

Autosport

Centrespread Series



Haymarket publication

May 27, 1982 50p



Monte Carlo drama

Patrese's last lap reprieve □ Penske PC10

Kahy takes Manx □ Indv 500 latest



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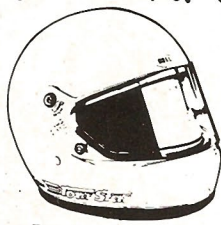
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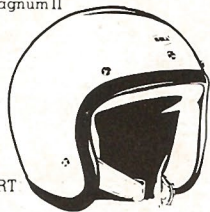
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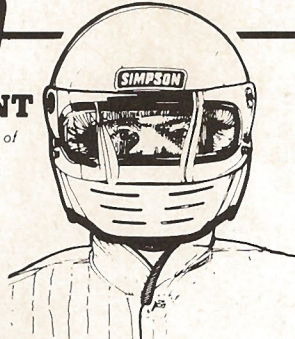
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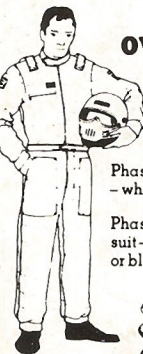
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AUTOSPORT

May 27, 1982 Vol 87 No 8

FRONT COVER

Nigel Mansell drove a splendid race in Monte Carlo, skilfully guiding his JPS-Lotus 91 to fourth place after a pit-stop to replace a punctured tyre. Survivors in this race of attrition were few but Mansell stayed on the island as Nigel Roebuck recalls on page 10. Photo: IPA.

NEXT WEEK

Gordon Kirby's full report of the Indianapolis 500 — World Endurance Championship action and analysis from the Nürburgring 1000kms — Graham Robson takes an in-depth look at the most successful rally car of the '70s, the Ford Escort — Full reportage of the Bank Holiday weekend's national and international motor sport.*

*These items correct at time of going to press.

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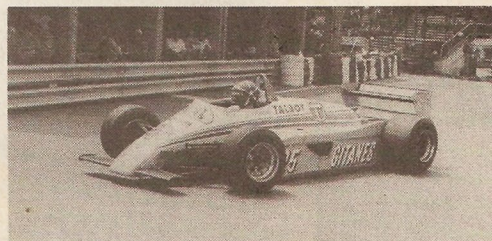
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MONACO GRAND PRIX 10



The glamour and bright lights of Monaco provided the setting for the most extraordinary F1 race seen for a long time. The Renaults led the race initially but both spun out starting a trend which saw most of the leading contenders fall by the wayside in dramatic fashion. Nigel Roebuck, his head still spinning, reports on Riccardo Patrese's first F1 win.

MONACO FORMULA 3 20



Mark Hughes went to see the important F3 supporting race which took place on Saturday. The Marlboro Martinis of Philippe Alliot and Alain Ferté dominated proceedings with the latter claiming victory having barged his 'team-mate' aside at the Loews hairpin.

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CENTRESPREAD

Industrie Ceramiche Piemme and AUTOSPORT present a tribute to Gilles Villeneuve whose Ferrari 126C2 is depicted at Long Beach.

Pit & Paddock

'Safety': rumours abound in F1

There appeared to be as much off-track activity at Monaco last week as there was on it. Wherever you looked, there were meetings taking place, controversies being discussed.

After the death of Gilles Villeneuve at Zolder, safety is again much on Grand Prix racing's mind at the moment... or is it? Jean-Marie Balestre had a meeting last Wednesday with the tyre companies, and it was thought that the main purpose of this was to discuss ways and means of banning qualifying tyres. That was the impression given by Balestre, yet one of those present told us that the matter was never even brought up! Qualifying tyres remain part of the scene for the moment, despite the Zolder tragedy.

Next we move on to future Formula 1 rules. Following Balestre's suggestion in Casablanca of an 'alternative' World Championship for next year (which necessarily completely ignores the Concorde Agreement), we hear that he has

been trying to set up a new working group, with four FOCA representatives, and four from the 'ex-FISA' teams, such as Renault, Alfa Romeo and Ferrari.

During discussions last week, the FOCA group suggested, as a basis for agreement, a 540kgs minimum weight limit, a reduction in fuel tankage from 250 to 225 litres, and a reduction in the width of the cars. But this was not acceptable to the opposing camp, who considered that all the loss would be theirs.

In the meantime, Jean-Marie Balestre, who was officially not in Monaco last week, having fallen out with Michel Boeri (President of the Automobile Club de Monaco, and a Vice-President of FISA), heard the result of this meeting, and was not pleased.

The choleric Frenchman therefore issued an ultimatum, in the form of his proposals for the future of Formula 1. These included a maximum overall width of 175cms (which is 10cms less than is

currently allowed for an F3 car!), a maximum body width of 150cms, a maximum tyre width of 16ins (with three compulsory grooves in the tyres!), a minimum weight limit of 550kgs, a maximum fuel tankage of 215 litres, and a complete ban on four-wheel-drive cars and six-wheelers.

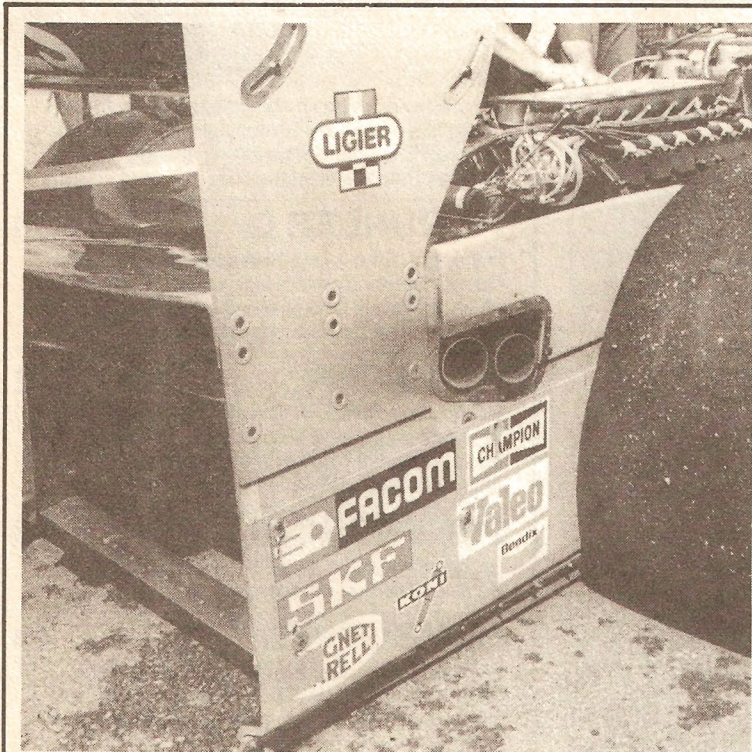
Unless alternative proposals were received within 36 hours (in other words, by the end of the weekend), Balestre will put these before the FISA Executive Committee in June, for implementation in 1983. As we went to press, no such undertaking had been received...

Other leading FISA people were horrified by these proposals, claiming that the document in which they were detailed, while bearing the signature of the Secretary of FISA Yvon Leon, was in fact nothing more than a personal proposition from Balestre. It was not, in other words, a FISA proposition as such, and they lost no time in dissociating

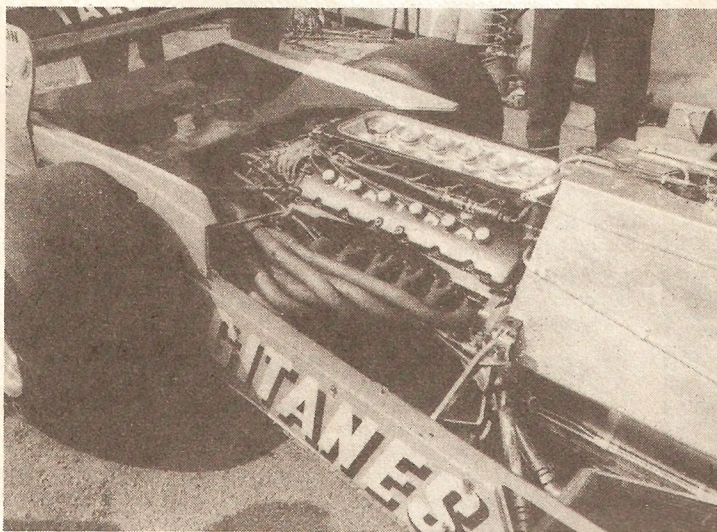
themselves from it in a statement issued to the constructors. Among the signatories were Cesar Torres (a Vice-President of the FIA), Huschke von Hanstein, Serena di Lapaggio and Michel Boeri (Vice-Presidents of FISA), Maurice Belien (a member of the FISA Executive Committee) and Curt Schild (President of the FISA Technical Commission).

Last of all we heard rumoured details of FOCA's final compromise offer to their rivals: an immediate reduction of the minimum weight limit, to 565kgs with a further reduction to 555 for 1983; reduction next year in fuel capacity from 250 to 235 litres; a reduction in maximum track from 215cms to 200, and reduction in wing sizes, at front and rear.

The remarkable aspect of all this is that no mention is made anywhere about bringing back suspension movement, reducing cornering speeds. We hope that all these rumours are exactly the



Above left: The new Talbot-Ligier JS19 debuted at Monaco, but suffered scrutineering objections during practice. These rear skirts had to be removed before the car was run, the scrutineers saying that skirts must not extend behind the rear axle line (what about the Lotus 80?). Bottom left: The glamorous Princess Caroline watches the race. Bottom right: Originally designed to take the Matra V6 turbo, the JS19 has had to be altered to accept the old V12 unit. Above: Leo Sayer — looking for an Arrows ride?



Spain off: Holland on

It was confirmed in Monaco last week that the Spanish Grand Prix, provisionally scheduled for June 27, will definitely not take place.

At the same time an announcement from Holland confirmed that the Dutch Grand Prix is back on the calendar, and this will be run on Saturday, July 3, at Zandvoort. The race will have an early start, at 12.30pm.



Gurney — financial worries?

Eagle's problems

Dan Gurney's All American Racing team seems to be in financial trouble once again. It looks as if Gurney may have to lay off some of his staff as a result of the works Eagle's disastrous showing during Indy qualifying, where a considerable number of the powerful (around 800bhp) but fragile turbocharged Chevy engines were destroyed. No factory cars are in Sunday's race.

"I guess I just out-tricked myself," said a disappointed Gurney after works driver Mike Mosley's failure to qualify. Mosley has been told that he is free to look for another ride for the balance of the year.

Indy: 17 Marches to start

The starting grid for this Sunday's Indianapolis 500 is now complete following the second weekend of qualifying. The first weekend had seen Rick Mears take his Gould Charge Penske PC10 to an incredible pole position speed of 207.004mph over four laps, a staggering margin ahead of team-mate Kevin Cogan's 204.082mph. Behind them, positions were settled down to 21st place, leaving the final 12 slots to be determined last weekend.

Most amazing is the fact that there will be 17 Marches in the field. Having a March seems to be a sure way to success, for only one Bicester-built car failed to qualify, that of Vern Schuppan, who could manage only 188mph on his qualifying run. Vern had spent most of the month with his Kraco Car Stereos Penske PC9B way off the pace, and after 800 miles of running jumped into the team's March 81C in a final attempt to qualify. It is a reflection on the state of the Indy car art that only one PC9B — last year's pole and race winner — could make the grid, the car of Roger Mears.

The best of last weekend's qualifiers turned out to be Mike Chandler's Eagle-Chevvy entered by Bill Freeman but run by Dan Gurney's All American Racers. He suffered a number of engine problems earlier in the month, but things

came good in his qualifying run of 198.042mph. Dale Whittington made good use of his March 82C after it had been set up by bothers Bill and Don to set 197.694mph for 23rd quickest.

Next came Rookie Jim Hickman's March 81C on 196.217mph, followed by Johnny Parsons's March 82C on 195.929mph. Parsons did well after a variety of driveshaft failures — highly dangerous at Indy — had frightened Bob Lazier out of the seat, and after his replacement, Steve Kirisiloff had 'rub-bished' the car.

George 'Ziggy' Snider made 26th in the March 82C which had been the late Gordon Smiley's spare with a speed of 195.429mph, while Tony Bettenhausen (March 82C) came next with 195.429mph after very little practice. A halfshaft failure the week before caused him to crash heavily, and by the time the necessary spares arrived from England all chance to practice for his timed run was gone — it was a good effort.

Jerry Sneva (March 81C) was 28th despite coasting over the line on his final timed lap. A starter pinion shaft broke and severed the lubrication lines for the gearbox, which expired in clouds of smoke through Turn Four. All the same, 195.270mph got him into the field ahead of Chet Phillip's (194.879mph). A rookie

with experience of Super-Modifieds in Texas, Phillip drove smoothly in the DFX-engined Circle Bar Truck Corral Eagle to impress many observers.

Gary Bettenhausen came next with 194.673mph in his Lightning after picking up 6mph on his best practice speed after a last minute radical change to the car's set-up. Tom Bigelow's Eagle-Chevvy (194.784mph), Pete Halsmer's turbocharged Eagle-Chevvy (194.500mph) and Josele Garza's March 82C (194.500mph) completed the order. Garza had a fraught time during practice, his Bobby Unser managed team trying all kinds of set-ups but making no progress.

Sadly a non-qualifier, Desiré Wilson suffered five blown Chevvy engines on her Eagle, having early in practice looked a likely qualifier with a 193mph lap. Bill Alsop and Cheap Mead were 'bumped' from the grid after qualifying on the first weekend, while Mike Mosley suffered countless engine blow ups in his turbocharged Chevvy powered Eagle (see separate story).

Speeds at Indy have risen this year by an extraordinary margin. The cut-off point for qualification has jumped from last year's 186mph to 194mph, despite the extra turbo restrictions in force this year. . .



Tambay rumours

The hot rumour at Indianapolis last weekend was that Patrick Tambay had been offered the vacant Ferrari Formula 1 seat. The Frenchman, whose disenchantment with Grand Prix racing is well-known, is said to be wrestling with the problem. . .

Weaver's blunder

There cannot have been a more disappointed man in Monaco last weekend than James Weaver, who had hoped to do great things in the Formula 1 race. Incredibly, he failed to sign on, and, as the French organisers refused to show any leniency after the Englishman had realised his error, he never even sat in his car.

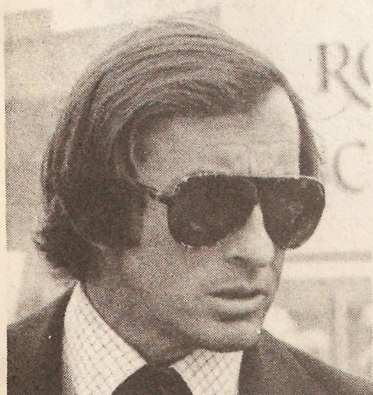
"It was very stupid of me not to read the regulations," explained the chastened Weaver. "Then I would obviously have realised when I had to sign on." Both he and team manager Eddie Jordan tried to persuade the organisers to forgive the mistake because the team had travelled so far, but they never really expected to succeed.

Q-tyres — banned?

A meeting of all the tyre companies involved in Formula 1 at the Loews Hotel in Monaco last Thursday afternoon failed to produce any solution to the question of banning qualifying tyres. A lengthy FOCA meeting the following day also failed to produce any answer although one member did say that Q-tyres would be outlawed.

Avon in F2

After pulling out of Formula 1, it appears that Avon's F2 position will also be weaker at Pau this weekend. A Pirelli representative told us at Monaco that the Docking-Spitzley team will be running on their radials round the streets of the delightful French town this weekend. Previously the DS Tolemans had been the leading Avon users in F2. Pirelli however, have lost their main team to M&H, the Minardi team having tested the American-made rubber at Fiorano



Stewart — unpopular views.

Stewart on speed

Jackie Stewart has ruffled a great many feathers in Gasoline Alley after voicing his opinions on the subject of the increasing speed of cars at Indianapolis. Speaking in Detroit, he judged that the recent fatal accidents to Gilles Villeneuve and Gordon Smiley were a result of the way in which ground effect has changed the feel of the cars.

He suggested that the lap speed at Indianapolis should be reduced to around 150mph, and that the cars should have flat bottoms. Formula Super Vee sounds suitable. . .

Our American Correspondent reports that most drivers and team managers at Indianapolis disagreed strongly with Stewart's assessment, and felt that he should not be addressing himself to a subject about which he knows little.

Rick Mears and Mario Andretti, in fact, thought that a reduction in horsepower would be positively dangerous. The present cars, they say, are too easy to drive, allowing mediocre drivers to set good times during qualifying. More power would restore the driver element to the equation.

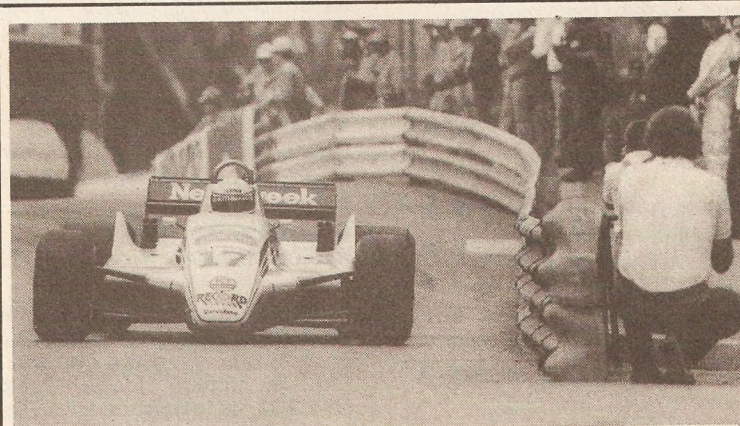
Hawkridge shows new Toleman F1 car

Toleman's Alex Hawkridge was proudly showing off pictures of the scale model of his team's new Formula 1 car at Monaco. Design engineers Rory Byrne and John Gentry have missed the last two races to concentrate on the new car which will feature a carbonfibre chassis built at Sloman's in Derby, who were responsible for the new Alfa Romeo chassis.

Although Hawkridge would dearly like to negotiate his stretched team out of their obligations for a couple of Grands Prix so that the build schedule for the new car — expected to make its debut at Monza in September — can be met, both Derek Warwick and Teo Fabi are making a favourable impression in the old car. At

Monaco, Warwick, in particular, performed beyond the normal course of duty in his efforts to qualify. Despite the dire inadequacy of the chassis, the Hart turbo engine is performing most impressively and on speed trap times it was better than all the normally-aspirated cars.

The times were taken at the start/finish line and showed the latest Renault to be quickest at 252kph. Then came the Brabham-BMW (247kph), Ferrari (244kph), the old Renault (237kph), Toleman (233kph). The Alfa Romeo, Lotus, Brabham-DFV and Ligier-Matra all touched 230kph while, surprisingly, slowest of all were the Williams FW08s at 225kph.



Just a whisker away. . .

Jochen Mass illustrates just how close the margins are at Monaco. At this point, coming out of Casino Square, cars were occasionally glancing the barrier, and marshals made no attempt to move the more fearless photographers. Mass, incidentally, failed to qualify his Rothmans backed March 821

So you thought you wouldn't be going to Zandvoort this year?

We've got news for you. We hear that it is almost certain that there will, after all, be a Dutch Grand Prix this year. The date they're talking about is July 4 and we have already made ferry, flight, coach and hotel reservations for that weekend.

Zandvoort has been consistently the most popular of all Grand Prix venues for British enthusiasts and we know that many thousands of you will be as delighted as we are to be able to go there again this year. We are making available a special brochure giving details of our superb value tours, and you can obtain your copy by using the coupon below.

Naturally, you'll want to be sure that the race is definitely on, so we've made it easy for you by allowing you to pay your deposit for the tour of your choice but guaranteeing that it will be refunded to you in full if the Dutch Grand Prix is not confirmed for that date.



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Pit & Paddock

Nine C-cars at the 'Ring

The ADAC is suffering from the proximity of Le Mans to this weekend's Nürburgring 1000 Kms for, in stark contrast to the recent event at Silverstone, only nine of the new Group C cars are entered.

These are the works Ford C100, the Otis-Rondeau M382C, the two BASF Saubers, the Jöst/Belga Porsche 936C, the works Ultramar Lola T610, a URD-BMW, the new Cougar CO1, and the Grid-Plaza — and the last-named was a likely non-starter when we closed for press.

The C-cars, however, will be backed up at the 'Ring by the usual massive array of cars competing in the German national championship and the Interseries. The latter is for 3-litre Group 6 sports-prototypes such as the two Jöst Racing Porsche 908 turbos.

The most notable absentee, of course, is the new factory Rothmans Porsche 956 which won the class at Silverstone. Nimrod Aston Martin, Dome Amada, WM-Peugeot and others are also concentrating on their preparation for the Le

Mans 24 Hours on June 19/20.

To put all its effort into its newly-acquired C100 project, the Zakspeed team has shelved its plan to run one of the turbo Capris which set pole position at the 'Ring last year. The C100 itself will be unchanged after Silverstone, save for improvements to the fuel system.

Rondeau are sending only the interim 382 to protect the marque's World Endurance Championship of Makes points lead. The Champagné based team is at full stretch to prepare the new 482 C-cars for Le Mans.

Since Silverstone, the new Lola has had a session in the Williams Grand Prix Engineering wind tunnel facility at Didcot, and should show another improvement in Germany.

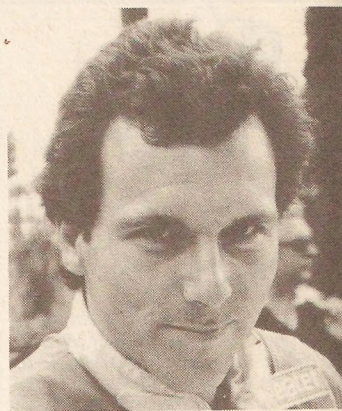
The Cougar is a neat monocoque design built in France for Yves Courage, a Le Mans stalwart in the past with 2-litre Group 6 cars. The power unit is a 3.3 DFL, and sponsorship comes from Primagaz.

An intriguing aspect of the meeting is the possibility of a lap in under 7mins.

This was first achieved at the 'Ring by Niki Lauda, during private Ferrari Formula 1 testing back in 1975. The best ever sports car lap of the Eifel track was a qualifying time achieved by Gérard Larrousse's turbo Renault-Alpine A442 the same year, at 7m 12.1s, 118.22mph.

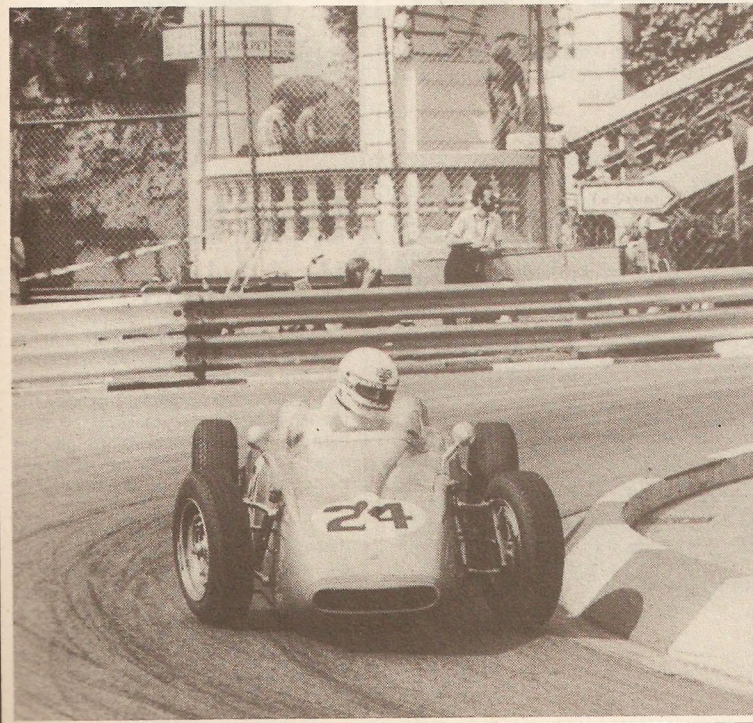
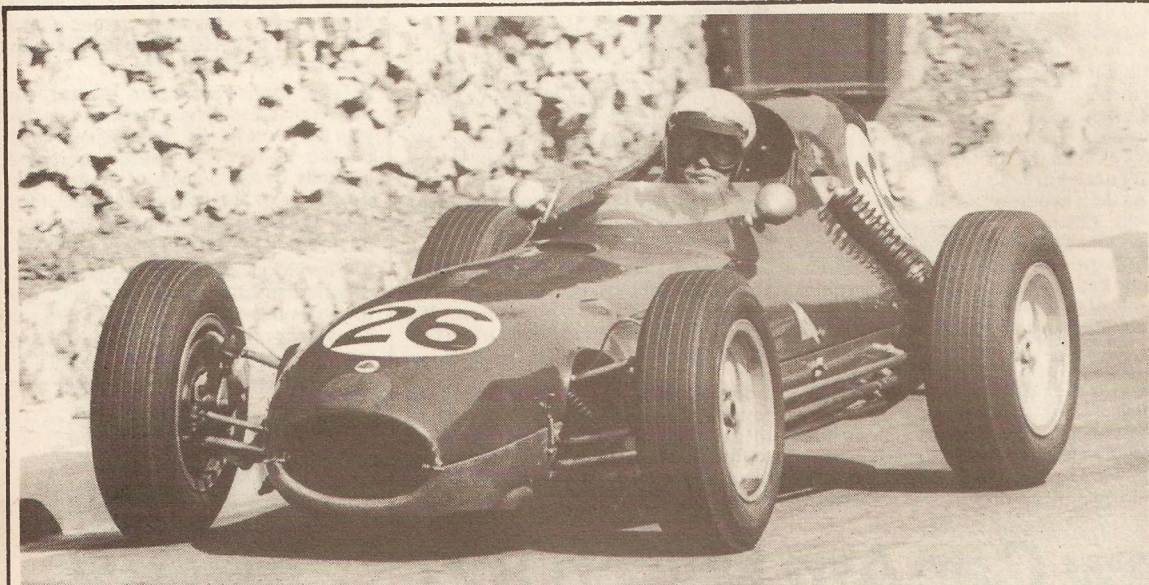
Another interesting point about the race is that the 14.19-mile lap could cause some more fuel consumption problems for the Group C teams, even though Nürburgring is a distance event rather than a duration race. The 1000 Kms will be run over 44 laps, which means that the teams, permitted to refuel only five times, will have to run four stints of seven laps each (99.33 miles) and two stints of eight laps each (113.52 miles). There is no doubt that the C-car drivers will be forced to softshoe during those two longer stints, which means that the race favourites must again be the works Lancia Martini Group 6 entries.

Already the winner of two FIA World Championship events in eight days, will Riccardo Patrese make it three wins in 15 days?



Zamagna's F3 plans

Austrian former Formula Ford 1600 champion Gero Zamagna put on another impressive showing in his Anson SA3C at the Monaco F3 race last weekend, before becoming involved in an accident on the first lap. This followed a most promising run in the European F3 qualifier at the Osterreichring one week earlier where he claimed third position on the grid (not eighth as mentioned in our report) and was challenging Ferte's Martini hard until being slowed by tyre trouble. The Anson team are most encouraged by the Austrian's performances and are looking forward to the next race at Zandvoort on Monday. Incidentally, Mike O'Brien will be racing his similar car on the same day at Silverstone.



Lotus win at Monaco

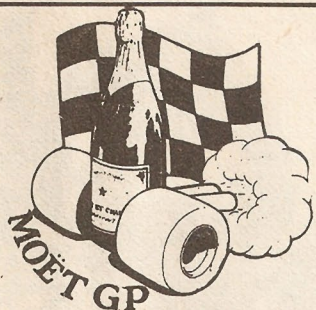
The Christies-sponsored historic race at Monaco resulted in a comfortable win for Bruce Halford's Lotus 16 (above). Despite fears that he would not be able to race after breaking a rear wishbone against one of the barriers in practice, a welding job got him on the grid to win from Patrick Lindsay's ERA and Willie Green's forcefully driven Nick Mason owned Maserati 250F, which bore scars on its nose from a coming-together with Roddy Macpherson's fifth-placed Cooper Bristol. Martin Morris, who won the last historic race in Monaco three years ago, brought his ERA into fourth place. Significant among the newcomers in this race was Murray Smith's ex-Jean Behra Porsche (left), the first ever, single-seater from the German marque. Smith found the car in Pennsylvania, USA, eight years ago, and was giving it its first outing in Monaco after a painstaking restoration. He finished sixth in the race despite finding that he had the 1.5-litre car too softly sprung.

Nielsen's dual springing

John Nielsen, the European Super Vee Champion for the last two years who this season has moved into Formula 3, tried a new suspension set-up featuring Maurer-style progressive springing on his Volkswagen-powered Ralt RT3 during practice for last Saturday's Monaco race. Following the principle developed by Maurer designer Gustav Brunner, Nielsen's car used two springs — one hard, one soft — separated by a plate in place of the normal arrangement.

After finding that this system made his car unpredictable over the bumpy Monaco circuit, the Dane decided to discard it for the second practice session, qualifying his car in its normal spec. His progressive suspension has, however, been tested at Jyllandsring and Hockenheim, and proved to be worth 1sec per lap at the former, a tight, bumpy track. Nielsen plans to evaluate further the system and expects to race with it at the Silverstone European Championship round on June 13.

The idea of progressive springing is that the car's aerodynamics force it down onto the road at speed, bringing the skirts into contact with the track. Maurer has been using their system successfully since last season, despite frequent objections from rival teams. Nielsen expects to have no scrutineering problems at Silverstone.



One of Mr R. K. Smith's countless cards wins him a magnum of Moët et Chandon this week. Mr Smith, of Hertford, forecast a Monaco victory for Riccardo Patrese's Brabham, at 82.645mph. The Italian's true average was 82.207mph.

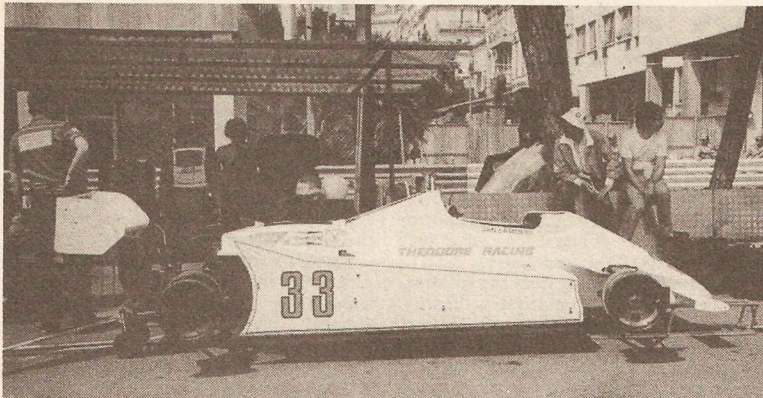
Now comes Detroit, and here you must use intuition. It is a street circuit, and has never been previously used . . . Send us your postcards at AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



Another in our occasional series of exclusive photographs. The Valvoline Collection this week depicts 25-year-old Italian Michele Alboreto at the wheel of his Tyrrell 011. The 1980 European F3 champion, Alboreto made his F1 debut for the British team in San Marino last year after some promising runs in the Minardi F2 team.

Michele has proved to be the find of the 1982 Grand Prix season to date. His Candy and Imola Ceramica-supported Tyrrell finished third at Imola last month and has earned points in Brazil and at Long Beach.

Photo: John Townsend.



Avon's withdrawal from Formula 1 left Theodore with no tyres . . .

Theodore and Ensign left in the lurch

There was a certain amount of confusion in the Monaco Formula 1 Paddock about the Avon tyre situation just before practice. Following last week's statement that they were pulling out of racing, International Race Tire Service Managing Director Jean Mosnier cancelled his F1 paddock slot and moved his transporter to the far away F3 paddock. "We have definitely pulled out of Formula 1," said Mosnier. "I can sell three times as many tyres as I can make at the moment and I don't need Formula 1."

As the Theodore and Ensign teams sat in the pits with no new tyres, or in Theodore's case, no tyres at all, imagine their surprise when the Rothmans March team had a seemingly inexhaustible supply of new Avons.

As it turned out, Theodore had to miss the whole of Thursday's practice but were able to negotiate with Goodyear for tyres for the rest of the year on Friday, which let Jan Lammers in to practice. Ensign, on the other hand, were unable to conclude any kind of deal and poor Roberto Guerrero had to make do with three sets of used tyres left over from

Long Beach for his hopeless task of trying to qualify. Even at the end of the weekend, Mo Nunn had not been able to secure a supply of rubber for the rest of the year.

The gamble by the March team in getting exclusive use of the Avons failed in that they too failed to qualify for the race, although team boss John Macdonald stressed: "It was nothing to do with the tyres. We had other problems." His decision to switch from Pirelli deeply upset the Italian company, who were told on Wednesday evening. "We only have a gentleman's agreement to supply tyres free of charge to our teams," said a spokesman. "Our only stipulation is that they should not test or race on any other product without our permission. We shall no longer supply March Grand Prix in Formula 1."

Incidentally, the Arrows team also tested Avons prior to Monaco and found them quicker than Pirellis but, according to Pirelli, who continued to supply them over the weekend, the session was held "with our permission".

Briefly . . .

● As we closed for press on Tuesday, a welcome increase in British representation on the revamped FISA Formula 1 Commission was looking likely. The Commission has four seats for race promoters, two from overseas and two from Europe. The overseas seats have been taken by delegates from Long Beach and Kyalami, and early in the week it appeared certain that voting among the European Grand Prix promoters would result in the representatives being John Webb of Brands Hatch and Maurice Belein of Zolder. We await confirmation from FISA.

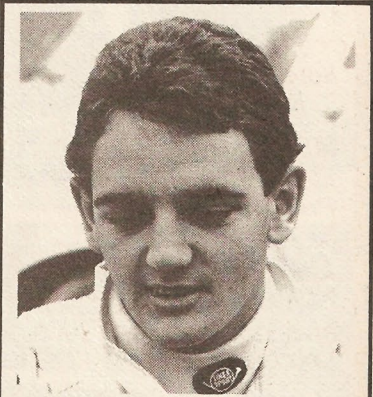
● At a press conference in Indianapolis last week, Bobby Unser confirmed that he would not be attempting to qualify for this year's 500, but added that he is by no means a retired racing driver. His return to the cockpit will depend upon how his young Mexican protégé, Josele Garza, shapes up this year.

● It is rumoured in the United States that the Long Beach Grand Prix, normally a huge financial success, lost money this year, but this is unlikely to affect its future.

● An interesting entry for Monday's Marlboro F3 round at Silverstone is for a 'works' Hayashi HR-321 to be driven by Japanese Osamu Nakako.

● The Louis Schwitzer Award for Mechanical Excellence has been won this year by Geoff Ferris, the designer of the Penske PC10. The award, presented annually by the Society of Automotive Engineers to the designer of what they deem to be the best engineered new car, was last won by Ferris in 1980 for his PC9.

● The Monaco Grand Prix official programme listed among the entry for the Renault 5 Turbo race Rolf Führer in car number 51. The next name on the entry list was that of one Rainer Reich!



Bad luck of the Irish

Tommy Byrne was so unfamiliar with the layout of Monaco on his first visit that he ran into an unforeseen problem when he shunted during practice last Thursday. His incident was in fact at Massenet, no more than a 5mins dash on foot from the pits, but young Tommy figured that, rather than risk going the wrong way, he would take a taxi back.

That was fine, except that he had no money and had to pull a badge off his overalls in lieu of later payment, and that he had been dropped nowhere near the pits. He then hitched a ride on a motorbike, but got booked for not wearing a crash helmet, and finally sprinted so hard the rest of the way that he was exhausted by the time he got back. And by that time there were only a few minutes of the session left . . .

Sullivan's new CanAm March 827

Just prior to last weekend's opening CanAm round at Road Atlanta, Danny Sullivan gave the new March 827 its shakedown tests at Laguna Seca Raceway where the works Paul Newman team is based.

The new car is obviously very reminiscent of the 817 in which Teo Fabi won four of last year's CanAm events. The chassis itself is based on the highly successful Indy car and is little changed from last year. New rear uprights have been used to raise the top rockers and increase the depth of the venturi tunnel. March's main development programme on the car has been with the aerodynamics under the supervision of Frenchman Dr Max Sardou, the rear body section being very reminiscent of his Group C design.

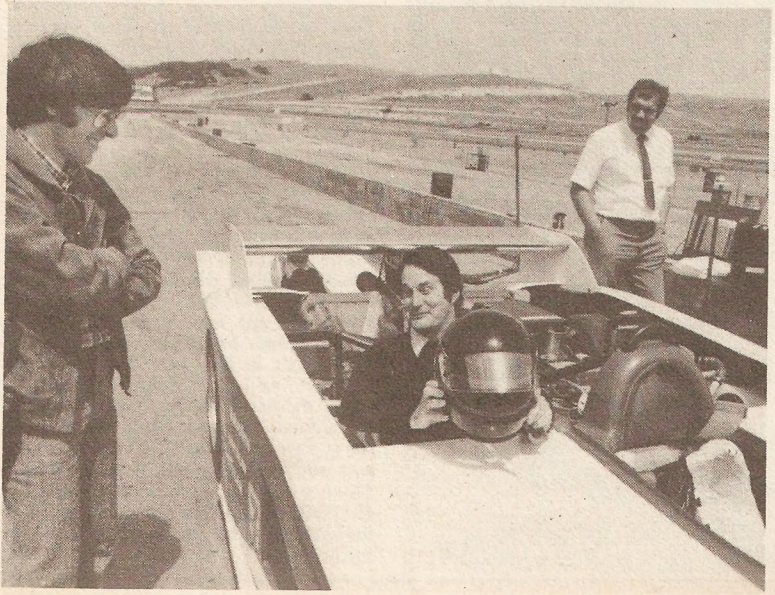
The entire shape of the car has been cleaned up into a smooth and purposeful looking machine. The one piece underbody is made from 'prepreg' honeycomb while the outer body is all Kevlar. Both body sections are supported by carbon-fibre tubes, the extensive use of composites making the car considerably lighter than its predecessor.

Testing was interrupted when Sullivan had to leave for Indy qualifying although he managed to equal last year's front row time at the circuit beforehand. Sullivan

qualified and finished third in the first race, following a first lap pit-stop, and the testing programme will continue this

week to get the complicated aerodynamics fully sorted in time for round 2 at Mosport on June 6.

Max Sardou (left) observing Robin Herd's new role as co-driver . . .



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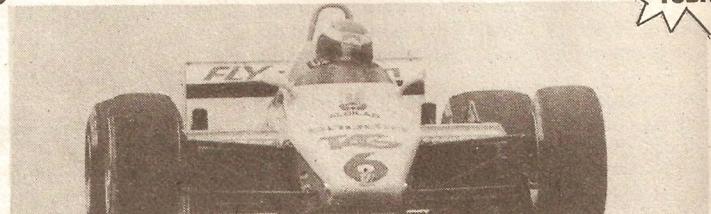
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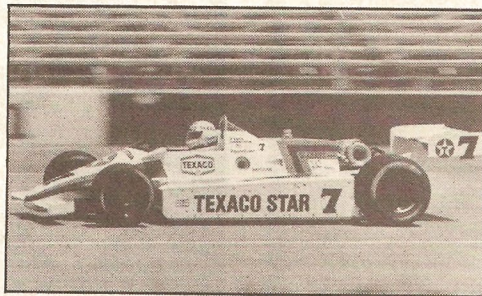
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British success at Indy?

It is surprising how much the British dominate that great American institution called the Indianapolis 500. We tend, however, to be the backroom boys who get very little credit at the end of the day. It is worth pointing out, then, that considerably more than half of the 33 cars to have qualified for this Sunday's race have been conceived and built in Britain.

The long-running Penske period of domination began in Poole, Dorset, where Geoff Ferris has designed a family of well-engineered cars culminating in this year's PC10, the car which Rick Mears qualified on pole position at a speed of 207mph. The Penske record is enviable: the team has won the CART (*née* USAC) Championship four times in the last five years, and looks set on the same course this season.

In the last two years, though, an even more extraordinary success story has been master-minded in Bicester, Oxfordshire, where March Engineering have their base. Having announced his intention to build an Indy car in the early months of 1980, Robin Herd had the first chassis



ready in time for qualifying for that year's race. Named the Orbiter, this car proved to be difficult to set up and Howdy Holmes failed to qualify, but within a few races it was beginning to show its potential. Tom Sneva was one of those to see this, choosing a March for his attack on the 1981 CART Championship. He won two races, and led at Indianapolis, proving that the Ian Reed and Gordon Coppuck design had great potential. . .

Great potential? That must be an understatement,

for there are 17 Marches in this year's race!

AUTOSPORT offers its hearty congratulations to everyone involved in the 1982 building programme, which has seen over 20 82C models constructed, and all delivered on time.

While we can be proud of these British achievements, we can only regret that the 500 cannot attract any more from the cream of the world's drivers, as it did in the mid-1960s. The infiltration of Grand Prix drivers, many of them British, brought several famous successes. Jimmy Clark finished second in 1963 on Lotus's first visit. He won in 1965. Graham was the victor in 1966, while Jackie Stewart was leading just before the finish. Jochen Rindt went to Indy but failed to qualify.

No Grand Prix driver even thinks of tackling Indianapolis these days. Even if his contract were to allow it, testing schedules would not. But wouldn't it be marvellous to see the best in Grand Prix racing attempt to challenge the supremacy of Rick Mears?

Correspondence

the editor is not bound to agree with readers' opinions

FF1600 technology

The Reynard FF82 has recently received certain adverse publicity regarding its legality.

The car has been the subject of dispute at scrutineering; it has been the subject of protests by other drivers; it has been involved in an engine irregularity used by a Reynard driver.

On this last point I can make no comment because obviously the irregularity does not concern the car that we produce. However, I would like to comment on the car's compliance with the RAC regulations for Formula Ford.

When I conceived the Reynard FF82, it was designed to bring my company back into the ultra-competitive category in which we had not competed for several years. The concept contained all the best ideas I had developed during my ten years of Formula Ford competition.

My design philosophy is simple:

1. A stiff and strong chassis offering the best driver protection available.
2. The car should have 'state of the art' technology—inboard suspension and clean aerodynamics.
3. Cost effective and inexpensive to race and maintain.

I am always concerned about cost escalating trends and Formula Ford must be kept a low cost formula. However, one cannot preserve stagnated designs to keep the cost down. This highly successful formula that has spawned many of the world's leading drivers must also be encouraged to produce future designers for the higher formulae. I feel, therefore, that it is unfair to impose undue restrictions on technical advances even if it does rock the 'status quo' and make some older cars uncompetitive.

It is obviously the responsibility of the major manufacturers largely to govern trends and technical advances. It is perhaps noteworthy that there have been no protests about the car from our main rivals, Royale and Van Diemen.

It is also obvious that any competitor has the right to protest another for any reason. We are fortunate to have a very fair minded and qualified Technical Consultant in Howard Mason, able to liaise with manufacturers to apply the rules on a common sense basis. It was through consultations with Mr Mason that we agreed to alter one aerodynamic section of the car

soon after its introduction. This was not due to performance advantage but because it was in our own interest not to escalate a particular undefined area in the regulations that we had uncovered.

It is this self-policing and responsible nature that will enable Formula Ford to continue to provide the best training ground for all novice competitors; drivers; mechanics; team managers and designers.

BICESTER, OXON ADRIAN REYNARD
Reynard Racing Cars Ltd

Gilles: the best

The death of Gilles Villeneuve came as a great shock to his Quebecois fans. Though I never really met Gilles, I am acquainted with some of his childhood friends from his birthplace in Chambly, a neighbouring town, who are terribly saddened at his death.

As an engineering technology student, I can understand the competition between engineers to build faster cars. However, the risks to the drivers are increasingly outweighing the feasibility of advancements in race car engineering. Formula 1 is no longer a sport where it is driver vs. driver, but a sport where it is engineer vs. engineer.

The irony of Villeneuve's death was to be found in the *Comment* of the March 25 issue of AUTOSPORT, which notes: "Everyone mumbles about changing the cars. It should be done now, before someone is killed."

Perhaps, now that Canada has lost its only true hero, the FOCA teams will listen to Monsieur Balestre's proposals.

Never again will there be another driver like Gilles. QUEBEC, CANADA MICHAEL POIRIER

Endurance enthusiast

I am not normally in the business of writing letters about letters but I had to comment on the contents of Mr Boileau's missive concerning the Pace 6 Hours at Silverstone.

All I can say is that he must have been watching a different race from most people, since I found it all

totally fascinating and far more exciting than most Grands Prix. I would like to put Mr Boileau into one of the Nimrod cars that "droned round and round", but then he probably would have fallen asleep rather than finish sixth, which was a splendid achievement for a first time outing. As for his snide remark about the Ford C100, to me this was one of the most exciting cars in the race and a lap record of nearly 130mph indicates its great potential.

The whole day was a credit to the organisers and drivers with not a protest in sight and I hope that we shall have many more such races, even if Mr Boileau won't be there.

MAIDENHEAD, BERKS JOHN STANTON

Piquet's rough deal?

What is happening at Brabham? Having just watched a tremendous Monaco Grand Prix, I would like to congratulate Riccardo Patrese on his maiden victory.

However, why was Nelson Piquet left to flounder at the back of the field in a car which had given endless trouble throughout the race the previous fortnight, and was obviously not going to be competitive at Monte Carlo? Surely, Piquet is the number one driver. After all, he is World Champion and has developed the BT49 throughout his life.

Let BMW face the facts that the car and engine combination is not suitable for Grand Prix racing in its present form. Until it is, let's see Bernie flex some of his political muscle and put Piquet in the BT49 so that he can win races again, and have a chance of keeping his World Championship before it is too late.

LIVERPOOL RAYMOND JACQUES

Bell: crystal ball?

I wonder if anyone else noticed Derek Bell's prophetic remark to Riccardo Patrese on the winner's rostrum at Silverstone last week?

Patrese was puzzling over the umbrella he had just been presented with as part of the Driver of the Day award. Bell: "That's for the rain in Monte Carlo. . ."

