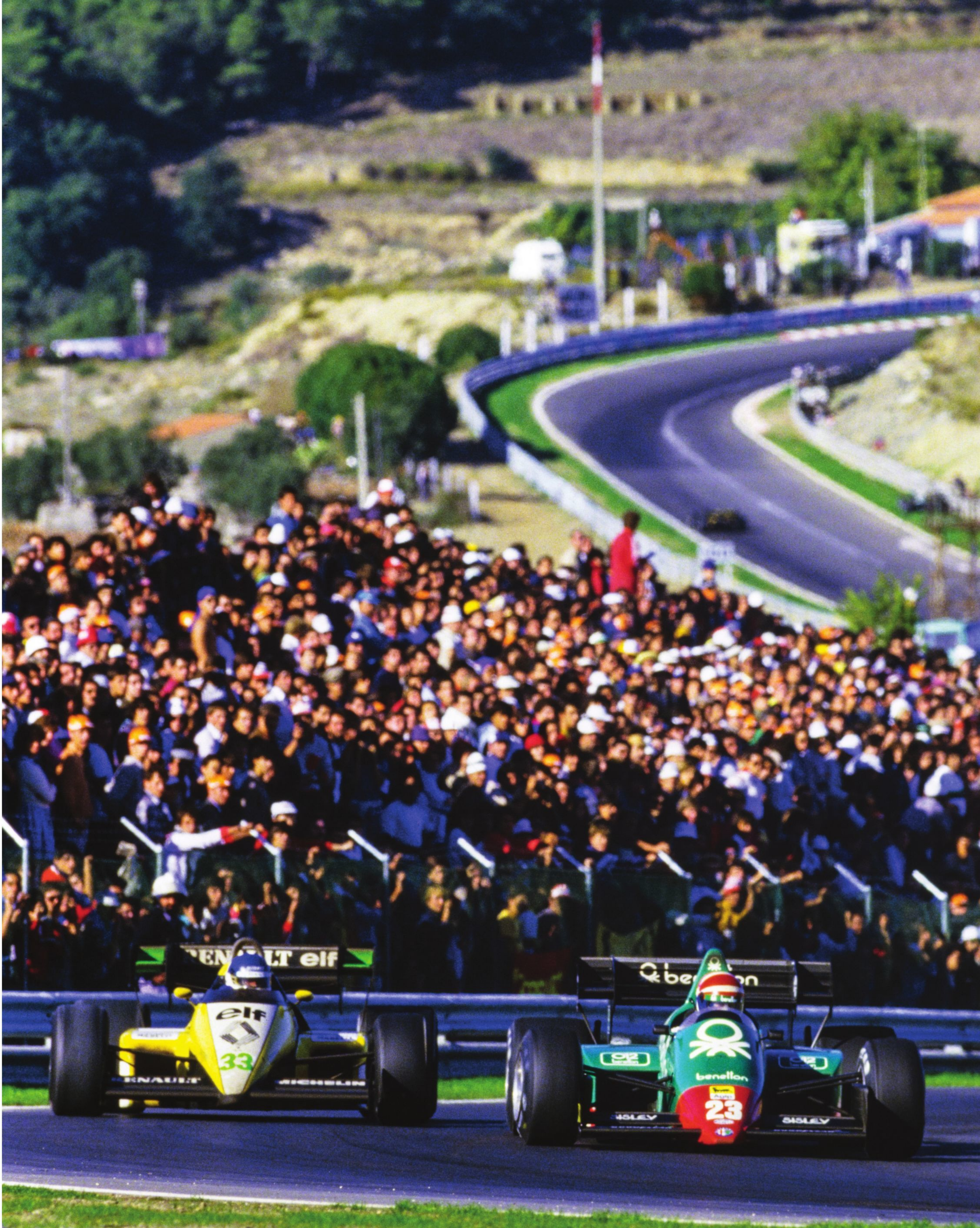

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CAMEL
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CHAMPIO
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Castrol
Silk Cut
JAGUAR
DUNLOP
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Silk Cut



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[1] Hunting the Big Cat: the Jaguar XJR-11 of Jan Lammers and Patrick Tambay fends off the Sauber-Mercedes C9s of Jean-Louis Schlesser/Jochen Mass and winners Kenneth Acheson/Mauro Baldi at the start of the 1989 Spa 480Kms. Porsche, Nissan, Toyota, Aston Martin and Mazda were also on the grid


elf
33
benetton
23



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[1] While most people were focused on the world title battle between Alain Prost and Niki Lauda at Estoril in 1984, Eddie Cheever keeps a wary eye on the Renault of F1 newcomer Philippe Streiff, given an opportunity in the team's third car after a solid European F2 season with AGS. Lauda became champion by half a point; Streiff retired with transmission failure after 48 laps

[2] [3] Remember the late 1980s, when mobile phones weren't quite as mobile as they later became? Jonathan Palmer strikes a couple of promotional poses, with Bell Jet Ranger III and Tyrrell 016DG respectively





