

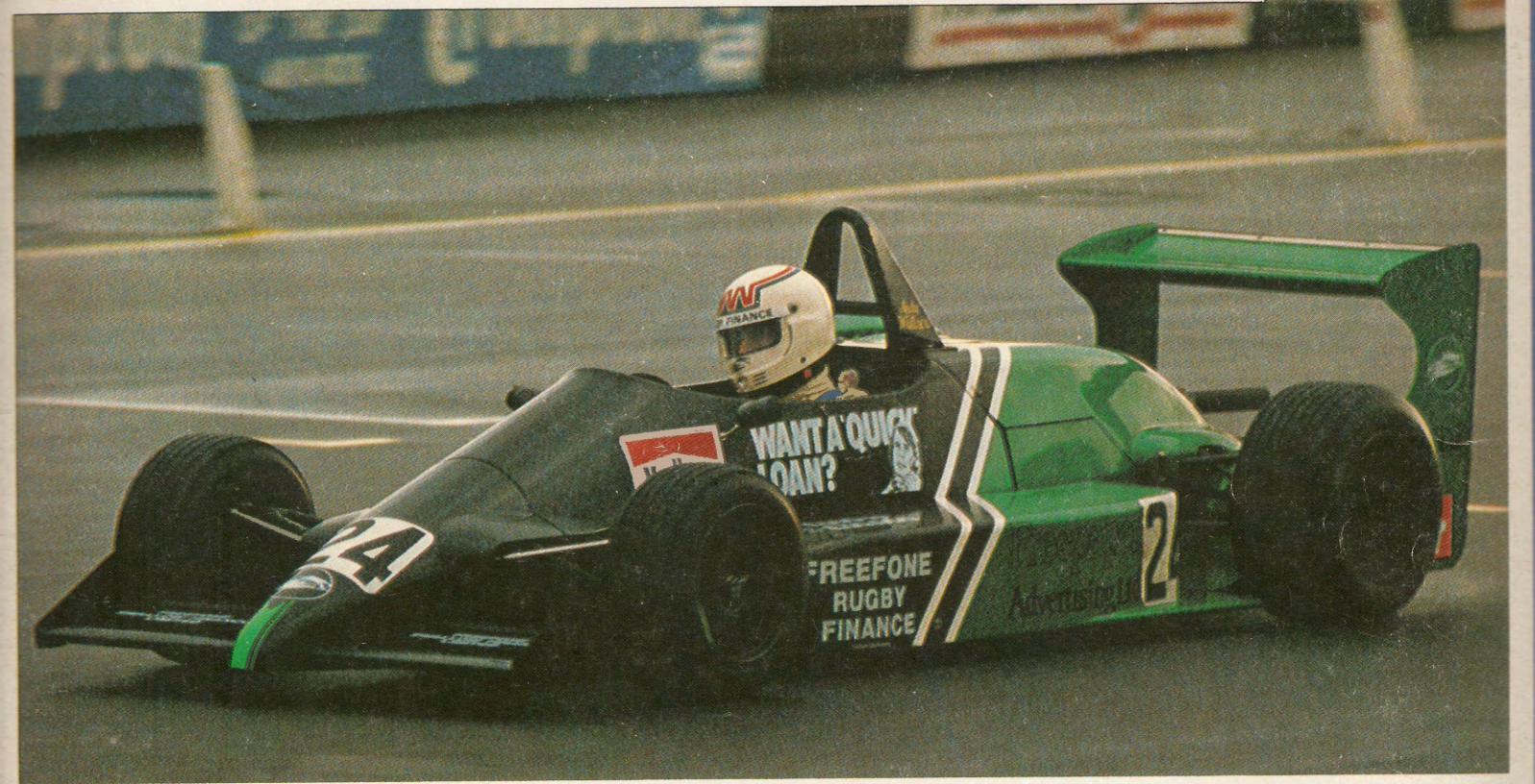
Autosport

CAR

Haymarket publication

March 7, 1985 75p

Reynard's takeover bid



F3 Silverstone

F1 line-up 1985

New Sierra XR5



**Gwynedd
preview**

FRONT COVER

Main picture: Andy Wallace ended a run of 71 victories for the Ralt marque when he took his Swallow Racing Reynard to victory at the opening round of the Marlboro British Formula 3 championship at Silverstone last Sunday. Report: page 14. Photo: Jeff Bloxham. Below: Ford's new Cosworth powered supercar with a 150mph top speed capability and 0-60mph in under 7 secs. The car is described in full on page 27.

NEXT WEEK

More Formula 3, this time from Thruxton — Imola F1 testing — Portuguese Rally: full report from the third round of the WRC — Gwynedd Rally: first round of our own Shell Oils/AUTOSPORT National Rally series — Geneva Show — Guide to the European Formula 3000 championship — Plus all our usual news and features.*

*These items correct at time of going to press.

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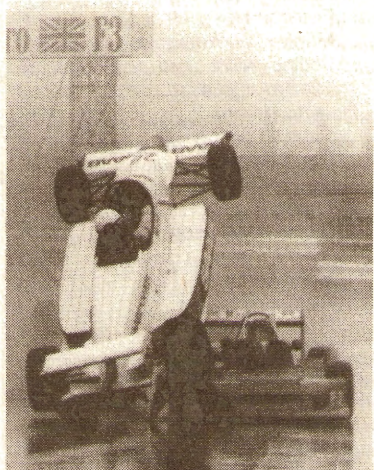
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PIT & PADDOCK 4

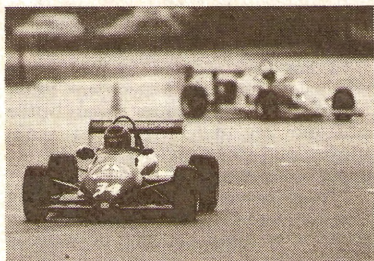


All the international racing news — Tyrrell excluded from FISA's World Championship entries — Toleman test on Avons while Watson nominated as second driver — Ferte heads Lola works F3000 team — AG-S lands RfB backing — Reid's Silverstone accident — Aussies head for Spa 24 Hours.

COMMENT 12

The major topic of news this week: we analyse it in *Comment* — Views from the readers through the *Correspondence* pages — A look through rose-tinted spectacles at motor racing 10 and 25 years ago with *Then as Now?* — Plus the weekly *Catchpole* cartoon...

SILVERSTONE F3 14



The first round of the British F3 championship to the new flat bottom regulations took place at a wet and chilly Silverstone, where spectators witnessed what has become an almost unprecedented sight: the Ralt chassis being beaten. Marcus Pye reports on a debut win for Andy Wallace, the Reynard chassis, and the Swallow Racing team.

SPECIAL STAGE 16

All the international and national rallying news — Mouton brings Quattro Sport to Circuit — Telecom back RS Turbo — Tour of Britain to be revived? — R-E-D's new four-wheel-drive Sierra — preview to the latest clash in the World Rally Championship: Portugal — Plus news from Shell Oils/AUTOSPORT National series...

PREVIEW: NATIONAL CHAMPIONSHIP 22

Keith Oswin with a run down on this year's runners and riders in the Shell Oils/AUTOSPORT National Rally Championship with a look at this weekend's Welsh counter in Wales, the Gwynedd Rally.

ROAD TEST 24

The Audi 80 Sport — the perfect car for the driver who wants performance but without the 'boy racer' look? Mike McCarthy reports on Audi's 80 Sport and the rest of the revamped 80 range.

ROAD CAR 27



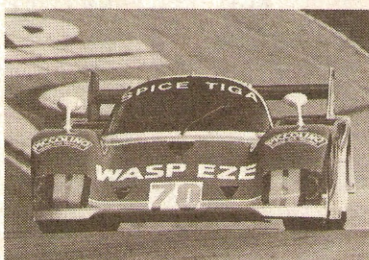
Exciting new departure for Cosworth in joint project with Ford — Aston Martin and Zagato partnership revived — Plus special offer from BMW.

INDIAN SUMMER 30



Tiff Needell turned up in our offices last week looking tanned and fit from his jaunt in India. He also brought with him a story and some pictures about his adventures, and India's fascination for all forms of motor sport.

INSIGHT 33



How does a small, but professional, Group C2 team work? Bob Constanduros went along to the Silverstone premises of Spice Tiga Racing to find out.

BACKSTAGE 38



Keith Oswin on why Audi mechanics should be awarded the Blue Max and other tales emerging from last week's National Breakdown Rally.

SPORTS EXTRA 40

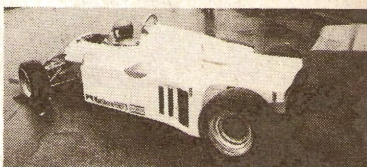


All the national racing news — Robinson's Tiga impresses in Racing Displays opener — Pratt's sad debut — Motorcraft celebrity Fiesta drive — New tyre regulations for Racing Displays FF2000 — Loudoun's debut Metro win.

ARMCHAIR ENTHUSIAST 43

Our monthly leisure guide for the motor sports enthusiasts who prefer to take their racing sitting down, including all our usual competitions, as well as book and video reviews, plus the latest guides from Michelin and BMW.

NEW RACING CARS 47



Marcus Pye braved the elements at Silverstone to take a look at a couple of new Formula 3 designs: the Anson SA6 and the Magnum 853. Neither car had done any significant testing, but should make an impact later this year.



SPORTSCARD 48

All the international and national motor sporting news — Bonnett's first NASCAR win for a couple of years — Racing Displays FF2000 — Plus supporting races from Brands Hatch and Silverstone — Doughty victorious on second BTRDA championship rally — Lymburn on Jim Clark Memorial — Trials round up.

World Championship entries from FISA

At last, at long last, FISA has published an 'official' list of entries for the 1985 Formula 1 World Championship (see panel). Although the entry of Palmer's Zakspeed has been accepted, neither car nor driver is eligible for World Championship points as they will not be contesting the entire season. Against all expectations, Minardi will be running in every race.

It will be seen from the list that Francois Hesnault is confirmed as Nelson Piquet's team mate at Brabham, and Arrows have nominated Gerhard Berger to partner Thierry Boutsen — although we gather that Jo Gartner is not completely out of the picture yet. Berger will certainly start the year with the team.

John Watson is nominated for Toleman's second car, but Osella have still to say who will drive their car. Piercarlo Ghinzani, who had his hopes with Toleman, looks likely to stay at Osella, whose second choice is said to be Ivan Capelli.

You will notice, however, that numbers 3 and 4 are absent from the list — the Tyrrells of Martin Brundle and Stefan Bellof. As we reported last week, FISA is currently accusing Tyrrell of "breaching the undertaking which it had made in writing to accept and to respect the decisions of the FIA International Court of Appeal," and also of infringing certain articles of both the International Sport-

| | | |
|------------------------------------|--------------------|-----|
| 1. McLaren International Ltd | Niki Lauda | A |
| 2. McLaren International Ltd | Alain Prost | F |
| 5. Canon Williams Team | Nigel Mansell | GB |
| 6. Canon Williams Team | Keke Rosberg | SF |
| 7. Motor Racing Developments Ltd | Nelson Piquet | BR |
| 8. Motor Racing Developments Ltd | Francois Hesnault | F |
| 9. Skoal Bandit Formula One Team | Manfred Winkelhock | D |
| 10. Skoal Bandit Formula One Team | Philippe Alliot | F |
| 11. John Player Special Team Lotus | Elio de Angelis | I |
| 12. John Player Special Team Lotus | Ayrton Senna | BR |
| 15. Equipe Renault-Elf | Patrick Tambay | F |
| 16. Equipe Renault-Elf | Derek Warwick | GB |
| 17. Barclay Arrows BMW | Gerhard Berger | A |
| 18. Barclay Arrows BMW | Thierry Boutsen | B |
| 19. Toleman Group Motorsport | Stefan Johansson | S |
| 20. Toleman Group Motorsport | John Watson | GB |
| 21. Spirit Enterprises Ltd | Mauro Baldi | I |
| 22. Benetton Team Alfa Romeo | Riccardo Patrese | I |
| 23. Benetton Team Alfa Romeo | Eddie Cheever | USA |
| 24. Osella Squadra Corse | TBN | |
| 25. Equipe Ligier | Andrea de Cesaris | I |
| 26. Equipe Ligier | Jacques Laffite | F |
| 27. Ferrari SpA | Michele Alboreto | I |
| 28. Ferrari SpA | René Arnoux | F |
| 29. Minardi Team SpA | Pierluigi Martini | I |
| 30. Zakspeed Formula Racing GmbH | Jonathan Palmer | GB |

ing Code and the World Championship regulations. Therefore FISA has "submitted Tyrrell's 1985 World Championship entry to its legal counsels for

examination . . ." And, for the moment, Ken's cars are not on the list. The faceless figures of Paris continue to twist the knife . . .

Ickx makes up with FISA

From FISA we learn that Jacky Ickx has settled his differences with the governing body, following the Belgian's controversial stopping of last year's Monaco Grand Prix. Originally, it will be remembered, FISA took away Ickx's Steward's licence, and fined him \$6000. Another proclamation from Paris last weekend read thus:

"In the interest of the FIA Formula 1 World Championship and in order to settle all difficulties in respect of the sporting bodies, the President of the FISA was anxious to meet with Mr Jacky Ickx.

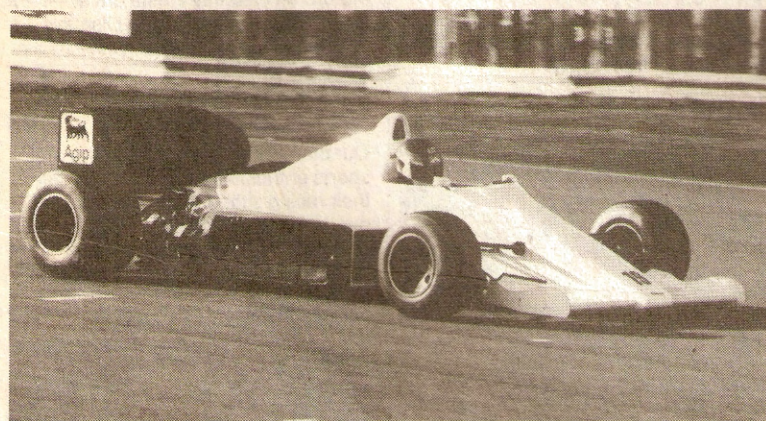
"Mr Ickx thanked him for this initiative and confirmed that, in the same sporting spirit, he had dropped all proceedings.

"The President of the FISA, in a further denial of the statements attributed to him by certain journalists, wishes to reaffirm that he at no time questioned the honour and integrity of Jacky Ickx.

"Since Mr Ickx has assumed all his responsibilities, there is nothing to prevent him from applying for a new licence in 1985 under the terms laid down in the regulations.

"The President of the FISA hopes that this will put an end to all controversies which could only but prejudice the smooth running of the sporting events in which Mr Ickx is soon to participate."

Ickx's fine has been reduced to \$2000.



Stefan Johansson ran 65 laps at Silverstone on Avon crossplies, setting a 1m13.6s best.

Stefan tests on Avons!

Avon came to Toleman's aid at the beginning of this week when the team needed some tyres to conduct engine evaluation tests at Silverstone. The Melksham manufacturer, who quit F1 at Monaco in 1982, answered Toleman's plea at the end of last week and produced some brand new crossply tyres for the day.

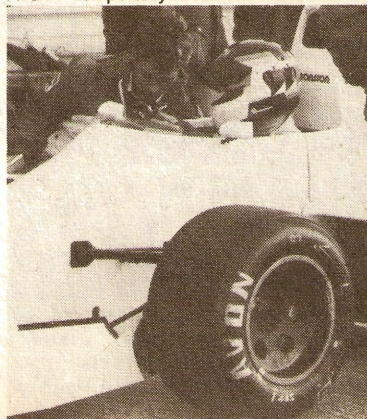
Although Stefan Johansson was basically only doing two lap runs most of the day his quickest time, 1m 13.6s during his 65 laps, was quicker than he managed on the old Pirelli radials when the car was first run.

Avon's chief tyre designer Malcolm Jones said on Sunday that he welcomed the opportunity as a good chance of putting the basis of the company's F3000 tyres through a rigorous test and, as they had never fitted tyres to a turbocharged F1 car, the exercise was bound to be technically very interesting.

In the meantime Toleman have met with a negative response from the Japanese companies, Bridgestone and

Yokohama, but team spokesman Chris Witty said that the company was pursuing a long term solution, not a short term option, and that discussions were continuing.

Avon — temporarily to Toleman's rescue.



Watson's Toleman hopes

John Watson was nominated by the Toleman F1 team as their second driver before FISA's deadline last Thursday. Watson had spent all of Tuesday at the Toleman factory and although no contract had actually been signed both he and Toleman's Alex Hawkridge had come to a verbal agreement.

Watson, sacked by McLaren in favour of Alain Prost at the end of 1983, and out of Grand Prix racing since then, was naturally delighted at this opportunity to resurrect his career which covers 151 Grands Prix and five wins.

"I am very pleased to have been nominated, although I am trying to be realistic in that I am fully aware of the situation regarding tyres and sponsorship and so I don't want to get my hopes too high until all is confirmed.

"Nevertheless I have a good feeling about it and I really believe that the package is quite capable of winning Grands Prix in 1985. There is a harmony within the team which is very rare in Formula 1, particularly at the moment, and I am sure that will help produce the right results."

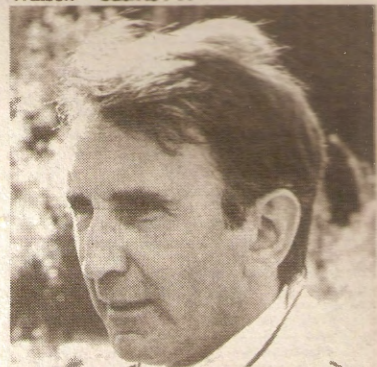
After a year out of the cockpit Watson says that he viewed Formula 1 in a totally different light during 1984. "During my three years at McLaren I tended to think that nobody was capable of being as good as that team. In 1984 I got the opportunity to see at close hand that a number of other teams were doing an equally good job, even if McLaren were dominating the races.

"Toleman impressed me particularly; the car and engine package was particularly good, culminating in that great performance at Estoril where both cars were running in the top six. I felt that if any team was going to give me a drive then Toleman represented the best opportunity because it was a team where I could become totally involved. The fact that I felt that I could make a contribution

gave me the motivation that I needed.

"I had always kept an open mind about the possibility of returning to Formula 1. A lot of people took my decision not to join Lotus or even Toleman for that matter in 1984 as being my choice to stop. But that was not the case, no way! Basically it was a different set of circumstances. I didn't really pursue any drives in 1984 but I did speak to two or three teams on a broad basis about 1985, and one of them was Toleman."

Watson — back to F1?



Alboreto's 156 record

Michele Alboreto last week shattered the lap record of Ferrari's Fiorano test track. In the very latest 156/85 the Italian went round in 1m04.92s — nearly a second inside René Arnoux's previous mark (1m05.87s) in the C4 M2 last year.

We hear, however, that the new car is beset with overheating problems, apparently caused by the revised turbo layout.

Works Lola for Ferté

Beatrice sponsorship denied by spokesman — Ferté in F1 next year?

Alain Ferté arrived at Silverstone last Tuesday confirmed as the number one driver for Jean Mosnier's British works Lola Formula 3000 team.

After Johnny Dumfries had driven the T950 in the morning, Ferté climbed aboard in the afternoon and began the process of playing himself in after an effective absence from the cockpit of 18 months. No official details of the sponsorship package have been released but reports that Beatrice are involved, or of substantial backing from a Spanish

champagne company, would both appear to be wide of the mark.

The French press reported on Monday that Ferté had signed a Beatrice contract last Friday which would tie him up until 1987. The stories continued to say that the F3000 Lola would be backed by Beatrice and that Ferté would join the F1 team. However, a spokesman for Beatrice stressed on Monday that the company was not, and would not, be involved in Formula 3000 and that Alain Ferté did not feature in their F1 plans. Late on

Monday night Jean Mosnier admitted that there had been some confusion regarding the Beatrice Lola association which stemmed from the F3000 car being featured at the F1 launch. "However," he said, "I can assure you that Alain will be in F1 in 1986."

The rumoured Freixenet Champagne sponsorship which had been touted on Ferté's behalf and which had aroused F1 and F3000 interest had, according to the company's boss last week, been rejected at least a month beforehand.

Indy return for Marlboro

Marlboro are venturing back into Indy-car racing for the first time since 1971, when they were overall sponsors of the championship, then sanctioned by USAC.

Through the 1985 season they will act as personal sponsors to Al Unser Jr, Danny Sullivan and Emerson Fittipaldi, and there is the suggestion of a more substantial programme for 1986, involving the sponsorship of a team. Indeed, there are rumours that the tobacco company may back Al Unser Sr's Penske Racing March 85C at the three 500-milers this year.

FISA confirms Monaco

As we reported last week, the Monaco Grand Prix is now definitely on. This was confirmed by FISA in a recent press release.

"During a meeting held yesterday (February 28), attended by the President of the FIA and by J M Balestre, the President of the FISA, Mr Boeri (President of the Automobile Club de Monaco) fulfilled all the conditions required by the General Assembly of the FIA: a) withdrawal by the ACM of all pending proceedings brought by its licence-holders before the civil courts; b) reimbursement of the legal costs (approx-

imately £70,000); c) acknowledgement of the ownership of the FIA over the World Championship Formula 1 TV rights.

"Consequently, the Monaco Grand Prix has been reinstated on the international calendar on 19 May 1985.

"The FIA hopes that this long conflict which was imposed upon it will at least serve to show that all the members of a federation have the duty to respect the statutes and the legitimate regulations of that federation."

Let us hope now not to hear another tedious word on the subject . . .

TT to back Thruxton's Easter date

Thruxton have announced that Townsend Thoresen will sponsor its televised Easter Monday meeting, whose somewhat cumbersome title is to be the Townsend Thoresen European Formula 3000 Raceday.

In recent years the meeting has been sponsored by P & O Ferries, which company was recently taken over by Townsend Thoresen.



Capelli — whither in '85?

Capelli undecided

Last year's controversial European Formula 3 champion Ivan Capelli still has hopes of breaking into Formula 1 this year. He has been talking to Osella (still to nominate their driver for the World Championship), and also to Spirit, this primarily in connection with Formula 3000. There is also the possibility of the much-touted third Ferrari seat.

On Monday Spirit's John Wickham confirmed that Mauro Baldi was his F1 driver for the year, but added that he had talked to Capelli about F3000. He did not discount the possibility of putting the young Milanese in the F1 car at the two races Baldi must miss, due to clashing WEC commitments with Lancia.

Capelli's major problem is lack of substantial personal backing. Osella is currently seeking more sponsorship with some desperation, which may swing the drive towards Jo Gartner, said to have a considerable budget. It seems certain, however, that Capelli will drive an Osella in at least some rounds of this year's CanAm championship.

Earle courts F3000 Earl

Onyx Race Engineering's Mike Earle reported on Monday that he was continuing his negotiations to run Johnny Dumfries alongside Emanuele Pirro in the European F3000 Championship. "Johnny's availability has sparked a lot of interest," said Earle, "and although nothing is yet decided, I am hopeful that we will be able to put something together."

Onyx take delivery of the first March 85B this week and will give it a shakedown run at the Silverstone press day today (Thursday). "I saw the car for the first time on Sunday," said Earle, "and I think it is going to be something very special . . ."

Tomas Kaiser signs for BSA

Swede Tomas Kaiser, who collected his only European F2 Championship points with a stirring wet weather drive in the Brands Hatch final last year, will be seen in Formula 3000 with Bob Sparshott Automotive this year.

Sparshott confirmed on Monday that agreement had been reached with Kaiser, initially for half of the season, and that he had a new March 85B on order.

BSA completed their run of 10 March F2 cars for the Japanese market last week and are now concentrating on putting their complete F3000 package together. "We are working on programmes for Christian Danner, Johnny Dumfries and Ross Cheever," said Sparshott, "and we fully intend to be there for the whole season with two cars, although at this stage it looks as though nobody has got a full season budget."

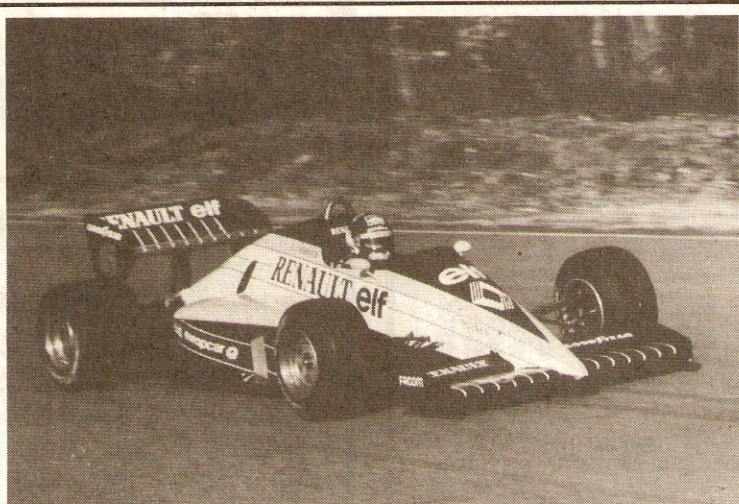
Jordan to diversify

Eddie Jordan confirmed at Silverstone over the weekend that there was a strong possibility of his team fielding a car for the European Formula 3000 Championship. "I am confident that the Championship will be strong and healthy," said Jordan, "and that I will be able to put a useful package together."

A Reynard Cosworth?

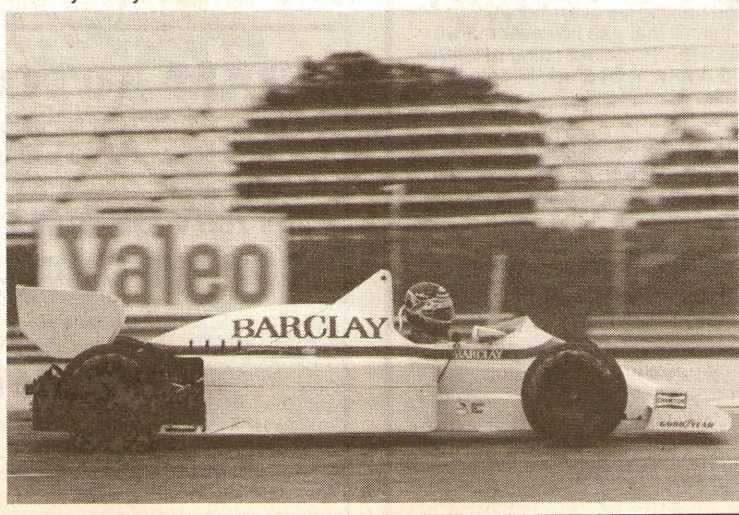
Even before the victorious debut of his F3 car at Silverstone last Sunday Adrian Reynard was talking about producing an F3000 derivative.

"It is something which we have borne in mind during the design of the F3 car and I hope that if everything goes well we might be able to put a DFV in the back and do a bit of running towards the end of this year" said the Bicester constructor.



Renault and Arrows test

On the morning of the launch of the Renault RE60 last month, Patrick Tambay gave the car a brief shakedown run at Monthéry. The Frenchman and team mate Derek Warwick are due to begin running the car in Rio today (Thursday). After an unexpectedly brief shakedown run (terminated by broken front suspension), the Arrows A8 will also be at the Rio tests and will be driven by Thierry Boutsen.



Wallace onto a winner

Swallow, Reynard and Wallace win on F3 debuts — Ralt finally beaten

"The best day I've ever had in my life," is how Andy Wallace summed up his marvellous F3 debut victory at Silverstone on Sunday. The Oxford driver, fourth in last year's British FF2000 series, was on unprecedented form all day with the new Reynard-VW 853, racing away from pole position to a distinguished win. "I haven't quite woken up to the situation

yet," continued Wallace, "but most of the credit must certainly go to Tim Stakes and my crew at Swallow; Colin Essex, Brian Knott and Malcolm Smith. The car was fabulous!"

Interestingly, both Swallow Racing Reynards were powered by Neil Brown-fettled Volkswagen power units, bought originally from John Judd's Engine

Developments concern. "We felt that John's F3 workload would be very high this season," commented team-owner Stakes, "so we came to an arrangement with Neil who looked after us so well in FF2000. It's no disrespect to Judd that we have taken our rebuild work elsewhere, purely a matter of convenience." Quick convenience at that . . .

Ferté and Grouillard at ORECA

ORECA's Hughes de Chaunac was a very worried man on Monday. The Cosworth DFV which he had sent to England to be fitted to the first of his March F3000 cars had gone astray. "It is incredible, the engine left here 10 days ago and we know it arrived at Dartford last Monday. Since then it has not been seen and the haulage company say they cannot find it. I just can't believe this has happened!"

On a brighter note de Chaunac confirmed that current French F3 Champion Olivier Grouillard would certainly do seven of the F3000 races alongside Michel Ferté while negotiations continued with Pascal Fabre for the balance of the season. "I sincerely hope that we will have two cars at Silverstone."

Ferté will get his first taste of F3000 with the old March prototype at Paul Ricard and Nogaro next week and will run his new car at Donington on March 17 for the first time.

Encouraging start for Swallow Reynards

Swallow Racing's remarkable achievement of getting both its cars in the top six on the team's F3 debut was certainly not without its dramas, and reflects highly on the dedication and integrity of Tim Stakes's Markfield-based *equipe*.

Having destroyed the first Reynard 853 at Goodwood, just 10 days before Sunday's opening Marlboro British F3 round, Tim Davies, his mechanic Phil Howell, and fellow team members knuckled down to build a fresh car around a replacement carbon-fibre tub,

delivered only last Tuesday.

With considerable aid from a local publican, who kept Swallow's men well fed and watered on a round-the-clock basis, Stakes's crew worked three all-nighters to finish the car for Thursday's F3 test day at Silverstone.

Davies, who was packed off to bed on Wednesday night (after working with the team non-stop since the day after his violent shunt!), wasted little time in finding the groove again and was immediately on the pace.

Despite having to run without an oil cooler on the black car for the first part of the afternoon, the Welshman ended the day just 0.16secs shy of Mauricio Gugelmin's quickest lap — an impressive performance.

On raceday, things did not go so well in wet conditions, however, Tim being disappointed with sixth place . . . He goes to Thruxton next Sunday with his sights set on victory. His mighty FF2000 record at the circuit suggests that Davies will be a hard man to beat.

Revised Scan+Sport F3 Saab engines at Thruxton

Team Scan+Sport's debut in the British F3 championship resulted in a 12th place finish for the Madgwick-run *equipe*'s only starter, Maurizio Sandro Sala, but the fact that his Saab engine did not miss a beat at Silverstone on Sunday was regarded as a major success.

Sala's Reynard 853, not completed until the previous Thursday evening, was to have been shaken down on Friday, but the engine could not be made to run in wet conditions due to a fundamental fault in the 'hot wire' fuel management system. 'Morris' completed less than two laps prior to his F3 debut!

The ingress of water into the 'hot wire' system (which senses the temperature of the air induced into the engine and controls the fuel charge and mixture via computerised electronics) persistently blew the fuel system 'black box' on the team's two cars.

While the 'hot wire' works perfectly on standard Saab road cars (in which baffles protect the system), it is to be changed for racing purposes with the full support of Scan+Sport and Saab themselves.

Nicholson-McLaren Engines, responsible for the development of the race engines, are now working flat out to incorporate their throttle potentiometer fuel systems on the Reynards for this weekend's Thruxton race. This system is already used successfully on the company's DFV power units.

At Silverstone, the technical team had little option but to seal the sidepods of the Scan+Sport cars, effectively stifling the breath of the Saab 16-valve engines, thus severely reducing their power output. While Reid crashed heavily on the second lap of qualifying, Sala was able to put some much-needed development miles on the Reynard chassis, in his first drive for four months.

The Brazilian has already provided meaningful feedback on both engine and chassis, and will undertake further testing with Adrian Reynard this week. Anthony is unlikely to run his car before Friday, as three corners of his 853 were wiped out in his accident.

Expect significant progress from the team in the weeks to come. . .

Barilla switches to Porsche

Paolo Barilla, the 24-year-old Italian driver who is heir to a pasta fortune, has been signed by Joest Racing to contest the 1985 World Endurance Championships at the wheel of a Porsche 956B.

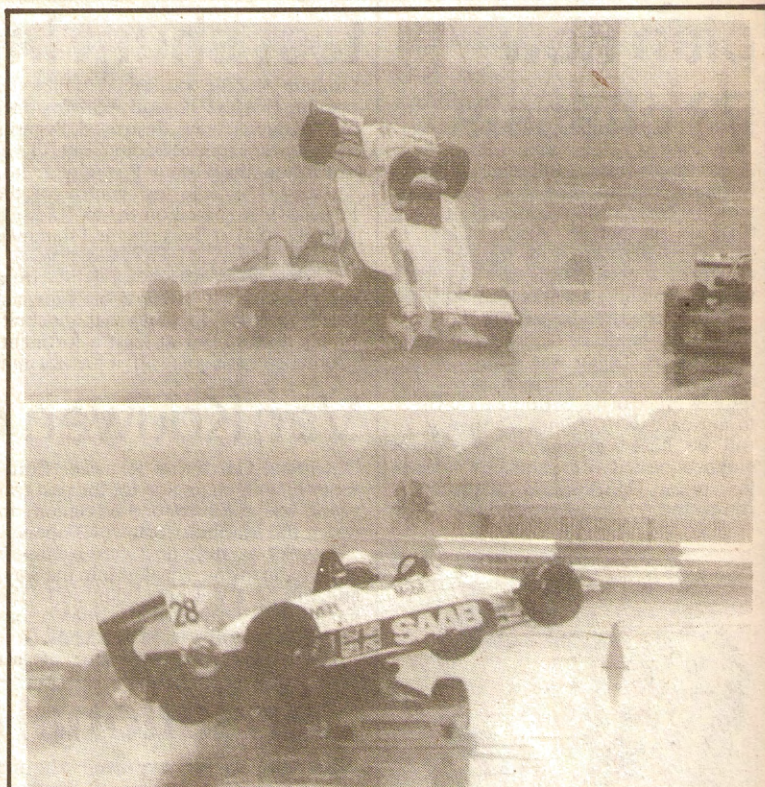
Barilla has never before raced a

Porsche, having spent the past two seasons competing in Lancia LC2 Group C cars for the private Mirabella and factory Martini teams. Last year he was the best-placed of the Lancia works drivers in the WEC series, finishing tenth after third-place finishes at Monza and Nurburgring and a second in the farcical Lancia one-two at Kyalami.

Well known to British fans for his identical accidents at Clearways in the last two 1000 Kms events at Brands Hatch, Barilla is excluded from the 1985 Lancia Martini line-up of Bob Wollek, Riccardo Patrese, Sandro Nannini and Mauro Baldi.

