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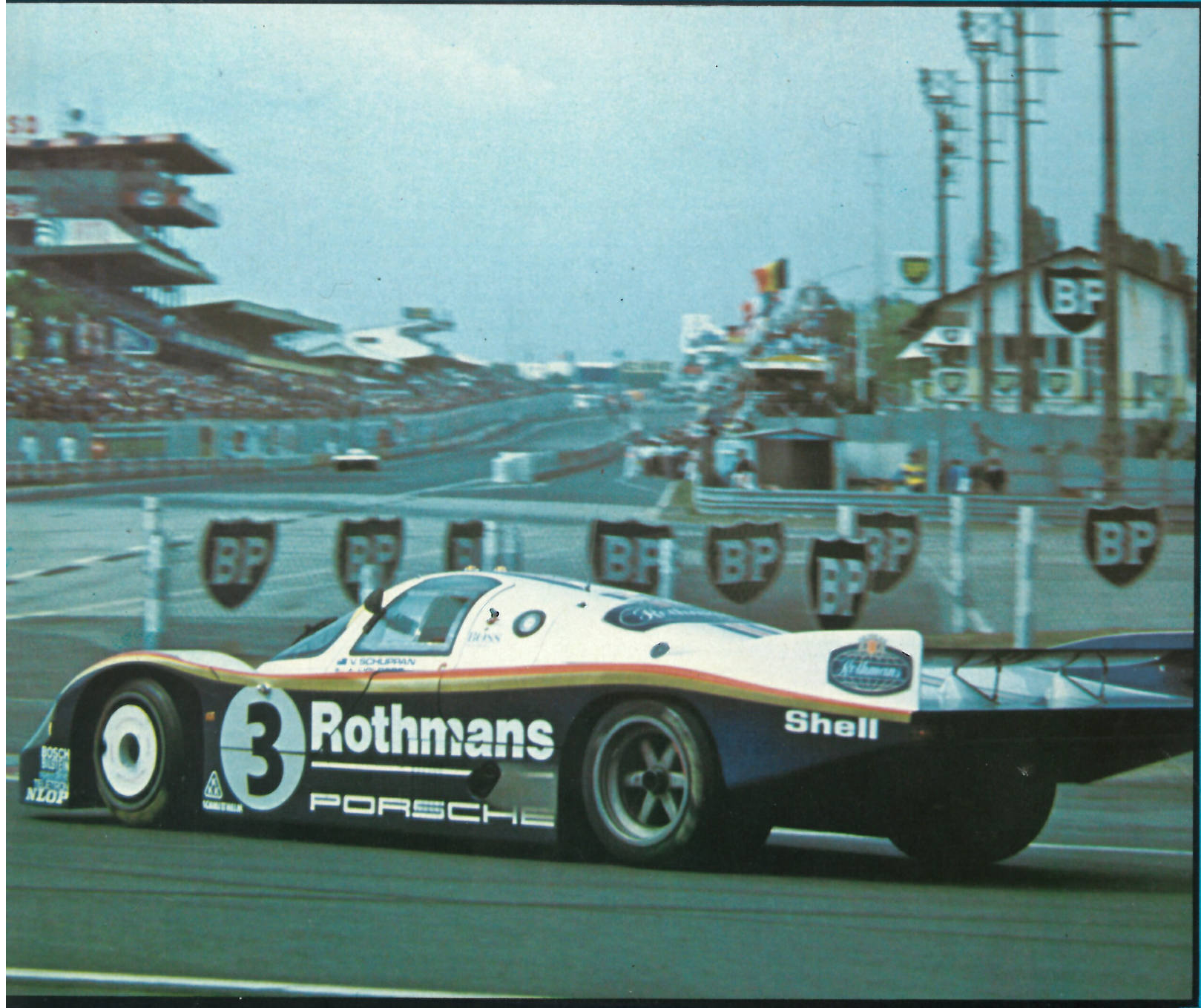
VALVOLINE
Centrespread Series

356

Haymarket publication

June 23, 1983 70p

Le Mans: Porsche's top eight!



Hannu Mikkola column ■ Donington F2 latest
John Barnard interview ■ Stunning new Corvette

FRONT COVER

The favoured team won the Le Mans 24 Hours, but not the expected crew. After both the Jacky Ickx/Derek Bell and Jochen Mass/Stefan Bellof pairings struck trouble, the third Porsche 956 of Vern Schuppan/Hurley Haywood/Al Holbert came through to win for the works. The next seven places were also filled by the unconquerable Porsche 956s. Our full report begins on page 14. Photo: Jeff Bloxham.

NEXT WEEK

European F2 action comes to Donington: read our complete story, plus details of the Group A premier supporting event — Looking back at an unusual Le Mans — Full details from the Silverstone F1 tests, including pictures of the new Ferrari — Driving two racing Opel Monzas — Road test: Vauxhall Astra GTE — Plus all our usual news and features.*



*These items correct at time of going to press.

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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial, Advertisement, Circulation and Subscriptions: 38-42 Hampton Road, Teddington, Middlesex (telephone: 01-977 8787; telex 8952440). Back Numbers: 12-14 Ansdell Street, London W8 5TR (telephone: 01-937 7288).

Annual Subscriptions: Home: £45. Europe: £50. USA/Canada airmail: US\$160. South Africa airmail: £73. USA airspeed: US\$115. South America/Mexico/Canada airspeed: US\$140. Middle East airmail: £60. Australia/Zone 'C' airmail: £80.

US Mailing Agent: Expeditors of the Printed Word Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280. Postmaster: send address corrections to Autosport, c/o Expeditors of the Printed Word Ltd., 527 Madison Avenue, New York, N.Y. 10022 (U.S. Mailing Agent).

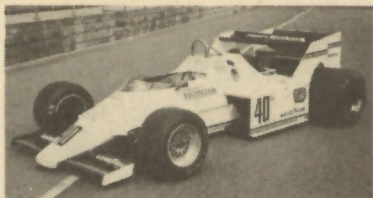
Printed in England by: Alabaster Passmore & Sons Ltd., Tovil Printing Works, Maidstone ME16 5XA. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quicksset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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Autosport

PIT & PADDOCK 4



International motor racing news — New Kevlar/carbonfibre F1 Ferrari launched in Maranello — Brands Hatch confirms 'European Grand Prix' for September 25 — RAC concedes that Donington will hold the British GP in 1988 — Daly's F2 drive at Donington — Balestre's Le Mans conference talk of sports car racing in USA . . .

WEEKEND SPORT 10

All the details of this weekend's intriguing round of the European Formula 2 Championship are provided by Ian Phillips. Can Jonathan Palmer win at home? Will Beppe Gabbiani return to form? Supporting programme information and prospects for the other events up and down the country are also included.

COMMENT 12

Our view on the weekend's result at Le Mans, your views on a variety of subjects, more flicking through past issues with *Then as now?* And a humorous touch from *Catchpole* . . .

LE MANS 14



The 51st running of the 24 hours went as predicted, plus a surprise or two thrown in. Yes, the Porsche 956s dominated in the top eight places, with two Rothmans backed works cars leading them home, but the winning car was crewed by the factory's third string team of Vern Schuppan/Hurley Haywood/Al Holbert. All opposition to the Porsche steamroller evaporated by the time the three car teams of Lancia and Rondeau had fallen apart at half distance. AUTOSPORT's team reports from Le Mans.

SPECIAL STAGE 28

All the Rallying news — Walkinshaw plans 290bhp Group A Rover Vitesse — Confrontation for Blomqvist in New Zealand — Cyprus asks for World Championship position — Host of Lancias in Ypres — Domestic win for Mr and Mrs Vatanen . . .

BACKSTAGE 33

On the Scottish Rally, many drivers with Group B cars found themselves embarrassed by Per Eklund with the little 160bhp Toyota hatchback. Keith Oswin looks back on the rally and confirms that Group A really does provide spectacular entertainment.

DONEGAL RALLY 35



It's a long time since an Escort took victory on an international tarmac event, but Vincent Bonner achieved just that in Ireland, after favourite Bertie Fisher crashed his brand new Opel Manta 400. Brian Patterson reports on this classic Irish event.

CADWELL PARK 36



Martin Brundle took the spoils for the second week in succession to narrow the gap on championship leader Ayrton Senna da Silva. As Jeremy Shaw reports, the Brazilian had no chance, crashing his Ralt in practice before the flag fell for the start of the race.

THE NEW CORVETTE 38

The latest in a long line of all-American sports cars was put through its paces by John Colley, who squeezed in a few laps at Riverside during a recent United States visit.

JOHN BARNARD 40

One of the most innovative designers on the Grand Prix scene, Barnard is currently working on the latest McLaren, which will be fitted with the new TAG turbo engine. He broke his hectic schedule to talk with Maurice Hamilton.

FIFTH COLUMN 44

Our Grand Prix Editor, Nigel Roebuck, has a few background comments from the latest round in this year's World Championship Canadian Grand Prix at the Gilles Villeneuve circuit in Montreal.

HANNU MIKKOLA 48

Our own contender for World Rally Championship honours recounts the disastrous Acropolis Rally, where a broken hinge pin cost him victory, and handed rival Walter Rohrl the lead in this year's series.

TRACK TEST 50

With all attention turned on the Donington Formula 2 race this weekend, our resident tester, Tiff Needell, was involved in the preparations of one of the privately-run March 832s. The works cars are leading this year's championship and Tiff found this private example an improvement over the 1982 version.

TECHNICAL & OTHERWISE 53

Race car preparation — and setting up — has become an increasingly sophisticated business. To cope with the demand, Geoscan now offer a computerised service aimed at establishing the optimum suspension specifications for all competition cars. Our Technical Editor reports.

FROM OUR CORRESPONDENT 54

Following the Detroit Grand Prix, Bernie Ecclestone held a breakfast time press conference — for American journalists — to outline the future for their country and Formula 1, as he sees it. Gordon Kirby was there for AUTOSPORT.

SPORTS EXTRA 57

National motor sporting news — Best ever SuperSports entry at Donington — Plygrange replace Chevron with March — Phoenix Park circuit revisions — Spence's Euroseries FF2000 lead — SDC go Metric . . .

SPORTSCARD 59



Motor sports reports — Allan Moffat clinches Australian Touring Car Championship — Keith Fine and Russell Spence win in Europe — Anson Lead German F3 Championship — National racing from Brands Hatch, Cadwell Park, Oulton Park, Snetterton, Mallory Park and even Lydden Hill — Buffum retains rallying advantage in America — Evans scores on Cambrian News Trophy Rally — Bolsover takes Doune Hillclimb — All the off-track news . . .

SUPERPOSTER

To celebrate Porsche's success at Le Mans, our Superposter illustrates the winning works car plus the other 956s in the top six. Photo: Jeff Bloxham.