[1] Long an Australian staple, Bathurst began to gain traction in Europe during the 1980s as television stations started to show delayed highlights. The winning Holden Commodore of Peter Brock/Larry Perkins leads the Mazda RX-7 of Allan Moffat/Gregg Hansford during the 1984 running of the James Hardie 1000



2

[2] Five years on, Bathurst was swamped by Holden VL Commodores, Nissan Skylines and Ford Sierra Cosworth RS500s as the circuit celebrated the 30th running of its 1000-kilometre race. Dick Johnson/John Bowe won for Ford; the pictured Sierra of Brad Jones/Paul Radisich was classified ninth, eight laps in arrears



[1] The Kenya-based Safari Rally was for many years part of the world championship schedule, but was dropped after 2002. It has run as a national event ever since, but locals hope to restore its WRC status in time. Michèle Mouton and Fabrizia Pons kick up the dust in 1983, when they finished third

2	3
4	5

[2] The Safari Rally always threw up challenges unlike any other world championship event, including random wildlife, railway crossings, flooded plains, everyday traffic, haphazardly parked cars and local villages whose residents would flock to line the roads as competitors approached

[3] Although the Lancia 037 Rally was phased out of the WRC after 1984, it continued to be used on the Safari by both the factory team and privateers. These are the cars of Johnny Hellier/David Williamson (left) and Greg Criticos/Marzio Kravos in '86, when works crew Markku Alén/Ilkka Kivimaki placed third

[4] Scuffs, scratches, dirt and dents were all standard Safari signatures. Cars from Toyota, Opel, Audi, Lancia and Nissan await further adventures in 1984, when Björn Waldegård/ Hans Thorszelius won in a Celica Turbo

[5] Tanzanian driver Jayant Shah was a regular entrant – and continued contesting the Safari Classic more than 30 years later. This is from 1986, when he shared a Nissan 240RS with Lofty Drews

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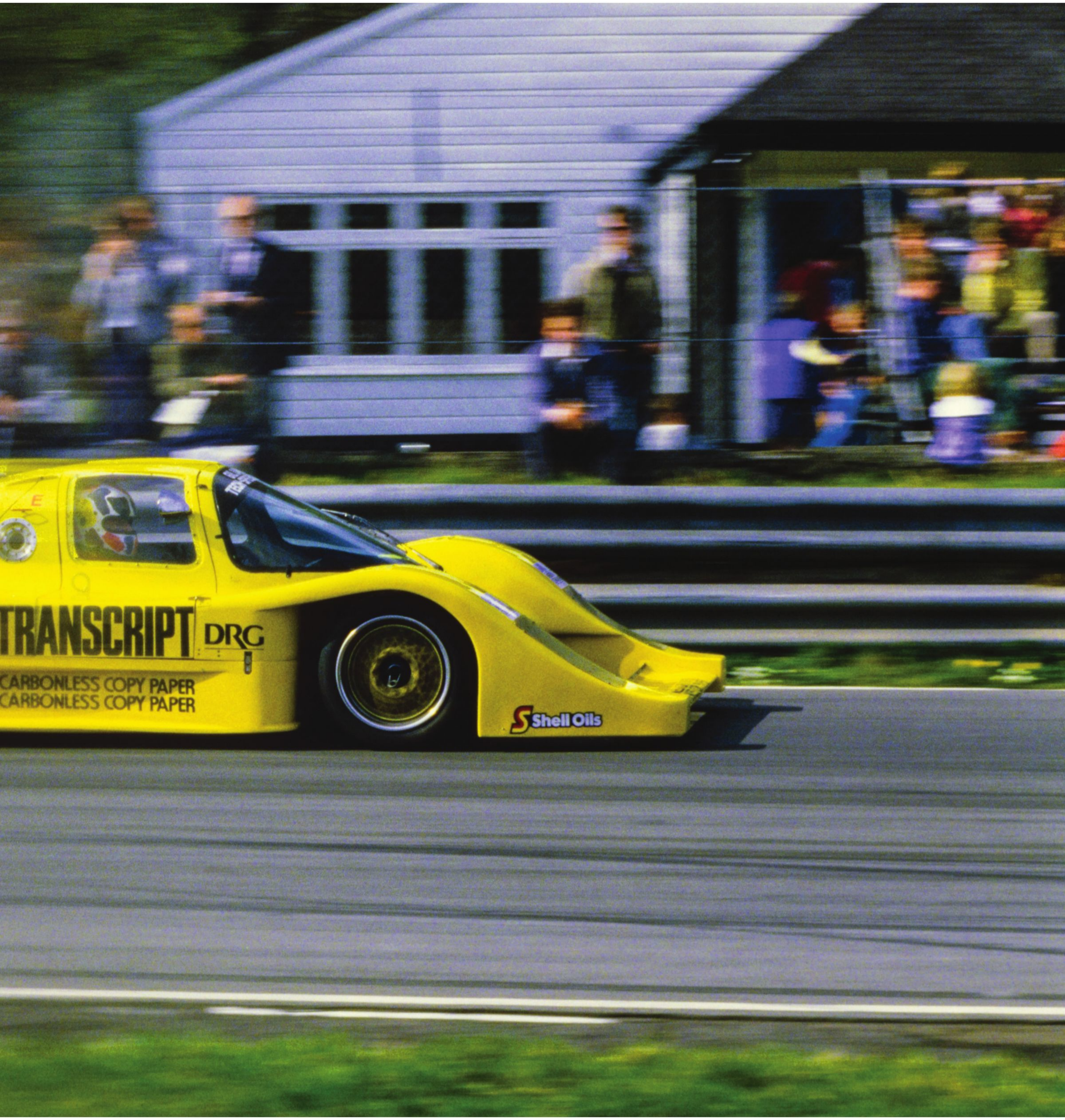
[1] [2] A great lost hope... After winning the German FF1600 title in 1980, Stefan Bellof came close to conquering F3 in '81 – while still racing in Formula Ford (he did that year's Festival at Brands Hatch, but was excluded for excessive aggression). He then graduated to European F2, winning his first two races at Silverstone and, below, Hockenheim. Right, he is pictured on his way to sixth at Donington Park. He impressed as an F1 rookie with Tyrrell in '84, but died in an accident the following season while racing a Porsche 956 at Spa