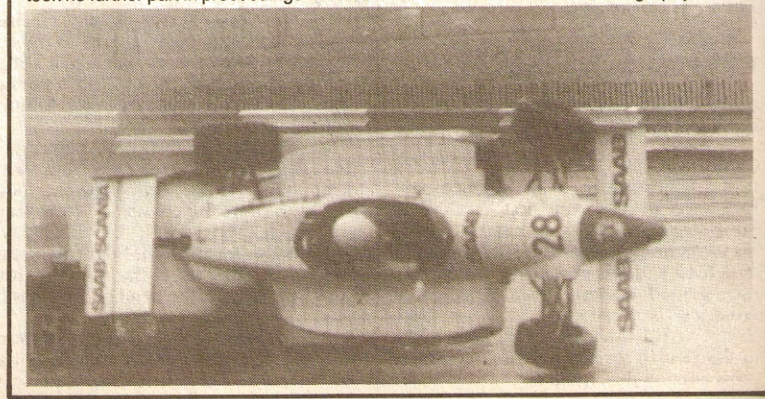
Joest Racing has renewed its sponsorship contract with New Man fashion and its tyre deal with Dunlop. The team's other drivers have yet to be confirmed: the 1984 Le Mans winners, Klaus Ludwig and Henri Pescarolo, are likely to race again for Reinhold Joest this year, but Stefan Johansson has moved to the TWR Jaguar Group C programme.

Barilla — going with Porsche in Gp C.



Reid's aerobatics lesson

Anthony Reid's spectacular practice accident at Silverstone last Sunday. The Scan+Sport Reynard-Saab tangled with backmarkers and was launched into the catchfencing, coming to rest upside down. Reid was unhurt, but the car was severely damaged and the F3 debutant took no further part in proceedings. Photos: Mark Sutton/Keith Sutton Photography.



Trilateral Racing for Britain support in 1985

Voting for the fifth annual Racing for Britain scheme closed at noon last Thursday and, within minutes of the deadline, this year's recipients of the Systime Computers-backed public funding were announced by RfB co-ordinator Steve Sydenham.

Once again enthusiasts were asked to nominate British candidates for the scheme's support when they sent in their subscriptions to the organisation which has already been instrumental in pushing Jonathan Palmer and Martin Brundle on towards careers in F1.

When the votes were tallied, the F3 section was found to be closest fought, with Andrew Gilbert-Scott narrowly emerging on top, ahead of Anthony Reid and Julian Bailey.

Andrew does not currently have an F3 drive (although a place could be made available to him at David Price Racing



AG-S — where does he go from here? with some commercial support), so after consultation with him it was decided that Systime Racing for Britain should 'top

up' the personal contribution of Reid towards his Scan+Sport Reynard-Saab programme. The scheme will, however, assist Andrew with his endeavours to secure a drive as the opportunity occurs.

John Pratt, RfB's FF1600 representative last season, has won continued public patronage for his FF2000 campaign this year, with the Manadient Van Diemen. Perry McCarthy, Dunlop/AUTOSPORT 'Star of Tomorrow' champion in 1983, is the RfB FF1600 nominee, and will drive a Rex Hart-prepared Van Diemen in this year's RAC/TT championship. Van Diemen International, Minister Engines, Shell Oils, TL Clowes Insurance and Formula Services are also contributing to this effort.

A boost for the worthy scheme in recent weeks has been wholehearted recognition from the RACMSA, motor sport's governing body in Britain.

Anglia Cars plan new F3 chassis

Argo are planning a full scale return to Formula 3 within the next couple of months. Nick Jordan reported last week that his partner in Anglia Cars, to Marquart, was currently finalising the design of a new chassis and that they would be running a works team.

In the pre-ground effect era the Argo JM6 in the hands of Roberto Guerrero and Thierry Tassin was a very potent contender, and Jordan pointed out that the new breed of flat bottom cars have yet to approach its 1979 times. The new Argo will be based around a honeycomb monocoque and will be built up as soon as the current IMSA sports car project is completed.



Foster — potential clear

Joe Foster settles in

Californian Joe Foster looks to be a useful F3 prospect, if his practice performance in the wet first session at Silverstone on Sunday is an indication of his ultimate potential. Murray Taylor is delighted with his new signing (who has now gained backing from Racing for America incidentally), and his PRI Ralt-VW RT30 should be a major force in the British series once Foster gets to grips with all the circuits.

De Zille sidelined by test shunt in Pegasus

Graham de Zille was forced to miss the opening British F3 round at Silverstone, on Sunday, having destroyed Pegasus Motorsport's special-bodied Ralt RT3 in testing on the Grand Prix circuit last Tuesday. De Zille lost control of the Pegasus-VW (based on the ex Radisich Ralt RT3/84) at Becketts, and slammed into the barriers at high speed.

The Leicester driver was released from the wreckage with heavy concussion and was ordered not to return to the cockpit, by his doctors, for at least a fortnight. "Although I was going off, it was not until

the car turned sharply towards the sleepers that I knew it would be big. It hit head on and literally stopped dead. I'm lucky to have emerged so lightly injured," said Graham.

His father's Trevor Foster-run team has looked into the possibility of building a second Pegasus from another ex-Murray Taylor Racing Ralt, although Graham reckons that a brand new RT30 (or Reynard 8531) chassis may be acquired in the meantime — perhaps for Gerrit van Kouwen to drive? — before his own F3 debut is rescheduled.

Van Kouwen close to F3 deal

Dutchman Gerrit van Kouwen, Euro-series FF1600 champion for the past two years, was at Silverstone on Sunday to watch the Marlboro British F3 opener. The lanky lad from de Meern is himself close to finalising a deal to join the fray, and will be a welcome addition to the quality field by the BRDC's International Trophy meeting on March 23/24.

Gerrit, the runaway victor of last

season's Formula Ford Festival, is confident of joining Pegasus Motorsport alongside Graham de Zille (see separate story). "It all depends on me tying up the last few ends of the deal, and finding a little more finance."

It seems that Marlboro Holland will have an involvement in van Kouwen's F3 programme. A choice of car, however, has still yet to be made.

The Price of fame

Dave Price Racing were obviously disappointed with the progress of their modified RT3/85P on Sunday at Silverstone's F3 meeting. However, the team have decided to continue with their flat-bottom design for the time being.

"It wasn't one major problem," commented Price, "but a lot of little things that need doing. It took us too long to get into the groove, and Cathy is having to unlearn ground effect driving. But it's too early to make a decision on a new chassis yet. The Silverstone Club circuit in the wet doesn't really prove anything about the new cars. If we have a dry race this week at Thruxton we might get a whole new thing. I might not have the right car at the moment, but at least I haven't spent £20,000 proving it!"

The team plan to incorporate the changes decided upon at Silverstone, and Cathy Muller should be seen nearer the front at the Hampshire circuit. There is still no firm news on a second driver, but the team should be running two cars from the Silverstone International Trophy race onwards.

VW for Nissen and Campos

At a press conference in Hanover last weekend, Volkswagen Motorsport announced their plans for this season's German Formula 3 series.

As expected, talented Dane Kris Nissen will lead the team with Spaniard Adrian Campos backing him up. The team will field two Ralt RT30s with the latest works prepared Volkswagen power units.

Backing for the project will come from *Lui* magazine, Castrol, Avidesa and Compleat. The team will again be run by experienced F3 entrant Bertram Schäfer. It is thought that Campos is keen, and more importantly has the budget, to race in F3000 when he does not have a clashing commitment.

Schäfer also announced that he would be fielding a 'B' team in the series for reigning German FF2000 champion, Manuel Reuter, and former European Renault 5 competitor Altfred Heger. The two will use converted Ralt RT3 chassis with VW engines.

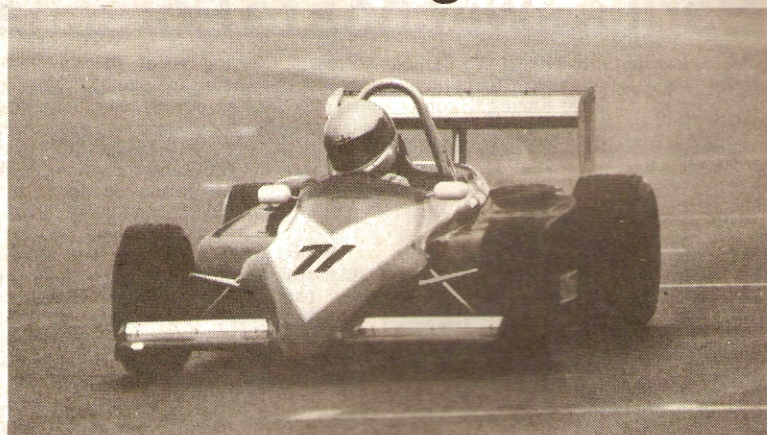
Sensational F3 debut for Wright

Bristolian Mike Wright proved to be one of the major surprises of Sunday's opening Marlboro British F3 round. The rapid FF1600 graduate finished 10th overall, winning the class for cars built before March 1984 by a handsome margin, despite only the briefest of acclimatisation runs during the previous week.

The ex-West Surrey Racing/Carlos Abella Ralt has been put at Wright's disposal by former workmate Colin Terry (a long-time supporter of Mike's racing efforts) and is being run by Peter Allnut of Jupiter Racing.

Mike had his first taste of F3 power just five days before the race, but was disappointed to be "way off the pace" on the Silverstone GP circuit — "expecting too much, too soon". By Thursday, Wright was a lot more confident in the car and on raceday itself the combination qualified 10th, at the head of the class B lists.

Wright, who enjoys limited support from his employers BID, International contract design engineers, stormed away



Wright — a startling performance from a severely underfinanced team.

from his pursuers in the event proper, coping admirably with the awful conditions.

"The prize money is a big help to us," said the delighted Mike afterwards, "as

our running budget is very tight." Local television coverage for the little equipe on BBC *Points West* will hopefully generate some backing for Wright in the coming weeks.

Commodores for Euro GpA?

Australian Touring Car specialist Peter Brock has recently expressed an interest in bringing his Mobil sponsored Holden Dealer Team Commodores to Europe. "The idea of going over to Spain in Belgium and crushing a few BMWs with an all-Australian car warms our hearts," he told Australian *Auto Action* magazine.

With a three year sponsorship deal

with Mobil Australia, estimated to be worth something in the region of AUS\$1.4m, Brock is seemingly in a position to exploit the international possibilities that Group A is beginning to offer. Although the rapid Commodores have yet to receive international homologation from FISA, the idea of seeing them in Europe warms our hearts...

Tony's Trimoco Corolla

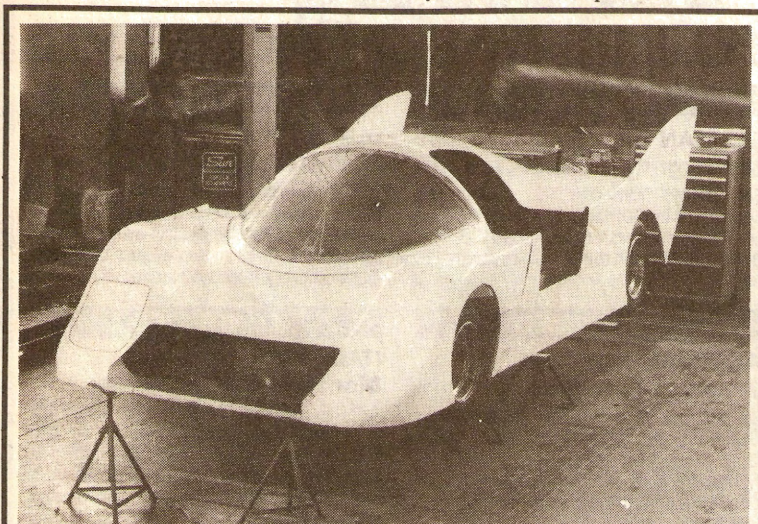
Tony Crudginton confirmed that he will be running a new 16-valve Toyota Corolla in this season's Trimoco RAC British Saloon Car championship.

The class C car is essentially a privateer effort, but Toyota (GB) have confirmed that they will be keeping a close eye on the project to see how it develops.

The Corolla is basically the same car as that used by Per Eklund in the Open rally

championship, and Crudginton hopes to have it ready in time for testing a week before the first Trimoco round, at Silverstone on March 24.

Although he does not have any long term sponsorship Crudginton does have some trade support from Duckhams, Champion, Toyota itself and a local Toyota dealer — Simpkins and Leeson.



New German Gp C car

Currently under construction in West Germany is the so-called Mennella MH, a 3-litre Cosworth DFV engined Group C2 car to be driven in the World Endurance Championships this season by Formula Ford competitors Dr Nicki Nufer and Karl Wenig.

■ BRIEFLY

■ Although walking with the aid of a stick Derek Daly was at Silverstone over the weekend reporting that he was recovering well from his horrific CART accident. DD intends to return to America at the end of the week in search of a drive.

■ Johnny Cecotto has made a miraculous recovery from his British Grand Prix accident which threatened to cripple him for life and was actually skiing at Sestriere last weekend.

■ The mysterious Swiss F3000 entrant Mrs Ekstroem has purchased the Williams FW08C which Jonathan Palmer raced at the European GP in 1983 for use in the European Championship. Eliseo Salazar and Ross Cheever were rumoured to be candidates last week, but this week's story is that a top Italian is in the picture.

■ The full F3000 calendar and Championship details were due to be announced to all interested teams by Bernie Ecclestone at the London Heathrow Post House Hotel yesterday (Wednesday). Rumour has it that the fixture list might be somewhat different to that originally published by FISA.

■ Former Merzario F2 driver Stefano Livio is expected to have a more representative opportunity to show his skills as Alessandro Nannini's partner in the Minardi F3000 team.

■ March's Chief Engineer, Ralph Bellamy, will act as the Interscope race engineer at all this season's CART races. Last week he was at Laguna Seca testing with Danny Ongais — who lapped his March 85C consistently quicker than Emerson Fittipaldi's best in the Patrick Racing car...

■ Lee Dykstra, best known for his work on the Group 44 Jaguars, will also work as Howdy Holmes's race engineer in the Forsythe CART team this season.

■ Parmalat to stay with Brabham? That's what they're saying in Italy. This seems to happen every year...

■ Although Enzo Osella has retained the backing of Kelemata for the coming season, it seems he is urgently seeking further sponsorship. He has yet to nominate his driver, but expects to run Piercarlo Ghinzani, Ivan Capelli or Jo Gartner.

■ Yves Courage's new Porsche 956 engined Cougar Group C will be sponsored by Primagaz in this year's WEC series, continuing a relationship now many seasons old.

■ The Kremer sportscar racing team will shortly be taking delivery of its new Porsche 962C, which will be sponsored at Le Mans by Kenwood, the hi-fi company which backed Kremer entries in the 24 Hours in 1983-84. Marc Surer and Manfred Winkelhock are likely to race the new car, with George Fouche among the drivers of the team's second entry. Henri Pescarolo's name has also been linked with Kremer in the event of his deal with Joest New Man falling through. The Kremer C-cars will again race on Goodyear rubber in 1985.

■ The quick lady F3 driver, Cathy Muller, is in line for a drive at Le Mans this year with Jurgen Laessig in the Obermaier team's Porsche 956. Hervé Regout and Volkert Merl have also been talking to Reinhold Obermaier about WEC drives this season.

Muller — Porsche 956 at Le Mans



■ Raymond Touroul and Raymond Boutinaud, who raced in last year's WEC series in the Group B class (running a Porsche 911 Turbo and a 928S respectively), are thinking of teaming up this year in the Group C2 category. The two Frenchmen are trying to put together a deal to run a 3-litre normal induction Porsche powered Rondeau.

■ Five Jaguars at Le Mans? The company has applied for five race numbers in the 1985 WEC series and have been allocated 40, 44 (the two Group 44 entries), 51, 52 and 53.

■ Now that he has no Formula 1 seat with Brabham, reigning British Formula 3 Champion Johnny Dumfries is in line for a drive at Le Mans in a third factory Rothmans Porsche 962C. Dumfries — as at Spa and Sandown last year — is also likely to race the Rothmans video camera car in selected WEC events.

■ The very strong Brun Motorsport Group C Porsche team will again be sponsored this year by Jaegermeister beer and Schiesser underwear in rounds of the World Endurance and German national championships. Walter Brun's team — which has signed up Stefan Bellof, Hans Stuck, Thierry Boutsen, Oscar Larrauri, Massimo Sigala and Leopold von Bayern — will again race on Dunlop tyres.

■ Enzo Coloni has announced that he will be running a three car team in this year's Italian Formula 3 series. Drivers will be Alex Caffi and Nicola Larini in the new Martini MK44 designs, and Peruvian Neto Jochamowitz in a modified version of Ivan Capelli's European championship winning MK42. All three cars will be powered by Alfa Romeo engines.

■ The flat bottom kit craze continues. Ferdinand Ravarotto is marketing a design for the Ralt RT3 in Italy, while in Germany Rudi Seher is producing kits for both the Ralt and the Anson. Seher will run Dieter Heinzelmann and Rudolf Prangemeier in Ansons and will himself campaign a converted Martini MK42 with Volkswagen Speiss power units.

■ WEEKEND SPORT

INTERNATIONAL SPORT

| Date | Venue | Event/Details |
|--------|-----------------|--|
| Mar 10 | Thruxton, Hants | Marlboro British Formula 3 Championship, round 2. <i>Will Reynard notch up another F3 win, or will Ralt bounce back? Wallace is the man on form, but Spence, Huysman and Gugelmin look dangerous.</i> |
| Mar 17 | Atlanta, USA | NASCAR Winston Cup Grand National Championship, round 4. <i>Three rounds, and three winners so far. Dale Earnhardt and Bill Elliott went well here in November.</i> |

NATIONAL RACING

| Date | Venue | Event/Details |
|--------|-----------------|--|
| Mar 10 | Thruxton, Hants | Marlboro British Formula 3 Championship, round 2. Racing Displays FF2000, Monroe Production Saloons, MGA/TR Challenge, B&Q Sports 2000, JDC Mk I/II Inter-area challenge, CSCC Pre '65 Saloons. <i>Martin Donnelly looks to continue his winning ways in FF2000, as does Sean Walker in Sports 2000. The other four races are season-openers.</i> |

OFF TRACK

| Date | Venue | Event/Details |
|--------|---|---|
| Mar 10 | Ham Farm, Clifton-on-Teme, Nr Worcester | MAC Cup Sporting Trial (Midland AC) <i>A round of the British Sporting Trial Championship and BTRDA/Fiveways Tyres Gold Star Championship. The battle continues between last week's winner, Roger Bricknell, and the ever improving David Bache. Event starts at 10.30 am.</i> |
| Mar 10 | Clowesgill Holme, Cumbria | March Trial (Northern STCC) <i>A round of the Cumbrian championship which has already been won by Brian Thornton. Event starts 10.30 am.</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.

A return to real racing

Thank heavens for the passing of ground-effect from Formula 3 motor racing! Two years after the late Colin Chapman's 'something for nothing' phenomenon was outlawed in the F1 regulations — to the benefit of the competition as a whole — its supercedence in the junior international category is already promoting markedly better racing.

At Silverstone last Sunday, British F3 was freed from the clutches of ground-effect for the first time in five years. The difference was, frankly, startling. Instead of a typically processional affair from the 1980-84 era (think back — many of these races were boring after the opening lap) the hardy spectators were treated to the sight of spectacular machines, a big field of competitors, and overtaking . . .

Certainly, the atrocious weather conditions placed as much emphasis on the skills of individual drivers as did the reversion to flat-bottom specification on this occasion but, in the months to come, we believe that F3 will

The proving ground to success

David Llewellyn, the current National rally champion, has been given the honour of top seed on the Gwynedd Rally, the first round of the 1985 Shell Oils/AUTOSPORT RAC National Rally championship on Saturday. Ahead of both Tony Pond in the MG Metro 6R4 and Roger Clark (debuting another four-wheel-drive newcomer), his position has largely been achieved by starring performances in the competition last year.

The fact that he was signed up by Audi Sport UK soon after taking the title, further underlines the importance of the National series, and the opportunity available to aspiring youngsters intent on pursuing a professional career in the sport. This year's battle will follow the familiar

pattern, but already the signs are that who ever follows in the Welshman's footsteps will do so the hard way.

emerge as a truly great new driver's formula. The very root of its projected success is the old adage that, to be any worthwhile test of skill, a racing car should ideally have more power than handling/traction. Ground-effect versus 160bhp in F3 was, without a doubt, a top-heavy equation, where fine car control skills were often suppressed by excess grip. The new flat-bottomed cars are more difficult to drive, yet already are nearly as quick, on overall lap times, as their predecessors.

What brings new interest to F3 are the prolonged braking areas required to retard cars which are faster in a straight line, but slower through the corners, and thus the reintroduction of regular overtaking opportunities for the top-line drivers. Although Andy Wallace led Sunday's wet race from start to finish, the scrap in his wake was superb, as four drivers really fought for the runner-up spot, their cars sliding and writhing as they again made use of the track's full width, rather than the stereotyped

pattern, but already the signs are that who ever follows in the Welshman's footsteps will do so the hard way.

This weekend there is a fascinating combination of experienced campaigners plus fresh new faces; conventional machinery plus adventurous prototypes. Match these teams against the 'visiting' professionals, and it adds up — not just to a bumper bundle for the spectators — but to a serious and immediate challenge for anyone eager to get off to the right start in the nine round contest.

It is a challenge which stretches right down the entry list, with many more cars entered in the Group A category, the established breeding

ground-effect line outside which no one (apart from Ayrton Senna perhaps) could go quickly . . .

For the first time in years, we also saw inter-marque rivalry between four serious chassis manufacturers in F3, Reynard's debut victory with their new carbonfibre machine ending a staggering 71-win sequence for Ralt cars in British F3 championship events. While Ron Tauranac is to be admired for his remarkable RT3 cars (which have cleaned up in F3 for so long), even he must relish the thought of some competition for its successor, the flat-bottomed RT30.

The depth of British F3 fields this season is greater than for many years, and the 18-race Marlboro championship looks likely to be the most keenly fought for a long time. Ground-effect is dead, and no one with a genuine interest in motor racing will mourn its loss. Now, not before time, we can get down to some serious racing!

ground for those on the bottom rung of that ladder to success. As with those at the top end of the competition, these drivers can look forward to quality events, and ever increasing publicity through the championship. The executives at the Shell Oils motor sport unit have always paid particular attention to the promotional aspects of the competition, and this year there will be even greater support.

It is a policy which not only benefits their company, but the championship and all those that find success throughout the season. Hopefully, this policy will help maintain the championship's prestigious position as the proving ground for our new stars.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Every which way . . .

Real Formula 3 racing again — how pleasing! I thoroughly enjoyed the first meeting of the National racing calendar at Silverstone, despite the dreary weather, due to the performance of the flat-bottomed F3 chassis.

After years of ground-effect cars I had almost forgotten how exciting corners such as Woodcote can be when there is more than one possible line round it. Full marks for entertaining the crowds in the grandstands must go to Harald Huysman for his unique interpretation(s) of this corner.

And while on the subject of lurid cornering styles, the competitors in the Uniroyal Production Saloon race certainly came up with a huge variety — with Mark Hales's handling of an Opel Monza GSE certainly springing to mind as being noteworthy for its aggressiveness.

Well, cars that have to be driven round the bends again, thank goodness for that. And congratulations to Michael Wright for his excellent drive to the class B win in the F3 race, ahead of quite a few 'name' drivers. Well done.

ELSTREE, HERTS

ANDREW GOUGH

Beginning of the end?

What a pleasant, if not unexpected, surprise occurred at Silverstone in the opening round of the British Formula 3 championship at the weekend — an end was brought to Ralt's domination of F3 in this country.

While congratulations must go to Andy Wallace for his immaculate and emphatic race victory, I don't think

many of the spectators were fooled into thinking that Ralt are really down and out in F3. However, the well-heeled Swallow Racing team must be 'over the moon' with the fact that their other driver, Tim Davies, also finished in the points. And Russell Spence must be pleased, too, with his second place in his new Reynard.

There are certainly signs of Ralt returning to the winner's circle soon, though, as the performances by the talented duo of Mauricio Gugelmin and Harald Huysman clearly demonstrated that once they have contented themselves with winning races, rather than scrapping (most spectacularly) with each other, then they will win races this season.

BICESTER, OXON

JIM RICHARDS

Madgwick thanks

At Brands Hatch on Sunday, our driver Felipe Machado was involved in a very nasty incident which necessitated the stoppage of the opening Racing Displays British FF2000 championship round. Felipe was trapped in his car for almost an hour until officials were able to effect his release under the direction of team personnel.

I would like to thank, on behalf of Felipe and Madgwick Motorsport, the medical staff, BARC marshals and rescue crew who worked tirelessly in the most atrocious conditions to cut him from the chassis. Their care and expertise was much appreciated.

Happily Felipe's injuries are restricted to severe bruising. He will be off his feet for a few days, but plans to be back in the championship by the end of the month.

DAVE ABRAM

Madgwick Motorsport

Improving the product

Chris Jones (*Correspondence*, February 21) contends that the RAC MSA is complacent about the state of motor racing in Britain today and that this attitude will stifle the future development of motor racing here. How, in fact, does the RAC MSA see motor racing developing in this country during the next five or six years?

Competition for the leisure pound will surely intensify as more and more people find they have more spare time with the onset of the hi-tech revolution. So the future of motor racing will depend increasingly on the market expertise of the circuit owners/race promoters coupled with positive back-up from the organising clubs. However, before motor racing can be marketed effectively, the product must be right.

Many of the other enthusiasts I meet at race meetings express concern that the product is not right. The general consensus appears to be that there are too many race meetings catering for far too many different formulae and categories, and too many championships. The casual spectator will not become a true enthusiast unless he/she can see decent grids and close racing, can appreciate the basic technicalities of the various formulae and categories, and can make sense of the championship structure.

Competitors also presumably prefer decent grids and close racing, as these factors enhance their enjoyment/career prospects/sponsors' promotions.

Fewer race meetings with fuller grids and more competitive racing would surely be more cost-effective for all concerned at both National and Club levels,

While rationalisation of the technical regulations governing the various formulae and categories and a simplification of the championship structure would also make motor racing a much more marketable leisure activity.

AUTOSPORT on February 24, 1983, carried an interview with the then recently appointed Chief Executive of the RAC MSA Ltd, Mr Peter Cooper, in which he indicated that, as and when the circuit owners/operators and/or organising clubs requested them to do so, the RACMSA "would have to formulate some plan for the rationalisation, but that emergency is nowhere near us yet." Mr Cooper apparently regarded motor racing, even at Club level, as a business. So, as the ASN issuing Competition Licences and Advertising Permits, the RACMSA must have a moral, if not legal obligation to all involved in motor racing to ensure it continues to develop and becomes even more competitive in an expanding leisure market.

Two years have passed, and little has changed since Mr Cooper made his remarks. Why continue to wait for the emergency? Forward planning to avert a potential crisis must stand a better chance of success than drastic last-minute action. Prevention is better than a cure.

The RAC MSA would clearly demonstrate that it is keen to foster the development of motor racing, and so rebut any allegations of complacency, if the Race Committee were to prepare a comprehensive 'Strategy for the Development of Motor Racing in Britain: 1986-1990'. All the circuit owners/racer promoters, organising clubs and competitor associations would have to be consulted and a very analytical and objective approach would be required but, given the calibre of those on the Race Committee, this should not be impossible.

GAYTON, MERSEYSIDE CLIVE GOLDTHORP

Support from above

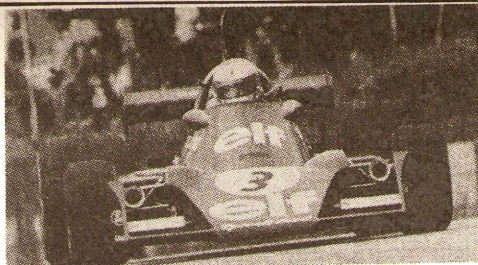
In response to Arthur Barber's letter (*Correspondence*, February 28), may I suggest a scheme to give financial support to our up-and-coming drivers such as Julian Bailey, Andrew Gilbert-Scott and Dave Scott. Obviously, with the withdrawal of sponsorship by BP and (to a lesser extent) Acorn, their chances of making the grade into Formula 1 have been further hampered, so some sort of major backing is essential.

My scheme is simple: every major sponsor in F1 should be made to divert 5% of its F1 budget to a driver not in F1. For example, if JPS were to spend £1 million in a season, then £50,000 of that would have to go to a driver from another formula, such as F3.

Each F1 sponsor would thus 'adopt' a young driver and in return for this investment would hold a contract on that driver for a year or two. In effect, that ought to encourage the major sponsors to bring young talent through, rather than letting others do so and then poaching them.

Does anyone else have any ideas on this perennial problem?

COVENTRY, WESTMIDLANDS PAUL THWAITES

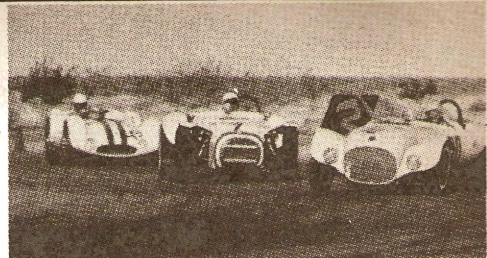
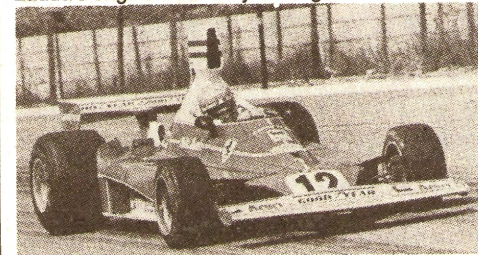


10 Ten years ago this week was generally regarded as the opening of the motor racing season (AUTOSPORT, March 6, 1975), with the major National racing categories kicking-off at Brands Hatch and Thruxton.

The weekend was also notable for the third round of the World Championship at Kyalami. Local hero Jody Scheckter took a popular and well-deserved win with his Tyrrell (above), but his weekend was not without its fraught moments. Practice had been brought forward a day in order to leave the Friday before the race free. Jody, however, managed to have a huge accident on the approach to Barbecue bend, arriving back at the pits looking somewhat shaken. This rendered his prospective race chassis *hors de combat* and resulted in the use of the team's spare chassis.

Scheckter was not the only driver to have an accident in practice, however, regular visitors to the armco resulting in a loss of 40 mins. Many cars had not set a truly reflective grid time and there was a campaign afoot, led by Teddy Mayer, to complete the session on the following 'free' day. While a meeting of Stewards was being held to discuss this, one of Mayer's own mechanics knocked on the window and told everyone that they were wasting their time, as an impromptu bit of 'Scargillism' on the part of the mechanics had brought about a total pit closure. The lads were having their free day and that, as they say, was that!

Other points of note from the Transvaal included the debut of the Ferrari 312T which carried Niki Lauda (below) to a distant fifth place. Maranello faces were not too long, however, as Niki had been fastest in the first session of qualifying until going off on oil from an exploding Fittipaldi DFV which had been circulating about 2 ft in front of him. In the race itself, though, Lauda's engine was sadly lacking in horses.



25 The main racing that took place 25 years ago this week (AUTOSPORT, March 4, 1960) was from Palm Springs, the 17th running of the SCCA's West Coast races. Bob Drake, owner of the then popular Grand Prix restaurant in Los Angeles, returned from a three year sojourn from the sport, straight to the winner's circle! Outgunning cars of huge and varied displacement, Drake took his new 2.8-litre 'Birdcage' Maserati to victory in the 44-mile Main Event (which had to be cut short because a scheduled airliner had to cross the circuit. . .). Unsurprisingly, the big-bore cars shot to the front, with 'Ole Yallers II & I' in the hands of Max Blachowsky and Eric Hauser heading Drake (above). Despite a spin, Drake finally took the front with four laps remaining.

The race of the meet, however, was for Production cars of over 2900cc and featured a battle royale between three Chevrolet Corvettes, with Bob Bondurant and Tony Settember holding the front. These two roared into the last bend far, far too fast and took to the escape road and the sand, allowing Vince Mayel to gain. . . but not enough, Bondurant beat him to the line, just!

Pit & Paddock brought news of a proposed Grand Prix de Bruxelles for Formula 2 cars on a 2.6-mile street circuit which would be known as the Strombeek-Bever.

Broken road surfaces, hard frost, flood waters, miles and miles of ice-covered roads, 12 degrees below zero and a blinding blizzard combined to set the stage for the British Empire Motor Club's Canadian Winter Rally — hardly inviting! Yet, 328 entrants set out from Toronto on the 1209-mile route. At the end, DA Hamby/WF Davidson were first home in a Riley, heading home a Ford Anglia 105E and 86 other finishers. However, many were caught out, like this Volkswagen Beetle below.



CATCHPOLE

BY BARRY FOLEY

IT'S MARVELLOUS TO SEE DEAR OLD KEN HAS GOT A PROPER PUFFER ENGINE AT LAST....

... BUT IT SEEMS FISA HAVE STILL GOT IT IN FOR HIM - WONDER WHY?

WELL, I THINK THEY'RE AFTER HIS TELEVISION RIGHTS.

MAD DOG

MAD DOG

MAD DOG

FOLEY

afternoon session.

Out on the track, Harald Huysman set the pace initially, the Belgian-domiciled Norwegian looking neat and composed in his vivid Marlboro-backed Ralt, engineered by Paul Crosby. "I saw my pit board say +0.7sec for a while," explained Huysman, "and even when my advantage was reduced to half a second I did not worry. When, suddenly, it showed +0, I panicked and became ragged. I spun, decided to cool it, and wasted the last few laps."

Andy Wallace and Russell Spence were meanwhile in full stride, bumping Huysman down the order as they acclimatised themselves to the conditions. Spence, running too much wing on the little-run PMC/Warmastyle 853, could make no further impression, while Wallace dived into the pits to get his visor demisted for a final charge. While he was there, and the track was at its best (least bad?), Mauricio Gugelmin calmly slipped in a fine sequence to top the first chart.