Although requests to bring the track up to F1 standards will be met, Donington's GP claim has been put to the foot of the queue.

Donington to host British GP — in 1988

Tom Wheatcroft has finally won his battle to get the British Grand Prix back to Donington Park — but not until 1988.

At the June meeting of the RAC British Motor Sports Association Ltd, a new three year contract for the British Grand Prix was discussed and offered to Brands Hatch in 1986, Silverstone in 1987 and Donington in 1988.

The official statement announcing these dates made the rather impertinent comment that Donington's date was dependent on them having a FISA track licence by April 1 1986.

Some sources suggest that Donington have been treated a little unjustly in the order in which the race has been allocated. At the request of the circuit inspectors, they were asked to have the circuit to F1 standards by September this year which, at the cost of many hundreds of thousands of pounds, they have done and that by dropping their legal action against the current rolling contract (which ends in 1985) they would be granted the race in 1986. As it turns out, they have been given the race at the last possible date instead of the first in defiance of their bargain.

Donington managing director Robert Fearnall was very guarded in his reaction

on Monday: "After a long battle it is gratifying that the RAC has acknowledged Donington's existence as an international circuit. However, the chairman, Tom Wheatcroft, is naturally disappointed that we have been put to the back of the queue. We agreed to drop our action against the rolling contract which has given the Grand Prix exclusively to Silverstone and Brands Hatch for the last 22 years on the understanding that Donington would be given due consideration as a venue when the contract expired at the end of 1985.

"As for the question of a track licence, we currently have 27 men and nine machines working flat out to fulfill all the obligations listed by Derek Ongaro by September this year. We complied with these requests on the understanding that we would have been granted a race earlier than 1988. As it currently stands we have wasted a lot of time and money, and inconvenienced a lot of people at the circuit this year doing work which was entirely unnecessary for the races on our calendar. I would like to apologise for the spectators and competitors who have suffered because of the work which we have been doing in complying with what now appears to have been unnecessary requirements."

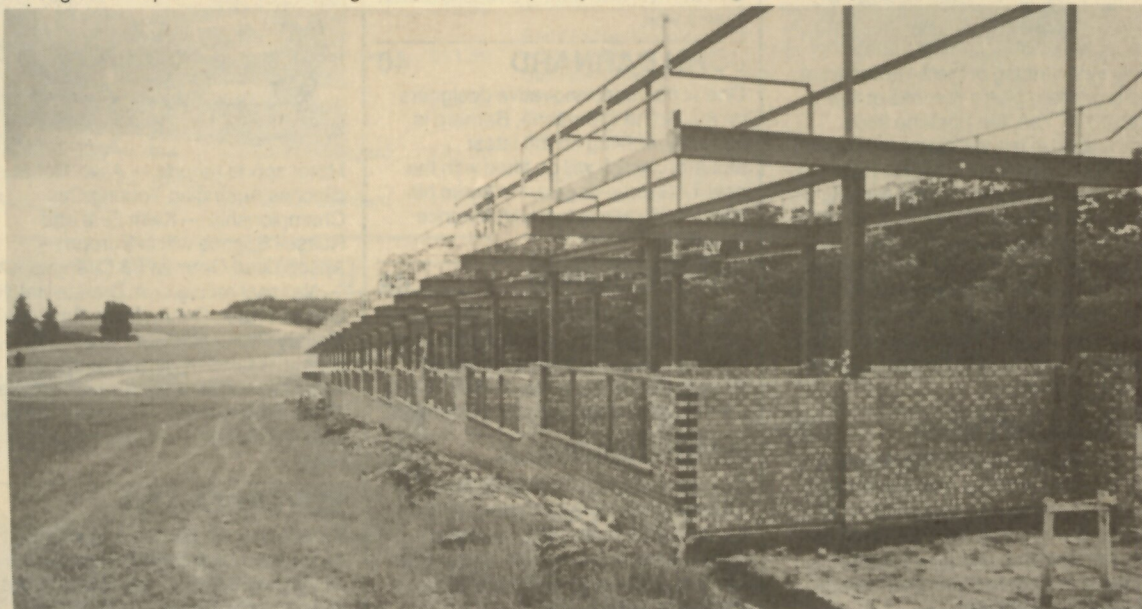
Tom Wheatcroft could not hide his disappointment when being interviewed on Central TV on Monday night: "I've been fobbed off with every excuse in the book ever since I first applied to bring the Grand Prix to Donington in 1977. I've done everything they have ever asked me to do to comply with the regulations." He went on to say that he was considering "trying every move in the book to bring the date forward".

Silverstone's Jimmy Brown wouldn't say anything at all beyond "no comment at all", while John Webb said that Brands Hatch "had indicated its acceptance of the 1986 date. It is in accordance of what I understood to be the future programme."

Webb did say though that he thought that if Britain were still to have just one Grand Prix during this period both Brands Hatch and Silverstone would have to face economic changes by only having the big money spinning event once every three years.

The promise of a second Grand Prix permanently in Britain again shared between all three circuits, starting at Donington next year, would appear to be the best solution to everyone's problems.

Among other improvements at Donington Park, new hospitality suites are being built at Holly Wood.



European G decision this week

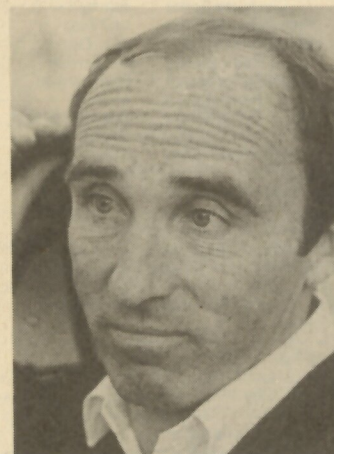
The complex negotiations to get off approval for the European Grand Prix to be held at Brands Hatch on September 1 should have been successfully concluded yesterday (Wednesday), and it is anticipated that the result of the F1 Commission — rubber stamping hopefully meeting will be communicated to RAC and Brands Hatch tomorrow (Thursday).

John Webb made a flying visit to Mans on Saturday morning and was by Jean-Marie Balestre that there overwhelming support for the event by the FISA Executive. Webb's only comment on the subject was that he "anticipating a favourable result" in the final vote.

New York on in '84

Despite the cancellation of this year's proposed New York Grand Prix, plans to see the project through to completion next year are very much alive.

Former Brands Hatch circuit manager Alan Wilson, who did much of the initial work to get the event off the ground, has been retained for another year. He reported at Le Mans that a number of frustrations surrounding this year's event will be overcome and that it was a matter of time before it was on for 1984 on September 23.



Frank Williams — no to rumours.

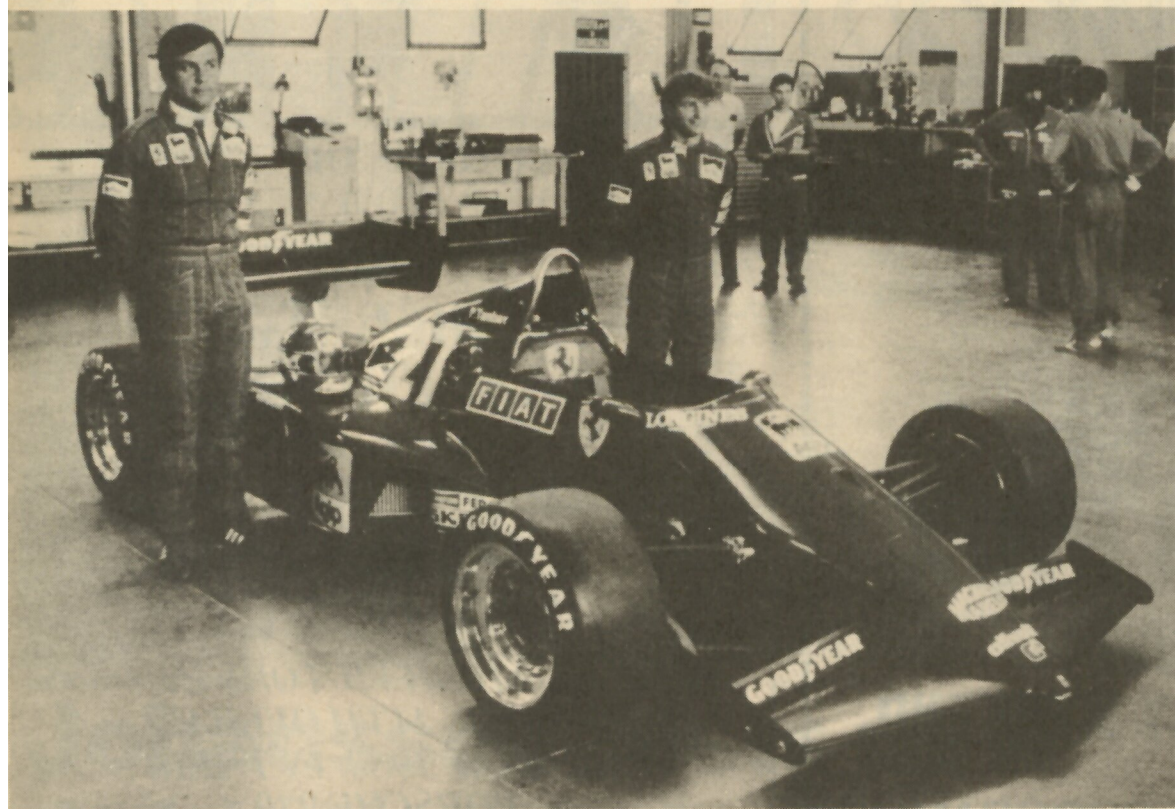
Williams: "No" Honda

As we anticipated, Frank Williams is only able to give an official "No" to the ever-strengthening rumours of an impending Honda turbo powered car.

Honda themselves are maintaining their usual stoic silence beyond an early season indication that they will supply another team.

Our informants suggest that somewhere at the Williams factory in a mock-up version of the V6 turbo engine the factory is busily engaged on hurriedly along a test chassis which should be running sometime in August.

The "buzz" among the engine sub-contractors industry is that Williams are also working on a constantly variable transmission system to go with the Honda turbo engine. "That's new to me," said Williams. "It is something on trucks, isn't it?"



The new Ferrari 126C3 was unveiled to the world at Maranello on Monday and should be testing at Silverstone this week.

New F1 Ferrari 126C3 to test at Silverstone

When a new Formula 1 Ferrari is launched the whole world seems to know. It seemed like all of Maranello was at the Ferrari Racing Department at 10.30 on Monday morning to see the new 126C3 wheeled out for the first time.

Later in the day the car was loaded on a transporter for the journey to England, and was due to begin testing at Silverstone yesterday (Wednesday). Ferrari hope to have two cars ready for a British Grand Prix debut.