ROTHMANS
WIEDERHOLT
MAURER
MOTORSPORT
4


MAYFAIR



1

[1] Launched in 1983, the initiative of then-Brands Hatch boss John Webb, Thundersports was a UK-based Formula Libre sports-racing series that attracted everything from Can-Am leviathans to dainty S2000 Lolas and even Clubmans cars. This is Tony Lanfranchi in the Cosworth-powered Grid S1 Group C racer



1 2

[1] Team Lotus initially lined up Derek Warwick to partner Ayrton Senna in 1986, but the Brazilian vetoed the deal. Johnny Dumfries, British F3 champion in 1984, was recruited in his place. He scored his best result – fifth – in Hungary, switched to sports car racing the following season and shared the winning Jaguar at Le Mans in 1988

[2] Adelaide downpour: Emanuele Pirro leads Thierry Boutsen during the 1989 Australian GP. The Belgian went on to score his second rain-affected victory of the year, after Canada, while Pirro finished fifth, two laps in arrears


FOSTE
CANON
RIELLO
SANTO

ESSO
ESSO ESSO ESSO ESSO ESSO ESSO
Esso
EPICES
Ducros
RTL
Girling
Lucas
Equipements électriques
MOTORS
MOTO
BP
NORMA
NORMA
ROTHMANS
DUNLOP

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[1] Sports car racing adopted Group C regulations in 1982... and the Porsche 956 made its entrance. It scored a 1-2-3 clean sweep at Le Mans, with Jacky Ickx/Derek Bell winning from the sister car of Vern Schuppan/Jochen Mass, pictured left. The 956 and its 962C derivative won six straight Le Mans and competed in the 24 Hours into the early 1990s

[2] The essence of bygone Le Mans, with the vast pit straight grandstands – slightly less busy under cover of darkness – perilously narrow pit lane... and catch-fencing, which was designed to minimise damage but sometimes had the opposite effect









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3	4

[1] The Safari Rally's joys weren't restricted to the landscape. It traditionally drew entries of a type that simply wouldn't be seen on mainstream European events. In 1983, the field included some Peugeot 504 V6 pick-ups. Johnny Hellier/John Hope finished eighth

[2] Audi took a more conventional approach to the 1983 Safari Rally, running a trio of Quattro A1s. Hannu Mikkola/Arne Hertz splash on towards second overall, six minutes adrift of Ari Vatanen/Terry Harryman in the winning Opel Ascona 400

[3] In 1987 Britain's round of the WRC was still known as the Lombard RAC Rally. It featured slightly fewer giraffes than the Safari, but wasn't without its watery impediments. Kenneth Eriksson/Peter Diekmann head for ninth place in their VW Golf GTi

[4] When people discuss Group B cars, Peugeot 205 T16s and Lancia Deltas tend to dominate the conversation. Mazda's RX-7 is a less celebrated example of the breed and appeared only occasionally in the WRC: this is from the 1984 Lombard RAC Rally

1

[1] Twice a winner of the RAC in the 1970s, Roger Clark is most famously associated with Ford Escorts. In 1984, however, he tackled his home round of the WRC in a Porsche 911 SC RS. Co-driven by Ian Grindrod, he picked his way through a few fords – and some Fords – to finish 11th


5
BMW
BMW M
BMW M Tec
BMW M Powe
CHAMPION
MICHELIN

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[1] Created in 1967 as a final stepping-stone for F1 stars of the future, the original European F2 Championship continued until 1984. This is factory March driver Christian Danner, at the reliably dusty Enna-Pergusa in '82

[2] The F2 calendar used to be blessed with some charismatic venues, not least Pau – a street circuit in south-western France. This is Jo Gartner (Spirit-BMW) practising for the 1983 race, which he won in wet conditions

[3] The dominance of the factory Ralt-Honda team – and the unavailability of Honda's V6 to rivals – played its part in F2's downfall. Jonathan Palmer leads at Misano in 1983, when he scored six wins en route to the title