BATH, AVON BARBARA SUMMERFIELD

Efforts appreciated

I must report that it is refreshing in these troubled days, that teams of motor sport enthusiasts, marshals, drivers, and even the odd sponsor, knuckled down on Sunday after our race meeting at Ingliston, for the annual job of changing the race track into a showground by the removal of the surrounding armco.

Through your columns I would like to show my appreciation of all the help we received.

G.B. HAMILTON
Director, Scotcircuits Ltd

After his heart

Niki Lauda once again proved that he is a man after my own heart. He has, in the most succinct fashion, summed up the entire current F1 scene. Lauda was reported as saying "the whole thing is shit . . . this is supposed to be a sport."

I was always led to believe that sport and sportsman-like conduct went hand in hand. Synonymous with fairplay, honest competition, and enthusiasm for the sport in which they are involved. With the huge influx of money into F1, tremendous technological developments became possible. Eventually they became necessary to stay ahead. If you do not stay ahead, you lose your sponsorship. When you have run out of legitimate innovations, the current vogue appears to be either cheat or claim that the other is cheating, therefore you can then make up your own rules. It is a fact, and I overheard an English mechanic explain its workings are of no use other than to run below minimum weight. An attempt to convince anyone otherwise must only be based on a firm belief of the stupidity of both parties.

As sportsman, and the term seems applicable to only a few in Grand Prix racing, the teams know and admit that they are creating their own rules. If this is indeed the only way to remain competitive with the turbos, then it may indeed be better if they are not racing. Turbo engines were developed around a rule that has been established and unchallenged for nearly the entire life of the 3-litre formula. Despite Mr Chapman's opinion of why the rule was created, it seemed relatively easy to live with until he found none available for his own use. A sad commentary on a man who brought monocoques and ground effect to F1. What comes first, money, power, or technology? But what about the sport? Do people like Chris Pook and his "bottom line" philosophy belong anywhere other than the Southern California real estate market. Does he care any more for the sport than he does any other commodity? What is the current market value of 25 milligrams of sportsmanship and reason? As the F2 chap replied when asked if he would like to participate in a World Championship: "No, thank you very much . . . if that were to happen, all the big money would arrive, and we'd all have to start cheating."

CALIFORNIA USA

PAUL BUDZIK

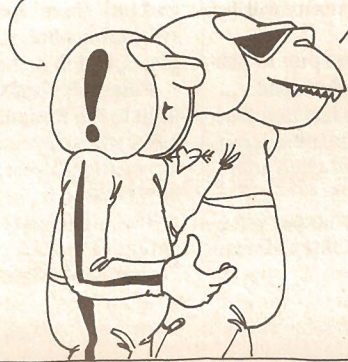
Catchpole

by Barry Foley

IT'S THE FIRST TIME I'VE EVER KNOWN FISA, FOCA AND THE GRANDEE TEAMS ALL AGREE TO DO SOMETHING.



WHAT'S THAT?
THEY ALL WANT TO FIRE....



... THE MONACO SCRIPT WRITER - THEY SAY HE'S THE SAME CHAP WHO WRITES THE FALKLANDS SCRIPTS.



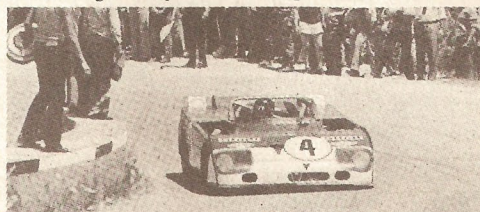
10 Then as now? 25

Ferrari won the World Manufacturers' Championship 10 years ago this week, when Arturo Merzario and Sandro Munari took the singleton Ferrari entry in the 56th Targa Florio to victory. (AUTOSPORT, May 25, 1972). Helmut Marko in the Alfa 33 TT3 finished second, 17secs behind the exhausted Merzario. It was a brilliant race, an exciting finish, and a superb victory for Ferrari, who only decided to send the one entry at the last moment, beating all the works Alfas in the process, and so taking the title.

The third round of the European 2-litre Manufacturers' Championship was held at Salzburgring, when local hero, Dieter Quester, gave his new 2-litre BMW-powered Chevron B21 a debut victory on the fast Austrian circuit.

Quester's BMW engine easily outpaced the Ford opposition, his nearest rival being John Burton's Chevron, who blew his engine while lying second during the second heat. Thus second became the lot of John Hine in a Chevron FVCB B21.

Turning from sports car racing to Formula 3, David



Andrea de Adamich at the wheel of his Alfa.

Purley realised an ambition by winning at the Belgian track of Chimay the 41st Grand Prix des Frontières for the third time running. It was a great personal triumph for the British driver and a fitting end to his F3 career. His Lec Ensign was to be sold so that he could concentrate on F2 racing. Second was the Frenchman Pierre-François Rousselot, who had led most of the race. On the final lap Rousselot led the pack down the hill. As they approached the final brow, the group came upon two backmarkers — Croucher and Nelleman. Purley seized the opportunity, using the draught from these two to tow him past Rousselot and win by just 0.4sec from the Frenchman.

At Silverstone, Leo Kinnunen, the Flying Finn was the winner on aggregate of the Super Sports 200 Interserie race. Kinnunen led the second 35 lap part from start to finish and had led the first part comfortably until slowed by a puncture.

Pit & Paddock stories . . . The current F3 1600cc capacity was to be increased to 2-litres as from 1974 . . . Rumours from Munich suggested that John Surtees Racing was contacting the German factory in order to fit next year's F2 cars with BMW engines . . . Peter Ashcroft had been promoted to Ford competitions manager . . .

Victory went to Juan Manuel Fangio in the Monaco Grand Prix 25 years ago this week (AUTOSPORT, May 24, 1957). Fangio beat second place man, Tony Brooks in his Vanwall, by 25.2secs. Brooks drove an extremely good race and was a constant threat to the World Champion for many laps. However, he was left to take on Fangio single-handed when a triple crash at the quayside chicane on the fourth lap eliminated Moss's Vanwall and the works Ferraris of Collins and Hawthorn.

Jack Brabham drove a sensational race in his brand new and completely untried 2.2-litre Cooper. After a practice accident when a locking brake had caused him to crash near the Casino and bend the front necessitating a quick rebuild, he was in third place on the 100th lap, only to suffer fuel pump failure. But Brabham pushed the car to the finish and was classified sixth. Masten Gregory was third in the Maserati, Stuart Lewis-Evans in a Connaught was fourth, while Maurice Trintignant's Ferrari just managed to pip the stricken Brabham into fifth place.



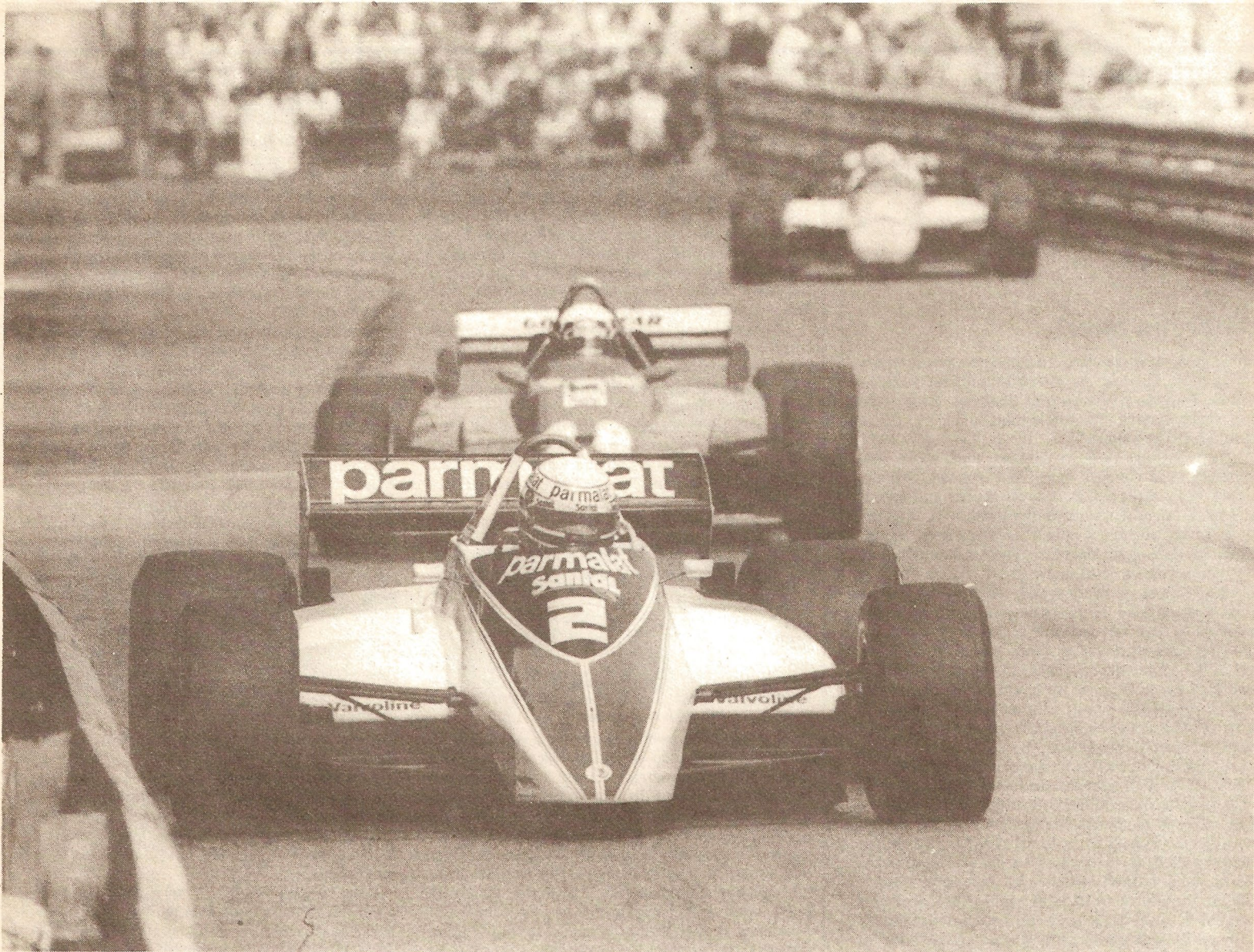
Brabham's Cooper follows Schell.

these being the final finishers of the original 16 car field.

At home the weekend had seen a busy time for all the club events. One of these, organised by the Snetterton MRC, held the Stanley Sears Trophy meeting, which included six races. The actual Trophy race was for vintage cars, held over five laps and handicapped.

Race 3 was for Formula 2 cars and sports cars up to 1.5-litres. It was a good race marred by what might have been a very nasty accident at the esses on lap 3, when Mark Zervudachi spun his Lotus, clouting the course markers, his car disintegrating in the process, while J Bloomer took avoiding action and hit the earth bank, catapulting his car into the air. Both drivers were all right though. In the big sports car race, Archie Scott-Brown took his Lister-Jaguar to victory ahead of second place man Dick Protheroe.

Pit & Paddock stories . . . Morris Minor designer, Alec Issigonis, was appointed Chief Engineer and Deputy Engineering Co-ordinator of BMC . . . Ferrari's Mille Miglia cars had been impounded by the Italian police for investigation after de Portago's fatal accident . . . In practice for the Indianapolis 500, at least 15 cars had exceeded 140mph. . .



Riccardo Patrese's first GP victory was an eventful one, the Italian being the only driver to go the distance in dramatic circumstances.

Nine points, anybody?

Patrese emerges from the confusion to score his first GP win—both Renaults crash while leading—Pironi and de Cesaris run out of fuel on the last lap—Mansell scores a fighting fourth—Derek Daly's first point for Williams—Report: NIGEL ROEBUCK — Photography: INTERNATIONAL PRESS AGENCY.

A real strange one. Most of Sunday's Monaco Grand Prix was comparatively uneventful, close but not exactly tense. Alain Prost and Renault were heading for victory. Riccardo Patrese's Brabham had given honourable chase throughout, and was going to be second, followed by Didier Pironi's Ferrari and Andrea de Cesaris's Alfa Romeo, with Derek Daly's Williams next in line. That was the scenario as the race neared its end. Rain was beginning to fall.

Everything happened in the last three laps. Halfway round his 74th, Prost lost the Renault on the greasy run down from the chicane to Tabac, the car slamming head on into the barrier on the right, then bouncing back across the road into the opposite barrier. The car was heavily damaged; astonishingly, Alain was not . . .

That left Patrese in the lead — briefly. On lap 75 the Italian spun at the approach to Station Hairpin, coming to rest across the road, engine dead . . .

So Pironi took the lead, and was in first place at the start of the last lap. But the Ferrari was going slowly now, and finally ground to a halt in the tunnel, out of fuel. In a similar predicament was de Cesaris, whose Alfa was parked at the top of the hill . . .

By now Daly had clobbered the guardrail at Tabac, removed the rear wing from his Williams, and smashed open the gearbox. Eventually, all the oil ran out, and he too came to a halt . . .

In the meantime, Patrese was on the move again. His Brabham was judged to be in a dangerous place, and therefore allowed a push from the marshals. Down the hill from Station Hairpin Riccardo found a gear, let out the clutch

and was away. Thus it was that he alone was able to complete the full 76 laps, take the flag and the race. Had he not been able to restart, the result would have been a Lotus 1-2, for Nigel Mansell and Elio de Angelis were still circulating, albeit a lap behind. If Patrese had not been able to take the flag, the race would have been theirs!

There it was then: Patrese, Pironi (stopped), de Cesaris (immobile), Mansell, de Angelis and Daly (stationary). Those were the points scorers.

Pole position yet again went to René Arnoux, who worked his Renault round half a second quicker than anyone else. At the start he left the rest standing, and any 'race' looked to be all over. On lap 15, however, he spun near the swimming pool, stalled and was unable to restart. That allowed Prost into first place, which he held until his accident.

Patrese's first Grand Prix win was thoroughly deserved, for he took the fight to the Renaults from the word go, keeping the pressure on Prost, despite being under pressure himself from Pironi and de Cesaris. No, he would never have caught Prost, and yes, he was fortunate to be able to restart after his spin, but it was a drive full of merit.

The dramatic last 5mins apart, it was a curious race, with many potential battles, people running close together, but nothing to approach the Piquet-Jones fight of last year. There was a lot of kerb banging and guardrail nudging, but few serious overtaking manoeuvres. But this is Monaco: a showcase, a pageant. Not a motor race. For that you need sensible braking distances and more tarmacadam.

ENTRY & PRACTICE

And so to Monaco, where Grand Prix racing and Nigel Dempster briefly touch, where . . . a Whicker pause here . . . grandmothers dread growing old, where even the waiters wear Porsche sunglasses. A place where inferior people have a way of making superior people feel inferior.

For a high percentage of the world's Formula 1 drivers, though, Monaco is unaccountably home. They drive through its streets very often, and for three days of each year they go raving mad through them. The arms are down and the banners are up. Jackpot week for the Principality.

These days the Monaco Grand Prix is actually getting a little scary. A favourite vantage point for journalist and photographer has always been the exit of Casino Square, just down from the little news kiosk. It has long been spectacular, with the cars getting light over the hump in the road, sliding out to the barrier before plunging away down the hill to Mirabeau.

Anyone who saw it, for instance, will never forget the sight of Jochen Rindt and the Lotus 49 through here, the car's tail ridiculously out of line, yet perfectly under control. It looked incredible, of course, yet Jochen's actual speed was not that high. A 49, good as it was in its time, had a comparative lack of grip which would be sadly laughable today.

So what constitutes a quick lap now? Last weekend you watched a quick driver go for it, saw him enter Casino Square, dab the brakes, wrench the wheel over, mash the throttle down to the end of its travel. You saw the muscle power necessary to keep the car on line, watched the driver's head being shaken around. And the amazing thing is that, somehow, this blur makes it through the corner, and is back, less than a minute and a half later, for more of the same. Inelegant it may be; effective it undoubtedly is. You feel you are watching a speeded-up film. After practice last weekend, the drivers gloomily forecast that this race would probably be the most physically taxing of their lives.

Only a couple of years ago, merely getting into the race at Monaco was a struggle for the Renault team, for the intricacies of the tight streets obviously did not suit a larger than average car with poor throttle response. A couple of times, indeed, René Arnoux scraped out to the back row. In 1979, the yellow cars were both at the back.

Last year, however, proved that a turbo could shine in Monte Carlo, when the unforgettable Gilles Villeneuve qualified his Ferrari second and went on to win the race. For Renault the occasion was embarrassing, for they had been at this turbo business considerably longer, yet were completely unable to challenge the Ferrari.

This time Arnoux was on the pole. Fastest in Thursday's official session, the little Frenchman was quietly confident of staying there. "Everything," he said, "will depend on a clear lap. If I get one . . . I believe I can go maybe a second quicker." In the event, he did better than that. Thursday's time had been 1m 24.54s. With just a few minutes of the Saturday session left, René somehow found that clear lap — his only one of the session — and the result was 1m 23.28s, half a second clear of the rest. Riccardo Patrese's confident smile evaporated.

For Monte Carlo, the Renault team were using electronic injection for the first time. Arnoux and Prost have done a good deal of testing with the system, which gives better throttle response, more torque out of slow corners and

slightly improved fuel consumption. It also meant that, for the first time, a Renault Formula 1 car had a certain amount of engine braking, particularly desirable at a place like Monaco.

Arnoux is driving magnificently this season, better than at any time in his career, and this, astonishingly, was his 12th pole position. Confident and relaxed, he is a different man from the one who unaccountably lost his touch a year ago. On Saturday morning he parked his car at Portiers when the engine cut out, but that was his only problem in practice.

Worrying for the team, though, was the fact that Alain Prost's car had suffered a similar electrical fault on Thursday morning. At the moment, the World Championship leader appears to be taking the brunt of Renault problems. For the timed session on Thursday his car was repaired. Then the engine blew, and he took out the T-car, recording the sixth best time.

For Saturday Alain had a different car again, this one a test car brought over from Paul Ricard, where it had run during the previous week. Prost preferred the car to his original one, and duly qualified it fourth. As at Long Beach, however, he was unable to match Arnoux on a street circuit.

Two members of Grand Prix racing's increasingly resurgent Italian brigade put themselves between the Renaults. Late in the Saturday untimed session, Riccardo Patrese startled everyone with a lap in 1m 23.77s, and said he felt sure of taking the pole with his Brabham BT49D. In the afternoon he all but equalled this time, but was ultimately denied by Arnoux.

You could hardly blame Nelson Piquet if he occasionally gazed longingly at his team mate's car in practice, for this time — after the Zolder fiasco — the Brabham team had two baskets, an egg in each. Nelson, who has always had a positive approach to the BMW turbo programme, was assigned a BT50, obviously less desirable at a place like Monaco than a Cosworth car, such as the Brazilian put on pole position 12 months ago.

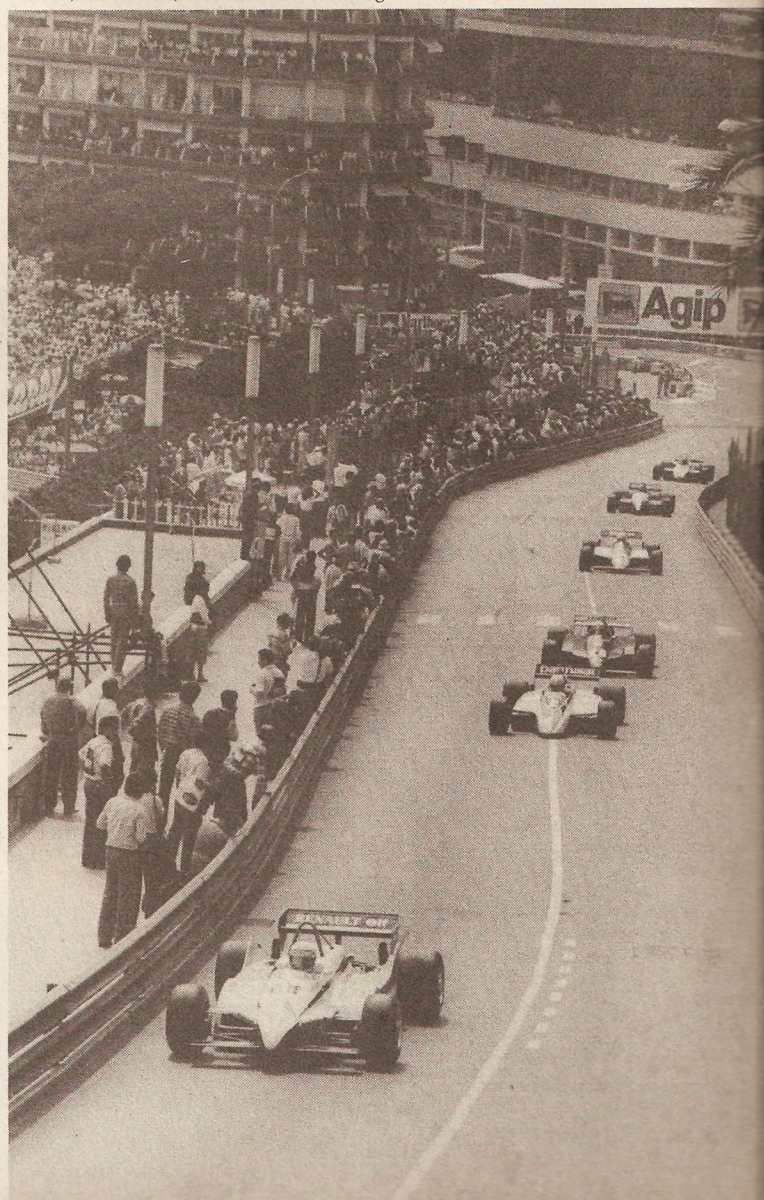
Turbocharger revisions made the BMW engine more flexible for this tight circuit, but Piquet's car inevitably looked clumsy in comparison with Patrese's. During Thursday the World Champion had a blown engine in one car, a blown turbo in the other. In the end, the Cosworth car was more than two seconds quicker, and Nelson faces more of the same at Detroit and Montreal, where he will stick with the BMW. Riccardo with the DFV. He did not look to the race with any great confidence, having lost the opportunity to do the normal 'full tanks' race set-up test on Saturday morning, when he had to abandon his car after a fuel injection drive belt broke.

If Patrese was disappointed at losing pole position, his rivals were delighted. "The Renault will be slow at the beginning, with full tanks," commented a grinning Keke Rosberg, "but at least there's a chance that we will all get held up. If a single Cosworth car had qualified in front of it, we would have been in trouble because it would have got clear. I just hope Patrese doesn't beat Arnoux into the first corner. . ."

As at Long Beach, where Andrea de Cesaris took the pole, Alfa Romeo found their cars ideal for a slow, swervy, circuit. The 182 changes direction very nimbly indeed, darting into corners as well as any, and leaving them better than most, thanks to the torque and punch of the 12-cylinder engine. Both de Cesaris and Bruno Giacomelli had their troubles during practice, but the cars were always front runners. Andrea was quickest of all during the first unofficial session, and beaten only by Arnoux on Thursday afternoon. On Saturday morning, though, his race car's fuel pressure was all over the place, and the team decided against changing the engine for the final



Above: Keke Rosberg was the quicker of the Williams drivers but the Finn lost his first place close to home through an incident. Below: With Arnoux long gone, Prost, Patrese, Pironi, de Cesaris, Alboreto and Rosberg lead the chase.



continued

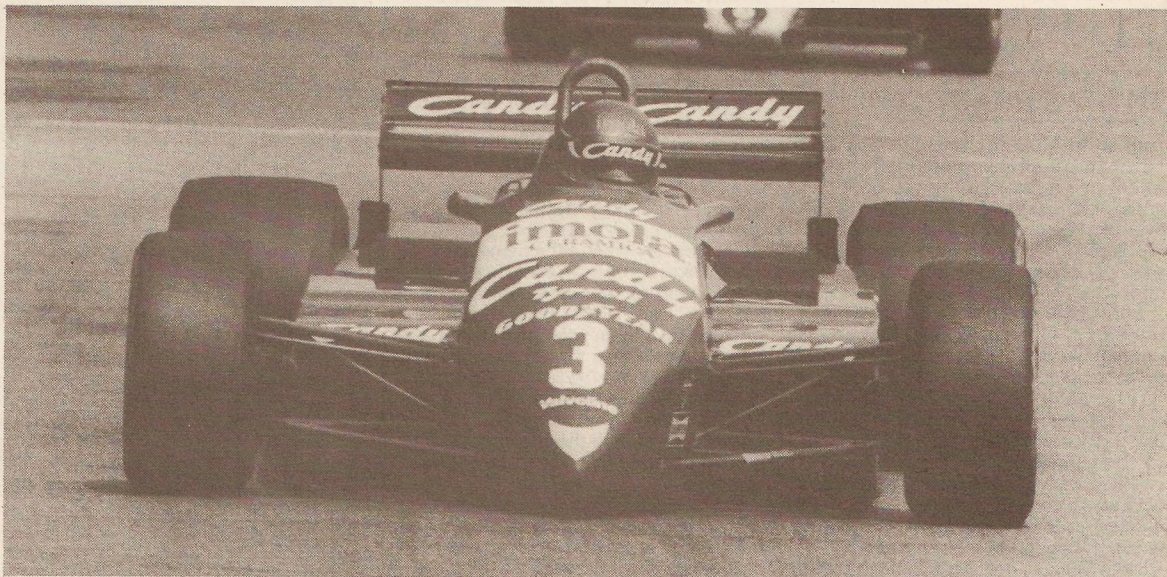
hour. For that the young Italian had to use the spare car, and for Monaco that was the new 182B, with revised sidepods and skirts. De Cesaris had a real go in the comparatively untested car, but could not improve on his Thursday time. He was disappointed to be only seventh on the grid.

Bruno, by contrast, was delighted to be third. Bothered by a persistent misfire and sticky gear selection on the first day, he then had to leave his car at Portiers during the morning session on Saturday — "Engine quit, no big problem, electrical . . ." — but really got it together in the afternoon, joining Arnoux and Patrese in the sub-24 bracket.

For Ferrari, the whole business of being at Monaco was grim. "It could not have been a worse place for us now," said one of their number during practice. "Gilles is everywhere. He won here, he lived here . . ." There were no smiles in the pit. It was a situation which most teams have known at one time or another, simply a matter of working away, concentrating on the job, waiting for time to blunt the hard edge of memories.

Didier Pironi had two cars at Monaco. "The big problem is understeer in the slow corners. Through the fast ones the car feels nice, but it is very bad over bumps," he commented on Thursday. "Still, we have some ideas about that, and I think Saturday will be OK." He was right. The car's ride was much improved, and Pironi was up from 13th to fifth.

You might not believe this — I didn't when he told me at first — but Sunday's race was Keke Rosberg's first ever at Monaco! "It's true," he said. "I never did an F3 race here. I didn't qualify with the Theodore in '78. I didn't have a drive in '79, and didn't qualify for Fittipaldi last year or the year before."



Michele Alboreto was mighty in the early stages, his Tyrrell holding Rosberg at bay.

This time, in the Williams FW08, Keke made it easily, sixth on the grid. It was a brave performance, too, for the car looked very darty and nervous. "The balance of the car is still not as good as it should be — or could be," remarked Rosberg, "but the brakes are much, much, better than at Zolder. Put your money on me! I think I'm going to win this one — it's about time, isn't it?"

Keke was one of very few drivers to be unconcerned about the physical problems of 76 laps round Monaco in a bone hard car. Team mate Derek Daly had his worries, however, and had done something about it.

"We went testing at Croix-en-Ternois the other week," he said. "It's very bumpy there, and I tried out this brace thing I had made up by an osteopath. Really it's like a broad belt made from the same material they use for divers' wet suits, and it protects your lower back,

which gets a terrific pounding from the seat. I've found it helps a lot."

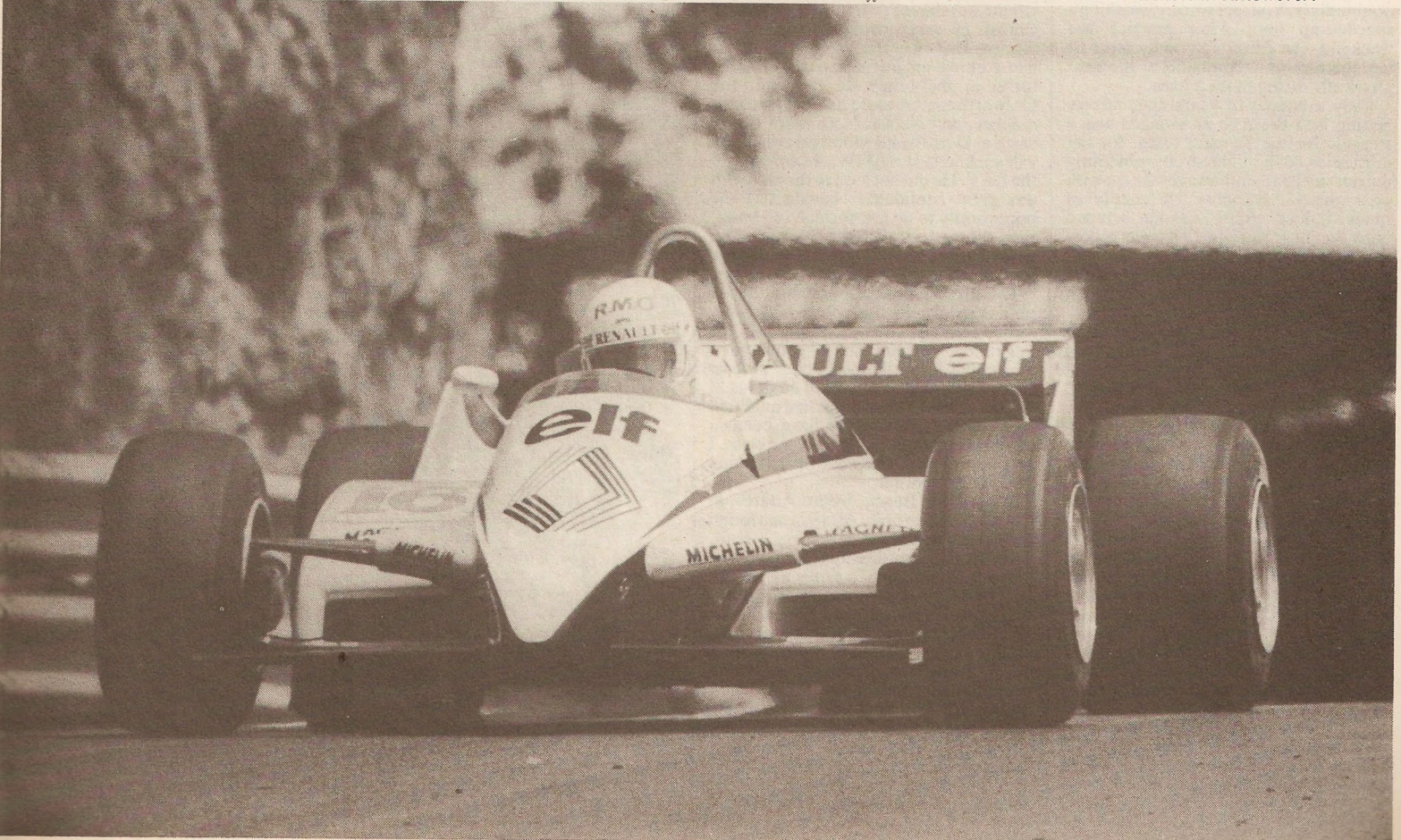
Who needs further proof of the enormous strides Grand Prix racing has taken in 70-odd years? We started without suspension proper because we didn't know much about it then. These days we choose not to have it.

The good form of Michele Alboreto and the Tyrrell 011 continued, the young Italian qualifying ninth, and a little disappointed to be there. "No real problems," he commented afterwards. "I had maybe a little too much understeer, but the most difficult thing was to get through the swimming pool area without finding another car going slowly back to the pits . . ." His team mate Brian Henton qualified the second car 17th, just over a second slower, after clipping the chicane in both Saturday sessions, bending a rocker arm in the morning and breaking a wheel in the afternoon.

After his dominant victory through the streets of Long Beach, and remembering his impressive record here at Monte Carlo, much was expected of Niki Lauda and his McLaren, but the combination was disappointing in practice. The Austrian, who blew an engine on Thursday afternoon, was never to get the MP4's handling to his liking, and qualified only 12th, after failing to improve during the final session. John Watson, by contrast, went a lot quicker on Saturday afternoon, and put his car into 10th place on the grid, two ahead of Lauda. The Zolder winner had spent most of the first day in the spare MP4, after blowing the engine in his race car during the morning.

Nigel Mansell had been looking forward to Monaco. Last year's race, if you recall, saw the debut of the Lotus 87, and Nigel qualified his third. But this time was less satisfactory. "The 91 is not bad round here," he remarked during prac-

René Arnoux proved the worth of pole position in Monaco by storming away from his pursuers, embroiled in traffic. The little Frenchman's lead was short-lived however.



tice, "but I'm quite sure it's got less grip than the 87 had . . . at this place, anyway."

On Thursday morning Mansell, running with his visor slightly ajar for coolness, was unfortunate enough to be hit in the eye by a small stone. It was painful, of course, and the eye closed up for a little, but medical treatment eased the problem. "The main trouble here," Nigel added, "is getting held up. I finally found a clear lap on Thursday afternoon, and at that point the car started to run out of fuel . . ." Eventually, he qualified 11th, nearly a second faster than Elio de Angelis, who never looked at ease and placed 15th.

Both ATS cars made the race, with Winkelhock ahead of Salazar. For Monaco the D5s had new, very attractive, bodywork. The large, bulbous, airboxes were gone. Neither driver was thrilled with his car's handling, and both complained of a 'soft' brake pedal, but their problems were minimal compared with those of the Talbot-Ligier drivers.

Monte Carlo, of course, is never the ideal place to debut a new car, but, as Jacques Laffite pointed out, you have to begin somewhere, and the next two circuits on the schedule, at Detroit and Montreal, are also slow and tight. So, after comparatively little testing, the new JS19s were presented for the race. The first thought which entered everyone's mind was the vulnerability of that long rear bodywork at a circuit like this, but then Laffite and Eddie Cheever found themselves with a more immediate problem.

The JS19, like the unlamented Lotus 80, has extremely long skirts, which extend beyond the rear wheels, right to the end of the wing. In this form did they begin practice. Soon, however, officials were in the Ligier pit. The skirts, they said, extended too far and were illegal. According to their interpretation of the rules, skirts could not extend beyond the rear axle line. Get a hacksaw, they went on, and trim the skirts to that point.

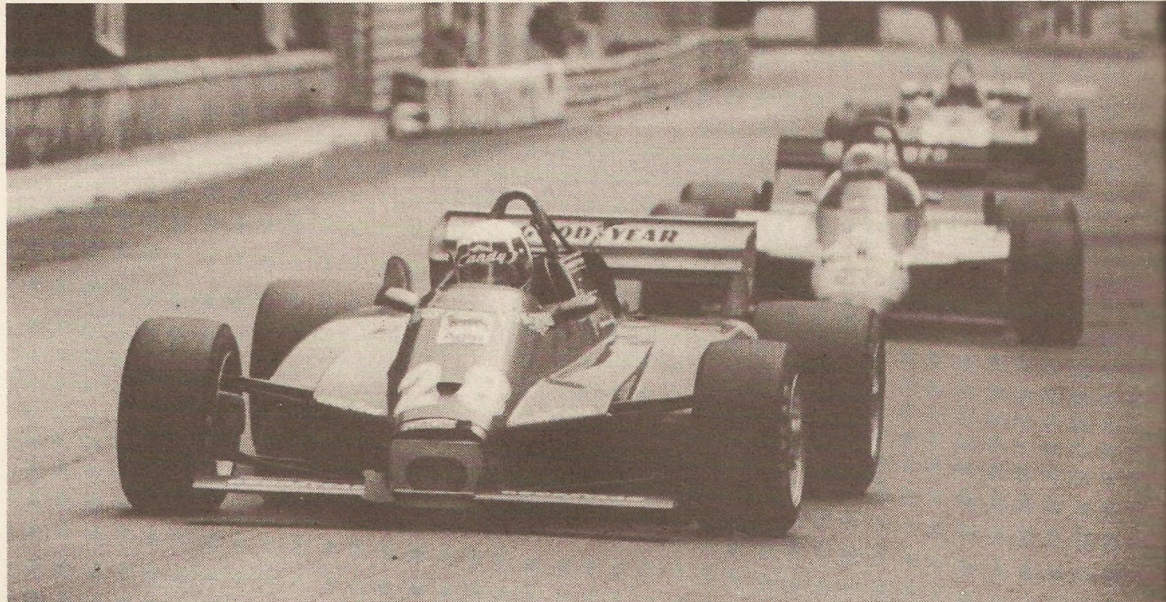
Guy Ligier went into one of his celebrated red mists, declared that the cars would be dangerous in this condition, and that he might well withdraw them.

"No," said a dismal Jacques Laffite, "it's not that the car is dangerous like this. It's just slow. I reckon that cutting the skirts like that has lost us 10-15% of our downforce, but the main problem is that it has destroyed the balance of the car, and now we also have a lot of porpoising. You know," he continued, "you work on something for four months, something new, and then they say 'no.' Just like that. What about the Lotus 80? Why was nothing said about that? This Formula 1. . . it's shit now, *hein?*"

Eventually Jacques qualified 18th, with team mate Eddie Cheever, who had a rear suspension breakage on Thursday, 16th. Just a fraction slower than Laffite was Marc Surer, now almost back to full fitness, who took the 19th grid slot with his Arrows A4. Team mate Mauro Baldi, a former F3 winner at Monaco, was the first man to miss the cut.

On Thursday morning the main topic of conversation was the prequalifying session, with three cars to go forward into official practice. Jean-Pierre Jarier's Osella was predictably the quickest here, followed by Jochen Mass's March and Derek Warwick's Toleman. Out for the weekend were Teo Fabi's Toleman, Riccardo Paletti's Osella, Raul Boesel's March, Chico Serra's Fittipaldi and Emilio de Villota's March.

After the session, however, members of the Toleman team, while delighted that Warwick was in, were very upset that Fabi missed out, claiming that the March which was weighed afterwards was not the car in which Mass set his time. No action was taken, however: the German was through.



Noseless after being chopped by de Angelis at the Rascasse, Pironi's Ferrari heads de Cesaris and Rosberg down past Rampoldis.

Now here was a really silly situation: eight cars had gone through prequalifying to weed out three. That done, they went into official practice. Among those already there were Ensign and Theodore — who had no tyres. . .

You will remember that Avon/IRTS announced their withdrawal from Grand Prix racing after the Belgian Grand Prix, this decision, while perfectly understandable, putting their two remaining teams in something of a spot. Ensign and Theodore nevertheless decided to make the trip to Monaco, and on arrival discovered that it is indeed better to travel hopefully than to arrive. Goodyear, the only manufacturer whose tyres fit those teams' rims, refused to supply either of them.

Thus, Ensign had only some old Avons, left over from Long Beach. But Theodore had nothing at all! Throughout Thursday Jan Lammers's car sat in the

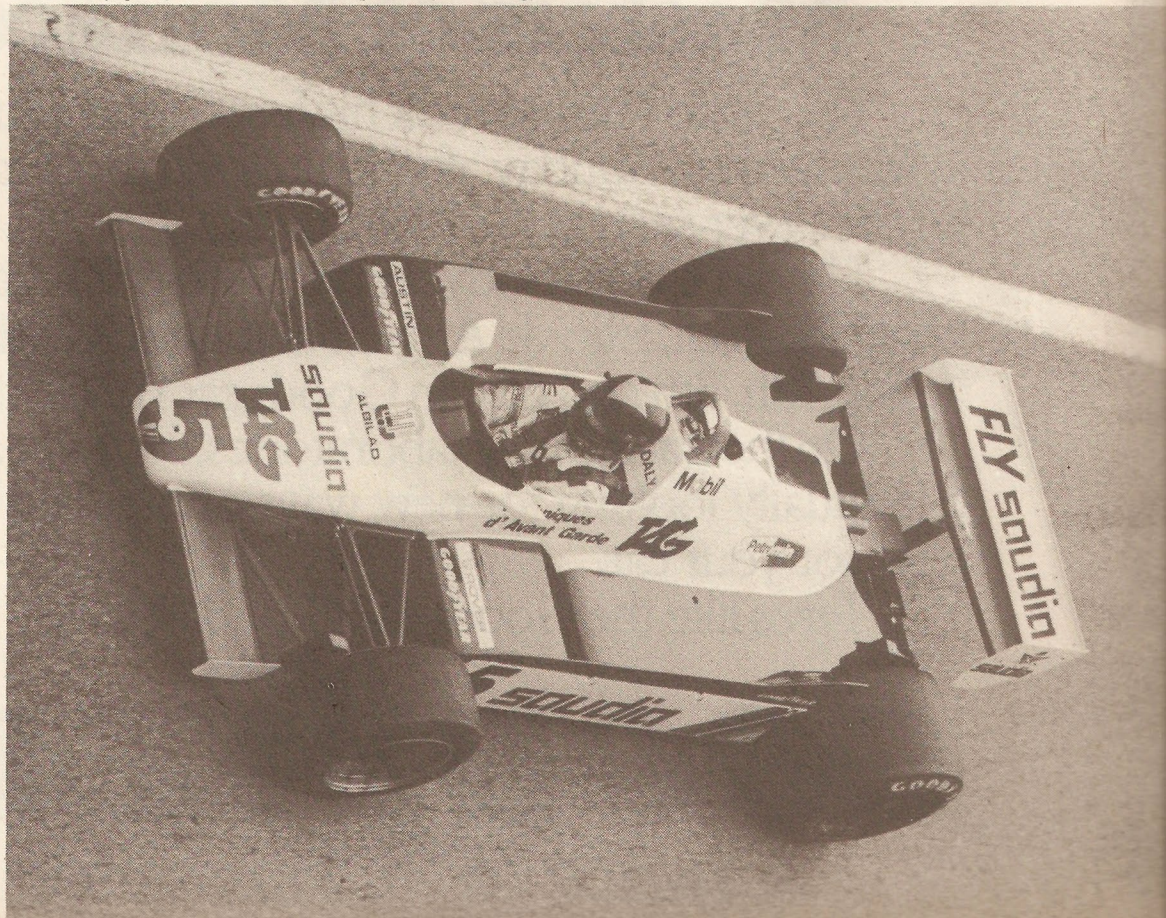
pits, up on jacks, wheels on — but no tyres.

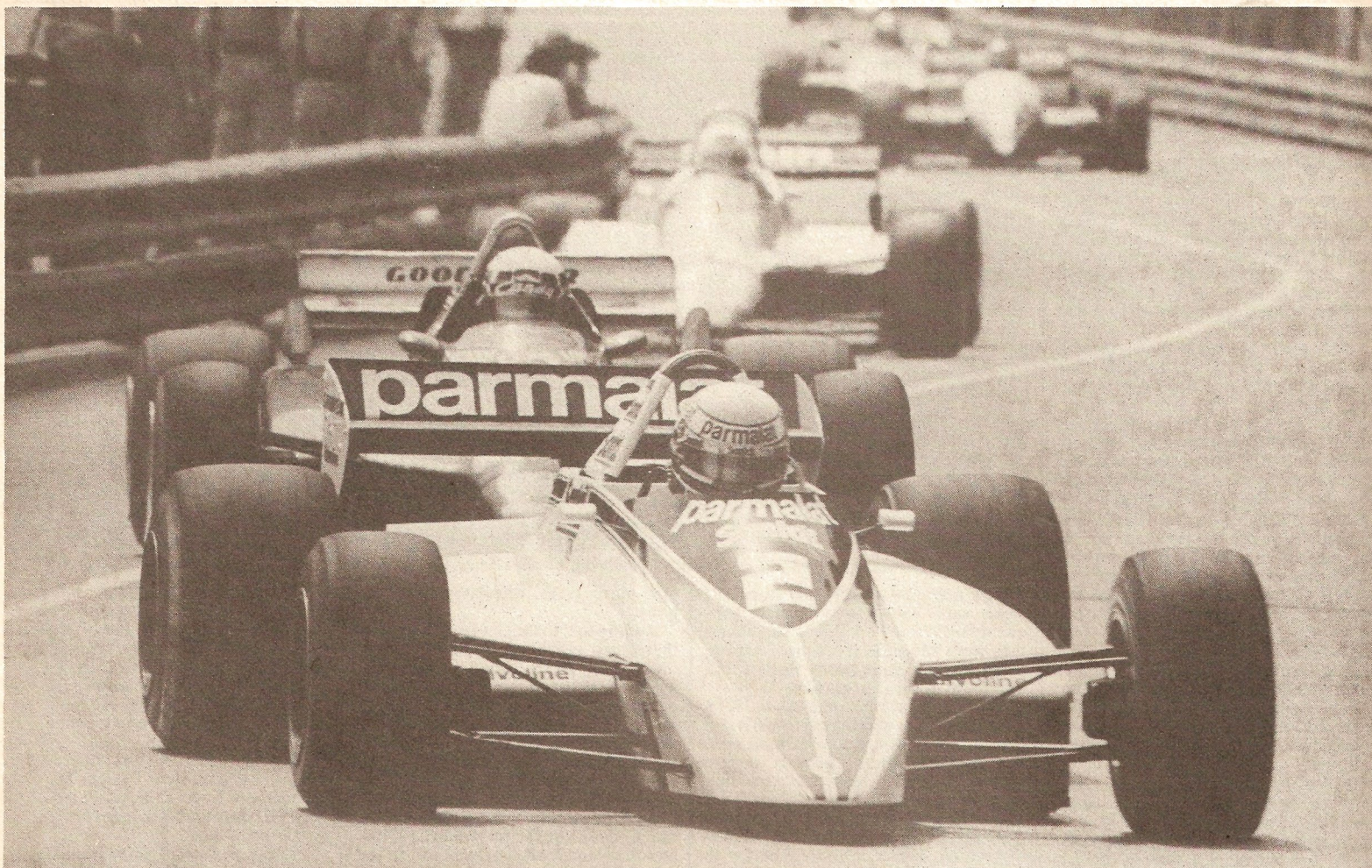
Adding fuel to the flames was the fact that March, previously Pirelli users, were on Avons! IRTS issued a statement which reaffirmed their and Avon's decision to withdraw from Formula 1, but said that, following a successful test session at Croix-en-Ternois on May 14, the March team had purchased the entire existing stock of Avon Grand Prix tyres from IRTS. This, the statement continued, was on the strict understanding that no trackside service would be given, and that March must service and fit the tyres themselves. The statement concluded by stating that the original Avon/IRTS decision to quit had been taken only after consultations with Ensign and Theodore, "who expressed agreement with the decision and indicated that they had an alternative source of tyre supply available."