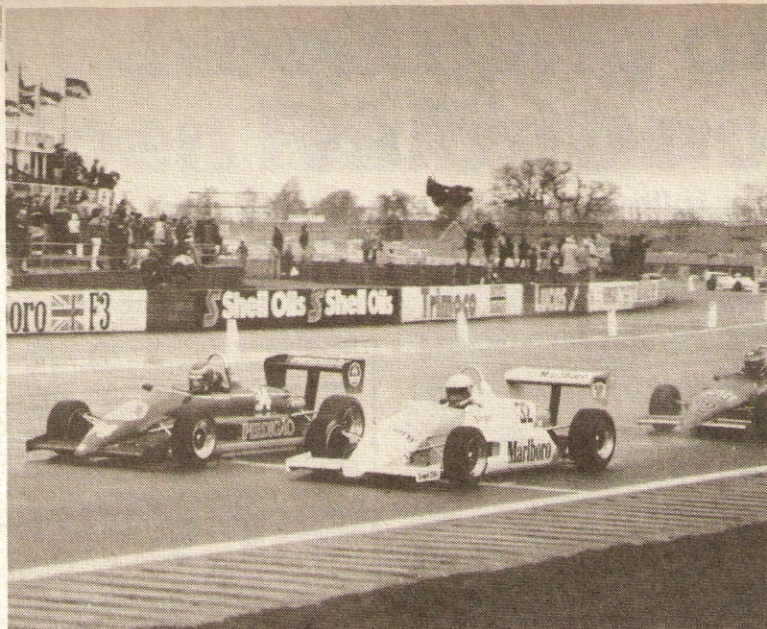
European FF2000 champion Gugelmin, already quickest at Goodwood and Thruxton over the previous fortnight, set the pace in Silverstone testing too, last Thursday. His best on that cold, moist day (perfect engine conditions remember) was 53.92s, a mere 0.35sec shy of Davy Jones's existing 'ground effect' standard, as an indication of latest cars' performance.

The major upset to recent form was provided by Wallace though, in the middle of the deciding session. Having balanced the Swallow Racing/Daily Mirror Reynard to his liking, the Silverstone Racing School instructor seized fastest time with some scintillating lappery, before catching Huysman. Again Andy ducked into the pits, intent on a final big effort, and again the flag came out, but this time no one could reply — Wallace had the pole on his F3 debut!

Gugelmin, less than satisfied with the fine suspension tuning of his Dick Bennetts-prepared West Surrey Racing/Pedigao Poultry Ralt, was able to join Andy under the minute mark for the other front row slot, but felt that there was more time to come.

Huysman successfully dialled out the worst of his understeer problem at Copse before putting in some very consistent laps, usurping Spence from third spot. Dave Scott knuckled down in Stover's repaired car to equal Harald's time, leaving Spence (this time with too little wing) to head row 3.

Murray Taylor's pair of very smart Ralt RT30s were handled most capably in the wetter session by Gary Evans (DAF Trucks/Trimoco Leasing/Tanzifco/Diversey) and American newcomer



Mauricio Gugelmin and Harald Huysman battled mightily — Huysman using some unusual lines.

Joe Foster, the duo lying sixth and seventh at the break, just behind Tim Davies's Swallow Finance Reynard. Both Evans and Irishman Mark Galvin — who scraped the extremities of Alan Docking's RT30 against the pitwall in the afternoon — pipped Davies's understeering machine in the final reckoning, while Foster's Peachtree Recovery International Ralt fell away slightly, to 11th spot.

Tasmanian Steve Harrington became more confident second time out, pulling Eddie Jordan's second Ralt (run in Roadways asphalt colours by Alistair McQueen) neatly into the top 10 for his first single-seater race and wet driving debut. Harrington was joined on the fifth row by the best class B qualifier, Mike Wright's Jupiter Racing-prepared RT3, which headed the similar (pre-March 1984) cars of Mark Goodard, Steve Kempton and 'Anton Sobriquet' in the order. Wright, third in last year's Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 series, tried really hard with the BID International entry in the second session, after a understandably cautious early run with the low-budget effort.

Promising Finn Jari Koiranen did well to qualify his previously untried Magnum-VW in mid-field (its Toyota-powered sister car being on the back row in Reima Soderman's hands), justifying the tools of John Robinson's family team. Maurizio Sandro Sala, making do with a

compromise induction set-up on his superbly liveried (and rorty-sounding) Reynard-Saab, was restricted to an eighth-row start (see *Pit & Paddock*).

French girl Cathy Muller and Tony Trevor were also unusually far down the order. Cathy, racing on the control Avon crossply tyres for the first time — rather than her familiar Michelin radials from Europe — could not make the expected headway with Dave Price's updated Ralt RT3/83. Trevor battled to gear his Tarry Racing RT3 correctly. Even more disappointed was Phil Kempe — third quickest in Thursday testing — although his RT30 was further up the order. The Welshman simply needs more wet running time. . .

RACE

The rain had stopped by race time, although all but Tony Trevor opted for wet tyres. Poleman Wallace made a superb getaway to lead the 25-car field into Copse, and by Becketts, the black and green Reynard was easing away as its pursuers jostled for position. Huysman briefly nosed ahead of Gugelmin at the hairpin, but Mauricio snatched second place back as they turned in. At Woodcote, Harald outraked the Brazilian, only to run wide onto the wetter part of the track, delaying Mauricio and the rest as he resumed the normal line. From then on Wallace was gone!

"I knew if I could make a break, they would have to run in the spray, and I could choose my lines carefully," asserted Andy afterwards, "but to be honest I was expecting a harder time." As it was, Wallace was able to pull out a second per lap until he had a comfortable cushion. In a masterful display of consistency and car control, he did not put a wheel wrong from start to finish, recording a thoroughly deserved maiden victory for himself, his car and his hard-working crew under Colin Essex.

A marvellous battle raged behind Andy though, Scott forging his way to the head of the snarling pack on lap 2, but coming under immediate pressure from Gugelmin, Huysman and the fast-closing Spence. Once past Evans, Tim Davies also made up ground well, tagging on to the back of this train, if unable to ascend the order further.

A mighty start by Mike Wright saw him run as high as ninth initially, behind Mark Galvin, later to spin at Woodcote. Mike stuck to his task admirably, pulling ever further ahead of class opposition Goddard, Kempton and Carlton Tingling, and also running comfortably clear of Kempe and the troubled, if spectacular, Sala. Worsening understeer failed to deter the Bristolian, who went on to score a convincing debut win only five days after his first run in the Ralt.

In the squabble over the minor placings, Spence slid the Warmastyle Reynard past Scott on lap 8, and set about trying to extend some daylight between him and Dave. Before his bravery into Woodcote could reap rewards, Spence was joined by Gugelmin who found a similar way past Scott at Becketts. Neither Russell ("trying to balance out suspension setting problems with wing adjustments today, as we've had so little time with the car") and Mauricio ("unhappy with the ratio between the springs and anti-roll bars") eventually crossed the line together, a little way clear of Huysman.

Harald, too, had pounced on Scott, whose tyres were overheating towards the end, as a wider dry 'groove' appeared round the circuit. A frustrated Davies chased him in, still well clear of Evans who had a quiet race, which he treated as a test session once he realised there were no more places to trade.

Galvin recovered swiftly from his rotation, putting in some highly competitive lap times as he clawed his way back to eighth place. Harrington, learning all the while, enjoyed himself immensely as his confidence grew. Wright was quite happy to ease his passage into ninth, as "I was only concerned with those in my class and wanted to avoid any possibility of trouble or a dice at that stage."

SILVERSTONE (GB), Mar 3; Marlboro British Formula 3 Championship, round 1; 20 laps — 32.16 miles

| Pos | Driver (Nat) | Class | Chassis/Engine | Result | Bestlap | Qualifying | Pos |
|-----|---------------------------|-------|----------------------|-----------------------------|---------|------------|-----|
| 1 | Andy Wallace (GB) | A | Reynard-VW853 | 20m06.32s | 0:59.57 | 0:59.55 | 1 |
| 2 | Russell Spence (GB) | A | Reynard-VW853 | 20m15.57s | 0:59.68 | 1:00.06 | 5 |
| 3 | Mauricio Gugelmin (BR) | A | Ralt-VWRT30 | 20m16.83s | 0:59.54 | 0:59.90 | 2 |
| 4 | Harald Huysman (N) | A | Ralt-VWRT30 | 20m20.49s | 0:59.86 | 1:00.00 | 3 |
| 5 | Dave Scott (GB) | A | Ralt-VWRT3 | 20m21.07s | 0:59.93 | 1:00.00 | 4 |
| 6 | Tim Davies (GB) | A | Reynard-VW853 | 20m22.53s | 0:59.97 | 1:00.79 | 8 |
| 7 | Gary Evans (GB) | A | Ralt-VWRT30 | 20m25.92s | 1:00.11 | 1:00.16 | 6 |
| 8 | Mark Galvin (IRL) | A | Ralt-VWRT30 | 20m31.14s | 0:59.88 | 1:00.22 | 7 |
| 9 | Steve Harrington (AVS) | A | Ralt-VWRT30 | 20m31.71s | 1:00.41 | 1:01.03 | 9 |
| 10 | Mike Wright (GB) | B | Ralt-Toyota RT3 | 20m37.82s | 1:00.58 | 1:01.04 | 10 |
| 11 | Phil Kempe (GB) | A | Ralt-VWRT30 | 20m39.20s | 1:00.41 | 1:01.22 | 14 |
| 12 | Maurizio Sandro Sala (BR) | A | Reynard-Saab 853 | 20m39.64s | 1:00.63 | 1:01.38 | 15 |
| 13 | Cathy Muller (F) | A | Ralt-VWRT3P | 20m42.55s | 1:00.67 | 1:01.52 | 17 |
| 14 | Mark Goddard (GB) | B | Ralt-Toyota RT3 | 20m43.95s | 1:00.76 | 1:01.16 | 12 |
| 15 | Joe Foster (USA) | A | Ralt-VWRT30 | 20m44.39s | 1:00.28 | 1:01.06 | 11 |
| 16 | Steve Kempton (GB) | B | Ralt-Toyota RT3 | 20m56.97s | 1:00.93 | 1:01.47 | 16 |
| 17 | Carlton Tingling (JAM) | B | Ralt-Toyota RT3 | 20m57.74s | 1:01.39 | 1:02.11 | 21 |
| 18 | Keith Fine (GB) | A | Anson-VW SA6 | 20m59.71s | 1:00.79 | 1:02.09 | 20 |
| 19 | James Tolerton (GB) | B | Ralt-Toyota RT3 | 19 laps | 1:01.91 | 1:02.33 | 22 |
| 20 | Tony Trevor (GB) | A | Ralt-Toyota RT3 | 19 laps | 1:03.34 | 1:02.03 | 19 |
| R | Jari Koiranen (SF) | A | Magnum-VW 853 | 15 laps — flat battery | 1:00.70 | 1:01.21 | 13 |
| R | Kevin Jones (GB) | B | Ralt-VWRT3 | 13 laps — collapsed sidepod | 1:02.07 | 1:02.99 | 23 |
| R | Anton Sobriquet (GB) | B | Ralt-Toyota RT3 | 12 laps — puncture | 1:03.60 | 1:01.67 | 18 |
| R | Simon Hadfield (GB) | B | Spartan-Toyota SE420 | 2 laps — engine | 1:17.86 | 1:11.82 | 27 |
| R | Reima Soderman (SF) | A | Magnum-Toyota 853 | 2 laps — accident | 1:05.27 | 1:04.80 | 25 |
| NS | Richard McCaskill (GB) | B | March-Toyota 793 | practice accident | | 1:11.70 | 26 |
| NS | R. Anthony M. Reid (GB) | A | Reynard-Saab 853 | practice accident | | 1 lap | DNQ |

Winner's average speed: 95.97mph. Fastest race lap: Gugelmin, 59.54s, 97.22mph. Class B (pre-March 1984 cars): Wright, 93.53mph. Fastest race lap: Wright, 1m00.58s, 95.55mph. Next round: Mar 10, Thruxton.



Wallace — a debut win

Mouton to drive Sport Quattro on Circuit

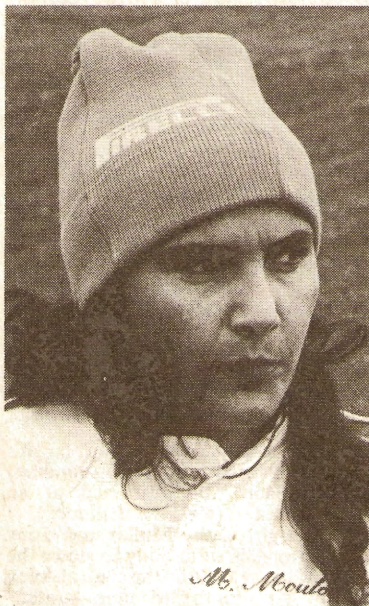
French star given all clear following cut backs at Ingolstadt

In a statement from Munich last week (box, right) Audi's Chairman Dr Wolfgang Habel confirmed that more emphasis would be put on development and testing but that "for the time being", the company would not use a specially designed mid-engined car for rallying.

As detailed last week, Audi is reducing its involvement in this year's premier series, and as with Portugal only two cars are now expected to be entered in Kenya for the Safari. On that occasion, Messrs Rohrl and Blomqvist are the nominated drivers, so that Mikkola is left at home and Michele Mouton is free to drive for Audi Sport UK on the Circuit of Ireland.

"Michele has a contract to do the six rounds of the Open Championship," confirmed an Audi Spokesman on Monday, "and she will be in Belfast for the Easter event." The bonus — both for Michele and for the Irish fans — is that the French lady should have one of the latest Sport Quattros for the event. Official Quattros have always found the difficult Irish lanes an unhealthy place, the only success to date being Rohrl's Ulster win with a Sport last August. Long wheelbase models have seldom made the finish, traditionally the Circuit/Safari clash has posed major problems for the British team whose final position in the series has suffered. This time, Mouton has the chance to break the Quattro's bad record on the Circuit, and re-establish herself in the Open Drivers title fight.

Looking further ahead, it is difficult to consider when she will first appear in the 1985 world series. As long as both Rohrl



Mouton — Quattro Sport

and Blomqvist (who have contracts for more events) are making some impact on the Peugeot chargers, then they must surely be retained. With Mikkola no doubt ever more involved in the behind-the-scenes work to develop a new (mid-engined?), Sport, Mouton may simply continue her appearance in the Shell Oils series.

"At the present time Audi will not be using a specially designed mid-engined car for their rallying effort. The current holders of both World Championship titles consider their results in recent World Championship events in Monte Carlo and Sweden to be impressive. The Chairman of Audi Board of Management, Dr Wolfgang R. Habel, addressing the Munich Press Club on February 27 1985 said that, bearing in mind the technical aspects presently involved, even second placings were a good result for a near-production car competing against racing machines uncompromisingly developed for motorsport. Unlike other competing manufacturers, the company will at present continue to enter cars that are not built and designed purely as racing machines and are still closely related to the production cars, in line with the company's philosophy since 1981.

"The company will continue to follow up this concept with the Audi Sport Quattro in 1985, and is prepared to face the competition. For the same reason Audi will continue to participate in World Championship rallies during the 1985 season, but will no longer be entering the complete team for every rally.

"The drivers' manpower and resources thus made available will be assigned to a greater extent for testing and for other further development of the Audi Sport Quattro. In this context, Dr Habel emphasised once again that the purpose of Audi's rallying commitment is not only to win rallies, but also to test.



Kottulinsky — Circuit Volvo?

Easter parade in Group A

Easter's Circuit of Ireland appears to have attracted a fine entry in the Group A category, with interest further heightened by the news that RTE will be broadcasting a 30mins programme each night during the five day Euro counter. Aside from the regular Group A challengers on the Open series (where Per Eklund is still rumoured to be appearing in a new Supra), Irishman Stanley Orr, plans to debut his recently acquired, ex-Ian Harrison, Astra GT/E and enquiries from Sweden suggest that an appearance by Suzanne Kottulinsky in the big Volvo 240 Turbo may yet materialise.

Entries close this weekend and with over 80 names already on the list, the organisers are looking forward to a typically exciting event.

Manx organisers start own company

The Manx International Rally is now almost 'under new management' following the formation of a company to run the event. The formation of Manx International Rally Ltd has been agreed between Manx Auto Sport (who have run both the International and National events in the past) and its sub-committee. The company is currently seeking the approval of the RAC MSA to run the 1985 events.

While the name may have changed,

however, the faces in charge have not. John Stott is chairman of the company (having been Clerk of the Course for many years some time ago) while Neil Hanson enters his 12th year as Clerk of the Course.

This year's rally is currently still without a sponsor although there are indications that a replacement for Rothmans may be named within the next few weeks. In a statement issued last week, Manx International Rally Ltd said that

they were confident of having the resources to run the event in the long term and one therefore hopes that this is the case.

The new company will, however, only be responsible for the International event in September. The Manx Stages Rally in May remains in the hands of Manx Auto Sport. This is not an unusual step to take, however, as the two events were always kept separate, almost to the point of non-communication.

Oman Rally date change

The Oman International, final round of the Middle East Rally Championship, is now to be held between September 25/27 in order to avoid a clash of dates with a major Gulf conference scheduled for the Oman's usual slot. It means that the series finale will be held just three weeks after the Dubai event, perhaps easing some of the familiar transport problems.

More immediate however is the news that the Dubai event — the third counter due to start on April 25 — is under threat. Latest information from the organisers suggests that the necessary Government approval has been withheld and that a Cabinet meeting this week will decide the matter.

Moroccan revival

After a gap of nearly ten years, the Moroccan Rally is to be revived, this September, organised by Promocourse and backed by Marlboro with assistance from the Morocco Tobacco authority. The event will be held over approximately 4500km including four special stages which will make up 2000kms, and will naturally be based in Casablanca.

Mr Mjid, the President of the Royal Automobile Club of Morocco explained at a press conference earlier this week, that the last event took place in 1976, and that the 20th Moroccan Rally would be run between September 9/15.



Two wheel drive Kadett . . .

Kenneth Eriksson's Opel Kadett GSI establishing a new world record for driving on two wheels, just before the first formalities of the Swedish International. The 28-year-old Opel star kept it up for over 20kms to get his name into the Guinness Book of Records.

Porter to bring back Tour of Britain?

Efforts are being made to revive the Tour of Britain, and Jim Porter has already prepared a route in anticipation of an event next year. It seems that the BRSCC is currently conducting negotiations with potential sponsors and that the RAC MSA is being kept up to date with the moves to re-introduce the annual racing versus rallying thrash. Although Jim Porter was not available for comment on Monday, it seems that any chance of joining the SCCA in America has now gone, and that while he is still acting as a consultant to 31 Belgrave Square for the RAC Rally, he is likely to become involved in other projects.

Telecom Radiopaging to back Open RS Turbo

Ford revealed in London today (Thursday), that their Group A RS Turbo will be backed by British Telecom Radiopaging. The car, to be driven on the Shell Oils Open Championship by Mark Lovell, will appear in the blue and white colours of the company, its first championship event being the Rothmans Circuit of Ireland at Easter, although a run on the West Cork Rally may be planned.

Speaking earlier this week, Mark

Deans of Ford, explained that the deal was for one year initially but the company were hoping to expand their involvement beyond 1985. The link with Telecom expands Ford's involvement with the company, the racing RS Turbo retains its Datapost support.

Build problems have delayed the production of the necessary 5000 models and therefore the Group N versions of the car will also receive their homologation

on April 1, rather than in January as intended. Richard Longman has produced the 150bhp model (Group A cars expect to have around 200bhp at their disposal) which Rob Stoneman — winner of the Turbo Championship last season — and Rallysearch champion, David Gatenby, will drive on the Shell Oils/AUTOSPORT national Rally Championship. Their first outing is now expected to be the Sonat Granite City Rally on April 20.

Ladas open Welsh Rally entry list . . .

Competitors in the Lada Challenge were quick to get their entries in for the Welsh International Rally once the regulations became available last week. Already five of the cars have booked a place in the third round of the Shell Oils Open Championship.

The event starts and finishes in

Cardiff this year with the opening stage merely a few yards from the Cardiff Castle start line. Scrutineering will take place on Friday May 3 with the event running over the following two days, a rest halt being planned at Aberystwyth. The 694 mile route includes 33 special stages, totalling around 220 miles and

will feature around 60 miles on tarmac. The Epynt ranges will again form part of the rally.

Full details are included in the regulations which are available from John Pinches, 18 Tyla Teg, Rhiwbina, Cardiff. Tel: 0222 626370.

NEW RALLY CAR

R-E-D: 4WD Sierra for Nationals

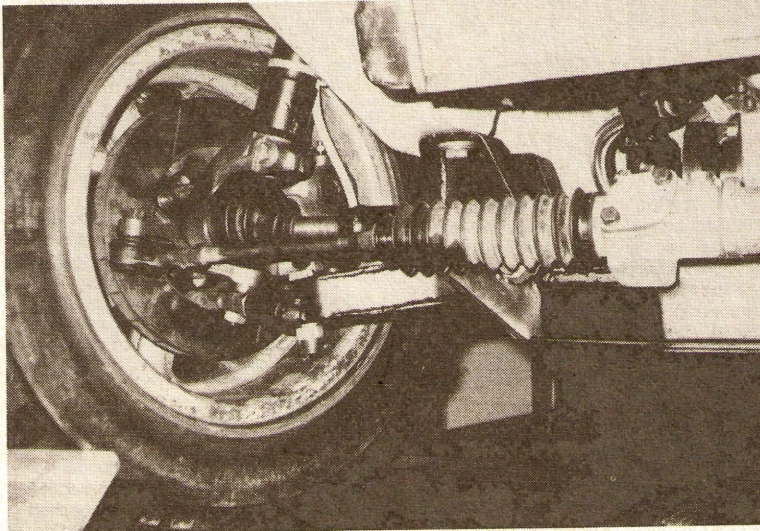
With its announcement coinciding with the launch of the Ford Sierra XR4x4 road car the Sierra-based front-engined R-E-D4x4T four-wheel drive prototype is the latest and most practical total traction car to be seen on the special stages this year. This is a modified version of the R-E-D4T rear-wheel drive turbocharged car which finished third in the 1984 Shell Oils/AUTOSPORT national rally series driven by Louise Aitken-Walker. The car has been conceived independently by the one year-old private R-E-D company based in Widnes, but has emerged in surprisingly similar design specification to Ford's production model.

The most important difference between the R-E-D4x4T and the production Sierra is the engine. The rally car keeps the same turbocharged 2-litre four-cylinder four-valve BDA (used last year), still fitted with carburettors, whereas the road car has a normally aspirated V6 injection engine. Both cars have an epicyclic torque split facility and on the advice of FF Developments, the rally car followed the road machine by being given a 34-66 torque bias to the rear.

Both use many parts produced by FF Developments, notably the chain-drive power take-off unit and the viscous coupling which can automatically lock the transmission. In the case of the R-E-D4x4T the internals of the front differential were supplied by them as well, and unlike the production car the braking system is orthodox and does not feature ABS Anti-lock devices.

The new R-E-D car is based on the same chassis used last year. Although other more powerful engines (notably the Essex GA V6 power unit), are available, the BDA Turbo has proved very reliable and is unaltered save for a change in the location of the turbo which is now placed horizontally, and a redesigned exhaust manifold.

The engine was specially built by Terry Hoyle and the only trouble was with the valve shims. The turbocharger means that revolutions can be kept much lower



Above: The bit that makes all the difference. R-E-D's Sierra project car is now fitted with four-wheel-drive and many of the necessary items have been supplied by FF Developments. Below: The Sierra in action last year. This season Willie Rutherford will drive the car on the Shell Oils/AUTOSPORT Championship although Roger Clark will debut it this weekend.

than on a normally aspirated BDA, and drivers have no need to exceed 8,000 rpm. Eventually, it is hoped to convert the engine to Lucas mechanical fuel injection, the system used by the works injection Escorts in the seventies. Power of the R-E-D engine is currently about 330bhp with 30 mkg of torque.

The suspension geometry has been unaltered from 1984, although some rubber bushes have been removed or replaced by rose joint uniballs, and the

independent rear suspension has been located directly on to the bodywork.

The two Salisbury axles are currently fitted with 4.89:1 ratios, although the engine has been moved 1.5 inches to the right of centre, to ensure that the front driveshafts are of equal length. The front axle shaft passes through a specially made sump and beneath the main bearing between the second and third cylinders enabling the engine to sit lower in the chassis. The standard Sierra hubs

Eastern promise

The first round of the East European "Peace and Friendship Cup", the Russian Winter Rally — based this year in Tallin not Moscow — saw the introduction of a couple of most interesting Ladas running as course cars ahead of the field. Both were based on the 2108 model currently awaited in the Eastern bloc, the first featuring a turbocharged engine, and the second a mid-engined four wheel drive system.

Preparation of the cars was not carried out at the Stasis Brundza workshops in Vilnius, but at the Lada factory in Togliattigrad, and our correspondent suggests that considering the Niva is now an established part of the Lada range, a four wheel drive "Lada Quattro" may not be a dream. For the immediate future however, the factory will have to content themselves with the VFTS model, which dominated the winter event, won by the Bolsih brothers ahead of the brothers Mets.

Also in evidence on this Soius '85 Rally was the latest newly homologated Skoda, and an FSO Polonez featuring an injection engine, with a turbocharged Polonez still expected later in the year.

are ready drilled and able to take the driveshafts, while the steering rack stays just in front of the front axle line but is angled more upwards so the column can clear the driveshafts.

Experience of the rear-wheel drive car has given R-E-D the confidence to progress. Results last year showed very few problems, and some engine overheating was countered by improving the ducting of air to the radiator and intercooler. The use of better materials cured driveshaft twisting and the most recent developments were directed towards improved traction and creating more feel in the steering. By placing heavy items between the axles, and certain items like the battery, the oil and fuel tanks at the rear, a front/rear weight distribution of 47/53 has been achieved. This was better than expected even though the distribution had been difficult to predict as the Sierra body is even lighter than that of an Escort. For the 4x4 car it is intended to fit a Getrag gearbox in place of the obsolete ZF, which has similar ratios available.

Testing with the R-E-D4x4T started last week on February 27th using a free-running front differential and the same limited slip Salisbury differential at the rear. Initial impressions, according to team manager Dave Campion, is that the car is very controllable, and much easier to drive than the rear-wheel drive car. R-E-D will restrict the use of a viscous coupling to the central differential even though they have experience of VC's with front-wheel drive Fiesta Group 2 and Escort Group A cars. It is planned for the front wheels to be narrower than the rears, though naturally of the same diameter.

The R-E-D is not the first British rally car to feature a torque split (that honour went to Allan Edwards' Escort), but this is the first car so fitted which is available for privateers to acquire and run themselves. Sights are not only focussed on the British series, and last year the car was taken to Ireland. This year consideration is being given to rallies in the USA and elsewhere.

Clark to debut 4WD 4T

Some last minute decisions from R-E-D have meant that this weekend spectators on the Skip Brown Gwynedd Rally will have an added bonus, with Roger Clark debuting the new four-wheel-drive 4T (see separate story), and Louise Aitken-Walker also starting with the team's older Escort RS.

Clark-Gwynedd run



The first testing of the 4WD 4T took place on Monday with Clark, and only after the work was finished was the decision made to run the car this weekend. It is the start of a strong representation in the National Championship, but it appears as if another name is still to be fitted into the jig-saw.

Willie Rutherford is now likely to drive the Sierra-based 4T for the rest of the year, although Dave Campion underlined that negotiations were continuing, but that he was confident that R-E-D would feature strongly. Rutherford's last event was the Haspengow in 1983, but before that he was a regular front runner in the National scene and could be a real threat for the series honours.

Capri for Worswick

Nigel Worswick is hoping to reveal his new Group A 3-litre Capri this weekend on the Skip Brown Gwynedd Rally. The finishing touches are being put to the 'ex-Vince Woodman racer but the Nicolet supported 215bhp machine still has a long way to go before the Blackburn driver will be fully confident of its specification.

"At the moment it is rather a stab in the dark about the suspension specification. We have had no chance to test it but we will

probably learn as we go.

"There are a lot of homologated parts for the car, at least three axle ratios and the front suspension comes from a Monte Carlo Escort. As most of the car is transferred from the old Group 2 specification, it should be competitive." Worswick, and co-driver Stuart Derry, will be up against a lot of more powerful cars in relative terms. In terms of power per litre, the Capri falls some way behind its rival Toyotas and Vauxhalls.

Smile . . .

In order to ensure the best promotion of the championship, Tony North will be taking pictures of each competitor as they sign on for this year's series in order that no success goes unnoticed by local newspapers.

Action pictures for similar purposes are being taken by Tony Large Photographic and crews wishing to obtain shots for promotion purposes are advised to contact the latter on 0734 692085 (evenings only).

Brakes down

Mintex will continue to support the National Rally Championship by providing large discounts on their competition brake pads. Retailing at around 30 per cent less than the trade price, competitors, in return, must carry Mintex decals on their cars.

Competitors wishing to make use of this discount scheme should contact Dennis Hopwood or Stuart Denham on events or at PO Box 18, Cleckheaton, West Yorkshire. Tel: 0274 875711.

Group N apathy

Group N has so far failed to really take off at national level and the RAC MSA are concerned that crews are unaware of the flexibility in the regulations.

According to appendix J, sections 6.3 and 6.6, extra strengthening is allowed around the suspension and also underbody protection remains unspecified.

With so few entries at this stage, organisers are being urged to seed their entry in the normal way but if demand is high enough, concessions to run the Group N category higher up the order may still be agreed.

PO Corolla

Ken Ridley has swapped his 1600cc Escort for a Toyota Corolla, built by John Saint Automotive, and will contest the Group A category this season. Backing for the project will come from the Post Office (Ken is a postmaster and newsagent) and Ken is also hoping that a deal can be struck to contest the RAC Rally later in the year.



Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Escort class on the York

A pile of regulations arrived in the AUTOSPORT office last week. The details of the York, Granite and Manx events are all now available and competitors are advised to book early for these events.

The York event includes a category for drivers using cars old Ford Escorts and there will be a £400 cash award donated by Direct Windows, the sponsors of Pete Sights. The category will be split into two classes (£200 each) for users of twin-cam and BDA power sources. The rally starts from the Teeside Post House on March 30 and features 70 stage miles in the Yorkshire forests, without the inclusion of traditional tough opening test in Guisborough. Details from Tony Raylor on 0904 414444 or John Allison on 761077.

Moving to Scotland, the newly named Sonat Granite City Rally has moved back to the Altens Skean Dhu Hotel for its base on April 20 and will again feature the classic tests local to the area. Entries secretary is John Shearer, 73 Morningside Road, Aberdeen.

The lack of a sponsor has not prevented the organisers of the Manx Stages Rally from promoting their usual event on May 11. An all tarmac, closed road event with full pace notes and practice is the format and regulations may be obtained from Mrs Chris Bradshaw, 40 Wyeboorn Drive, Onchan, Isle of Man.

TV contest

Keep an eye open on the Ceefax service this season as a year long competition is being run. Answer the relevant questions after each round and a copy of Mike Greasley's excellent *Rallycourse* annual may be yours. A top prize at the season's end is also being sought. Full details are to be found on Ceefax page 139.

THF award

Trusthouse Forte, long time supporters of British rallying, have agreed to provide a major award — one of the newly launched Leisure Breaks — for the Shell Oils/AUTOSPORT Championship.

Full details are not yet available but it is likely that the prize will go to the best newcomer in the championship.

RAC change filter rule

One of the road rally regulations introduced last year that caused much controversy, was the rejection of certain air filters by the RAC MSA. In effect, the company most affected were K&N whose product, much used at the time, was immediately banned.

In recent back to back tests, however, the RAC MSA scrutineer has now agreed that the regulation governing air filters should be amended with immediate effect. The regulation now reads: QH 4.1.6. Have induction air filters/elements fitted that ensure the vehicle complies with Noise Regulation QA17 in Road Rallies.

The new regulation does not ban any specific filter or element and therefore, provided the car passes the appropriate noise check, all options are now acceptable, a decision which pleased the chaps at K&N enormously . . .

Driving ambition

Jill Farrington, daughter of former BTRDA Champion, Robin, is making a move to the driver's seat of the family Vauxhall Astra. The youngest woman in rallying, 17 year old Jill has co-driven for her father on several occasions and collected many awards to prove her point, but now she intends to add to the collection from the driving seat. Her first event was last weekend's Huntingdon Stages where she finished 29th overall but set some quick times later in the day to reveal her ability. Next weekend she tackles her first major forest event, the Lakeland Stages.

Furious Festival

Gwyndaf and Edwyn Evans head the entry list for this Saturday night's Duckhams Festival Rally, Bath MC's round of the BTRDA and *Motoring News* road championships. With a start/finish venue near Minehead, the organisers are expecting a classic contest across Exmoor and, as last year when the event was voted the best in the series, are making certain that a safe night will be had by all.

An extensive radio and rescue cover operation has been planned and, had the weather continued to be as bad as recent weeks suggested, ice-notes were considered to keep drivers on the straight and narrow!

Last year's winner, Mike Pattison is absent this time but the fight between Evans, entered in an Opel Manta, and the Escorts of Ron Beecroft, Steve Hill, Kevin King and Neil MacKinnon, should provide strong opposition while ASWMC championship leader, Freddie Camp, may spring a surprise.

Getting it taped

Action Video are planning a busy weekend as they put their motorsport videos on show to the public. On Friday night they will have a stand in the Imperial Hotel, Llandudno, prior to the Gwynedd Rally. On Saturday night they move to Brecon cattle market for the start of the Gremlin Rally and on Sunday, prospective customers can view their goodies at Pembrey.

WEEKEND SPORT

INTERNATIONAL RALLYING

| Date | Venue | Event/Details |
|----------|----------|--|
| Mar 5/10 | Portugal | Port Wine Rally of Portugal. World Rally Championship for Drivers and Makes, round 3. <i>With Peugeot and Ari Vatanen heading the points table with two wins this season, who would bet against a hat trick of wins this weekend? Stig Blomqvist and Walter Rohrl will try to end the Peugeot run of success.</i> |

NATIONAL RALLYING

| Date | Venue | Event/Details |
|----------|-----------|---|
| Mar 9 | Llandudno | Skip Brown Gwynedd Rally. Shell Oils/AUTOSPORTRAC National Rally Championship, round 1. <i>The premier National Rally Championship gets under way this weekend as reigning champion, David Llewellyn, leads the crews away. Tony Pond will be there with his Metro 6R4 but the championship battle will be between Mark Lovell, Roger Chilman and Chilman and Clinton Smith.</i> |
| Mar 9/10 | Minehead | Duckhams Festival Rally. BTRDA & <i>Motoring News</i> Rally Championships, round 2. <i>Gwyndaf Evans heads the entry list for this event, winner of the best rally award last season. The lanes of Exmoor will be busy places on Saturday night . . .</i> |

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



Typical Portuguese setting but can Audi catch the Peugeot on this latest round of the World Championship?

French lesson in Portugal

Peugeot are currently riding the crest of a wave in World rallying. Can they take a hat-trick as the circus moves to Portugal this week? Peter Foubister considers their task.

The conditions may be different, but the question remains the same. Can anyone stop the Peugeot landslide which has seen Ari Vatanen and Terry Harryman win the last five World Championship events contested? The answer for the Port Wine event — third round of the 1985 world series — is probably 'no', but the history book may provide some hope for the rest; Vatanen has been here five times before and never finished, with three accidents mixed into the bag of non-finishes.