1

[1] Crowd control was sometimes a fairly loose concept as fans flocked to watch rally cars during the Group B era. From the 1985 Sanremo Rally, this is the fifth-placed Lancia 037 of Dario Cerrato/Giuseppe Cerri


malerba
totip
PIRELLI
BARDI
1985
27° RALLYE SANREMO
totip
MAGNETI MARELLI



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[1] Simply red hot: Ferrari simmers in the pits at the height of F1's first turbo era. Renault pioneered the technology in 1977 but the Scuderia didn't follow suit until 1981, by which time the future direction was clear. Brabham was the first team to win the title with a turbo (BMW, 1983) and the power struggle continued until the end of the 1988 campaign

[2] Several new teams appeared in F1 towards the end of the 1980s, as natural aspiration returned. One such was Onyx, which graduated from F3000. Bertrand Gachot prepares for the 1989 Hungarian GP


Marlboro
WORLD CHAMPION
Marlboro





1

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[1] [2] Flying on the ground: although some distance removed from the original Porsche 911, the bewinged 935 retained distinctive styling signatures. Above, the Preston Henn/Mike Chandler/Marcel Mignot car leads the Alméras brothers' 924 GTR at Le Mans in 1981. Left, officials fail to pay attention to the Group 5-winning Vegla 935 of Harald Grohs/Dieter Schornstein, eighth overall in '80

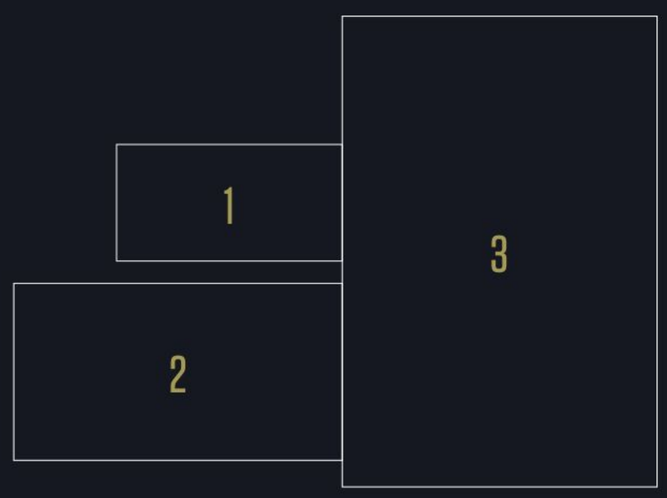
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[1] Zakspeed came up with a fairly wild interpretation of the Ford Capri for the Deutsche Rennsport Meisterschaft in the early '80s. Its 1.4-litre four-cylinder turbo produced 450bhp (so rather more than a period 2.0 GL)

[2] In South Africa, the local Ford Motorsport team used a cocktail of European parts on Sarel van der Merwe's Escort, pictured competing in the Manufacturers Challenge series in 1982: some came from Zakspeed, others from Ford Boreham and Ford Cologne





[1] [2] [3] The extreme diversity of tin-top racing, 1980s style. Top, the Renault 5 Challenge came to Britain in the mid-1970s... and the lurching 5TS was still active two decades later. This is from 1981. The Talbot Sunbeam Ti replaced the Ford Escort Mexico as Brands Hatch owner MCD's choice for a fleet usually handled by guest racers. Below, David Purley leads Frank Williams in 1982. Right, Eggenberger Sierra RS500s mix with Porsches and Opel Mantas in the 1988 Nürburgring 24 Hours. Driven by Edgar Dören, Gerhard Holup and Peter Faubel, a privately entered 911 RSR beat all the works entries







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[1][2] Solitude and saturation: although parts of the Safari Rally route could become congested, there were sections on which crews appeared to have the route almost to themselves, above. Right, compare that with the sea of humanity at the 1985 Sanremo Rally, as Tiziano Chiti/Arles Montenesi pick their way through the throng


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[1][2][3] Simplicity as an art form. Today rally teams return to well-equipped service areas at set times, but improvisation was often an essential skill for those tending to cars in times past. Left, the Ford France and Philips Renault teams set to work during the 1987 Tour de Corse... and, right, the hobbling Renault 11 Turbo of Alain and Sylvie Oreille. This temporary setback didn't prevent them finishing ninth overall, third in class. The Prodrive Bastos/Motul BMW team was quite well equipped on the 1988 Rallye d'Antibes: it had two VW workshop vans...