Clearly a misunderstanding arose somewhere. Lammers missed a whole day of practice, and Roberto Guerrero was obliged to run very few laps on totally unsuitable rubber. The young Colombian, potentially a superb Grand Prix driver, must be wondering what this Formula 1 business is all about. For Saturday Lammers had some Goodyears, and it was hoped that Michelin might rescue Ensign. This they decided not to do. Guerrero's car sat in the pits, surrounded by piles of tyres for other teams' use.

Not surprisingly, Lammers and Guerrero failed to qualify, as also did Mass, Warwick and Jarier. The Toleman driver had a difficult time, crashing Teo Fabi's car on Saturday morning when he found himself without brakes. "It's put a little tweak in the tub," he reported, "but I think it will be repairable. It's a shame

Derek Daly qualified well and ran competitively until he gyrated his Williams into the merciless barriers.





Riccardo Patrese. 1st in the Monaco Grand Prix driving for Parmalat-Brabham on Goodyear tyres*

Patrese, Brabham and Goodyear. Masters of Monaco.

Riccardo Patrese took his first Grand Prix victory at Monaco on Sunday after one of the most exciting finishes ever seen at the Principality.

He did it on Goodyear tyres, whilst Didier Pironi, Nigel Mansell, Elio de Angelis and Derek Daly came in 2nd, 4th, 5th and 6th on Goodyear rubber too.

On the track, in our laboratories, on the road, we're continually looking for new ways of building better tyres for your car.

Tyres like the Goodyear Grand Prix-S.

GOODYEAR
Choice of Champions.

*SUBJECT TO OFFICIAL CONFIRMATION.

AUTOSPORT, MAY 27, 1982

because the engine in Teo's car was fabulous." During the final session Warwick tried all he knew, but found the engine pick-up on his own car so bad that eventually "we turned the boost down, simply to try and make it more drive-able!"

The end of qualifying. What would the race bring? "Who knows?" said one cynical team manager. "After all, the cars will all be at the weight limit tomorrow. . . ." A quick walk round the paddock, a giggle at the sight of two mechanics, veins standing out on their foreheads, struggling to lift a rear wing between them (work that one out for yourselves!), a wry smile as you thought of the Saturday night before Monaco last year, when most of pit lane was up in arms at the thought that Nelson Piquet might have stolen the pole in a 'lightweight' car. . .

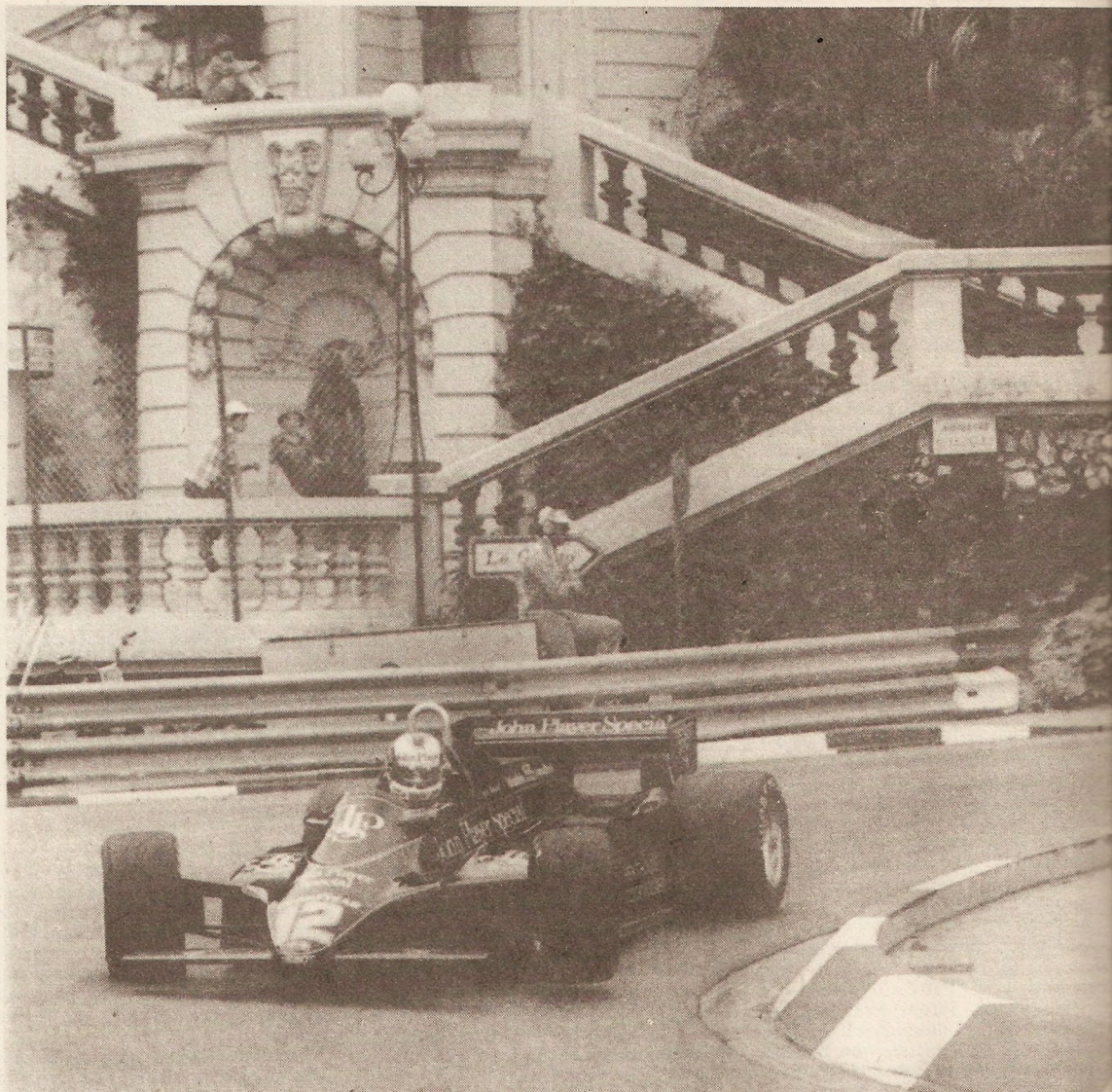
THE GRAND PRIX

No real dramas on Sunday morning, save that the weather looked shaky. After a deep blue start to the day, clouds arrived, leaving the afternoon muggy and overcast. Would it rain?

A queue behind the Renault, Rosberg had suggested, and he was not alone in this opinion. Most people thought it would be a matter of waiting until the yellow cars expired, and then the *real* race would begin.

Over near the swimming pool area a huge banner had been unfurled: *Gilles sei sempre con toi*. Gilles, you are still among us. It brought a jolt to those who saw it, including Didier Pironi, who crossed himself. Monaco without Villeneuve. English spectators told me that their reason for coming to Monaco was gone, and clearly the Italians felt the same way. The crowd, traditionally swelled by Ferrari nuts from over the border, was not a large one. Number 27 was missing, and there was nothing more to be said.

"At Zolder," René Arnoux told me during practice, "I really wanted to win that race, and then to dedicate it to Gilles. . . ." The Frenchman got away like a jack rabbit in Belgium, and he did the same at Monaco. When the green flashed, the Renault immediately assumed the lead, and halfway round the first lap that lead was simply immense. Over the line it was Arnoux, Giacomelli, Patrese, Prost, Pironi, de Cesaris, Alboreto, Rosberg, Mansell and Daly.



As last year Nigel Mansell was in sparkling form on the streets of Monte Carlo.

Out of Casino droned the Renault, and really this was embarrassing. After René had gone through, there was a distinct lull. Three miles into the race, he was 4.5secs to the good! Keke, what was that you said. . . ?

The Renaults were looking impossibly strong at this early stage, for Prost overtook Patrese on the second lap, and was also past a slowing Giacomelli a lap later. Poor Bruno trickled through on lap five, heading for the pits with a broken stub-axle. He had looked a strong contender, but his miserable luck — and

Alfa Romeo's reliability record — were running true to form.

Five laps: Arnoux — 7secs — Prost — Patrese — Pironi — de Cesaris — Alboreto — Rosberg — Mansell. All down the field it was follow-my-leader, a typical Monaco traffic jam. All round the circuit the once-a-year *cognoscenti* began to yawn, removing sunglasses to discover that the day was overcast, anyway.

Perhaps the most remarkable aspect of the early laps, apart from the Renaults' startling superiority, was the position of

Niki Lauda, down in 13th place behind Winkelhock's ATS, and hardly looking for a way by. In the same way, Piquet was caught behind Cheever's screaming Ligier, but the World Champion perhaps angry about his circumstances (with Patrese near the front), was constantly working to get past. This he managed on lap 11.

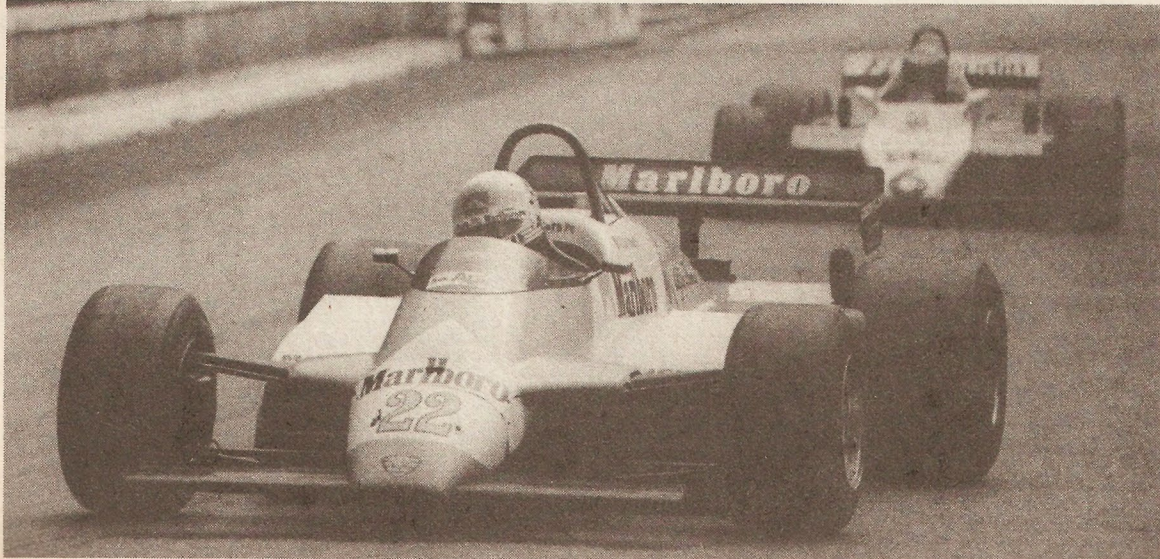
At the front Arnoux continued to lead Prost by between 7 and 8secs, but on lap 15 it all went wrong for him. Near the swimming pool the number 16 Renault spun and stalled, and René was unable to restart the engine. Yet another apparently comfortable Grand Prix victory had been lost, and this was the result of driver error. Sadly, he clambered out and walked back to the pits, his team-mate now firmly in command.

Or was he? As soon as Arnoux retired Patrese began to catch Prost. In a matter of five laps, the gap came down from 6secs to 2, and it was clear that the Italian and his Brabham were handling traffic better than the Frenchman and his Renault. On lap 26 the two cars came past as one, and it seemed certain that Riccardo would make a play for the lead.

At that point, however, the traffic disappeared again, lapped and left behind. In clear water once more, Prost opened the gap again. . . . a second, a bit more, 2secs. . . . but it came down swiftly every time they encountered stragglers.

In this respect, de Angelis's behaviour was lamentable. He had made a dreadful start, been last on the opening lap, and had got bogged down behind Cheever. The American finally retired his new JS19 with a blown engine, whereupon Elio found himself stuck behind Piquet. Quite clearly, he was in no mood to

Andrea de Cesaris's impressive qualifying form continues in the Alfa Romeo and third place was his reward on Sunday.



co-operate with anyone, and his awkwardness held up Prost, and allowed Patrese to close up once more.

Most unfortunate of all was Pironi. On lap 32 he put in the fastest lap of the race to that point, and was beginning to menace Patrese. In the course of lapping de Angelis, though, Didier lost his nose cone. This, on the Ferrari C2, is small, but its loss was enough to cause understeer. Pironi did not lose touch with Patrese immediately, but any serious threat to the Italian appeared to have gone.

Right with the Ferrari throughout was the remarkable de Cesaris, driving beautifully. Was this really the same man who wrote off McLarens all last summer?

Forty laps: Prost, now moving away again with a lead of more than 2 secs, Patrese, still driving as hard as he knew, Pironi, coping admirably with his newly modified Ferrari, de Cesaris, right there, and Rosberg, who had earlier passed Alboreto and closed right up on the leading bunch. Michele still ran sixth, ahead of Mansell, Daly, Lauda and de Angelis.

Earlier Watson had got his McLaren past Daly's Williams, the Dublin man actually quite relieved! "I'd been following Mansell's Lotus for a long time, and it was chucking oil out. My visor was coated in it, so I wasn't too upset when John passed me. Let him have a turn there. I thought..." However, Watson retired after 36 laps: ignition. It was a bad afternoon for McLaren, for Lauda was thoroughly unhappy with his engine, and eventually called it a day.

Between laps 40 and 50, Prost really put the hammer down, extending his lead from 2 to 6 secs, and it was obvious that only Patrese remained as a possible threat. Pironi was dropping back little by little, although still well able to deal with de Cesaris, who had his hands full trying to hold off Rosberg. After only 20 laps or so, Andrea had suffered a broken valve spring, and was a little down on revs. With Keke driving with incredible aggression, diving down the inside into Mirabeau every lap, bouncing over kerbs, the young Italian was having to work hard to keep his place.

"I was hoping to have a go at him into Tabac," said Rosberg after the race, "but he would lift off in the middle of the chicane, making me do the same. Then there was no way I could get a run at him..."

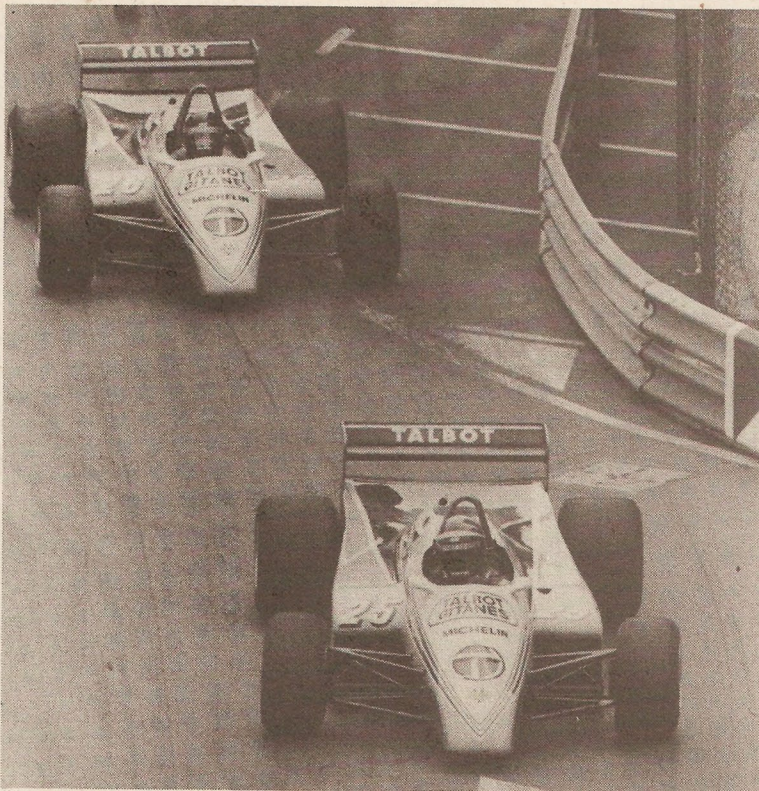
After hitting a guardrail, which bent his right front wheel, Mansell came in at the end of lap 46 for new tyres all round. This dropped him from seventh to 11th, and he began a most impressive comeback drive. Shortly after, Piquet's depressing and lonely race ended in the pits. As at Zolder, the BMW turbo had popped and banged increasingly through the race, and Nelson also had increasing gear selection problems.

So often in the past have we had rain in the late stages of the Monaco Grand Prix. At the 50-lap mark odd spots of it began to appear, and Patrese redoubled his efforts to close on Prost. If the going got really slippery, surely the Brabham would be a better bet.

But, for a while, the rain held off. On lap 54, in fact, Prost recorded a new fastest lap, and everything looked secure for him, the Renault running perfectly.

Twenty laps left: Prost, Patrese, Pironi (now 7secs adrift), de Cesaris/Rosberg, Alboreto, Daly and de Angelis. Stalemate.

On lap 61, though, the rain became constant, a steady, light, drizzle. By now Patrese had resigned himself to second place, apparently, almost 10secs behind Prost, but Rosberg was still right with de Cesaris.



The unusual Ligier-Matra JS19s of Eddie Cheever and Jacques Laffite both qualified.

In the slippery conditions, the man to watch was Mansell. With the benefit of fresh tyres, Nigel was really charging, barp-barping the throttle into Casino Square, where all else trod cautiously. As a consequence he was quickly gaining on his team-mate for seventh place.

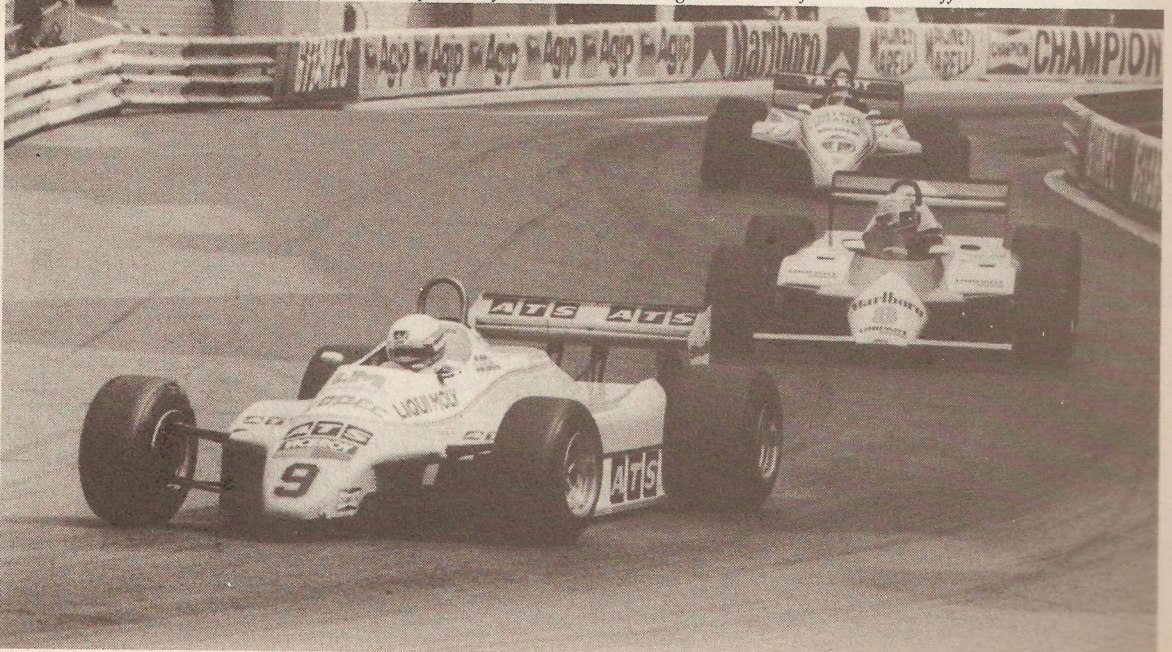
De Angelis continued to drive as if oblivious of other cars on the track. Everyone had trouble getting by him. Daly had closed up on Alboreto for fifth place, and when the two of them came up to lap de Angelis, the Lotus driver simply refused to let them past.

Michele very sensibly abandoned his attempts to force through, fearing that this might easily leave the door open for Derek. The Tyrrell man was heading for another finish in the points, but all this evaporated on lap 70 when he stopped in the swimming pool area with broken rear suspension.

Gone also by this time was Rosberg, who clipped the right hand portion of the chicane on lap 65, breaking his front suspension in the process.

The real story of the 1982 Monaco Grand Prix was still to come, however,

Manfred Winkelhock clawed his way into the top 10 early on, his ATS running here ahead of Lauda and Laffite.



Did this have any bearing on what happened a minute or so later? Alain reckons not.

Coming out of the chicane, about to lap Surer's stuttering Arrows for the nth time, the Renault suddenly went into violent oversteer, shooting straight across the road, head on into the barrier. From there it pinballed into the opposite guardrail, coming to rest in the middle of the road, bodywork all over the place, wheels bouncing dangerously close to spectator areas. Prost stepped quickly out, climbed over the Armo. A hospital check later revealed only severe bruising to his legs. He was a lucky man — even if the Monaco Grand Prix was lost, five miles from home.

Patrese, therefore, was safe in first place — but this lasted only as far as Station Hairpin on the next lap. The surface was really treacherous now, and the Brabham slid sideways down the road, slowly mounted the kerb, came to rest at the apex. Pironi drove by on the inside to take the lead.

Why was the Ferrari going so slowly? Being cautious is one thing, but this was ridiculous. For an agonising lap and a bit Pironi crept round, being passed by rabbits on all sides, before finally coming to a halt a lap to the flag! "I thought maybe I had an electrical problem because of the wet," he said later. "For three or four laps the car had been misfiring, but it was more simple than that. No fuel..."

Neither, for that matter, had de Cesaris, the man who should have taken it all up when Pironi's problems began. The Alfa, too, had a dry tank, and was parked at the top of the hill, its driver sitting on the wall, weeping disconsolately.

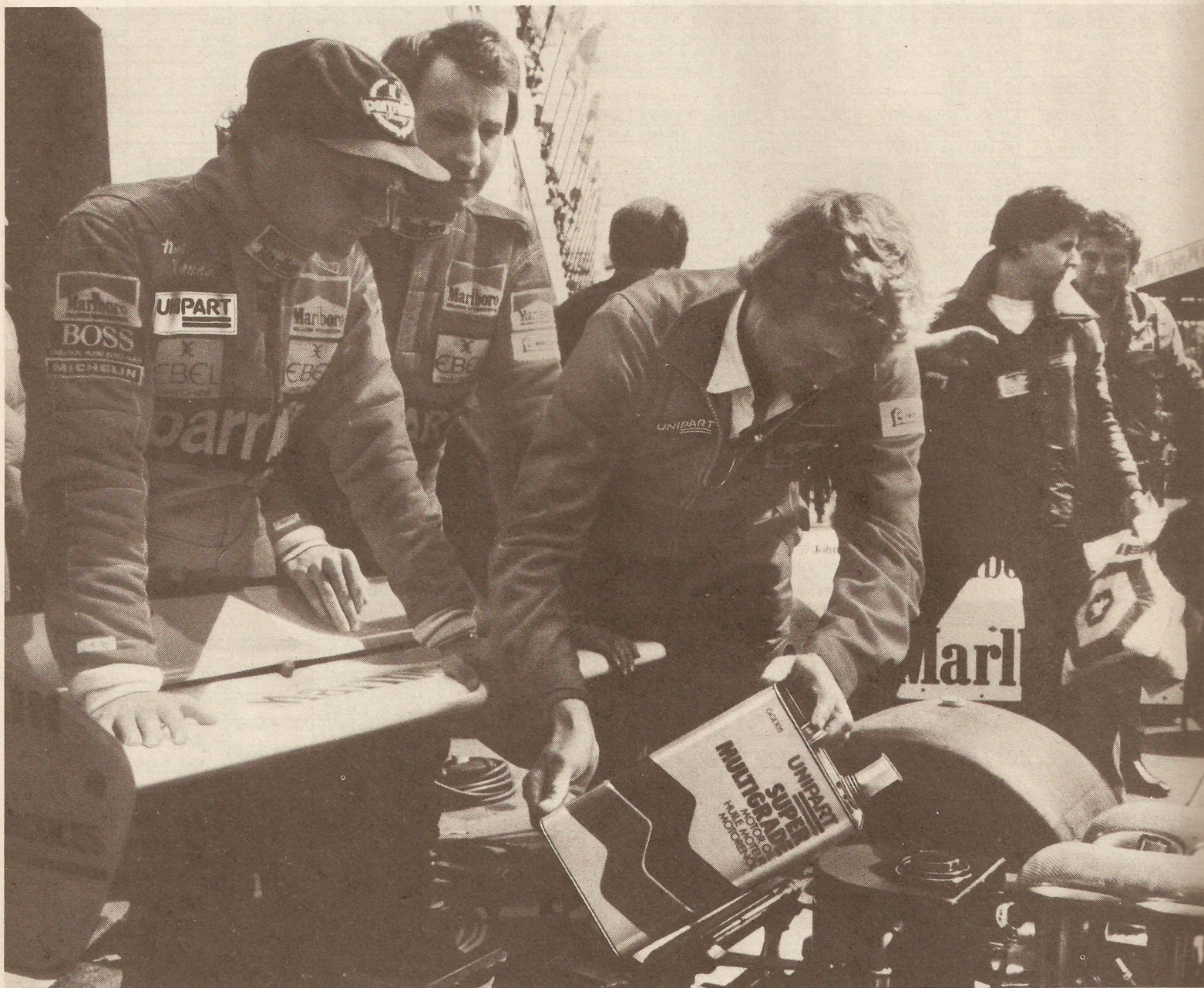
So who was going to win this thing? Can we have a winner, please? Someone step forward. Monaco is up for grabs.

Patrese decided that he was the man. The marshals, judging the Brabham to be in a dangerous place, had pushed it straight again. Moving gently down the hill to the harbourfront, Riccardo bump-started the engine and continued. Another lap and a half, and he was home.

"For me, it was a big surprise!" he related afterwards. "When I spin, I think for sure my chance is gone. Then I notice cars stopped all round the track..."

If the Brabham had not been in "a dangerous place," not been allowed the luxury of a push, the Lotuses would have gone on their way. Mansell's great sprint had taken him past de Angelis, and he would have won his first Grand Prix. The circumstances would have been weird, yes, but then Monaco is not a race...

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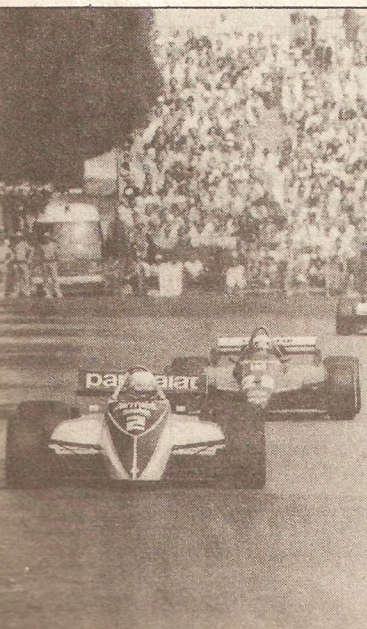
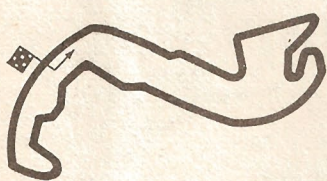
UNIPART

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

WINNER	R. PATRESE	in BRABHAM BT 49 D	average speed	82.207	mph
FASTEST LAP	R. PATRESE	in BRABHAM BT 49 D on lap 69	in 1 m.26.354 s.	85.794	mph
EXISTING RECORD	R. PATRESE	in ARROWS A3	in 1 m.26.05 s.	86.08	mph
PREVIOUS RESULT	G. VILLENEUVE	in FERRARI 126 C	average speed	82.039	mph
WEATHER OVERCAST. DRIZZLE LATER LENGTH 76 laps of 2.058 mile circuit, 156.406 miles					

ENTRIES							
No.	DRIVER	CAR	ENTRANT	FUEL/OIL	TYRES	CHASSIS	ENGINE
1	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/2	1.5 BMW A-CYL TURBO
1T	N. PIQUET	BRABHAM BT 50	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 50/3	1.5 BMW A-CYL TURBO
2	R. PATRESE	BRABHAM BT 49 D	PARMALAT RACING TEAM	ELF VALVOLINE	GOOD	BT 49 D/17	DFV
3	M. ALBORETO	TYRRELL 011	TEAM TYRRELL	VALVOLINE	GOOD	011-5	DFV
4	B. HENTON	TYRRELL 011	TEAM TYRRELL	VALVOLINE	GOOD	011-4	DFV
5	D. DALY	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-4	DFV
5T	D. DALY	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-2	DFV
6	K. ROSBERG	WILLIAMS FW 08	TAG WILLIAMS TEAM	MOBIL MOBIL	GOOD	FW 08-3	DFV
7	J. WATSON	McLAREN MP4 B	MARLBORO TEAM McLAREN	UNIPART	MICH	MP4B-2	DFV
7T	J. WATSON	McLAREN MP4 B	MARLBORO TEAM McLAREN	UNIPART	MICH	MP4B-5	DFV
8	N. LAUDA	McLAREN MP4 B	MARLBORO TEAM McLAREN	UNIPART	MICH	MP4B-6	DFV
9	M. WINKELHOCK	ATS D5	ATS WHEELS	-	MICH	D5-2	DFV
10	E. SALAZAR	ATS D5	ATS WHEELS	-	MICH	D5-3	DFV
11	E. DE ANGELIS	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	91-6	DFV
12	N. MANSSELL	JPS-LOTUS 91	JOHN PLAYER TEAM LOTUS	VALVOLINE	GOOD	91-7	DFV
14	R. GUERRERO	ENSIGN N181	ENSIGN RACING	VALVOLINE	AVON	N 181-1	DFV
15	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF	MICH	RE 30B-8	1.5 RENAULT TURBO V6
15T	A. PROST	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF	MICH	RE 30B-4	1.5 RENAULT TURBO V6
16	R. ARNOUX	RENAULT RE 30B	EQUIPE RENAULT-ELF	ELF	MICH	RE 30B-7	1.5 RENAULT TURBO V6
17	J. MASS	MARCH 821	MARCH GRAND PRIX	VALVOLINE	AVON	821-RM 08	DFV
18	R. BOESEL	MARCH 821	MARCH GRAND PRIX	VALVOLINE	AVON	821-RM 09	DFV
19	E. DE VILLOTA	MARCH 821	ONYX RACING	VALVOLINE	AVON	821-RM 06	DFV
20	C. SERRA	FITTIPALDI F8D	FITTIPALDI AUTOMOTIVE	VALVOLINE	PIR	F8D-5	DFV
22	A. DE CESARIS	ALFA ROMEO 182	AUTODELTA	-	MICH	182-4	ALFA V12
22T	A. DE CESARIS	ALFA ROMEO 182 B	AUTODELTA	-	MICH	182B-5	ALFA V12
23	B. GIACOMELLI	ALFA ROMEO 182	AUTODELTA	-	MICH	182-1	ALFA V12
25	E. CHEEVER	TALBOT-LIGIER JS 19	EQUIPE TALBOT-GITANES	ELF	MICH	JS 19-02	MATRA V12
26	J. LAFFITE	TALBOT-LIGIER JS 19	EQUIPE TALBOT-GITANES	ELF	MICH	JS 19-01	MATRA V12
28	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	126 C2-059	FERRARI V6 TURBO KKK
28T	D. PIRONI	FERRARI 126 C2	S.p.a. FERRARI S.E.F.A.C.	AGIP	GOOD	126 C2-057	FERRARI V6 TURBO KKK
29	M. SURER	ARROWS A4	TEAM RAGNO-ARROWS	ELF	PIR	A4-4	DFV
30	M. BALDI	ARROWS A4	TEAM RAGNO-ARROWS	ELF	PIR	A4-1	DFV
31	J.-P. JARIER	OSELLA FA1C	OSELLA AUTOMOBILI	VALVOLINE	PIR	FA1C-004	DFV
32	R. PALETTI	OSELLA FA1C	OSELLA AUTOMOBILI	VALVOLINE	PIR	FA1C-002	DFV
33	J. LAMMERS	THEODORE TY	THEODORE RACING	VALVOLINE	GOOD	TY 02-1	DFV
35	D. WARWICK	TOLEMAN TG 181	TOLEMAN MOTOR SPORT	BP	PIR	TG 181-6	1.5 HART A-CYL TURBO
35T	D. WARWICK	TOLEMAN TG 181	TOLEMAN MOTOR SPORT	BP	PIR	TG 181-7	1.5 HART A-CYL TURBO
36	T. FABI	TOLEMAN TG 181	TOLEMAN MOTOR SPORT	BP	PIR	TG 181-7	1.5 HART A-CYL TURBO

PRACTICE 1		PRACTICE 2		STARTING GRID	
DATE THURSDAY p.m. MAY 20.		DATE SATURDAY p.m. MAY 22.			
WEATHER WARM, DRY.		WEATHER WARM, DRY.		↑	
16 R. ARNOUX	1m. 24.543s.	16 R. ARNOUX	1m. 23.281s.	R. ARNOUX	16
22 A. DE CESARIS	1m. 24.928s.	2 R. PATRESE	1m. 23.791s.	R. PATRESE	2
2 R. PATRESE	1m. 24.929s.	23 B. GIACOMELLI	1m. 23.939s.	B. GIACOMELLI	23
6 K. ROSBERG	1m. 25.125s.	15 A. PROST	1m. 24.439s.	A. PROST	15
5 D. DALY	1m. 25.505s.	28 D. PIRONI	1m. 24.585s.	D. PIRONI	28
15 A. PROST	1m. 25.766s.	6 K. ROSBERG	1m. 24.649s.	K. ROSBERG	6
8 N. LAUDA	1m. 25.838s.	22 A. DE CESARIS	1m. 25.235s.	A. DE CESARIS	22
3 M. ALBORETO	1m. 25.840s.	5 D. DALY	1m. 25.390s.	D. DALY	5
1 N. PIQUET	1m. 26.075s.	3 M. ALBORETO	1m. 25.449s.	M. ALBORETO	3
23 B. GIACOMELLI	1m. 26.083s.	7 J. WATSON	1m. 25.583s.	J. WATSON	7
12 N. MANSSELL	1m. 26.202s.	12 N. MANSSELL	1m. 25.642s.	N. MANSSELL	12
7 J. WATSON	1m. 27.317s.	8 N. LAUDA	1m. 26.019s.	N. LAUDA	8
28 D. PIRONI	1m. 27.360s.	1 N. PIQUET	1m. 26.128s.	N. PIQUET	1
11 E. DE ANGELIS	1m. 27.568s.	9 M. WINKELHOCK	1m. 26.260s.	M. WINKELHOCK	9
9 M. WINKELHOCK	1m. 27.952s.	11 E. DE ANGELIS	1m. 26.456s.	E. DE ANGELIS	11
25 E. CHEEVER	1m. 28.058s.	25 E. CHEEVER	1m. 26.463s.	E. CHEEVER	25
26 J. LAFFITE	1m. 28.353s.	4 B. HENTON	1m. 26.690s.	B. HENTON	4
29 M. SURER	1m. 28.380s.	26 J. LAFFITE	1m. 27.007s.	J. LAFFITE	26
4 B. HENTON	1m. 28.871s.	29 M. SURER	1m. 27.019s.	M. SURER	29
31 J.-P. JARIER	1m. 29.057s.	10 E. SALAZAR	1m. 27.022s.	E. SALAZAR	10
30 M. BALDI	1m. 29.306s.	30 M. BALDI	1m. 27.209s.	M. BALDI	
17 J. MASS	1m. 29.452s.	33 J. LAMMERS	1m. 27.523s.	J. LAMMERS	
10 E. SALAZAR	1m. 29.574s.	17 J. MASS	1m. 27.885s.	J. MASS	
35 D. WARWICK	1m. 31.233s.	35 D. WARWICK	1m. 28.075s.	D. WARWICK	
14 R. GUERRERO	1m. 32.183s.	31 J.-P. JARIER	1m. 28.264s.	J.-P. JARIER	
		14 R. GUERRERO	1m. 28.653s.	R. GUERRERO	



LAP CHART

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37		
16 R. ARNOUX	16	16	16	16	16	16	16	16	16	16	16	16	16	16	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
2 R. PATRESE	23	23	23	15	15	15	15	15	15	15	15	15	15	15	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
23 B. GIACOMELLI	2	15	15	23	2	2	2	2	2	2	2	2	2	2	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
15 A. PROST	15	2	2	2	28	28	28	28	28	28	28	28	28	28	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
28 D. PIRONI	28	28	28	28	22	22	22	22	22	22	22	22	22	22	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
6 K. ROSBERG	22	22	22	22	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
22 A. DE CESARIS	3	3	3	3	6	6	6	6	6	6	6	6	6	6	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
5 D. DALY	6	6	6	6	12	12	12	12	12	12	12	12	12	12	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
3 M. ALBORETO	12	12	12	12	5	5	5	5	5	5	5	5	5	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
7 J. WATSON	5	5	5	5	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
12 N. MANSELL	7	7	7	7	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
8 N. LAUDA	9	9	9	9	8	8	8	8	8	8	8	8	8	8	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
1 N. PIQUET	8	8	8	8	26	26	26	26	26	26	26	26	26	26	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
9 M. WINKELHOCK	25	25	26	26	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
11 E. DE ANGELIS	26	26	25	25	1	1	1	1	1	1	1	1	1	1	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
25 E. CHEEVER	4	4	1	1	11	11	11	11	11	11	11	11	11	11	4	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
4 B. HENTON	10	10	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
26 J. LAFFITE	1	1	10	4	10	10	10	10	10	29	29	29	29	29	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
29 M. SURER	29	11	11	10	29	29	29	29	29	10	10	10	10	10																									
10 E. SALAZAR	11	29	29	29	23																																		

LAP

38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76		
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RESULTS

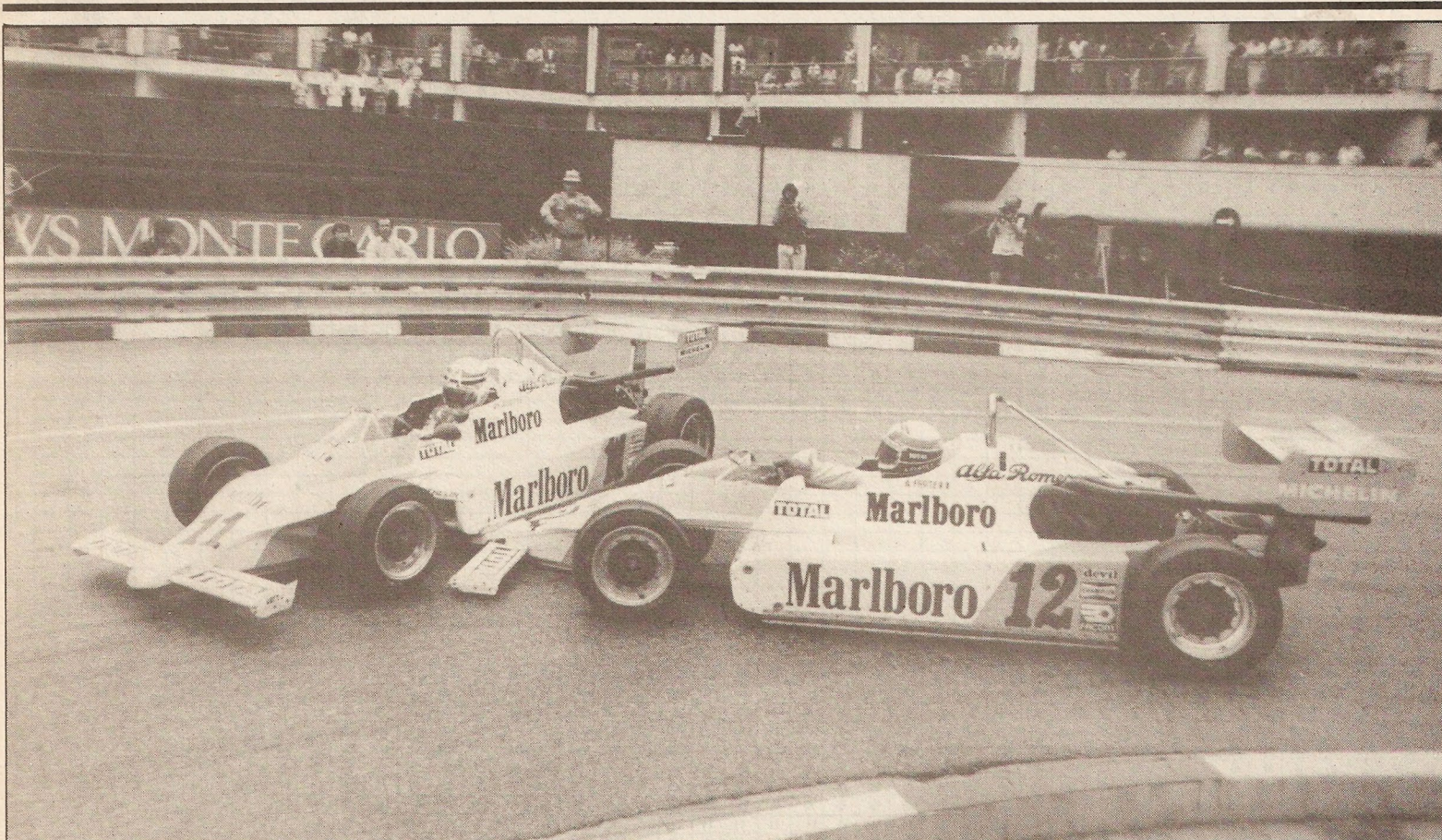
No.	DRIVER	CAR	LAPS	TIME	SPEED (MPH)	BRAKES	SUSP.	G BOX	PLUGS	INJECT.	ELECS.
1	2 R. PATRESE	BRABHAM BT49D	76	1h. 54m. 11.259s.	82.207	GRL	FER	KONI	NEW FGA 400	CHAMPION	LUCAS
2	28 D. PIRONI	FERRARI 126 C2	75	NOT RUNNING AT FINISH		LOCK	FER	KONI	FERRARI	CHAMPION	LUCAS
3	22 A. DE CESARIS	ALFA ROMEO 182	75	NOT RUNNING AT FINISH		LOCK	FER	KONI	ALFA ROMEO	CHAMPION	LUCAS
4	12 N. MANSELL	JPS-LOTUS 91	75			LOCK	FER	KONI	NEW FGA 400	NGK	LUCAS
5	11 E. DE ANGELIS	JPS-LOTUS 91	75			LOCK	FER	KONI	NEW FGA 400	NGK	LUCAS
6	5 D. DALY	WILLIAMS FW 08	74	NOT RUNNING AT FINISH		LOCK	FER	KONI	NEW FGA 400	CHAMPION	LUCAS
7	15 A. PROST	RENAULT RE 30B	73	NOT RUNNING AT FINISH		LOCK	FER	KONI	NEW FGA 400	CHAMPION	LUCAS
8	4 B. HENTON	TYRRELL 011	72			LOCK	FER	KONI	NEWLAND-TYRRELL	CHAMPION	LUCAS
9	29 M. SURER	ARROWS A4	70			LOCK	FER	KONI	NEW FGA 400	CHAMPION	LUCAS
10	3 M. ALBORETO	TYRRELL 011	69	NOT RUNNING AT FINISH		LOCK	FER	KONI	NEWLAND-TYRRELL	CHAMPION	LUCAS

RETIREMENTS

No.	DRIVER	LAPS	REASON
23	B. GIACOMELLI	4	STUB AXLE BROKEN.
16	R. ARNOUX	14	SPUN OFF. UNABLE TO RESTART.
10	E. SALAZAR	21	CAUGHT FIRE.
25	E. CHEEVER	27	ENGINE.
26	J. LAFFITE	29	HANDLING.
9	M. WINKELHOCK	31	DIFFERENTIAL.
7	J. WATSON	35	IGNITION.
1	N. PIQUET	49	ENGINE, GEARBOX.
8	N. LAUDA	56	ENGINE.
6	K. ROSBERG	64	ACCIDENT DAMAGE.
3	M. ALBORETO	69	BROKEN SUSPENSION.
15	A. PROST	73	ACCIDENT.
5	D. DALY	74	ACCIDENT DAMAGE.
28	D. PIRONI	75	OUT OF FUEL.
22	A. DE CESARIS	75	OUT OF FUEL.

CHAMPIONSHIP POINTS

DRIVER	POINTS	CONSTRUCTOR	POINTS
1 A. PROST	18	McLAREN-FORD	26
2 J. WATSON	17	WILLIAMS-FORD	24
3 D. PIRONI	16	RENAULT	22
4 K. ROSBERG	14	FERRARI	22
5 R. PATRESE	13	LOTUS-FORD	14
6 N. LAUDA	12	BRABHAM-FORD	13
7 M. ALBORETO	10	TYRRELL-FORD	10
8 N. MANSELL	7	LIGIER-MATRA	4
9 E. DE ANGELIS	7	ALFA ROMEO	4
10 C. REUTEMANN	6	ATS-FORD	3
10 G. VILLENEUVE	6	OSELLA-FORD	2
12 R. ARNOUX	4	BRABHAM-BMW	2
12 E. CHEEVER	4	FITTIPALDI-FORD	1
12 A. DE CESARIS	4		
15 J-P. JARIER	3		
16 M. WINKELHOCK	2		
16 E. SALAZAR	2		



Unsubtle tactics from Alain Ferté. The eventual winner of the Monaco Formula 3 chose this method to remove team-mate Philippe Alliot's Martini from the lead.