Designed by Harvey Postlethwaite, the C3 is visually very similar to the C2B from the cockpit forwards, but the rear end is much slimmer, radiators being housed in Brabham-like sidepods. The significant differences, however, are under the surface, for the new car is the most advanced example of Kevlar/carbonfibre construction yet seen.

"The car is a completely new concept," explained Postlethwaite in Maranello. "We started working on it two years ago, but the changes in the FISA regulations meant that we had to start from scratch. At the beginning we had planned the monocoque to be narrow at the bottom to maximise

ground effect, and we were also going to use a longitudinal gearbox, but now we have designed a more conventionally shaped chassis to suit the new regulations."

The chassis is made primarily of Kevlar with some carbonfibre content, and crash testing has shown that it is significantly stronger than the C2B, giving greater torsional stiffness. In addition, long magnesium castings have been bonded into the monocoque for lightness and strength.

The suspension is basically the same, and the engine, of course, is the V6 turbo which is presently developing, according to Enzo Ferrari, "600bhp in race specification". The car's dimensions are exactly the same as the C2B, but the chassis's lightness has allowed the total weight to be reduced by 15kgs to 552kgs.

"This is not a revolutionary car because we do not need one at the moment," said Mauro Forghieri. We wanted a similar car to the C2, but one which is not so hard on tyres and brakes."

After the presentation to the press, where the bodywork stayed on the car all the time, Patrick Tambay did 31 laps at Fiorano, working down to a best lap first

time out of 1m 09.06s, just 0.31sec away from the C2B record of 1:08.75. At the end of the day the car was packed away for the journey to Silverstone, where it was due to begin testing, again in Tambay's hands, yesterday.

"I was very impressed with the car," commented Tambay. "We did not expect it to be so quick at the first test."

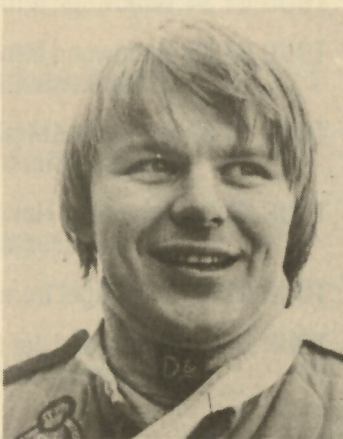
Enzo Ferrari was also present, and made a few comments to our Italian Correspondent. When asked about his choice of drivers for 1984, he said that he was very happy with both Tambay and René Arnoux, but that no decision had yet been made to keep them. His opinions about Michele Alboreto, tipped by many as a Ferrari man next year, were generous. "I like him very much as a man and as a driver, but everything will depend on what he wants to do."

He added that he would not be selling the F1 engine next year, but that substantial modifications are currently being tested at Maranello to extract even more power from the engine. It is speculated that an engine with four turbochargers is being developed. Ferrari will also test Brembo carbonfibre disc brakes during the season.



A J Foyt

The subject of this week's Valvoline Collection loose centrespread is the great A.J. Foyt, pictured during last month's Indianapolis at the wheel of his March 83C. This was a rare IndyCar outing for A.J., who is not expected to appear again with it this year but has promised to be back for next year's classic.



De Dryver — F1 chance with Macdonald.

De Dryver to test F1 RAM March

Belgian Bernard de Dryver will be testing the RAM March at Silverstone today (Thursday). De Dryver hasn't raced a single seater for some time but said at Le Mans last weekend that he was hopeful of securing substantial Arab backing to get back into racing seriously.

"Nothing is confirmed yet but if the testing goes well, hopefully I will be able to arrange something."

While John Macdonald still tries to secure money to run Mike Thackwell as his first choice, Tommy Byrne and Rob Wilson have both indicated that they could raise the necessary finance for the drive.

F2 protest hearing at Donington

The hearing of the protest against the first five cars in the Jarama Formula 2 race will take place at Donington Park this Thursday.

The Spanish race stewards have been reconvened to make their decision in the light of the clarification issued by FISA on Monday.

Second Martini entry for Michel Ferté

The Marlboro Martini team have made a late second entry for this weekend's Donington Formula 2 race for Michel Ferté. The Monaco F3 winner, who is leading the French F3 championship for the Marlboro Martini team after four wins, will also be entered in the Misano race next month.

"Michel is the obvious choice for us" said team manager Hughes de Chaunac on Monday. "He has been getting good Formula 3 results and has done some good Formula 2 testing. We prefer to run two cars as it is easier to get good results that way and at the moment we need good results."

Ayrton crashes again

Ayrton Senna da Silva is human! Just one week after his spectacular exit to the European Formula 3 Championship round at Silverstone, the Brazilian was in the wars again at Cadwell Park on Sunday morning. Towards the end of the first practice session, in which he had already lapped his West Surrey Racing Ralt almost 1sec beneath the existing lap record, the Marlboro Championship leader lost control at the tricky Mountain section and crashed heavily into the bank.

Damage to the car was extensive, the left front wheel having been pushed back into the monocoque, which was shortened by between a foot and 18 inches. It says a great deal for the strength of Ron Tauranac's design, however, that Ayrton was able to walk away from the incident unscathed.

Another unfortunate aspect of the crash, though, is that the car was not insured. "I decided at the beginning of the year to insure it for nine races," said team engineer Dick Bennetts, "but as we got through those with barely a scratch, I didn't renew it after that. I've never been a gambling man," he continued, "and this proves it: I shouldn't be." Sunday's race was the 11th in the series and Silverstone the 10th...

Hoshino on the pace at Donington

Kazuyoshi Hoshino lost no time in familiarising himself with Donington Park in his James Gresham Racing March last week. The former Japanese champion spent two days evaluating the range of Bridgestone tyres for this weekend's meeting.

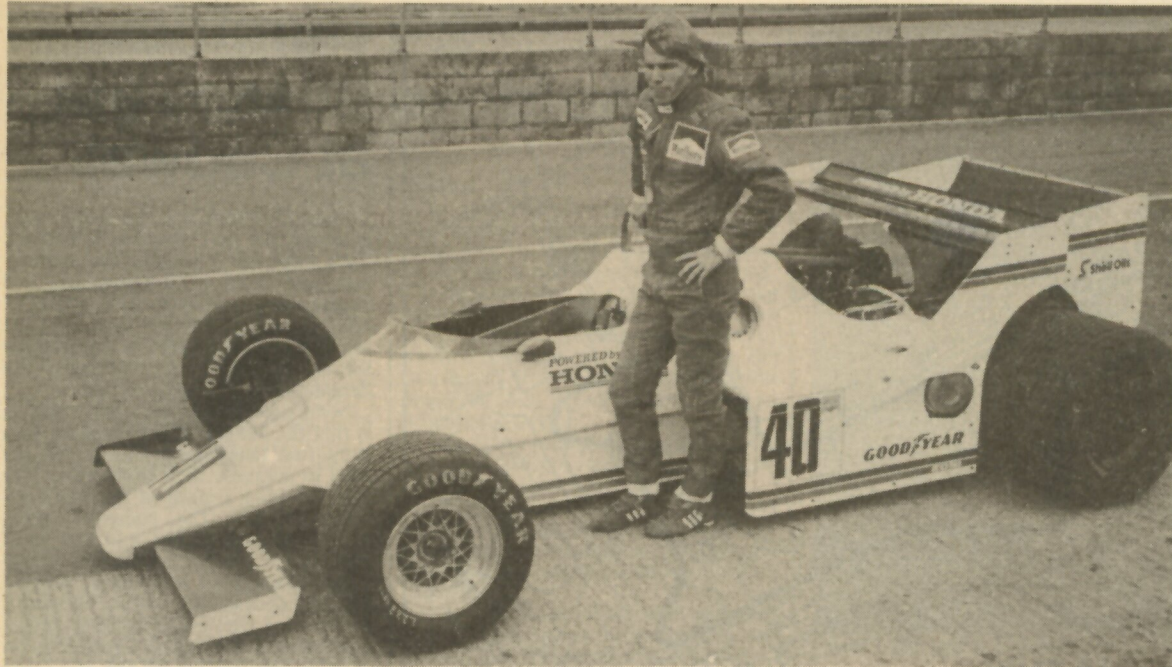
At the end of Friday he did a simulated qualifying run on empty tanks and qualifying tyres which resulted in a 1m 2.59s lap, .03s lower than this year's F2 best set by Mike Thackwell's Ralt-Honda a couple of weeks ago.

Cresham reported that on the chosen race tyres both Hoshino and team mate Quique Mansilla were running in the 1m 3.9-1m 4.1s bracket "which we reckon will put us well in the ball park."

Group C entries good for Brands

BRSCC Competitions Director Mike Wilds was at Le Mans canvassing entries for the Brands Hatch 1,000 Kms event in September, and according to MCD's John Webb he got a tremendous reception. All the leading runners have confirmed that they will be taking part.

Wilds, incidentally, will be contesting a couple of CanAm races in the near future in the 3.8-litre DFV powered Williams FW07 which Colin Bennett has converted to a sports car.



Stefan Johansson stands beside his latest mount, the significantly quicker Spirit-Honda 201C.

Johansson tests new Spirit-Honda turbo

The initial running of the new Spirit-Honda Formula 1 turbo car was curtailed after about half a dozen flying laps at Silverstone last week when a "development component" in the engine gave trouble. However, in the space of those few laps Stefan Johansson had already gone 2secs quicker than he had managed in the flat-bottomed version of the F2 based test car.

As the new car, designated the 201C, uses essentially an F2 chassis it will certainly be the smallest of the F1 cars at Silverstone for its British GP debut. Although the main concentration of engineers Gordon Coppuck and John Baldwin has been to make the new car appreciably lighter than the test car it will still be on the heavy side in comparison to others. "We have made it as light as we can without spending cubic money," said Coppuck on Tuesday before the completed car had been weighed. Team manager John Wickham reported on

Monday that the final weigh in had taken place "and we are very encouraged. It is actually lighter than we had hoped."

In the course of the weight saving programme, every item on the car has been looked at and detail changes made in almost every aspect, although visually and dimensionally it remains identical to its predecessor. The most obvious changes are a new oil tank-bellhousing casting and a reprofiled, slimmer and flatter nose which gives the false impression of the front track being wider. The suspension geometry has been altered but is still actuated by top rockers and lower wishbones.

The twin rear wing system seen at Brands Hatch is retained although Coppuck admitted that he has yet to be convinced of the overall gain it produces. "We know that it is a good starting point in that it makes the car easier to drive but we haven't yet been able to conduct any true back to back tests to convince

ourselves of its real usefulness." Johansson was actually trying the car with the forward wing removed.