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MERCEDES-BENZ V8
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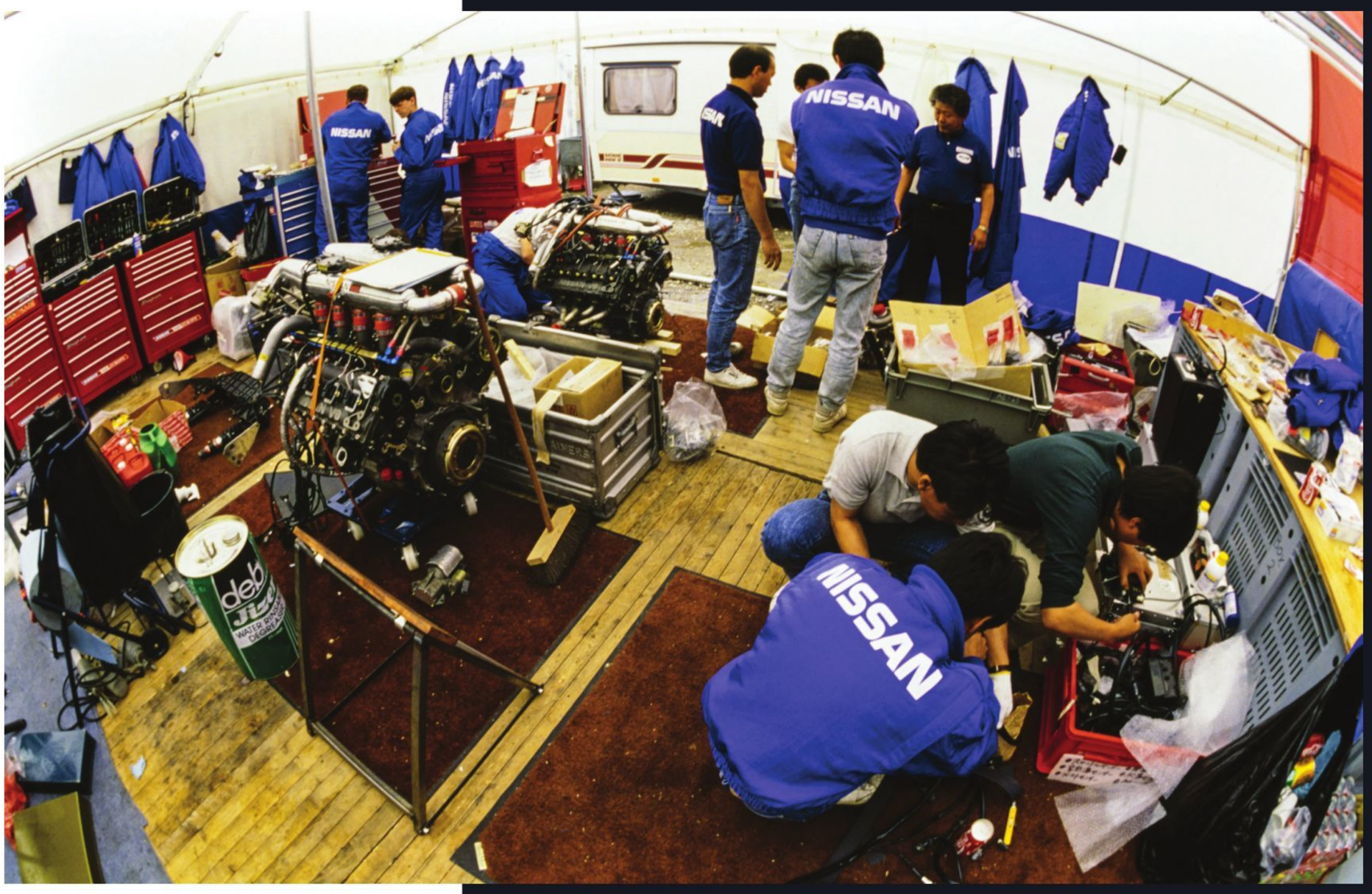
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[1] [2] [3] Working conditions at Le Mans have changed beyond recognition since the 1980s – a process that began with the construction of a new pit complex, which opened in 1991. Previously, marshals had their hands full keeping photographers and TV crews – or bystanders – out the way when cars entered or exited the pits. Left is the winning Sauber C9 of Jochen Mass, Manuel Reuter and Stanley Dickens in 1989. Right and below, Jaguar and Nissan crews rummage around beneath awnings, with only a few carpeted tiles to provide a little vestigial comfort







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[**1**] François Chatriot/Michel Perin blend fire and air during the 1985 Rallye d'Antibes, a round of both the French and European rally championships. The spectators appear suitably impressed