Ferté's fighting second

Ferté wins for the second time—Alliot leads until one lap from home—Larrauri third—Cazzaniga, Moreno and Theys take next three places—Byrne 12th—Report: MARK HUGHES—Photography: KEITH SUTTON & JOHN TOWNSEND.

The prestigious Monaco Formula 3 race was decided on the penultimate of 24 laps last Saturday when Philippe Alliot and Alain Ferté, team-mates in their Marlboro-backed Martini MK37s, tangled at the Loews Hairpin. Alliot had led the whole race before Ferté made his desperate move, lost his Martini's nosecone, but emerged in front to win by 1 sec, leaving Alliot a very angry man in second place.

"I never expected Alain to come through at that point," explained Alliot, "but he did and hit my car as well. I had no choice. It was a stupid thing to do." Ferté, in contrast, revelled in his win, saying: "There were team orders for the

ENTRY & PRACTICE

The Formula 3 paddock in Monaco had a refreshing normality. Sited a good 20mins walk from the circuit, it was mercifully isolated from the atmosphere of success and excess which pervades Monaco on race weekend, and free of promenading Beautiful People. There was a job to be done, and every driver knew that a good performance here might be noticed, might lead to greater things. A win at Monaco looks good in the curriculum vitae, as the list of past winners now with Grand Prix drives shows: Jacques Laffite (1973), Bruno Giacomelli (1976), Didier Pironi (1977), Elio de Angelis (1978), Alain Prost (1979) and Mauro Baldi (1980).

This year's race drew an entry of 45 cars, but there was only a handful of Marlboro British F3 Championship regulars, budgets being too strained these days for most to contemplate this prestigious event. It was a shame, therefore, to see only two British drivers on the entry list, and positively depressing that the hopes of neither materialised. Martin Brundle knew a week before the race that his David Price Racing Ralt-VWRT3 could not be repaired after its Dijon shunt, but James Weaver had been building up for this race for several

weeks, he and team boss Eddie Jordan having made strenuous efforts to ensure that his Plastic Padding backed Ralt was well-financed for a good outing here. His extraordinary failure to sign on meant that poor James never even donned his overalls (see *Pit & Paddock*).

Partisan hopes, then, had to rest on Tommy Byrne, the runaway leader of the Marlboro series. As usual, team manager Murray Taylor brought two Ralts for the young Irishman, the older car having been brought up to '82 spec with changed suspension and sidepods. The cars were carrying support for this race from Group Waterworks and Marlboro, while a Ron Dennis negotiated deal meant that Tommy would enjoy the full Michelin treatment, which the team exploited to the full by taking in a day's tyre testing at Magny Cours on their way down.

By the end of two traumatic qualifying sessions on Thursday and Friday, Byrne had qualified a disappointing 16th, leaving himself a great deal to do on race day. "I'm happy with the car now," he explained after practice, "so I reckon I can pick off quite a few people in the race, but I'm not going to win, am I?"

Things went wrong right from the start with a crash at the fast left-hander at Massenet early in Thursday's session, Tommy admitting that he simply overdid

it before he had learned the circuit properly. Both rear corners were damaged, leaving him no option but to get back to the pits by a combination of taxi, motorbike and his own two feet (see *P & P*) for a final 10mins fling in the T-car.

Friday also brought little joy as the regular car again had to be put away after he clipped a curb at the chicane and bent a top rocker arm. The more stiffly set-up spare got him on the grid with a time 2.3secs off pole after a fine effort with only one clear lap on Michelin qualifiers.

This was the chassis he would race, although its settings were changed to match the superior handling of the regular chassis. For three years in a row practice incidents have forced the team to run the T-car in the race.

Pole position, meanwhile, had gone without question to Philippe Alliot, the Frenchman improving on a Thursday time 1.2secs quicker than anyone else by dipping his Martini MK37 into the 1m 33s bracket on Friday. "The car is perfect," said Alliot, "and I know the circuit very well, so I expected to be as quick as this. Pole position is very important here and I've got that advantage, but even so I'm nervous about the race because it is always so tough."

Alliot's nearest rival was team-mate Alain Ferté, last year's winner qualifying last lap. Whoever is in front wins. I had to pass before that."

Ferté, therefore, became the first man to win the Monaco F3 event twice, while Alliot will have to live with the fact that he has not won despite leading for most of the last two events.

European Championship leader Oscar Larrauri finished third, ahead of Fernando Cazzaniga, Roberto Moreno and Didier Theys. Sadly there were no British drivers in the race, but Irishman Tommy Byrne drove forcefully to 12th place after qualifying well down the grid and incurring a 1min penalty for jumping the start.

second fastest to complete a highly impressive, polished performance from the Hugues de Chaunac managed works Martini team. With years of Monaco experience behind them, the team had the cars set up correctly from the start, the quick laps on Michelin's qualifiers being merely a formality. The only question concerned the plan for the race: "Yes, there are team orders, but they are very simple," confirmed de Chaunac. "Whoever is in front on the last lap wins."

Paolo Pavanello's Euroracing *equipe*, also receiving Michelin's best, were the nearest challengers to this pair, European series leader Oscar Larrauri taking the third slot with a time 0.4sec down on Ferté. Team-mate Emanuele Pirro had a less happy time, regretting his first session caution (10th fastest) when the gearbox broke after only three laps of Friday's session. As times tumbled in Friday's early morning coolness, Pirro could only wince as qualification for the race looked increasingly in doubt. In the end, his Thursday time gave him 21st overall — Pavanello had only one of his March 813 based cars in the race. Larrauri, meanwhile, was not confident that his driving could compensate for the superior turning in ability of the Martinis.

MONACO F3

A fine effort on Friday netted Roberto Moreno fourth fastest time in his Ivens Lumar Ralt RT3. Avon produced excellent qualifying rubber which the Brazilian exploited to the full on Friday by sensibly hanging back until he could get a clear lap. A combination of bad understeer and cautious learning of the circuit kept his times down on Thursday, but setting changes to neutralise the handling and Roberto's increasing confidence left him well placed for the race.

Fresh from an Italian Championship win at Varano the previous weekend, Fernando Cazzaniga drew upon many years of Monaco experience to qualify his smart Dallara 283 in fifth place. With the car well suited to Monaco's twists, and with a good Q-tyre from Pirelli, the 'Monza Playboy' got stuck in right from the start, his first day time beaten only by Alliot. Roberto Ravaglia qualified the only other Dallara to make the race 17th.

Didier Theys brought a third Marlboro sponsored Martini MK37 into the top six, despite being disappointed with his car's performance. For most of the first session he had no first gear, and then on his first quick lap with Michelin qualifiers the carbonfibre rear wing support snapped, necessitating a stronger aluminium replacement for Friday. A miscalculation on setting changes for Friday, however, resulted in the car being too softly set-up, so the friendly Belgian decided to make more changes for the race.

Theys and the similarly-mounted Michel Ferté (brother of Alain) were split on the grid by Jean-Louis Schlesser's David Price Racing Ralt-VW, which set its best time on Friday despite losing 500rpm, thought to be caused by a valve spring or electronic ignition problem. John Nielsen qualified the other VW-engined Ralt in ninth place on his Friday time after completely changing the suspension overnight: the Dane arrived with a 'Maurer-style' progressive springing arrangement (see *P&P*), but found it a handicap over the bumpy track, so his Friday session was spent getting used to the car all over again. "At least the car isn't bottoming any more, but I've run out of time to sort the car. Today's time should have been yesterday's."

Enzo Coloni was 10th fastest in his Gulf Italiana Ralt but hoped that changed gear ratios would improve the car for the race, while Pierre Petit, in another David Price tended Ralt, confirmed the form which has put him in the lead of the French Championship to qualify 11th. Roberto Campominosi, another Monaco F3 veteran, was 12th in his Merzario.

Kurt Thiim was disappointed with being 13th fastest after failing to improve on his first session time because of a fuel pressure problem on Friday. Third quickest on Thursday, the Dane found his Yokohama Q-tyres so durable that he planned to use them in the race. In contrast, Austrian Gero Zamagna was pleased with his time in the rapidly improving Anson, which was also Yokohama equipped. Power understeer on Thursday was soon dialled out by Gary Anderson's crew, leaving the Austrian eager for the race. The only change after practice would be a larger steering wheel to lighten the steering.

A collision with the Ste Devote barrier early on Thursday spoiled Paolo Giangrossi's first session, but he shrugged off the pain of torn ligaments in his left hand to improve by over 5secs on Friday to get his Pirelli-tyred Vesuvio Racing Ralt into the race, lining up in 15th place alongside Byrne.

Italian Championship leader Guido Cappellotto's Scuderia Eseclette Ralt, Philippe Renault's Ecurie Elf Martini MK37 and Denis Morin's sister Ralt completed the 20 qualifiers. Philippe

Colonna was among those unlucky to miss the race after the Toyota engine in his Eddie Jordan Racing Ralt blew in the second session.

RACE

The sky had clouded over as the 6.00pm start of the 24th Grand Prix de Monaco F3 approached, creating ideal conditions for a quick race. Nerves showed on the faces of the drivers, especially on Alliot's, the pole position holder aware that the greatest pressure was on him, the Frenchman having led most of last year's race until being pressured into a mistake by Ferté five laps from home.

With the green starting signal, Alliot judged his take off to make sure that the crucial advantage into Ste Devote was his, while Larrauri squeezed through into second place ahead of Ferté, Cazzaniga, Moreno, Theys, Michel Ferté, Schlessler, Coloni and Campominosi. All the field got through safely, but powering up the hill Thiim got a wheel tangled with Zamagna's Anson, flying alarmingly through the air to land right in front of Byrne and Cappellotto. Both had no choice but to stand on the brakes, stop and then take chase right at the back of the field. Thiim, shaken but unharmed, was an instant retirement, while Zamagna completed the lap to retire to the pits minus rear wing.

Round they streamed with the order now established, but with only inches separating Alliot, Larrauri and Ferté. Both the VW-engined Ralts were looking good, Nielsen disposing of Campominosi on lap 2 for 10th place and Schlessler

moving past Michel Ferté two laps later in seventh. Jean-Louis gained another place on lap 5 by passing Theys neatly at Mirabeau, but already puffs of blue smoke showed that the VW unit was ailing, and nine laps later he would end his race in the tunnel with the engine blown.

Byrne was making excellent progress from the back in the early stages, clawing his way on successive laps past Renault, Giangrossi and Petit. He was 13th on the road by lap 7 when Murray Taylor's team learned that he had been docked 1min for a jumped start. "Well, I thought it was a rolling start," joked Tommy.

At the front, meanwhile, it was only a question of time before Ferté would pass Larrauri. The Martini was clearly quicker than the Argentine's Euroracing through the slower corners, but Ferté was waiting to choose his moment, which finally came with a clean outbraking manoeuvre at Mirabeau on lap 8. Now he could set off after Alliot, whose 1.5secs advantage was reduced to nothing within three laps as Ferté scorched round in pursuit, setting a new record of 1m 34.287s on his first unimpeded lap. Larrauri dropped back from the works Martini pair, with Cazzaniga maintaining a close but unthreatening fourth from Moreno and Theys. Byrne was still progressing and passed Ravaglia and Campominosi at half distance, while on lap 13 Michel Ferté succumbed to Nielsen's pressure.

Petit, in trouble with his brakes, was getting more ragged, locking up at Mirabeau to lose a place to Giangrossi

MONACO

May 22

24th Grand Prix de Monaco

Formule 3

24 laps — 49.39 miles

1. Alain Ferté (Martini-Alfa Romeo MK37), 38m 14.833s, 77.48mph;
2. Philippe Alliot (Martini-Alfa Romeo MK37), 38m 15.779s;
3. Oscar Larrauri (Euroracing-Alfa Romeo 101), 38m 22.263s;
4. Fernando Cazzaniga (Dallara-Alfa Romeo 382), 38m 24.083s;
5. Roberto Moreno (Ralt-Toyota RT3), 38m 39.179s;
6. Didier Theys (Martini-Alfa Romeo MK37), 38m 41.684s;
7. John Nielsen (Ralt-Volkswagen RT3), 38m 43.334s;
8. Michel Ferté (Martini-Alfa Romeo MK37), 38m 44.529s;
9. Roberto Campominosi (Merzario-Alfa Romeo 283), 39m 00.714s;
10. Guido Cappellotto (Ralt-Alfa Romeo RT3), 39m 02.180s;
11. Paolo Giangrossi (Ralt-Alfa Romeo RT3), 39m 02.448s;
12. Tommy Byrne (Ralt-Toyota RT3), 39m 44.720s (includes 1min penalty);
13. Roberto Ravaglia (Dallara-Alfa Romeo 823), 4 laps;
14. Enzo Coloni (Ralt-Alfa Romeo RT3), 4 laps;
15. Philippe Renault (Martini-Alfa Romeo MK37), 4 laps.

Fastest lap: Ferté, 1m 34.287s, 78.57mph (record).

Retirements: Kurt Thiim (March-Toyota 813), 0 laps, accident; Gero Zamagna (Anson-Toyota SA3), 1 laps, accident, damage; Jean-Louis Schlesser (Ralt-Volkswagen RT3), 11 laps, engine; Pierre Petit (Ralt-Toyota RT3), 11 laps, accident; Denis Morin (Ralt-Alfa Romeo RT3), 19 laps, differential.

before finally clobbering the barrier at Massenet and retiring from 14th position. Coloni, with a nose fin askew, also dropped four places when a desperate attempt to pass Michel Ferté went wrong.

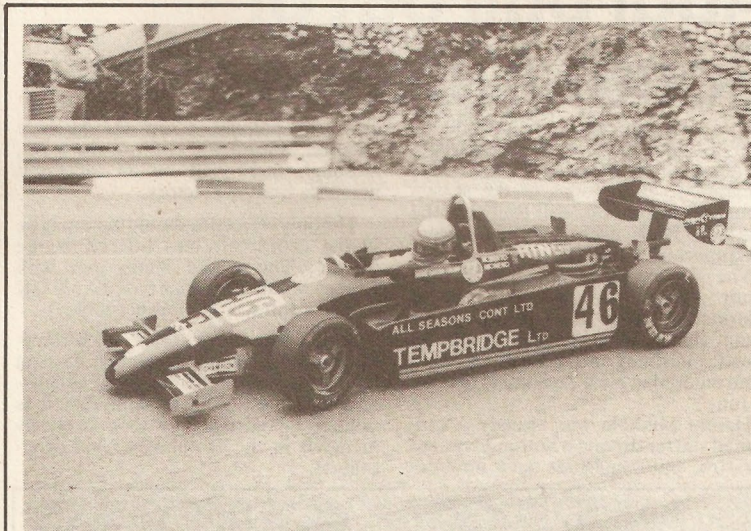
By lap 15, the crowd was clearly in for a thrilling finish, with Ferté sitting inches behind Alliot, waiting for his moment. Alliot dismissed all fears of a repeat of last year's disaster and narrowed his lines to keep his team-mate firmly behind: all he had to worry about was that Ferté would do nothing silly. By lap 16 the pair led by 6secs from Larrauri, Cazzaniga, Moreno, Theys, Nielsen and Michel Ferté, all these strung out and secure in their positions.

Ferté slipped back a little on lap 20 as Alliot briefly put backmarker Cappellotto between them, but two laps later Alain was right back in touch. Where would he make his move? If he was going to win his second Monaco F3 race, he would have to pass Alliot on the penultimate lap, or disobey de Chaunac's orders. Of course, Mirabeau was the place.

That was what Alliot was thinking, and on lap 23 he flew down the hill from the Casino in the middle of the road, aiming for such a tight line that Ferté would have no chance to make his move. Inches apart they went through that corner, Alliot thinking he was then safe to position himself for a normal line through the Loews hairpin, an impossible place to overtake. Or so he thought.

Ferté made no attempt whatsoever to take the corner, just shouldering his way alongside Alliot. As Alliot turned in, Ferté was still heading straight on, leaving his braking impossibly late and burying the nose of his car under the other Martini's sidepod. It was a ridiculous, bullying tactic which nine times out of 10 would have had them both out of the race, but somehow they both teetered round, Ferté emerging comfortably in front without his nosecone.

The last lap was a formality. Ferté took the flag, savoured the celebrations and then faced the wrath of de Chaunac. Alliot, a gentleman in defeat, quietly had to accept the situation, but wondered what he had to do to win a Monaco F3 race. Overshadowed by this drama, Larrauri, Cazzaniga, Moreno and Theys streamed in to complete the top six, while Byrne eventually finished ninth on the road — 12th in the placings as a result of his penalty — after a stirring effort in an oversteering car with a sticky first gear.



Roberto Moreno was the highest-placed Avon runner in the race.

QUALIFYING

Driver (Nat)	Car	Tyres	First	Second
Philippe Alliot (F)	Martini-Alfa Romeo MK37	Michelin	1:34.569	1:33.634
Alain Ferté (F)	Martini-Alfa Romeo MK37	Michelin	1:35.803	1:33.943
Oscar Larrauri (RA)	Euroracing-Alfa Romeo 101	Michelin	1:35.963	1:34.379
Roberto Moreno (BR)	Ralt-Toyota RT3	Avon	1:37.693	1:34.535
Fernando Cazzaniga (I)	Dallara-Alfa Romeo 382	Pirelli	1:35.418	1:34.567
Didier Theys (B)	Martini-Alfa Romeo MK37	Michelin	1:36.336	1:34.739
Jean-Louis Schlesser (F)	Ralt-Volkswagen RT3	Michelin	1:35.709	1:34.822
Michel Ferté (F)	Martini-Alfa Romeo MK37	Michelin	1:36.123	1:34.981
John Nielsen (DK)	Ralt-Volkswagen RT3	Michelin	1:37.310	1:35.086
Enzo Coloni (I)	Ralt-Alfa Romeo RT3	Michelin	1:35.454	1:35.263
Pierre Petit (F)	Ralt-Toyota RT3	Michelin	1:38.365	1:35.272
Roberto Campominosi (I)	Merzario-Alfa Romeo 283	Pirelli	1:37.059	1:35.365
Kurt Thiim (DK)	March-Toyota 813	Yokohama	1:35.445	1:35.896
Gero Zamagna (A)	Anson-Toyota SA3	Yokohama	1:37.882	1:35.467
Paolo Giangrossi (I)	Ralt-Alfa Romeo RT3	Pirelli	1:41.065	1:35.755
Tommy Byrne (GB)	Ralt-Toyota RT3	Michelin	1:39.495	1:35.980
Roberto Ravaglia (I)	Dallara-Alfa Romeo 382	Pirelli	1:37.742	1:36.089
Guido Cappellotto (I)	Ralt-Alfa Romeo RT3	Dunlop	1:38.385	1:36.094
Philippe Renault (F)	Martini-Alfa Romeo MK37	Michelin	1:37.277	1:36.252
Denis Morin (F)	Ralt-Alfa Romeo RT3	Michelin	1:39.093	1:36.426

Non-qualifiers: Emanuele Pirro (Euroracing 101), 1:36.433; Giulio Regosa (Martini MK37), 1:36.439; Claudio Langes (Dallara 382), 1:36.480; Patrick Gonin (Martini MK37), 1:36.711; Pierluigi Martini (Ralt RT3), 1:36.753; Thorbjorn Carlsson (Ralt RT3), 1:36.853; François Hesnault (Martini MK37), 1:37.065; Thomas Kaiser (Ralt RT3), 1:37.375; Luigi Giannini (Dallara 382), 1:37.393; Philippe Colonna (Ralt RT3), 1:37.627; Patrick Teillet (Martini MK37), 1:37.871; Jo Zeller (Ralt RT3), 1:38.181; Carlos Abella (Ralt RT3), 1:38.182; Alessandro Santin (Ralt RT3), 1:38.930; Louis Maulini (March 803B), 1:39.321; Ivan Capelli (Ralt RT3), 1:39.398; Bernard Santal (Martini MK34), 1:39.561; Sergio Leone (Ralt RT3), 1:39.706; Fulvio Ballabio (Martini MK34), 1:40.330; Pascal Pessiot (Martini MK37), 1:40.389; Albino Fontana (March 803B), 1:40.705; Ilias Efessios (Argo JM6), 1:41.688; Davide Pavia (Alba AR1), 1:42.134; Daniel Burger (March 803B), 1:42.791.

Special Stage

Which Groups for 1983?

Transition period continues to cause concern

While rounds of the 1982 Rothmans RAC Open Rally Championship have struggled with greatly reduced entry lists, there is growing concern that the 1983 series will face a critical situation. Manufacturers have been slow in offering cars for eligibility in the new Groups and, as the season progresses, there are still only about a dozen cars in total which conform to Groups A, B, and N on each rally.

The established Groups, notably Group 2 and Group 4, which account for the majority of an entry in modern rallying, will be dropped at the end of this year. FISA have proved reluctant to extend that period of grace for the dying categories.

If they stick to their principles (aimed at eliminating the "old" as quickly as possible), then the International scene in Britain and abroad could be particularly weak in this transition period.

"There is some speculation that a number of ASNs want to see the old classes extended," commented Chris Belton at the RAC. "The FISA Commis-

sion sits in June and I think we will have to wait to see if it is on the table before any further action is taken in this country. There would need to be a firm decision by October."

Belton is obviously concerned about the 1983 series, and the situation is complicated by the inclusion of Open championship events in the European Rally series. The Scottish Rally, the Circuit of Ireland and the Rothmans Manx International are all prestige events, and must attempt to retain their position in European rallying, but it means any attempt to include cars outside the new categories would cause problems.

It would be possible to run a National status event immediately following the International, but that could put powerful Group 4 machinery into a stage behind the slowest Group N driver contesting the International Rally. On safety grounds, that must be unsatisfactory.

Indeed it is more likely that the fastest Group 4 machinery would simply enrol

for the country's National rally championship, which already offers excellent events.

At a meeting called immediately before the recent Welsh International, there was considerable support for increasing incentives in Group A. There has even been a proposal that the entire Open series should cater exclusively for that category. Certainly more cash will be offered on individual events to the Group A drivers, but if the series lost its super stars, and their exotic machinery it would lose much of its sparkle.

At this time there is no simple answer, and it does not look as if an easy solution will appear. When a period of grace was requested for the now internationally extinct Group 1 category, the FISA attitude was uncompromising. There could be no extension.

Unless that position has changed, very real dangers threaten what has this year been a fantastic series which has attracted the world's most talented drivers. The series should not be allowed to lose its prestige.

Clark is back for Donegal

Roger Clark is to drive an MCD Services Ford Escort RS on the Donegal Rally. It will be his first appearance behind the wheel since the Lombard RAC Rally and accompanying him for the Irish outing should be Ellen Morgan, the regular partner for Louise Aitken in the team's Group 1 Escort.



Clark — back in action.

Dave Campion at MCD has been trying to put a deal together for Clark for some time, and there were rumours he would appear last week on the Haspengow Rally. His name even appeared on the Four Regions entry list, at number 6!

But the deal is for the Donegal thrash, and the ex-king of the British forests will start the tarmac challenge with the car used (briefly) by Malcolm Wilson on the Port Wine Rally earlier this year.

For Ellen, this is a step up the ladder. "I've never done a full-blooded event in a Group 4 car," she said earlier this week, after another impressive showing in the Group 1 car. "I certainly hope it happens, because it sounds quite exciting!"

Audi pull out of South America

The official Audi team has abandoned plans to appear on World Championship events in South America this year. The programme at the start of the season included both the Codasur Rally and the Marlboro Brazil event and finance from the importers was found.

The deteriorating situation in the south Atlantic — and the lack of information from the organisers — meant that Audi management met on Monday morning and opted to support a team entered in New Zealand at the end of June.

Hannu Mikkola was already a confirmed starter driving a Sutton prepared Quattro, but Ingolstadt have now de-

ecided to prepare a car for Michele Mouton. Sutton will still run the team, although there will be an increased presence from the factory.

The only effect this should have may be in the choice of tyres offered to the drivers. The works Audis run with Kleber, while the British based Audi UK team is contracted to Pirelli rubber.

Among the other teams which considered travelling to Argentina, Datsun have still to make their decision public — although they privately hint that it is unlikely — and the rally was never strictly included in the Rothmans Opel programme.



Brookes takes second

Russell Brookes went to Belgium at the weekend for the Haspengow Rally and returned having taken second place. "It was a fabulous event," he said on his return, "but very slippery. Some local crews were even using snow tyres to cope with the conditions! As we were on wet racing tyres it was a very strange experience at times." The Worcestershire driver took Ronan Morgan along in place of Mike Broad and the pair dived throughout the day with the Porsche of Marc Duez, finally beating him by just over one minute. The rally was won by the Opel Ascona 400 of Belgian championship leader, Guy Colsoul.

Notes on Ulster

The organisers of the *Belfast Telegraph* Ulster Rally have confirmed their intention to allow pace notes on the event. The aim is to tackle the problem which is threatening the sport in Ireland. "Local" teams in every area always start with an enormous advantage, and outsiders feel pressured into receiving tests illegally.

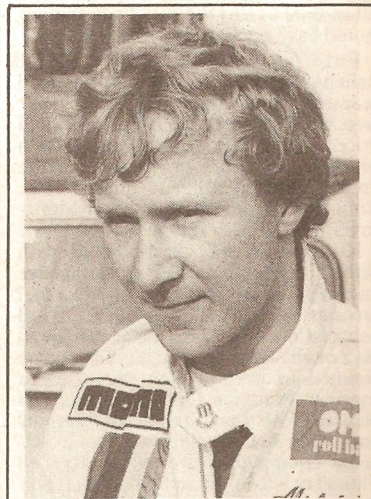
The reconnaissance period will be limited to just three days during the week before the rally, and all of it will be in daylight. After advice from some top co-drivers they have nominated a period between 9.00am and 6.00pm on Tuesday, Wednesday and Thursday and strict patrols will witness the behaviour during these times, and outside them.

"We hope this is the sensible way out of the Irish problem," commented Clerk of the Course Robert Harkness, "and in addition to the new note rules, the rally will be based in Belfast this time." Apparently, the police raised some questions over the intention to allow notes, but have agreed — only recently — and will also observe drivers' behaviour.

The Belfast City Council are also supporting the rally, and rally headquarters will be at the Europa Hotel, with the half way halt in Omagh. Start will be at 6.00pm on Friday August 7 with the finish a day later at 4.00pm after about 220 stage miles.

"We are aware of the cost problem," continued Harkness, "but the Europa are helping and will offer good rates. We intend to create a rally week around the event."

The announcement that notes will be allowed in Ulster comes as one of the other Irish Tarmac events — Donegal — hits its annual problem of allegations over illegal practice. The situation has deteriorated, and some top drivers are considering whether to enter or not.



More R6 on Acropolis

Michele Cinotto will retain sponsorship from the R6 tobacco house for his appearance on the Acropolis Rally next week, but as R6 were originally based in Greece, two other drivers have attracted support from the company. Franz Wittmann's Quattro will carry their colours as will the Fiat 131 Abarth to be driven by Tony Carello, first used on the Costa Smeralda recently.

Stuart hurt in accident

The Rothmans Manx Stages Rally at the weekend was marred by the frightening accident that involved Mike Stuart. At the end of the fourth stage Stuart, who was lying fourth at the time, reached a 'fast left', according to co-driver Frank Rowlands' pace notes, and lost control of the car.

It seemed that the car turned sharp left and hit the nearside bank. Eye witnesses said that the car bounced across the road and then flew high into the air before rolling at speed along the narrow track, finally coming to rest on its side.

"I was still strapped into my seat," said Frank, "but I looked across to Mike and found that he wasn't there. I found him slumped in the back of the car after the seat mounts had broken away."

Bill Dobie was next on the scene and while Dilys Rogers went to get the stage stopped, he rushed to assist. Stuart was obviously having serious trouble brea-



Stuart — recovering.

thing and at one point received artificial respiration before being rushed to hospital.

It took just 25 minutes from the time of the accident until he was booked into the hospital thanks to the prompt action of all concerned. Everyone was very relieved when it was announced that, although serious, Stuart's injuries were not as bad as were first thought. He has suffered a broken collarbone, broken ribs, and severe bruising.

Frank Rowlands escaped with belt burns and bruising but was otherwise unhurt. The crew were saved from more serious injury by the roll cage which was described by eligibility scrutineer Geoff Ward as being 'absolutely fantastic'.

Speaking from hospital on Monday, Stuart praised everyone for their prompt action and thanked the scores of well wishers that had called after the accident. He is now out of intensive care and on the road to recovery.

"If Jeff Churchill will let me have another car, I am aiming to be back in time for the Russek," he promised.

Not so slick on Manx

At the end of March, a meeting was held between the RAC MSA and the SMMT Tyres committee to attempt to determine what constitutes a tread pattern on slick tyres. The meeting reached a decision in time for the Circuit of Ireland and the resulting requirements were printed in *Special Stage* on April 1.

All seemed to be settled, but the problems that the SMMT meeting had hoped to clarify reappeared on the Rothmans Manx Stages at the weekend when the chief scrutineer, Stan Turner, rejected several sets of tyres on the grounds that, in his opinion, they contravened the Construction and Use requirements of the Road Traffic Act.

Although it was pointed out to the scrutineer that the tyres complied with the RAC's decision, he refused to pass the offending covers. What did seem strange was the fact that as soon as the competition got under way, all the crews reverted to the 'illegal' covers and at no point was any check made. It seemed that a blind eye was being turned.

The Ministry of Transport was informed of the SMMT recommendations and to date seem happy with the definition of tread pattern given. Neil Eason-Gibson, who called the meeting at the RAC MSA, commented: "This is an unfortunate situation. We felt that it had all been sorted out, but we obviously need to look into the matter further."

With the possibility of the same thing occurring in September when the Isle of Man hosts the Rothmans Manx International Rally, Manx Auto Sport are understandably keen that further clarification is made at the earliest opportunity.

Lucas OK

The first rally outing for the new Lucas electronic fuel injection system (outlined last week) has proved encouraging. Robert Droogmanns ran the JC Motorsport Hire Escort RS with the new system and was delighted with the performance.

The exercise was cut short when a cam carrier broke the casting, but at that point the Belgian was setting impressive times. The next events for the team are the 24 Hours of Ypres and the Skoda Rally.

Briefly...

● Rally enthusiasts who marvelled last year at the fabulous air displays given by David Perrin will be saddened to learn of his death last weekend. David was a passenger in a helicopter working in Yugoslavia when it crashed, killing all on board.

● Antonio Zanini has withdrawn his Porsche 911 following a horrific accident involving his co-driver at a hillclimb course at Alpi.

● *Straight round corners* is the title of the film of last year's Lombard RAC Rally which is now available to motor clubs, free of charge. The 16mm film can be booked through local Lombard North Central offices.

● Leeds MC's Midnight Rally takes place over June 12/13 and offers a 135 mile route. Regulations are currently available from Nigel Lingwood, 22 Glenfields, Netherton, Wakefield. Tel: Wakefield 262763.

Beecroft takes to the stages

Road rally experts Ron Beecroft and co-driver John Millington have given up their defence of the BTRDA/Motoring News Championship and are planning to move into stage rallying with the Minisport Escort RS. The car replaced Beecroft's 1981 title winning Lotus Sunbeam, and was given its debut on the Colman Tyres Rally at the beginning of May.

Events on the calendar are the Northumberland Stages, Ulster Rally and, later in the year, either the Rally of the Lakes in Ireland or the Lombard RAC Rally.



Kaby looks abroad

As Terry Kaby continues to impress the home fans around the National scene, taking four wins in succession to date, the Towcester driver is becoming increasingly frustrated with his non-appearances on foreign soil. He feels the Chevette would be an excellent car but will now wait until after the Scottish before heading overseas.

Scottish entries

The leading entries on the Arnold Clark Scottish International look set to maintain the high standard seen throughout the season, with many top names, but it looks as if the "supporting cast" will again be thin. An approximate estimate put the total figure at about 70 names.

But included in the number is a strong contingent from across the Irish Sea, including Bertie Fisher, Hugh O'Brien, Robin Lyons, and Ronnie McCartney. Fisher's car last saw competition on the 1980 Cork, when it was wrecked and is now undergoing a belated rebuild.

Arnold Clark International Scottish Rally Leading entries

1, Ari Vatanen/Terry Harryman	Ford Escort RS
2, Hannu Mikkola/Arne Hertz	Audi Quattro
3, Jimmy McRae/Ian Grindrod	Opel Ascona 400
4, Stig Blomqvist/Bjorn Cederberg	Talbot Sunbeam Lotus
5, Henri Toivonen/Fred Gallagher	Opel Ascona 400
6, Per Eklund/Dave Whittock	Toyota Celica
7, Russell Brookes/Mike Broad	Vauxhall Chevette HSR
8, Malcolm Wilson/Phil Short	Ford Escort RS
9, Terry Kaby/Mike Nicholson	Vauxhall Chevette HSR
10, Ken Wood/Peter Brown	Triumph TR7 V8
11, Bertie Fisher/tba	Ford Escort RS
12, Ivor Clark/Alan Douglas	Talbot Sunbeam
13, —	—
14, Wilson Girvan/Bob Wilson	Vauxhall Chevette
15, Ronnie McCartney/Godfrey Crawford	Talbot Sunbeam
16, Doug Riach/Jack Davidson	Vauxhall Chevette
17, Robin Lyons/tba	Talbot Sunbeam
18, Bruce Lyle/Andy Kelly	Vauxhall Chevette
19, John Weatherley/Rick Smith	Citroen Visa
20, Stewart Robertson/Lawrence Clark	Talbot Sunbeam



Carr wins after all

Greg Carr has taken the lead in the Australian Rally Championship in his ex-works Fiat 131 Abarth after the provisional winner on the Lutwyche Rally, Geoff Portman was excluded. He apparently notified the officials that he retired his Datsun P510 on a test when the axle broke, but then the stage was cancelled and he continued. Now he has been excluded, handing victory to Carr.

Preview



Adartico Vudafieri in the Lancia Rally, facing conditions that may not favour the car.

ACROPOLIS RALLY

Greek exam

PETER FOUBISTER outlines the leading runners on the next round of the World Rally Championship.

Exactly one year ago the Audi Quattro was emerging as the serious threat in world rallying. The early months of 1981 were spent with a series of frustrating mechanical failures, but after a long test session around Greece, the team started the Acropolis Rally full of confidence.

As the event progressed it was clear that the cars with Hannu Mikkola and Michele Mouton in control were considerably quicker than their conventional rivals. And they were reliable. The history books will show the team was excluded for a technical infringement, but reliability was there, and for the rest of the season when the car appeared it became a regular part of the results tables.

It was little surprise therefore that when Audi announced their intention to contest the World Championship with those same two drivers, the team were quickly reckoned as favourites in both the Drivers chase, and the Manufacturers championship.

The opening months have been less than kind to the team however, and although Michele Mouton is second in the drivers table, team leader Hannu Mikkola is struggling with points from Monte Carlo alone. Reliability has been there, but luck has deserted him.

Mikkola and co-driver Arne Hertz will attack this week's Acropolis Rally aware of the about turn which Ari Vatanen completed a year ago. He was struggling early in the year, but a win in Greece announced a streak of successes which

quickly shot him back to the field to take the title on the final event.

To aid him Mikkola will have a lighter car than last year, and the refinements in braking and suspension will also help. But he cannot ignore the championship form of his main rival Walter Rohrl, whose Rothmans Opel Rally Team Ascona 400 has taken top places on virtually every appearance this year.

"The world championship includes

rallies over a great many different conditions," commented Opel boss Tony Fall at the start of the year. "and I think that our experience can help us to put in a consistent performance each time, and that could be enough to give us the championship."

Rohrl's efforts have certainly been consistent with a win, a second, a third and a fourth after careful points-accumulating drives. Only the accident in Portugal blots the copy book to prove that the Rohrl/Opel machine is fallible.

But the Acropolis has a particular part to play in the careers of both Opel and Rohrl. In 1975 it gave both of them their first outright win in a World Championship event, and on that occasion co-driver was Jochen Berger, the current team manager. Rohrl repeated his success with Fiat in 1978, and he will be aiming to take a top place again.

Backing the effort will be the two Rothmans Opel representatives more commonly seen on British shores, Henri Toivonen and Jimmy McRae, partnered as usual by Fred Gallagher and Ian Grindrod respectively. These teams have been in Greece for two weeks preparing for the rally, and with restricted world series appearances, both men will be anxious to gain a good result although the world bid by the German could leave the drivers struggling.

Following the accident in Wales recently, McRae will drive the Boleyn-Cattini Ascona, which has been rented for the occasion.

Further British interest will surround the Datsun pair of Tony Pond and Terry Harryman, first seen together on the Safari at Easter. In comparison to the two German machines, the Datsun must seem overweight and underpowered, but time and again, the Japanese cars feature prominently in the results.

And regularly it is Mr Pond who gives the manufacturer that result, wherever the event is held. Terry completed quite a lot of his recce before he flew back to start the Welsh with Ari Vatanen, and then

returned to complete the work. Pond always insists on a thorough practice, and he will start with a fine chance of hitting the top three placings, although again Timo Salonen will be the team leader and Safari winner Shekhar Mehta will be there.

The Lancia Martini Rally pair Markku Alen and Adartico Vudafieri will face their first serious gravel test in the new car which made its world debut in Corsica earlier this month. For Cesare Fiorio's team, it will be an important exercise as his drivers face world class opposition in conditions which may favour the sleek mid engine racer.

Facing the competitors is a rally of about 2,500kms with just over 100kms of special stages, virtually exclusively on gravel tests. From the start in Athens, the rally moves far north towards Kalambaka for a rest halt and the long run south again to Lagonissi.

There is then a long halt, with the action continuing over the Peloponnese mountain range before reaching Gythion, then Poros, and finally holding control at Paleo Faliron. The survivors then board a ferry to carry the back towards civilisation and Athens for the finish on Thursday evening.

A hard test, and one which again should favour the four wheel drive Quattros. This time in addition to the serious world championship cars of Mikkola and Mouton, there is a third Audi for Franz Wittmann, and a Datsun run Italian championship car for Michele Cinotto. Formidable opposition for the "rest of the world".

Timetable

Start: Monday May 31 9.30am in Athens
End of section 1: Monday 11.15pm, Kalambaka
Start of section 2: Tuesday June 1, 10.00am, Kalambaka
End of section 2: Tuesday, 11.59pm, Lagonissi
Start of section 3: Wednesday June 2, 6.00pm, Lagonissi
End of section 3: Thursday, June 3, 3.50am, Gythion
Start of section 4: Thursday, 7.00am, Gythion
Rally finish: Thursday, 8.00pm, Athens.

World Rally Championship for Drivers After Tour de Corse

1	Walter Rohrl	57
2	Michele Mouton	30
3	Per Eklund	25
4	Stig Blomqvist	20
	Jean Ragnotti	20
	Shekhar Mehta	20
7	Guy Frequelin	15
	Bruno Saby	15
9	Hannu Mikkola	10
	Jean Claude Andruet	10
	Ari Vatanen	10

World Rally Championship for Makes

1	Opel	58
2	Audi	40
3	Porsche	28
	Renault	28
5	Datsun	15
6	Toyota	15
	Ferrari	15
8	Citroen	14
9	Ford	12
	Leyland	10



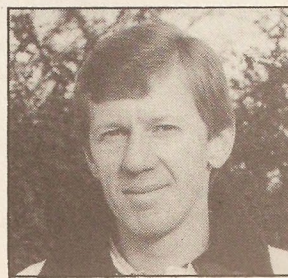
Graham McRae will drive the Boleyn-Cattini Ascona after his accident in Wales.

Results 1976-1981

1976	1977	1978	1979	1980	1981
1 Kallstrom	Waldegaard	Rohrl	Waldegaard	Vatanen	Vatanen
2 'Siroco'	Clark	Alen	Salonen	Salonen	Alen
3 Mehta	Kallstrom	Mehta	Kallstrom	Alen	Bettega
4 Moschous	Lampinen	Kallstrom	Ragnotti	Kullang	Frequelin
5 Russling	'Siroco'	Warmbold	'laveris'	Rohrl	Mehta
6 Brumdza	J-P Luc	'Siroco'	Moschous	Andersson	Moschous
7 Papadamandiu	Oger	Coleman	Gallo	Kallstrom	'Carlo'
8 Schirrhofer	Kyprianou	Gallo	Blahna	Bettega	Blahna
9 Rausch	Pesmazoglou	Zapaldo	Elizarov	'Siroco'	Moschoutis
10 Niebergall	Myriallis	Brundza	Vukovitch	Makinen	Laurent

Bold type indicates drivers competing this year.

Rohrl — championship leader. Leading entries



1	Walter Rohrl/Christian Geistdorfer	(Opel Ascona 400)
2	Markku Alen/Iikka Kivimaki	(Lancia Rally)
3	Hannu Mikkola/Arne Hertz	(Audi Quattro)
4	Timo Salonen/Seppo Harjanne	(Datsun Violet GT)
6	Henri Toivonen/Fred Gallagher	(Opel Ascona 400)
7	Tony Pond/Terry Harryman	(Datsun Violet GT)
8	Adartico Vudafieri/tba	(Lancia Rally)
9	Michele Mouton/Fabrizia Pons	(Audi Quattro)
10	Jimmy McRae/Ian Grindrod	(Opel Ascona 400)
11	Franz Wittmann/Peter Diekmann	(Audi Quattro)
12	Shekhar Mehta/Yvonne Mehta	(Datsun Violet GT)
13	—	—
14	Claude Laurent/Dominique Laurent	(Matra Murena)
15	Michele Cinotto/E Radaelli	(Audi Quattro)



Whether on forest tracks or tarmac, Terry Kaby and his Vauxhall Chevette HSR keep on winning.

Kaby to the fore

Terry Kaby wins again — Malcolm Patrick extends championship lead by taking second — John Brown pips Phil Collins for third on fast event — Mike Stuart injured after crashing badly — Report: KEITH OSWIN — Photography: TONY NORTH.

The first half of the 1982 Pace/AUTOSPORT RAC National Championship drew to a close at the weekend with the Rothmans Manx Stages Rally. Terry Kaby continued his domination of events in the series as he took the Blydenstein Racing Chevette HSR to its fourth consecutive victory, and repeating his 1981 win on the event.

Malcolm Patrick collected his third set of maximum championship points by finishing a fine second, having been dogged by tyre problems throughout the day, and never really happy with the Opel's handling on unsuitable rubber. A late burst of speed over the final two stages was enough for John Brown to snatch third from Phil Collins, and Ian Hughes's return to the series was rewarded with fifth place.

Despite earlier fears to the contrary, the day itself was bright and sunny. As the roads dried out from the early morning rain the cars went faster and faster, giving rise to hairy moments for some crews as they tackled stages for

There was an eerie feeling in the air on Friday as the time ticked by until the Heysham ferry arrived. Somehow one felt that this was the calm before the storm. The town was fairly empty of familiar faces. Most of the crews present on the island were to be found in the lanes driving unfamiliar cars that had been hired from, presumably, unsuspecting garage owners. The only visible sign that a rally was about to take place was in front of the Villiers Hotel, and across the road where banners and the starting ramp announced that Rothmans were here. This was Douglas before the 1982 Rothmans Manx Stages Rally.

In the same way that a watch spring tenses while it is being wound before releasing its energy, the atmosphere built up as docking time approached. Crews began to gather in readiness to meet their respective cars and service crews. Tales of lurid moments on the stages as pacenotes were checked, double checked, altered and checked again, abounded. It was amazing what fun could be had in a Mini!

Five o'clock arrived and went: Still no sign of the boat. Half an hour later it was in sight, bringing with it the highly potent machinery that was a pole apart from those little Minis. It also brought the one thing that was guaranteed to cause chaos among service crews, co-drivers and other team personnel — rain.

In the weeks leading up to the event the weather had been dry but now the roads were quickly being turned into skid pans. Mike Nicholson summed up the general feeling by saying, "The weather is critical. If it is wet or dry, then we can cope but if it is showery then we will have problems. The trouble with this island is that it can be dry on one side and pouring with rain on the other. The first stage goes right across the island and the second one comes straight back. Get the tyre choice wrong and you might as well go home."

With the boat now unloaded, thankfully without any of the dramas of last year when the cars had to be loaded by crane, the crews made their way to scrutineering. With hindsight the prob-

lems that arose there could have been avoided. The second or third time. Unfortunately one such incident cast a shadow over the rest of the event as Mike Stuart fell victim to one of the island's infamous brows, resulting in a huge accident that put him in hospital with serious injuries. Despite this, the event added yet another chapter of intense competition to the series — a unique round with its pace notes and closed public roads. Malcolm Patrick said afterwards that this had been, "a superb event — well worth including in the championship. Tarmac experience is so hard to come by, especially at this level."

The regular Group 1 competitors yet again provided a closely fought contest and demanded every bit of skill and precision from the young drivers. It was the local crew of John Dodsworth and Ian Smith who took the honours although Paul Murray was the highest placed registered contender, a result which takes him into fourth place in the Group 1 points. Steve King's third place gives him a 10 point lead at the top, ahead of Louise Aitken.

tion at scrutineering as drivers were undecided which they should use the following day. Several drivers, including George Hill, had dry tyres and no wets. Hill would have to use M&S covers if the weather stayed as it was.

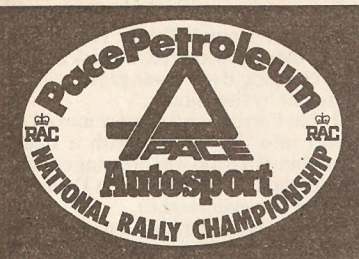
Terry Kaby brought the Blydenstein Racing Chevette HSR to the island without the turbo engine, relying on the 'standard' 2.6-litre, normally aspirated version. Malcolm Patrick was out to erase the memory of his brief Granite City appearance, the Opel's engine having had a major rebuild. The only parts that were salvageable from the old engine were one camshaft and both carburettors! The car was fitted with extremely low Monte Carlo Rally specification suspension although this would be raised as the day went on. At three was Ian Cathcart and Dave West, hoping to repeat their excellent performance on the last round. Circuit of Ireland suspension was their choice but the car did not last long enough to discover if it was the right choice as the engine blew on the first stage. The third Ascona was at four, in

Despite representation from Harry Gee of Goodyear and other parties who had been present at the meeting, the scrutineer would not allow the "offending" tyres. What was strange however was the fact that no checks were made during the event — most drivers using the 'illegal' tyres throughout the day.