He will be hoping to crack that barrier therefore, but may find that the Italian force — Miki Biasion — sneaks an early lead over the winding asphalt of Sintra, before the Finn stretches out a lead when the gravel competition begins as the route heads north for Pavoia de Varzim today (Thursday). The Jolly Club star made the headlines last year by leading the Martini men for a while, and in their absence he can be expected to capitalise on his Lancia's (slight) asphalt advantage in the opening hours of Wednesday.

The official Lancias were withdrawn early last month (giving Henri Toivonen something of a personal problem, as he opted out of the Rothmans-Porsche deal as he did not like the idea of a mini-programme in an uncompetitive car), with everything being thrown into sorting the prototype Delta S4 for the second half of the season. The move was a blow to the organisers, but it set the trend as more and more teams opted out, Mazda following; Toyota also deciding to concentrate on the Safari; and ultimately Audi reducing their commitment to just two cars for Walter Rohrl and Stig Blomqvist.

That decision cannot have pleased either Hannu Mikkola or Michele Mouton, the Finn being denied the

opportunity to go for a hat-trick on the rally, and the woman's 1985 world debut being delayed almost indefinitely. But there can be little doubt that the Germans have chosen their quickest drivers (even if the Swede's past record is not too impressive) and Roland Gumpert still insists that his cars will be suited to the competition. In asphalt trim for the opening hours (yesterday, Wednesday), in the south near Lisbon and the Estoril headquarters, there is ample time for the switch to gravel suspension before the drivers start the 550km of gravel roads which form the bulk of the competition.

Traditionally, the rally is a continual battle for competitors, forced to fight against the crazy crowds eager to get a slice of the action, and peering through the blinding dust of the previous cars. The 2 min gap (newly instigated for the leading runners), will therefore have real benefits, hopefully reducing the very real advantage that the front man used to hold.

So maybe it will be a rather more open competition, even if there are a limited number of possible winners with just five A seeded drivers. It means again that the opportunity is there for the others, particularly the strong Portuguese representation, and the two Volkswagen Motorsport entries for newcomers Jochi

Kleint and Franz Wittmann. This is the first 1985 WCR appearance of the little Group A Golf GTIs, and assuming that the two settle down quickly, there is a very real opportunity for an outrageous overall result.

Somehow, it seems unlikely that all five A seeds will be there at the finish, because that front fight will be intense. Rohrl is back on an event which he enjoys and may hold the key, the German hoping to be, somewhere in touch after Sintra, and put the pressure on Ari. Whether he can maintain the charge until Saturday night must be another question. If he does, then Audi Sport could get a much needed boost which could revive some of their Championship commitment and raise the team's morale. If he doesn't, then it looks like another Peugeot success, but maybe for Salonen this time?

Portugal Rally Leading entries

- 1 —
- 2 Vatanen/Harryman B.....Peugeot 205 Turbo
- 3 Blomqvist/ Cederberg B.....Audi Sport Quattro
- 4 Biasion/Siviero B.....Lancia Rally 037
- 5 Rohrl/Geistdorfer B.....Audi Sport Quattro
- 6 Salonen/Harjanne B.....Peugeot 205 Turbo
- 7 —
- 8 Moutinho/Fortes B.....Renault 5 Turbo
- 9 Klein/Hohenadel A.....VW Golf GTI
- 10 Santos/Olivieras A.....Ford Escort XR3i
- 11 Wittmann/ Hinterleitner A.....VW Golf GTI
- 12 Tchine/tba A.....Opel Manta
- 13 —
- 14 Bica/Sena B.....Ford Escort RS
- 15 Miguel/Nascimeto B.....Ford Escort RS
- 16 Grissmann/ Pattermann B.....Audi Quattro
- 17 Silva/Fernandes B Citroen Visa Chrono
- 18 Fontes/Giumares B Citroen Visa Chrono
- 19 —
- 20 Mendes/Cunha B.....Nissan 240RS

Timetable

Start: 0900, on Wednesday March 6, for 17 special stages (185km) arriving in Povoia de Varzim at 0555, Thursday.
Re-start: 1430, Thursday for 10 special stages (166km), arriving back at Povoia at 2400.
Re-start: Depart at 0915 for 12 stages (203km), with one rest halt at Regua, arriving Viseu at 2040, Friday.
Re-start: 0500 on Saturday March 9, for 8 special stages (176km), finishing at Estoril at 2230. Total distance is 2455km with 47 stages of 730km.

Malaysia seeks World status

The Lucky Strike Rally of Malaysia, currently the best-known rally held in the far-east, is making strong efforts to attract top drivers this year. To be run in the Malaysia Peninsula, this four-day event will take place June 14-17, neatly between the dates for the Acropolis and New Zealand.

The 2000km route is expected to use about 450km of special stages, the majority being in nighttime and on gravel. Derived from the Tour of Malaysia first held in 1977, it was four years before the first foreign driver (Greg Carr from Australia) won and then last year's event gained widespread foreign significance when Shekhar Mehta won with his Nissan 240RS. Organisation Chairman Yoong Yin Fah was recently in Europe to promote the event personally, and stated, "Our event is already the best known in Asia and for this reason we are pressing forward to be considered for the World Championship in 1987 or 1988".

BRIEFLY

■ The latest FISA Bulletin includes details of some date changes which include the Vida Rally, a co-efficient 2 round of the Euro series, which will now take place on August 17/18. One other change is that the Hong Kong — Beijing Rally is now expected to take place between September 15/19.

■ Tony Fowkes has landed a works Subaru drive for the Safari Rally at Easter. Fowkes has for some time campaigned a Subaru on several events — including the recent Paris Dakar — and is making a return with the factory, with a machine which is rumoured to be turbocharged.

■ Bobby Willis is offered a map service for all future Irish events, including the forthcoming Circuit of Ireland. He expects to supply a number of teams for the Circuit and can also offer a 'marked map' service as well. His contact number is 02318 3716.

■ Helping re-inforce Toyota's assault on the Safari Rally will be David Horsey, a youngster who won the African Championship last year, and whose last WCR appearance was in rather less suitable machinery. He finished fifth overall on the 1984 Ivory Coast in a Peugeot 504 Pickup . . .

■ Congratulations to Russell and Julia Brookes on the birth of their second child. A little girl arrived last Thursday and both mother and baby are doing well.

■ Grand Prix Models of Radlett, Herts, are to support the efforts of Peter Jackson's Escort RS on the BTRDA Rally Championship this season. The company have previously been associated with Rod Millen and Nick Mason, the latter retaining his racing links with the company this season.

■ Simon Everett, the exiled British driver who now resides in Belgium, dabbled in the co-driver's seat on an event at the weekend. There were suggestions during the Carchoice Berkshire Stages, that an American company may be about to provide the finance for Everett to run his Lancia Rally 037 again this season, although further plans were not revealed.

■ The organisers of the Colway Lakeland Stages on March 16 are still taking entries despite the huge demand for regulations. They have asked that any unwanted sets be returned to them as they are still receiving enquiries . . .



Allan Edwards stands a very good chance in his extremely powerful 4WD Escort.

Different strokes

KEITH OSWIN sets the scene for the third Shell Oils/AUTOSPORT RAC National Rally Championship

On Saturday, the battle for the lead of the Skip Brown Gwynedd Rally should feature the Quattro of David Llewellyn

SKIP BROWN GWYNEDD RALLY Leading entries

- | | | |
|-------------------------------|---|-----------------------|
| 1, Llewellyn/Short..... | B | Audi Quattro A2 |
| 2, Pond/Arthur..... | P | Metro 6R4 |
| 3, Clark/Robinson..... | P | R-E-D 4x4T |
| 4, Dobie/Morgan..... | B | Opel Manta 400 |
| 5, Chilman/Thomas..... | B | Ford Escort RS |
| 6, Lymburn/Hutchinson..... | B | Ford Escort RS |
| 7, Lovell/Davies..... | B | Nissan 240RS |
| 8, Edwards/Watkins..... | P | Ford Escort 4x4 |
| 9, Marshall/Jenkins..... | B | Vauxhall Chevette HSR |
| 10, Aitken-Walker/Morgan..... | B | Ford Escort RS |
| 11, Wood/Brown..... | 2 | Rover Vitesse |
| 12, Cathcart/Montgomery..... | B | Audi Quattro A1 |
| 13, Hughes/Rainbow..... | 2 | Talbot Sunbeam Lotus |
| 14, Smith/Dyham..... | B | Opel Manta 400 |
| 15, Cannon/Hart..... | B | Opel Ascona 400 |
| 16, Fowden/Evans..... | 2 | Rover SD1 |
| 17, Gough/Jones..... | 4 | Ford Escort RS |
| 18, Churchill/Jones..... | B | Ford Escort RS |
| 19, Worswick/Derry..... | A | Ford Capri |
| 20, Short/Bond..... | B | Ford Escort RS |

Roger Chilman will be out to rout the more modern machinery in his reshelled Escort.



manufacturers, Lovell has yet to prove his ability in terms of real success and event wins must be a priority this year if his credibility is to be maintained.

Clinton Smith moves to the series as BTRDA champion and may be a dark horse with his Manta 400. Roger Chilman is another driver tipped as a possible title contender this year, his venerable Escort now reshelled and ready for the fray. While the Presteigne man may be hampered by the lack of sophisticated machinery, his ability is beyond doubt.

From the more conventional cars, we should turn our attention to the less so, such as the 4WD Escort of Allan Edwards, extremely powerful and feared by many of its rivals. Watch out too for some entertainment from Dougie Watson-Clark in the BDG-engined Sierra from County Garage, while the original Sierra rally car — R-E-D 4T — has been transformed into 4x4 trim. Roger Clark will drive the car this weekend but Willie Rutherford should have it for the rest of the year. Louise will have the Escort RS while Ken Wood's Golden Wonder Rover will surely produce some stirring performances in the forests.

The Group A contest this year looks set to be a battle between Toyota and Vauxhall runners. Andy Middlehurst and Rod Menzies are the most experienced of the Toyota team at this level with their new 16-valve cars, although Roy Gillingham may go well once he forgets that the car has less power than his old TR7 V8. John Saint should turn in some steady performances as will Sanjiv Shah, while Ken Ridley's switch from a rapid 1600cc Escort will almost certainly be worth watching.

On the Vauxhall front, Simon Davison's Astra GT/E will undoubtedly be quick, the car being John Morton's class winner from last year's Open series, while Stuart Nicholls has his new shape version ready. Slightly down on power, but chasing class honours nevertheless,

will be Graham Parkinson's new Nova Sport.

Peugeot Talbot have both Sunbeams and 205s on hand to offer variety, while Skodas fleet of 120LS models will surely be there at the end to collect well deserved awards.

Group N seems virtually certain to be a Ford benefit with several of the redundant Turbo championship drivers opting for new RS Turbo variants, even though they will not be homologated until after the first two events!

A little after 10.00am on Saturday, however, predictions will mean little as the cars attack that daunting tarmac road around the Great Orme. About eight hours later, the results of the first round will be published and from that moment the size of the task ahead of this year's championship hopefuls will be clear...

Spectator information

Start: The Promenade, Llandudno. Cars leave from outside the Imperial Hotel at 1000.

Great Orme: Opening stage of the event. Twisty tarmac road. First cars due at 1005. Approach via Upper Mostyn Street and follow arrows to car park. Do not enter from West Shore.

Penmachno: Cars due at 1100 and 1500. Approach via A5 and B4406 to Penmachno village. Park in Forestry Commission car park only.

Maesgwm: First car due at 1400. Approach via Dolgefeiliu Bridge on A470, north of Dolgellau, to car park at rear of visitors centre.

Clocaenog: First car at 1630. Approach via B5105 to 116/024502 and follow Forestry Commission signs.

Finish: The Promenade, Llandudno. First car due at 1730.

Eventsline and Ceefax

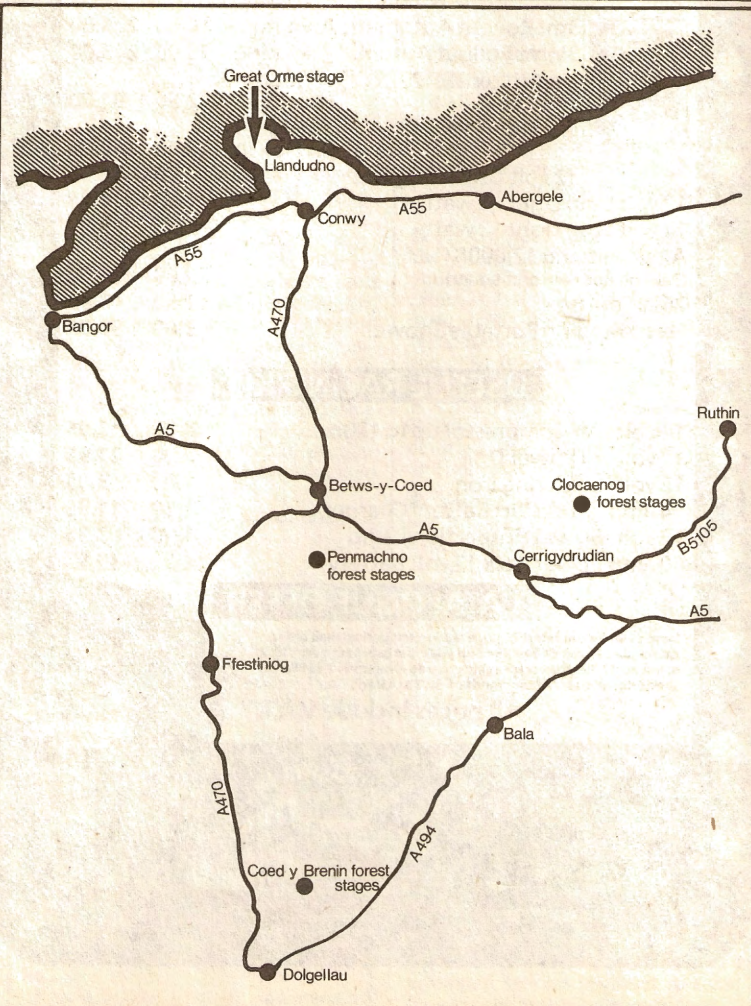
Telecom Eventsline will provide an updated service during the rally, calls welcome on 061-246 8066.

The BBC's superb Ceefax coverage of motor sport continues this season with news pages covering the National Championship. Page 139 carries all the details and updated results throughout the event.

(the reigning champion flexing his muscles once again) and the revised Metro 6R4 of Tony Pond, now entering its final phase of development before Group B homologation later this season.

But these two pacesetters will have no bearing on the outcome of the Shell Oils/AUTOSPORT RAC National Rally Championship, the partnership now entering its third year, as neither is registered for the championship.

This weekend's event has attracted its greatest variety of entry for some years and shows a strong pointer to the season ahead. If the entry list is really anything to go by, the 1985 championship could feature several drivers locked in combat through to the final round in October. Mark Lovell has perhaps his best chance to date of putting a trophy on the Axbridge mantelpiece with the aid of a Team Nissan Europe/Castrol Sport Nissan 240RS. Still widely sought by many



Opel

Cars: Manta 400/Ascona 400.
Configuration: Front engine, RWD.
Power: 270bhp to 285bhp.
Details: Clinton Smith and Glyn Jones head the Manta challenge while Asconas rest in the hands of Alec Cannon, Vince Wetton and Alistair Sutherland.



Smith



Wetton

Ford

Cars: Escort RS, Escort RS Turbo
Configuration: Front or rear-wheel-drive.
Power: 125bhp to 275bhp.
Details: Following the demise of the Escort Turbo Championship, several drivers (Bryan Harrison, Nigel Seabold, Rob Stoneman and Rallysearch winner, David Gatenby) have opted for Group N versions of the new front-wheel-drive RS Turbo, although the car is unlikely to be homologated until April. Older, RWD Escort RS models rest in the hands of Roger Chilman, Bill Lyburn, Richard Gough and Colin Short.



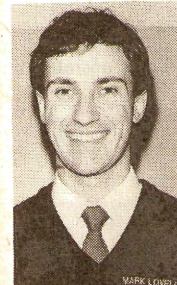
Chilman



Stoneman

Nissan

Cars: 240RS.
Configuration: Front engine, RWD.
Power: 275bhp.
Details: Mark Lovell will contest the series with this Group B example from the Team Nissan Europe stables at Shepreth.



Lovell



Oswald

Peugeot Talbot

Cars: Sunbeam ti/205 GTI.
Configuration: Front engine and either front or rear-wheel-drive.
Power: 135bhp to 165bhp.
Details: Brian Oswald and Mike Riddick head the list of Sunbeam pilots this season while Jon Joannides commits himself to the Group A category with a 205 GTI. Ian Watson will campaign a more standard Group N version of the little French racer.



Watson-Clark



Rutherford



Hill

Shell Oils

NATIONAL RALLY CHAMPIONSHIP

| LOCATION/DATE | EVENTS | BASE |
|-----------------|--|--------------------|
| 1. 9 March | SKIP BROWN SUNBEAM RALLY | LLANDUDNO |
| 2. 30 March | YORK NATIONAL RALLY | TEESSIDE |
| 3. 20 April | GRANITE CITY RALLY | ABERDEEN |
| 4. 11 May | MANX STAGES | DOUGLAS, I.O.M. |
| 5. 13 July | PETER MUSSEK MANUALS RALLY | SWANSEA |
| 6. 25 August | RALLY RADIO LINK MIEWLA STAGES | LLANWRTYD WELLS |
| 7. 7 September | NEWCASTLE MOAT HOUSE LINDISFAIRNE RALLY | NEWCASTLE |
| 8. 28 September | ANDREWS HEAT FOR INRE CUMBRIA RALLY | CARLISLE |
| 9. 19 October | AUDI SPORT NATIONAL RALLY | MID-WALES |

Our National title

On the eve of the Shell Oils/AUTOSPORT RAC National Rally Championship's first event, the Gwynedd Rally, we outline the teams and drivers likely to be making headlines

Prototypes

Metro 6R4: Mid-engined, four-wheel-drive, V6. Not contesting championship but running on several rounds for development. Driven by Tony Pond or Marc Duez.

Escort 4WD: Allan Edwards will pilot this 4WD, 400bhp missile with its F5000 GA power plant.

Sierra BDG: Built County Garage from an R-E-D shell, Dougie Watson-Clark's BDG powered car retains conventional rear-wheel-drive layout with front mounted engine.

R-E-D 4x4T: Now altered to use four-wheel-drive, the original Sierra rally car should be driven this year by Willie Rutherford. Front mounted turbo engine.

Astra GT/E RWD: Built during 1984 by Safety Devices, the car has a 2600cc, front mounted engine with rear drive. George Hill will campaign the car.



Pond



Edwards

Austin Rover

Cars: Rover Vitesse/SD1.
Configuration: Front engine, RWD.
Power: 275bhp to 295bhp.
Details: Ken Wood and Bob Fowden lead the way with their Group 2 versions while Chris Tilly, David Clibbery and new recruit, Andy Carre will campaign Group A variations.



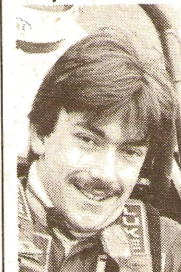
Wood



Fowden

Toyota

Cars: Corolla.
Configuration: Front engine, RWD.
Power: 155bhp to 165bhp.
Details: Several drivers have opted for this Group A and Group N car this season. Roy Gillingham, Andy Middlehurst, Simon Stubblings and Rod Menzies are blessed with 16-valve twin-cam models, while the older model appears in the hands of John Saint, Sanjiv Shah and new recruit, Ken Ridley.



Middlehurst



Menzies



Ridley



Nicholls



Marshall



Parkinson

Vauxhall

Cars: Astra/Nova/Chevette.
Configuration: Front engine with either front or rear-wheel-drive.
Power: 115bhp to 275bhp.
Details: Simon Davison and Stuart Nicholls will be campaigning Group A Astra GT/E models this season, while Graham Parkinson stays with the Nova, now in Sport specification with around 115bhp. George Marshall retains his Chevette HSR.



Audi's revamped 80 Sport doesn't have any major structural changes, but detailed cosmetic surgery has improved the overall effect of this pleasing model.

A racy little number

MIKE McCARTHY tested the revised Audi 80 Sport and came away impressed by its performance

Six years in the life of a model range is regarded in the motor industry as too soon for a total revamp, but too long without change. Thus it was that, last year, Audi updated their bottom-of-the-range 80 models, although 'update' is perhaps rather a strong word to use in this instance since most of the changes were minor and cosmetic. Structurally and mechanically they are unchanged, as is the interior. The 80 is, of course, a four-cylinder car: the visually similar 90 uses the same body shell, but has a five-cylinder engine.

The most conspicuous modifications have been made to the nose and the tail. At the front, the grille has been sloped backward in the modern idiom, and the headlights and tail-lights blended in to form an aerodynamic entity. Bumpers, too, came in for attention, becoming bigger and more protective. The boot lid has been raised, giving improvements in both the drag factor (now 0.38, nothing special) and interior space, while the lower lip has been taken down to bumper level. There are also new rear lights and an under-bumper spoiler as on the 100.

In the UK, the 80 line-up consists of five models: the 1.6-litre CL; the GL with a 90bhp 1.8-litre engine; the Turbo Diesel giving 70bhp; the Sport with a 112bhp version of the 1.8-litre petrol engine (and the subject of this road test); and the Quattro, the four-wheel-drive model.

The 80 follows accepted Audi practice

mechanically. Thus the engine, a single overhead camshaft unit displacing 1781cc, runs fore and aft, driving back to the gearbox and front wheels. Suspension is by MacPherson struts at the front and the Audi/VW torsional crank axle at the back, with anti-roll bars at each end. Steering is by rack and pinion and braking by a disc/drum set-up.

The 80 Sport is, as its name implies, the quickest model in the 80 range, the Quattro excepted. It differs in having fuel injection, which is responsible for the extra 22bhp over the GL (112bhp (DIN) at 5800rpm). Externally it is identifiable by the additional spoilers front and rear, 6J x 14 alloy wheels and discreet badging.



At £8723, the 80 Sport faces some stiff competition. The Alfa Romeo Giulietta 1.8 is £1000 cheaper at £7700, for example, the Citroën BX 19GT sells for a mere £7499, the Ford Sierra 1.8 Ghia is quite expensive at £9197, the MG Montego 2.0EFI is reasonable at £8191, the Renault 18 Turbo is close at £8880, but the 80 Sport's biggest competitor could well be another German machine, the BMW 318i 4-door at £8945.

Q-car demeanour

On the road the 80 Sport is something of a Q-car. With its fairly anonymous shape it relies on its wheels, spoilers and mildly sporty finish to attract attention — if that is what you want. Under the bland exterior, though, is a very willing machine. On paper the 80 Sport is a class leader: *What Car?* recorded a maximum speed of 115mph and a 0-60mph time of 10.0s dead. To give some comparison, the BMW is as quick to 60mph, but 5mph slower on top speed.

What the figures don't really tell you, though, is that performance where it counts — in day-to-day traffic — is superb. A study of the 40-60mph times makes the point: in third it takes 4.2s; fourth, 6.4s; and in fifth, 9.2s. Corresponding times for the BMW are 7.0/9.8/13.9s. Thus the 80 is comfortably the quickest in the mid-ranges and certainly feels it: the torque curve must be very flat and broad.

At idling the engine develops quite a lot of shake, and under hard acceleration at low revs feels quite harsh, but as revs increase it smoothes out beautifully and at top end spins like the proverbial sewing machine. Hard acceleration is accompanied by a rather harsh growl, gutsy yet crisp, which all of those who drove the car enjoyed. Once at cruising speed, though, it becomes quieter, and at 100mph (at which speed the 80 Sport is rock steady) it feels as if it is running at its natural speed. Thus, one of the pleasures of the model is that all the performance is useable all of the time, making it very much a driver's car. Nor is all this achieved at the expense of fuel: we recorded an impressive 27.33mpg during our test.

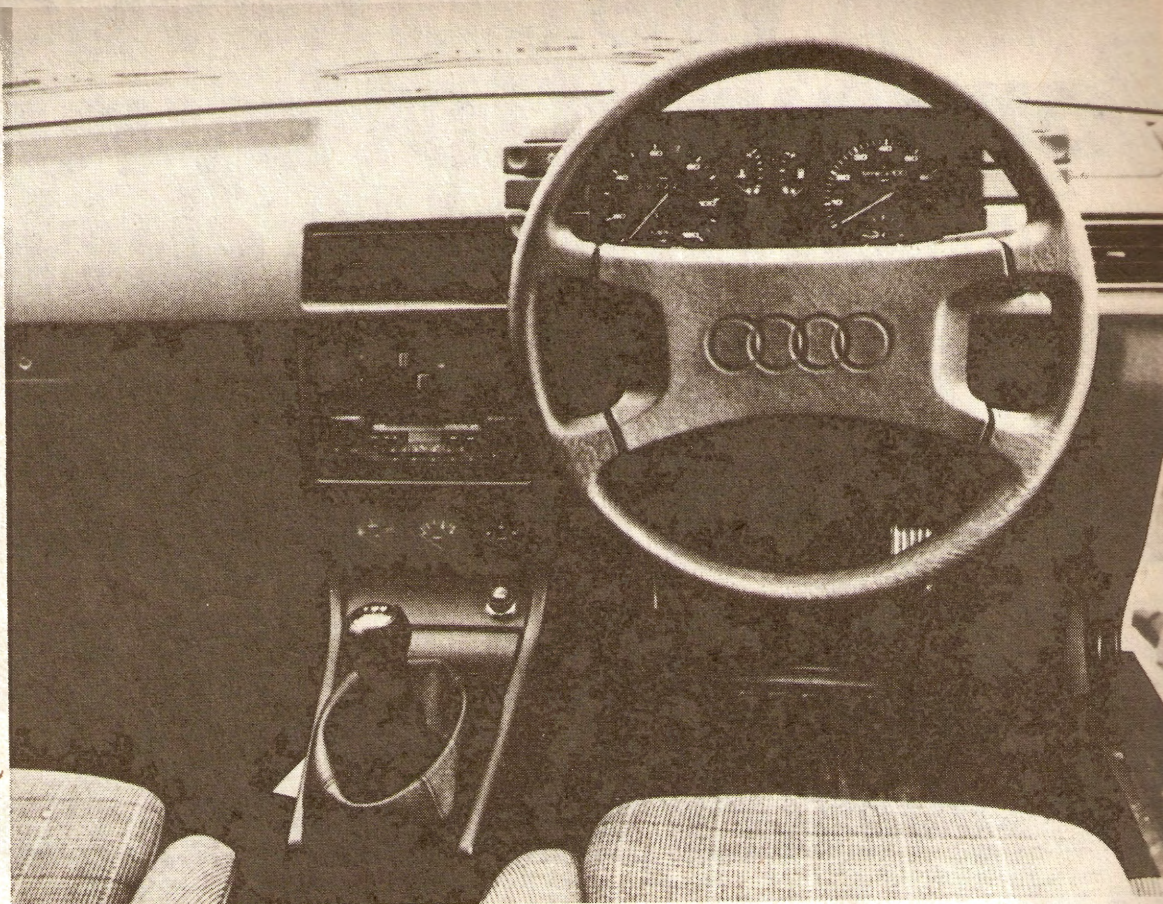
Gear ratios are nicely spaced and the change on the upper three ratios is good, but there is too much central-plane biasing in the linkage so that first and second could be irritatingly obstructive.

Sporty handling

The handling is another feature of the car that will appeal to the enthusiastic driver. The steering is a little heavy at parking speeds, and quite low geared which means quite a lot of arm movement, but the rest of the time it is light, responsive and with loads of feel. Even up to quite high cornering speeds the 80 Sport is neutral, and fast corners are great fun, the car flowing through with minimal roll. Less pleasant are tight corners and wet conditions: in the dry, the fat Goodyear NCTs provide plenty of grip but hard acceleration in corners could cause the inner front wheel to spin helplessly, and in the wet this was considerably accentuated. It's not so much a lack of lateral grip as an inability to cope with an excess of power.

The ride can best be described as 'typically German': rather firmer than most British (and all French) cars, but not at all unpleasant, and it requires quite a large bump to send the suspension crashing through. There is a noticeable, but unexceptional, quivering over a ripply surface, too.

In our eyes the 80 Sport scores quite heavily in being a roomy four-door, five-seater practical yet entertaining (there's no reason why a fun car should be cramped and awkward to enter). The interior provides plenty of head, leg and shoulder room for all the occupants, and the boot is enormous. The front seats are, like the ride, typically German in being



Although the controls are well placed and easily definable, the styling of the interior did seem a little bland.

quite firm but very comfortable and supportive, with a wide range of adjustment available to the driver. All the major controls are well placed, and the minor controls, most of them taking the form of rocker switches on either side of the instrument pod, are big and easily identifiable. The instruments themselves (a large speedo and tachometer, plus small water temperature and fuel gauges in front of the driver, and small oil temperature and pressure gauges and a

voltmeter down on the centre console) are clear and readable.

Having said that, though, we confess to being disappointed with the styling of the interior: words such as 'bland' and 'uninspired' often cropped up.

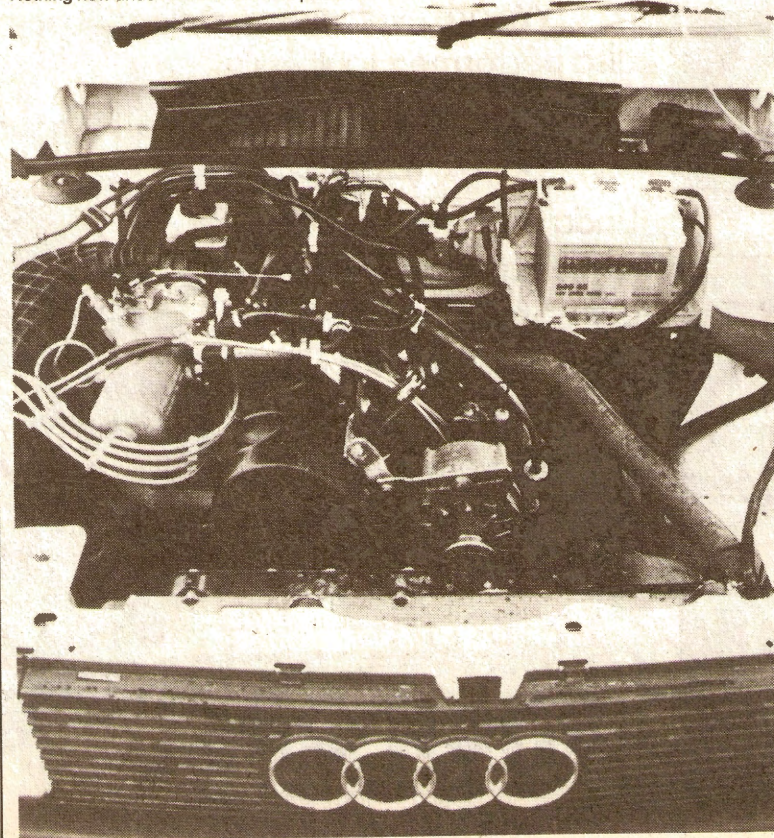
Another feature that Audi could do well to improve is the heating and ventilation system. The former takes a long time to send any warmth through on a bitterly cold day, while the latter is only provided by a smallish chip-cutter vent in

the centre of the fascia. Smokers, incidentally, find the position of the ashtray — hidden behind the gearlever yet in direct line of blast from the fresh air vent — infuriating!

Wind noise is well suppressed, but, as we've mentioned, the engine can be heard working under acceleration and is not especially smooth at low speeds, while the tyres transmit quite a lot of bump-thump.

Summing up, the 80 is our sort of car. It is eminently practical yet fun to drive, doesn't scream 'Boy racer' to all and sundry, and does almost everything with a relaxing, no-nonsense efficiency. For those who like discreet performance, this is the car for them. It's a pity that the interior is so uninspired and that the heating and ventilation let it down. ■

Nothing new under the bonnet. The power unit is clean, efficient and quick.



AUDI 80 SPORT £8723

Specification

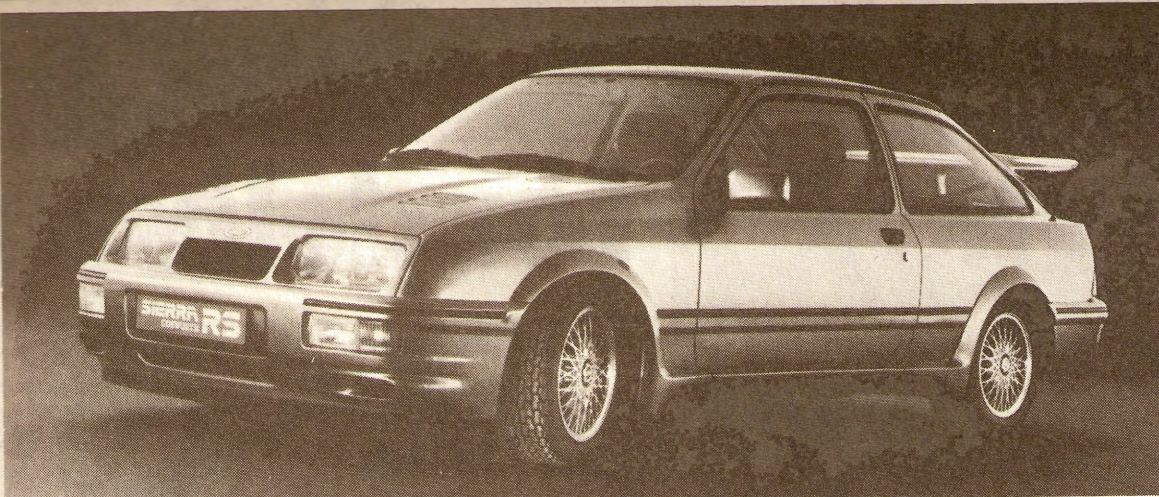
| | |
|-------------------|--|
| Cylinder/capacity | Four in line, 1781cc |
| Bore x stroke | 81 x 86.4mm |
| Valve gear | Single overhead |
| Fuel system | Mechanical fuel injection |
| Power/rpm | 112bhp (DIN) at 5800rpm |
| Torque/rpm | 118lb ft (DIN) at 3500rpm |
| Gear ratios | 3.455, 1.944, 1.286, 0.969, 0.800:1 |
| Final drive | 4.111:1 |
| Steering | Rack and pinion |
| Brakes | Servo-assisted, discs front, drums rear |
| Wheels | Light alloy 6Jx14 |
| Tyres | Goodyear NCT 185/60HR14 |
| Suspension (F) | MacPherson struts, coil springs, anti-roll bar |
| Suspension (R) | Dead torsional crank axle, coil springs, anti-roll bar |

Dimensions

| | |
|-------------|--------------|
| Wheelbase | 100ins |
| Track (F/R) | 55.1/55.9ins |
| Length | 172.9ins |
| Width | 66.2ins |
| Weight | 19.3cwt |

Performance

| | |
|-----------------------------|-------------------|
| (<i>What Car?</i> figures) | |
| Maximum | 115mph |
| 0-60mph | 10.0s |
| 50/70mph (4th/5th) | 6.0/8.6s |
| Urban/56mph/75mph | 25.9/44.8/35.3mpg |
| Test consumption | 27.33mpg |



The appearance of the Sierra RS Cosworth shows that it means business with an aggressive combination of front and rear spoilers.