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MICHELIN


CAMEL
CAMEL
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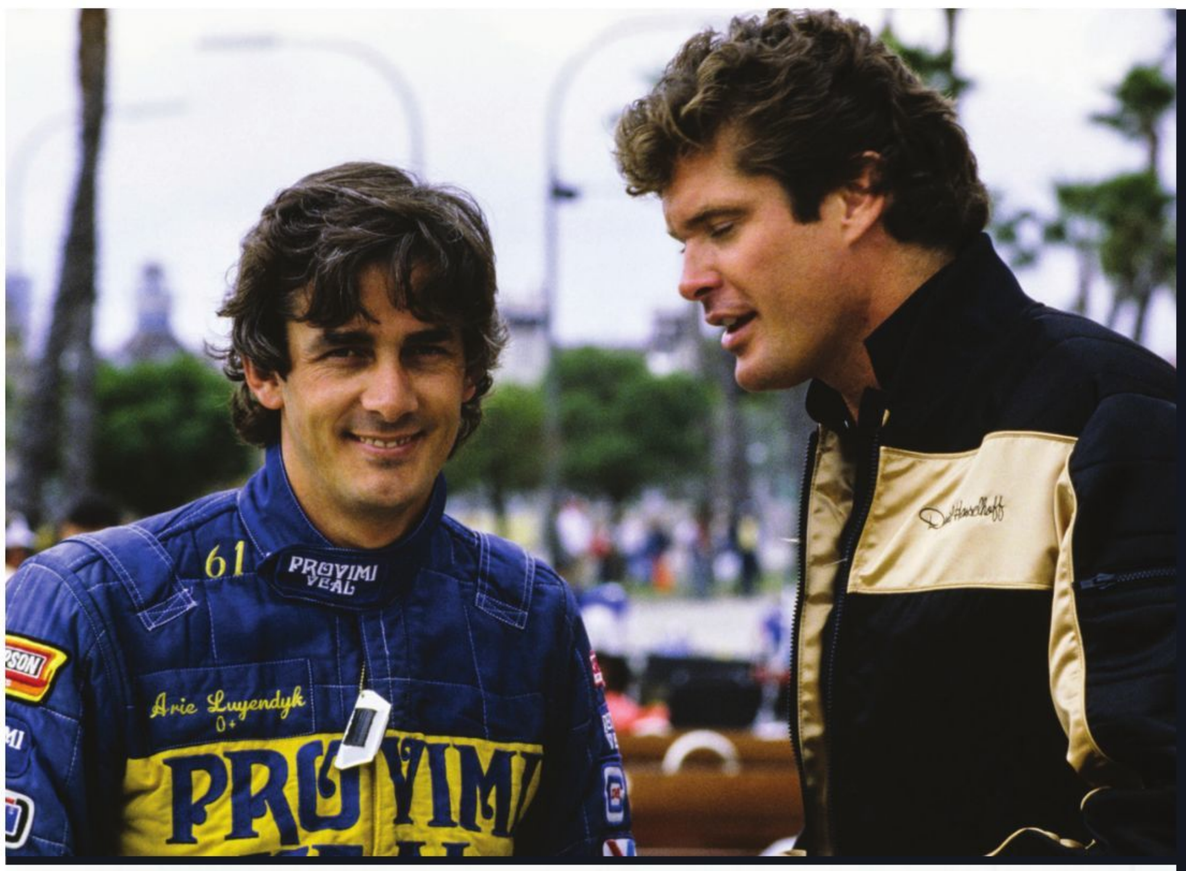
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[1] Johnny Herbert prepares for FIA F3000 action in 1988. Having won the opener at Jerez, he suffered serious leg injuries at Brands Hatch in August… then defied the odds to make his Formula 1 debut in Brazil the following March, finishing fourth

[2] Arie Luyendyk (né Luyendijk) with *Knight Rider* star David Hasselhoff. The Dutch expatriate made his Champ Car debut in 1984 and became a regular front-runner in the series. He went on to win the Indianapolis 500 in 1990

[3] Alan Jones chats to Frank Williams ahead of the 1981 South Africa GP, an event stripped of its championship status following a row – about the race date – that led to a boycott by several teams, including Ferrari, Renault, Alfa Romeo and Ligier






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[1] French dressing: game, home-brewed entries have ever been a popular feature at Le Mans. This is from 1985, the Peugeot V6 turbo-powered WM P83B of Claude Haldi, Roger Dorchy and Jean-Claude Andruet passing the crowded (and by then somewhat antique) pit complex



[1] Rallycross in Kent, part one: Porsche driver Matti Alamäki in action at Lydden Hill, the discipline's original home, during a European championship event in 1984. Lydden was something of a rallycross temple from 1967, but lost its World RX event to Silverstone in 2018



2

[2] Rallycross in Kent, part two: the sport became a regular feature at Brands Hatch during the 1980s. The first British Rallycross GP took place there in 1982 – and it ran at the venue until 1995. Parts of the track have since been grassed over. Pictured giving a passenger a ride, John Welch went on to win the event in 1985


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[1] Welcome to a world of ever-increasing drama. The Peugeot 205 T16 scored its first WRC win in 1984, courtesy of Ari Vatanen on the 1000 Lakes, and became the car to beat over the following two seasons. Here, Jean-Pierre Nicolas/Charley Pasquier head for fifth place on the 1984 Sanremo Rally





[1] Champ Car racing paid its first visit to Toronto in 1986 and the track remains on the IndyCar schedule today, with the CN Tower a prominent landmark. This was taken in 1989