Tyres were the main topic of conversa-

tion at scrutineering as drivers were undecided which they should use the following day. Several drivers, including George Hill, had dry tyres and no wets. Hill would have to use M&S covers if the weather stayed as it was.

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RAC NATIONAL CHAMPIONSHIP
MANX STAGES RALLY 4

four, in the hands of Bill Dobie. It too had needed an engine rebuild since the head gasket troubles of the last event.

Donald Heggie was giving the Gartrac G3 Escort its first run on tarmac but the Scotsman was being very philosophical about his chances. "I really have very little experience over here and I shall have to try hard to keep up."

Mike Stuart had spent some time with Jeff Churchill trying to sort out the brake problems that had been niggling him throughout the year. He was now much more confident. Sadly it was all to go wrong on stage four... George Hill had dragged his former co-driver Ron Varley out of the Pennine Pizza bus to reunite their successful partnership of recent years. With the car resplendent in its new, basically white paint scheme provided by Sikkens, George was smiling and looking forward to the event.

Phil Collins, at eight, was determined to prove to those who thought his Welsh performance was simply down to local knowledge, that he is really on form this season. There was a great deal of interest surrounding the new Escort DR3 of Paul Windsor which looked very much the part, tastefully painted and tidily built. Would the 300bhp flyer live up to its promise? "It has only been run on the motorway," said Windsor, "so we really don't know what it will do. I am a bit doubtful of the rear suspension — it has not been sorted at all. We plan to do that tomorrow!" With local star Gary Leece rounding off the top 10, there was much in prospect. Only time would tell if the theories were correct or if an outsider, and there were several good crews in the top 30, could spring a surprise.

Saturday morning saw the rain gradually die away to create just the sort of problem that Mike Nicholson was worried about. Many drivers headed off into the stages for a look at the conditions — they could have done with the Manx equivalent of ice note crews! Last minute tyre changing was the order of the day, with the top crews fairly evenly split over wet or dry tyres. Terry Kaby led the field away with the memory of his domination

Group 1

Group 1 once again provided the usual top class contest, although the drivers were a little spread out which resulted in a lack of knowledge about their positions throughout the day. It also left several people with red faces as the group was won by local driver John Dodsworth, who nobody had tipped for victory!

He was challenged throughout the day by Irishman Paul Murray, in a similar Ford Escort RS2000. Dodsworth is not registered for the championship, and this made Murray the fourth different winner of the Group in the series.

Steve King came to the island with very limited experience of pace notes but left with a very creditable third in class, the Econo-cruise Avenger running well throughout the day despite being down on power, and testing the championship leader's ability to the full. He now holds a 10-point lead over Louise Aitken who many had tipped for a win.

Louise's chances were dashed on the second stage, Injebreck, when a front tyre punctured. It had to be changed at the roadside and by first service Louise was down in 82nd place, having started at number 29.

Kevin Curran had been going well until he too suffered a puncture, this time on St Marks, and took a maximum, dropping him from third place although he eventually finished fifth.

Mark Lovell was another driver hoping to do well, now with the experienced Peter Davis alongside him, but the car developed an engine problem throughout the day, going



Paul Murray, driving his RS2000, became the fourth winner of Group 1 in the series.

into the last stage some 1000rpm down on power before finally blowing the engine on the stage and finishing eighth in class.

The day, however, belonged to John Dodsworth. At the finish he felt that his

performance would be put down to local knowledge rather than ability. True, it had helped, but anyone who manages to beat the current regulars deserves credit. They are very hard to beat.

of the 1981 event firmly in mind.

The route took the cars over 10 stages, but only using four different tests. The first stage (Creg ny Baa) went north-west from Douglas toward Snafell and Brandywell, with stage two returning to the service area for the day at the TT grandstand through Injebreck.

Stages three and four were in the southern half of the island. The third stage ran from St John's, over Round Table to the Ronague hairpin finishing at Ballabeg. The fourth stage, St Marks, brought the crews back to Douglas via Braaid.

Fastest on stage one was Kaby, the Chevette setting the first of eight fastest times and taking a lead which, as last year, was never to be seriously challenged.

Phil Collins sounded a clear warning to the rest of the field by taking second, 11secs behind Kaby and 1½secs ahead of Patrick.

The stages were drying rapidly and by the time the crews arrived at the first service halt after just two stages, many knew that they had been wrong with their tyres. Bill Dobie was already having problems. "The car has a misfire that

really causes trouble in the twisty corners," he said. Could the service crew sort it quickly? George Hill was struggling with an oversteering car but was feeling confident on the pace notes.

Stage two had seen Collins set his only fastest time, beating Kaby by 2secs. The car however was giving some cause for concern, as the engine was covered with oil from what was hopefully just a loose cam cover.

Malcolm Patrick was complaining bitterly about having the wrong tyres. "The pattern is right," he said, "but the compound is too hard. The car is understeering badly with cold tyres." Coupled with that, the Birmingham dentist had his belts come undone on stage two and lost the use of the intercom at the same time. It was not his day.

Absent from service was the other Ascona, that of Ian Cathcart. It had been seen at Brandywell cottage, parked at the side of the road. Loss of oil pressure had put them out and the popular Irishman now looks to have lost the chance of a good result at the end of the year.

Kaby, Collins and Patrick led the field towards the third stage, Round Table,

with Mike Stuart chasing hard and in good form. Collins' team mate, Roger Chilman (who also starred early in the Welsh) was lying fifth and setting top six times with John Brown, now on more suitable rubber, sixth.

The new DR3 was already out of the event, the feared rear suspension troubles manifesting themselves after just two stages. The mechanics tried to sort it out so that the car could be run for testing but it was to no avail.

Nigel Worswick's rally nearly ended on the first stage when the throttle jammed open and he had to stall the Escort, just in time to prevent it hitting a very solid wall. The third stage, Round Table was the scene of a roll by George Marshall and Ken Wilson which threatened to cause problems later in the day when several drivers claimed that they had been balked in the process. The organisers rejected their claims and the stage times stood.

Stuart again set fourth fastest time behind Kaby and Patrick but it was John Brown's turn to split the top two drivers, the young man really flying now that his

The Classes

At last we saw a real contest for Group A with eight drivers turning up to do battle. The list was headed by local garage owner Ian Corkhill who ran out the winner in his Escort RS2000. Merv White's third place means that he stays as the group leader in the overall championship.

Renting a Citroen Visa from Peter Dalkin meant that John Weatherley and Rick Smith could maintain their lead at the head of the up to 1300cc open class despite a spin on the final run over Injebreck.

Pat Messer retains second place in the series with the Shenpar Sunbeam after an 'interesting' day. With no pace notes and a shoestring budget following the expensive Granite City, the team had a fairly untroubled run despite ruining several sets of brake pads at the rear.

The 1300 to 1600cc class went to the Sunbeam of Eddie Farrell, of Lido Trophy Rally fame, ahead of the similar car driven by Frank Hewison. Series leader, Steve Fairlie took third despite having the bonnet flapping open on the first stage.



Steve King splashes his Talbot Avenger through the water.

Special Stage Times

- SS1, Creg ny Baa 1 (10m00s):** Kaby, 10m45s; Collins, 10m56s; Patrick, 11m10s; Stuart, 11m11s; Hughes, 11m12s; Chilman, 11m14s.
- SS2, Injebreck 1(8m00s):** Collins 8m44s; Kaby, 8m46s; Patrick, 8m50s; Stuart, 8m52s; Hughes, 8m52s; Tuthill, 8m52s.
- SS3, Round Table 1 (8m00s):** Kaby, 9m04s; Brown, 9m14s; Patrick, 9m21s; Stuart, 9m22s; Collins, 9m22s; Chilman, 9m23s.
- SS4, St Marks 1 (4m40s):** Stage cancelled.
- SS5, Creg ny Baa 2(10m00s):** Kaby, 10m28s; Patrick, 10m46s; Brown, 10m51s; Hughes, 10m55s; Collins, 11m04s; Tilke, 11m05s.
- SS6, Injebreck 2(8m00s):** Kaby, 8m30s; Patrick, 8m34s; Collins, 8m38s; Leece, 8m46s; Brown, 8m48s; Hughes, 8m52s.
- SS7, Round Table 2(8m00s):** Kaby, 9m05s; Patrick, 9m12s; Brown, 9m14s; Collins, 9m20s; Hughes, 9m22s; Barrington, 9m30s.
- SS8, St Marks 2(4m40s):** Kaby, 5m28s; Patrick, 5m36s; Collins, 5m38s; Brown, 5m38s; Leece, 5m43s; Hughes, 5m46s.
- SS9, Creg ny Baa 3(10m00s):** Kaby, 10m20s; Brown, 10m34s; Patrick, 10m36s; Hughes, 10m50s; Chilman, 10m56s; Tuthill, 11m00s.
- SS10 East Baldwin (6m14s):** Kaby, 7m09s; Brown, 7m18s; Patrick, 7m20s; Collins, 7m23s; Leece, 7m24s; Pankhurst, 7m31s.

continued

tyres were working in the increasingly warm and sunny conditions.

Sadly the next stage saw the end of Stuart's promising run in one of the most frightening accidents of recent times. Near the end of the stage his Escort got out of control on a series of brows, clipped one bank, shot across the road and up the other, finally cartwheeling down the road, destroying the car in the process.

People rushed to help the crew out but it was soon apparent that Stuart was very badly hurt. He was given artificial respiration at the roadside before being taken to hospital. Co-driver Frank Rowlands was badly shaken in the accident but thankfully not seriously injured.

The service area was full of wildly varying stories about the incident and the organisers issued an official statement saying that Stuart had been taken to hospital with 'head and chest injuries' but was said to be comfortable and in no danger.

"You just have to try and put it out of your mind," said Phil Collins who was one of the first on the scene, "but it has really shaken me up." Every time the cars came into service everyone asked for the latest details of the young driver's health.

George Hill's Chevette had broken a nearside ball joint on a right hand corner in that test resulting in a sharp left run into the bank instead. With the stage now cancelled he reached service and repaired the damage although time was short. The organisers, Manx Auto Sport were now in real danger of running out of road closing time and so the redundant Dave West was rushing around the service area urging crews to press on and take less service time. Early penalties had been scrubbed to enable the event to be brought back to time and it is to the organisers' credit that the event finished almost on schedule.

As the cars left to tackle Creg ny Baa for the second time, the suspension on Patrick's Opel had been raised to counter the awful bump-steer of the first few stages. Dobie's similar car was still struggling with the misfire, the Cumbrian driver lying 26th but working his way back from 37th after stage three, where to add to his troubles he had to stop and change a puncture.

Kaby was now trying some slightly softer dampers for evaluation, such was his confidence in maintaining his lead. Creg ny Baa nearly saw the demise of Collins who was now trying some harder tyres. They were still fairly cold when the Welshman arrived at a sharp corner,

Terry Pankhurst clambered his way up the leader board to finish in a determined sixth.



Malcolm Patrick finished second, although he still took maximum points.

sliding head on into a bank and suffering slight damage to the front end.

Ian Hughes was making a very pleasing return to the national scene, having missed the Granite City. Unfortunately an electrical problem slowed him on stage five and allowed John Brown, himself struggling without synchromesh on third gear, through into fourth.

Hill's earlier accident had bent the steering arm and he was now trying to make good the lost time. "I need to be more aggressive," he said.

Francis Tuthill had a problem on Creg ny Baa when a clutch piston stuck, leaving the car in neutral. The offending item was quickly broken off, the crew completing the stage with no clutch at all.

The second run around Injebreck saw Chilman drop out of the top ten after a

fine run when he had to stop and change a puncture. With six miles still to go he did not want a repeat of the half shaft failure that put him out of the Welsh when lying third.

Terry Pankhurst was having a good run in his CMA Escort RS, gradually climbing up the leader board into the top ten and consistently setting good times.

The local crews were not having it all their own way but Gary Leece began to move up on Creg ny Baa, having sorted a problem with sticking brakes. He was now seventh and determined to qualify for his own 'top Manx Crew' award — although he would not accept it at the prize giving.

The final service area revealed that Kaby had made an error at last, although it was only a brief spin at the Ronague

John Brown goes flying in his Escort, on the way to a fine third place.



hairpin on Round Table. He still set fastest time by 7secs from Patrick and the hard charging Brown was growing more confident by the minute.

Robin Farrington had now moved his Escort into the top ten with a steady drive. Ian Tilke too was pressing on after a plug lead had jumped off in Druidale, and was now lying eighth.

Dobie was up to 16th but unable to do anything about his misfire and just aiming to get into the points. No-one was going to catch Kaby, and Collins had also reluctantly conceded defeat to Patrick. His prime concern as the competitors set off for a last run through Creg ny Baa before the final stage (a shortened Injebreck) was to keep Brown behind him.

Brown required a new alternator before leaving service and was using some well scrubbed tyres rather than gamble with a new set that were a different size to the ones he had been using throughout the day.

Kaby led Patrick into the final two stages with Collins, Brown, Hughes and Pankhurst close behind. Gary Leece was next but he had a scare on stage nine when the car filled with a mysterious cloud of smoke. Fearing that an oil pipe had come off he drove slowly through the stage but when no warning lights appeared he realised what the problem was . . . the fire extinguisher had gone off! Furious, he sped through the next stage but it was too late, 7th was now 11th although he was still the top local driver.

Collins was trying just that bit too hard to keep ahead of Brown and went off the road for the second time on Creg ny Baa, letting his rival through at the last moment. "What a silly boy!" he joked at the finish, but he still took the points as Brown is not registered. The young driver was really trying over the last two stages with second fastest on each, to earn him third place. Sadly it all happened too quickly for the organisers to get him on the finish ramp along with Kaby and Patrick.

"This event gets faster each year," said Kaby at the finish. "It was certainly harder to win this year than last."

Malcolm Patrick was satisfied with maximum championship points for the third time this year but admitted to being, "Fed up of always being the bridesmaid!" At the prize giving later, performed in Rothmans' usual slick style, the organisers were able to announce that Mike Stuart was out of danger and comfortable. People felt happier, but the accident clouded what had been a really top class event.

As the boat sailed away on Sunday morning, taking the competitors of the 100 mile road race on the return trip it was raining again. Ah well, it was nice while it lasted!

**Rothmans Manx Stages
Pace/AUTOSPORT RAC National Rally Championship, round 4
May 22**

- 1, Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 79m35s;
- 2, Malcolm Patrick/Mike Nicholson (Opel Ascona 400), 81m25s;
- 3, John Brown/Dave Nicholson (Ford Escort RS), 82m09s;
- 4, Phil Collins/Jon Savage (Ford Escort RS), 82m15s;
- 5, Ian Hughes/Alyn Edwards (Ford Escort RS), 82m49s;
- 6, Terry Pankhurst/Roger Freeman (Ford Escort RS), 84m03s;
- 7, Ian Tilke/Tony McMahon (Ford Escort RS), 84m42s; 8, Chris Lord/Brian Rainbow (Talbot Sunbeam Lotus), 85m43s; 9, George Hill/Ron Varley (Vauxhall Chevette HS), 85m50s; 10, Robin Farrington/Horice Saville (Ford Escort RS), 85m55s.

Rally leaders: SS1 to SS10, Terry Kaby.

Starters/Finishers: 124/80.

Class C1 (Group A up to 1600cc): 1, Ian Corkhill/Michael Byron (Ford Escort RS2000), 87m43s; 2, R. Parkinson/R Grant (Talbot Sunbeam), 99m50s; 3, Merv White/Peter Watts (Ford Escort RS2000), 100m11s.

Class C2 (Group A over 1600cc): No award.

Class B1 (Group 1): 1, John Dodsworth/Ian Smith (Ford Escort RS2000), 88m27s; 2, Paul Murray/Alan Graham (Ford Escort RS2000), 88m41s; 3, Steve King/David Taylor (Talbot Avenger), 89m47s.

Class D1 (Up to 1300cc): 1, John Weatherley/Rick Smith (Citroen Visa), 90m57s; 2, John Wood/Simon Lord (Ford Escort), 97m17s; 3, Ralph Peake/John Tarrant (Mini), 98m46s.

Class D2 (1300cc to 1600cc): 1, Eddie Farrell/Graham Collister (Talbot Sunbeam), 95m06s; 2, Frank Hewison/Simon Young (Talbot Sunbeam), 96m42s; 3, Steve Fairlie/Lindsay Brook (Ford Escort), 96m44s.

Class D3 (Over 1600cc): 1, Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 79m35s; 2, Malcolm Patrick/Mike Nicholson (Opel Ascona 400), 81m25s; 3, John Brown/Dave Nicholson (Ford Escort RS), 82m09s.

Leading retirements: Ian Cathcart (Opel Ascona 400) engine, 1 stage; Mike Stuart (Ford Escort RS) accident, 4 stages; Paul Windsor (Escort DR3) suspension, 2 stages.





GWYNEDD RALLY (13 March)



ROGERS CARPETS RALLY (27 March)



GRANITE CITY RALLY (24 April)



MANX STAGES RALLY (22 May)

Vauxhall-Opel wins again,

1st – Terry Kaby (Vauxhall Chevette)
2nd – Malcolm Patrick (Opel Ascona)

and again,

1st – Terry Kaby (Vauxhall Chevette)
2nd – Malcolm Patrick (Opel Ascona)

and again,

1st – Terry Kaby (Vauxhall Chevette)
2nd – Ian Cathcart (Opel Ascona)

and again.

1st – Terry Kaby (Vauxhall Chevette)
2nd – Malcolm Patrick (Opel Ascona)

In each of the rounds of the Pace/Autosport National Rally Championship, Vauxhall-Opel have been placed 1st and 2nd.

This extraordinary record of success is a direct result of consistently high standards both from the drivers and from the cars.

Congratulations to Terry, Malcolm and Ian who have all shown that Vauxhall-Opel really are the winning team.



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File Under



Porsche debut problems

Reaction to our comments last week about 'The Pace Economy Run' have been mixed. Some people have welcomed the suggestion that the World Endurance Championship cars should be asked to go at least 100 miles between refuelling stops, rather than to make a specified maximum number of stops. Others are saying that AUTOSPORT's support of Porsche was overstated, because the simple fact is that the team has over-engineered its new 956 C-car.

I will concede that there is a degree of truth in this. Porsche, of all the competitors, should have been aware of the extent of the problem which has been created by FISA's equation of duration (six hours) events with distance (1000kms) races in the wording of the refuelling rules. The German team's 'Moby Dick' 935-78 ran for 1110kms in winning the Silverstone race four years ago.

Porsche System is the best team in endurance racing, and one of the best motor racing teams in the world. In defining the new fuel regulations, FISA's intention was to avoid the danger of any one car (a Porsche?) dominating the racing to such an extent that participation from other marques would be seriously discouraged. The main function of the rules is to place an effective restriction on engine power outputs, to compel teams to achieve further performance by means of chassis and aerodynamic development.

The new Porsche 956 has a twin-turbo flat-six engine capable of producing over 650bhp, and of running long race distances producing a reliable, unstressed 600bhp plus. This is the same engine which propelled the 1981 Le Mans winning 936 at 230mph down Mulsanne last June. Unlike its illustrious predecessor, however, the 956 has partial ground-effect, which means more drag. And the new car is currently over 60 kilos too heavy, a factor which must also have a significant bearing on fuel consumption, even at Silverstone and Le Mans.

In building its monocoque C-car, Porsche showed acceptance of the fuel regulations, yet the team cannot live with them as things stand. As the team prepares for Le Mans next month, Mr Bosch is going to be very busy with the ignition and fuel injection systems on the 'Indy' Porsche engine. I wonder if the team might even be thinking of reverting to its less thirsty 2.1 engines for the 24 Hours?

This alternative would not be welcome in Stuttgart, because it implies that a component on the 956 might be more highly stressed than necessary. Work to make the 2.6 engine more fuel-efficient will certainly be preferred.

The Porsche factory team places great emphasis on engineering its race cars (yes, even over-engineering them) so that all components are subject to as little stress as possible. Component strength is achieved by testing more arduous than that conducted by any other team in the sport.

You may remember that, when Porsche decided to run the 2.6 engine in a sports car chassis at Le Mans last year, the team carried out a 31-hour test on a rolling road at Weissach, using a relay team of mechanics to simulate race conditions — complete with gearchanges and pitstops. If you thought that was impressive, consider a little-known test function which is applied to all new Porsche competition cars.

After a new car has been designed and built, it is driven on Weissach's rough-surface pavé course until something breaks. That component is then replaced by a stronger version, the car is again driven on the pavé, and so on until the new machine has completed 1000 kilometres of pavé drive. Only then is the new model released onto the race circuits and into the public eye.

Porsche's new competitions boss, Peter Falk broke the rules with the new Rothmans 956. When its transporter rolled over the bridge at Silverstone for the Pace 6 Hours meeting, the Porsche test drivers had done only 700 kilometres over the pavé. Tut, tut.

Now you know why Porsche's sports-racing cars are so strong. The 2.6 turbo engine is strong, too, for it can produce all the power needed on only about one atmosphere of boost pressure, and sing along at 8500rpm as long as you like. Trouble is, these days it consumes too much petrol.

No matter how thorough your race preparation, no way can you be sure you have all the equations right until you can run your new car in genuine race conditions. Porsche's unhappy experience during the Silverstone 6 Hours may have given the Ford Motor Company some second thoughts about the value of work which is rumoured to be under way at Cosworth Engineering, in development of a turbocharged Ford DFL power

plant, a 3.9-litre which must surely be capable of an unstressed 700bhp. The unit will be strong and sufficiently powerful — but can it really be fuel-efficient?

In 1000-kilometre races, the normal induction 3.9 DFL can more or less live with the refuelling rules, but a serious problem with the long-stroke engine is excessive vibration. All the other C-car DFL users would dearly like to know why the works Lola T610 is mysteriously free of this problem, for they are all badly affected, including the Zakspeed run factory team with the C100 itself.

Incidentally, in apologising for our typesetters, I must point out that vibration on the BASF team's second Sauber C6 did not break its engines at Silverstone, which implied in our report not only that its DFL shook itself to pieces, but also that the car had more than one... Nevertheless, an engine which causes so much vibration that the engine mountings break gives team managers a real headache.

GS Tuning's team manager, Domingo Piedade has been convinced that the use of the DFL as a stressed chassis member just has to be a mistake. At the 'Ring next weekend, one of the Saubers will be revised at the rear, with a load-bearing engine frame. When his cars were stripped after Silverstone, Piedade found vibration damage not only to ancillaries like oil tanks and radiators, but the chassis itself. The Rondeau M382C also developed a crack in its tub at one point at Silverstone, and works Ford driver Klaus Ludwig complained that it was difficult to keep his foot on the pedals! For 24 hours?

There could be an unseemly rush to get hold of 3.3-litre DFLs before Le Mans.

Dome Amada

One team which certainly sees no need to run a 3.9 at Le Mans is the now British-based Dome Amada operation, which seems to be called, confusingly, 'March Le Mans'.

It was interesting during qualifying at Silverstone to watch the reaction of Grand Prix drivers Eliseo Salazar and a most unwilling Raul Boesel. Used to Formula 1 go-karts, both were appalled that the Dome RC82 was set up so soft, much to the amusement of Chris Craft who, along with John Macdonald, is running the C-car project on behalf of the

Japanese Dome Company. The 'March Grand Prix' mechanics who were running the car were also perplexed until Chris insisted that, really, the car just had to have softer springs, and Eliseo at least reluctantly had to note a big improvement.

A flat-bottom car which retains the narrow-track chassis of last year's Masao One design, the Dome hustles down the straights very quickly even with a 3.3 engine. Better built in Bicester, the car should also be more reliable and, with the handling sorted, could so well at Le Mans. With its attractive new bodywork, the Dome certainly now looks the part.

Yellow Books

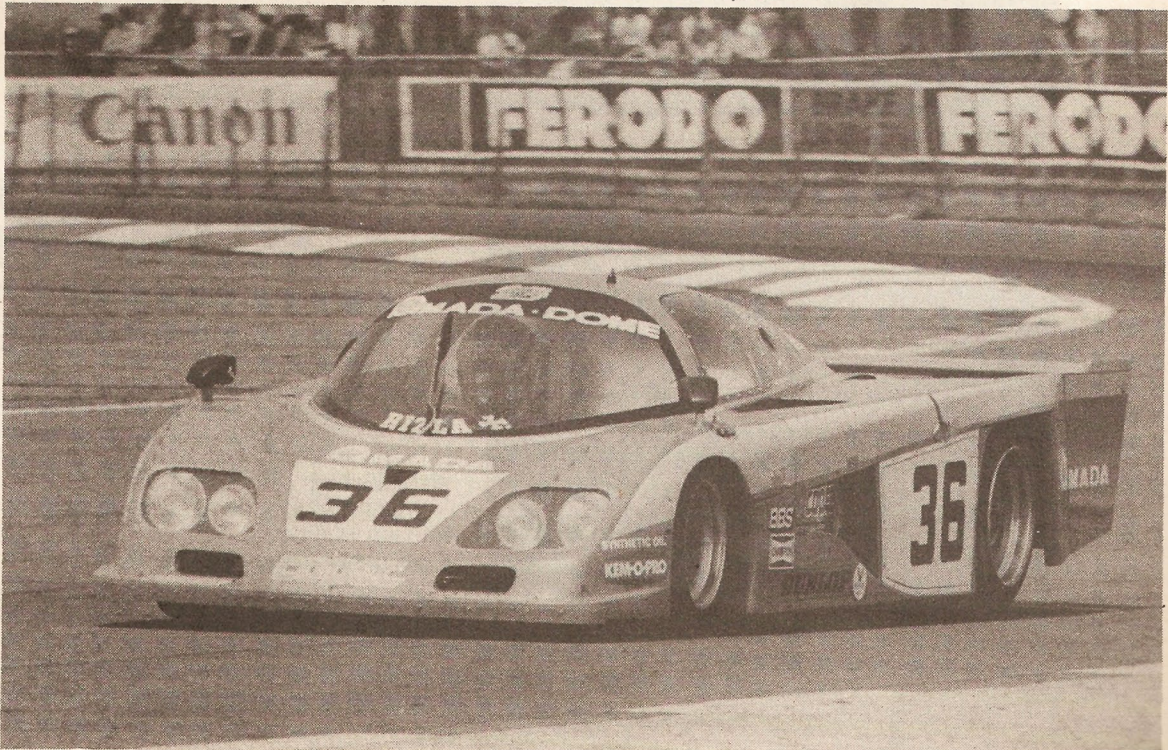
At Silverstone, I had the distinct impression that there were many more earnest young men stalking the paddock than before, carrying smart briefcases and copies of the Yellow Book. Inevitably, the re-emergence of endurance racing has got the teams talking about the formation of a constructors' association. There is no doubt that the teams will need to speak with one voice as sports car racing begins once more to rival Formula 1 for sponsorship, media attention and prestige. But any move towards a new political force must be viewed with suspicion by all of us who have been disillusioned by recent events in Formula 1. "Oh no," one prominent team manager told me, "we don't intend to get into a FOCA situation. All we are looking for is a way to get some details sorted out, like pit garages and paddock passes." The boy is a dreamer...

One thing that really does need sorting out is the calendar — ask the ADAC. Compared with Silverstone, next weekend's 1000kms at the 'Ring will be poorly supported, due to its three-week proximity to Le Mans. Modern preparation for the 24 Hours demands a total rebuild from the ground up and, like this year, the provisional 1983 schedule provides for just 16 days between the 'Ring and scrutineering at Le Mans. The teams need more time, and the ADAC needs more entries if its race is to remain one of the 'classics'.

Another thought about the 1983 schedule: how on earth can you build a race car which will compete effectively at Le Mans and Long Beach?

QUENTIN SPURRING

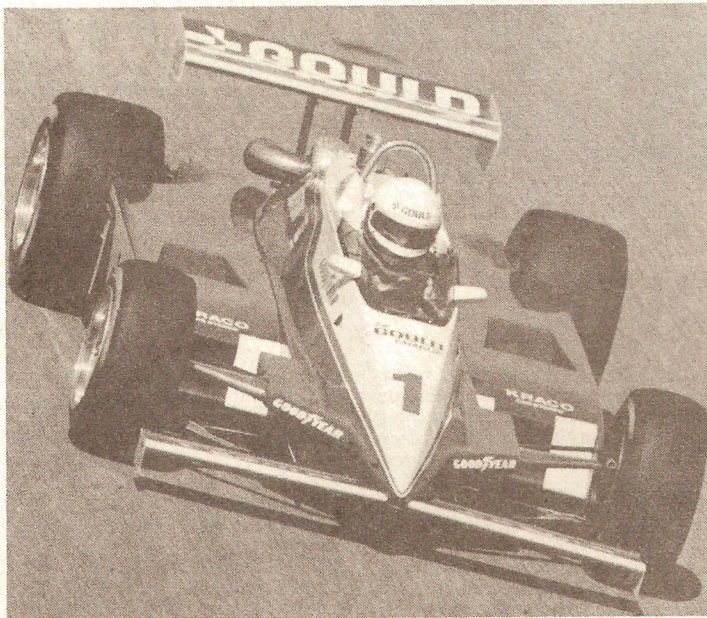
The Dome RC82 ran falteringly on its debut at Silverstone. The team is now run by March Le Mans.



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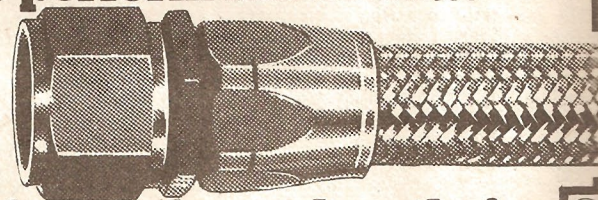
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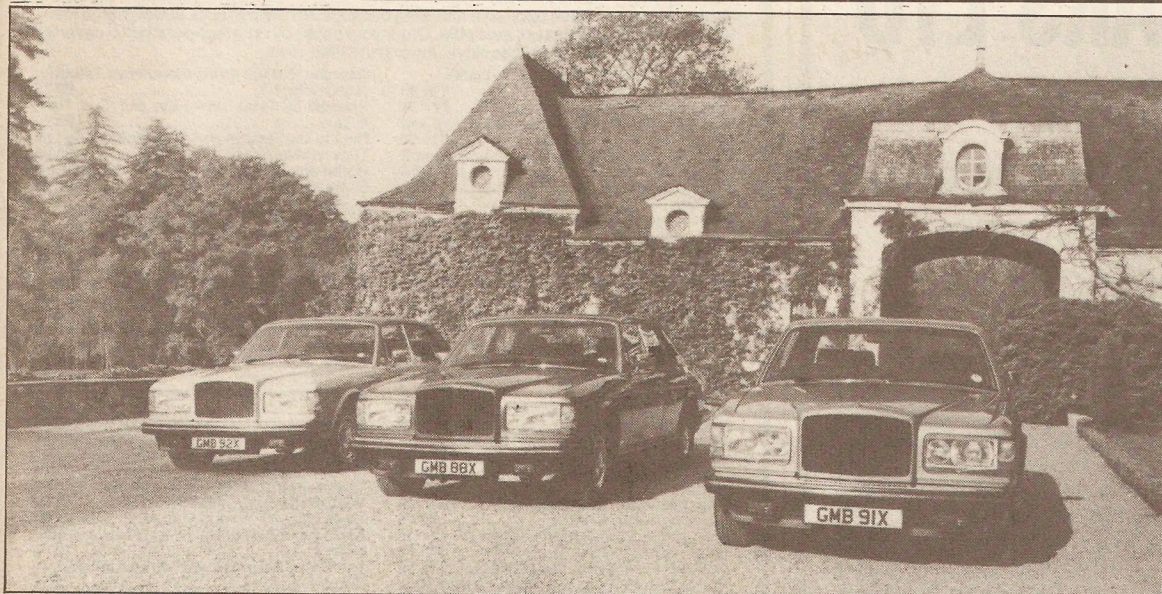
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Three of the beautiful new Mulsanne Turbos, pictured in a setting that reflects their refinement and luxury.

The latter day 'blower'

Bentley chose Le Mans for the launch of their stylish new Mulsanne Turbo, the famous marque having scored no fewer than five victories at the Sarthe circuit between 1924-30. First shown at the Geneva Motor Show earlier in the year, the latest model supplements the refinement and luxury of every motor car produced by the craftsmen of Crewe with really high performance for the first time.

The traditional 6750cc light-alloy V8 engine is turbocharged with a unit from Garrett AiResearch which boosts power by 50 per cent. Torque is greatly increased, throughout the rev range, this being perhaps the most significant achievement of project manager Jack Read and his development team. Although the manufacturers are reluctant to quote figures, the power output is believed to be around 300bhp.

The Mulsanne Turbo project began in 1974, and since then Read's men have striven to improve the compatibility of the turbocharged engine with GM's three-speed automatic transmission. Their painstaking research has been rewarded with a smoothness of operation perfectly matched to the rest of the car.

Boost delivery comes in at 2000rpm from whence the engine pulls strongly and without fuss, through both up-changes and on to a maximum speed of 135mph, at which point the turbo wastegate opens to limit further *vitesse*. The commendably flat torque curve ensures that instant acceleration is available, regardless of engine revs until the maximum speed is closely approached.

The Bentley moves swiftly away from rest, accompanied by an urgent growl from the exhausts if a lot of throttle is applied. A 0-60mph time of 7.4s is particularly creditable when one considers that the Mulsanne weighs over 2¼ tons, and intermediate acceleration is more remarkable still. Revised gearing now allows maximum kickdown speeds of 82mph from top to 2, and 52mph from 2 to 1. A lengthened final drive ratio endows the car with a wonderful long-leggedness which promotes effortless cruising at speeds of around 120mph — higher than the Rolls Royce Silver Spirit's maximum.

Phenomenal mid-range flexibility enables overtaking to be carried out in a decisive yet safe manner, even on steep inclines. The silky power unit motivates the large (17ft 5ins) limousine at great pace, the Bentley excelling on sweeping

sections of road where it sits, securely balanced, at any speed.

The latest VR-rated Avon RR Turbo-steel tyres of 235/70 section provides admirable grip, certainly in the dry conditions of our test, although low-speed ride is a little harsh due to the comparatively stiff sidewall construction necessitated for safety at the very high speeds for which the tyre is ratified. Road noise is noticeable too at low speeds but on the smoother autoroutes and major roads this disappears into the virtual silence which is Bentley cruising. Gearing of 29.7mph per 1000rpm in top gear contributes to this relaxed gait.

From the moment one steps through the solid doors of the Bentley and settles behind the controls one feels totally at home. Driving the car is simplicity itself. Both front seats have a remote electric adjustment for reach, height and rake, and the door mirrors are similarly controlled. Once belted in, select Drive and you are away.

The Bentley is very easy to place on the road due to the commanding driving position and extremities can all be judged well for precise manoeuvring. The slim leather-bound steering wheel could usefully be a little thicker for greater comfort. The steering itself does lack feel, although this is a matter of personal

preference and acclimatisation, which tended to make one over-compensate the lock initially. The Bentley's turning circle shames many smaller cars, its deep wheel arches allowing nimble progress around town.

On the open road the self-levelling rear suspension copes well, although it was caught out once or twice on fast, if bumpy, surfaces. The Mulsanne understeers gently into tighter bends and also rolls, but the latter trait is utterly predictable and in no way disconcerting unless the driver is pressing on far too hard. The powerful disc brakes (ventilated at the front) arrest the car's progress with a firm squeeze on the large pedal, although care must be exercised at first not to jab at them as one might to balance a small sports car.

The upholstery in the test car was a combination of leather and cloth which blended elegantly and comfortably with the imposing walnut panelling of dash and door cappings. The manufacturer's unique dual-level air conditioning is stunningly effective and very sensitive, while a fine Bosch Blaupunkt Toronto radio cassette player is fitted as standard equipment. One concession to current trends in the cockpit is the green digital display in the centre of the dashboard for air temperature, clock and stop watch. I



Though rather Detroit-like in its external styling, the new 760GLE Volvo — available at first only in 2.8-litre V6 petrol form — is a vast improvement over previous Volvos. Handling, ride and comfort are all excellent, and the interior sets new standards of efficiency and convenience. A 2.4-litre turbo diesel comes later this year, with a performance-orientated 173bhp turbocharged and intercooled petrol version to follow in the spring. Price of the well-equipped V6 petrol model is a keen £12,600.

cannot believe that the purist would not prefer a dial for the clock . . .

Those really in search of ultra-relaxed motoring can set the cruise-control to take over the throttle setting and this may also prove beneficial if British speed limits (or fuel economy) are considerations. In mixed motoring, drivers should be able to return about 15mpg: Bentley's engineers have put painstaking development into fuel efficiency to the point where tests prove the turbo to be more economical than the standard Mulsanne in all but urban driving.

The finish of the Bentley Mulsanne Turbo is exemplary as one would expect, from the beautiful colour-matched radiator cowl back. Deliveries of the car start in September, at a price of £58,613 bar a few pence.

Two cars per week are to be produced initially — already most of the first year's run has been sold! It is envisaged that between 200 and 250 Mulsanne Turbos per year will be made thereafter, to cope with the current levels of interest.

There is no denying that the Turbo is an ambitious departure from recent Bentley tradition but one which revitalises the sporting heritage of the *marque*. The latter day 'blower' Bentley is here . . .

MARCUS PYE

Briefly . . .

- An indication of the way Ford sports car thinking may be going is given by the Ghia Brezza project car shown at the Turin motor show. It has a 1.6-litre Escort engine mounted transversely amidships.

- Over 2500 Jaguar saloons and XJS coupés are being recalled for replacement of a fuel pump inertia switch. Failure of the switch is not dangerous but may prevent the cars starting.

- Another replica has hit the nostalgia market. The Leeds-built Gazelle apes the famous pre-war Mercedes SSK but uses a front-mounted Cortina engine or an air-cooled VW unit at the rear.

- By fitting the super-economical HLE Metro power pack into the Mini, BL have produced another top fuel saver. The Mini City E and Mini HLE replace the current City and HL and give over 60mpg at a steady 56mph. Prices are unchanged.

- Anyone interested in forming a register for the 'Giulia' type Alfa Romeos (1962-77) should contact Roger Monk at 14/16 King St, Leicester LE1 6RJ.

- Even taking into account Ford's recent price cuts, the cost of the newly-announced VandenPlas Metro undercuts the £5150 Fiesta Ghia by £155.

- With the Falkland Islands crisis taking the lion's share of recent parliamentary time, legislation which would have provided for compulsory seat belt wearing by early June has had to be delayed.

- From September 24 all vehicle light bulbs will have to comply with certain minimum quality standards and must bear the European "E" mark stamp of approval.

- Renault have re-thought their five-year anti-rust warranty on new cars. Cars registered after January 1 this year will no longer have to have periodic inspections carried out.

- Stepping up their attack on 'quick fit' high street fitting centres, Volkswagen are introducing a price guarantee system for items such as exhausts and shock absorbers.

- Forward Engineering, the Midlands-based Jaguar specialists are, we hear, in the process of producing a limited-edition XJS-HE in conjunction with Brian Lister of sports racing fame. The project has attracted enthusiastic 'works' blessing.

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re-styled headlights, a new grille, wrap-round bumpers and a handsome front spoiler for improved road-holding at high speeds.

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Wasps rou

They've heard it's got a 2.2 Lotus engine.

They can see the speedo clocks 140.

They're told it reaches 60 from a standing start in a

distinctly unsluggish 6.8* secs.

They can finger the alloy wheels and moonstone blue paintwork.

But only you know what it's really like to drive.



For the name and address of your local Talbot dealer see Yellow Pages.
* Motor Magazine.

"I wanted to retain a strong car and yet incorporate the best possible use of ground effects," Ferris points out. "I spent a long time trying to figure-out how I was going to do that. The performance of the Marches at Indy last year made it look as if we would have to work really hard to come up with a significant improvement. The March seemed to be a very quick car — quick on the straights in particular — and obviously has lots of potential.

"I had to come up with a design, therefore, which would be a jump ahead of the March and thus a big step forward from our previous cars. I spent a long time trying to work out how to do that and retain a structure which was as safe as possible."

Thus far the PC10 has done exactly what Ferris wanted from the design. Kevin Cogan has reluctantly sampled the wall at both Phoenix and Michigan while testing and has emerged unscathed on both occasions.

Finding the balance

Although it was fast and impressively reliable, last year's PC9B was often an awkward car to set-up properly. It was also something of a handful on tighter tracks like Phoenix. So it was that Ferris put a lot of time into making the PC10 an effective short-track car.

"Always in the back of my mind," says Ferris, "has been the fact that none of our cars has really worked well at Phoenix. Bobby Unser put a Penske on the pole a couple of times but that I think was down to his ability and knowledge of the track. We had been good at fast tracks and funnily enough on road courses as well but I really wanted to do well at Phoenix and a large part of that consideration went into the 10.

"I must admit," he goes on, "I was surprised at how well the car went at Phoenix however. Our first test was at Atlanta and we went very quickly but I felt that Phoenix was a different matter and we were really going to have to work at it. When we started running quickly straight away I really was quite surprised." More surprise came from the fact that it didn't take a wholesale change in set-up to adapt to faster tracks like Atlanta and Indianapolis.

"The 10 doesn't require as big a change from short track to fast track set-up as we've found in the past," reports Ferris. "We seem to have a car which is generally nicely balanced and it seems to be pretty closely-balanced at most speeds."

Maintaining the balance of the car over the course of a long race has always been a problem with skirt-restricted Indy Cars and that was another area in which Ferris sought improvement.

"The 9B was a car that could be driven fast but the balance could be very easily upset by minute changes in the chassis. We always had a very big difference in the handling of the 9B between when the skirts were working and when they were not in contact with the ground. That was one of the biggest problems with the 9B and we seem to have gone a long way toward improving that with the 10."

It is also interesting to hear Ferris' comments about the amount of downforce generated by the 10.



Although outwardly similar, the suspension geometry, aerodynamics and chassis construction are all new.

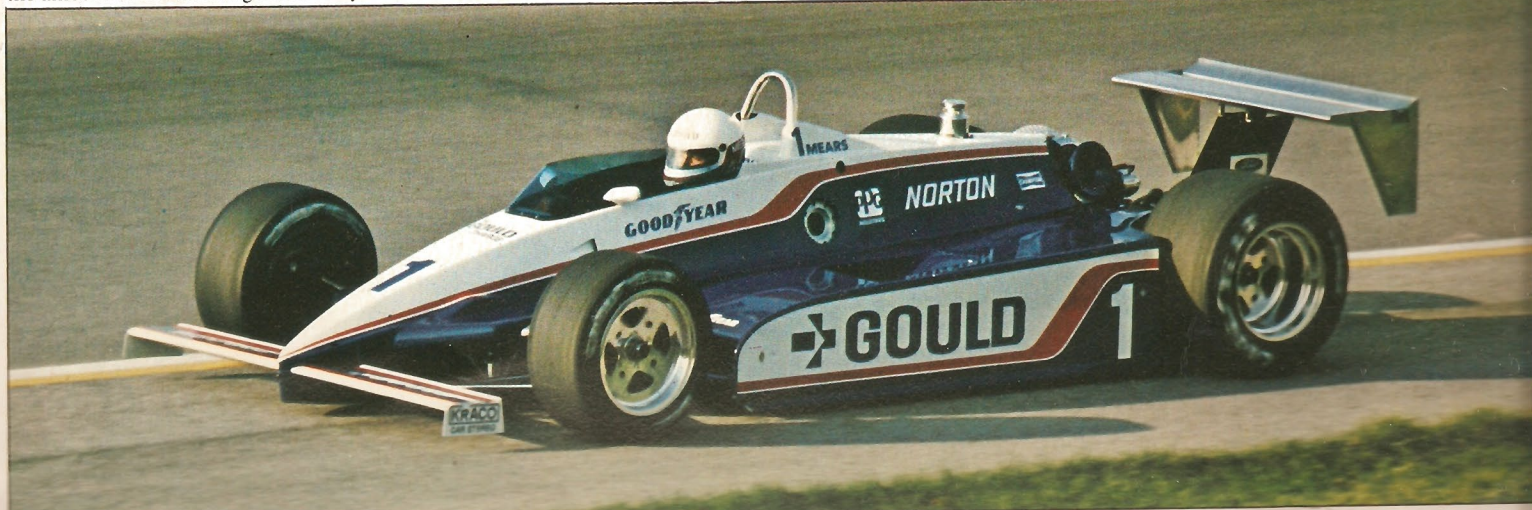
"The car is generating considerably more downforce than we ever had with sliding skirts on the 9," he says. "If we put sliding skirts on the 10 the performance would be quite incredible."

And finally, just in case anyone still thinks the PC10 may be all wrung out, Ferris assures us that there is more time to come simply by adapting the car to one of Pete Weisman's transverse gearboxes. Both the "light-weight" Hewland VG500 gearbox and the transverse Weisman have been used in testing.

"From our tests," says Ferris, "it would appear that

we still have a bit to gain if we use the transverse gearbox. During testing our quickest times have been obtained with the transverse gearbox but purely from a reliability point of view we prefer to stay with the standard Hewland gearbox."

Reliability after all, wins races just as much as speed and nobody knows that better than Ferris Penske. This year his cars have bolstered the former attribute with the latter. It will take a more switched-on group than ever to turn back the newest Penske machine. Watch this space



Mears put the new car on pole at a shattering four lap average of 207.004 mph. Two days earlier he put in a lap at 208.7 mph.



Humble Pye

MARCUS PYE

Hillclimbing's unlimited capacity

From Wiscombe Park and Gurston Down in the South of England to Scotland's Doune and Fintray; from Craigtanlet in Northern Ireland to Bouley Bay and Val des Terres in the Channel Isles, the RAC British Hillclimb Championship has for many years drawn its own band of specialist competitors. Until last season this prestigious national championship was the domain of the experienced campaigner and it was a rare feat indeed for a talented newcomer to step into the arena.