As usual there is no information at all from Honda about their side of the project. We gleaned that the rev limiter was set at 11,300rpm and according to Johansson "it has unbelievable power". The installation, like the rest of the car is extremely neat and tidy in typical Coppuck fashion.

A brand new car designed to meet the 1984 220 litres, no pit stop regulations, is already under construction at Spirit's workshops and should be running by the end of August. We understand that the team has yet to have any formal arrangement with Honda beyond this season but that they do have plans to contest the 1984 championship with a two car team.

Testing of the new race car and the refurbished test car will continue at Silverstone this week.

Hyttén changes camps

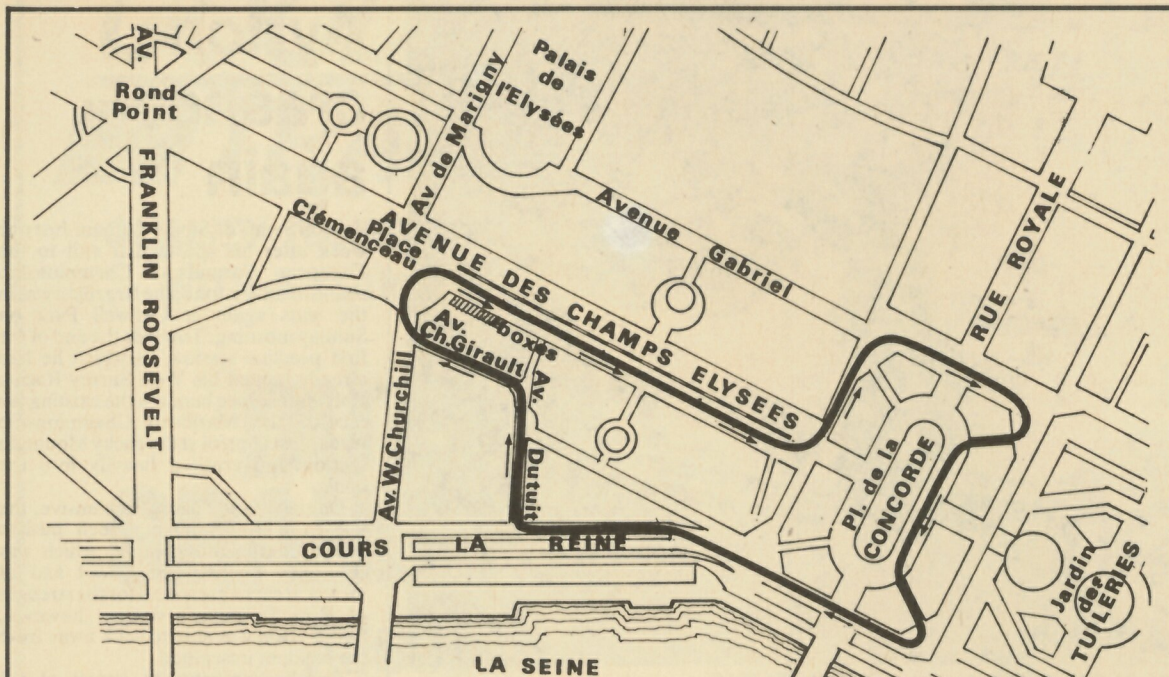
Swiss Formula 3 driver Mario Hyttén, a contender in this year's Marlboro British Championship, has changed camps. As from last weekend's round at Cadwell Park, his Axxess/Hamam liveried Ralt-Toyota RT3 will be run by Neil Trundle Racing. Mario has been unhappy with a series of seemingly inexplicable failures during recent races and so came to an agreement with DB Motorsport, who had been looking after his car, that left him free to make the move.

At Cadwell, Hyttén used Trundle's own RT3, the car used earlier in the year by Allen Berg and then at the recent Silverstone European race by Carlos Abella. Hyttén immediately felt the car to be much better than his own RT3 and is now looking forward with renewed vigour to the next round at Snetterton on July 3.



Bell's other turbo car

Straight from finishing second in the Le Mans 24 Hours, Derek Bell will be racing this weekend at Donington in the only British round of the Renault 5 Turbo Championship, and, needless to say, he will be the only British driver in an entry of 34. The car is the Renault Holland machine which currently leads the championship in the hands of Jan Lammers, who will not be at Donington.



Paris GP circuit plans

This is the outline map for Jean-Marie Balestre's pet race, the Paris GP. He reckons he will hold it on August 26 next year although it does not appear to have a place on the provisional calendar. Although the higher city authorities have said they would be in favour of the race, their approval is conditional on every other governing and environmental body being satisfied. This, we are reliably informed, will take a long time.



Frank Gardner testing the BMW 635 CSi which he will share with Jim Richards in the James Hardie 1000 at Bathurst in October.

Gardner back at Bathurst

The Australian touring car teams are beginning to make their preparations for the classic event of their season, the prestigious James Hardie 1000 at Bathurst, and among the interesting new announcements is that Frank Gardner will drive one of his own works JPS BMW 635s in the event with Jim Richards. The race will be held on October 2.

The Confederation of Australian Motor Sports has allowed the former British Saloon Car Champion to use the four-valve M1 cylinder head for his 635 CSi cars. In the M1, the engine develops 490bhp, but a number of compromises have had to be made to get it under the lid of the 635. The engine has been tilted, its long trumpets and the exhaust pipes made to fit, and the compression ratio has been reduced from 12:1 to 10.5:1, the maximum allowed by CAMS.

Gardner reckons on about 400bhp from the unit, which will certainly make it more competitive than before.

"There is no better or more reliable driver than Jim Richards, so all we need is someone to do the lunchtime shift," said Frank of his comeback. Although he has not raced for some time, he does all the

testing on the BMW.

He last drove at Bathurst with Allan Grice in a Commodore in 1977. And while he has not won one of the endurance touring car races there, his first victory on the mountain circuit was in 1949, on a Vincent Rapide . . .

The 635 has been granted the use of Group A suspension and centre-lock wheels, which should cut pitstop times at Bathurst. In addition, it has been allowed the use of 11ins and 12ins wheels, and has a weight limit of 1230 kilos, three above the weight of the rival Commodore.

The Commodores have been granted the use of tyres with a big width of 15ins, although most people consider it unlikely that such wide tyres will fit under the wheel arches.

The Ford Falcons could be the "sleepers" at Bathurst. They have been allowed the use of a much lighter, alloy inlet manifold, but can also run 19ins diameter wheels, compared to the 16ins diameter of the Commodores. But with the extra braking and cornering power they will offer, fuel consumption and brake wear will also be up, requiring careful calculations before the race.

In the 3-litre class, the Toyota Celica 16-valve, 2-litre, four-cylinder engine has been approved for competition.

These changes have been made by CAMS in preparation for the first round of the Endurance Championship, the Silastic 300 at the tight Amaroo circuit near Sydney on August 7. They are designed to equalise the performance of the touring cars, but some teams feel that others have been treated more than equally.

One apparent beneficiary is Allan Moffat, who will be allowed to use the 13B rotary engine in place of the smaller, less powerful 13A in his Mazda RX-7. His main rival in the separate Australian Touring Car Championship, the Nissan team, reacted by withdrawing from the final round of the series, despite the fact that lead driver George Fury was the only one to be in a position to challenge Moffat for the title.

Moffat is expected to derive an extra 30bhp from the 2.6-litre engine, but Nissan gained nothing — apart from having the 2-litre, turbocharged Bluebird shifted to the over 3-litre class.

Dumfries misses out at Cadwell

Johnny Dumfries was an unfortunate absentee for last weekend's Cadwell Park Formula 3 round. The damage sustained to his car's monocoque and engine during his impressive display at Silverstone the previous week was just too heavy for his team to be able to ready the car in time for any testing at the demanding Lincolnshire circuit.

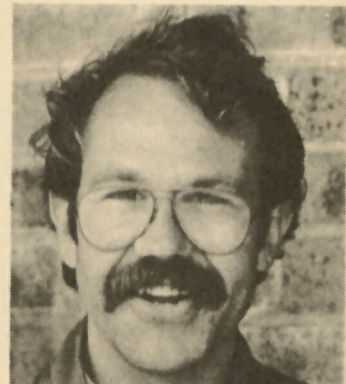
Some good news for the team, however, is that the Miracle Bus Company, who supported Dumfries at Silverstone, intend to continue their involvement for the remaining rounds of the Marlboro Championship. The company offers many competitive bus and rail fares throughout Europe as well as cheap flights through its subsidiary, Miracle Jet. In conjunction with Associated Motoracing, they will be running a return coach trip to the British Grand Prix on July 16. Information on this and other facilities is available from Nick Weston on 01-379 6055.

Trimoco resolved: Rovers OK

Clarification of the provisional results of the last two Trimoco RAC British Saloon Car Championship rounds at Thruxton and Silverstone has come with the news that FISA has confirmed the legality of the rear suspension of the works Rovers. The problem has arisen because of different interpretations of the Group A regulations.

This means that Steve Soper and Peter Lovett remain first and second at Silverstone on June 12, and that Lovett and Jeff Allam still hold the top two places at Thruxton on May 30.

Bright pit work at Le Mans



Having been involved in an IMSA Chevrolet Corvette project this season, Briton John Bright was recalled to Ralph Cooke's Lola GC team for Le Mans. John's stoic pit work helped the T610 to 11th place during the night although overheating put it out later.

FISA clarify F2 suspension problem

FISA issued their clarification to the Formula 2 multi-spring system problem on Monday. This came after a meeting in Paris on Friday discussed — but did not rule on — the protest put in by the March teams at Jarama.

In a four point statement the FISA Technical Committee stated that they could not put any limitation to the choice of any suspension system under the present rules. However they pointed out that Stewards should pay attention to the rule forbidding any device intended to lower the bodywork below 4cms; also the rule stating that cars must comply with the rules in their entirety at all time and the ruling of the International Court of Appeal on 21 September 1982 which said that objective observations concerning a car's legality could be made at any time.

The actual clarification of the ruling came in the final paragraph:

"In the opinion of the Technical Commission in the particular case of dual springing systems, the intention of using them to gain advantage by lowering illegally the bodywork of the entirely sprung part of the car below the 4cms allowed for by the present regulations can be proved by checking the ground clearance of the car when the low rate secondary dual springs are fully com-

pressed."