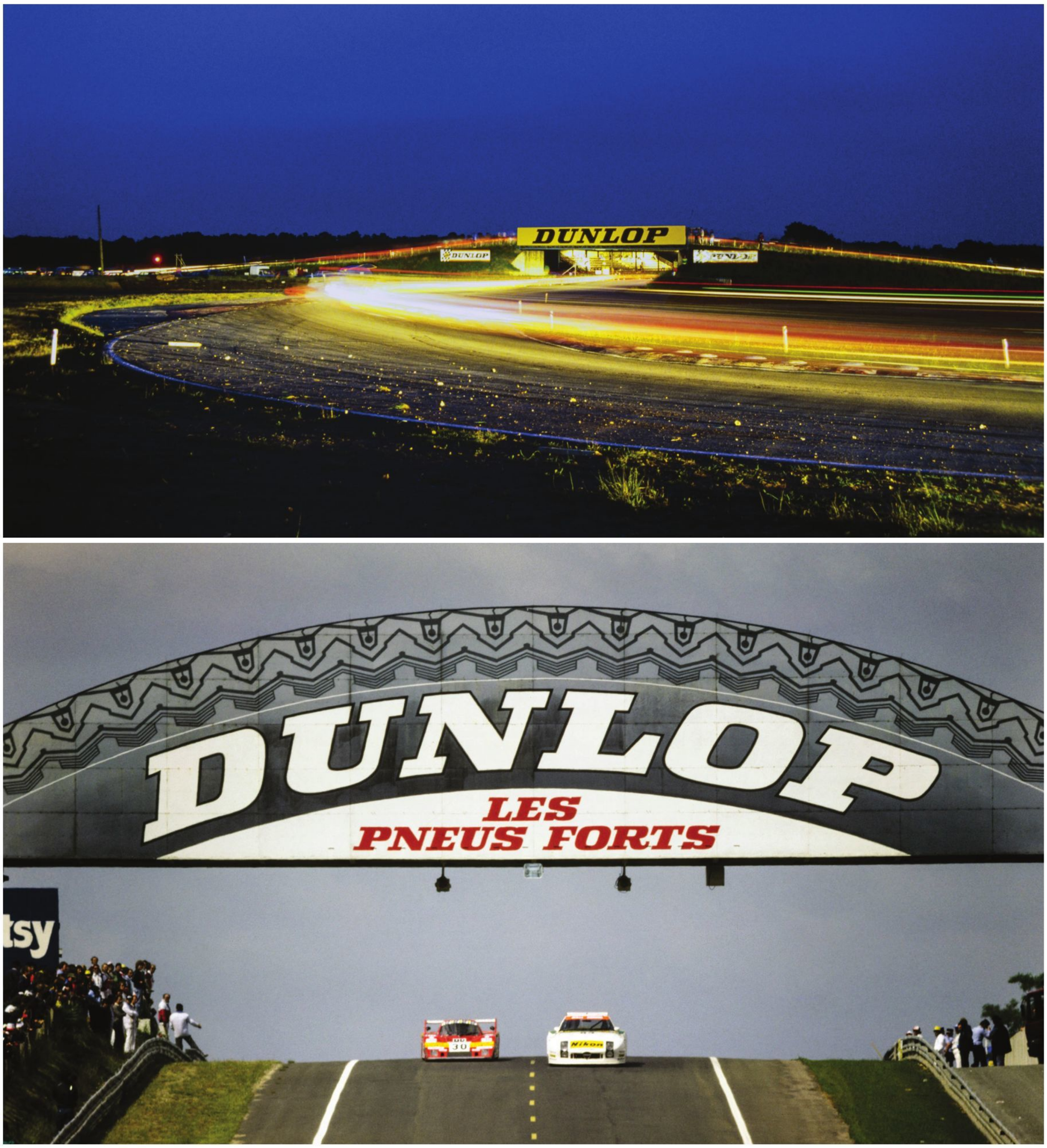
[2] Lancias and Audis to the fore by the Leaning Tower of Pisa, during the 1983 Sanremo Rally. Work on the tower began in 1173, 800 years before the launch of the World Rally Championship for Manufacturers

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[3] Some unfamiliar competition machinery gathers in the shadow of Gustave Eiffel's Paris showpiece, ready for the start of the 1984 Dakar Rally. This section of the line-up includes a 2CV-based Citroën AY, an AMC Jeep and several fragments of the Renault range, including a 20 diesel, a 30 4x4 and an 18 estate (all of which retired)



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[1] [2] Rubber ballet: Le Mans (above) has the most famous Dunlop bridge on the planet – pictured in 1982, before the approach to the Esses had been reprofiled – but Snetterton (top) once had its own version... and its own 24-hour race. The Willhire-backed event was inaugurated in 1980 and ran until 1994. This is from 1988, when Lionel Abbott and Graham Scarborough shared the winning Ford Sierra RS500