James Thomson proved to be an exception to this trend last year, the 20-year-old Yorkshireman's Guyson Pilbeam-Hart outpacing such experts as Alister Douglas-Osborn, Chris Cramer and Roy Lane,



all former champions themselves. Thomson's success has prompted more new blood to join the unlimited capacity racing car class this year in what, for various reasons, looks likely to be a classic confrontation.

The outstanding 'finds' of this year's Pace Petroleum-sponsored championship to date (four of 16 rounds have been run so far) are undoubtedly Martin Bolsover and Mark Williams, both in machines from the ubiquitous hillclimb stable of Lincolnshire designer Mike Pilbeam. Despite their contrasting styles of driving each has earned a run of high scores in the tense 'Top 10' run-offs which traditionally provide the climax to RAC rounds.

Mark Williams (Pilbeam MP41, top) and Martin Bolsover (Pilbeam MP51, above) at Prescott. Below: Nigel Hulme in his Lola T70 Mk3 Spyder at Monthléry. Photos: Marcus Pye.



Although Martin and Mark are new to the elite, both have graduated through other classes as Thomson did before them. Apprenticeships in saloons or sports cars have often set future champions on the path to success; just look at Chris Cramer's route from his phenomenal Mini in the late '60s to today's highly-sophisticated Toleman F2 car.

Bolsover, from Birmingham, first sprang to prominence on the hills three seasons ago when his ultra-precise, calculated approach to the sport brought much acclaim. His speed and consistency with an indecently quick Mallock U2 marked him very much a man to watch. When he replaced the sports car with the March 77/8/2 — in which Ted, father of Mark, Williams had made his return to top-line hillclimbing the previous year incidentally — everyone had to take notice.

The decision to remain in the 1600cc class with a brand new Pilbeam chassis last year was a very sound one for not only did Bolsover acclimatise himself rapidly to a purpose-built machine (in preparation, finance permitting, for a major RAC series assault in 1982) but he also did a mighty job in finishing eighth overall in the National championship despite the power deficit.

Thus with a permanent number emblazoned on the side of the Pilbeam, renewed sponsorship from Ladbrokes and additional help from Roger Philpott's Five Steps concern and the Holiday Inns group Martin invested in the Hart 425 engine — the 2.5-litre development of Brian Hart's excellent F2 unit — which his ability fully merited.

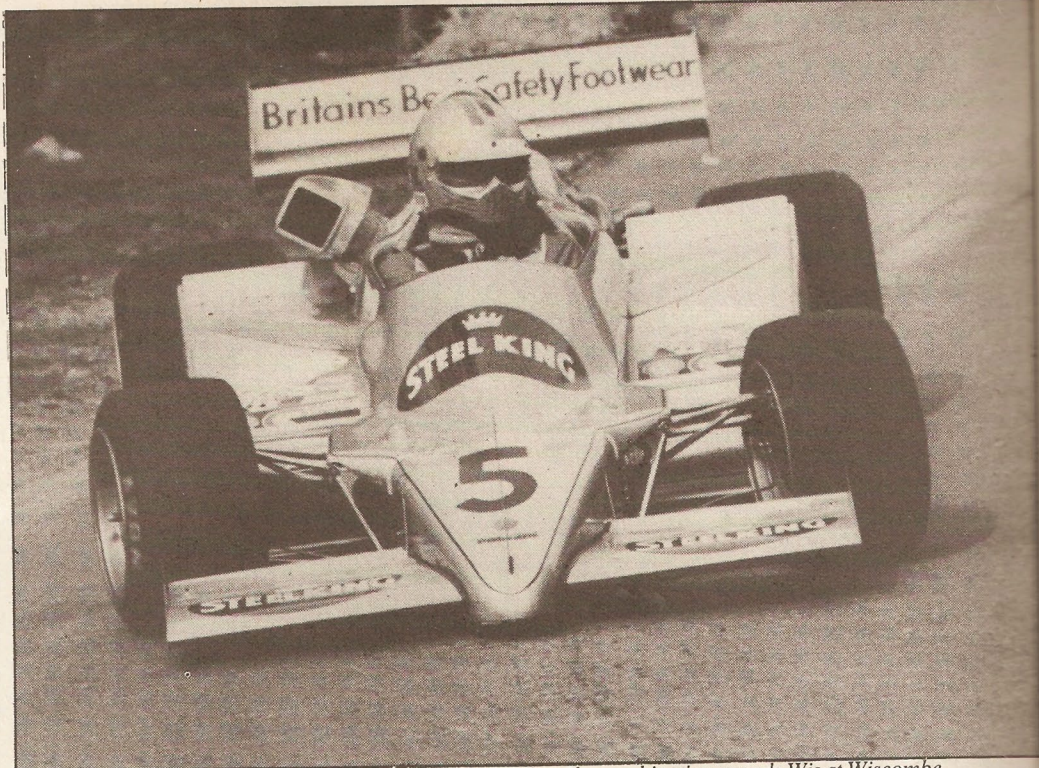
Straight away the combination was in contention for top honours — not, perhaps a surprise looking back on Martin's previous efforts — and, with confidence bolstered by BTD in a Scottish championship round at Doune, his first RAC 'win' was just a fortnight away. Making up for his disappointment at the opening Midlands championship counter at the venue, Bolsover conquered Prescott in scintillating style to grab joint leadership of the championship with Martyn Griffiths. This early taste of success will spur Bolsover on to greater things for sure.

Young Bristolian Mark Williams is another fellow who could make it to the top in this exciting sport, having shown flashes of brilliance on several occasions already this year. Like Bolsover he moved into single-seaters from the clubmans classes in which he had campaigned Mallock derivatives. Running under the banner of his father's Redland Motor House of Bristol, Mark's first serious run in the ex-Griffiths/Rob Turnbull Pilbeam resulted in a most encouraging unofficial BTD at Wiscombe Park's pre-season test day. Since then his fortunes have varied dramatically but Williams is among the leaders in the RAC title race nonetheless.

Mark has driven a wide range of machinery in his competition career, from a Mini to his dad's interesting F1 Hesketh 308, and really needs time to settle fully into a particular type of car. This year is a golden opportunity with a competitive chassis and engine and good back-up from Ivor Jones and the Equipe Ricardo Edouard crew, not to mention his increasingly competitive team-mate Richard Fry who shares the car.

The immaculate Pilbeam is always driven on the limit by Williams who has a knack of being stunningly quick immediately in virtually any car presented to him, a sign of versatility. His aggressive style is tremendous to watch but enthusiasm does tend to get the better of him as incidents at Wiscombe and Prescott testify. Mark's superb second place to Dave Harris at Loton Park should inspire him — that RAC win cannot be far away — but, at present, he is probably trying just that bit too hard. Once his confidence has been restored (and, understandably, it takes a knock after such setbacks) and he can supplement his enviable bravado and raw pace with a touch more finesse you are going to hear a lot more of Mr Williams.

Meanwhile, the seasoned heroes continue to excel at this gentleman's branch of motor sport. Griffiths, back in harness this year at the wheel of Mak Harvey's sleek Pilbeam, has lost none of his old flair. Alister Douglas-Osborn has not looked so sharp for a couple of seasons and is hungry for success as he fights alone to uphold the honour of the Cosworth-DFV — in super-torquey 3.6-litre trim — while the likes of Cramer, Lane and Harris are edging closer to the pace



Roy Lane's pristine Pilbeam/BMW is getting quicker — here the combination rounds Wis at Wiscombe.

as their car development progresses. Go to a hillclimb if you have never been. See the new blood take on the experts in modern F1 and F2 machinery. Chances are you'll be hooked . . .

Budget Super Sports

Historic car racing, like hillclimbing, has its own very special charisma — indeed both types of competition have captured my interest this season on weekends away from the contemporary circuit scene. Seldom does a week go by, it seems, without petty bickering and protests — already abhorrently prevalent on the International front — and now pervading national Formula Ford championships. It makes an enjoyable change therefore to see people racing for fun, nothing more, once in a while and at Montlhéry last month a contingent of Britons spent a weekend away in pursuit of their favourite hobby, Super Sports racing.

Money means more than driving talent in modern racing categories these days, the advent of large sponsorship budgets for glorified 'clubbie' drivers having turned motor racing at this level into a serious business. Of course the best car is still most likely to win in Super Sports events — although Didier Pironi demonstrated that superior *pilotage* of an older car could upset the appellation in France — but then nobody cares. The joy is in competing rather than winning.

The variation in performance of eligible cars from the 1964-71 period, and the large number of competitors, does not necessarily guarantee a close squabble over the lead of such events but it does ensure that everyone has somebody to dice with and a thoroughly jolly time is had by all.

Some take the whole thing more seriously than others, of course, just as some will spend fortunes on competing, but I was privileged to spend the Montlhéry weekend with a team concerned primarily with 'being there'. *Equipe 'Ome Tune est arrivé en France*. And how . . .

Three men in van with not a jot of useful French language between them, a racing car in tow and *un petit peu d'argent* does not sound a particularly awe-inspiring threat to the international racing world. Not for us a flashy motor home, megabuck sponsorship full time mechanics or a flight into the circuit for practice! Yet Nigel Hulme and his crew are a resourceful lot — and they need to be for money is to run dry sooner than their throats in the glorious sunshine. That was all part of the fun . . .

Nigel runs a Home-Tune franchise based in Brighton and owns the 1967 Lola-Chevrolet T70 Mk3 Spyder in partnership with his father Dennis (not to be confused

with former World Champion Denny who actually drove a similar car for Sid Taylor. The chassis was subsequently raced by Chuck Parsons and Bob Nagle — finishing 17th(!) in the 1969 CanAm series.

Having taken it easy at Donington a week earlier to preserve the car for the French trek, the Lola was re-fettled by Nigel, Adam Going and Mike Russell and loaded up. The entourage was lucky to reach the circuit at all as some boy racer had sabotage plans for les Brits busy wrong-slotting in the centre of Paris! 'Happy 'Arry', out to impress his girl-friend with a demure out-braking manoeuvre at a traffic island in the Parisian equivalent of Bond Street, misjudged his position at the chicane and turned sharp right into the tow-truck's slipstream.

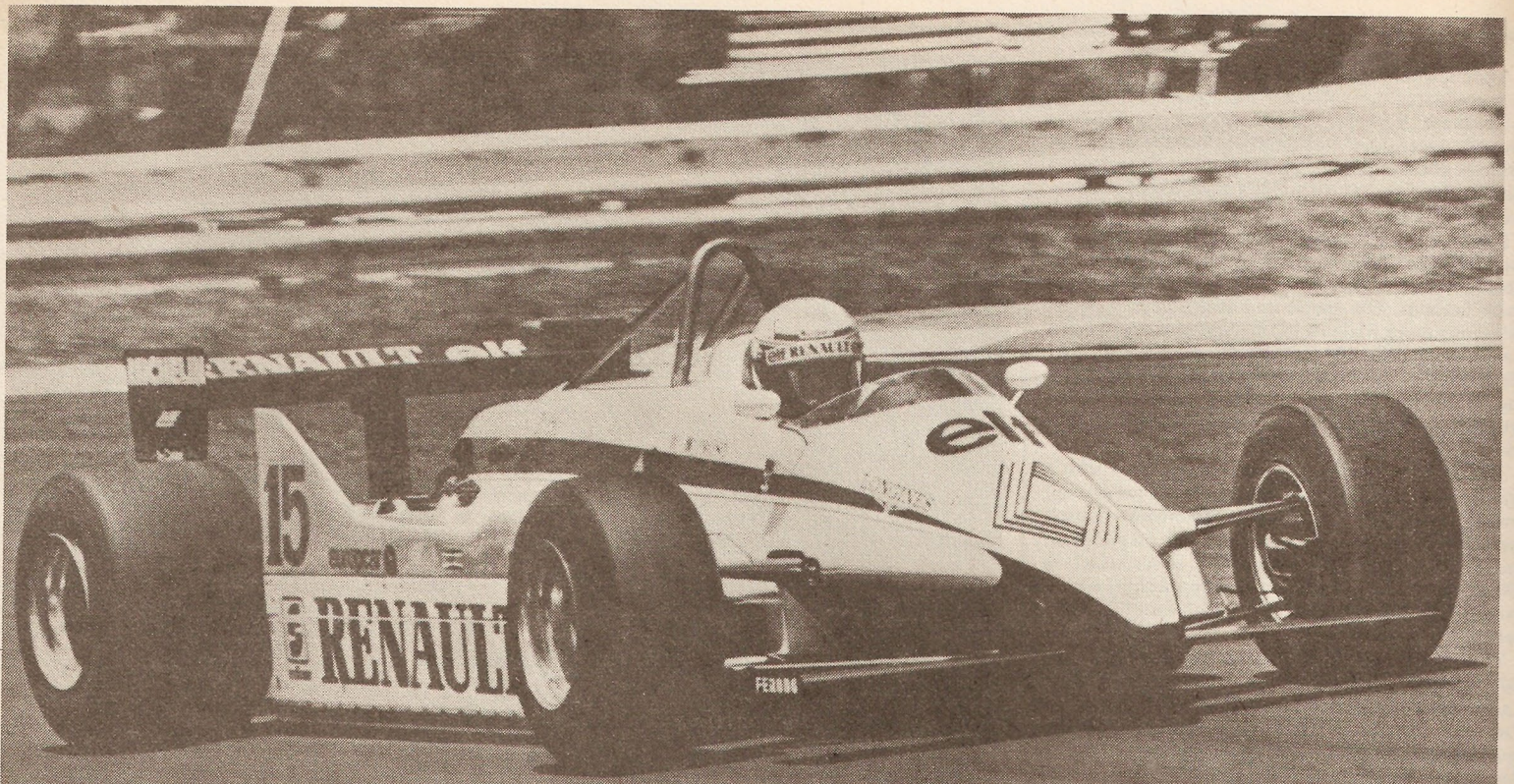
WRONG. What about the trailer and, more important, its contents? They were still mercifully intact which was more than could be said for the hapless individual's Renault 5. Its *pilote*, adamant that he was the innocent party, came up with a few choice phrases but his young lady — on the side of the impact — convinced him otherwise and the journeys (well ours at least) recommenced.

One problem which every low-budget racing team meets is a lack of spares so practice for our man was a cautious affair. A selection of engine spares is carried at all times but bodywork and chassis bits pose a more serious problem. Nigel was alarmed at first not only by the gradient of the banking but also by the Lola's marked tendency to 'bottom' on the concrete slabs.

The period between qualifying sessions was therefore spent winding up ride heights and hammering on the aluminium nose splitter for the umpteenth time but otherwise all was well and at least, barring disaster, the start money (all too necessary for our return journey) could be claimed.

Having extricated the blue Lola from the overcrowded paddock — 20,000 fans and their dogs, yep, dogs, plus assorted historic road cars were crammed into the central arena — Hulme toggled himself up for the most serious moment of the weekend. Even this was lightened by the spectators' amusement at his helmet which sports a neatly airbrushed knotted handkerchief (that timeless mark which gives away the Englishman on the beach of the Costa del Sol) on its crown . . .

Then, after a battle through the field, came disappointment. A sheared rocker stud allowed a push rod to puncture the rocker cover and the Lola headed for the pits. As it happened the engine might have stuttered round to the finish but on racing funds of only £1000 for a series of races it was better to play safe. "Perhaps I should have finished," says Nigel "but the is always Zandvoort on May 31." *Equipe 'Ome Tune* will fight another day.



FROM FORMULA 1 TO FAMILY CAR- THEY GO WITH CHAMPION.

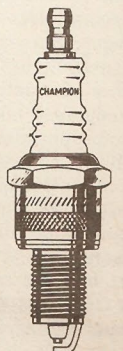


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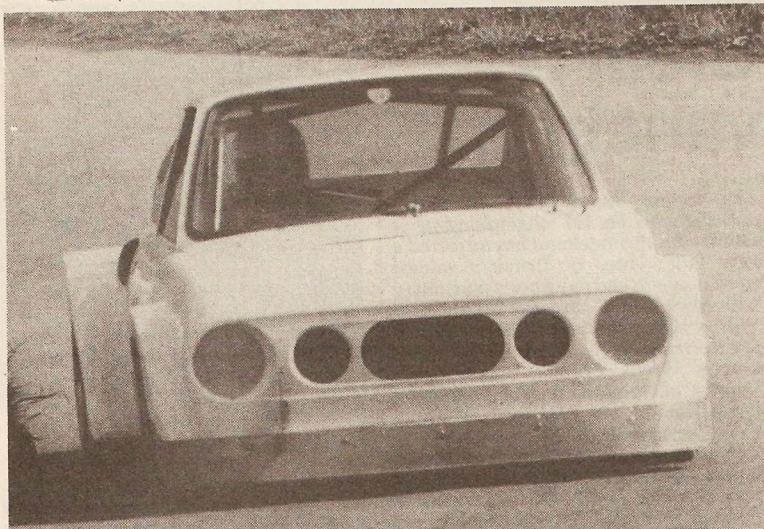
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for every make of car.



Simon Purcell's Skoda turbo whistles into the Karousel.

Surprising S110R

Several Skoda derivatives have run successfully in the special saloon classes on the hills in the past couple of seasons and a promising newcomer to their ranks ran for the first time at Gurston Down on Sunday. Simon Purcell from Sherborne

has forsaken his quick Escort RS2000 for the original circuit racing Skoda S110R coupé and has spent the past few months re-fettling the car with hillclimbs in mind.

Designed and built around Rondel F2 running gear by the late Ray Jessop in

1973, this super saloon Skoda has a chequered history indeed. Chris Meek commissioned its construction but the car was not raced in anger until 1974 when Alec Poole achieved much success for its new owner Derek McMahon.

Subsequently the car (originally fitted with a Cosworth-BDG engine) has appeared on the circuits in the hands of Graeme Walker, Nick Whiting (briefly!), Paul Everett, Tony Dickinson and Dave Wilson from whom Purcell bought it late last year.

Although the chassis — a plated spaceframe giving monocoque-type strength and appearance — remains essentially unchanged, Purcell's 2-litre Ford Pinto engine now drives through the Hewland FT200 transaxle. It is no ordinary power unit though for the carburetted Ford engine runs on straight pump fuel at low revs and with supplementary methanol induction when the Schwitzer turbocharger cuts in.

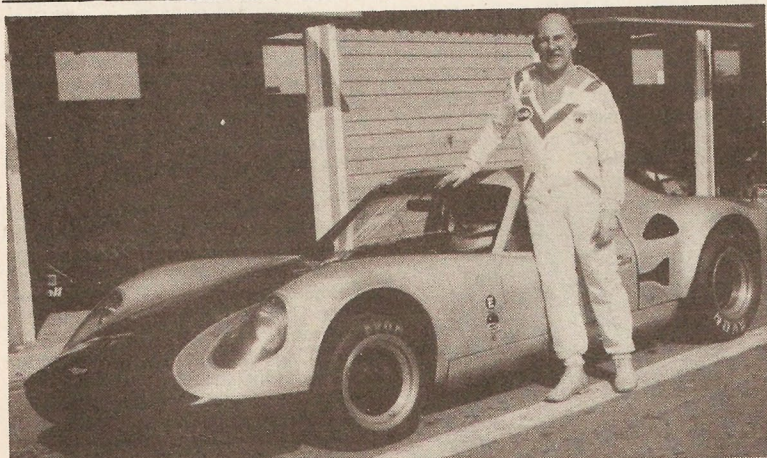
Nic Mann of Morris Minor-Rover V8 turbo fame is assisting with the development of the Skoda project, Purcell having co-driven his superb device on occasions, and its power output, once sorted, should make it very competitive.

Purcell finished second to Mann at the weekend after one or two teething problems in the engine department but is delighted with the team's progress. Hopefully the bugs will have been cured by the Skoda's next outing at Gurston in June.

Eurostat buy Van Diemens

Eurostat Racing Services of Great Missenden have changed their FF1600 plans this month, having ordered two brand new Van Diemen RF82 chassis with which to contest the major British championships for the remainder of the season. The company had originally intended to run a pair of Royale RP26 models in their first year but it was felt that new machinery would give their drivers a greater chance of success in the most competitive of all formulae.

The first Van Diemen was delivered last week and Dougie Spencer shook the car down at Snetterton "on the way home" under the watchful eye of its designer, Dave Baldwin. The former kart driver immediately posted his best ever times at the circuit, lapping just half a second slower than Bjorn Langrekken in the works RF82. Spencer's BHT Milestone-supported car will be run alongside Eurostat's racehire chassis. First customers are the underrated Mark Smythe and Steve Cooling who brings support from Eton Freight Services.



Zandvoort will see Stirling Moss's first Super sports outing with his B8.

Pace in the dunes

Pace Petroleum are sponsoring the second European Super Sports event which takes place at Zandvoort this weekend and is certain to be the highlight of the Dutch circuit's European F3 meeting. The British contingent is setting off on Friday to prepare for twin qualifying sessions on Saturday. The race itself is on Monday afternoon.

The powerful V8 engined cars and the more agile 2-litre machinery should be more evenly matched than at Monthéry last month where Richard Attwood took his Gulf-Porsche 917 to victory on the demise of Didier Pironi in David Piper's Ferrari P4. This time Attwood will handle Piper's Ferrari LM while Le Patron takes to a Porsche 910, one of two entered for the spectacle.

Series co-founder Mike Knight must start as one of the favourites in Victor Gauntlett's Pace Petroleum Team Lola T70 Mk3B while John Piper's Stoic Racing Porsche 917 — newly rebuilt by Kremers — and Albert Obrist's Ferrari 312P will help to swell the spectator attendance, as will Ted Williams's mammoth March 707.

Nigel Hulme's Home Tune Lola T70 Spyder, the McLaren M1s of Richard

Knight and Charles Agg and Robert Horne's superb McLaren M8D will also be going although none will attract as much media attention as Stirling Moss with his Chevron B8. Having blown the Hart 420R engine in testing recently, Lester Owen's team has installed a 1600cc Cosworth-BDA unit for Stirling to make the trip.

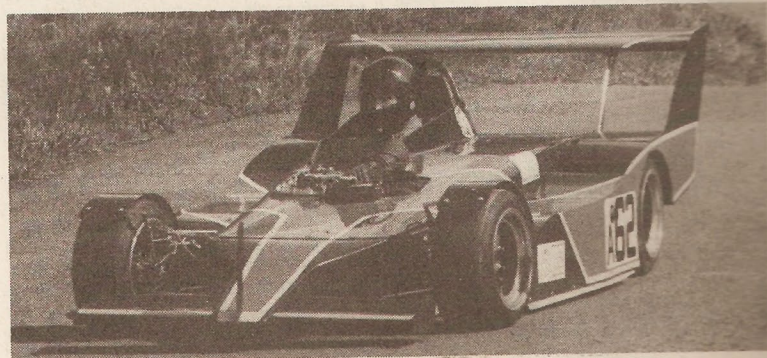
Local aid for Reid

Surrey-based Scot Anthony Reid has received a great filip to his racing plans this week in the form of additional sponsorship from Caterham Auto Accessories, former co-sponsors of Tony Dixon's Scarletts Night Club Elden. Reid, a former winner of the Jim Russell World Scholarship award, is now planning to compete in the forthcoming long-distance Sports 2000 race at Oulton Park, sharing one of John Kirkpatrick's Lolas with American Bob Moore.

Kleinpeter's bonus

Royale drivers Stateside have the opportunity of winning a \$1,000 bonus at the end of the season, should they win either the FF1600 or Sports 2000 class at the annual National Championship run-offs at Road Atlanta. The contingency awards have been posted by Hugh Kleinpeter who runs Royale USA, the Georgia-based importer and distributor.

Royale USA customers who win SCCA National championship rounds will receive \$100 credit against parts or service from the company. Kleinpeter, who races an S2000M sports car himself, is confident that Royale will have their best year in the 'States is keen to encourage Royale drivers with a full support programme.



Talented youngster Simon Moyse whirls his father's Mallock up Gurston.

Simon's speedy debut

One young man who could go a long way in hillclimbing is 18-year-old Simon Moyse, son of clubmans competitor Brian, who made an impressive debut at Gurston Down last weekend. Simon, from Haddenham near Aylesbury, has been helping his father with the preparation of the family Mallock Mk16 for a long time and Brian felt that his enthusiasm should be rewarded with a series of drives this year.

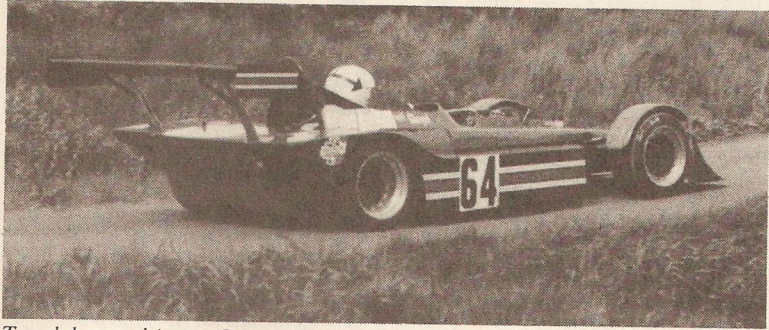
"It's certainly a bit different from his 1100cc Escort", commented a proud Moyse senior after the Wiltshire meeting at which Simon acquitted himself very well.

His first competitive climb saw him comfortably break the 40secs barrier and a further improvement into the mid-38s sector placed Simon a fine fifth in the

hotly-contested Clubmans division.

The Mallock has been completely rebuilt since Brian's accident at Wiscombe Park last season and now incorporates revised side pods, nose and wings. The modifications seem to work according to plan although slightly bigger canard fins will be fitted before Shelsley Walsh next month. The drivers are particularly pleased with their new 1700cc engine from Hugh Chamberlain which has endowed the car with more speed.

The attractively liveried Mallock finished ninth in the Top 10 at Gurston with Brian at the wheel. Simon's next run in the car is likely to be at the same venue next month but, for the moment at least, he is concentrating on his A-level studies with the exams looming up this summer!



Top clubmans driver at Gurston Down was Alan Lloyd (Mallock Mk18).

Clubmans' climbers

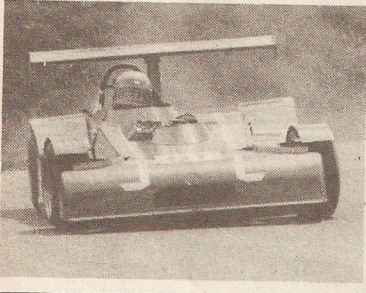
The class for genuine Clubmans specification cars — push-rod engined machines as opposed to the hybrids which clean up the sports racing divisions — continues to provide some of the closest competition and greatest sportsmanship in hillclimbing.

At Gurston on Sunday the 'terrible trio' of Chris Anderson, Neil Crump and Alan Lloyd continued their season-long domination of the category with Lloyd taking the honours by an unusually large margin (0.46s!) on this occasion.

Lloyd and Anderson, campaigning Mallock U2 Mk18CW and Phantom-Hart respectively under the Scotch Egg Racing for Pleasure banner are so closely matched with the earlier Chamberlain-powered Mallock of Worcestershire driver Crump that the class is usually decided on hundredths rather than tenths of a second.

The bearded Crump has taken both Prescott awards to date (a Midland round and the RAC counter, by dint of a real banzai effort while Anderson is the Wiscombemeister with wins at the RAC,

Neil Crump's U2 at Ashes.



Historic enduro

Topping the bill at Snetterton's Willhire Historic race meeting on June 19/20 is an endurance for HSCC registered sports racing and GT cars. Helicopter specialists Air Hanson of Brooklands are sponsoring the 90 minute feature race for which entries — on a selection basis according to car performance — are free! Each team must run two drivers per car and make two compulsory pit stops during one of which a front wheel must be changed.

The winning team will take home £400 with £200 to the runners-up and trophies will be awarded to both drivers of these cars. Most machines will have to make a fuel stop although one or two of the lighter under 2-litre chassis may be able to last the distance. The HSCC is appealing for marshals for the nostalgic meeting. Offers, please, to Brian Cocks on (045 279) 526.

Great GT variety

The second round of the *Motoring News*/Donington GT championship at Donington this weekend has attracted a very large entry of Britain's wildest special saloon and modsports machinery with Mick Hill (7-litre Skoda) and Jeff Wilson (Chevron-based BMW M1 V6) set to renew their old rivalry up front. George 'Welly' Potter's rebuilt Lotus Esprit-Chevrolet, Terry King's similarly-motivated VW Beetle and Doug Emms's new VW will also be going.

A tremendous battle is promised in the 2-litre division where the closely-matched Elan and Esprit-Cosworths of Alastair Lyall and Pat Thomas take on Malcolm Johnstone's Skoda-Hart (the ex-Walter Robertson machine) and Jim McGaughay's ingenious Renault 5-BMW.

Among the nimble smaller cars the Fiat X1/9 of Costas Los, Peter Baldwin's Stantune Mini, Eric Paterson's Europa, Roger Matthews's Esprit, Brian Cutting's Maguire Stiletto and the Davrian Mk 8 of Bob Jarvis should provide some really close competition at the Midlands circuit.

● The McLaren M1B which Crispin Manners's Oak Tree Garage, Newton Popleford concern will field in selected Atlantic Computers races this season will not be ready for Monday's event at Silverstone. Porsche man Paul Edwards is to drive the 1966 machine when its rebuild is complete.



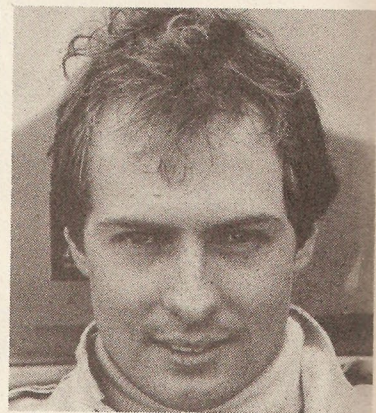
Flux — late-season return?

● Prod- and modsports Fiat X1/9 exponent Costas Los has reportedly concluded a deal to race a works-supported Chevron B54 in the remaining British \$2000 championship rounds. Ian Flux is hoping to return to the series later in the year with another CS Engineering-prepared Chevron.

● Midlander Peter Nix had an outing at Gurston on Sunday in the ex-Tony Tewson Greatham Imp Californian, taking third in class behind Mervyn Brake and Nigel Sillence in Imp and Metro respectively. Tewson now has a Maguire Stiletto with which to contest the RAC Leaders and Midlands championships.

● A newcomer to the production saloon ranks at Snetterton on Monday is Sharon Nicholson who has entered the smallest capacity class of the Monroe counter in an Opel Kadett.

● The Lancia Circle Harrow sprint at Goodwood on June 6 could do with a few more marshals if it is going to be really successful. Anyone who fancies a day out in the healthy Sussex air should contact Barrie Crowe on (048 62) 23938. Some interesting cars are entered for the competition.



Hancock — new sponsor.

● Shepperton restaurateur Tony Hancock has found welcome additional backing for his Bluebeckers Delta T814 from Church Square Autos, a local garage business.

● Monday's Wendy Wools special saloon qualifier at Brands Hatch should feature Jerry Mitchell's superb AS Motors/Bevan Engines-supported VW Scirocco-Imp. Is this the car which Peter Jurgens debuted at Brands a couple of years back, albeit in revised form?

● Raymond Bellm is competing in Monday's HSCC Post Historic Road Sports race at Silverstone in father Tony's Lotus Elan in addition to campaigning the Mu-Cron Chevron B8 in the Bellini GT round.

● Hillclimber Richard Brown has resurrected a Martin BM10 sports car from beneath a Skoda GT body over the winter and will pose a major threat to the unlimited sports car contenders once the 2.3-litre Hart-powered device is re-sorted.

● The Seldon Classic Sports championship round at Silverstone this weekend has attracted a better entry than recent events. Bobby Bell's Jaguar E, Holman Blackburn's GSM Delta and Brian Cocks's Lotus 30 are all entering the fray.

● ASCAR protagonists at Donington on Sunday include the Chevrolet Camaros of Jon Fletcher, Brian Rice, Jim Mensley and Liam Devlin: Mustangs for Tony Wolfe, Anthony French and ex-Zodiac dicer Roy Yates plus John Salisbury in Fred Cowell's Spirit.

● BWRDC stalwart Susan Jamieson, née Tucker-Peake, is entered for Monday's Muraspec F4 round at Thruxton with a new chassis, the Tucker 007. Susan's previous racing centres around saloons, notably the Ford Escort which she ran in early '70s.

● Atlantic Computer Leasing are the sponsors of Sunday's Ferrari race at Donington. The company's MD, John Foulston heads the entry list in his 512 Berlinetta Boxer while his wife Mary handles a 308GTS model. Mike Ostroumoff's 330P2, Nick Mason's 512S and Martin Hilton's fabulous 4-litre GTO should also be worth watching among the Dinosaurs.

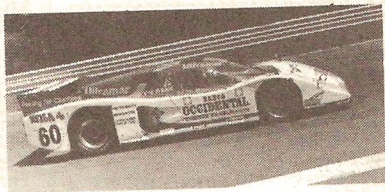
● The Porsche Club Great Britain is holding an exclusive weekend for club members at Goodwood on June 26/27. Saturday has been designated a test day (at £12.50 per driver) while Sunday sees a sprint with six classes for Porsche cars of all denominations. Full details of both events are available now from John H. Farren Esq., 60A Maltravers Street, Arundel, Sussex BN18 9BG.

● Historic racing enthusiast David Gill is currently in Guildford hospital as a result of a serious fall during a point-to-point horse riding event. Gill, a professional pilot, races a Jaguar E at HSCC meetings and a vintage motorcycle when other commitments allow. We wish him a speedy recovery from his injuries.

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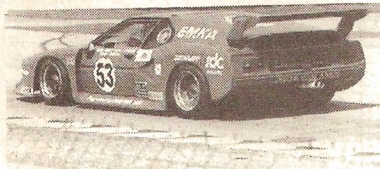
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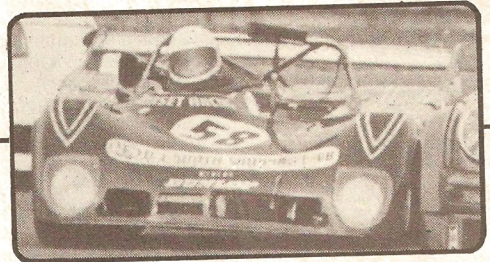
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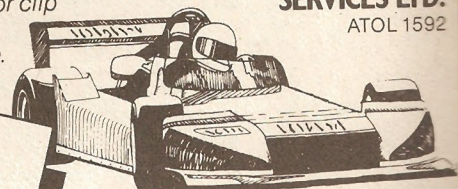
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ROAD ATLANTA CAN-AM

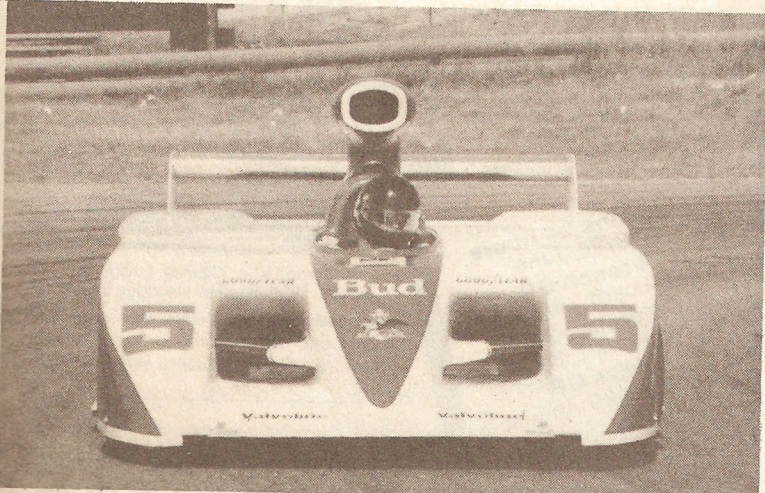
Unsteady start

The SCCA's Budweiser-7/11 Can-Am Championship opened at Road Atlanta last Sunday . . . ingloriously. A reasonably-sized field of cars made the trip to the 2.5-mile track in Georgia but very few could be said to be truly competitive, to the extent that even veteran Bertil Roos led several laps in his home-built, under 2-litre Marguey! For most of the 59 laps (it should have been 60, but an organisational error led to the race being halted one tour early), Patrick Tambay was in control with the neat VDS 001, but he then tripped over a slower car during lappery and so it was young Al Unser Jr who came through to win on his very first Can-Am outing in the Galles Racing Frissbee.

Tambay, the Can-Am champion two seasons back, qualified comfortably on pole position with a time of 1m 12.8s, which was 0.7s better than the impressive Unser could manage, while Danny Sullivan headed row two on his first drive for Paul Newman's March-equipped team. Sponsored by Budweiser, as is the series, the Newman team ran their new March 827 for the first time and encountered a few minor problems during qualifying. Nevertheless, Sullivan was almost a full second clear of Randy Lewis in the Cribari Wines-backed, Lee-Dykstra-designed, ex-Al Holbert CAC-1.

Race-day dawned wet and even though it had stopped raining in time for the start, most runners elected to fit grooved tyres. Away from the rolling

Danny Sullivan finished third in the new Can Am March 827.



start, Al Unser muscled his way ahead of Tambay, the experienced Frenchman preferring to let the youngster go rather than risk a coming-together. By mid-way round the first lap, though, Unser had made a couple of slight errors and Tambay was already ahead as they sped round to start lap 2.

The VDS car immediately pulled away, while Danny Sullivan was already in the pits with a punctured tyre. Unser was left as the only possible threat to Tambay, although he was plainly unable to match the VDS car's pace. On lap 25, Tambay made the first of his two scheduled pit-stops, allowing Unser to lead for seven laps before Tambay worked his way to the front once more. Then, on lap 40, it all went wrong. Patrick made an ill-judged effort to pass the slow CAC-2 of Frank Joyce, the two cars touched, and Tambay spun to a halt, his engine stalled. Unable to restart the hot Chevrolet, Tambay was out of the race.

It was at this stage that Bertil Roos came into the picture! The two-litre cars do not have to make any stops and, having taken a gamble in starting the race on slick tyres, Roos now found himself, on a dry track, with a clear lead!

Fortunately, however, some degree of sanity prevailed as Unser powered his Frissbee back to the front, eventually running out the winner by a little over 16secs. After his initial delay, Sullivan worked his March up to second place when Tambay went out, although his pair of mandatory stops lost him a lap and so he was classified only third, ahead of former Sports 2000 driver Rex Ramsey, who made a promising debut in Brad Caplan's well turned out Lola T530. Randy Lewis ran well in the early stages but was delayed when his pit crew spilled some fuel down his back on his first stop and he then continued in some discomfort to take a gritty seventh.

MARC SPROULE

ROAD ATLANTA (USA)

May 23 SCCA Budweiser 7/11 Can Am Championship, round 1 59 laps — 148.68 miles

- 1, Al Unser Jr (5.0 Frissbee-Chevrolet), 1hr 29m 27.0s, 99.711mph;
- 2, Bertil Roos (2.0 Marguey-Hart), 1hr 29m 43.0s;
- 3, Danny Sullivan (5.0 March-Chevrolet 827), 58 laps;
- 4, Rex Ramsey (5.0 Lola-Chevrolet T530), 58 laps;
- 5, William Blackledge (2.0 Ralt-Hart RT2), 55 laps;
- 6, Frank Joyce (5.0 CAC-Chevrolet 2), 55 laps;
- 7, Randy Lewis (5.0 CAC-Chevrolet 1), 55 laps;
- 8, Horst Kroll (Lola-Chevrolet T300), 53 laps;
- 9, John Kalagian (5.0 Frissbee-Chevrolet), 53 laps;
- 10, Rick Parsons (5.0 Dy-con Conquest-Chevrolet), 52 laps; etc.

Fastest lap: Unser, 1m 15.510s, 120.143mph.

ROAD ATLANTA TRANS-AM

Jerry beats Tom

Jerry Hansen ran out an easy winner of the first CRC Chemicals Trans-Am race of the season at Road Atlanta last Sunday, although he had quite a challenge in the early stages and was aided by several of his nearest rivals suffering tyre troubles in the closing stages.

Phil Currin was one of those, the Corvette driver having qualified on pole position, using his latest McCreery tyres to good effect. The similarly shod Pontiacs of Chris Gleason and Darren Brassfield also qualified ahead of Hansen, although the Goodyear runners reckoned that they would have the edge on race-day, and so it proved.

Currin led away from the pole and stayed ahead for most of the 40 laps before his tyres began to go off and he was overhauled first by Brassfield and then by Hansen. In the end, Hansen edged away to win by 16secs from the Camaro of Tom Nehl, while Currin salvaged third ahead of Brassfield. Chris Gleason was hampered by a lack of brakes on his Pontiac, falling away to an eventual seventh, while Tom Gloy fought up through the 31-car field in his Ford Mustang after suffering engine trouble in practice. Gloy was up as high as fifth at one stage and would almost certainly have claimed second had not the Ford developed a fuel vapourisation problem towards the end.

Of the other fancied runners, the latter Porsche 924 Carreras of Hurley Haywood and Doc Bundy went out early, the latter having crashed, while Bob Tullius had a catalogue of problems in his normally reliable Group 44/ Intermedics Jaguar XJ-S and eventually retired.

MARC SPROULE

ROAD ATLANTA (USA)

May 23 CRC Chemicals Trans-Am Championship, round 1 40 laps — 100.80 miles

- 1, Jerry Hansen (Chevrolet Corvette), 1hr 9m 1.4s, 87.623mph;
- 2, Tom Nehl (Chevrolet Camaro), 1hr 9m 25.2s;
- 3, Phil Currin (Chevrolet Corvette);
- 4, Darren Brassfield (Pontiac Trans-Am);
- 5, Jim Sanborn (Chevrolet Corvette);
- 6, Tom Frank (Chevrolet Corvette);
- 7, Paul De Pirro (Chevrolet Corvette);
- 8, Chris Gleason (Pontiac Trans-Am);
- 9, Rob McFarlin (Ford Mustang);
- 10, Tim Evans (Pontiac Trans-Am); etc.

SALZBURGRING IGRC/F3

Barely Bruno

After the close, race-long tussle, Swiss Bruno Eichmann won Sunday's German Formula 3 Championship round at the Salzburgring, fighting off a determined challenge from local man Walter Lechner.

Both men were at the wheel of Ralt RT3s and they were never more than a few lengths apart throughout the 25-lap race. Josef Kaufmann ran a lonely third place in his year-old Martini to move within one point of series leader John Nielsen, who was away at Monte Carlo while another Austrian, Gerhardt Ber-

ger, claimed fourth in his Martini-Alfa Mk37 after a close tussle with the Ralt of former Super Vee driver Hans-Peter Pandur.

In the accompanying International German Racing Championship event, Bob Wollek further enhanced his title hopes with a clear win in his Reinhold Jöst-built, Vegla Racing Porsche 936. The brilliant Frenchman's third win from the last four races saw him edge out a clear advantage over Klaus Niedzwiedz and Rolf Stommelen, who failed to feature this weekend. Niedzwiedz went out with a rare engine failure in his Zakspeed Capri Turbo, while Stommelen's Kremer Porsche was protested out of the race for exceeding the boywork length regulations.

SALZBURGRING (A)

May 23 German Formula 3 Championship, round 3 25 laps — 66.80 miles

- 1, Bruno Eichmann (Ralt-Toyota RT3), 34m 29.62s, 116.19mph;
- 2, Walter Lechner (Ralt-Toyota RT3), 34m 30.36s;
- 3, Josef Kaufmann (Martini-Toyota MK34), 34m 41.07s;
- 4, Gerhardt Berger (Martini-Alfa MK37), 34m 55.07s;
- 5, Hans-Peter Pandur (Ralt-Toyota RT3), 34m 55.62s; etc.

Championship positions: 1, John Nielsen (Ralt RT3), 40; 2, Kaufmann, 39; 3, Eichmann, 35; 4, Berger, 26; 5, Helmut Bross (Ralt RT3), 22; etc.

Next round: June 6, Wunstorf (D).

SALZBURGRING (A)

May 23 International German Racing Championship, round 5 39 laps — 103.96 miles

- 1, Bob Wollek (2.1 Porsche 936 tc), 46m 48.67s, 126.42mph;
- 2, Klaus Ludwig (1.9 Ford Capri tc), 47m 09.07s;
- 3, Volkert Merl (2.1 Porsche 908/4 tc), 47m 39.60s;
- 4, Gianpiero Moretti (5.7 March-Chevrolet 82G), 47m 42.95s;
- 5, Dieter Schornstein (3.2 Porsche 935 tc), 37 laps;
- 6, Kurt Lotterschmid (3.5 Lotec-BMW M1C), 37 laps; etc.

OSTERREICHRING FF2000

Delta double

Former Super Vee driver Ralf Rauh scored his first FF2000 victory at Salzburgring on May 16. The German Delta driver came through to win after Cor Euser and Walter Lechner, also in Deltas, tangled in a nasty high-speed accident, from which both men were lucky to escape unscathed. Young German Volker Weidler (Van Diemen) was also running with these two and managed to pick his way through the wreckage, only to pick up a slow puncture and slip back to an eventual fifth on the last lap.

Thus, Rauh was able to nip through and win, just beating Henny Vollenberg (Delta) and Bartl Stadler (Van Diemen) to the line in a photo-finish.

Weidler had better luck in the first Central Region Euroseries FF1600 counter on the same programme, however, guiding his Van Diemen to a clear win over Austrian Gerhard Hodelmoser and Swiss René Zogg in PRS and Van Diemen respectively.