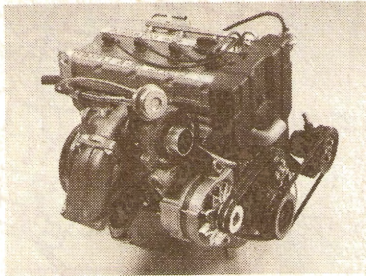
Cosworth's road rocket

The Cosworth name is back; and for the first time it will be used as a badge name on a Ford road car — the Sierra RS Cosworth — to be revealed shortly at the Geneva Motor Show. This will certainly be the fastest Ford since the GT40.

The RS Cosworth has performance worthy of the name (150mph top speed and a 0-60mph time of under 7 secs) due to its new 200bhp four-cylinder engine that has been developed as a joint programme between Ford and the Northampton concern. The 2.0-litre block incorporates the increasingly popular 16-valve head layout with a Garrett AiResearch T3 turbocharger, Weber electronic fuel injection, Marelli

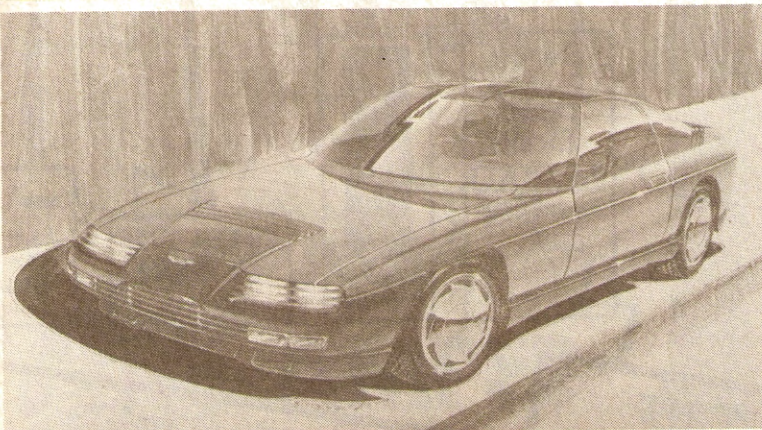
transistorised ignition and twin overhead camshafts. In addition to this new engine

16 valves + 200bhp = 150mph.



the RS Cosworth will have a Borg Warner close-ratio five-speed 'box, viscous coupling limited-slip differential and anti-lock electronic four-wheel disc braking. The three-door bodystyle is adopted with a distinctive new front end featuring a purposeful looking full-width spoiler. The rear end is different, too, with a high-mounted single-plane rear wing.

Production of the RS Cosworth is scheduled to start this autumn, with a minimum of 5000 units, for Group A homologation. There is seemingly only one more step for the Sierra to take... to add four-wheel-drive to the RS Cosworth.



Aston Martin and Zagato are combining again to produce this stunning looking Supercar.

A famous combination

At last, the famous combination of Aston Martin and Zagato looks set to be revived. The last car produced by this coupling was the extremely desirable DB4 GT Zagato in the early 1960s, and the new model, to be revealed at the Geneva Show in March, appears to be capable of achieving similar status with true Supercar performance (187½mph, 0-60mph in under 5secs and 432bhp).

The chassis and running gear will be manufactured at Aston Martin's Newport Pagnell factory, at the rate of two a month (leading to a maximum of 50 in

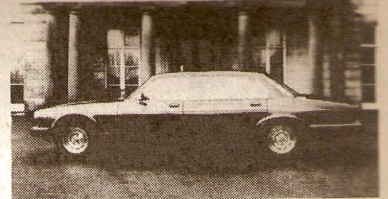
all), before being shipped to Italy for the second stage of its production. In Milan, Zagato's craftsmen will fit the aluminium body and trim the interior.

The rakish design incorporates the familiar Aston Martin grille, twin rectangular headlamps (behind slats), and a huge area of flush glass including a steeply raked windscreen. The interior will contain the traditional Vantage fascia complimented by Italian leather upholstery. And the likely starting price for this delectable creation is likely to be around £70,000 — so, start saving...

BMW's celebratory offer

A brand new BMW 520i for just £350 sounds unlikely, but, as a celebration of the marque's 50th anniversary on the British market, BMW's UK dealers are putting one of these models, worth £10,825, on the market at the price of

their 1935 four-door saloon as part of their Golden Jubilee Charity Appeal. When filling in one's entry forms at one's local BMW dealer entrants must donate at least £1 to the Guide Dogs for the Blind Association. Then it is up to BMW.



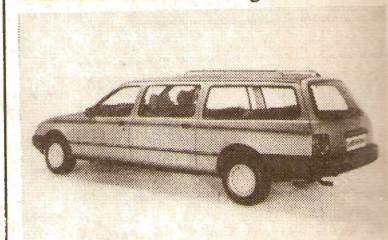
10ins more legroom for the Jaguar.

Extending the range

Coleman Milne are further extending their range, or other people's to be exact! They offer three new models: an elongated Jaguar Sovereign 4.2; a stretched Ford Sierra Estate to seat seven; and a six/seven seater limousine based on the Austin Montego.

The Jaguar based conversion, now known as the Coleman Milne X10D, gains an extra 10ins of legroom in the rear with equally enlarged rear doors for easy access.

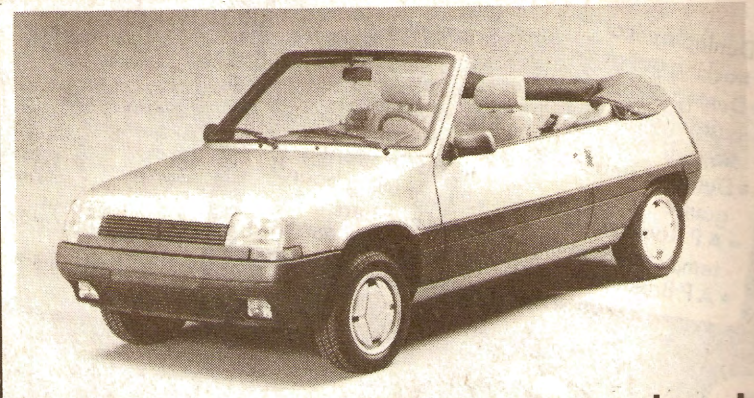
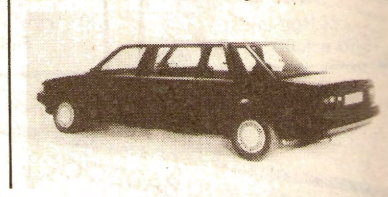
Continuing their long relationship with Ford, the Sierra Estate has been elongated by a full 30ins to become the 'Sandringham'. The extra length permits the fitment of a third row of seats, and gives a total luggage capacity of 102 cu ft with a maximum load length of 12ft.



A third row of seats for the Sierra.

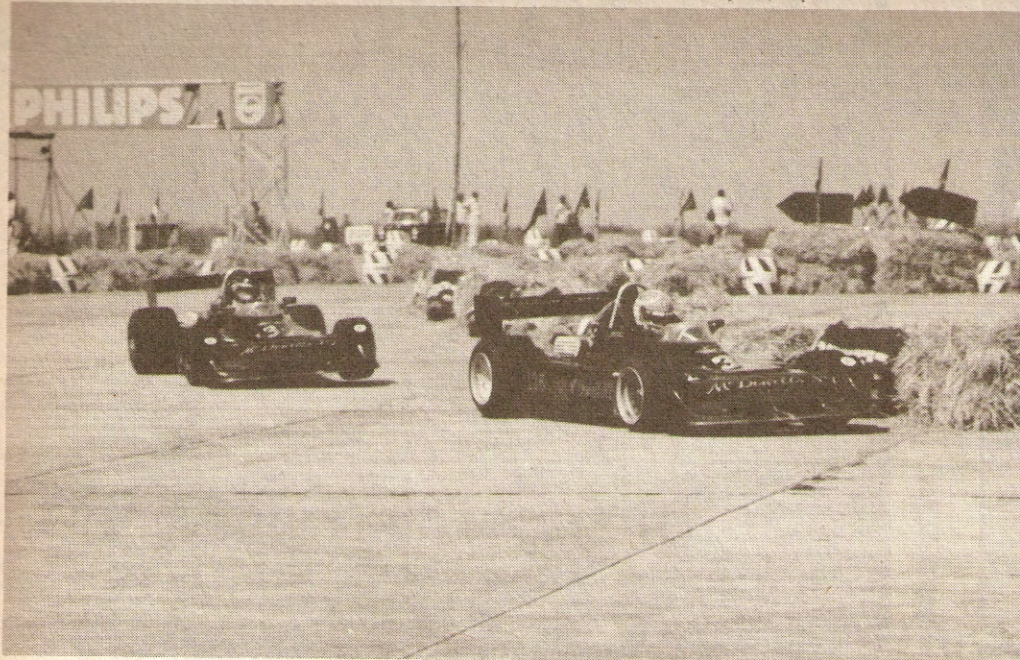
Woodall Nicholson, subsidiary of Coleman Milne, who specialise in building limousines and vehicles for funeral usage have adapted Austin Rover's Montego, adding 30ins to its length, and a name to match — the Woodall Nicholson Montego Warwick. Prices start at £28,500, £18,500 and £19,500 respectively, inclusive of VAT and car tax.

30ins more and a much longer name.



What a topping conversion!

EBS, a Dutch/Belgian engineering company have turned a fine little French *voiture*, the Renault 5, into an ideal Riviera cruiser, in cabriolet form. The model has been significantly strengthened and unfortunately this has meant an extra 50kgs on the kerbweight with a slightly detrimental effect on performance. There is one other drawback — the price. The cost of the conversion is currently a rather high £2300, but this should drop in the future. For further information contact: EBS Convertibles, PO Box 9, 1930 Zaventem, Airport 2, Belgium.



The 'Jim and Tiff' close formation display team in action "risking life and limb".

Indian summer

"Fast and gutsy" TIFF NEEDELL relates his most recent Grand Prix experiences

For a country where only 0.001% of its massive population own cars and where, until about a year ago, there was a choice of only three cars to buy from, India is a pretty unlikely spot to find growing enthusiasm for motor racing. Yet, as I recently discovered for myself, our favourite sport is alive and very much kicking in this strange and mystical land.

RK Racing, who featured in my Indycar insight (AUTOSPORT, April 26, 1984) and in my test of their CanAm March 847 (AUTOSPORT, June 14, 1984), are fast becoming motor racing's answer to the East India Company and Bob Fearnley kindly invited me along for their fourth expedition to the tropics. In 1982 and 1983 he ran Formula 1 Ensigns for United Breweries chairman Vijay Mallya. Last year Mallya had to give way to business pressures and so RK's very own Jim Crawford stepped in to fly the company colours.

This year some competition for Crawford was requested, so yours truly was enlisted along with Jim's Bolton compatriot Rob Moores who brought along his own Formula 4 Chevron B38. Jim was using the F2 Chevron B42 that took him to glory last year, albeit with the Hart F2 motor replaced by an Atlantic BDA to conform to India's new 1600cc national formula, and I had a virtually identical B45 which was rented from

hillclimber Steve Raines and was actually Jim's own all-time favourite 'Plygrange' Chevron that gave him not only Atlantic victories but some famous battles with far more modern machinery in Formula 2 events.

Our team benefited from the 'yesteryear' atmosphere of India with the sum total of two mechanics — Ken and Pete — team manager Bob and three drivers! The six man expedition assembled for departure at Heathrow on Sunday, January 20 . . . and departed from Heathrow on Wednesday, January 23! Bob had lured us away early so that he could incarcerate us in his winter training camp — namely the Heathrow Hotel — to drill us into condition for the task ahead; or was it something to do with the fact that they've recently introduced compulsory visas for India?

Arriving in Bombay at five o'clock in the morning is hardly the most attractive sight but it's a good introduction to a very different world. The 'street' people lie stretched out on the pavement outside some of the richest and most luxurious apartments in the world — shabby and decaying on the outside but superb on the inside. The contrast is striking. We received our first dose of suicidal, horn blowing, driving — you can't hire a self-drive car, rented cars come complete with driver who will wait patiently for your call from dawn to midnight.

There have been only three basic cars in India for

Tiff accepts his trophy from the Indian Minister of Sport after his Bangalore Grand Prix victory.



many years, all built in India in line with the regulations, but built to redundant European designs. Top of the range and most popular is the 'Ambassador' built by Hindustan Motors in Calcutta to the faithful design of a 1958 Morris Oxford! The 'medium family car' and universal taxi-cab is the 'Premier', built by Premier Automobiles in Bombay to a 1964 Fiat design, and until recently the 'boy racers' had to be satisfied with Standard Motors of Madras replicas of the 1964 Triumph Herald, named the 'Herald'.

"Oxen roam the streets apparently ownerless and unloved yet displaying an uncanny road sense far superior to the average London cyclist."

Now the Herald is no more and Standard Motors concentrate on van construction and assembly of a few very precious Rover Vitesses. Now the 'Dolphin' and 'Maruti' have arrived on the scene. The Reliant Kitten is made by Sipani Motors in Bangalore and named a Dolphin while the ever clever Japanese have slipped in their Suzuki 800 put together by Maruti in New Delhi and not surprisingly far far cheaper than the others. With 14 Rupees to the pound the Ambassador costs £5700, the Premier £5400, the Dolphin £5200 and the Maruti £3400.

They sound fairly cheap to us but they must be compared to the average wages. A barman earns £1070 a year, an office manager £4600 and a doctor (a busy man out there) £35,700! Foreign cars can be bought by the very rich, or people who work overseas for long periods, and our necks were often twisted by the sighting of a 'different' car: 300% import duty and enforced resale to the State Trading Corporation — at their choice of price — means that there are very few imported cars.

After a day's sleep in Bombay — while poor Bob fought to release our racing cars from customs — we flew south to Bangalore early Friday morning with our cars in the hold below and only two days' preparation time before race number one, the Bangalore Grand Prix. Indian Airlines nearly brought the whole tour — and our stay on this earth — to a premature end with a couple of stabs at finding the runway between tree tops hidden in the fog. The first attempt was aborted with a sudden view of houses brushing the wing tip and a blast of full throttle and stick back. The second after a wild 'S' bend at zero altitude after the captain had presumably mistaken the main road parallel to the runway for the runway itself!

Bangalore is a breath of fresh air after Bombay and, despite being the sixth or seventh largest city in India, there is a country town atmosphere. Poverty and decay is replaced by prosperity and colour. The Fiat taxis are suddenly outnumbered by swarms of three wheel 'Vespacabs' that show no regard for their vulnerability, darting between cars, buses, lorries, cows and oxen — yes, the latter roam the streets apparently ownerless and unloved yet displaying an uncanny road sense far superior to the average London cyclist.

The drive from Bangalore to the 'race track' near the village of Kolar is a nerve-racking hour and half along narrow, yet surprisingly well surfaced, roads. I can only believe that the calmness with which Indian drivers and pedestrians face imminent disaster has something to do with their religious belief in reincarnation! There seems to be some sort of 'priority to the left' system in operation similar to the old French *priorité* because to join a main road (driving on the left side) you simply drive out into it with all horns blasting!

The motor racing itself is in the style of Silverstone in the fifties. Both the Bangalore track and the Madras track, at nearby Sholavaram, are old RAF wartime airstrips and the tracks are laid out on the runways with plastic drums, sand-bags and straw bales. The enthusiasm in all areas is enormous and the running of the meetings efficient with a hectic schedule of qualifying and racing run with very little delay to the printed time table. According to Bob they catch up by about five years each year and with both the Karnataka Motor Sports Club, who run the Bangalore meeting, and the Madras Motor Sports Club in the process of procuring permanent sites for circuit construction,



Formula India Specials battle with a couple of modified Premiers in hot pursuit.

there's every hope that there will be at least one purpose-built circuit in India within the next three years.

As it is, both circuits have a concrete surface with the ageing joints between each section forming humps, dips and ruts that jar the racers considerably. The Kolar track is a 'P' shape using the single runway for a mile blast down one way and then turning right off the runway onto the recently surfaced tarmac 'P' loop, which was very slippery, and then flicking left back onto the runway for the blast back to the 'U' turn at the end, interrupted only by a single file chicane of straw bales which we took flat in top at some 150mph!

"Suddenly this relaxed safari became deadly serious and I drove like a lunatic to un-lap myself and then take the lead with a couple of laps left."

The Sholavaram layout was altogether more exciting with the availability of two runways that form a 'T'. The organisers created the main straight along the top of the 'T' with a 'U' turn at the three runway ends. The first left handed 'L' bend was preceded by a neat third gear right-left chicane while the second left handed 'L' was a very quick corner flicking from bale to bale, or bale into bale, as Rob Moores would have it during his moment of glory leading the Madras Grand Prix with only two laps to go.

I'd always thought that Formula 4 was a gentleman's

arena for mature sportsmen who didn't want the do-or-die of Formula Ford and yet Rob drove flat out every weekend—or at least after the Bangalore race. In Bangalore Jim just won the six lap sprint race—all the classes have a short go in the morning and a main event in the afternoon—but dropped out of the 25 lap Grand Prix with a broken engine mounting. Earlier I had had to pit to have my gear linkage reconnected and from what I can gather I was the only one who realised that, when Jim retired, I was a lap and bit behind Rob. Suddenly this relaxed safari became deadly serious and I drove like a lunatic to un-lap myself and then take the lead with a couple of laps left. Poor Rob, having accepted defeat before the start, had no idea that he had been leading and was pipped at the post and had been cruising around happy to be ahead of the local opposition!

The following weekends in Madras had given me a couple of sprint victories, duelling with Jim in a friendly display of bravado, while I was forced out of both Grands Prix. It was in the last event that I was parked up searching for a lack of spark on the exit of a fast left-hander. Jim had had to pit for a puncture and here was Moores, out in front again, determined to hold on for a win. Round the left-hander they came with Jim now on Rob's tail and still a couple of laps left. The inevitable obviously isn't in Rob's dictionary and he was still flat out for victory understeering wider and wider towards the bales. Front and rear wheels both made contact showering Jim in hay, I'm desperately seeking some sort of cover, Jim's blind with hayfever and Rob's

still got his foot hard in and heading off totally undeterred!

The 'Jim & Tiff' close formation display team certainly went down well with the crowd who were leaping up and down during our closely fought sprint races and for most of the final Grand Prix. We were literally mobbed after our victories and at least got the sport a fair bit of national press to help the cause of Indian motor sport. Indeed the press reports give a good reflection of the impression we made. I'll quote from the *Indian Express*:—"One witnessed some fierce driving. The two speedfiends went almost bumping and boring. Thousands watched with bated breath as they sent their black beauties roaring around the T-shaped track. Jim just refused to be overtaken . . . now Tiff went hell to split . . . skewed through the turns as only he could . . . never for a moment could one say who would emerge the winner . . . the packed stands rooting and roaring . . . so fast and gutsy . . . he sent his machine scything in, risking life and limb." Nigel Roebuck's post as Grand Prix Editor could be threatened!

"The two speedfiends went almost bumping and boring. Thousands watched with bated breath as they sent their black beauties roaring around . . ."

The meetings also featured production saloons with some fierce and skilled dicing going on. The front dozen or so certainly know what they are doing and put on an impressive display. There seems to be a class for each make of car but overall it seems to be the Premiers with a very narrow advantage over the Dolphins and the poor old Ambassadors wallowing in their wake. Few of the old Heralds appeared and there was no sign of any new Marutis.

I proposed a 'Test Match' series for next year with the idea of the three Brits taking on the three best Indians in half a dozen identical Dolphins and everyone seemed pretty keen on the idea. At the moment we simply arrive and pinch all the fame and glory creating a bit of a 'them and us' atmosphere—the only trouble is that seeing how well some of them drive our 'god like' image might be in for a bit of a hammering!

The Indian organisers know they have a lot to learn, but there was plenty of run-off at the end of the straights and the sand bags and straw bales I am happy to accept as a temporary measure. Their biggest problem is crowd control, particularly at Bangalore, where people have a habit of wandering across the track and allowing wild dogs to roam free.

The crowds at Bangalore grew to such vast numbers as the racing went on that there was nowhere to put the fifty or sixty thousand people who arrived on foot. At the 'U' turn nearest the circuit entrance they lined the circuit blocking the escape road and forming the edge of the track! The army did beat them back occasionally but the organisers learned their lesson the hard way.

The Madras organisers have a much longer history than those at Bangalore and they had things much more under control. Only the roughness of the circuit detracted from two very well run weekends. Government ministers attended the prize giving and spoke on the international importance of motor racing.

The enthusiasm is endless and characters like Ranjoo Nicholson epitomise the spirit of India. At just 70 years old, Ranjoo still turns out to hurl his Premier round the tracks. He's about five feet nothing and describes his past saloon car Grands Prix like the epics they are—brakes, for example, in a hour-long race, cannot be taken for granted when you take into account the old design of the cars.

We ended our three week stay sipping champagne on the lush lawns of the Bombay Turf Club, a relic of the old colonial days. The occasion was the wedding reception of our host Vijay Mallya and his bride Samira. The mechanics had already winged home to start preparation for RK Racing's Indycar and CanAm programme. Jim and I wandered around the startit, diamond studded evening before our final horn blasting run to catch the Air India midnight flight home while Bob stayed on for a couple of days . . . Trying to get his cars back through customs!

Ranjoo Nicholson (inset) may be 70 years old but he still races his Premier with great gusto.



Secrets of a C2 winner

BOB CONSTANDUROS takes a look at what makes the successful Spice Tiga C2 team tick

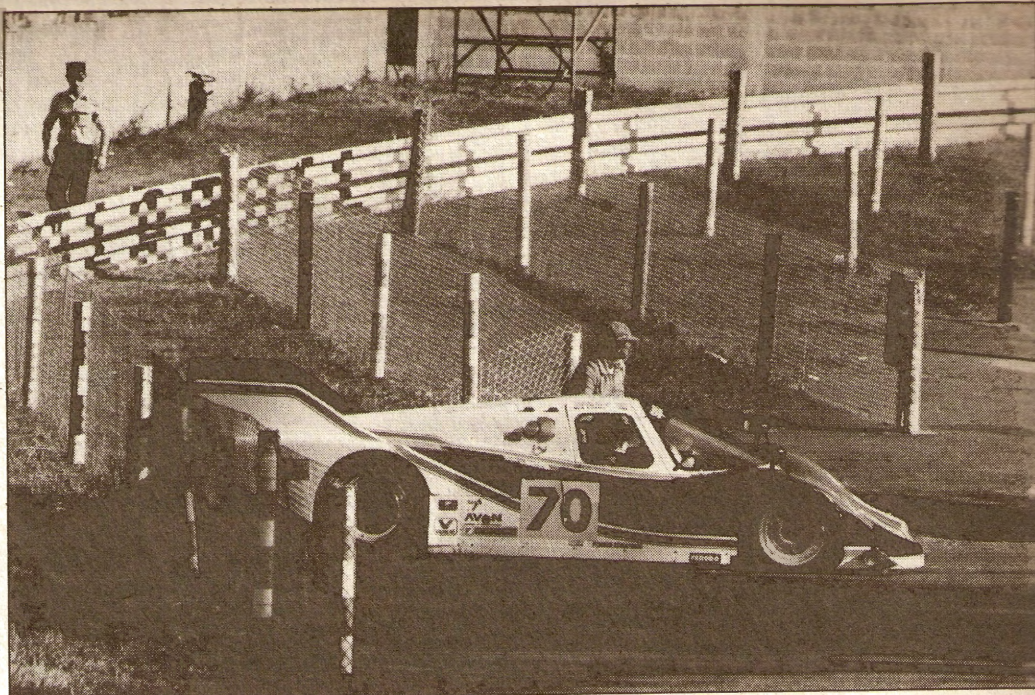
While the Group C1 class of the 1984 World Endurance Championship had the look of a one-make race, variety was most certainly found in the C2 class. The standard of preparation, team management, driving, construction and development on occasions made some of the privateer Porsche C1 teams pale in comparison. Proof of this is that the most successful C2 team, Gordon Spice Racing, won its class in five of seven races entered, beating C1 cars three times. This performance has spurred the Silverstone-based team into building its own C2 chassis for 1985 when it will be running two cars, in readiness for an eventual C1 bid.

The C2 team came into being in 1984 when the DFV Cosworth-powered Tiga, originally a Chevrolet-powered C1 contender, was taken over by Gordon Spice Racing. This took place at about the same time as the Silverstone 1000 Kms, after the team had missed the opening round of the championship at Monza.

Gordon Spice formed his team in order to race, prepare and develop the Tiga in C2. The drivers were already there: Gordon himself, the boss of a multi-million pound car accessory cash and carry; Neil Crang, the Geneva-based Australian commodity broker who also had an interest in the Tiga business; and Ray Bellm, enthusiastic amateur racer and managing director of a Jersey-based pharmaceuticals group. Of these, Spice had by far the most driving experience.

Having run teams in the Spa 24 Hours saloon car race, been involved in the Rondeau Group C project, and employed one of the most talented team managers in the business (Keith Greene), Spice was quick to realise that he needed good people around him. "You don't need a million pounds in endurance racing, just good people. Otherwise you're backing a loser," says Spice.

The man he picked to lead his team was Jeff Hazell, Jeff Hazell — Spice Engineering Team Manager.



A 'real prang' for Neil Crang in the Spice Tiga at Le Mans last year where the car led the class.

best known as the Williams Formula 1 team manager during the championship-winning spate in the early eighties, who had since picked up endurance racing experience with works C1 and IMSA Lolas. Hazell prepared and developed the car with just three full-time mechanics. "To these three, we added Dave and Ken Cook for the races," continues Gordon. "They are top men, able to learn the car quickly."

The team wasn't simply racing its Tiga, however. Originally built as a C1 car, it was then rebodied and re-engined for C2, running to a 700-kilo weight limit. Spice's team was caught up in that apparently tail-chasing whirl of development: weight-saving, strengthening the problem-shooting. The designer chosen for this task was Graham Humphreys, former Jaguar, Hesketh, Aston Martin and IMSA March designer, who joined on a freelance basis.

SPICE: "You don't need a million pounds in endurance racing, just good people. Otherwise you're backing a loser."

It was no wonder that he became full-time, as Spice points out: "After every race last year, we had something redesigned, often two or three things, so that by the end of the year there were very few original components."

Typical of this redesign — and the team's luck — was the broken hub that nearly cost the Spice Tiga the class win at Brands Hatch. Hazell: "We had quite a good lead so we decided we could afford fairly long pitstops so that we could have a good look at the car. We had a 4mins stop which actually turned out to be all-important because, at the end of the race, we had a wheel bearing problem. If we'd been circulating all the time, the bearing would have failed before the end of the race. As it happened, we managed to finish. Then we had two new axles made up, which cost £1000.

"Now, there are two points here. Had we been a Porsche team, we could have bought the bits straight off the shelf, and only paid for them when needed. But we had to make them up ourselves, with our designer on hand to advise. Our new brakes, which we've been working on over the winter, mean new patterns and new castings. If you want to go quicker with safety, then you need the man who designed the car on hand to help you. We've spent our money on having Graham Humphreys.

"Secondly, we never took on things we couldn't handle. The Mosport 1000 Kms was the weekend after Brands Hatch. Even if we'd tried to go, we couldn't have raced. So our calendar tended to be on the conservative side. We didn't go to Mosport or Fuji. Missing those two races meant that we had no chance in

the C2 part of the World Endurance Championship of Makes.

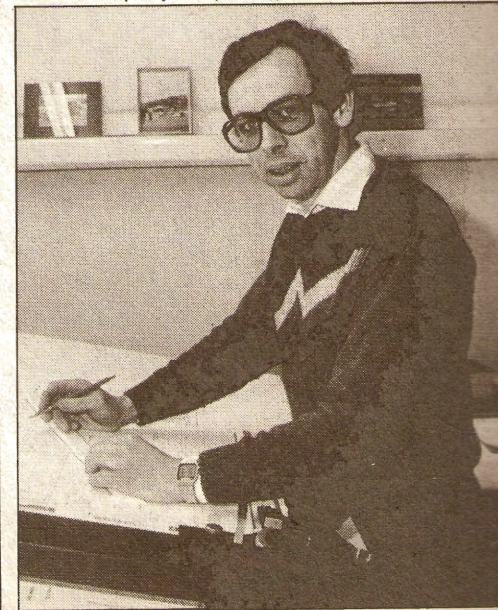
"But we kept our programme to a size that we could handle. We've been very careful. It's easy to make something last an hour, but to make it last six hours is very difficult."

The team's preparation was thorough. "I found that our men stayed longer at the circuit after practice than many," says Jeff. "They'd check things over and over again to make sure that they had done everything properly, and the number of times they found something made those checks worthwhile. The other thing that I noticed was that we carried more spares. I think we took more spares to Australia than any other team except Rothmans Porsche, and that includes Gebhardt who had three cars. We had everything except a monocoque. It has taken the whole season to build up that reserve, but at times it paid off."

They needed those spares on a couple of occasions: twice at Le Mans when both Ray and Neil had accidents, one in practice which put the whole weekend back. "We were repairing the car when we should have been preparing it for the race," says Gordon.

Prior to winning the class at Brands Hatch, the team spent much of practice repairing accident damage after the team's biggest accident of the year. The repair list filled two pages, and they stripped out the whole car to make sure that nothing was missed. In spite of these

Graham Humphreys — Spice Engineering's full-time designer.



accidents, Jeff admits that one of the team's advantages was what he tactfully describes as, "mature drivers. I think that had quite a lot to do with it, particularly when there were three drivers in the car. It wouldn't be a good thing to try and run a team with three 20-year-olds, for instance."

Even so, there were disadvantages in having three drivers. "In practice, it was very difficult to get anything

HAZELL: "There's no need to set the pace. You have to win the race at the slowest speed, that's the idea of endurance racing."

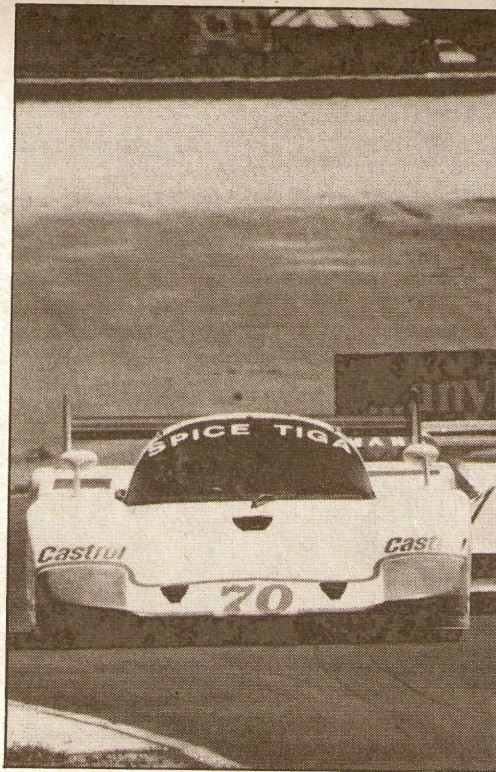
sorted for three drivers in 90mins," says Jeff. "One driver gives you feedback, and then the next driver gets in and gives you more. But you have to be quite conservative in how you react to that feedback. We didn't do a lot of testing, so we were quite slow in finding more speed in the car. We had to progress slowly."

"It must be better to have two drivers than three," says Spice, "purely and simply because it's better for the car." Experienced drivers tend to be less demanding on the car as they realise the qualities required to win endurance races. They appreciate that the car will be back for them to drive again in two hours' time. "But it's strategic racing in which everyone in the team gets involved. At Sandown, we let the Alba and the Gebhardt go. They got involved in a 'heads down' match in the first hour, but we decided we weren't going to do that. We were going to run to a pace, and in the last hour or two, if we had had to go faster, then we would have done. You can always review your position after three hours."

Jeff continues with the Spice Racing philosophy: "There's no need to set the pace. You have to win the race at the slowest speed, that's the idea of endurance racing. There's no point in rushing off into the distance. You've got drivers who expect to get back into the car. They can have their 'thrash' at the end, when you know what the track is like and it's less crowded."

Even though their ambitions lie with C1, Spice and Hazell believe that C2 offers excellent value for money as well as competitive racing. There will always be drivers who cannot afford to drive a Porsche, and who are not going to win in one, anyway. But if a competent driver wants safe racing in a well-prepared car at sensible money, then he can be successful in C2. Going round in a Porsche to finish eighth or ninth, two laps in front of the leading C2 car, does them no credit at all.

Spice actually cites a case where a C1 Porsche rent-a-drive has been harmful to a driver's career.



The Spice Tiga scored its fifth C2 win of '84 at Sandown.

"Jean-Michel and Philippe Martin, driving a Kremer Porsche, was a classic case of two experienced drivers out of their depth, losing confidence. It put them off Group C racing altogether. Jean-Michel is a good driver, he just needs someone to hold his hand, to build up his confidence. As it was, they got five laps each in practice, and embarrassed themselves in the race."

As to value for money, Hazell has put his calculating and mathematical brain — more used to working out fuel consumption figures — to good use so as to come up with some interesting facts. Compared with other possible categories for amateur or semi-professional drivers, a season in the Group C2 Tiga comes out very well. The Spice team's 1984 season gave their drivers a total of 12,500 miles of testing, practising and racing, compared with about 1000 miles for a Thundersports season and 5000 miles for one in British Formula 3. On a cost-per-mile basis, the C2 season worked out at approximately £17.50 which is about the same as the expenditure in Thundersports, while Hazell estimates that a 1984 season in Formula 3 worked out at about

£3.50 per mile more expensive. The cost-per-mile figure looks all the more interesting when one bears in mind that a C2 season takes a driver all over Europe and, of course, Hazell's figure includes a trip to Australia at season's end.

"I believe Group A is even more expensive," says Hazell, "so C2 works out as really cheap racing in Europe. In the States, drivers are paying about \$14,000 to \$18,000 to do one of the short, three-hour IMSA races at somewhere like Miami in a 700-kilo car. But if they came to Europe with that money, and a strong dollar, and did a six-hour International against some class opposition on a famous circuit like Monza or Spa, even after all the travelling expenses, an American would still have \$3,000 left in his pocket. It's good value for them."

Indeed, the team would dearly like to run a two-car team in 1985, one car still being for Spice sharing with Bellm, while Crang could be in the other car with a new partner in 1985. The new Spice Engineering company, run by Hazell with Humphreys as full-time designer, is now in the business not only of running and racing cars, but also of building, designing and developing them. Spice Engineering is currently building its second Tiga — if indeed that is what it will be called.

"The car we have been racing over the past year is best known as a Spice Tiga," explains Hazell. "It has a mix of Spice and Tiga, but we've come to an agreement with Tiga that the car would be sold in America through them, and that car would be called a Tiga. But it can be sold throughout the rest of the world through us, under whatever name we choose."