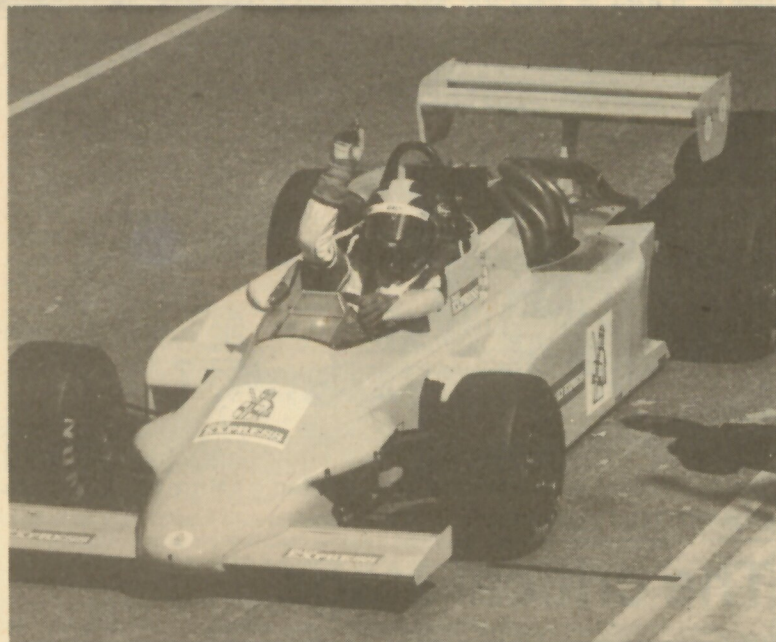
In real terms what they are effectively saying is that if the Stewards observe a car to be contravening the ground clearance rule, it can be black flagged for checking. To check whether it is the intention of a dual spring car to contravene the rules, the scrutineers can compress the softer of the two springs and then check the clearance. If it drops below the 4cms mark it will be deemed to be an intentional device.

Reaction to the clarification from the protestor, March, and one of the protested Ralt, was expectedly opposed.

Ron Tauranac said: "I am very disappointed about a possible introduction of yet another scrutineering measure which isn't complete. All of a sudden I am depressed."

March's chief engineer Ralph Bellamy, who hadn't actually seen the ruling, said: "From what you say it will create a satisfactory situation and will ensure good racing in Formula 2 for the rest of the year."

"I'm sorry we had to protest because that should not have been up to us. However, until FISA insist upon the organising clubs providing the basic adequate scrutineering to the specified rules we are left with no alternative."



Derek Daly returns to Donington F2 with Hart power in his March.

Derek Daly returns to F2 at Donington Park

Derek Daly will make a one-off Formula 2 appearance at Donington Park this weekend in the interesting March-Hart combination run by Bob Sparshott. In between his CART commitments Daly accepted Donington's invitation to contest the race which he won for the ICI March team in 1979, and he will be entered and sponsored by Howitt Printing, Derek McMahon and the *Daily Express*.

Daly was testing the car at the circuit last Wednesday, under the eye of engineer Nigel Stroud and using Avon race tyres. "It feels really good" said Daly after recording a 1m 4.1s on nearly full

tanks. "I'm sure I can put the cat among the pigeons and be in with a chance of victory."

The actual chassis is the works prototype 832 tested extensively by Christian Danner just before Christmas. Stroud said that the installation of the light and powerful Hart engine hadn't presented too many problems and that they had not had to alter the effective 822 bodyshape.

The return of the Hart engine to the Formula will be closely monitored. It is reckoned to give closer to Honda power than any of the BMW options and without anywhere near the weight penalty of the V6.

BRIEFLY

■ After finishing seventh at Le Mans last weekend in the Boss Porsche 956, Desiré Wilson will attempt to become the first woman to win Oulton Park's historic Gold Cup race this weekend when she shares a Porsche 908 with Sigi Brunn.

■ The new Lola Formula 3 car, which will probably be driven by impressive newcomer Johnny Dumfries, is almost completed and could be ready for testing at the end of the week.

■ Joachim Winkelhock, younger brother of ATS Grand Prix team driver Manfred, had his first Formula 3 outing at Kaufbeuren last weekend in a Bertram Schafer Racing Ralt. This drive came about as a result of the absence of regular driver Bartl Stadler, who badly injured one hand in a domestic accident and may not race again this season.

■ Cale Yarborough seems to like having his NASCAR Grand National car being used as a mobile camera. At Michigan last weekend (see *Sportscard*), Cale's car was fitted with one of the magnificent RaceCams for the third time and on each occasion he has wound up the winner!

■ The first round of the Australian National 'Formula 1' Championship, for F Pacific cars, scheduled for this weekend at Wanerloo Park, Western Australia, has been cancelled due to lack of entries. The first race will now be at Adelaide on July 3.

■ Markus Hotz's F2 March will be driven at Donington by Beat Jans a Swiss FF2000 and FF1600 driver whose last appearance at Donington resulted in a coming together with his brother Tomas.

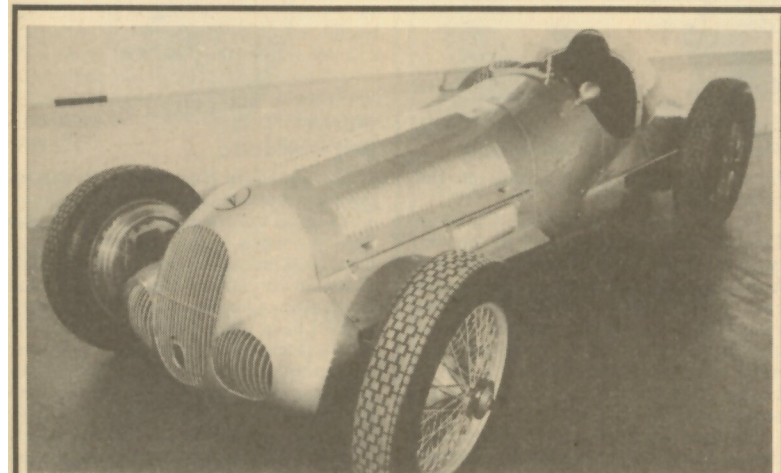
■ Italian Roberto del Castello's F2 March is likely to be run under the James Gresham banner this weekend instead of Mint Engineering.

■ BBC TV commentator Murray Walker was due to drive a Marlboro McLaren MP4 at Silverstone on Tuesday to form part of a preview programme for the British Grand Prix.

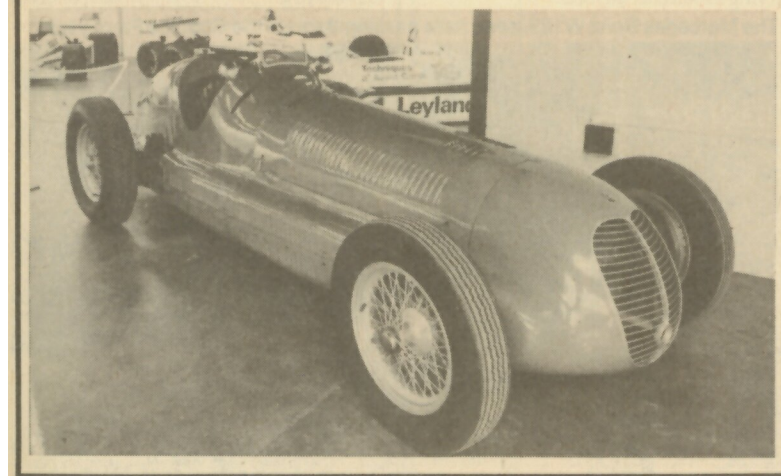
■ Roger Penske has been fined \$1000 for his improper conduct in the scrutineering bay after the Milwaukee CART race 10 days ago. He was putting his view that Tom Sneva's Bignotti-Cotter March should be excluded too forcefully . . .

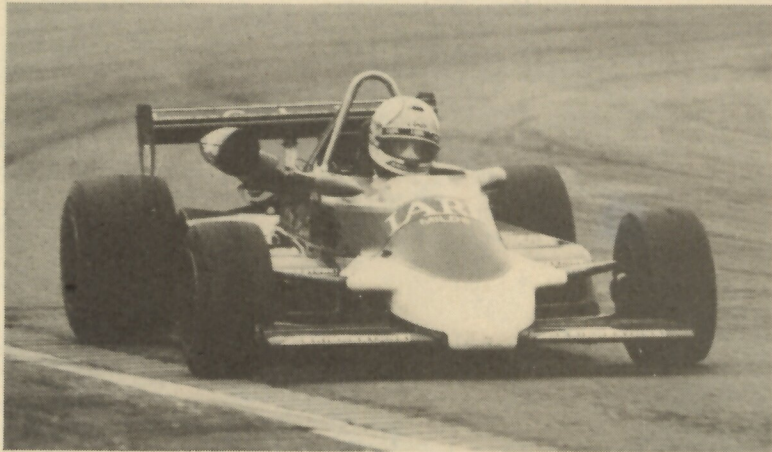
■ Further to our report of the Silverstone Trimoco Championship race on June 12: Ken Brittain tells us that David Brodie's Colt Starion Turbo retired because something fell out of the oil filter, not because the whole unit fell off.

■ Mike Kettlewell is going full time into the bookselling business, and to mark the fact has produced a new catalogue which can be obtained from Mill House Books, The Mill House, Eastville, Boston, Lincs PE22 8LS or by telephoning New Leake (020 584) 377. As well as selling motoring books — some of which other companies do not have on their lists — he stocks pin-on badges, stickers, key fobs, tanks, Grand Prix computer programs and Brumm 1:43 scale collector's models.



Among the cars taking part in Donington's Anniversary display this weekend will be the 1935 Mercedes W125 (last seen at the circuit being driven by Fangio) and the Maserati 8CL which Villorresi drove at the circuit in 1938. Both cars have been flown in from their current homes in Japan and will be on show in the Donington Collection for a few weeks afterwards. A total of 10 cars which competed in pre-war Donington GPs will be present while the Hon Patrick Lindsay will drive the V16 BRM. In testing last week Lindsay was apparently a sensational sight as he had the car running probably better than ever in its history. The demonstrations take place on Saturday afternoon.





Kazuyoshi Hoshino will be entered by James Gresham in a March 832 at Donington.

DONINGTON EURO F2

The critical stage

The European Formula 2 circus returns to Britain this weekend with the championship delicately poised. The traditional Donington Park round is always one of the toughest races on the calendar, coming as it does in the second half of the season with competitors and teams finely honed for the crucial championship run-in. Mistakes at this stage can be critical. Donington's unique motor racing ambiance really comes alive at this meeting and Saturday's race will assuredly be tough, incident-packed and not without its controversies.

Winner of the two earlier British races, Beppe Gabbiani comes to Donington still leading the championship for the works March team which is run by Mike Earle's capable Onyx Racing Team. Gabbiani has won four of the seven races this year and nobody has ever lost the championship with as many wins. However, he has failed to score any points in the last two races and his previously commanding championship lead has been sliced to just seven points. The 26-year-old Italian is driving exceptionally well this year and with the mighty support of the March-BMW-Michelin combination he will be going for those vital extra nine points all the way.