JURGEN STIFTSCHRAUBE

OSTERREICHING (A)

May 16 Golden Lion Trophy FF2000 Championship, round 3 12 laps — 43.98 miles

- 1, Ralf Rauh (Delta-Speiss T81), 25mm 01.13, 105.48mph;
 - 2, Henny Vollenberg (Delta-Robinson T81), 25m 01.62s;
 - 3, Bartl Stadler (Van Diemen-Rowland RF82), 25m 01.80s;
 - 4, Karl-Christian Lück (Delta-Rowland T80), 25m 07.59s;
 - 5, Volker Weidler (Van Diemen RF82), 25m 16.07s;
 - 6, Uwe Neumock (Zagk-Schultz), 25m 31.46s; etc.
- Fastest lap:** Cor Euser (Delta-Nelson T79), 2m 01.07s, 108.99mph.

Central Region Euroseries FF1600, round 1 12 laps — 43.98 miles

- 1, Volker Weidler (Van Diemen RF82), 26m 26.00s, 100.58mph;
 - 2, Gerhard Hodelmoser (PRS), 26m 35.24s;
 - 3, René Zogg (Van Diemen RF82), 26m 43.48s;
 - 4, Ernst Franzmeyer (PRS 82F), 26m 58.73s;
- Fastest lap:** Weidler, 2m 10.66s, 101.74mph (record).

MID-OHIO IMSA

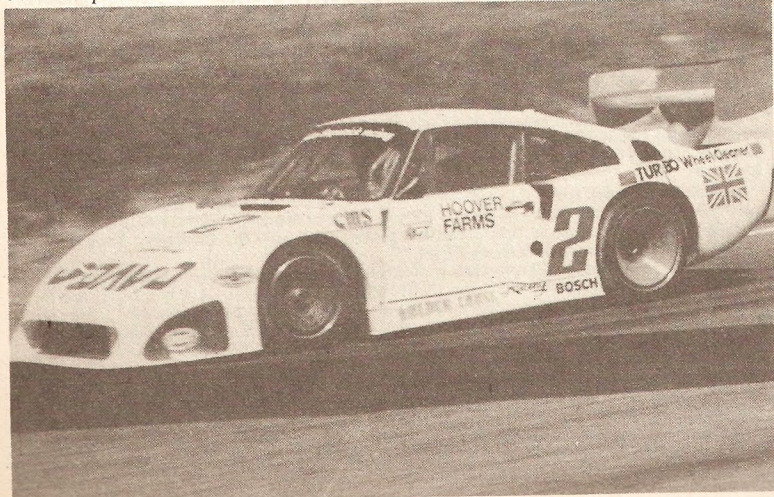
Porsche pips Lolas

John Fitzpatrick finally overcame his lean spell in the IMSA Camel GT Championship by taking his Porsche 935 K4 to a popular victory last Sunday at Mid-Ohio. The Englishman's success, however, came at the expense of Danny Ongais's Interscope Racing Lola T600, which looked set for a well-deserved, clear win until forced into the pits with a flat battery just two laps from the end. Ongais, however, recovered to claim second place ahead of team-mate Ted Field, with John Paul Jnr relegated to fourth in his Lola after an early delay.

Paul had maintained his magnificent form throughout practice, however, the series leader claiming pole position in his Miller Beer-supported T600 with a new track record of 1m 24.963s. Ongais sat alongside on the front row, some 0.5s adrift, while Fitzpatrick managed to spilt the Lolas by qualifying his Porsche ahead of Ted Field.

As he accelerated away from the start, though, Paul was already in trouble as the throttle cable locator broke. Courageously, Johnny continued in third place, not far behind Ongais and Fitzpatrick. At the end of lap 1, Paul survived a lurid moment when the throttle stuck open momentarily, forcing Field to spin in avoidance. Then, 10 laps later, Paul found the accelerator binding even more

John Fitzpatrick's luck was certainly in at Mid-Ohio on Sunday.



and so headed for the pits. Almost three laps were lost and his hopes of a sixth win out of seven starts were long gone.

In his absence, Ongais controlled the race, soon opening out a clear advantage over Fitzpatrick. The Englishman, however, was still driving near the limit, making sure that he would be in a position to take advantage of any trouble that the Hawaiian might encounter. It came very late in the race.

For some laps, Ongais's car had been misfiring slightly and, with two laps to go, it began to get appreciably worse. The race had been going for almost an hour, so he pitted, thinking he may be nearly out of fuel. The Interscope crew slogged in a few gallons and sent Danny on his way, rejoining the track just ahead of Fitz. Mid-round the penultimate lap, though, the Porsche swept past, allowing Fitz to score his first win in over a year. Ongais managed to hang onto second place, still well clear of his recovered team-mate, Field, while Paul powered back through the mid-field runners after his delay to claim fourth place ahead of Don Devendorf's GTO class-winning Electromotive Datsun ZX Turbo.

STEVE POTTER

MID-OHIO (USA)

May 23 IMSA Camel GT Championship, round 7 42 laps — 101.36 miles

- 1, John Fitzpatrick (3.2 Porsche 935 K4), 1hr 2m 56.876s, 96.079mph;
 - 2, Danny Ongais (5.7 Lola-Chevrolet T600), 1hr 3m 11.929s;
 - 3, Ted Field (5.7 Lola-Chevrolet T600), 42 laps;
 - 4, John Paul Jnr (5.7 Lola-Chevrolet T600), 40 laps;
 - 5, Don Devendorf (2.6 Datsun ZX Turbo), 39 laps;
 - 6, Rene Rodriguez (5.9 Chevrolet Corvette), 39 laps;
 - 7, Joe Crevier (3.5 BMW M1), 39 laps; 8, David Deacon (3.5 BMW M1), 38 laps; 9, Bill Wink (6.0 Chevrolet Corvette), 38 laps; 10, Jack Dunham (2.3 Mazda RX-7), 38 laps; etc.
- Fastest lap:** Ongais, 1m 27.14s, 99.151mph (record).

MONACO

May 22/23 European Renault 5 Turbo Championship, round 4 2 x 12 laps — 49.54 miles Aggregate results

- 1, Joël Gouhier, 47m 13.415s, 62.76mph;
 - 2, Jean Ragnotti, 47m 20.199s;
 - 3, Jan Lammers, 47m 33.857s;
 - 4, Dany Snobeck, 47m 43.722s;
 - 5, Massimo Sigala, 48m 00.630s;
 - 6, Fred Krab, 48m 23.123s;
 - 7, Alain Hubert, 48m 25.081s; 8, Jacques Isler, 48m 36.843s; 9, Jean-Claude Bering, 48m 42.316s; 10, Volker Strycek, 48m 43.795s; etc.
- Fastest lap:** Gouhier, 1m 56.596s, 63.54mph.



National Races

LYDDEN HILL

Many Minis

Two Mini Se7en heats opened the slick seven race programme organised by the Thames Estuary Auto Club at Lydden Hill on May 16. In Heat 1, Mike Rudd had Steve Mole climbing all over him (but not beneath him!) in their lead battle which took them several lengths clear of the rest. Alan Lawrence's nimble start caught the judge's eye and he was docked 10secs. But, after a race-long duel, Lawrence was just pushed down from third place by Nigel Gaymer.

Heat 2 provided a clear victory for Peter Lawton, a pity because he missed an enthralling scrap for second place which featured at one time five cars including his fiancée Barbara Cowell. Gerald Dale eventually broke away for second place leaving Richard Hamlyn, Mick Collard and Barry Stockford to sort themselves out.

A storming start from the second row ensured Wil Arif's Sark 2 held a lengthy advantage as the Marchant & Cox Formula Fords exited Chessons Drift. The former Lydden Champion measured his pace from then on and won easily. Second place was the subject of a fierce dispute between Nigel Fright's elderly Rostron CT77 and championship leader Colin Stancombe (Royale RP26). Stancombe inched ahead at Devils Elbow on the penultimate lap but Fright fought back up Hairy Hill to retain second place.

The Mini 1000 Championship counter

LYDDEN HILL (GB), May 16, TEAC

TEAC Mini Se7en, Heat 1 (10 laps): 1, Mike Rudd, 9m 15.1s, 65.32mph; 2, Steve Mole, 9m 15.2s; 3, Nigel Gaymer, 9m 20.7s; 4, Alan Lawrence, 9m 30.8s (incl. 10secs); 5, Chris Hodson, 9m 34.4s; 6, Ray Curtis, 9m 28.8s. **Fastest lap:** Gaymer, 53.1s, 67.80mph.

TEAC Mini Se7en, Heat 2 (10 laps): 1, Peter Lawton, 9m 09.2s, 65.55mph; 2, Gerald Dale, 9m 12.0s; 3, Richard Hamlyn, 9m 14.8s; 4, Mick Collard, 9m 17.3s; 5, Barry Stockford, 9m 17.6s; 6, Barbara Cowell, 9m 22.4s. **Fastest lap:** Lawton, Dale and Hamlyn, 54.0s, 66.67mph.

Marchant & Cox/Lydden Formula Ford 1600 Championship race (12 laps): 1, Wil Arif (Sark-GP Speed) 9m 26.1s, 76.31mph; 2, Nigel Fright (Rostron CT77) 9m 31.2s; 3, Colin Stancombe (Royale-CIS RP26) 9m 31.3s; 4, Dave Payne (Van Diemen-Hansen RF80) 9m 32.1s; 5, Len Marchant (Brabham-Minister BT21/28) 9m 32.5s; 6, Dennis Humphries (Jamun-Ford T3) 9m 49.3s. **Fastest lap:** Stancombe, 46.4s, 77.59mph.

TEAC Mini 1000 Championship race (10 laps): 1, Jim McDougall, 8m 49.5s; 67.99mph; 2, Danny Coker, 8m 52.0s; 3, Keith Padmore, 8m 53.3s; 4, John Meale, 8m 56.8s; 5, Paul Forster, 9m 00.0s; 6, Terry Attoe, 9m 03.7s. **Fastest lap:** McDougall and Peter Tisdale, 51.7s 69.63mph.

Glassfibre Mouldings Formule Libre and Flint Motor Engineers Ford 2000 race (12 laps) — overall: 1, Mike Baker (2.0 March-Toyota Novamotor 793) 8m 58.8s, 80.18mph; 2, Melvyn Coon (1.6 Mallock-Ford T81 9m 05.8s; 3, Robert Baxter (2.0 Ralt-Toyota RT1) 9m 06.1s; 4, Tony Howard (2.0 Delta-Ford T81) 9m 18.1s. **Libre:** 1, Baker; 2, Coon; 3, Baxter. **Fastest lap:** Baxter, 43.4s, 82.95mph. **Ford 2000:** 1, Howard, 77.41mph; 2, Keith Wakeling (2.0 Delta-Ford T79/80); only finishers. **Fastest lap:** Howard, 45.3s 79.47mph.

Special Saloons and Sportscars race (10 laps) — overall: 1, Tony Davies (2.5 Vauxhall Firenza), 7m 59.5s, 75.08mph; 2, Michael Law (1.0 Bevan Stiletto) 8m 05.8s; Bob Kirk (1.3 Maguire Mini-BDA) 8m 06.0s; 4, Ed McLurg (1.0 Sunbeam Imp) 8m 14.6s. **Saloons over 1000cc:** 1, Davies; 2, Kirk; 3, Gary Charlow (5.3 Ford Capri-Jaguar V8). **Fastest lap:** Davies, 46.6s, 77.57mph. **Saloons up to 1000cc:** 1, Law, 74.10mph; 2, McLurg; 3, Steve Harman (1.0 Harman Imp). **Fastest lap:** Law, 46.7s, 77.56mph.

Sportscars: 1, John Baggott (1.4 MG Midget), 70.01mph; 2, Bob Slessor (3.5 MGB GTV8); only finishers. **Fastest lap:** Baggott, 50.6s, 72.08mph.

TEAC Mini Se7en Championship race (12 laps): 1, Mike Rudd, 11m 02.8s, 65.18mph; 2, Peter Lawton, 11m 03.9s; 3, Barry Stockford, 11m 04.4s; 4, Dick Hamlyn, 11m 05.4s; 5, Nigel Gaymer, 11m 06.5s; 6, Barbara Cowell, 11m 09.8s. **Fastest lap:** Hamlyn, Mole and Dale, 54.00s, 66.67mph.

PAUL HARMER

LYDDEN HILL (GB), May 23, 750 MC

Sportsworld Trophy Garelli Sportscars, road-going (10 laps): 1, Fred Campbell (3.5 Morgan Plus 8) 8m 59.6s, 66.72mph; 2, Richard Casswell (1.6 Morgan 4/4) 9m 01.3s; 4, Peter Garrod (1.6 Lotus Europa) 9m 02.9s. **Up to 1300cc:** 1, Roger Bowden (1.0 Ginetta G15) 66.03mph; only finisher. **Fastest lap:** 52.7s, 68.31mph. **1301-1600cc:** 1, Casswell, 66.54mph; 2, Millbank; 3, Garrod. **Fastest lap:** Millbank, 52.6s, 68.44mph. **Over 1601cc:** 1, Campbell; 2, John Wincott (3.0 TVR 3000M); 3, John Welburn (2.0 Triumph TR2). **Fastest lap:** Campbell, 52.8s, 68.18mph.

Formula 1300 Championship race (10 laps): 1, John Harrison (Mallock Mk16) 7m 45.2s, 77.39mph; 2, Tony Batten (Batten) 7m 55.9s; 3, Martyn Lane Mallock Mk16) 7m 59.5s; 4, Terry Ludgrove (Mallock Mk11B) 9 laps; 5, Ricky Morris (Hybrid Imposta) 9 laps; 6, Peter Coombs (Coombs) 9 laps. **Fastest lap:** Harrison, 45.4s, 79.30mph.

Marchant & Cox FF1600 Championship race (10 laps): 1, Colin Stancombe (Royale-CS RP26) 7m 49.9s, 76.62mph; 2, Nigel Fright (Rostron-Ford CT77) 7m 57.6s; 3, Andy Middlehurst (Van Diemen-Minister RF82) 7m 57.8s; 4, Wil Arif (Sark-GP Speed Mk2) 7m 58.1s (incl 10 secs); 5, Peter Townsend (Van Diemen-Minister RF82) 8m 14.1s; 6, Martin Stone (Image-Ford FF5) 8m 14.4s. **Fastest lap:** Stancombe, 45.9s, 78.43mph.

Reliant 750 Championship race (10 laps): 1, Mick Harris (Darvi Mk4/5) 8m 15.3s, 72.68mph; 2, Dick Harvey (Darvi Mk5); 8m 15.8s; 3, Bob Simpson (SS Reliant) 8m 21.8s; 4, Simon Fry (Nimrod Mk2) 8m 24.5s; 5, Tim Williams (Time 3) 8m 34.3s; 6, Chris Gilbert (Trix 5) 8m 52.9s. **Fastest lap:** Harris, 48.3s, 74.53mph.

Reliant 750 Consolation & Austin Seven (10 laps) — overall and 750F: Paul Mullen (Reliant) 8m 47.2s, 68.29mph; 2, Richard Stephens (Panda) 8m 59.9s; 3, Jonathan Salem (Hague 82) 9m 00.4s; 4, Stuart Olley (SS Reliant) 9m 03.2s; 5, Ian Johnson (Jeffrey Mk3) 9m 09.8s; 6, Jeffrey Eatough (Hagar) 9 laps. **Fastest lap:** Mullen, 49.7s, 72.43mph. **Pre-War Austin Sevens:** 1, John Garrod (Austin 7 Super) 54.30mph; 2, Kevin Martin Austin 7 Special; 3, Alan Nye (Austin 7). **Fastest lap:** Martin, 60.5s, 59.50mph.

Sportsworld Trophy Garelli Sports race, modified (10 laps) — overall: 1, Tony Broom (1.6 Turner) 7m 58.0s, 75.31mph; 2, Andrew Wareing (1.8 Lotus Elan) 8m 03.5s; 3, Barry Smith (1.6 Turner) 8m 20.7s; 4, Chris Lord (1.8 Fiat 124 Coupe) 8m 27.2s. **Up to 1500cc:** 1, Smith, 70.55mph; 2, John Baggott (1.4 MG Ingot Midget); 3, Lorina Boughton (1.0 Davrian Mk6). **Fastest lap:** Smith, 48.3s, 74.53mph. **Over 1501cc:** 1, Broom; 2, Wareing; 3, Lord. **Fastest lap:** Broom and Wareing, 46.6s, 77.25mph.

Pre '57 Saloon Challenge race (10 laps): 1, David Burrows (2.4 Jaguar Mk1) 9m 43.6s, 61.69mph; 2, Dennis Carter (1.5 MG Magnette) 9m 58.2s; 3, Paul Harrison (1.5 Borgward Isabella) 10m 12.5s; 4, Tom Luff (2.5 Ford Zodiac Mk2) 10m 23.1s. **Class A:** 1, Peter Deffe (3.4 Jaguar Mk7) 52.24mph. **Fastest lap:** 61.9s, 58.16mph. **Class B:** 1, Burrows; 2, Luff. **Fastest lap:** Burrows, 57.6s, 62.50mph. **Class C:** Carter, 60.18mph; 2, Harrison; 3, Jan Pearce (1.5 MG Magnette). **Fastest lap:** Carter, 59.0s, 61.02mph. **Class D:** 1, Brian Pollard (1.0 Standard 10) 56.53mph; 2, Mike Cox (1.0 Austin A35); 3, Peter Hanaway (1.0 Morris Minor). **Fastest lap:** Cox, 61.6s, 58.44mph.

Special Saloons (10 laps), 1, Michael Law (1.0 Bevan Stiletto) 8m 09.6s, 73.53mph; 2, Gary Charlwood (5.3 Ford Capri-Jaguar) 8m 22.6s; 3, Chris Lord (1.8 Fiat 124 Coupe) 8m 27.9s; 4, Howard Oliver (1.0 Mini Cooper) 9 laps; 5, Brian Pollard (1.2 Lada 1200) 8 laps. No other finishers. **Fastest lap:** Law, 47.4s, 75.95mph.

LYDDEN HILL

Harris 'n Harrison

The 750MC meeting at Lydden on Sunday was as efficient as usual with a slickly run eight-race programme hurried through with no fuss or bother.

Another round in the well supported Garelli series opened the afternoon with the road-going class. Early leader Peter Garrod (Lotus Europa) drifted wide at Devils Elbow and nearly collected eventual winner Fred Campbell (3.5 Morgan Plus 8) as he struggled to sort things out.

Campbell secured a healthy lead and was not troubled thereafter while Garrod fought back but had to be content with following the closely matched Morgans of Richard Casswell and John Millbank across the line. A creditable class-winning fifth overall fell to Roger Bowden's nippy Ginetta G15.

Leading contenders in the Formula 1300 Championship failed to materialise and so John Harrison had a hollow, yet no doubt morale-boosting, victory, comfortably clear of the dicing Tony Batten and Martyn Lane.

Wil Arif (Sark Mk2) had a huge lead after half a lap in the Marchant & Cox FF1600 round but was adjudged to have jumped the start and so his easy 'win' was nullified with the addition of 10secs. Initially, Andy Middlehurst held second with the Dave Abram Racing Van Diemen RF82 but, clearly at a disadvantage to the Lydden regulars, the Lancashire driver had to give way to the hard charging Colin Stancombe (Royale RP26) and Nigel Fright (Rostron CT77). Len Marchant (Brabham BT21/28) and Dave Payne (Van Diemen RF80) were eliminated in a multi-collision at North Bend on lap 3 and so fifth home was Peter Townsend (RF82) after a frantic scrap with Martin Stone (Image FF5).

Those two doyens of 750 racing, Mick Harris and Dick Harvey took first and second places in the Reliant Championship with their immaculate Darvi

models. Bob Simpson (SS Reliant) held an early lead before Harris asserted his authority. A somewhat lonely fourth was Simon Fry (Nimrod Mk2).

Non qualifiers for the 750 Championship counter were drafted into a four-horse Austin Seven race. Richard Stephens (Panda) overhauled Jonathan Salem (Hague 82) up Hairy Hill but a couple of laps later Paul Mullen had stormed into a runaway lead. Salem stuck to Stephens' tail with a spirited drive while fourth home and closing fast was Stuart Olley (SS Reliant). John Garrod was the first Seven home in his road-going model.

Andrew Wareing (1.8 Lotus Elan) stormed into the lead of the Garelli chase for Modified cars, but Tony Broom fought back on terms with his topless Turner and gained the advantage up Hairy Hill. Barry Smith held a secure third with his Turner throughout but the main excitement was provided by a magnificent scrap between Chris Lord (1.8 Fiat 124 Coupe) and John Baggott (1.4 MG Ingot Midget), who battled side-by-side.

David Burrows soon took command of the Pre '57 Saloon Car race taking the former Andreason championship-winning Jaguar Mk1 to a clear victory ahead of Dennis Carter (1.5 MG Magnette) who eventually shook off Paul Harrison (1.5 Borgward Isabella). Fourth home was Tom Luff, bravely throwing the unwieldy Ford Zodiac through the bends, while Brian Pollard (Standard 10) nipped ahead of Mike Cox (Austin A35) on the final lap after much dicing for class honours.

A depleted Special Saloon grid saw Michael Law's impressive Cox Motors Bevan Stiletto completely unopposed. Second place was the subject of another absorbing duel with Chris Lord again featuring in his Fiat 124 this time against Gary Charlwood's Jaguar V8 powered Ford Capri. Charlwood always held a slight advantage although Lord continually tested the Capri into the bends right up until the last lap when the Fiat's engine sounded rough and the valiant West Countryman coasted across the line.

PAUL HARMER

DONINGTON PARK

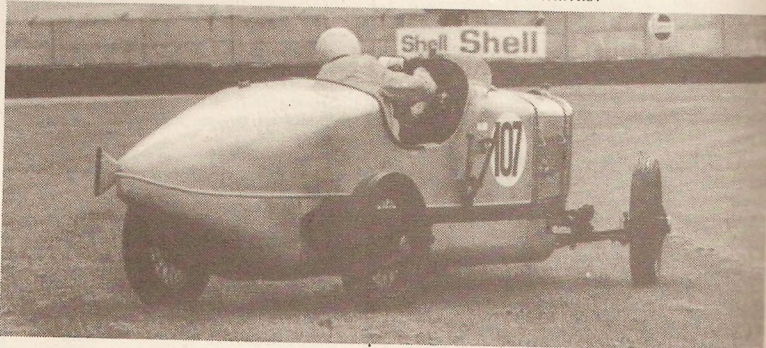
Steady Simon

The Vintage Sports Car Club Donington race meeting last Sunday lost some entries to the historic goings-on at Monaco so that the Club had a less than representative entry for the feature race of the day, the Shuttleworth and Nuffield Trophy twelve lapper, although the shortfall on paper did not affect the racing on the track which turned out to be very competitive, despite some heavy rain mid-way through the eight race programme.

A class handicap for the Melville and Geoghegan Trophies started the afternoon off and R. J. B. Smith in his 1.5 Frazer Nash led all the eight laps from J. R. Horton's 2.3 Bugatti T34 and Tom Threlfall's 2.9 Lancia Lambda to take both trophies. Fourth in the final reckoning was the 1.5 Aston Martin LM6 of Sir John Rogers who had Mark Joseland's 1.5 Frazer Nash Patience closing up towards the flag.

A short four lap handicap for assorted 1920s and '30s cars formed race two and out of a gaggle of cars on the opening lap Don Rawson brought his little Austin 7 through at a cracking pace to take the win and fastest lap. A. G. Smith (939cc MG PB) was second after leading on lap three whilst two other Austin 7s took third and fourth (T. McGrath from M. Pilgrim) to make it a walkover for the smaller cars;

CP Willoughby in search of some tarmac with his AC Brooklands.



DONINGTON PARK (GB), May 23, VSCC

Handicap race for the Melville and Geoghegan Trophies (8 laps): 1, R. J. B. Smith (1.5 Frazer Nash Super Sports), 14m26.0s, 65.09mph; 2, J. R. Horton (2.3 Bugatti T43), 14m59.0s; 3, T. J. Threlfall (2.9 Lancia Lambda), 15m21.0s; 4, Sir John Rogers (1.5 Aston Martin LM6), 15m30.4s; 5, M. T. Joseland (1.5 Frazer Nash Patience), 15m39.7s; N. Goodman (1.1 Riley Brooklands), 15m57.0s. **Fastest lap, up to 1500cc:** Smith, 1m45.6s, 66.73mph. **Over 1500cc:** 1m49.4s, 64.41mph.

Handicap Race (4 laps): 1, D. Rawson (748 Austin 7), 9m21.2s, 55.68mph. 2, A. G. Smith (939 MG PB), 9m30.4s; 3, T. McGrath (747 Austin 7), 9m35.5s; 4, M. Pilgrim (747 Austin 7) 9m45.6s; 5, J. M. Walker (Bentley 3 litre), 9m48.5s; 6, R. J. R. Servier (2.9 Sunbeam Speed 20), 9m58.5s. **Fastest lap:** Rawson, 2m4.7s, 56.51mph.

John Holland Trophy Race for Vintage Racing Cars (8 laps) — Overall: 1, F. P. Morley (24.0 Bentley Napier), 15m17.6s, 61.43mph; 2, G. J. Russell (Bentley 8 litre), 15m41.0s; 3, J. Howell (2.8sc Sunbeam Twin Cam), 15m54.8s; 4, P. C. Hornby (747 Austin 7), 16m12.3s. **Class A:** 1, Hornby, 57.98mph; 2, P. J. E. Birns (1.1 Riley Brooklands); 3, R. J. Hutchings (1.1 Gillow Special). **Fastest lap:** Hornby 1m56.2s, 60.64mph. **Class B:** 1, Howell, 59.04mph; 2, J. H. F. Majzub (2.3sc Bugatti T35B), 3, H. H. Posner (1.5s Bugatti T37A). **Fastest lap:** Majzub 1m49.2s, 64.53mph. **Class C:** 1, Morley; 2, Russell; 3, F. Majzub (4.5 Bentley Pacey Hassan). **Fastest lap:** Morley 1m50.9s, 63.54mph.

Handicap Race (5 laps): 1, Rawson, 9m47.4s, 61.02mph; 2, Threlfall 9m57.3s; 3, R. P. Gilbert (1.8 Alvis Firefly Special), 10m09.8s; 4, Pilgrim, 10m15.0s; 5, W. H. Symonds (4.4 Alvis Speed 25), 10m17.7s; 6, P. E. Davoney (2.0 MG/Riley Special), 10m18.9s. **Fastest lap:** R. J. Burrell (8.0 Bentley Royce), 1m43.0s, 68.41mph.

Shuttleworth and Nuffield Trophy Race and Scratch Race for Historic Racing Cars (12 laps) — Overall: 1, S. F. Phillips (2.1 Lotus Climax 16) 18m05.9s, 77.87mph; 2, D. H. Day (2.0sc ERA 14B), 18m23.4s; 3, K. R. Duly (2.5 Maserati 250F), 18m44.9s; 4, P. D. Colborne (1.5sc Maserati 6CM), 18m55.3s. **Pre-war Racing cars:** 1, Day, 76.63mph. 2, Colborne; 3, B. Classic (1.5sc ERA 2A). **Fastest lap:** Day 1m30.4s, 76.34mph. **Historic Racing Cars:** 1, Phillips; 2, Duly; 3, D. M. Vine (2.0 Cooper Bristol Mk2). **Fastest lap:** Phillips, 1m25.3s, 82.61mph.

Handicap Race (5 laps): 1, McGrath, 10m41.5s, 59.06mph; 2, Symonds, 10m43.4s; 3, G. E. Walker (750 Austin 7), 10m45.1s; 4, Gilbert, 10m50.9s; 5, Smith 10m52.5s; 6, R. I. Dean (2.1 Alvis Silver Eagle), 11.06.1s. **Fastest lap:** G. Bellennie (1.5 Riley), 1m53.9s, 61.86mph.

Handicap Race (5 laps): 1, Seber, 9m21.5s, 62.75mph; 2, Day, 9m24.1s; 3, Smith, 9m25.9s; 4, F. Lockhart (2.6 Rover Special), 9m31.8s; 5, F. Cockman (1.5 Riley Snipe Special), 9m37.8s; 6, J. H. F. Majzub 9m38.4s. **Fastest lap:** Day, 1m32.2s, 76.42mph.

the 3.0 Bentley of J. M. Walker being the first over 1 litre car home in fifth place ahead of the 2.9 Sunbeam Speed 20 of R. J. R. Servier who had a quick spin on the exit of the Park Chicane the last time through.

The John Holland Trophy for Vintage racing cars was hotly contested despite the gaps separating the cars on the road. Ron Footitt (2.0 Cognac Special) led Peter Morley (24-litre Bentley-Napier) and G. J. Russell (8.0 Bentley) on the first lap through Park Chicane. A close fight down Starkeys Straight between Fauod Majzub (4.5 Bentley Pacey Hassan) and J. H. F. Majzub (2.3 Bugatti T35B) ended with the cars touching and going off up the chicane escape road, both rejoining fairly quickly. Footitt led until lap three when the Cognac Special slowed exiting the Chicane, then pulling into the pits. Russell took over at the front and had a comfortable win ahead of J. Howell (2.7 Sunbeam Twin Cam) and the 747cc Austin 7 of P. C. Hornby.

Five laps of handicap race made up event four and F. Majzub brought his 3.0 Bentley to the grid late, just as the first row were flagged away. On the road W. H. Symonds (4.4 Alvis Speed 25) led for a couple of laps ahead of Don Rawson (748cc Austin 7) who went on to win on handicap as well. Threlfall again came out in his Lancia Lambda and moved well through the order to claim second from the 1.8 Alvis Firefly Special of R. P. Gilbert and Pilgrim's Austin 7.

A four lap scratch race brought out a selection of sports cars and at first the battle for the lead was between G. P. Burrows' Alvis Special and Nick Lees's Riley Snipe. Burrows went up the escape road at the chicane on the second lap and

this allowed Lees to take the flag ahead of G. J. Hudson (1.5 Aston Martin Ulster) and J. A. Seber (1.6 Wolseley Hornet Special) with the Burrows Alvis back in fourth, just ahead of a close fight for fifth, D. G. Barbet (1.5 Riley) holding a slight lead over R. J. Campbell (1.1 Austin-Fiat).

Billed as the main race of the day, the 12 laps for the Shuttleworth and Nuffield Trophies was run at the same time as a scratch race for historic racing cars in four classes. The first four positions overall did not change all race with Simon Phillips's Lotus 16 leading Donald Day (ERA 14B) and Keith Duly (Maserati 250F) from flag to flag, fourth place going to P. D. Colborne (Maserati 6CM). David Vine (Cooper Bristol Mk2) held fifth place for most of the race but was passed on a couple of occasions by Gerry Walton (Connaught A) who fell away a little in the closing stages but still held sixth across the line.

Another five lap handicap followed and T. McGrath brought his 747cc Austin 7 through to a good win by a couple of seconds in front of the Alvis Special of W. H. Symonds with G. E. Walker's Austin 7 only a similar interval back in third. Gilbert's Alvis Firefly took fourth with the MG PB of A. G. Smith breathing down his neck after a last lap change of position.

Last race of the programme was yet another handicap event and this time the more sporting cars were joined by a number of out and out racing cars, J. A. Seber (1.6 Wolseley Hornet Special) having a clear run at the front from flag to flag. On scratch, the ERA 14B of Donald Day was just unable to catch the Hornet, although he may have done so but for a visit to the chicane escape road on the first lap whilst challenging P. D. Colborne's Maserati 6CF. G. Smith (3.5 Frazer Nash) took a close third, ahead of Frank Lockhart (Rover Special), F. Cockman (1.5 Riley Snipe Special) and the Majzub Bugatti T35B.

PAUL BOOTHROYD

Pace British 2000 Championship

After seven of 25 rounds

1, Ayron da Silva (Van Diemen RF82), 153; 2, Calvin Fish (Royale RP32M), 77; 3, Russell Spence (Van Diemen RF82), 58; 4, Victor Rosso (Van Diemen RF82), 49; 5, Kenny Andrews (Van Diemen RF82), 37; 6, Frank Bradley (Van Diemen RF82), 36; etc. **Next round:** May 30, Oulton Park

Esso Formula Ford 1600 Championship

After six of 15 rounds

1, Andrew Gilbert-Scott (Reynard FF82), 76; 2, Rick Morris (Royale RP31M), 72; 3, Andy Wallace (Van Diemen RF82), 50; 4, Peter Bell (Van Diemen RF80) and John Village (Royale RP31M), 43; 6, David Wheeler (Royale RP31M), 38; etc. **Next round:** May 31, Silverstone.

BRSCC Production Saloon Car Challenge

After five of 12 rounds

1, Gerry Marshall (Ford Capri 2.8i), 66; 2, Graham Scarborough (Ford Capri 3.0S), 58; 3, David Yates (Ford Capri 2.8i), 37; 4, Martin Williams (Toyota Celica), 34; 5, Steven McHale (VW Scirocco GLI), 30; 6, Tony Lanfranchi (Opel Monza), 28. **Next round:** June 13, Brands Hatch.

Staw Elf Renault 5 Challenge

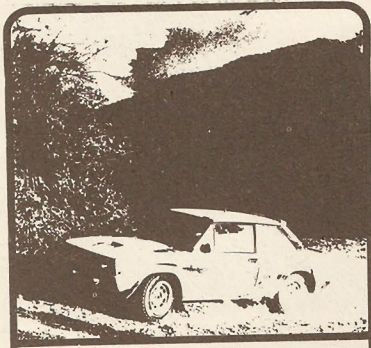
After five of 14 rounds

1, Brian Farminer, 48; 2, Paul Longfield, 40; 3, Steve Hine and Stephen Smith, 30; 5, David Salter, 29; 6, Russell Martin, 22; etc. **Next round:** May 31, Thruxton.

Unipart Metro Challenge

After six of 15 rounds

1, Malcolm Harrison, 52; 2, Patrick Watts, 51; 3, David Carvell, 47; 4, Peter Baldwin, 34; 5, Russell Grady, 24; 6, Richard Belcher, 22; etc. **Next round:** May 31, Silverstone.



International Rallies

TERRE DE PROVENCE

Renaults dominate

Renault cars continued their dominance of the French championship on the Rallye Terre de Provence at the weekend, when privateer François Chatriot took victory after Bruno Saby crashed on the penultimate stage, trying to avoid a private car coming the other way.

With two laps of seven stages totalling 290kms the rally was run in hot dry conditions on excellent quality surfaces. The early leader was Jean Luc Therier in another Renault 5 Turbo, but piston failure after five stages handed the lead to Saby at the end of the first day.

With little change in the order, apart from Saby's accident on the second day, Chatriot took first place ahead of Bernard Beguin who leads the French Championship. Group A was won by Jean Sebastien Couloumies' Opel Manta while Group B went to the Citroen Visa of third placed Maurice Chomat.

Rally Terre de Provence May 22/23 French Rally Championship, round 5

1, Chatriot/Peuverne (Renault 5 Turbo), 3h 39m 38s; 2, Beguin/Lenne (Porsche 911SC), 3h 41m 28s; 3, Chomat/Breton (Citroen Visa), 3h 45m 02s; 4, Rio/Tabet (Citroen Visa), 3h 45m 34s; 5, Le Dentu/Abbes (Talbot Sunbeam Lotus), 3h 46m 18s; 6, Wambergue/de Alexandris (Citroen Visa), 3h 46m 35s.

Malcolm Wilson in spectacular style on his way to seventh place.



4 REGIONS RALLY

Lucky break

Conrero Opels completely dominated the Regions Rally held in the Pavia region of Italy, just south of Milan, last week-end, Luigi Battistolli, who until recently preferred to be known as "Lucky", leading the team to a 1-2-3 victory over the new Lancia Rally of Andrea Zanussi, making his debut in Totip colours under the Jolly Club banner. Malcolm Wilson, driving his own Escort, eventually finished seventh after finding that the handling of the Escort just does not match that of the Italian Opels and Fiats on the all tarmac stages, discovering also that tyres play a vital part in European rallies now.

This the fourth major Italian round of the European championship to be held this season (it is little surprise that they dominate the championship at the moment) again started from the Spa town of Salice Terme near Voghera on the Thursday evening.

The first stage started almost inside the town and Battistolli was fastest from Fabrizio Tabaton in the Stratos that he had last used in Sicily and Dario Cerrato in yet another Ascona 400. Cerrato then took the lead on the second stage but was then forced out of the event with distributor failure.

At the end of the next stage it was again Battistolli that led, but by just 1sec from the Ferrari 308GTB of Antonio Tognana and it was his Pioneer backed car that took the lead on the fourth stage. Tognana then inched further ahead during the night, gaining just the odd second to eventually hold a 14sec advantage over the leading Opel driver. But on the ninth stage the Ferrari suffered a rear wheel puncture and in trying to drive out of the stage on the puncture, the tyre broke up and a small piece of metal out of the tyre managed to short the whole of the electronics system, putting the unfortunate Tognana out of the event.

After the end of the very same stage, Michele Cinotto was also forced to retire the R6 backed Audi Quattro that David Sutton prepared. Having already had drive shaft problems, the gearbox failed and there was not enough time to replace it. So, at the early morning halt at the Iper supermarket, the three Opels now held the lead, Massimo Biasion getting his Opel up to second ahead of "Tony"

Fassina. Tabaton held fourth ahead of "Menes" in another Ferrari and Federico Ormezzano in the Group 2 Talbot Lotus maintained by Chris Sclater Automotive.

At daybreak, Tabaton really began to attack with the Stratos despite the fact that the suspension was rather too stiff for the bumpy roads, but even with five consecutive fastest times he had made little impression on the Opels. Then, just one stage before the rest halt, the car landed heavily from a jump and broke the rear suspension. He stopped but could not find the damage, which was in fact a broken wishbone. He drove on but almost immediately the car turned left on a straight and he too was out.

Meanwhile, Zanussi was beginning to get used to the Lancia Rally which now replaces his Fiat 131 Abarth, and had climbed up to be fourth overall at the halt, ahead of Ormezzano and the Austrian Josef Haider in his Irmischer prepared Ascona 400. Malcolm Wilson lay ninth at this point, just ahead of the leading Group A car, the Alfetta GTV6 of Alberto Bigo, although Bigo had damaged the steering on the last stage before the halt and so he was forced to retire, handing the Group A lead to Carlo Capone in the Fiat Ritmo 125. In Group N, it was, as usual, Mauro Pregliasco that led in the Ford-Italia Escort XR3i, from Bruno Bentivogli in his Alfetta GTV6.

Whereas the first leg of the rally had composed one loop of 9 stages driven twice each, the second section on Saturday was of a different form, beginning with three stages which were then repeated, then one long stage that was driven three times, followed by a circuit at Cecima composing 3½ laps and one last stage back into Slice Terme. Zanussi, who had been slowed earlier in the rally with gearbox problem, was fastest on the first two stages early in the morning, but he was by now 4mins behind the leading Opels and stood no real chance of catching any of them unless they made a mistake. While the Opel drivers were obviously not fighting amongst themselves, Zanussi was quickest on all three the second time round but still made little headway. Meanwhile Capone had lost the Group A lead with gearbox failure and, on the penultimate stage, Haider suffered a steering failure which dropped him out of the top ten. Towards the end, Biasion slowed down to let "Tony" take second place in order to score points in the ECR in an effort to keep his "A" status.

HUGH BISHOP

12TH RALLY 4 REGIONI May 20-23 European Rally Championship, round 19 (co-eff 4)

1, L. Battistolli/F. Penarioli (Opel Ascona 400), 5h 47m 30s;
2, "Tony" Fassina/"Rudy" (Opel Ascona 400), 5h 48m 36s;
3, M. Biasion/T. Siviero (Opel Ascona 400), 5h 49m 45s;
4, A. Zanussi/A. Bernacchini (Lancia Rally), 5h 51m 14s;
5, F. Ormezzano/Berro (Talbot Lotus), 5h 57m 12s;
6, Noberasco/Ulivi (Fiat 131 Abarth), 6h 02m 39s;
7, M. Wilson/P. Short (Ford Escort RS), 6h 04m 08s; 8, Gerbino/Cavalleri (Opel Kadett GTE), 6h 17m 45s; 9, Musti/Fiori (Fiat 131 Abarth), 6h 18m 56s; 10, A. Mandelli/F. Maggi (Fiat 131 Abarth), 6h 25m 37s; etc.

Rally Leaders: SS1—Battistolli, SS2—Cerrato, SS3—Battistolli, SS4-8—Tognana, SS9-29—Battistolli.

ECR Positions: 1, Zanussi 264; 2, "Tony" 184; 3, Battistolli 125; 4, Stig Blomqvist 120; 5, Jimmy McRae 110; 6, Tabaton 105.



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AS





Colsoul flicks out the back end of his Ascona 400 on his way to winning the Haspengouw

DUNLOP RALLYSPRINT (NZ)

Cook shows the way

Best known as a circuit racer and former New Zealand saloon car champion, Auckland Reg Cook has set out this season to show that he is just as capable in other motor sport departments and over recent weeks he has demonstrated his versatility by winning the national hill-climb championship and, during the weekend of May 8/9, the ralliesprint title.

Cook and Tony Teesdale (Escort RS1800) emerged as the finalists among the 64 entrants and it was the Datsun driver who came out on top.

In the final Teesdale ran first. His run was exceptionally smooth and a perfect line at the hairpin looked as if it would be good enough to give him victory. Teesdale's time was 68.19s. Cook took his Sunny away from the start more gently and fed in the power once the car was rolling. His line through the hairpin was every bit as good as Teesdale's and at that stage their times were on a par. But on the downhill section Cook fed the little Sunny everything it had and halfway down the hill he slipped into fourth gear and blasted through the last two bends in spectacular style.

PETER GREENSLADE

ASHLEY FOREST (NZ)

May 9 Dunlop Ralliesprint

1. Reg Cook (Datsun Sunny), 68.09s;
2. Tony Teesdale (Ford Escort RS1800), 68.19s;
3. Max Irwin (Ford Escort V8);
4. Barry Robinson (Vauxhall Chevette).

HASPENGOUW RALLY

Colsoul wins at home

Belgium's number one rally driver Guy Colsoul won his home event, the Haspengouw at the weekend for the first time. Driving his Bastos Opel Ascona 400, he finished ahead of the British Vauxhall Chevette 2300HSR of Russell Brookes, who pulled ahead on slippery roads from Marc Duez's Porsche 911SC. The rally was held over farm roads in the region of Landen, midway between Brussels and Liege with 85% of the stages on asphalt roads over a series of laps which often covered the same stages.

AUTOSPORT, MAY 27, 1982

Such is the popularity of Belgian rallies that there were more foreign entries among the 120 starters than Belgians, but the top entry was thin. Only one A-priority driver started and this was the Finn Pentti Airikkala.

From the start, it was the Porsche of Duez which made the running, 1m 14s ahead of Colsoul at the end of the first 10 stages.

Brookes, despite his dislike for the angularity of the corners and the straights in between, was fifth, behind the similar Chevette or Simon Everett, who had experienced fuel pump problems. Patrick Snyers was leading Group 2 in a BMW in front of the Talbot Sunbeam Lotus of the Dutch driver Jan van der Marel.

Jean-Louis Dumont however, was finding the Group 4 Datsun Violet GT not powerful enough for these stages. Airikkala did not make the rest halt, having head gasket failure on his Escort RS, while Robert Droogmans had also retired his Escort RS — this time with distributor drive trouble and the Triumph TR7 V8 of Cyril Bolton Triumph TR7 V8 with camshaft trouble.

Colsoul prayed that night for rain, and the next morning it was wet! On the first lap on Saturday he took 50secs of Duez, while behind them Brookes kept station hoping that the battle ahead of him would prove too fierce for the leaders. Everett went out with halfshaft failure and now Dumont was up to fourth place overall.

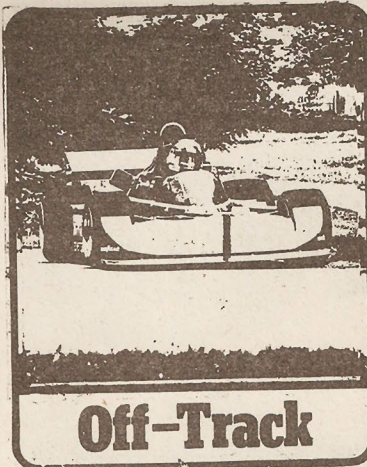
In Group 2 Snyers was having a bad time with a broken sump and engine mounting troubles, which let Lietaer pas with his Sunbeam Lotus. One stage was subsequently cancelled because of water and time-keeping troubles.

Straightaway Duez went off the road for 14mins and this gave Colsoul the chance he needed. Brookes was now in battle with the Porsche and the Vauxhall was quicker in the still slippery conditions. Lietaer finished well ahead of Snyers while Colsoul's brother Hubert took a welcome seventh place.

WILLY WEYENS

Haspengouw (B), May 21/23, European Championship co-efficient 1

1. G Colsoul/Lopes (Opel Ascona 400), 4h 44m 36s;
2. Brookes/Morgan (Vauxhall Chevette 2300HSR), 4h 46m 20s;
3. Duez/Lux (Porsche 911SC), 4h 47m 32s;
4. Dumont/Peters (Datsun Violet GT), 4h 55m 11s;
5. Lietaer/"Rossi" (Talbot Sunbeam Lotus), 4h 57m 55s;
6. Snyers/van Oosten (BMW 3231), 5h 03m 13s;
7. H Colsoul/Dewolfs (Opel Ascona 400), 5h 06m 19s; 8. De Boex/Diericks (Opel Ascona) 5h 17m 16s; 9. Graf/Berthoud (Renault 5 Turbo), 5h 20 30s; 10. Bestebrurtje/Dickhout (Mitsubishi Turbo Lancer) 5h 21m 20s.



Off-Track

BARBON HILLCLIMB

Marvellous Martin

Martin Bolsover completely dominated the annual Barbon Speed Hillclimb held on Saturday, May 15, breaking the outright hill record on three of his four competition climbs and leaving the new 'target' for the 890 yard course at just 21.21secs.

Conditions for the meeting at the demanding Barbon Manor course were almost perfect and a large crowd of enthusiastic spectators had an excellent day's motor sport in which almost every record in the book was re-written by a good margin and no less than eight drivers qualified for Barbon Stars by recording times under the old hill record of 21.75s.