HAZELL: "We've been very careful. It's easy to make something last an hour, but to make it last six hours is very difficult."

"In the States, there's a certain amount of confusion over our car because Americans see it on TV running in C2, or C Junior, or whatever the commentator wants to call it. They mentally equate that to their smaller IMSA category which is a 700-kilo/stock-block formula. Now, of course, Howden Ganley of Tiga makes a very good chassis for that class, but our car is more akin to a March in its concept, and we are working on installing engines from the DFV upwards in power output, so that the Americans can run our cars in the senior IMSA category."

"Initially, we're working on an improved version of what we raced in 1984: we need to lose some weight, improve the braking and make a better, lighter and stiffer chassis. The 1984 car weighed 820 kilos, including some experimental on-dash fuel consumption read-out equipment, but I'll be disappointed if the next car isn't around 775 kilos. Then we want to make a more versatile, slimmer chassis, moving into a position during the next couple of years where we can offer a monocoque that comes with a range of ancillaries that can be either bigger or smaller, depending on the engine's size. We want to offer a flexible specification."

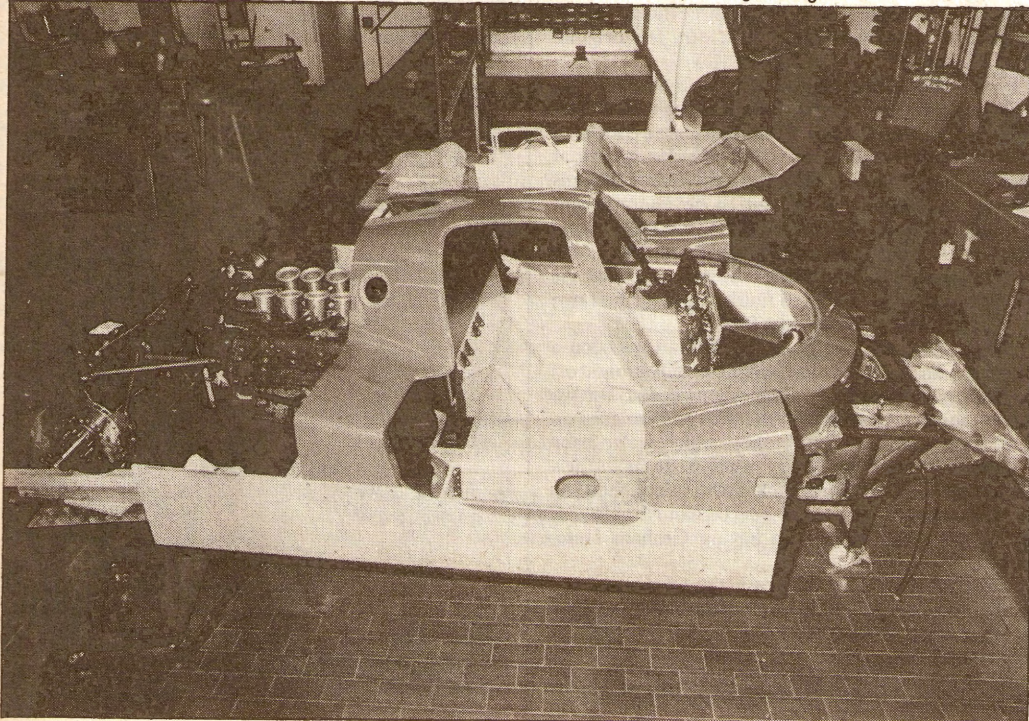
Clearly the company wants to be ready for the day when a Jaguar, a Ford or any other engine becomes the fashionable power-plant for winning World Endurance races outright.

"We're obviously working towards C1 for the future," admits Gordon Spice, who reckons that his Tiga was slower into the corners than a Porsche last year, but that new brake developments should put them on an equal footing. The actual cornering speed was pretty similar, so the shape of the car was right in terms of ground-effect.

In February, the team was working on the second monocoque, with Jeff quoting a 12-week delivery date once a home had been found for this second car. The team comprises Hazell, Humphreys and a staff of machinists and mechanics, more of whom are still being recruited due to engineering commissioned by CART teams.

Clearly, then, the team is intending to become a major force in endurance racing. From high-quality acorns, high-quality oaks may grow: Spice Engineering has shown that it can build, race-develop and race its C2 car to devastating effect, simply by tackling the job in the most direct way the principals know. ■

The Tiga was originally a C1 car, but was then re-bodied and re-engined for C2 by Spice Engineering.





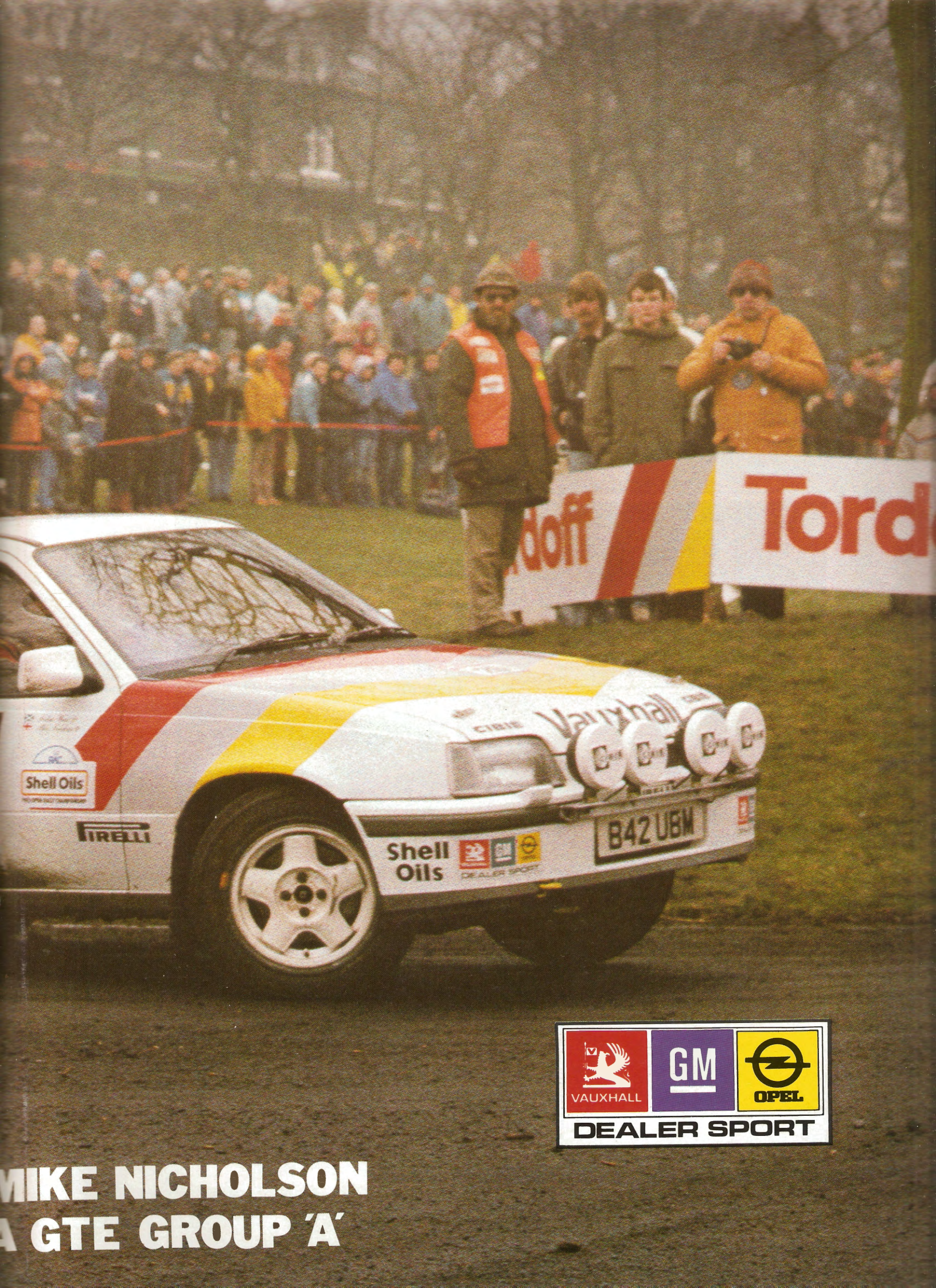
Spice Engineering Ltd
Constructors of Spice Tiga
C2 Endurance Cars

C2 WINNERS 1984

Brands Hatch, Nurburgring,
Spa, Imola, Sandown Park



**ANDREW WOOD/
VAUXHALL ASTRA**



Shell Oils

PIRELLI

Shell Oils DEALER SPORT

842 UBM



DEALER SPORT

MIKE NICHOLSON
A GTE GROUP 'A'



BACKSTAGE



Blue Max . . . and blue language

Audi mechanics must be made of sterner stuff than most was a conclusion that sprang to mind during the second morning of the National Breakdown Rally. Having just completed the Olivers Mount stage, Malcolm Wilson's Audi Quattro arrived at service with a seized clutch and a 6mins lead over Russell Brookes seemingly worthless.

Aware that the time available was almost equal to the time required to switch clutches, the men from David Sutton's team, Malcolm's own crew, and a couple from Chris Lord's equipe literally dived into, onto, and under the car while its owner/driver fretted.

Have you ever thought what it must be like, lying on top of a red hot turbo, bonnet pins sticking where they shouldn't and having to undo inaccessible components on an unfamiliar car? The crowd that gathered to watch the drama now have some idea of the problem, even if the language that emerged from the depths of the Audi was not quite suitable for quoting (and on a Sunday too!). Malcolm, and co-driver Nigel Harris, may have collected the appropriate awards for their exertions, but the mechanics deserved something too. Being a German car, one could suggest a rallying version of the Blue Max . . .

Breakdown in communications

There were plenty of new faces in Bradford for the opening round of the British championship, most notably those of Shell Oils, the new sponsors of the series. The company representatives had worked hard to ensure that the switch from Rothmans support went smoothly but found themselves somewhat innocent victims of a clash of interests between National Breakdown Recovery Club and the RAC.

Both National Breakdown and the RAC, of course, provide roadside recovery services, but the manner in which the two clash has seemed rather disturbing since the company began backing the Yorkshire event. Bradford, an appallingly signposted city at the best of times, was devoid of any direction signs to the various rally locations and first time visitors were treated to an aimless ramble

FACING PAGE

Top: Halfway to disaster. Mouton heads for her accident with the worn tyre a result of earlier strut failure. Centre: Per Eklund in the Toyota Corolla GT. Bottom: Terry Kaby finished third in the Nissan 240RS. Pictures: Jonathan Smith, Simon Maurice & Simon Sanderson.



Actor Benedick Blythe takes lessons on how to look like a rally star from Tony Pond during scrutineering in Bradford.

through demolition sites and gypsy encampments to find the rally base.

With the RAC refusing to supply their customary notices, National Breakdown retaliated by complaining bitterly that the rally locations all had championship decals on them, each with the RAC logo on prominent display. And, as these banners and stickers had been supplied by Shell, it was the new sponsors who came in for the flak.

Part of Shell's commitment to the series includes a start ramp, designed and built by Phil Collins. Plans for the location of sponsors' banners were, according to Shell, sent to National Breakdown well before the event (although this is disputed by the Bradford company) and Collins duly trailed the unit to the start as arranged.

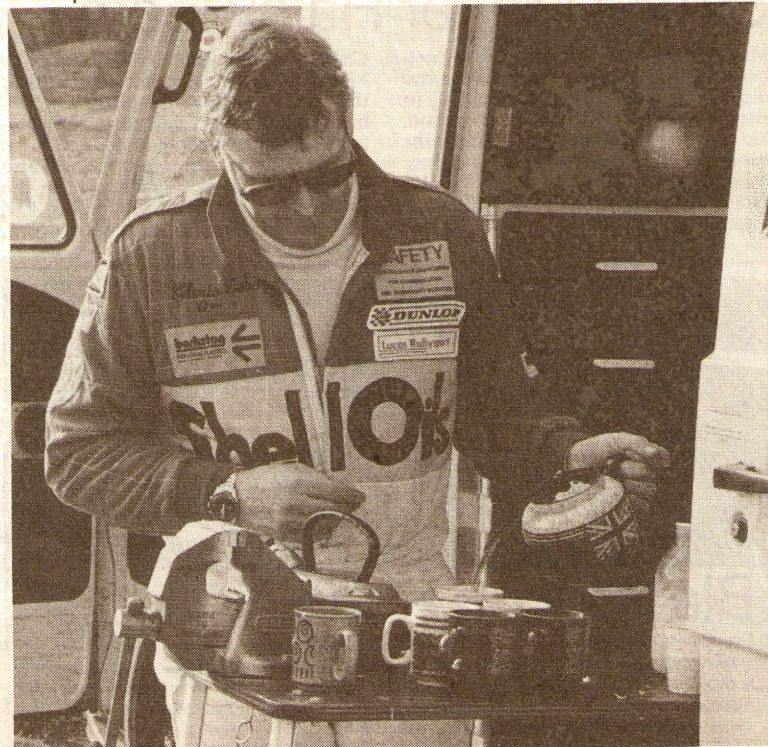
What followed would have done Arthur Scargill proud, as National Breakdown's Marketing Manager, Yuseph Hedar, proceeded to condemn Shell Oils, the RAC MSA and the world

in general (in the middle of the rally press office) for just about anything that had not gone right. Having said his piece, all parties seemed to have reached a compromise agreement over the positioning of various banners, and went away to set up the start area.

Then the National Breakdown archway was found to be incompatible with the championship start ramp, so the De Lacy MC stepped in with their own brand of compromise. At 2.30am when no one was around to persuade them otherwise, they towed away the start ramp . . .

All in all, it got the relationship between the two parties off to a great start, compounded no doubt by the non-appearance in the forests of the stage arrows printed for the series by Russell Brookes (the lack of reflective night arrows particularly 'noticeable') and the lack of Shell advertising at the rally finish. Meetings between both sponsors are now taking place, presumably in a 'frank and meaningful manner'

Even superstars have to make the tea sometimes! Chris Lord brews up.



to discuss the future relationship between both parties while we might also expect correspondence to pass between Belgrave Square and De Lacy MC about their handling of the affair.

'X' marks the spot . . .

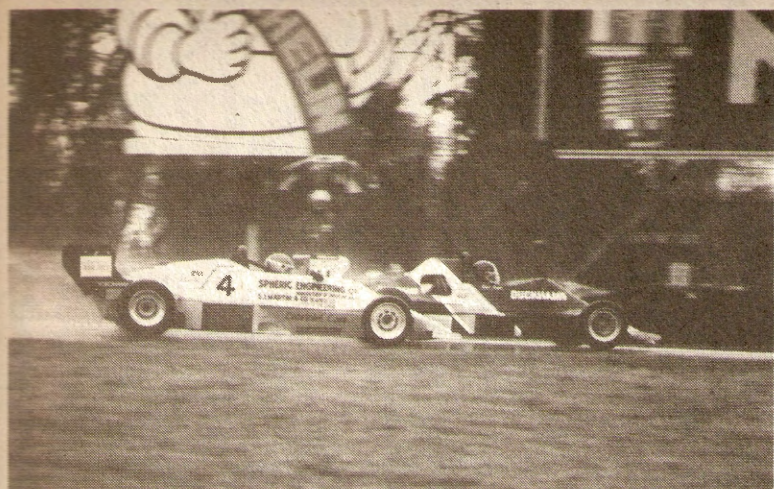
But, while the political unpleasantness going on (almost) in the back rooms threatened to mar the public face of the event, there was much to offer hope that this season will produce an intriguing contest. The recent domination of Group A by Toyota may now be under its greatest threat as both Mikael Sundstrom and Tony Pond demonstrated. The young Finn led the Group after the first stage and continued to set quick times until the front suspension failed on the new 205 GTI and Pond put the memory of Knowsley Safari Park behind him to push the big Rover through the trees with great style until the head gasket gave up. The ghost of the RAC Rally will not die, however, as some unkind soul was found to have painted TP/RA and a big white cross on a tree in the Bowling Park stage!

If Austin Rover and Peugeot Talbot can get their reliability factor sorted quickly, Mr Eklund may have to work harder, although the appearance of a Group A Supra (expected to be announced soon) might tip the balance back in Toyota's favour again.

Facial scrutiny

Scrutineering at the recently opened West Yorkshire Transport Museum (a rather grand title for the present as the building contains various trams and buses awaiting restoration rather than items being in full working order) was the usual uninspiring affair. But early visitors noticed an unusual 'extra'.

Having presented licences, insurance and the myriad of other items required, competitors found a make-up tray on hand. Make-up? All was revealed as the Metro 6R4 arrived, driven by Benedick Blythe, the actor who is to play David Savage (well you would probably change your name too wouldn't you?) in Yorkshire TV's forthcoming *Winning Streak* programme. There were anxious moments as the car arrived, Blythe actually driving it for the first — and only — time before handing over to Colin Malkin for the real driving. And sighs of relief were heard as the Ternco team left the bay, taking with it the pretty young thing with the make-up tray!



John Robinson (right) enjoyed a close battle (above) with Dave Coyne at Brands Hatch and hopes to contest the EFDA Euroseries also.

Robinson's Tiga quick on Racing Displays debut

John Robinson's Christal Racing Tiga SF85 made a most impressive debut at the Brands Hatch Racing Displays FF2000 Championship opener last Sunday. Although conditions were atrociously wet and slippery, the Tiga seemed to have remarkably good traction, particularly through the Indy circuit's 'kidney'

section.

Having qualified on the front row, the Kentishman finished a close third behind Dave Coyne's Duckhams Van Diemen RF85 and Martin Donnelly's Rushen Green Reynard 84SF, receiving the 'Driver of the day' Award for his efforts. The Spheric Engineering backed car has

also gone well in testing at Goodwood and Robinson is hopeful that he can sustain a challenge throughout the Racing Displays series. Additional support for the car comes from SJ Martin bearings and Barclay furnishings. John hopes that he may be able to contest the EFDA Euroseries as well.

BM Sport sprints

This year's BARC Sprint championship will be supported by BM Sport, the Ruckinge-based importers of BMW car parts. The Kent company, which specialises in components for older BMWs (particularly the classic CSLs) is also putting up a trophy for the top BMW driver at the end of the series.

The championship opens at North Weald on March 24, and also visits Oulton Park, Goodwood and Lydden during the 10-event trail. BM Sport's own BMW 'Batmobile' coupe will be used as the course car at each meeting.

Wright's woes

An immaculately presented Anglo-European Racing Reynard 85FF was debuted most promisingly by 19-year-old Danny Wright in the Townsend Thoresen FF1600 Junior series qualifying session at Brands Hatch on Sunday.

Wright had secured pole position by a full second before being sidelined by a bizarre incident. *En route* from the assembly area to the grid, the unfortunate youngster was in collision with a Brands Hatch truck, damaging a track-rod end on the Reynard. Scrutineers removed Danny from the grid, but it seems that once he does start a race, he should be a front runner with the Kevin Haddock run *équipe*.

Wright — front runner soon?



More LEP involvement

LEP Group chairman Peter Kirkby recently announced the company's plans for 1985. As well as continuing the successful association with Irishman Alo Lawler, which has yielded three championships in as many years, LEP are to be the new backers of the British *Formule Libre* championship. Lawler will continue to pilot the ex-Alain Prost McLaren M30 in which he eventually became champion last year.

Commenting on obtaining a tangible reward from motor sport sponsorship, Kirkby thought it beneficial to support a young up-and-coming driver, and LEP

duly announced their Young Driver Award. The aim of the award is to enable a driver to obtain works support in the premier FF1600 championship. This year's recipient is Tim Jones who will run a Mike Parkes Reynard 85FF with assistance from the Bicester marque. Indeed, Tim had just taken delivery of his new chassis and professed himself delighted at his opportunity.

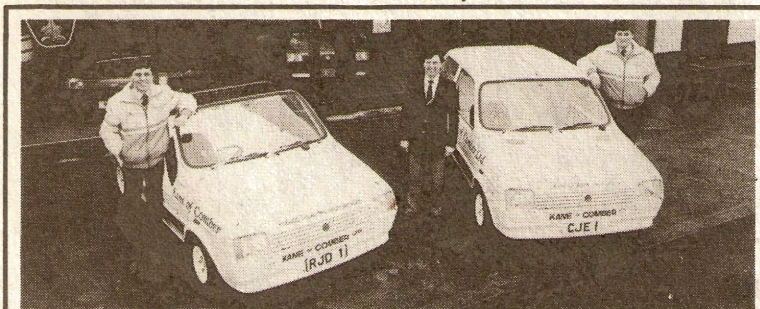
LEP also announced that they are to back the Thundersports Chevron B26/36 of Duncan Bain and Mike Catlow, in association with Bishopsgate Computer Services, who are entering motor racing for the first time.

Strong Marler Haley team

Marler Haley Exposystems, the Barnet-based manufacturer of exhibition and display equipment, will be fielding its strongest ever racing team this season. Sid Marler, the company's MD, is in the happy position of having to choose between the ex-Trevor Twaites/ Peter Grant Chevron-BMW B8 and his newly acquired ex-Hine/Whyman/Griffin B19 for his HSCC Failsafe Historic GT

Championship assault, while Marketing Manager Richard Groombridge will use the ex-Hoy Mallock U2 Mk24 in Clubmans events. Both will carry the company's familiar silver livery.

Sid's youngest son, Andrew, will also contest the Historic GT series, in the ex-Richardson/Aylett Chevron B6. This car will fly the flag of Andrew's concern, Liberty Taverns.



Blame it on Kane?

Cousins Robert Dickson and Colin Earney from County Down are expected to be leading challengers for this year's Northern Ireland Autotest title with their respective lightweight Metro Special and MG Metro saloon devices. Both drivers will be backed in 1985 by their local Austin dealer, Kane of Comber. Robert was Northern Ireland Autotest champion in 1981 and '82, while Colin won the large saloon class and Autotest Drivers Club series in '84.

New Racing Displays tyre limitation

New tyre regulations for the Racing Displays British FF2000 Championship were announced at Brands Hatch on Sunday. As pioneered by Dan Partel in last year's EFDA Euroseries, competitors will be limited to just four tyres for the duration of the meeting. If a driver has a puncture, the offending cover must be taken to the Yokohama service engineer for inspection. Upon presentation of a valid claim, a replacement tyre will be issued.

The new ruling is welcomed by many and is seen as a positive measure in the control of costs.



Larsen — two British FF2000 outings

Larsen contests series opener

Danish FF2000 champion Henrik Larsen was a late entry for last Sunday's Racing Displays FF2000 series opener. The rapid Larsen was having his first visit to Brands Hatch since finishing 12th in the FF1600 Formula Ford Festival in 1981, and acquitted himself most impressively, running as high as second before the race was stopped. The same form was not repeated on the restart, however, Larsen ending up in the gravel run-off at Druids on the second lap.

Larsen intends to contest the Thruxton Racing Displays counter, before concentrating on the EFDA Euroseries. If his schedule allows, he may contest more British rounds later in the season.

Sad debut for Pratt's Van Diemen

John Pratt's FF2000 debut ended disappointingly in the tyre barriers at the bottom of Paddock Bend, Brands Hatch, on Sunday. The new Manadient Van Diemen RF85 got away from him midway through the very damp qualifying session, when a rear upright apparently broke. Damage was too extensive to rectify before the race, so it was a very dejected Pratt who left for Silverstone to spectate at the Formula 3 opener that afternoon.

A welcome boost for Pratt, however, comes the news that he is to be the FF2000 representative of Racing for Britain this year (see *Pit & Paddock*).

Motorcraft to support celebrity Ford Fiesta

Motorcraft are to sponsor a Ford Fiesta XR2 in the popular Ford Credit Fiesta Challenge. The car will be entered at all rounds of the championship, but will be driven by a different personality at each event. The car will be prepared by Essex based specialists, Tracker Vehicles, and will not be eligible for prize money or championship points.

Championship co-ordinator, Stuart McCrudden, is talking to a number of celebrities with regard to driving the car

and expects to announce the first participants shortly.

Motorcraft will also provide all competitors in the championship with suitable plugs for racing the Ford CVH engine.

For the third consecutive year, Ford Credit will continue their overall sponsorship of the Fiesta championship while Pirelli are to maintain their support, and will also offer a pole position trophy and bonus scheme.



Motorcraft bedecked celebrity Fiesta.

Smart takes over at Mallory Park

The BRSCC Midland Centre, which is operating at Mallory Park, Silverstone and Donington this season, has appointed a new Competitions Secretary. Former saloon car racer Ted Smart has taken over the post from Edwina Overend, now Managing Director of Mallory Park (Motorsport) Ltd. Edwina filled the position most capably for 15 years, of course, before her promotion. Ted can be contacted on (0602) 395323.

BRIEFLY

■ Mark Newby did not run his Penistone Reynard in the FF2000 British championship opener at Brands Hatch on Sunday. Penistone's Trevor Hegarty commented that too little testing had been done, although Newby will appear at Thruxton this Sunday.

■ Another chassis not seen at Brands Hatch was the new Anglia Cars Argo JM17. Nick Jordan felt that neither car nor driver, Bobby Carville, had done sufficient testing to risk a race outing. The car was due to be tested by Dave Scott at Snetterton on Tuesday, but it is unlikely that it will be taken to Thruxton this weekend. However, a prompt debut is subsequently expected, with Carville at the helm.

■ Colin Stancombe was out in the Allan Brunning built Bard FF2000 chassis at Brands last Sunday complete with 'works' engine kindly loaned by JQF Engineering. Rivals had better be warned that the chassis is soon to appear with nothing other than a cockpit-adjustable radiator, which Brunning is convinced will out-psyche some of the bigger budget teams!

■ Having his first race on Sunday at Brands Hatch was AUTOSPORT advertising salesman Gary Barak. Gary was watched by enthusiastic father Phil, the current Northern class A champion with his Lotus Esprit-Chevrolet. Barak Jr managed to keep his Hawke DL20 on the island in appalling conditions to finish eighth in the BARC 1974-78 FF1600 counter.

■ The BRSCC reports a deluge of entries for this year's Willhire 24 Hours on the weekend of June 1. One logistical problem facing the organisers will be the number of marshals needed to ensure the smooth running of the event. Anyone interested should contact BRSCC headquarters at Brands Hatch.

Madgwick in the wars



Albacete — stuck in the Spanish army!

Reigning British FF2000 champions Madgwick Motorsport were in the wars at Brands Hatch on Sunday. It seems that their fancied runner, Antonio Albacete, was unable to secure release from the Spanish army in time to contest the opening round of the Racing Displays championship. However, Albacete hopes to run at Thruxton this Sunday.

Meanwhile, fellow countryman, Felipe Machado did arrive — having negotiated his pass-out from the army — but probably wished he hadn't. The Tenerife hotelier was unlucky to collect Steve Pettitt's spinning Van Diemen at Graham Hill Bend and was trapped in his wrecked Reynard (ironically Albacete's car) for almost half an hour while being cut free. Happily, his injuries were confined to severe bruising.



Spenard, six times Canadian champion (left) with current Canadian FF2000 champion Fabi.

Spenard forms exclusive Canadian racing school

Six-times Canadian racing champion Richard Spenard and businessman Raymond David have joined forces to promote an exclusive new FF2000 racing school programme at the 1.8km Shannonville circuit, near Belleville, Ontario.

The Spenard-David school will operate a fleet of 12 Reynard chassis (through Ecurie de Course Val-David, Ray's Canadian Reynard import centre) at the facility, situated mid-way between Montreal and Toronto.

Successful graduates of the comprehensive course (expertly administered by the vastly experienced Spenard) will have the opportunity of linking up with the championship-winning Val-David

'works' FF2000 team to further their racing careers.

Spenard, a former F Atlantic teammate to Gilles Villeneuve and Keke Rosberg (in the mid-'70s) scored a superb TransAm victory at Elkhart Lake only last year in a DeAtley Motorsport/Budweiser Corvette, as understudy for Briton David Hobbs.

The amiable French-Canadian will be competing in the national FF2000 championship this season, at the wheel of a new Reynard 85SF chassis sponsored by Pulsar Quartz Watches. Details of his school curriculum may be obtained by contacting Richard on (819) 322-1521 or (613) 968-8680.

Pine City's quick novices

Adrian Willmott won the opening race of the Townsend Thoresen Junior FF1600 championship at Brands Hatch last Sunday. An immaculate Pine City racing Van Diemen RF85 was entered for the Swindon-based novice in the colours of Westwood Commercial Vehicles.

Team-mate Gary Thomas also turned in an accomplished performance to finish fourth with his RF85. Clive Woods' Pine City operation will also administer the official Van Diemen factory spares service for competitors in both novice FF1600 championships.

Willmott leads Pine City team-mate Gary Thomas at last Sunday's Junior FF1600 opener.

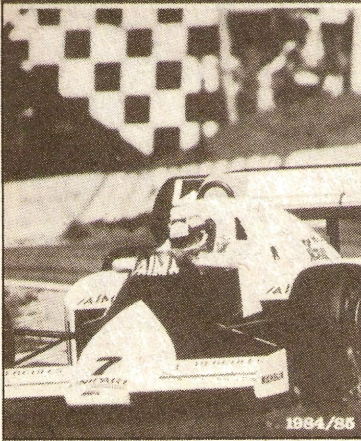


Loudoun's winning return

Dave Loudoun made an impressive return to the tracks last Sunday when he won the close fought opening round of the BCA MG Metro Challenge series at Silverstone. Loudoun, pictured above with Chris Lewis and Roger Jones in close attendance, was forced to miss last year due to lack of finance and had only managed 15 dry laps of Silverstone in the ex-Richard Belcher car prior to Sunday's meeting. However, his lack of miles in the Longman tuned car proved no handicap, and now Dave hopes to take in all rounds of the series, including the European races, despite his limited budget.

BOOKS

Automobile Year



Automobile Year.
Published by Edita Lausanne.
Hardback, 248pp, £19.95.

We are now up to number 32 of *Automobile Year*, an annual I have been collecting since boyhood. And, as ever, my feelings about it are equivocal.

The book is, of course, published in Switzerland, and its production in many ways mirrors its country of origin. The style is

discreet and conservative, also somewhat staid. In essence it has changed hardly at all since I got my first copy back in 1956. The layout is by numbers, old-fashioned and frankly unimaginative.

Such an approach is not without its merits, however. If I regret the book's heavy-handed appearance, I rejoice that the publishers continue their practice of lumping together all the advertisements in the opening pages, out of the way. While *Automobile Year* cannot hold a candle to *Autocourse* as a motor racing record, it does at least permit the reader to work through an entire feature without the wretched disruption of advertising pages. The layout of *Autocourse* has improved out of sight during the last few years, but one increasingly looks upon a top-class hard-backed magazine.

Another defence of *Automobile Year* is that the choice of subject for the colour pages appears not to be influenced by advertising revenue — most definitely not the case with *Autocourse* these days. The actual quality of colour reproduction is something the two volumes share.

As I have said in many a previous review, if you are primarily a racing enthusiast and buy only one of the annuals each year, you must go for *Autocourse*. By comparison, *Automobile Year's* coverage of the subject is cursory. In a book of 248 pages, only 55 are given over to Formula 1. There is also very limited coverage of the lesser formulae, as well as the World Endurance Championship, the American scene and the World Rally Championship. When buying this book, you

need to remember that sport is only a part of the motoring spectrum. For my taste, far too much space is given over to 'dream cars' and styling exercises.

Solid and worthy, then, if hardly exciting. If you have a general interest in all things automotive, *Automobile Year* is your book. But if the sport is your primary fascination you can spend your money better elsewhere.

NSR

THE CENTENARY ENCYCLOPAEDIA OF AUTOMOBILES.

By Graham Macbeth.
Published by Temple Press.
Hardback, 576pp, £7.95.

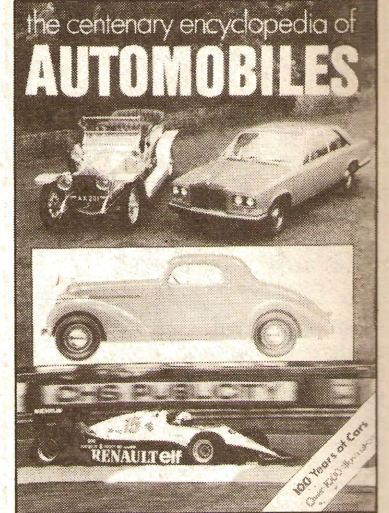
By any standard, this is a prodigious work, a massive tribute to the motor car in all its forms. It is both an interesting read and a book of reference, it includes over a thousand illustrations very carefully researched and selected and, although relatively small in format (and therefore in picture reproduction), it represents truly remarkable value for money.

Specific motor sporting chapters deal with the Formative Years, Between the Wars, Changing Face (WW2 to the sixties) and Modern. In all, some 140 pages of the generously illustrated text are devoted to racing and rallying development. The sport is expertly covered in the USA as well as in Europe, in such a thorough and painstaking way that this book is very much for the motor sports fan as well as for the automobile buff. Grand Prix, Indianapolis, sports car,



formula and touring car racing disciplines are all included, as well as rallying, and there is additional information about competition development — where it has gone hand-in-hand with road car technology — in other chapters, especially those dealing with sports cars. There are about 250 illustrations of competition cars and, among these, the selection of early photographs is particularly successful.

We place the general history of competition development in this book far



Apollo Race & Rally Wear Limited

Runners up

The entry for the January caption competition was stupendous. Our postbag was overflowing, and the standard of the entries was, mostly, very good. Apart from plenty of Geoff Capes quips, and Alan Jones 'down under' entries (15 in all), there were (unsurprisingly) a fair number of 'Irish' joke replies. Of those that didn't win, we rather liked Elizabeth Simpson's entry and Mr Robert Panter's offering that appear with the 'best of the rest' here.

We both agree you were 'Game for a Laugh'.
Elizabeth Simpson of Peterhead, Scotland.
But apart from that, how did you find the NSU otherwise?
Robert Panter of Pursley, Glos.
It's that damn insecticide they're spraying the fields with. Killed it stone dead!
J Shaw of Saltburn, Cleveland.
I say old boy, you wouldn't have a match would you?
M Webster of Linford, Essex.

After Tyrrell, scrutineers were taking no chances on the Monte Carlo.
Tim Chamberlain of Bristol, Avon.
The new Audi Quattro Sport 2 driven by Walter Whirl shocks Vatanen on Cresta Run.
Arthur Mulholland of Glasgow, Scotland.
Actually, when I asked you to 'turn it over', I meant the engine.
John Wheatley of Newcastle, Tyne & Wear.
Well, I don't see how singing 'One day my Prinz will come' caused your accident.
Peter Doodles of Battle, East Sussex.