The only person other than Gabbiani to lead the two previous British races is New Zealander Mike Thackwell in the Casio Ralt-Honda. He finished second on both occasions but having scored a

superb victory in the last round at Jarama he looks capable of commanding the championship. The Ralt-Honda has always been a very competitive combination at Donington and three weeks ago Thackwell was comfortably the quickest in testing. His team mate Jonathan Palmer took pole position at the circuit last year and led the race for a while. In his capacity as a Williams F1 test driver he has set the fastest lap round the circuit this year and so he is in good shape to add to his Hockenheim victory.

One driver who can never ever be discounted is German Stefan Bellof, the Maurer team leader. Again Donington is a circuit which has suited the Maurer cars in the past and Mr Bellof shows no respect for anybody's reputation on the track. He's as hard and as quick as they come and he is still looking for his first win of the season. This could be the one.

Twice Monaco Formula 3 winner Alain Ferté is most definitely the Rookie of the Year in F2. As the number two in the works Maurer team he has proved competitive with the established front runners right from the start. He knows Donington from his Euro F3 days and as an outside bet he has to be good value. Fellow Frenchman Philippe Alliot has shown a lot of promise in his first year with the increasingly competitive Marlboro-Martini. Above all else at the moment the team are looking for a strong finish and certainly if Alliot makes it to

ENTRY LIST

No.	Driver (Nat)	Entrant	Car/Engin
0	Derek Daly (IRL)	Derek McMahon Racing with Howitt Printing/Daily Express	March 822/Honda
1	Beppe Gabbiani (I)	Onyx Race Engineering	March 832 BMW/Roschi
2	Christian Danner (D)	Onyx Race Engineering	March 832 BMW/Roschi
3	Thierry Tassin (B)	Onyx Race Engineering	March 832 BMW/Roschi
4	Stefan Bellof (D)	Maurer Motorsport	Maurer MM83 BMW/Mad
5	Alain Ferté (F)	Maurer Motorsport	Maurer MM83 BMW/Mad
6	Pierre Petit (F)	Maurer Motorsport	Maurer MM83 BMW/Mad
7	Philippe Streiff (F)	Ecurie Armagnac Bigorre Nogaro	AGS JH19 BMW/Mad
8	Jonathan Palmer (GB)	Ralt Racing Ltd	Ralt RH6 Honda
9	Mike Thackwell (NZ)	Ralt Racing Ltd	Ralt RH6 Honda
10	Alessandro Nannini (I)	Minardi Team	Minardi M283 BMW/Mad
11	To be nominated	Minardi Team	Minardi M283 BMW/Mad
12	To be nominated	SAR, Swiss Automobile Racing Club	March 832 BMW/Mad
15	Tomas Kaiser (S)	Bertram Schäfer	Maurer MM82 BMW/Mad
17	Kenneth Acheson (GB)	Maurer Motorsport	Maurer MM83 BMW/Heidegg
18	Guido Dacco (I)	Sanremo Racing	March 832 BMW/Heidegg
19	Aldo Bertuzzi (I)	Sanremo Racing	March 832 BMW/Heidegg
20	Richard Dallest (F)	Merzario Team	Merzario M28 BMW/Mad
24	Jo Gartner (A)	Emco Sports	Spirit 201 BMW/Heidegg
25	Pierre Chauvet (A)	Emco Sports	Spirit 201 BMW/Heidegg
26	Philippe Alliot (F)	BMW France	Martini 001 BMW/Mad
27	Enrique Mansilla (RA)	James Gresham Racing	March 832 BMW/Mad
28	Lamberto Leoni (I)	James Gresham Racing	March 832 BMW/Mad
29	Kazuyoshi Hoshino (J)	James Gresham Racing	March 832 BMW/Mad
33	Dave Scott (GB)	Swift Caravans/Mint Engineering	March 832 BMW/Heidegg
34	Roberto del Castello (I)	Australian/Mint Engineering	March 832 BMW/Heidegg
35	To be nominated	BMW France	Martini 001 BMW/Mad
36	Fulvio Ballabio (I)	Ecurie Armagnac Bigorre Nogaro	AGS JH19 BMW/Mad



Palmer — good Donington record.



Daly — wild card.

the chequered flag it will be well into the points places.

In his third year of F2 Christian Danner has often proved to be the quickest of the Onyx March runners and he has also put together some impressive race performances. He is the driver responsible for developing the March chassis and many of the important test miles are done at Donington. He will be hoping that he can win his first single seater race this weekend.

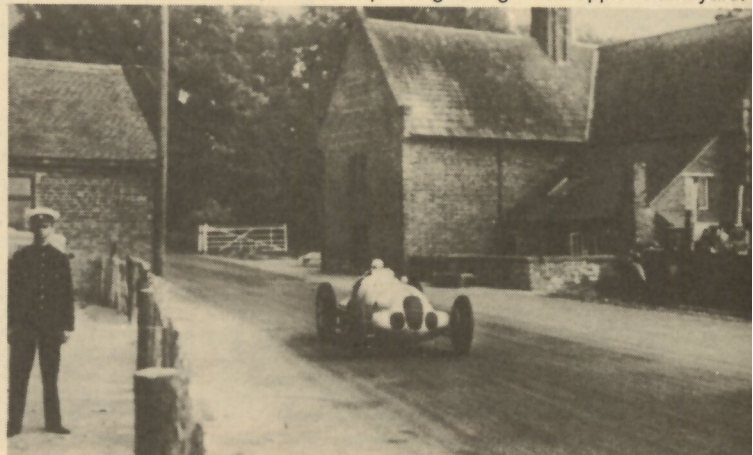
Philippe Streiff is a much underrated driver, but recently the tall Frenchman has been stringing together some strong races in the little French AGS team. He is another man quite capable of winning races on merit and success is overdue.

Ulsterman Kenny Acheson has long been a favourite at Donington and comes to what he regards as his home circuit, anxious to make up for a disappointing season so far. His Michelin shod Maurer offers him the best opportunity yet to make his mark and certainly he will be trying as hard as anyone.

The Japanese Bridgestone tyre company are making a concerted effort here. They hired the track exclusively for two days last week to give their runners important mileage at the circuit. Austrian Jo Gartner (Spirit-BMW) and Argentine Quique Mansilla (March-BMW) have given them good results in recent races while the challenge is further strengthened this weekend by former Japanese champion Kazuyoshi Hoshino in another March-BMW. Britain's Dave Scott will be another striving hard for morale boosting good race on home soil after a string of disappointments. Having been the quickest of the Bridgestone runners in testing, he will be hoping to repeat the form of his debut race which saw him on pole position at Silverstone.

Having been disqualified from last year's race for a technical infringement Italy's Alessandro Nannini will want to put the record straight this year in Minardi. He is one of the most talented young drivers in the Formula 2 and if his car is working well he is the most likely

The Mercedes Benz W125, seen here passing through the Coppice Farm yard.



TIMETABLE

Friday, June 24

Qualifying	
10.00-11.00	Formula 2 cars
11.15-11.45	Renault 5 Turbos
12.00-12.40	Group A Saloon cars
13.40-14.10	Formula Ford 2000 cars
14.25-15.05	Group A Saloon cars
15.20-16.20	Formula 2 cars
16.30-17.00	Renault 5 Turbos

Saturday, June 25

09.00-09.20	MG Metros
09.30-09.50	Formula Ford 1600 cars
10.00-10.20	Production GT cars
10.30-11.00	Formula 2 untimed warm-up
12.20	Trimoco RAC British Saloon Car Championship race (25 laps)
13.20	Radio Trent Formula Ford 2000 Championship race (12 laps)
13.55	Renault 5 Turbo Elf European Cup race (26 laps)
14.40	Demonstration of Historic Grand Prix cars
15.25	FIA European Formula 2 Championship race (70 laps)
17.00	British Car Auctions MG Metro Challenge race (12 laps)
17.30	Birmingham Post & Mail Formula Ford 1600 Championship race (10 laps)
18.00	Donington Production GT Championship race (10 laps)

Sunday, June 26

13.45*	Pre-1933 Sports Car race (10 laps)
	50th Anniversary Trophy Race for Pre-War Racing Cars (15 laps)
	Pre-1960 Sports Racing Car race (15 laps)
	Post-War Racing Car race (15 laps)
	Invitation Sports Car race (20 laps)
	Motoring News Donington GT Championship race (15 laps)
	RAC MSA British Formula Ford 1600 Championship race (12 laps)
	Donington Racing Club Clubmans Sports Car Championship race (10 laps)

*Races will follow on with the minimum of delay.

all to cause an upset.

The real wild card in the quality line-up though is Ireland's Derek Daly. The former Williams Grand Prix driver is making a guest one-off appearance at the race (in between his American CART commitments) which he won in 1979. Daly's mount is a March chassis powered by one of Brian Hart's light and powerful 420R engines — a development of that used by Brian Henton to win the championship in 1980. It is a very special combination of car and engine and one which will have all the major competitors looking over their shoulders. Daly tested the car at the circuit last week and pronounced himself very happy. Having won four out of his last six races at the circuit he is confident that he will be able to upset the regular pattern of play.

As usual the Donington Racing Club has assembled a terrific line-up of supporting attractions and races to form one of the year's most absorbing race meetings. Don't forget the F2 race is on Saturday, but the entertainment spills over into Sunday with a further eight races (see *Briefly* column).

IAN PHILLIPS

BRIEFLY

■ Donington's Summer Festival of International Motor Sport, which includes a round of the FIA European Formula 2 Championship on Saturday, comprises a total of 16 races over the two days. The purpose of the Festival is to celebrate the 50th year since Donington Park first held a motor race, on March 25, 1933.

■ One of the most fascinating aspects of the meeting will be a demonstration on Saturday afternoon of Historic Grand Prix cars. This will include, for the first time since the Donington Grand Prix of 1938, examples of Auto Union and Mercedes Grand Prix cars on the circuit together.

■ Another demonstration not to be missed is that of the V16 BRM Mk2, which has recently been completely restored by the Donington Collection. That is a sound never to be forgotten . . .

■ The *Daily Express* will be represented in a total of three races on Saturday. Apart from the involvement with the Derek McMahon Racing with Howitt Printing March-Hart 822 of Irishman Derek Daly, the newspaper will also be lending their regular support to the Unipart MG Metros of Tony Pond and Patrick Watts in the Trimoco race and the scholarship Metro Challenge car of Robin Brundle.

■ The Renault 5 Turbo race includes a car entered by Renault UK Ltd for none other than Derek Bell. Also in the large field will be reigning champion Joel Gouhier, from France, and former F1 driver Michael Bleekemolen, although fellow Dutchman Jan Lammers, who leads the championship, will not be there as part of his penalty for being excluded from the last round at Spa for an engine irregularity.