The two saloon car classes saw victories for the rapid Greatham Imp of Tony Tewson who just kept ahead of David Watson's Maguire Imp with a record breaking climb of 26.08s and Brian Walker's 2-litre Skoda Coupé which vanquished even the record holding combination of Barrogill Angus and the fleet Davrian Stiletto. Richard Nayler's 1200cc Davrian Mk6 outclassed the healthy large opposition in the 1300cc GT and Modified Sports Car class, ahead of Garner's Clan Crusader and Larton's splendid Ginetta G15. A surprising lack of Porsches in the large capacity GT class gave Andy Simm the chance to put his very rapid Morgan through its paces with a new class record of 26.54s.

Among the large capacity sports racing cars, Peter Blankstone was de-

motored to second spot when Richard Jones put together a really blistering climb in the 2.2-litre Mallock, almost a full second under his former record.

On paper, the unlimited capacity racing car class looked to be an Alister Douglas-Osborn benefit and with ADO some 0.02s under his hill record in practice, everything looked set to run according to the script. An excellent run of 22.51s from Alan Payne in the Coogar RT1 indicated that some fast times could be expected, but even so, it must be doubted if many people expected the announcement of a new outright record of 21.55s which followed the smooth and unspectacular run by Martin Bolsover's immaculate red and blue Pilbeam MP51. Minutes later, the 3.7-litre Pilbeam MP47 of ADO redressed the balance with 0.01s to spare, only to have Bolsover reclaim his lead and the hill record again with a sparkling 21.49s climb.

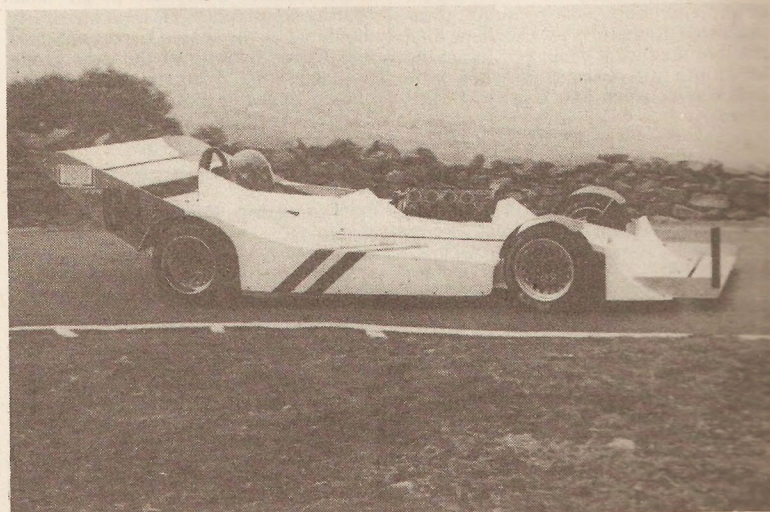
With Barbon's traditional interlude for Historic cars providing new class records for Jackson's Cooper Bristol, Steele's Lola, and John McCartney's superb Cooper T79, the scene was set for the British Championship Run-off.

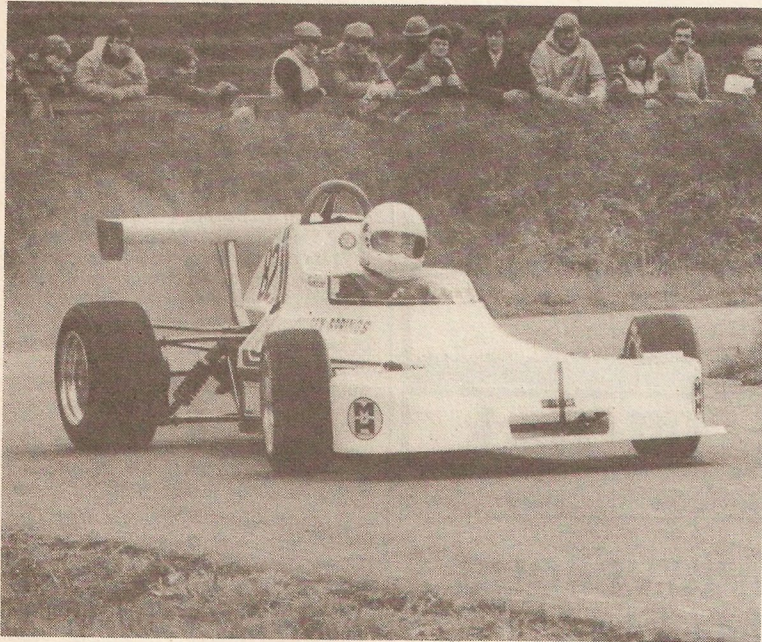
Alan Payne set the pace for the 'Top Ten' drivers with another well controlled climb of 22.57s in the 3.5-litre Rover-engined Coogar RT1, being followed by Mark Williams in the 2.5-litre Pilbeam MP41 who went straight into contention for the lead with a climb of 21.67s. This looked set to win the meeting as heavy rain drops began to fall at the top of the hill, although, fortunately, the cloud quickly passed overhead and Roy Lane powered the superb sounding 2.3-litre BMW-powered Pilbeam MP50 along the course in 21.76s to slot in behind Williams.

Dave Harris gave the 2.5-litre Haynes Publishing Pilbeam MP50 everything he could think of, the red and yellow car fairly hurtling away from the first corner, round the Oak Tree and into the final hairpin, where a huge handful of lock and a blast of power shot him over the line with a new outright record of 21.24s — a supreme effort. Martyn Griffiths simply had no answer to that sort of pace and settled for a relatively steady 21.94s run in the Pilbeam MP53 which he shares with Max Harvey.

Chris Cramer found the going slower in the Toleman and recorded 22.29s, a situation which seemed to reflect itself in Alister Douglas-Osborn's 21.83s climb in the Pilbeam MP47, the car seeming to have a marked reluctance to slow for the tight and very tricky final hairpin bend. By comparison, Martin Bolsover's progress was swift but unspectacular, the MP51 going precisely where it was placed

Richard Jones blasting his Mallock to a new sports racing record.





Charles Barter gets his Delta T824 sideways on his way to a class win at Gurston.

BARBON continued

and neatly slotting in to second spot on 21.48s. With the two shared cars of Griffiths and Williams back at the start, Richard Fry took the MP41 up in exactly the same time of 21.67s as Mark Williams, and Max Harvey hit gearbox problems on the start-line, eventually struggling the MP53 up the hill in 31.07s.

For the second runs, Alan Payne bounded up the hill in a splendid 22.09s, although Mark Williams couldn't match his earlier time and slowed to 21.93s, allowing Roy Lane to move in ahead of him. Dave Harris again attacked the hill with great determination and although he couldn't match his earlier time, remained second fastest.

Examination of the Harvey/Griffiths MP53 showed that the gearbox had sustained internal damage and both drivers were forced to forego their second runs. This brought the 3.7-litre Pilbeam of Douglas-Osborn to the starting line and the former record holder meant business as he thundered off the line and up the hill in fine aggressive style, powering out of the final bend and over the line in 21.26s — just 0.02s away from Harris's lead.

With just two drivers left, Bolsover knew exactly what he had to do to win and judging every movement and gear-change to perfection he powered the Pilbeam MP51 across the finish line in just 21.21s to regain the hill record and take an undisputed lead in the 1982 Hill-climb Championship. It was a superb climb and one which quite overshadowed Richard Fry's excellent final climb of the day in which he slotted the MP41 into fifth place, sandwiched 0.01s each way between Roy Lane and Chris Cramer.

BOB COOPER

GURSTON DOWN

Bolsover's fourth step

The prevailing cold front brought lashings of rain, interspersed with bright sunshine, to exposed Gurston Down on Sunday, although strong winds did not allow the water to take a lasting hold on the tortuous Wiltshire hill. Indeed the conditions posed remarkably few problems for the Guyson Euroblast competitors of whom Martin Bolsover reigned supreme. The current RAC series leader continues to astound in his first year of 'top class' hillclimbing, Bolsover's smooth control of the Team Five Steps Pilbeam taking the combination beneath the 30s barrier by the end of the day, narrowly clear of Richard Fry's similar car.

A relatively small, but select, entry enabled the capable BARC SW Centre to finish the Hendy-Lennox Trophy meeting on schedule after a delayed start to practice. Among the day's highlights were John Lowe's superb new Porsche class record and the performance of the pushrod clubmans brigade, headed by Alan Lloyd, in the Top 10 runs.

Alun Morgan and Terry Davison made their sorties from South Wales worthwhile by taking their Cothi Bridge Hotel Mini to a one-two in the small touring car category. This feat was nearly emulated by the shared Escort of Stuart and Frank Browne in the next group although Hugh Trotman's bravely conducted Sunbeam-Lotus forced its way between the drivers of FHB1, Stuart's neater runs being decisive.

Dorchester's Mervyn Brake, in an Imp saloon this year, was always in charge of the 1-litre special saloon set, try as Nigel Silence did to close the gap with the improving Martin Glass Metro. The awesome Morris Minor turbo of Nic Mann led its class by 4.71secs after the opening ascents but Nic failed to improve later when he snaked from the Karousel to Ashes on the grass, losing but fractions. Simon Purcell's Skoda turbo overcame teething troubles to take a promising second from Phil Couch's Transgulf Mini.

Ian Cameron was made to work hard for his 1300cc *marque* sports spoils by Phil Gale's little Ginetta but the Midget found over a second's improvement to win in accomplished style. The fine Ancaster Garages/Fourways Engineering Datsun 240Z of current BARC champion John Istead achieved a 'personal best' Gurston time to outclass meagre opposition among the mid-range cars while Paul Channon's mighty Cobra took its customary unlimited class victory. Rod Jolley's Alvis Speed 20 defeated Brian Chant's 'Brutus' version behind the red AC.

Porsche cars have an exclusive class at the venue, the ultra-quick 2.8 Targa of John Lowe annihilating Rod Wadham's record on the Sheffield driver's first visit to the hill. Josh Sadler represented the German *marque* equally well in the modsports/limited production division with the Autofarm Carrera although mention must be made of Paul Tankard's courageous efforts to catch the master in his feaseom TVR Tuscan.

Once again the Clubmans class provided some great entertainment with Alan Lloyd on top this week in the Scotch Egg Racing Mallock. Prescott specialists Neil Crump and Brian Moyse (Mallocks) were close at hand throughout with Chris Anderson's Phantom fourth after a practice misdemeanor. David Goggin's U2 easily saw off light class opposition while local expert Basil Pitt (Datalinski

U2) inflicted defeat on Brian Windle's BDA-powered version in the big sports racing group.

Just three racing car sections were contested, the 1100cc protagonists being as spectacular as ever. Charles Barter's Delta was actually never headed but a fabulous run by Richard Homer in his attractive Ginetta-Imp pushed him to a further improvement. Eryl Davies's Anson also demoted an uncharacteristically off-form Jerry Sturman (Harrison KH4) to fourth place.

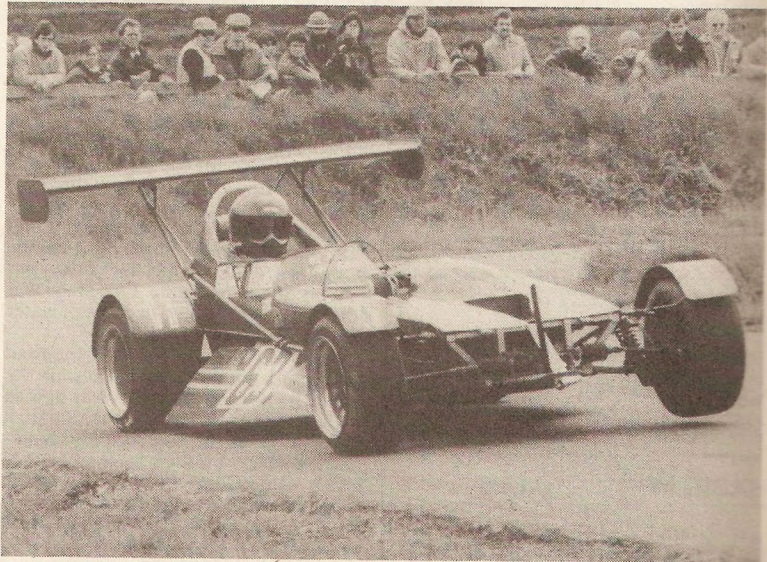
Four cars closely matched in the 35s bracket ensured some fireworks in the 1600cc category, David Render's Lola-BDA just heading Chris Seaman's immaculate Brabham after the first climbs. Render found another 0.03s later on but John Frampton pulled out all the stops to turn the tables in his favour by 0.08s. Frampton's partner Hedley Hutchins also picked up over a second to finish 0.04s adrift of Seaman.

Only Martin Bolsover and Richard Fry of the 'permanent numbers' (earned in the RAC series remember) were present in the over 1600cc division, Martin's consistent 30s runs taking the honours with John Meredith (March BMW) and Doc Willoughby (March-Buick) chasing Fry home.

It was much the same story in the Top 10 run-off with Bolsover dipping into the high 29s, Fry into the low 30s and Meredith aspiring to a 31s climb for third after an erratic, and grassy opener had left him firmly 10th! The good Doctor bettered his qualifying time (set with one run only) to beat the fifth-placed Alan Cox (Martin-Vega) by a second. Behind the big single-seater men Alan Lloyd put together a magnificent last effort to see off his clubmans compatriots in sixth place. Crump failed to beat Pitt's more powerful U2 by 0.07s, leaving Moyse to pip Barter, whose 1100cc machine was hustled into the 34s with abandon.

MARCUS PYE

Chris Anderson lifts the wheel of his noseless Phantom-Hart.



BARBON HILL CLIMB (GB), May 15 Pace Petroleum British Hillclimb Championship, Round 4

BTD Martin Bolsover (2.5 Pilbeam MP51), 21.21s (New hill record).

British Hill Climb Championship Top Ten Run-off: 1, Martin Bolsover, 21.21s; Dave Harris (2.5 Pilbeam MP50), 21.24s; 3, Alistair Douglas-Osborn (3.7 Pilbeam MP47), 21.26s; 4, Chris Cramer (2.5 Toleman TG280H), 21.57s; 5, Richard Fry (2.5 Pilbeam MP41), 21.58s; 6, Roy Lane (2.3 Pilbeam MP50), 21.59s; 7, Mark Williams (2.5 Pilbeam MP41), 21.67s; 8, Martyn Griffiths (2.5 Pilbeam MP53), 21.94s; 9, Alan Payne (3.5 Coogar RT1), 22.09s; 10, Max Harvey (2.5 Pilbeam MP53), 31.07s.

Class winners: Tony Tewson (1.1 Greetham Imp), 26.08s (record); Brian Walker (2.0 Skoda), 24.72s (record); Richard Naylor (1.2 Davrian Mk6), 26.53s (record); Andy Simm (1.8 Morgan), 26.54s (record); Martin Curtis (1.6 Mallock Mk20CX), 24.47s (record); Charles Wardle (1.6 Mallock Mk21), 24.48s (record); Richard Jones (2.2 Mallock), 23.18s (record); Jerry Sturman (1.1 Harrison KH4), 25.05s (record); Rob Oldaker (1.1T March 722), 23.62s; Martin Bolsover, 21.49s (record); P. Jackson (2.0 Cooper Bristol Mk1), 31.75s; T. Steele (1.1 Lola), 29.95s (record); John McCartney (2.5 Cooper T79), 27.02s (record).

British Hillclimb Championship Positions: 1, Martin Bolsover, 35 points; 2, Dave Harris and Alistair Douglas-Osborn, 31; 4, Martyn Griffiths, 28; 5, Chris Cramer, 22; 6, Roy Lane, 21; 7, Mark Williams, 18; 8, Richard Fry, 14; 9, Max Harvey, 9; 10, Richard Jones, 6.

GURSTON DOWN (GB), May 23, BARC SW Guyson Euroblast/BARC hillclimb championship, round 1

BTD: Martin Bolsover (2.5 Pilbeam-Hart MP51), 29.90s.

Class winners: Alun Morgan (1.3 Austin Mini), 44.14s; Stuart Browne (1.6 Ford Escort), 41.94s; Mervyn Brake (1.0 Hillman Imp), 40.91s; Nic Mann (3.5 Morris Minor-Rover V8 tc), 36.09s; Ian Cameron (1.3 MG Midget), 43.36s; John Istead (2.4 Datsun 240Z), 40.90s; John Lowe (2.8 Porsche 911 Targa), 37.53s (record); Paul Channon (4.7 AC Cobra), 38.44s; Josh Sadler (3.5 Porsche Carrera), 35.99s; Alan Lloyd (1.6 Mallock-U2-Lloyd Mk18), 34.60s; David Goggin (1.3 Mallock U2), 41.10s; Basil Pitt (1.6 Mallock/Datalinski U2), 35.28s; Charles Barter (1.1 Delta-Hartwell Imp T824), 35.46s; Andy Smith (1.1 March-Austin 722 tc), 34.82s; Bolsover, 30.32s.

Guyson Euroblast/BARC Top 10 run-off: 1, Bolsover, 29.90s; 2, Richard Fry (2.5 Pilbeam-Hart MP41), 30.13s; 3, John Meredith (2.1 March-BMW 772), 31.74s; 4, Dr Roger Willoughby (3.5 March-Buick 712), 32.11s; 5, Alan Cox (2.0 Martin-Chevrolet/Cosworth Vega BM16), 33.14s; 6, Lloyd, 33.67s; 7, Pitt, 34.61s; 8, Neil Crump (Mallock U2-Chamberlain), 34.68s; 9, Brian Moyse (1.7 Mallock U2-Chamberlain Mk16), 34.87s; 10, Barter, 34.97s.

FINTRAY HILLCLIMB

Norrie know-how

The first event on the newly-resurfaced Fintray hillclimb track on Sunday, May 9, proved to be both exciting and spectacular with four class records broken and a remarkable win for Norrie Galbraith in the March 782.

The battle for BTD was particularly hard with an on-form Bill Lord paring a tenth of a second off Norrie Galbraith's first run time to set 29.66s on the penultimate run of the day. This time was relayed to Norrie who was already on the start line for the day's final run.

As the start light changed to green, Norrie shot off in determined style. On the 100mph approach to Ruin Corner, he locked a front wheel and launched himself off the kerbing towards the banking on the outside — and the worried officials in their control-bus beyond! — but somehow he missed contact and regained the track to power off up the hill.

Amazement is the only way to describe everyone's reaction (including, it appears, Norrie himself) when the clocks showed his time, including the Ruin excursion, to be the fastest of the day by 0.04s!

KEN McEWEN

FINTRAY, May 9, Aberdeen & District MC

BTD: Norrie Galbraith (March 782), 29.62s.
Class winners: Sandy Kidd (Sunbeam Stiletto), 35.39s; Eric Munnoch (Davrian Stiletto), 31.05s; Allan Gibson (Hillman Imp), 38.02s; Hamish Reid (Mini Clubman), 36.88s; George Smith (Ford Escort), 36.02s; David Gillanders (Ford Escort RS1800), 33.66s (**record**); Harry Simpson (Davrian), 33.43s (**record**); George Ritchie (Ginetta G15), 33.51s (**record**); John G. Davidson Jr. (Dutton B type), 34.91s (**record**); David Milne (Vixen VB1), 32.07s; Bill Lord (Chevron B42), 29.66s.

RALLYCROSS

Noyen the doyen

Sunday May 16 was a day for defeating champions. Just as Franz Wurz's Audi Quattro was being beaten in the European Rallycross meeting in Sweden, so the VW Beetle of Belgian champion Francois Monten was being made to play second fiddle to Luc Noyen's Renault Alpine in the second round of the Car Colours Mandes Rallycross championship at Ingelmunster in Belgium.

The heavens opened just as qualifying finished and it was Noyen's Alpine that led Monten into the first corner, though the champion was now really trying, his Turbo Beetle sliding all over the place in an attempt to force the leader into

making a mistake. The mistake though was to come from Monten himself. On lap 2 he almost lost it and Noyen pulled out a breathing space. Then at the same corner next time round, the VW slid unceremoniously off the track, with Monten making an equally undignified exit over the bonnet of his car to avoid the mud. Noyen was delighted with his win, as was Ludo Steukers, whose Escort finished second ahead of British champion Keith Ripp, his Fiesta having proved extremely quick in qualifying despite its 1600cc capacity (it was running in the big class due to the outlawing of 16 valves in the under 1600cc class).

Three other Britons had entered for this Car Colours meeting, the Minis of David Scott and Len Payne, who finished second and third respectively in the under 1600cc class 'C' Final, and John Greasley's rapid Car Colours Porsche, which sadly only appeared for its first qualifying run before being retired with a lack of brakes and damaged front suspension.

BILL MANTOVANI

INGELMUNSTER (B) May 16 Car Colours Mandes Rallycross Championship, round 2

Over 1600cc, 'A' Final: 1, Luc Noyen (Alpine Renault); 2, Ludo Steukers (Ford Escort); 3, Keith Ripp (Ford Fiesta); 4, Vital Budo (VW Golf); 5, Wim van Herck (Volvo 343); 6, Francois Monten (VW Beetle).

SHELL HAZELL PCT

Courts success

The Crane Valley Motor Club provided a new and exciting venue in the picturesque grounds of West Wycombe Motor Museum for their ShellSPORT Hazell Memorial Trophy Trial on Sunday.

Just as he did with the Skoda, Steve Courts asserted his authority with an Imp and after a good class tussle he took an outright win, dropping only 64 marks on the 40 sections in desperately wet conditions.

Graham and Ken Hoare continued their winning ways in class 1 with their VW Golf, Alan Skelton's Subaru being the only serious challenger, while past champion Richard Acres beat David Henley in the Mini-class.

NICK POLLITT

ShellSPORT Hazell Memorial Trophy Trial May 23 BTRDA Production Car Trial Championship, round 4

1st overall: Steve Courts (Imp), 64.
Class winners: Graham Hoare (VW Golf), 180; Richard Acres (Mini Cooper S), 199; Jim Loveday (Panther Lima), 178; Ian Palmer (Fiat 850), 74; Andy Curtis (VW Beetle), 72; Derek Stalker (Alfasud), 364.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
May 30	Indianapolis, Indiana, USA	Indianapolis 500 <i>After a month of hectic qualifying, rookie tests and so on, the classic 500-miler takes place this Sunday. Rick Mears starts as a clear favourite, the Californian having been fastest in his Penske throughout practice. See Pit & Paddock for details.</i>
May 30	Nurburgring, Germany	1,000kms — World Endurance Championship for Makes and Drivers, round 3/European Super Vee Championship, round 4 <i>Can Lancia make it two in a row? The works Porsche will not be racing but the improved Ford C100 will be, along with a pair of Saubers, one Rondeau, the Jöst Porsche 936 and, making its debut, Yves Courage's DFL-powered Cougar.</i>
May 30	Charlotte, North Carolina, USA	World 600 — NASCAR Winston Cup Grand National Championship, round 12 <i>Neil Bonnett has been out of luck for most of this year with the Wood Bros Ford, but he won this prestigious Super-speedway race last year and will be trying hard to do so again. Darrell Waltrip, however, is currently the man to beat in Junior Johnson's Buick.</i>
May 30	Magione, Italy	Italian Formula 3 Championship, round 5 <i>Ralt cars are taking over in Italy just as they have done in England. Enzo Coloni is the latest convert, forsaking his Gulf-March to take on Guido Cappellotto's Luciano Pavesi-run RT3, which currently leads the series by one point.</i>
May 30	Wanneroo Park, Perth, Australia	Australian Formula 1 Drivers Championship, round 2 <i>John Smith won the opening round with his OCL-Ralt but will line up against stiff opposition from the similar cars of Andrew Miedecke, John Bowe and Graham Watson, as well as former champion Alfredo Costanzo in his Tiga.</i>
May 31	Pau, France	European Formula 2 Championship, round 7/French Production Championship, round 8 <i>The Formula 2 teams' equivalent of Monaco, the much-loved thrash round the picturesque Pyrenean town takes place this weekend. Can somebody bring Corrado Fabi's run of success to an end? The works March driver has won the last two rounds.</i>
May 31	Zandvoort, Holland	European Formula 3 Championship, round 7/Super Sports Series, round 2 <i>The European F3 series may not be all that well supported in terms of numbers, but four different drivers have scored victories in the last four rounds, so there is certainly plenty of interest. A full field of Super Sports cars should also provide good value.</i>
May 31	Lime Rock, Connecticut, USA	IMSA Camel GT Championship, round 8 <i>The Miller Beer Ford Mustang Turbo is scheduled to take on the regular Porsche and Lola runners on the resurfaced Lime Rock track. Local experts expect that Jeff Wood's outright track record may take a beating. John Paul will seek win number six.</i>
May 31	Kyalami, South Africa	Sigma South African Formula Atlantic Championship, round 7 <i>The support for this series has been most promising in recent weeks, 22 cars taking part in the last Kyalami round. Local man Graham Duxbury (March) takes on series leaders Trevor van Rooyen (Ralt) and Tony Martin (Maurer).</i>

NATIONAL RACING

Date	Venue	Event/Details
May 29	Kirkistown, nr Belfast, Northern Ireland	F Atlantic, STP FF1600, A de Pol Prodsaloons, Carparts Escorts, Sunbeams (500MRCI) <i>The interesting Kirkistown circuit hosts its third meeting of the year this Saturday and includes the first round of the A de Pol Irish Prodsaloon championship. A mighty battle is expected between the usual Ford Capri and Opel exponents, who will be joined for the first time by George Aston's Rover 3500. Other 'tin-top' action comes with races for Carparts Escorts and Talbot Sunbeams, while the STP FF1600 event should feature the likes of Alan McGarrity, David Acheson and Tom Graham.</i>
May 29/30	Silverstone, nr Towcester, Northants	32nd Annual Silverstone Race Meeting (MGCC) <i>Always a highlight of the enthusiastic MGCC's busy year, this 2-day meet is a truly international 'mecca' for all fans of the MG marque. Saturday is race-day, with a total of 200 entrants in the 11-race programme, while Sunday sees the popular Concours for MGs of all ages. Driving tests will also be taking place. There will be trade stands open on both days. Racing on Saturday starts at 13.20. Adults £2 (for the weekend), Children Free.</i>
May 30	Oulton Park, nr Tarporley, Cheshire	Pace British 2000, 'Champion of Oulton' FF1600, Bernard Hunter Crane Hire FF1600, Gates-Varley F Junior, CCC-Modsaloons, Robin Hamilton Inter-marque Challenge (BRSCC-NW) <i>Hopping over the Pennines from his Bradford home, Russell Spence will be hoping to be the first man to beat Ayrton da Silva's Van Diemen this year in the Pace 2000 qualifier. Spence has shown good form recently, along with fellow Van Diemen driver Victor Rosso. Richard Peacock currently holds a commanding lead in the circuit's well-supported FF1600 series, although he will be challenged by the Allinson brothers, Tony and Martin, who currently tie for second in the points table, and Walter Warwick.</i>

Weekend Sport

Date	Venue	Event/Details
May 30	Donington Park, nr Derby	<i>Birmingham Post & Mail</i> FF1600, <i>Sunday Mercury</i> Clubmans, <i>Motoring News</i> GT, Bobcat ASCARs, Production GT, Mini Se7ens, Classic Saloons, Ferraris, Frazer Nashes (DRC) Over 250 entries have been assembled for the DRC's meeting this Sunday. Apart from the usual, well-supported local championship, much interest will surround a special England versus Ireland Mini Se7en race (35 cars on the entry), an Atlantic Computers backed Ferrari challenge race and, honouring the 50th anniversary of the Frazer Nash Car Club, an event solely for this fine marque. No fewer than 29 cars should be taking part, ranging from Basil Davenport's 1921 car through a dozen chain drive models (watch them if it's wet!) and various post-war examples. The first of the meeting's nine races will start at 13.45.
May 29/31	Thruxton, nr Andover, Hampshire	British Formula 1, Tricentrol RAC British Saloons, P&O Ferries FF1600, <i>Daily Mirror</i> Fiestas, Staw Elf Renault 5s, Muraspec F4 (BARC) Twice former British F1 champion Tony Trimmer heads the small F1 entry with his neat Fittipaldi F8, to be opposed, principally, by Jim Crawford in Bob Howlings's Ensign N180B. The Tricentrol saloon field is, as usual, well-subscribed, with the Rovers of Jeff Allam, Rad Dougall and local man Dennis Leech taking on the Capris of Gordon Spice, Andy Rouse and Vince Woodman. The two other saloon events, for Ford Fiestas and Renault 5s, should also be close-fought. Practice for the meeting takes place on Saturday, from 09.00. Racing is then on Monday, starting at 14.00. Adults, £5; children 75p.
May 31	Silverstone, nr Towcester, Northants	Marlboro British F3, Esso FF1600, Atlantic Computers/Bellini Models Historic GT, Tricentrol Clubmans, Unipart Metros, Seldon Classic Sportscars, Post-Historic Road Sports (BRDC) After a 3-week break, the F3 boys are back in action. Perhaps someone will have found some extra pace in order to catch the rampant Tommy Byrne. Englishmen James Weaver, Dave Scott and Martin Brundle will all be hoping they have. The Esso FF1600 event will see battle rejoined between Andrew Gilbert-Scott (Reynard) and Rick Morris (Royale), with other Royale drivers John Village and David Wheeler sure to be up there also. The Historic GT campaigners will even have to battle to qualify for their race, which has attracted a fabulous, 40-strong field. Adults, £3; Children, free.
May 31	Brands Hatch, nr Dartford, Kent	Pace British 2000, British Sports 2000, 'Champion of Brands' FF1600, Wendy Wools Special Saloons, MG Midgets (BARC) The Pace 2000 contenders travel over-night from their Oulton Park race the previous day, with Ayrton da Silva looking to extend his series lead still further. The Champion of Brands FF1600 series has become known not also for its close-fought nature but also for the fact that, for a change, not one of the top five in the points table driver either a Royale or a Van Diemen! Andy Ackerley (Ray) leads the series by one point from Len Greenney (Sark) with John Oxborrow and John Dumfries (Rays) also likely to show well. Practice starts at 09.30 and racing from 14.00. Adults, £3; Children, £1.
May 31	Snetterton, Norfolk	Townsend Thoresen FF1600, 'Champion of Snetterton' FF1600, 1974-78 FF1600, Monroe Prodsaloons, STP Modsports, Oceanair Clubmans (BARC) Following Julian Bailey's successful outings in a new Lola T640 over the Easter weekend, Mark Peters has followed suit and together they will pose a stiff challenge in the Townsend FF1600 round to Mauricio Gugelmin's works Van Diemen and Rick Morris's works Royale. The BARC are also putting on a special race for Formula Fords built between 1974 and 1978. Simon Davey is likely to take some beating in this with his Van Diemen, as he is in the 'Champion of Snetterton' qualifier. Watch, too, for the Monroe prodsaloon race, which should continue the exciting Gerry Marshall versus Graham Scarborough Capri duel.
May 31	Castle Combe, nr Chippenham, Wiltshire	Dunlop-AUTOSPORT FF1600, BRSCC-SW FF1600, Gates Varley Monoposto, Mini Miglia, F1300, Ross Group Special GT, (BRSCC-SW) Steve Kempton, Willie Hourie, Andy Middlehurst and Paul Mather have, respectively won the four Dunlop/AUTOSPORT rounds held so far and will all be at the pleasant Combe circuit on Monday. So, too, will be Kevin Haddock, John Penfold, Perry McCarthy and Adam Wallis, who have all shown potential race-winning form recently. The local FF1600 should also be close-fought, as will be the Mini Miglia and Gates-Varley Monoposto rounds in what promises to be an exciting, 9-race programme, which starts at 13.30, following practice from 08.45. Adults, £2.50; Children and OAPs, £1.
May 31	Mallory Park, nr Hinckley Leics	'Champion of Mallory' FF1600, Pre '74 FF1600, F Talbot, Muraspec F4, Lucas CAV Sports, MG T-Types, Northern GT, Coopers (BRSCC-M) Steve Bradley's Van Diemen has tended to set the pace in this year's Pre '74 series, which always attracts a huge entry, while newer Formula Fords contest the 'Champion of Mallory' series, with Leicester's Don Hardman currently leading from Hinckley duo Rod Gretton and Chris Farrell. The Lucas CAV race should see Tony Lanfranchi out again with his new Porsche 924 Carrera, hoping to challenge the likes of Steve Cole's Morgan Plus 8.
May 31	Lydden Hill, nr Canterbury Kent	Marchant & Cox FF1600, F Libre, Special Saloons, Hot-rods, Bangers, Standard Production Rallycross (Astra MC) Another of the Kentish circuit's popular 'Festival of Motor Sport' events with a blend of circuit racing followed by a switch to Hot-rods, bangers and the like. In the FF race, counting towards the circuit's Marchant & Cox series, Colin Stancombe (Royale) will be defending his series lead from Wil Arif's Sark. The Hot-rods will be vying for a place at the Ipswich TV meeting in July.
Jun 5	Oulton Park, Cheshire	Townsend Thoresen FF1600, 'Champion of Oulton' FF1600, F Libre, Monroe Prodsaloons, BARC/MGOC MGs (BARC)
Jun 5	Brands Hatch, Kent	'Champion of Brands Hatch' FF1600, Autocavan F Vee, F 1300, Garelli Sportscars, TEAC Mini Miglia/Se7en, MGA, (750MC)
Jun 6	Mallory Park, Leics	Pace British 2000, BP 'Superfind' FF1600, 'Champion of Mallory' FF1600, Reliant 750 F, Wendy Wools Special Saloons, STP Modsports, Oceanair Clubmans, MGB/C/V8 (BARC)
Jun 6	Silverstone, Northants	F Atlantic, Dunlop-AUTOSPORT FF1600, CCC-Modsaloons, <i>Daily Mirror</i> Fiestas, Staw Elf Renault 5 (BRSCC-M)
Jun 6	Knockhill, Fife	F Libre, FF1600, GT, Clubmans/Sports 2000 (SSMC)

INTERNATIONAL RALLYING

Date	Venue	Event/Details
May 29/ Jun 6	Greece	Acropolis Rally-World Rally Championship, round 6 Walter Rohrl and Opel will both be hoping to extend their respective leads in the World Championship. The extremely tough conditions and tight road timing make this one of the hardest events in the series.
May 28/31	Sweden	South Swedish Rally—European Rally Championship, round 21 (co-ëff 2)

NATIONAL RALLYING

Date	Venue	Event/Details
May 30/30	Uttoxeter	Fryers of Uttoxeter Rally (Vagabond MC). Start: Fryers of Uttoxeter, 23.05
May 29/30	North Yorkshire	Barton Park Allertonshire Novice Rally (Northallerton AC). Start: Barton Lorry Park
May 29/30	Halden Forest, Exeter	TSH Forest Stages (Torbay MC/South Mams MC). Start: Halden Forest, 00.01 am
May 29/30	Lydd Airport, Kent	Midsummer Rally (Darent Valley MC). Start: Lydd Airport, Kent, 23.01
May 30	Cambridgeshire	Green Belt Stages (Green Belt MC). Start: Brampton Hotel, A1 roundabout, nr. Huntingdon, 09.00. AEMC and LCAMC Autolec championship round

OFF-TRACK

Date	Venue	Event/Details
May 29-30 May 29-31	Prescott Hill, nr Cheltenham Santa Pod Raceway, nr Wellingborough, Beds	9th Classic and Members Hillclimb Meeting (Bugatti OC). Practice on Saturday with timed runs starting at 11.00 on Sunday. 21st Annual 'BIG GO' Meeting (BDRA) — John Woolfe Racing Top Modified Championship, round 3 The BDRA celebrates 21 years in organising this the longest established event in the European drag racing calendar. Heading the cast will be the nitro-burning Funny Cars and Pro Fuel dragsters, plus a full complement of Competition Altered, Modifieds and Roadsters.
May 30	Rumster, Scotland	Grampian Television Scottish Hillclimb Championship, round 3 (Caithness CC) Norrie Galbraith heads the series with his March, having won the first round and finished second in the other.
May 30	Goodwood, Sussex	Sprint Meeting (Southern CC). LCAMC Championship qualifier
May 30	Milton Keynes, Bucks	Autotest (SODC). East Car Park, Open University, Milton Keynes. Start 10.00
May 30	Clay Pigeon	Karting — Green Man Championship round
May 31	Croft, Co Durham	Croft Rallycross Championship, round 2
May 31	Cheshire	Production Car Trial (Mid-Cheshire MC)
May 31	Morecambe, Lancs	Karting — World Cup Short Circuit Gearbox Championships

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

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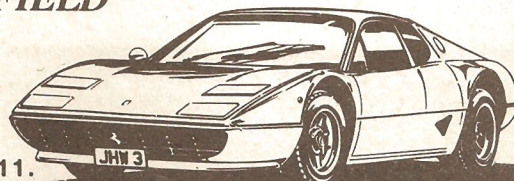
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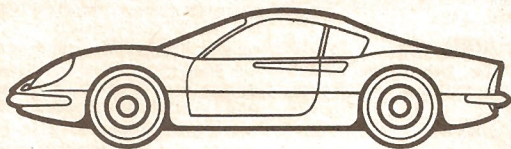
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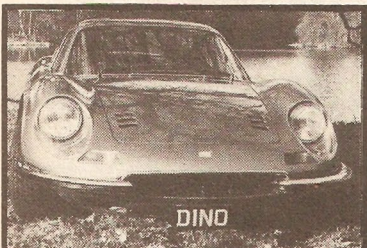
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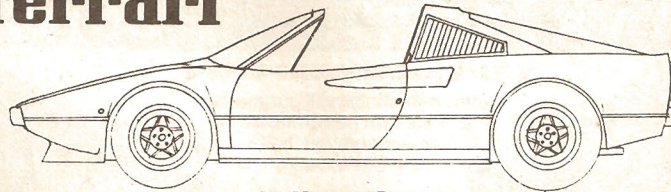
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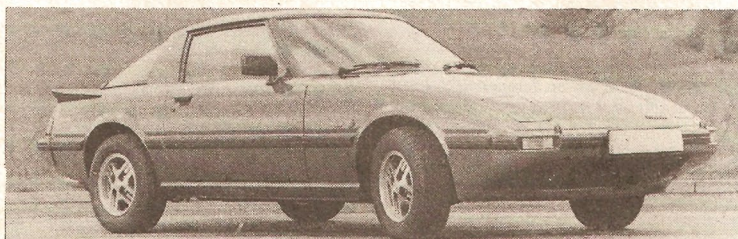
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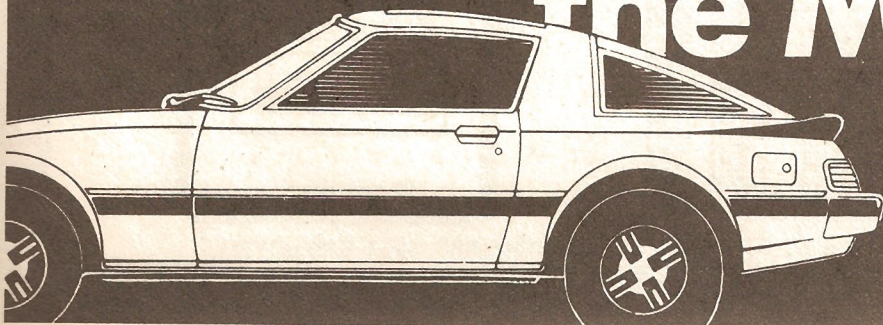
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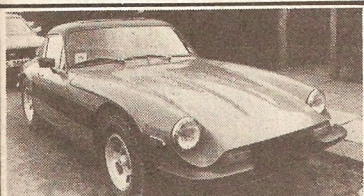
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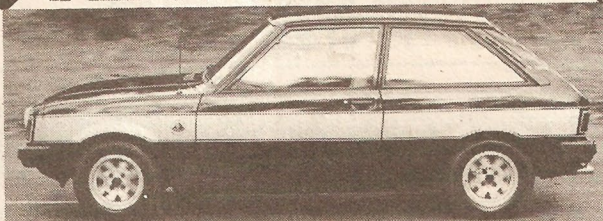
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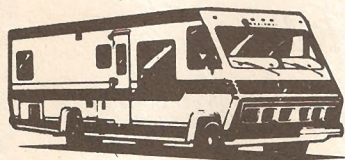
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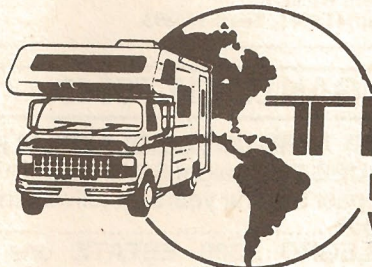


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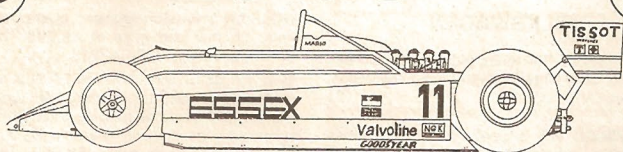
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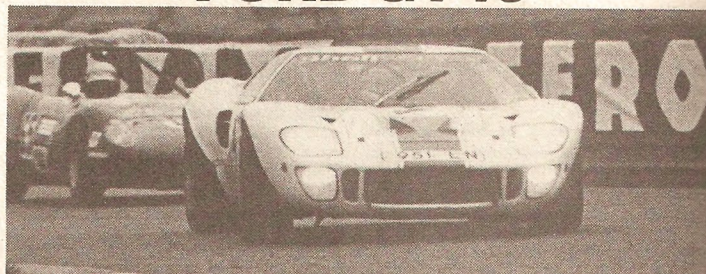
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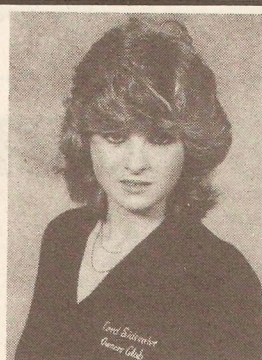
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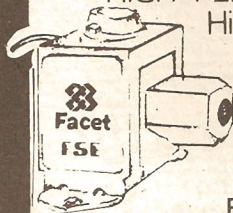
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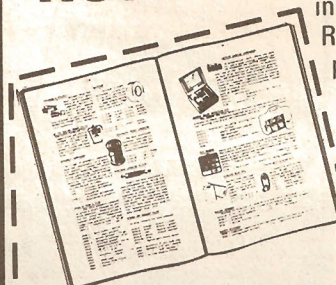
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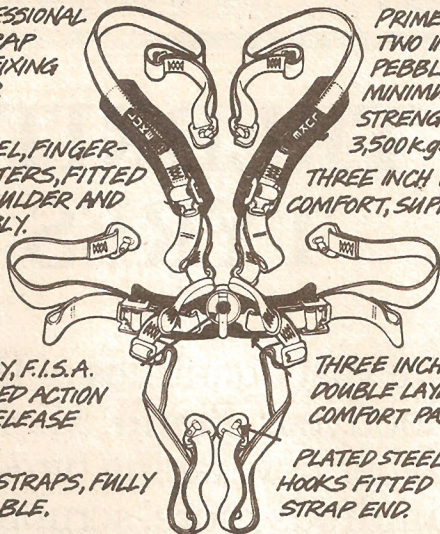
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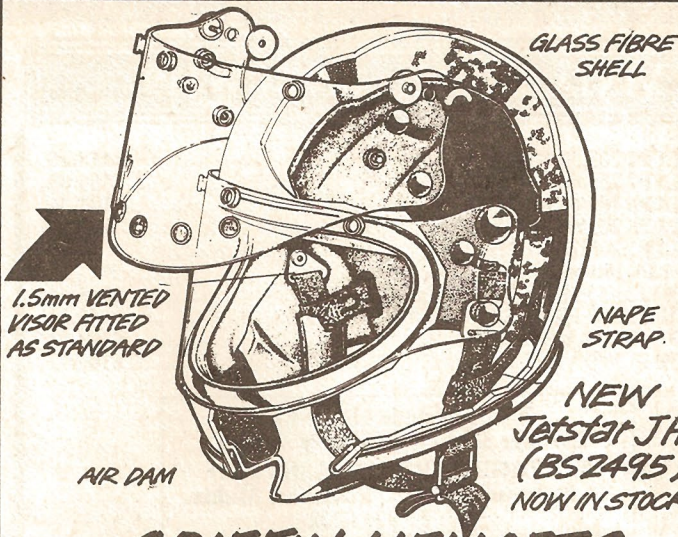
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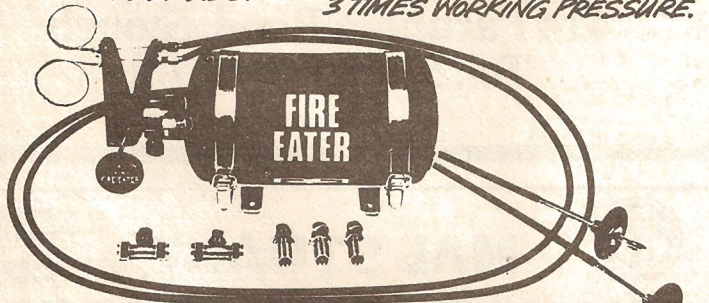
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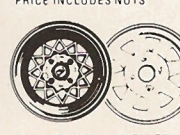
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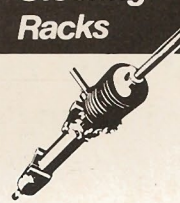
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To Shell Oils, a rally car is simply a test tube on wheels. A test tube for proving in practice what our scientists tell us in theory.

Development starts with a laboratory stage that lasts about three years, working at temperatures from -30°C to 250°C .

From the test tube, new oils are driven $6\frac{1}{2}$ million miles in stationary test engines and real cars.

Work on new oils takes place at Thornton Research Centre, near Chester. And last year, Thornton's efforts made us successful in rallying.

Shell Oils took the World Manufacturer's Championship with Talbot, and the British Championship with Vauxhall and Opel.

This year, we're out with the same running mates, and we're all set to do it again.

All Shell Oils meet the high standards that have made us successful in motor sport.

And because we give our oils such a rough ride, you can be sure of a smoother one.○



 **Shell Oils**
No oils are driven harder