Excuse me sir, your number plate is upside down.
Mark Holman of Raumati South, New Zealand.
I'll keep him talking Mr Toleman while you pinch the tyres.
Danny Wachowski of Bicester, Oxon.
Try it in reverse — it might be the clutch slipping.
L J Hemmings of Banbury, Oxon.
Mix swing axles and rock and roll and an accident eNSUes.
Sheridan Tynne of Reading, Berks.

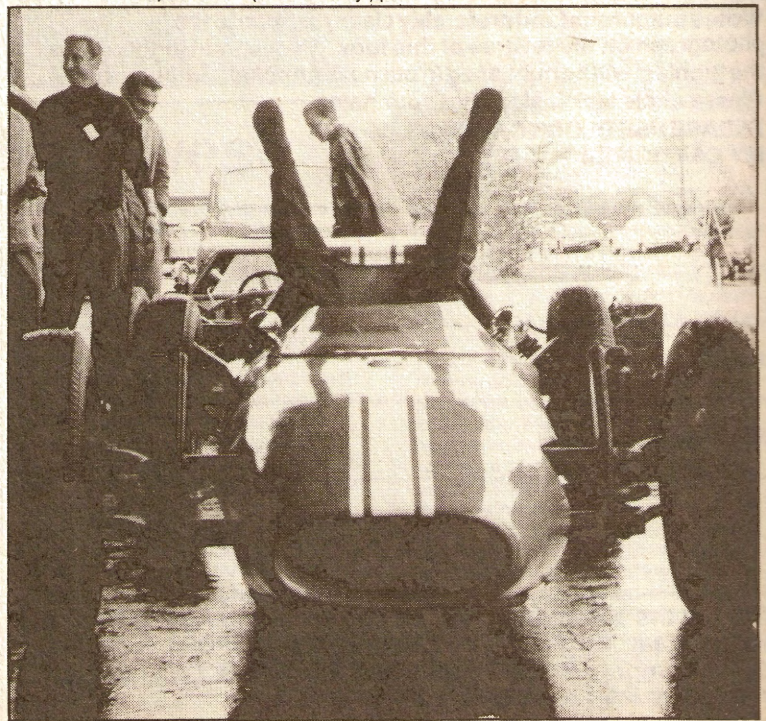
JANUARY CAPTION COMPETITION

'Vorsprung durch Technik' as the Germans say
Dave Allen of Robinswood, Glos



FEBRUARY CAPTION COMPETITION

Congratulations to Mr Allen, who wins himself a fabulous jacket from Apollo Race & Rally Wear. All you need to do to win the same is send a humorous, and preferably clean, caption to the (extraordinary!) picture below. Details overleaf.



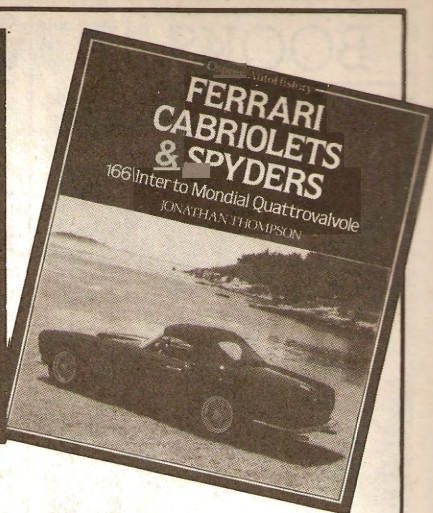
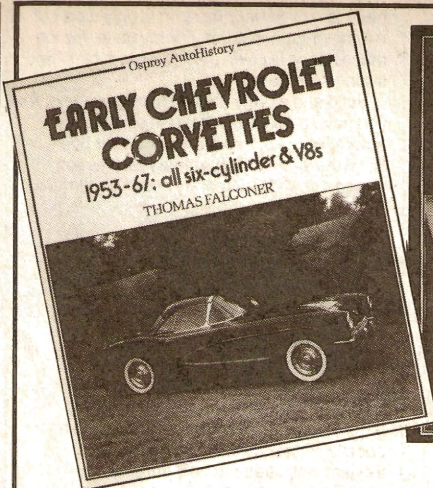
►► ahead of the coverage in a great many specialist publications, and recommend Graham Macbeth's *magnum opus* without hesitation. A snip at the price. QDS



FERRARI. Sixth Edition.
By Hans Tanner & Doug Nye.
Published by Haynes.
Hardback, 672pp, £39.95.
Hans Tanner's fabulous book, long acknowledged as one of the standard reference works on the subject of all Maranello products, lives on. Doug Nye has now completed the sixth edition of the book first published in 1959.

The much respected Swiss author took his highly detailed book through four successful editions before his death in 1975. Nye continued the work and the latest edition includes a great deal of new material, both to bring *Ferrari* up to date and to expand several of the original chapters.

There are other changes, including three new appendices (bringing the total number of data sections to no fewer than 18) and presentation of the whole in six distinct sections for greater ease of reference. These deal with Enzo Ferrari himself and his pre-war Scuderia Ferraris; Formula 1 Ferraris to 1964; Formula 1 1964-83; sports car racing; road cars (which have received particular attention in this edition, the information considerably expanded); and experimental and special cars, with separate



Route 66 . . . and all that

Readers now approaching middle age will remember with affection *Route 66*, the very long-running US television series about the adventures of two young blades as they toured their Corvette along one of America's best known highways. The programme is recalled in one of the latest products of Osprey's popular *AutoHistory* series, which deals with the early models of Zora Arkus Duntov's famous sports car to 1967. Over 50 books have been published about the Corvette, but the car more than merits its inclusion in this neat appealing series of little books. This new volume augments author Thomas Falconer's earlier contribution to the series (dealing with the later cars) but there is an almost total absence of competition description, a most curious omission considering Duntov's frustrated rationale. The other new *AutoHistories* describe the big subject of Ferrari Cabriolets and Spyders (by the respected Jonathan Thompson) and the Lamborghini Espada and Four-Seaters, all at £7.95.

chapters on the V12 engines designed by Gioacchino Colombo and Aurelio Lampredi.

The big format and highly impressive book contains 690 illustrations (90 of them in colour) among which about 50 are new to the publication.

The Ferrari fanatic can gather together more information about the marque, for he is undoubtedly the best catered for of all one-make enthusiasts. However, he would be unable to obtain this level of coverage without searching out many books, and *Ferrari* remains the definitive single-volume source. The standard of the sixth edition is higher than ever and, if there is a Prancing Horse in your soul, you must buy this book. In our judgement, it is certainly worth now replacing the fifth edition if you already have it, even at this price.

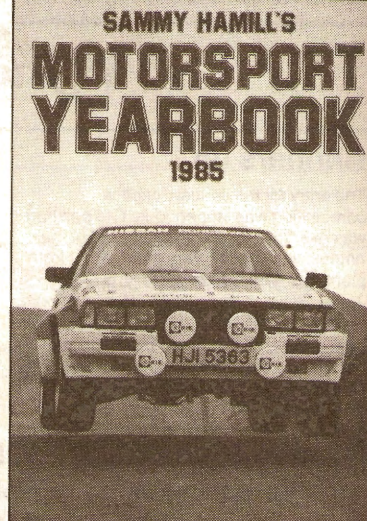
QDS

SAMMY HAMILL'S MOTORSPORT YEARBOOK 1985.

By Sammy Hamill.
Published by Tudor Publications.
Softback, 80pp, £3.95.

Now in its fourth year, this worthwhile annual offers the Irish enthusiast a complete record of the year's sport, including details from World Championship events, right down to the local club autotests. New for 1985 is a larger format — a definite improvement — and yet again there are a number of interesting features.

Northern Ireland is well represented in top level motor sport. From Endurance racing there is John Watson; from World Championship rallying there are Terry Harryman and Fred Gallagher, and Hamill ensures that there are good topical features.



on these characters. The Grand Prix year is covered by Plum Tyndall who gives an entertaining, honest opinion of the current scene and its personalities.

Hamill has compiled a top 10 of Irish rally drivers, and while an interesting addition, perhaps a top 10 of Irish motor sport personalities would have been nicely different. There is also a lovely profile of Paddy Hopkirk with a few of the tales from the days of rallying past.

The Appendix has more than enough information for most, there is a 1985 diary, while the features make it a worthwhile addition for any bookshelf, especially at its low price of £3.95.

PMF

Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*.

Please circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

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ADDRESS

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Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than March 29, 1985.

HIGH PERFORMANCE ESCORTS

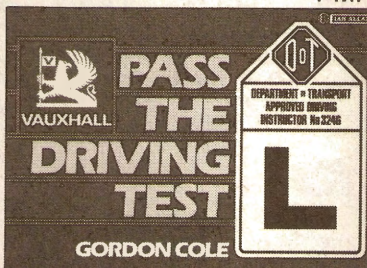
Mk 11 1975-1980



RS 2000 • 2.0 Ghia • GL • Rally Pack
Mexico • RS 1800 • Group 4 • Sport 1600
1300 GT • Jubilee • Sport • Rallying
New Model Intro's • Specifications
Road Tests • 12000m Report

More on Escorts

Another in the Brooklands Books series of reprints from motoring magazines, this volume is the second on the high performance Escorts with a look at the period 1975-80. The book, entitled *High Performance Escorts Mk11 1975-1980*, has been culled together by RM Clarke and includes six road tests on the Mk11 cars, as well as the usual smattering of features. The book is priced at £5.95, for which you get 100 pages between soft covers.



Wife, husband, girlfriend, sister — failed to pass their test? Well, perhaps driving instructor Gordon Cole's *Pass the Driving Test*, produced in conjunction with Vauxhall, will help. The book costs just £2.95.

AUTOSPORT, MARCH 7, 1985

VIDEOS



SUURAJOT 1984.

Video Style.

50mins.

£24.95.

Available from Nowerco Team (UK) Ltd, Witley Works, Witley Gardens, Southall, Middlesex UB2 4ES.

This Finnish film of the 1984 1000 Lakes Rally is available in the UK through Kai Lauren, business manager for Mikael Sundstrom.

The Video Style company covers many overseas rallies — where Finns are competing — and manages to produce a workmanlike offering.

This particular film has two sequences that make the tape a worthwhile addition to your collection. A feature of the 1984 event was the huge jump that saw Henri Toivonen write his name in the record books for distance and further strengthened his claim to being the Finns' favourite driver. This high flying action is captured in breathtaking style that really makes one wonder how the Finns can be so brave.

The other sequence is the spectacular accident that befell the Chevette of Julian Roderick on the infamous Humalalampi stage. Never again will Mr Roderick attempt to show the Finns how it is done!

While the action shots are good, Timo Pulkkinen's commentary is often hurried to keep pace with the cars and a more relaxed style may have been better. It rather detracts from what is, basically, a highly entertaining tape.

KO

■ Austin Rover have produced an excellent video of their 1984 exploits on the European saloon car tracks entitled *ETC — Impressions of the 1984 European Touring Car Championship*. The 32 minute film has been made by the experienced Barry Hinchliffe team and looks at the strains and stresses both behind the scenes and out on the track. Footage includes the TT pile up at Woodcote with Marc Duez's reactions at watching his own accident on video, Tony Pond teaching Armin Hahne how to swear, and a petulant Steve Soper disputing who drives first. A superb film and worth catching. Hopefully, Channel 4 will screen the film sometime later this year.

Off route with the BMW guide

BMW, in association with the *Sunday Telegraph*, has produced its 1985 edition of *The Off-The Route Autoroute Guide*.

This is a superb little booklet, rivalling the traditional Michelin fare, and is ideal for those looking for a pleasant night's rest just away from the main French motorways.

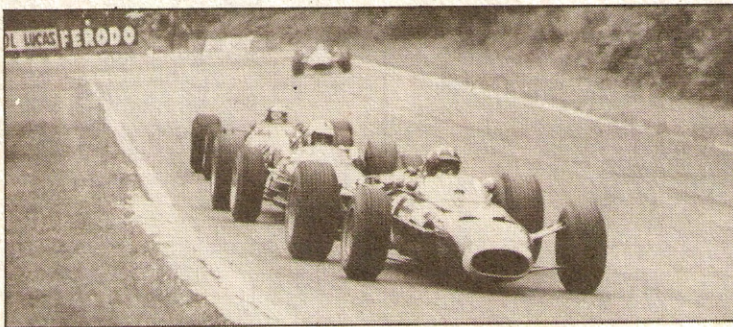
Each French autoroute is colour coded, with a map showing the various hotels recommended. These hotels are then pictured (in colour), with a star rating, the accommodation offered and at what price, restaurant and price, credit cards taken, and points of interest.

The guide costs £2.95 from BMW dealers for its 144 pages, or £3.50 (including p&p) from BMW, PO Box 46, Hounslow, Middlesex TW4 6NF, or Dept OAG, Telegraph Publications, 135 Fleet Street, London EC4.

AUTOSPORT, MARCH 7, 1985

Who, What, Where, When?

PAGE & MOY LTD



Last month's *Who, What, Where, When?* competition proved fairly easy with 23 correct answers from a bumper crop of cards. The answers were as follows:

Who: Graham Hill, Denny Hulme, Jim Clark, and (for the eagle eyed) Guy Ligier, although this was not necessary to win.
What: 2.0 BRM P261-2616, 3.0 Brabham-Repco BT20 F1-2-66, 2.0 Lotus-Climax 33 R14 (and 3.0 Cooper-Maserati T81 F1-4-66).

Where: Entering Stirling's Bend at Brands Hatch

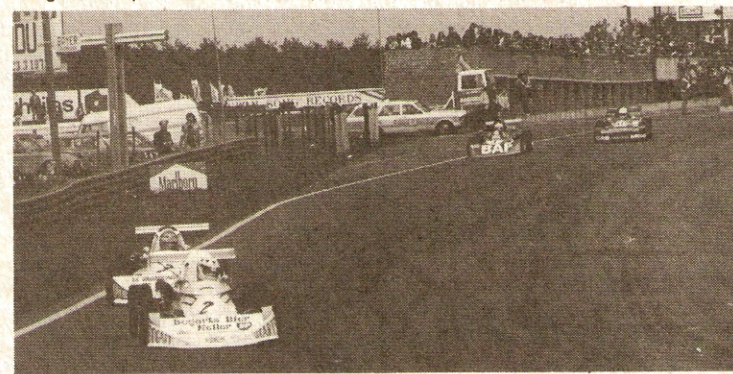
When: British GP, July 16, 1966.

The first person with the correct set of answers to be drawn out of the hat was Mr RE Payne of Stevenage in Hertfordshire. Congratulations Mr Payne, who wins himself a superb £40 Page & Moy travel voucher.

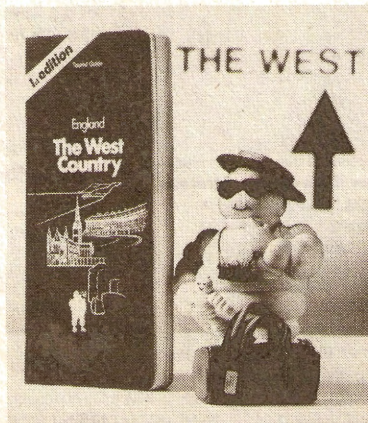
The story of the race was a Brabham-Repco 1-2 with Jack Brabham coming home 10secs ahead of his team mate Denny Hulme. Sir Jack dominated the meeting in the wet, taking both the pole and the fastest lap in a

flag-to-flag victory. The closest racing of the Grand Prix came at mid-distance when Hill, Clark and Hulme dived for second place after Rindt and John Surtees (Cooper-Maserati), and Dan Gurney (Eagle-Climax) had hit trouble. Hulme had a slow start and only moved into second place at half distance. The 2.0-litre entries of Hill and Clark were eventually well beaten by the 3.0-litre Repco-engined cars, with Hill in third and Clark in fourth, both a lap down. Incidentally, Guy Ligier finished 10th.

So, for this month's competition we have chosen something a little more difficult for your delectation. We are staying with single-seaters again this month, and reckon that you should be able to identify the first three in this picture below — throw in the fourth if you know it, but it won't be necessary to win — and send your answers on a postcard to AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by last post on Friday, March 29 at the latest please.



Michelin head out west



Michelin have published a new Green guide, entitled *The West Country*, in the first of a series of regional tourist guides to the British Isles.

Packed with interesting and helpful

information in its 216 pages, the guide covers the counties of Devon, Dorset, Somerset and Wiltshire.

The sheer breadth of the guide is quite outstanding, providing, for example, details of opening hours and entry prices of various houses and monuments in a separate section at the back, as well as providing details about the scenery, local history, and towns and villages in its copious pages. If you are considering a trip to the West Country this summer for your hols, then this guide will be invaluable and heighten the enjoyment of your stay. The guide should be widely available and costs only £3.90.

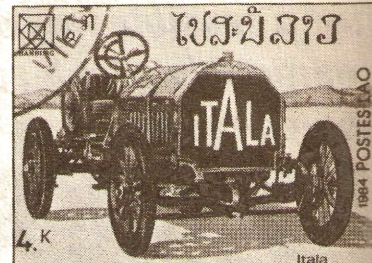
In addition, Michelin have produced a map to the South West of England costing £1.40 that compliments the guide nicely, for all the places mentioned in the guide are cross referenced to the map.

■ The 1985 editions of the *Red Michelin Italia* and *Red Michelin Deutschland*, suitably updated for the traveller this year, are available now. Prices are £7.00 and £7.90 respectively.

BRIEFLY

■ The London Car Club is having another Rivers Fletcher film evening, featuring post war Grand Prix racing, after the success of the previous Rivers Fletcher film evening in November last year. The films begin at 7.45pm (bar opens on hour earlier), at the Vickers Cinema, Millbank Towers, Embankment, London W1, on Friday March 8. Tickets will be available on the door.

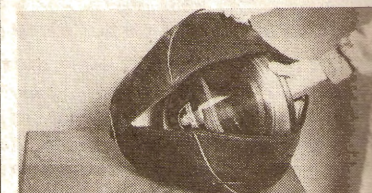
■ Going abroad for your hols this year in your car? Then pop into your local RAC office and pick up their 1985 touring guide offering, called *You, Your Car and Your Holiday*. The booklet is some 48 pages long and packed with information on where to stay each night if you have no planned itinerary, but are just going as you please. All accommodation and resorts have been RAC inspected, so are likely to be good. But, best of all, the RAC guide is free!



Laos's 4k stamp, featuring pre-war Italia.

■ Framed Philatelics have sent us some more motor racing stamps, this time from Laos (previously part of French Indo-China). A little garish in design, but interesting if you have a 'racing' collection, the set costs £0.95p (including p&p) from Framed Philatelics at 4a Russell Hill, Purley, Surrey.

■ Sotheby's will be auctioning a selection of veteran, vintage and special interest motor vehicles, motor cycles, pedal cycles and automobiles at Nostell Priory near Wakefield, Yorkshire on March 30 at 11am. Viewing will be on Friday, March 29. Copies of the catalogues will be available from J Matthews, Sothebys, 34-35 New Bond Street, London W1A 2AA at £2.50 each (including p&p).



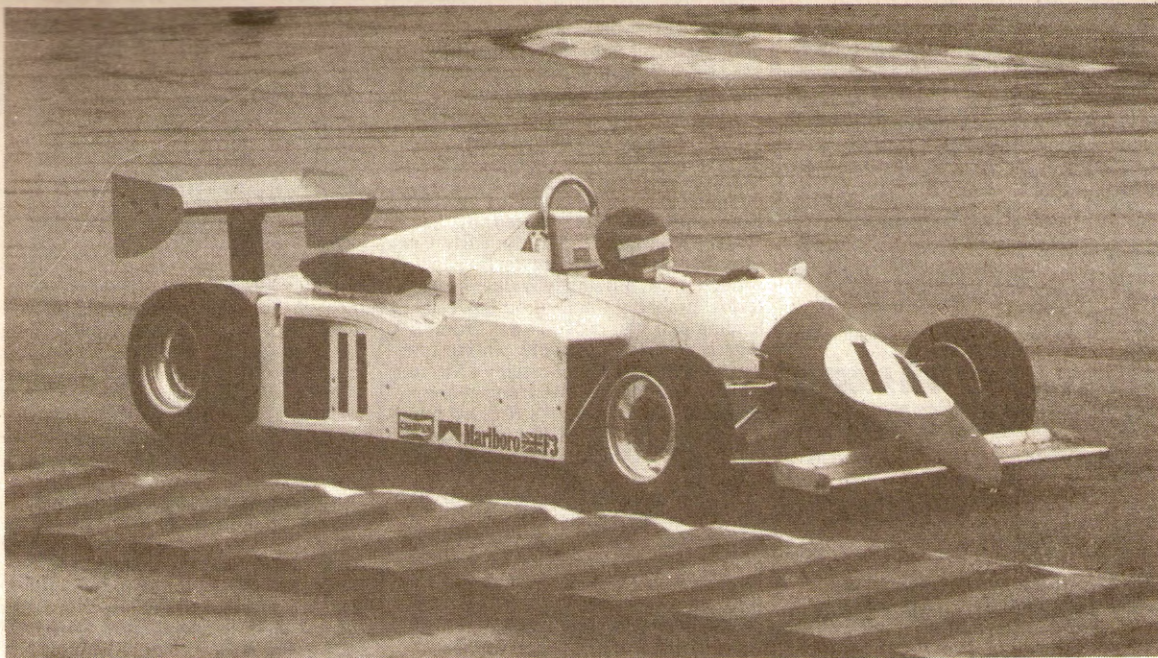
Lion Marketing's padded vinyl helmet bag.

■ For the racing driver who has everything ... a helmet bag! Lion-Marketing are producing a padded vinyl 'Sach' bag to protect your head gear — further information from Lion Marketing, 125 Doncaster Road, Scunthorpe, South Humberside DN15 7DJ.

■ The National Motor Museum's centenary celebrations of the car include a £1.25m feature called 'Wheels', taking passengers from the beginnings of the motor car to beyond the year 2000, which will be opened on June 5 by HRH The Prince of Wales.

■ The National Classic Motor Show will be held in Birmingham over the first May Bank holiday weekend. As last year, the event will be sponsored by *Thoroughbred & Classic Cars*, with well over 600 cars on display.

■ BBC Radio Ulster will be broadcasting a programme called 'Chicanes in the fast lane' on Saturday, March 9, at 11.02am. The programme is part of a sports series called *No time to lose* and this week's offering concentrates on the views of four Ulster racing drivers, all at differing stages in their careers: John Watson and Kenny Acheson, both struggling to maintain themselves in the upper echelons of motor racing; Martin Donnelly trying to make it to the top via FF2000 this year; and Edmund Irvine, who is starting his first year as a professional racing driver in FF1600. Frank Nolan, Donnelly's sponsor, will also be talking about how long he can afford to back his young protégé. Sounds worth tuning into.



Keith Fine debuted the Anson SA6 at Silverstone on Sunday. The car had not been tested prior to the event, but made it to the finish.

Anson SA6 F3

The first Anson SA6 F3 chassis from Pacemaker Performance Cars, turned its wheels for the first time last Saturday evening in the car park of the Bridgnorth company, then was rushed straight to Silverstone for the opening round of the Marlboro British championship.

Based on the deep honeycomb monocoque which it shares with Gary Ander-

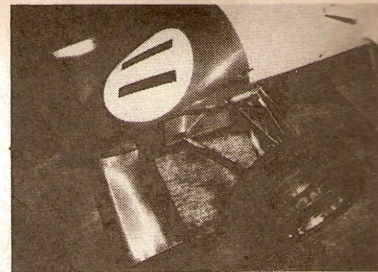
son's pretty new FSV design, the SA6 is somewhat bulkier looking in flat-bottom F3 trim. Cast aluminium bulkheads take the major loads, front and rear, and the fuel and oil tanks are mounted amidships.

Suspension is by push-rods in front and rocking levers behind, all inboard of course, the majority of the components

being non-handed for ease of maintenance and economy.

The rear/spring damper units are mounted vertically within the long bell-housing featured on the entire 1985 Anson single-seater range, which encompasses FF1600, FF2000, F3 and FSV chassis.

Driving position is well forward in the



The suspension is interchangeable right to left SA6 chassis, while the cooling systems are carried at the back of the capacious sidepods, in front of the rear wheels.

The bodywork is nicely finished, with quick-release panels fitted as standard. Also on the basic inventory are a removable steering wheel, cockpit adjustable anti-roll bars and brake balance control.

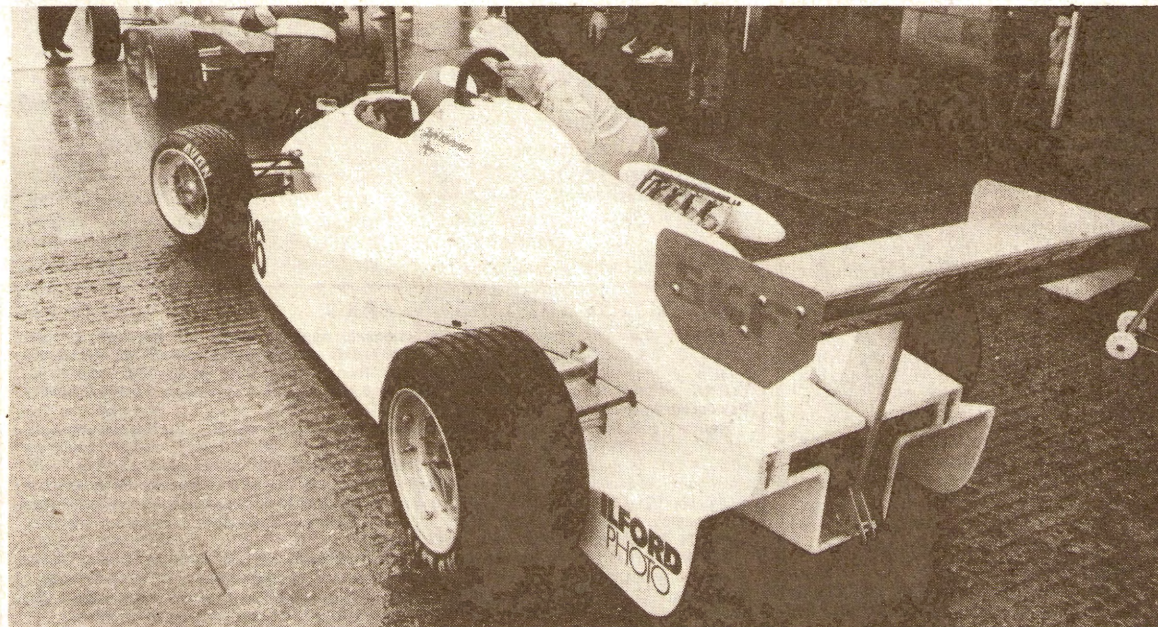
Mike Rowe Racing, British agents for Anson products, fielded the prototype at Silverstone for reigning British B-class champion Keith Fine. He will soon be joined in the three-car 'works' team by fellow FF1600 graduate Mark Peters, while Swedes Mikael Nabrink and Leo Andersson will share the third car.

Fine damaged a rear corner of the first SA6 in the first practice session after it had jumped out of gear on the fast Maggotts curve. He took things cautiously later on, treating the race as an extended test session.

Both Keith and Rowe were encouraged by the performance of the curiously stubby-looking VW-powered chassis, Fine remarking that its straight-line speed felt particularly good.

With some development miles on the car over the next few weeks, the Anson SA6 should become a fully competitive proposition at the start of this exciting new era of F3 racing.

MARCUS PYE



The Magnum features sleek bodywork and long venturi tunnels at the rear.

Magnum 853

Magnum Racing Cars, John Robinson's family run concern, have been around the Formula 3 scene for several seasons now, the enthusiastic little band from Brixworth, near Northampton, always making the most of shoestring budgets as it struggled for recognition in the British championship.

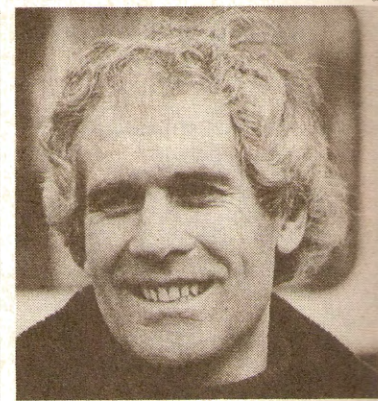
On regular forays to the somewhat less competitive arena of Scandinavia, Robinson's products have often shown

well, as have the competently engineered chassis in other European events.

Competing against the might of Ralt has proved a difficult task even for other well-funded marques, but Magnum have plugged away perennially to find new custom. This season, with the change to flat-bottom F3 regulations, everyone has started afresh with new designs. For John and his three sons, the new format finally brings the chance to get onto terms.

Towards the end of last year, the decision was taken to lay down a batch of four honeycomb chassis, the first pair of which were finished last week, in time for Sunday's Marlboro British championship opener at Silverstone.

Clearly, the Robinsons have put unprecedented effort into the chassis which are beautifully constructed, with particularly neat detailing of the rocker-operated rear suspension.



Robinson — pinning hopes on the 853.

The first 853 was shaken down last Thursday by Finnish F3 champion Jari Koiranen who, with countryman Reima Soderman, is contesting the full British championship with the team. Jari ran Soderman's Toyota-powered car first, his own Volkswagen-engined example not being completed until race day.

Robinson expressed himself well pleased with initial reaction to the car, further examples of which will shortly be going to Swedish customers. Koiranen qualified in a comfortable 12th place for Sunday's race debut, although a flat battery (which later forced his retirement) saw him start from the back of the grid.

The most striking feature of the inboard-suspended Magnum is its very pretty bodywork, which incorporates deep venturi tunnels beneath the engine bay. The beautifully-fitting panels are the work of DB Mouldings.

Further examples from the revitalised *marque* are available to order, and John will also build derivatives of the 853 for other applications.

MARCUS PYE



INTERNATIONAL RACES

ROCKINGHAM NASCAR

Bonnett by a bonnet

The third round of the Winston Cup Grand National series, the Carolina 500, at Rockingham in North Carolina, saw Neil Bonnett score his first NASCAR win since November 1983 after a great fight to the line.

1984 NASCAR Grand National champion, Terry Labonte, took pole and led for the majority of the race, but was elbowed back to third by Bonnett and Gant, with the latter failing to overhaul the race winner by a matter of inches. Lake Speed continued to show good form, taking fourth place, as the last man on the same lap as the winner.

Bonnett's Junior Johnson team mate, Darrell Waltrip, was classified 18th after several puncture-related problems. And both Bill Elliott and Bobby Allison retired at half distance. The Sportsman's race, for Late Model NASCARs was won by the winner of the second round, Dale Earnhardt, who finished 11th in the main race.

Bonnett — first NASCAR win since '83.



ROCKINGHAM (USA)

Mar 03 Carolina 500 NASCAR Winston Cup Grand National Championship, round 3 492 laps — 500 miles

- 1, Neil Bonnett (Chevrolet Monte Carlo), 4h 20m58.6s, 114.953mph, 492 laps;
 - 2, Harry Gant (Chevrolet Monte Carlo), 492 laps;
 - 3, Terry Labonte (Chevrolet Monte Carlo), 492 laps;
 - 4, Lake Speed (Pontiac Grand Prix), 492 laps;
 - 5, Kyle Petty (Ford Thunderbird), 491 laps;
 - 6, Joe Ruttman (Chevrolet Monte Carlo), 491 laps;
 - 7, Cale Yarborough (Ford Thunderbird), 491 laps;
 - 8, Richard Petty (Pontiac Grand Prix), 491 laps;
 - 9, Rusty Wallace (Pontiac Grand Prix), 491 laps;
 - 10, Tim Richmond (Pontiac Grand Prix), 490 laps.
- Next round: Atlanta, Mar 17.



NATIONAL RACES

BRANDS HATCH

Walker's Shrike strike

Atrocious weather conditions greeted competitors in the Townsend Thoresen Junior FF1600 Championship as they opened the 1985 season at Brands Hatch.

Poleman, in an immaculately turned out Reynard 85 FF was Danny Wright, but a nudge in the back from a truck en route to the grid rendered the rear suspension *hors de combat* (see *Sports Extra*).

Adrian Wilmott's Pine City Racing Van Diemen RF 85 started from the outside of the front row and led from lights to flag, coming under strong pressure towards the end from fellow front-row starter Phil Andrews, who made a poor start to be seventh at the completion of the first lap. He battled through to second by lap 6 and reduced a deficit of 5.3 secs to finish on Wilmott's tail. Fighting for second, Stuart Kestenbaum and Antonio Armelin spun at Clearways, without damage. Charles Hills in a Team Touraco Lola T644 was a creditable third with Gary Thomas's Van Diemen fourth, a recovering Kestenbaum fifth and Gary Ayles in his ex-John Pratt Reynard 84 FF completing the top six.

Dale Minton's Ford Escort BDG annexed pole for the Wendy Woods Special Saloon counter but struggled for traction, and was swamped going into Paddock. Leading, was Rod Birley's 3.4-litre Escort from Brian Chatfield's BMW 320 and a fast starting John Pugsley (Sunbeam Stiletto). Making meteoric progress was 'Mr. Revolution Wheels', Pat Mannion, whose agile Sunbeam Stiletto looked comparatively stable on the treacherous surface. By the beginning of the third lap Mannion had caught fourth-placed David Enderby (VW Karmann Ghia) and two laps later had promoted himself to second and was closing fast on leader Birley. Minton was forced to pit on the third tour and when Mannion passed Birley at Druids on lap 6, the race settled down into something of a procession. Mannion duly won, crossing the line with his door open to aid visibility, and was followed home by Birley and Enderby. Pugsley, Julian Swayland's Escort and Chatfield completed the minor positions.

Due to delays caused by the restarted Racing Displays FF2000 race (see separate panel), the 11 competitors lining up for the 1974-'78 FF1600 Championship opener were reduced to a meagre five laps of the Brands Indy circuit.

That experienced Brands campaigner, Wil Arif, led into Paddock and was never headed, but always had Rod Townsend's Van Diemen RF78 and Chris Whibley's Royale RP21 in close attendance. Kevin Allen's Van Diemen RF74/6 remained a

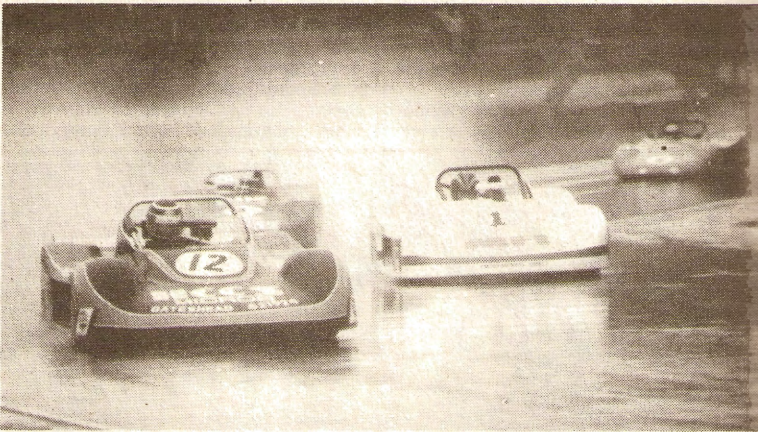
constant fourth some distance behind the leading trio, while the top six was completed by Michael Valentine's Elden Mk24 and Wayne Thomas in his Royale RP24.