■ The day after the F2 event, Sunday, will see a further eight races for a huge variety of cars ranging from Pre-1933 Sports cars to modern RAC British Formula Fords, *Motoring News* GTs and Clubmans Sports cars. There is also one of the popular Super Sports events, supported by Leonard Parfums. Among the superb, 30-car field are 5-litre CanAm type cars for John Foulston (McLaren M8D) and Ted Williams (March 707), the Hart-engined Chevron B8 of Stirling Moss, a pair of Ferrari 512Ss for Albert Obrist and Nick Mason, John Piper's Porsche 917 and a whole host of Chevrons. First race on Sunday starts at 13.45, following practice from 09.00.

INTERNATIONAL RACING

Date	Venue	Event/Details
Jun 25	Donington Park, England	European Formula 2 Championship, round 8; European Renault 5 Turbo Championship, round 6 <i>The European F2 series is hotting up now, with the Ralt-Honda pairing of Jonathan Palmer and Mike Thackwell both showing good form in recent rounds to close up on runaway early points leader Beppe Gabbiani (March-BMW). See preview opposite. In the Renault 5 race, Jan Lammers leads the series but was excluded after the last race, so may be obliged to miss this outing.</i>
Jun 26	Monza, Italy	European Formula 3 Championship, round 7; Italian F3 Championship, round 7 <i>Emanuele Pirro, after two point-less races, will be out to re-affirm his position as championship leader on home ground. Tommy Byrne, Didier Theys, Roberto Ravaglia and others will be intending to thwart him again</i>
Jun 26	Osterreichring, Austria	European Touring Car Championship, round 7 <i>Jaguar and BMW have both won three races apiece so far, with the British team's lead driver, Tom Walkinshaw, currently holding a one point lead over Austrian Dieter Quester. On home ground, the latter's Schnitzer-prepared 635CSi must take some beating</i>
Jun 26	Seattle, Washington, USA	SCCA Budweiser TransAm Championship, round 5 <i>Englishman David Hobbs has built up a good lead in the points standings, although de Atley Motorsport Chevrolet team-mate Willy T Ribbs won the last round and currently looks on very good form indeed</i>
Jun 26	Charade, Clermont Ferrand, France	French Production Group A Championship, round 9 <i>The magnificent old circuit at Clermont is still used once a year as a round of the French saloon series, which is currently led by the amazing Alfa GTV6s of Alain Cudini and Dany Snobeck</i>
Jul 2	Kyalami, South Africa	Sigma South African Sigma Series, round 9
Jul 3	Cleveland, USA	CART/PPG Indy Car World Series, round 3; Robert Bosch/VW Super Vee Championship, round 4
Jul 3	Suzuka, Japan	All Japan Formula 2 Championship, round 5
Jul 3	Adelaide, Australia	Australian National Formula 1 Championship, round 2
Jul 3	Norising, Germany	International German Racing Championship, round 5
Jul 3	Croix-en-Ternois, France	French Production Group A Championship, round 10
Jul 3/4	Daytona, USA	Paul Revere 250 — IMSA Camel GT Championship, round 10; Firecracker 400 — NASCAR Winston Cup Grand National Championship, round 16
Jul 4	Lime Rock Park, USA	SCCA Budweiser CanAm Challenge, round 2

NATIONAL RACING

Date	Venue	Event/Details
Jun 24/25	Oulton Park, Cheshire	Thundersports, race 4; Townsend Thoresen FF1600; Champion of Oulton FF1600; BRSCC Modsaloons (BRSCC) <i>John Foulston's monster Lola T530 CanAm car should provide an unforgettable spectacle in the confines of Oulton Park, the experienced John Brindley and HSCC Chairman Brian Cocks being enlisted to tame the 620bhp brute. Nimble Chevrons in the hands of Eddie Arundel, James Weaver and Roger Andreason/Ray Bellim head the chase with the similar, but turbocharged, version of Gil Baird's TechSpeed equipe. Andrew Gilbert-Scott and Andy Ackerley head the FF1600 entry. Practice on Friday from 11.30am; racing at 2pm Sunday after further qualifying</i>
Jun 25	Silverstone, Northants	AMOC St John Horsfall historic car races (AMOC) <i>One of the true 'classic' events of the historic racing season, the St John Horsfall always attracts the cream of British competitors representing all the great marques of the 1930s-60s. Ferrari, Maserati, ERA, Bugatti, Jaguar and, of course, Aston Martin — they are all there</i>
Jun 24-26	Donington, Leicestershire	European Formula 2 Championship race meeting; Trimoco British Saloon Car championship; European Renault 5 Turbo cup; MG Metro challenge; etc (Friday/Saturday), Historic car races (Sunday), (DRC) <i>A round of the tough British Car Auctions MG Metro challenge heads the supporting cast to the international feature races on Saturday with Paul Taft and Malcolm Harrison likely to be to the fore. A rare chance to see Pre-War Auto Union and Mercedes-Benz GP cars in action should be worth the admission price alone. On Sunday the historic trend continues with the best-ever SuperSports field (over 30 fabulous cars) competing for the Leonard Parfums trophy</i>
Jun 26	Brands Hatch, Kent	GM Dealers Trophy race meeting; Formula Atlantic; Prodsaloons; ASCAR; Champion of Brands Hatch FF1600; Pre-'65 saloons and MG racing (BRSCC) <i>Those stalwarts of production racing Tony Lanfranchi, Pete Hall and company do battle in the Uniroyal championship round while Formula Atlantic protagonists Alo Lawler and Ian Flux provide the day's fastest action in their Ralts. Mighty ASCAR V8s (with Aston Martin opposition) contrast with the super Ford Cortina-Lotus machinery in the later Pre-'65 event while MGs aplenty and another splendid FF1600 confrontation makes this a full and varied day's sport. Practice from 10.30am; racing at 3pm</i>
Jun 26	Snetterton, Norfolk	Racing Displays British FF2000; Ford Fiesta challenge; Pre-'74 and Champion of Snetterton FF1600; MGs; Sports cars; Renault 5 and Superkarts (BRSCC-EA) <i>Tim Davies and Mauricio Gugelmin renew their struggle at the top of the National FF2000 table in Reynard and Van Diemen respectively. Dave Loudoun leads the Fiesta brigade with Simon Davey the 'local' Formula Ford favourite. Racing from 2pm; practice at 9am</i>

OFF-TRACK

Date	Venue	Event/Details
Jun 26	Loton Park, Alberbury, nr Shrewsbury, Salop	BARC Hillclimb Championship, round 9; Swinford Motors Porsche Centre/Beacon Radio Midland Hillclimb Championship, round 4 (Hagley & DLCC) <i>Roy lane and others will ensure an exciting day's hillclimbing at the superb Loton venue, the longest course currently in regular use. Event starts at 13.00, following practice from 09.00</i>
Jun 26	Knockhill, Fife, Scotland	Lloyds Bowmaker British Rallycross Championship, round 5 <i>Can anyone beat Rob Gibson? The Porsche driver has been on quite superb form recently but will doubtless have plenty of opposition up in Scotland</i>
Jun 26	Yorkshire	Filtrate Trophy Trial — BTRDA Production Car Trial Championship, round 10 (Ilkley & DMC)
Jun 26	Goodwood, nr Chichester, West Sussex	Sprint Meeting (Alfa Romeo OC)

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.

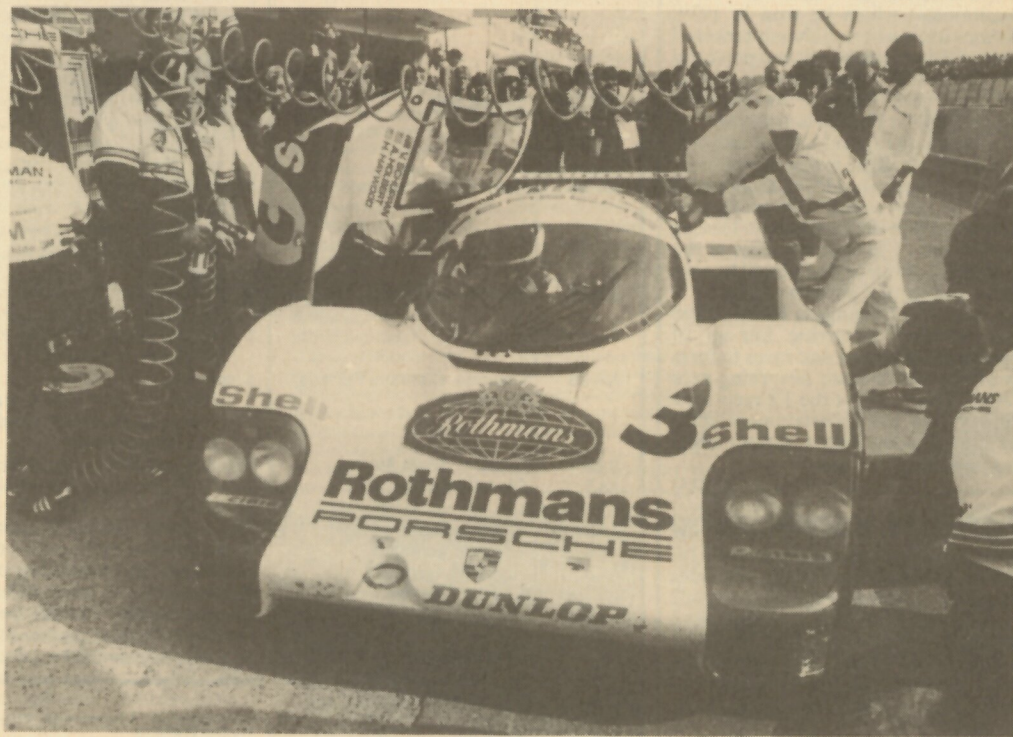
Invincible Porsche 956

Many significant things happened at the 51st running of the Le Mans 24 Hours at the weekend, and most of them involved Porsche in one way or another. Above all, though, Porsche's achievement at Le Mans was in winning the World Endurance Championship after only four of the seven rounds, with another display of complete domination. Porsche now lead the points standings by such an incredible margin that they cannot be beaten, having taken maximum points.

Our congratulations, of course, must go to Stuttgart and to everyone responsible for the car which enabled Porsche to achieve this landslide. The Porsche 956 has now established itself as one of the most invincible racing cars of all time. Sheer weight of numbers gives the opposition little chance, but combine that with an outstanding reliability record — nine of the 11 Porsche 956 entries at Le Mans finished the race — and you have a truly formidable racing outfit.

The strength of this force is exaggerated by weak rivals. Only the Lancias have been able to match the Porsche pace this season, but yet again they broke early in the race. And poor Jean Rondeau, forever struggling to find money, had his worst ever year at Le Mans, all three of his works cars retiring with expensive engine damage after always looking like also-rans.