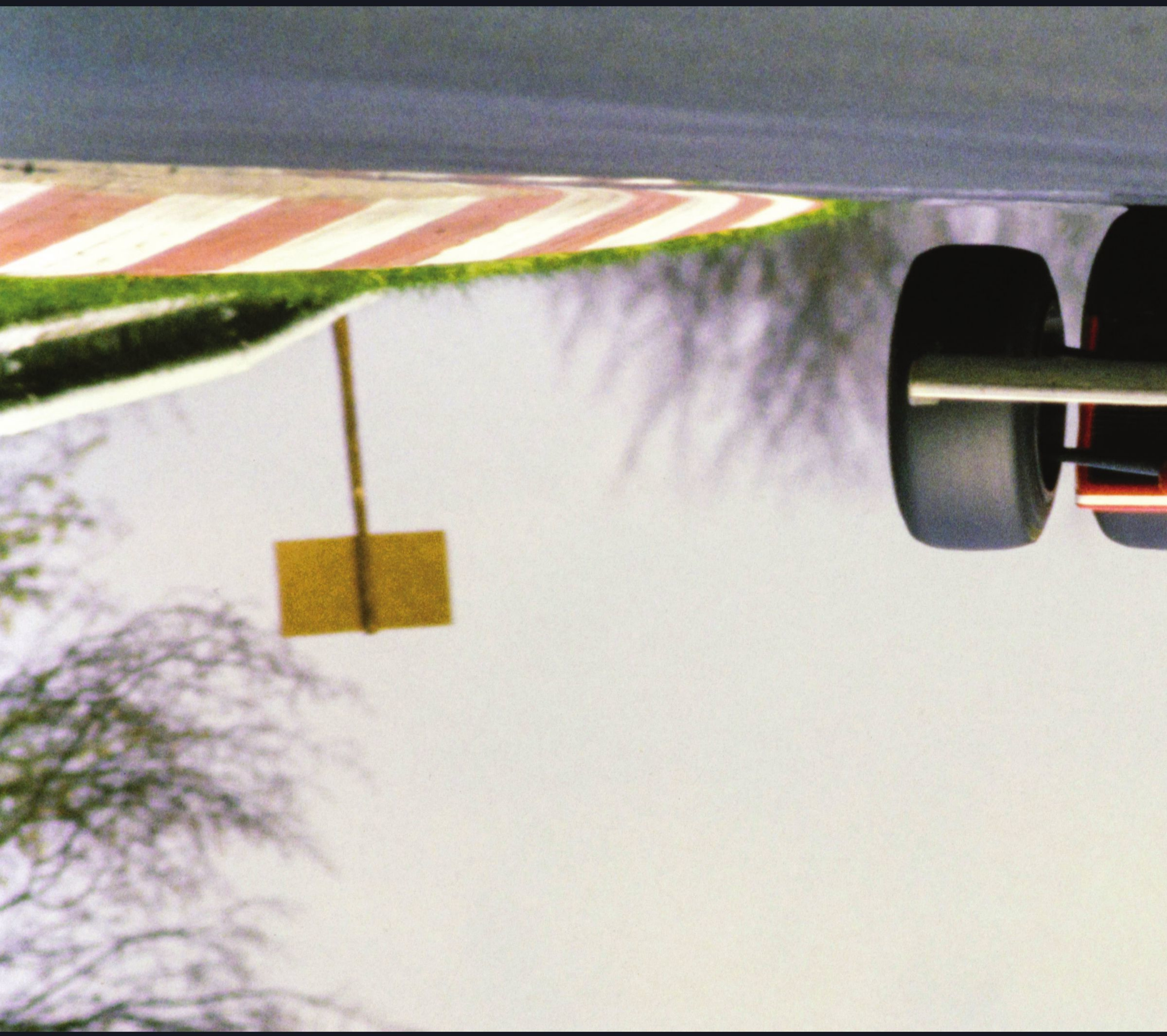
[3] Williams pit conference at Detroit in 1987. From his quizzical poise, Nelson Piquet might be asking how his times compare to those of nemesis – and team-mate – Nigel Mansell. The latter took pole from Ayrton Senna and Piquet, while Senna headed a Brazilian 1-2 in the race, with Mansell fifth. It was to be the original Team Lotus's final GP success


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[1] Although Formula 1 abandoned the Nürburgring Nordschleife after Niki Lauda's fiery accident in 1976, other major series continued to race there into the 1980s. This is Swiss privateer Jürg Lienhard (March 802), trying hard during the fourth round of the European F2 Championship in 1981. F2 paid its final visit in '83







[1] The Volvo 240 Turbo of Etienne Dumortier and Baudoin de Rosée leads through Coppice during the opening round of the 1987 European Touring Car Championship at Donington. On its tail is one of the then-new BMW M3s, which would become prolific winners in tin-top events all around the world



2

[2] The Ford Capri's best racing years were largely behind it by 1982, as Rover's SD1 became ever more effective in the British Saloon Car Championship, but it remained a joy to watch. This is Andy Rouse balancing his Gordon Spice Racing-prepared car through Church, the magnificent right-handed Thruxton sweep


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Lombard
RAC rally
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A.HERTZ O
H.MIKKOLA A



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[1] Classic Lombard RAC Rally conditions failed to deflect Hannu Mikkola and Arne Hertz in 1981 – and four-wheel drive probably helped. The Audi pair finished more than 11 minutes clear of world champions Ari Vatanen/David Richards in their rear-drive Ford Escort


Sunroofs
14


SILK CUT
SILK CUT
SILK CUT



[1] [2] For a few days every June, north-western France becomes almost an extension of Britain as fans flock in their tens of thousands to watch the Le Mans 24 Hours. No matter who wins, the mood is infectious – particularly the case in 1988 (lower), when Jaguar notched up its first win since the 1950s. Above, Michael Cane Racing's EMKA-Aston Martin is swamped in 1983

[3] Another form of celebration: Thierry Boutsen sips the Moët after finishing third in the European F2 race at Thruxton, 1982



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