The B & Q British Sports 2000 Championship contenders also suffered as a result of the earlier delay, their race being reduced to 10 laps. Following much bumping and boring, Ian Flux emerged from Paddock first, chased by Sean Walker's Shrike P15. In the early laps Flux seemed to have more traction on the sodden track, but slowly Walker came to terms, grabbing the lead on lap 7. The leading pair had broken away from the Royale of Evan Clements, who in turn was well clear of Dud Moseley's Motus, which took the pre '81 class honours. Behind Dud, Paul Stott's Richard Dutton Racing RP37 was first following a spin, with Kevin Doland's Lola T492 sixth.

A very interesting line-up for the JPS Champion of Brands FF1600 counter saw former Junior British Kart Champion, Davey Evans on pole with his Racefax Van Diemen RF84, flanked by Bob Hawkins (Ray 83F) and John Oxborrow with his self-built Ox-1. Hawkins made the best start with Evans, suffering from the perpetual problem of trying to get off the line from pole on a wet track, fifth at the end of the first lap. It was not to be Ted Whitbourn's day, the wily campaigner spinning at McLaren, and repeating the error at Graham Hill Bend later in the race.

A close battle developed at the front, with Oxborrow hounding Hawkins every

Ian Flux makes a valiant attempt to stave off the Shrike of eventual winner, Sean Walker.



BRANDS HATCH (GB), MAR 03, BARC

Townsend Thoresen Junior FF1600 Championship race (10 laps): 1, Adrian Willmott (Van Diemen-Scholar RF85), 11m58.5s, 60.30mph; 2, Phil Andrews (Van Diemen-Minister RF85), 11m58.8s; 3, Charles Hills (Lola-Scholar T644E), 12m09.6s; 4, Gary Thomas, (Van Diemen-Scholar RF85), 12m19.4s; 5, Stuart Kestenbaum, (Lola-Minister T644E), 12m19.8s; 6, Gary Ayles, (Reynard-Minister 84FF), 12m24.6s. **Fastest lap:** Willmott, 1m08.0s, 63.72mph.

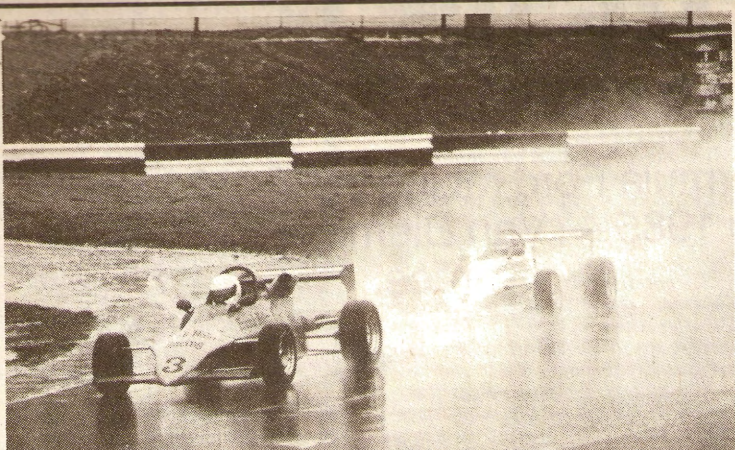
Wendy Woods Special Saloon Championship race (10 laps) — overall: 1, Pat Mannion (Sunbeam Stiletto), 11m23.5s, 63.39mph; 2, Rod Birley (Ford Escort), 11m41.1s; 3, David Enderby (VW Karmann Ghia), 11m50.8s; 4, John Pugsley (Sunbeam Stiletto), 11m59.9s. **1901cc and over:** 1, Birley; 2, Julian Swayland (Ford Escort), 12m10.1s; 3, Brian Chatfield (BMW 320), 12m10.3s. **Fastest lap:** Birley, 1m08.3s, 63.44mph. **1001-1300cc:** 1, Enderby; 2, Paul Soames (Maguire Mini), 11m35.4s; No other finishers. **Fastest lap:** Enderby, 1m08.7s, 63.07mph. **Up to 1000cc:** 1, Mannion; 2, Pugsley; 3, Richard Harris (Imp), 12m32.7s. **Fastest lap:** Mannion, 1m05.2s, 66.45mph.

BARC 1974-'78 FF1600 Series race (5 laps): 1, Wil Arif (Crossté-Howe 25F), 6m03.2s; 59.64mph; 2, Rod Townsend (Van Diemen-Thorie RF78), 6m03.4s; Chris Whibley (Royale-Rowland RP21), 6m04.4s; 4, Kevin Allen (Van Diemen-Ford RF74/76), 6m23.8s; 5, Michael Valentine (Elden-Boss Mk24), 6m29.9s; 6, Wayne Thomas (Royale-Auriga RP24), 6m39.0s. **Fastest lap:** Townsend, 1m10.5s, 61.46mph.

B & Q British Sports 2000 Championship race (10 laps) — overall: 1, Sean Walker (Shrike-Nelson P15), 9m48.9s, 73.57mph; 2, Ian Flux (Aquila-Neil Brown R0803S), 9m49.3s; 3, Evan Clements (Royale-Neil Brown RP37), 10m13.6s; 4, Dud Moseley (Motus-Naylor 10XB), 10m45.0s. **Class A:** 1, Walker; 2, Flux; 3, Clements. **Fastest lap:** Flux, 57.3s, 75.61mph. **Class B (Pre '81):** 1, Moseley; 2, Kevin Dolan, (Lola-Ford T492), 10m48.2s; 3, Martin Chambers, (Tiga-Nelson SC80), 10m50.0s. **Fastest lap:** Moseley, 1m02.2s, 69.66mph.

John Player Special FF1600 Champion of Brands race (7 laps): 1, Bob Hawkins (Ray-Nolan 83F), 7m39.3s, 66.03mph; 2, John Oxborrow (OX-1-Minister FF85), 7m40.3s; 3, Colin Stancombe (Lola-T640/2E), 7m48.1s; 4, Miki Dee (Van Diemen-Minister RF82), 7m49.0s; 5, Davey Evans (Van Diemen-Auriga RF85), 7m57.2s; 6, Charles Hills (Lola-Scholar T644), 7m57.5s. **Fastest lap:** Oxborrow & Hawkins, 1m04.2s, 67.49mph.

CSCC Pre '57 Saloon Car Challenge race (5 laps) — overall: 1, Nic Amey (Austin A35), 6m12.6s, 58.10mph; 2, Richard Ward (Alfa Romeo Giulietta); 3, Glen Maskell (Austin A35); 4, Tony Scott-Andrews (MG ZB Magnette). **Fastest lap:** Ward, 1m11.5s, 60.60mph. **(1902-2700cc — Roadgoing):** 1, Pat Callis (Jaguar Mk1), 6m47.4s, 53.17mph; No other starters. **Fastest lap:** Callis, 1m17.5s; 55.90mph. **(1252-1901cc — Roadgoing):** 1, Ward; 2, Scott-Andrews; 3, Dick Bradley (Wolseley 15/50). **Fastest lap:** Ward, 1m11.5s, 60.60mph. **(Up to 1251cc — Roadgoing):** 1, Peter Deffee (Morris Minor), 6m26.0s, 56.12mph; 2, Chris Sergison (Standard 10); 3, Richard Kruger (Morris Minor). **Fastest lap:** Deffee, 1m13.4s, 59.03mph. **(1902-2700cc — Modified):** 1, Terry Heley (Ford Zodiac MkII), 6m36.2s, 54.68mph; No other finishers. **Fastest lap:** Heley, 1m14.7s, 58.80mph. **(Up to 1251cc — Modified):** 1, Amey, 6m12.60s, 58.14mph; 2, Maskell; 3, Michael Yeats (Austin A35). **Fastest lap:** Amey, 1m12.20s, 60.01mph.



Martin Donnelly holds off John Robinson on his way to his first win of the '85 season.

First blood to Donnelly

Just as he had done in last year's BBC Grandstand Trophy series, it was Martin Donnelly who set the pace in Sunday's Racing Displays FF2000 Championship opener, sponsored by Kempston Micro Electronics. Indeed, conditions were very similar, with a soaking Indy circuit confronting competitors at the start of qualifying.

Donnelly was in his tried and tested Frank Nolan/Rushen Green Racing Reynard 84SF, having decided to continue with the car while assessing the form of this year's new chassis. The formula seemed to work, with a 51.8s lap securing pole for the Irishman. A heartening and most promising performance from John Robinson resulted in a debut front-row slot for his Christal Racing Tiga SF85 (see *Sports Extra*). Behind Donnelly, Swiss team-mate Thomas Jans was joined by the Duckhams Van Diemen RF85 of Dave Coyne, while Lancastrian Peter Hardman shared row three with visiting Danish FF2000 Champion Henrik Larsen (see *Sports Extra*).

The sole representative of Trevor Hegarty's Penistone equipe, Canadian Bertrand Fabi, headed row four with a vacant slot alongside, which should have been occupied by the luckless John Pratt (see *Sports Extra*). The second Richard Dutton Reynard, that of Ross Hockenull, occupied row five with the beautifully presented 85SF of Motive Racing, driven by Finn, Tomi Luhtanen.

Qualifying

Session: Cold and wet

Record: Martin Donnelly (Van Diemen RF84), 45.1s, 96.07mph

| | | |
|--------------------|--------|--------|
| 1 Martin Donnelly | 84SF | 51.8s |
| 2 John Robinson | SF85 | 52.4s |
| 3 Thomas Jans | 84SF | 52.6s |
| 4 Dave Coyne | RF85 | 52.8s |
| 5 Peter Hardman | 84SF | 52.8s |
| 6 Henrik Larsen | 84SF | 53.0s |
| 7 Bertrand Fabi | 84SF | 53.4s |
| 8 John Pratt | RF85 | 53.6s |
| 9 Ross Hockenull | 84SF | 53.8s |
| 10 Tomi Luhtanen | 85SF | 54.2s |
| 11 Kim Dupont | SA320 | 54.8s |
| 12 Alvaro Buzaid | RF85 | 55.1s |
| 13 Steve Pettit | RF85 | 56.0s |
| 14 Barry Pomfret | 84SF | 56.3s |
| 15 Nicholas Owen | 84SF | 57.7s |
| 16 Colin Stancombe | FF2000 | 58.1s |
| 17 David Nichols | RF83 | 58.4s |
| 18 Costas Los | 85SF | 58.5s |
| 19 Felipe Machado | 85SF | 58.6s |
| 20 Alexander Lubov | RF84 | 1.02.4 |

*Did not start

Costas Los — FF2000 debut in a Reynard.



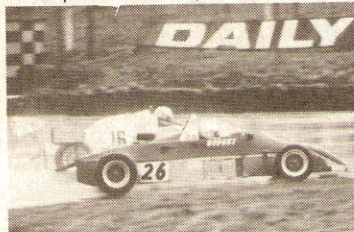
The first attempt at a race lasted no more than three laps when chaos ensued at Graham Hill Bend, Felipe Machado and Steve Pettit making heavy contact and blocking the circuit. It took more than half an hour to free the Spaniard from his car, Machado being despatched to hospital with suspected fractures of the left leg and right ankle. David Nichols had also gone off and so only 15 starters resumed over a shortened distance of 10 laps.

At the lights, Coyne tried to go around the outside of Donnelly at Druids but did not quite make it, and Robinson snatched second at the hairpin. Larsen, after having been second in the first race, spun at Druids and found himself stuck in the gravel, while a trio comprising Hardman, Jans and Hockenull set off in pursuit of Coyne. This train came to grief at McLaren on lap four when Hardman's Reynard spun and collected the unlucky Jans, who nearly made it through the rapidly closing gap.

Coyne, meanwhile, was intent on recovering his early second place from an impressive Robinson and in typically forceful fashion dived up the inside of the Tiga at Druids on lap 7. By this time, however, Donnelly was over 4secs to the good and never looked like being caught over the shortened distance. Fabi was a steady fourth ahead of Hockenull's Reynard, with a large gap to Dane, Kim Dupont.

Positions remained unchanged for the last three laps, apart from Peter Hardman, who had recovered from an earlier spin at McLaren, forcing his Reynard ahead of Dupont's Sparton.

Kim Dupont dices with Alexander Lubov.



BRANDS HATCH (GB)

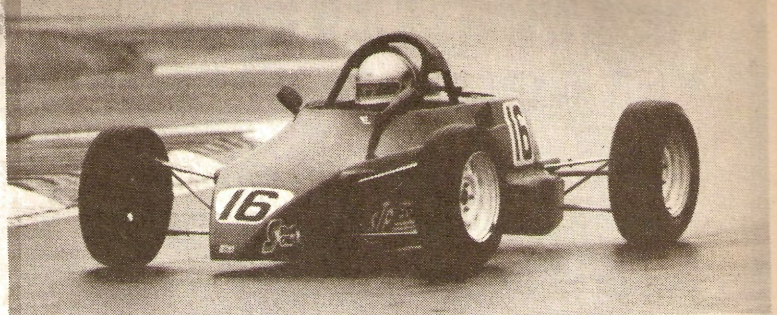
Mar 03

Racing Displays British FF2000 Championship, round 1

10 laps — 12.04 miles

| |
|---|
| 1, Martin Donnelly, (Reynard-Nelson 84SF), 9m36.0s, 75.22mph; |
| 2, Dave Coyne (Van Diemen-Nelson RF85), 9m40.4s; |
| 3, John Robinson (Tiga-Richardson SF85), 9m41.4s; |
| 4, Bertrand Fabi (Reynard-Neil Brown 84SF), 9m48.4s; |
| 5, Ross Hockenull (Reynard-Neil Brown 84SF), 9m55.1s; |
| 6, Peter Hardman (Reynard-Neil Brown 84SF), 10m23.7s. |
| 7, Kim Dupont (Sparton-Nelson SA320), 10m30.1s; 8, Colin Stancombe (Bard-JQF F2000), 10m39.3s; 9, Barry Pomfret (Reynard-Neil Brown 84SF), 9 laps; 10, Nicholas Owen (Reynard-Neil Brown 84SF), 9 laps. |

Fastest lap: Donnelly, 56.0s, 77.37mph.



Johnny Herbert (Quest) set a very impressive pole position — 1.6secs clear of John Village.

SILVERSTONE

Brave Dave

Predictably, cold and wet conditions greeted the competitors for the first supporting race to the Marlboro British Formula 3 Championship opener. However, this did not prevent 18-year-old Mark Blundell from taking his works Van Diemen RF85 to an easy win on a slippery track which deterred anyone from trying too hard at this stage of the season.

Interest in this tame race lay with the battle for second place, commanded for most of the 10 laps by John Village (RF85) but challenged where possible by pole man Johnny Herbert (Quest FF85), who managed to slip through on the inside at Woodcote on a couple of occasions, but running wide relinquished the place at the exit. Damon Hill (Van Diemen RF85) was particularly impressive in this his first Silverstone outing, running in fourth place for five laps before spinning back to sixth.

The well supported BCA Metro Challenge got underway with at least five cars battling for the lead on each of the 10 laps to provide the best race of the day. Pershore's Dave Loudoun skillfully directed his Metro to first place ahead of Roger Jones and Chris Lewis. Loudoun led the opening lap but was jostled back to fifth and for the next three laps Malcolm Harrison ran second, challenging Jones before giving way to Loudoun, who regained the lead on the sixth lap and held it to the finish. Harrison fell back to fourth and mounted a very risky last

corner attack on Lewis which ended with the RDE Metro slithering on three wheels to the edge of the tarmac . . .

Martin Mansell led the Trimoco Clubmans race from start to finish with his unique Andy Diamond designed Diamond Mason Ford. Richard Groombridge (Mallock U2) disputed the early lead but was pushed back to fourth. Paul Gibson started 10th and fought his way up to second by the fifth lap but could not get the Vision close enough to the lead car to present a problem. The remaining laps provided little excitement, Steve Bradley taking third, while class B was won by the Vision of Andrew Smith ahead of Barry Webb's Mallock, Gary White having spun second place away on the third lap.

The first round of the popular Uniroyal Production Saloon Car championship was easily won by Andy McLennan with one of the smart turbo Colt Starions, the Kimpton driver's black version leading from start to finish. Graham Scarborough's class B Capri held second for the five laps until the other leading Colt Starion of Colin Blower came through. *Motoring News's* Mark Hales drove aggressively to fourth place with an oversteering Opel Monza GSE while Scarborough held the class B honours. Ex single seater man Karl Jones (Fiat Strada Abarth) managed to take class C spoils in the most keenly fought dice of the race, eventually fending off John Cotton (VW Golf GTI) and the GM Dealersport Vauxhall Astras of Terry Nightingale and John Llewellyn, while the Nova of James Kaye took class D.

DUNCAN SOLLOWAY

Class C saw the closest dicing in the Uniroyal race. Karl Jones leads John Llewellyn here.



SILVERSTONE (GB), Mar 03, BRDC

Eso FF1600 Championship race (12 laps): 1, Mark Blundell (Van Diemen-Minister RF85), 14m08.91s, 81.82mph; 2, John Village (Van Diemen-Ford RF85), 14m15.02s; 3, Johnny Herbert (Quest-Auriga FF85), 14m15.89s; 4, Eddie Irvine (Mondiale-Minister M85S), 14m25.09s; 5, John Booth (Van Diemen-Auriga RF85), 14m27.09s; 6, Damon Hill (Van Diemen-Minister RF85), 14m27.72s. **Fastest lap:** Blundell, 1m08.6s, 84.06mph.

British Car Auctions Metro Challenge race (10 laps): 1, Dave Loudoun, 12m29.58s, 77.22mph; 2, Roger Jones, 12m29.91s; 3, Chris Lewis, 12m31.01s; 4, Malcolm Harrison, 12m32.10s; 5, Vic Covey, 12m32.28s; 6, Paul Taft, 12m32.94s. **Fastest lap:** Taft, 1m14.33s, 78.94mph.

Trimoco Clubmans Sports Race (10 laps) — Overall & Class A: 1, Martin Mansell (Diamond Mason Ford), 10m18.87s, 93.53mph; 2, Paul Gibson (Vision-Alan Smith V85A), 10m21.34s; 3, Steve Bradley (Mallock-Chamberlain U2 Mk24), 10m23.41s; 4, Richard Groombridge (Mallock-Chamberlain U2 Mk24), 10m25.66s. **Fastest lap:** Mansell, 1m00.95s, 94.97mph. **Class B:** 1, Andrew Smith (Vision-Nelson 85VB), 11m19.92s; 2, Barry Webb (Mallock-Chamberlain U2 Mk21/23), 11m21.89s; 3, Phil Weaver (Phantom-Osborn P84), 11m22.82s. **Fastest lap:** Webb, 1m06.86s, 86.58mph.

Uniroyal Tyres Production Saloon race (10 laps) — Overall: 1, Andy McLennan (Colt Starion Turbo), 11m43.46s, 78.93mph; 2, Colin Blower (Colt Starion Turbo), 11m44.88s; 3, Graham Scarborough (2.8i Ford Capri), 11m46.14s; 4, Mark Hales (3.0 Opel Monza GSE), 11m50.28s. **Class winners — 2001cc-3000cc:** Scarborough, 1301-200cc: Karl Jones (2.0 Fiat Strada Abarth), 12m10.65s. **Up to 1300cc:** James Kaye (1.3 Vauxhall Nova SR), 12m14.49s. **Fastest lap:** McLennan, 1m13.37s, 78.89mph.

JIM CLARK MEMORIAL

Bill paid

The two top seeds on last weekend's Jim Clark Memorial Rally both claimed that they were running newly rebuilt and refurbished cars in preparation for this weekend's Gwynedd Rally. Spectators could have been excused for thinking otherwise...

Bill Lyburn in the Toshiba Escort was quickest over the early stages and hung on to his lead all the way to the finish, nearly 1min clear of the pursuit. However, the number one seed, Ken Wood, in the Golden Wonder Rover, played hide and seek, and he settled happily for second place, quite content with his three fastest times over the last stages.

Richard Mawson and Les Graham were well matched all day, finishing just 3secs apart with Peter Pringle losing out on this scrap when he punctured and dropped to sixth, behind Doug Riach, complete with bent steering rack.

JOHN FIFE



Ken Wood — content with second.

JIM CLARK MEMORIAL (GB)
Mar 02

1, Bill Lyburn/Allan Hutchinson (Ford Escort RS), 41m44s; 2, Ken Wood/Peter Brown (Rover Vitesse), 42m38s; 3, Richard Mawson/George Tindall (Ford Escort RS), 44m01s; 4, Les Graham/Stuart Orrick (Ford Escort RS2000), 44m04s; 5, Doug Riach/Campbell Ray (Talbot Sunbeam Lotus), 44m11s; 6, Peter Pringle/Keith Bell (Talbot Avenger), 44m25s.

Bill Lyburn led the Jim Clark Memorial Rally from start to finish, winning by 54secs.



David Kynaston and Keith Oswin leap their way to victory from Dimi Mavropoulos.

CITROEN STAGES (GB)
Mar 03

1, David Kynaston/Keith Oswin (Audi Quattro A1), 44m24s; 2, Dimi Mavropoulos/Dave Adams (Audi Quattro A2), 45m07s; 3, Stan Dukes/Keith Staddon (Ford Escort RS), 45m41s; 4, Martin Wyeth/Mark Withers (Ford Escort), 46m03s; 5, Rex Ireland/Terry Selman (Vauxhall Chevette HSR), 47m05s; 6, Stewart Palmer/Sheila Palmer (Triumph TR7 V8), 47m45s.

KEITH OSWIN



Peter Doughty moved into a joint championship lead by winning the Dukeries.

DUKERIES RALLY

Doughty victor

Pete Doughty, a former East Midlands Rally Champion from Nottingham won last weekend's Sutherland Dukeries Rally, the second round of the BTRDA Rally Championship, and went into a joint lead of the eight event series, with Saturday's second placed man, Vince Wetton.

Quickest off the mark in Clumber Park was Wetton, but George Hill's 2.6-litre Astra was quick to offer a challenge, equalling Wetton's time in Portland. Doughty then used his local knowledge, taking 7 secs off the leader in Clipstone and never looked back. Hill held grimly on to second place until second service and then dropped suddenly off the leader board and stopped on the last stage with engine failure. Doughty, in an Opel Manta 400 was now well clear.

Wetton moved up a place and James Sutherland was on the pace in his Phil Collins hire car, now in third. Last year's winners, Richard Gough and Eifion Jones had early brake problems, but fought back during the afternoon to gain fourth. The man of the moment must surely be Jeff George from north Devon in a 1600cc Escort, who romped home in seventh place.

Once again the production saloon cars category was well supported and closely contested by Jeremy Easson, again the winner in his Capri, ahead of Robertson's Lancer. After a troubled start, Ralph Lockey in the Nissan won the 1300cc class and Chris Birkbeck won the Vauxhall Rental Junior Cup round with relative ease.

From 130 starters, there were only 37 retirements. Among the leading names to go were: Keith Stones, whose Escort lost oil pressure in Portland; David Maslen, who pulled his four-wheel-drive Manta out with steering problems; and Ray Radford, who parked up on a road section shortly before the finish.

VAL SHENTON

DUKERIES RALLY (GB)

Mar 02
BTRDA Championship, round 2
Nova Junior Cup, round 2

1, Pete Doughty/Mick Smith (Opel Manta 400), 56m43s;
2, Vince Wetton/Chris Allen (Opel Ascona 400), 57m38s;
3, James Sutherland/Mark Atkinson (Ford Escort RS), 57m 42s;
4, Richard Gough/Eifion Jones (Ford Escort RS), 58m18s;
5, David Bell/Steve Bidwell (Ford Escort RS), 58m22s;
6, Charles Eveson/Geoff East (Ford Escort RS), 58m36s.

BTRDA Championship: 1 = Doughty & Wetton, 37pts; 3, Mike Edmunds, 29; 4, Jeffery George, 26; 5, David Jenkins, 23.

Nova Junior Cup: 1, Graham Holden, 44pts; 2, Chris Birkbeck, 39; 3, Steve Davies/John Pritchard, 38; 5, John Underwood, 37.

The Vauxhall Rental Junior Cup was won with relative ease by Chris Birkbeck.



HUNTINGTON'S STAGES

In the Hunt

The opening round of the County Motors Clubmans Championship attracted a full house of 50 crews to 10 stages near Carlisle, when Wigton MC put on the Huntington's Stages. The Vauxhall Chevette of Kieron Hill was quickest from start to finish and won by 21secs. Hill beat David McAllister who was out in his Datsun 240RS for the second time and these two spreadeagled the field on the all tarmac event. Best of the three women was Jill Farrington who took father's Vauxhall Astra to 29th on her first event.

HUNTINGTON'S STAGES (GB) Mar 03

1, Kieron Hill/Rob Grant (Vauxhall Chevette), 30m29s; 2, David McAllister/Paul Steele (Nissan 240RS), 30m50s; 3, Brian Steadman/Alan Coulthard (Talbot Avenger), 31m27s; 4, Geoff Bland/John Marshall (Ford Escort 1600), 31m47s; 5, John Willis/Andrew Ralley (Mini), 31m54s; 6, Alan & Elena Glendinning (Ford Escort 2-litre), 32m12s.

NIGHT HAWK RALLY

Hawk-I

Ian Bailey and Mike Halliday came from behind to win the Rugeley & DMC's Night Hawk Rally when fog descended on parts of the 120 mile route in Staffordshire and Derbyshire. Initially the advantage was held by Dennis Stevens and Barry James who opened up a 1min lead at petrol, but then Bailey, who was runner-up last year, charged ahead to win comfortably from a field of 35.

NIGHT HAWK RALLY (GB) Mar 02/03

1, Ian Bailey/Mike Halliday (Ford Escort 1600), 32m44s; 2, Dennis Stevens/Barry James (Ford Escort 2-litre), 34m06s; 3, Mark Jasper/Nick Chapman (Ford Escort 1600), 34m52s; 4, David Gregory/Ian Bancroft (Talbot Sunbeam), 37m04s; 5, Jeremy Barnes/Andrew Lees (Lancia), 38m22s; 6, John Ward/John Davenport (Talbot Avenger 1600), 42m14s.

BERKSHIRE STAGES

Mighty Minty

With a full entry of 55 plus 5 reserves, Craven MC's first stage event since 1970, the Carchoice Berkshire Stages Rally, ran successfully. Using every possible permutation of the venue they put on 12 stages and despite the rain finished on schedule.

Early fancied runner John McKerrall in his De Tomaso Pantera wrong slotted on stage 1 and, as the roads dampened further, decided to halt before ruining the Pantera's beautiful looks. John Cleary broke a halfshaft on stage 3, no doubt due to co-driver Simon Everett shouting John on too much! Pat Water-

man held the lead for most of the day, but a late charge by John Minty on some demon F3 qualifying wets brought him home in first place.



man held the lead for most of the day, but a late charge by John Minty on some demon F3 qualifying wets brought him home in first place.

Kim Blatchly threw his Capri around and despite wrecking two rear wheels in the process kept third place by 1sec from Nick Beddoes in his RS2000. The Quinn-Halls in their Peugeot 205 GTI managed to pip Mick Berrie for fifth in his rather strangled sounding Chevette 2300 saloon.

TONY LARGE

BERKSHIRE STAGES (GB) Mar 03

1, John Minty/Ralph Gomes (Ford Escort RS), 1410s; 2, Pat Waterman/Ian Ward (Ford Escort RS), 1431s; 3, Kim Blatchly/Braham Leo (Ford Capri), 1436s; 4, Nick Beddoes/Bob Dipple (Ford Escort RS2000), 1437s; 5, Derek Quinn-Hall/Debbie Quinn-Hall (Peugeot 205 GTI), 1467s; 6, Mick Berrie/K Zwolinski (Vauxhall Chevette), 1472s.

REDMAN ROSKIRK RALLY

Red Ken

Ken Skidmore and Charles Woodward survived a second half charge from Clive Sissons and Kevin Savage to win on the Redmans Roskirk Trophy Rally put on by South Shore MC. Runners-up in 1984, Skidmore and Woodward had moved into a useful 3mins lead when crews paused for petrol, but once on local territory Sissons and Savage really sizzled and they clawed back over 1½mins in the latter half of the 180 mile route. 63 crews took part.

REDMAN ROSKIRK RALLY Mar 02/03

1, Ken Skidmore/Charles Woodward (Talbot Sunbeam), 32m01s; 2, Clive Sissons/Kevin Savage (Vauxhall Chevette), 33m32s; 3, M Burton/K Hind (Ford Escort), 33m40s; 4, John Cressey/Bill Honeywell (Ford Escort), 35m50s; 5, Carl and Robert Taylor (Ford Escort RS2000), 36m14s; 6, G Burton/A Hill (Vauxhall Chevette), 37m47s.

NORTHERN LIGHTS

The clanger

When fancied crew Clive Drake and Stuart Falshaw dropped a first half clanger, missing a passage check, victory on the Northern Lights Rally went to Chris Butler/Ni Harrison in a 2.6-litre Avenger. The Leeds University MC laid on sight selectives for the 33 entries on the 130 mile event in northern parts of Yorkshire, and the winners were always in command. Their only challenge came from Mick Hennings/Steve Kemp.

NORTHERN LIGHTS RALLY Mar 02/03

1, Chris Butler/N Harrison (Talbot Avenger), 21m06s; 2, Mick Jennings/Steve Kemp (Ford Escort RS2000), 21m47s; 3, Malcolm Wilson/Ian Wilson (Renault 5 Gordini), 24m02s; 4, John Rogers/Mike Wood (Ford Escort RS2000), 25m56s; 5, A Ward/S Ward (Talbot Sunbeam), 27m31s; 6, Phil Hewitt/P Hewitt (Ford Escort RS2000), 27m55s.



OFF-TRACK SPORT

COLMORE TRIAL

Close to the Edge

Bob Dayson won the Colmore Trial, organised by SUNBAC, from a field of 42 entries on a new site at Edge Hill, near Warrington.

Unfortunately it rained all day and the ground churned up. Early leader, Bob Dayson, really had the bit between his teeth. Behind, came John Sheldrick and Alan Rawson. Mark Howse drove extremely well to finish fourth in front of Ivor Portlock and an improving Robin Anderson. Seventh place was taken by the consistent Tom Stevenson ahead of Julian Fack and Geoff Rawson, while completing the top 10 came Calvin Kneebone, upholding West Country honours.

DON WILLIAMSON



Bob Dayson — successful once more.

COLMORE TRIAL (GB) Mar 03

1, Bob & Mark Dayson (Facksimile), 72pts; 2, John Sheldrick/David Hewitt (Facksimile), 77; 3, Alan Rawson/Gary Pogson (Facksimile), 101; 4, Mark & Peter Howse (MJH), 104; 5, Ivor & Jill Portlock (Kincraft), 108; 6, Robin Anderson/Richard Baggs (CAP Special), 109.

HOTPOINT AUTOTESTS

Hot stuff

North Wales CC staged the first rounds of the Welsh and North West Autotest Championships on February 24, with a disappointing entry of just 14. Overall winner was Steve Powell in his MG Midget with a margin of 14½ secs over the VW Polo of John North. The small capacity Minis saw close competition with victory going to the Countryman version of Julian Russell beating Jim White and Robert Jones, and the 'large' class Mini of Mike Bennett.

STEVE POWELL

HOTPOINT AUTOTEST (GB) Feb 24

BTD: Steve Powell (MG Midget-Ford), 499.58s.
Class winners: Julian Russell (Mini), 544.34s; Mike Bennett (Mini), 544.78s; John North (VW Polo), 514.26s; David Colls (Vauxhall Cavalier), 679.20s; Ian Simmonds (VW Buggy), 678.81s.

DOUNE AUTOTESTS

Get Doune

Forty members of the Scottish Centre of the MGCC made their annual pilgrimage to Deanson House for an Autotest, and the dry frosty conditions were ideal.

Ian Gould snatched the Midget class from Competition Secretary Jon Cook. A mixed bag contested the sports saloons class which went to the Morgan of Brian Hopkins from the MGB of Ian Havenhand. Among the potent Cooper S Minis, Tony Mitchell's ground-hugging version was more than a match for the shopping 1275 GT of circuit racer Hugh Chalmers.

The well-supported 1.3-litre FWD saloon cars class was the province of George Cooper, exceptionally tidy in the black VW Polo, despite the forcefully driven Escort of John Lindsay, who held the over 1300cc group from Evan Murray. The RWD saloon class went to Willie Greig, whose RS2000 was just too fleet for the Mexico to Hugh Malkison and that of David Thirlwall.

BILL HENDERSON



Ian Gould — top of the sports car class.

DOUNE AUTOTESTS (GB) Feb 17

BTD: Tony Mitchell (Mini), 216.7s.
Class Winners: Ian Gould (MG Midget), 220.7s; Brian Hopkins (Morgan), 232.0s; Hugh Chalmers (1275 Mini GT), 222.7s; George Cooper (VW Polo), 235.7s; John Lindsay (Ford Escort XR3i), 227.7s; Willie Greig (Ford Escort RS2000), 225.3s. Ladies' Award: Anne Amor (Ford Escort), 247.9s. Newcomers' Trophy: Stephen Cooper (MG Midget), 236.9s. Team Award: Tony Mitchell/Evan Murray (Ford Escort XR3i).

GREIG GOBLET TRIAL

Tony top at Peters Pit

Kentish Border CC attracted 23 starters to attempt 24 sections at the Greig Goblet Trial at Peters Pit, near Maidstone, Kent.

There was plenty of grip in the morning and it was Norman Flury who led at lunchtime from Tony Bristow and Alan Wickham. After lunch, it rained and as the hills had been tightened and the grip disappeared, the scores became higher. Bristow won the event from a hard charging Wickham who led the improving Jerry Walters (the Class B winner) at the finish. Flury slipped down to fourth.

DON WILLIAMSON

GREIG GOBLET TRIAL (GB) Mar 03

1, Tony Bristow/Barry Austin (IBEX), 42pts; 2, Alan & Ann Wickham (WERV), 51; 3, Jerry Walters/John Dewsbury (Mandasport), 54, 4, Norman Flury/Lee Jarvis (IBEX), 59; 5, Paul Liddiard/Matthew Wright (Pal), 66; 6, Robin Mannering/Andrew Mann (Facksimile), 71.



FINDUS

Chris Lewis Racing

Howley
Engine Developments

Findus

Lean Cuisine
Less than 300 Calories

2

Chris Lewis

Findus
Lean Cuisine
 Less than 300 Calories

GLAZED CHICKEN
with Vegetable Rice



241 g 8.5 oz

Lean Cuisine

Findus

Chris Lewis Racing
with