Domination was also the story in the Junior Group C category, where the two beautifully prepared Mazdas took the top two places. Our congratulations go also to them. And Group B



saw a fine British victory for the Charles Ivey Engineering Porsche 930. Add this year's success to this team's wins in the Group 5 class for the previous two years and you have an incredible hat-trick.

For those who find this Porsche domination tedious, it has to be said that Group C would now be nowhere without them. Le Mans drew a fabulous entry, but without Porsche the occasion would have been pathetic.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

National F2's chance?

Following the demise of the British Formula 1 championship last year, you bemoaned the lack of a major British racing championship.

However, now that Brands hatch are to run a European F2 race next year (three cheers for John Webb!), this brings the number of such races in this country to four: surely the basis for a British championship? I think if the races were to be promoted in this way, it would create more public interest in F2, and if an overall sponsor for the series could be found, so much the better.

Of course, the icing on the cake would be a fifth round: the Gold Cup at Oulton Park, but this might be too much to hope for. One last thing: the championship pedigree — the last British F2 series, in 1972, was won by a certain Niki Lauda.

RICHMOND SURREY

TIM NEWMAN

'Ring facts

With reference to the article on the Nürburgring (AUTOSPORT, June 9), according to the publicity material provided at the opening of the circuit on June 18, 1927, the 'Ring was built as a Federal relief exercise by the German unemployed between 1925 and 1927. The foundation stone was laid on September 27, 1925 by the Governor of the Rhine Province.

"The Governor became the Protector and the City of Cologne the sponsor of the new circuit, whose designer and architect was Dr. Creutz, sub-prefect of the district of Adenau." Nowhere is Dr. Adenauer mentioned and I doubt very much if he could have been Mayor of Cologne as early as 1925/27.

Rudolf Caracciola did win the German GP five times at the 'Ring but not all in Mercedes-Benz. In 1932 while a member, together with Nuvolari and Borzacchini, of the Alfa Romeo team, he won driving the recently introduced P2 model.

WOKING, SURREY

C. J. WALSH

Group C confusion

I am afraid to admit to being slightly bemused by the points scoring system developed by FISA for the World Endurance Championship for Manufacturers, as I feel that some anomalies are creeping in.

I am mainly confused by the classification of the points scorers. The obvious example is of the Kremer team. For nearly a year it has been argued that the points these cars score should be awarded to Porsche, which sees to be the case now that Richard Cleare's team finished sixth, at Silverstone. However, to the best of my knowledge the Kremer C5-K car is not based on any design originating from Porsche, and was not built within a Porsche factory. So what right is there for the points to go to the Weissach concern instead of to the brothers from Cologne?

I also question the classification of the Lancia LC2 cars. When first launched, AUTOSPORT said of the car's engine; "Lancia's critics are silenced by the announcement of the team's new 2.6-litre twin-turbo built by Ferrari . . ." (AUTOSPORT, February 17). Later, in the same column, the engine is referred to as "the Ferrari 268C". Hence, I claim, the car is a Ferrari-Lancia under the new rulings, and not a plain Lancia. But when, at Monza, a 'pure' Lancia LC1 finished eighth and a Lancia LC2 finished ninth, only points seemed to be awarded to Lancia-Lancia, and not also to Ferrari-Lancia.

BECKENHAM, KENT

R. G. BANCE

Group C television needed

Each year, Motor Circuit Developments have provided the British public with what they believe to be Britain's premier racing championship, or something akin to this billing. This year we have been served Thundersports and the British Open, neither championships but series.

However, it is apparent that neither has had the impact expected from them as Britain's best and most attractive series. The Thundersports events have not pulled in the current Group C cars, only one of the

relatively unsuccessful and now obsolete Ford C100s. But instead the competitors are generally dated Group 6 and CanAm cars, often embarrassed by Sports 2000 cars. The British Open is also like an Historic parade, only with overpowered but aged single-seaters in competition with under-used Formula Atlantic machines.

Not since 1979, and the thrilling Aurora series, has Britain been privileged in having a championship with drivers of the calibre of David Kennedy, Rupert Keegan, Guy Edwards and Tiff Needell competing regularly in vaguely new cars with powerful engines. MCD is in no way at fault for this situation, due to financial and technical problems, and in no way should be criticised for this. But now there is a viable alternative to 'old bangers' and that is Group C.

At present, Group C has virtually no media coverage outside the specialist press. Last year, the newspapers only mentioned the races at Brands Hatch, Silverstone, and, of course, Le Mans. The whole of motor sport is now dependent on television coverage in proportion to the calibre of the event, but Group C, a World Championship category, is totally snubbed by TV, save for expensive videos that only the rich few can view. Thus, in this country at least, the Group C teams are unable to find substantial sponsorship, as the 'mega-buck' companies like to be seen on the sides of cars on television.

Now surely the two problems above can find an answer in themselves. A championship of televised sprints, à la International German Racing Championship, broadcasts being live and unedited, with current Group C and B cars competing, together with the more powerful Group 4, 5 and 6 cars (bring back the Porsche 935s), is what is needed. I'm sure the likes of Canon and J. David would enjoy seeing their teams on TV regularly, and a healthy prize fund from a series sponsor would provide extra incentive. Although many circuits are in difficulty, I'm sure the idea of a televised event would be an exciting prospect for them, although the basic diet would be from Silverstone, Brands Hatch and Donington.

On the subject of television, how about Channel 4, which covers such sporting extravaganzas as volleyball, American athletics and the Brazilian Cup Final, giving us and our minority sport a regular half-hour programme with current news, not a year old film of John Watson at the end of every basketball season?
BECKENHAM, KENT R. G. BANCE

Brave new world

With all the fuss about Formula 1 coming to a halt in the States, and with continual groans about the cost and life expectancy of qualifiers, here are two suggestions that will possibly go some way to remove both problems.

If the actual racing is the fault behind the failure of GP racing in the States, then perhaps it is time to remove the manufacturer 'status' of F1 and start making more of the drivers.

In the USA, the names of people like Foyt, Andretti, the Unsers, Petty *et al*, are household names. Maybe a few Americans have heard of Niki Lauda and Keke Roseberg, but the Alboretos, Warwicks, Surers, Arnoux and Prosts of this world are going to have to work at it before the Americans will recall their names.

So, why not start a proper World Championship in which all International races are sifted through, and then three lists are created; Class A, Class B and Class C. In Class A, you would find the real 'Blue Ribbon' events: Le Mans 24 Hours, Indianapolis 500, Monaco GP, Belgian GP (if at Spa) and so on. Class B would have slightly lesser top events: for instance the Brazilian GP, Silverstone 1000Kms, and Italian GP. Finally, in Class C you might find the French GP (at Paul Ricard), as well as events like the Pau F2 GP.

All events would have different scoring systems, and the general idea would be to have the greatest number of points at events held on difficult tracks; any F1/F2/Group C event at the Nurburgring would be Class A, for example. It would then be clear for drivers to work out their number one commitment (say a GP contract) score as many points as possible out of F1, and possibly augment their F1 points score by taking in the odd sports car events (like Rosberg and Jones and some of the Italian F1 drivers). With luck, it would bring back the spectators: Can you imagine what would happen had the 'Ring not closed, and Rosberg, de Cesaris, Lauda and Boutsen all getting F2 drives just for one race there because they all needed the points? It might also get more Americans over the water to Europe and vice-versa: Who knows, they might start to think of Eddie Cheever as an American!

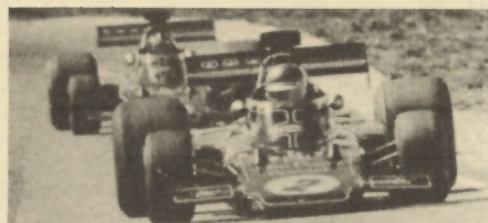
The question of qualifying tyres, though, goes on and on. Why can't a simple solution be proposed? Every Grand Prix has two days' practise sessions beforehand, so what is there to stop taking the fastest averaged 25 laps of each driver in each session? It would remove the problems of qualifiers to a large extent, as either the manufacturers would have to make prodigious amounts of tyres or they'd have to make them last longer.

To a world free of qualifiers, and for a proper World Drivers' Champion, here's hoping...

LONDON W12 SANDY MURDOCH

10 On the front cover 10 years ago (AUTOSPORT, June 21, 1973), Denny Hulme was pictured taking the McLaren M23 to its first Grant Prix win. The event was the Swedish GP that had seen a fantastic nose to tail battle all the way through the race between the two Lotus of Ronnie Peterson, and Emerson Fittipaldi, the Tyrrells of Jackie Stewart and François Cevert and the Yardley Mac car of Hulme.

Ronnie (below) was robbed of a magnificent home win, having qualified on the pole he led for all but the last two laps when he suffered a puncture that dropped him 4 secs behind Hulme.



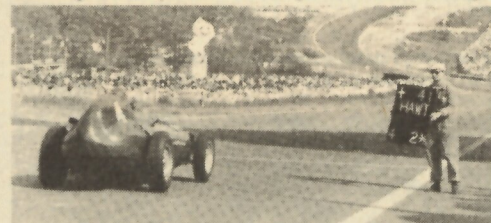
The Swedish race marked the half way point in the series and the points table showed two drivers simply streets ahead of the rest of the field: Fittipaldi was leading the championship with 41 points and Stewart was a mere two points adrift. The rest of the field languished some 14 points or more behind.

Some one who did score a home win 10 years ago was Jochen Mass. He took his Surtees Hart TS15 to victory in the Hockenheim F2 race. Having been quickest in practice Mass never really looked troubled in the two part race, eventually coming home 10 secs or more ahead of Englishman Colin Vandervell. Although this race result broke the March BMW stranglehold on F2, the Bicester concern was ably represented by the swift Hans Stuck, who was deputising for the otherwise engaged championship leader Jean Pierre Jarier.

In an issue that was fairly bursting with important race reports, Jody Scheckter continued to prove to the Americans that he was a real force to be reckoned with by winning his fourth consecutive F5000 race. The only difference between this race and the other three being that he had written off his Trojan chassis in a practice shunt and had to use a rent-a-car for the race. The hired Lola T330 duly held together and Jody scorched away to a clear 5secs victory over Brian Redman, Brett Lunger and Marc Donohue. The change of car obviously bothered him not at all, because after only a few laps of practice, the South African shattered the circuit's F5000 lap record by 3 secs and qualified 2 secs clear of his closest rival.

Pit & Paddock stories of the week in question... Nanni Galli retired from F1 leaving the second seat vacant in Frank Williams's team... Pescarolo and Belso had been named as the men most likely to win the vacant seat in the Williams set up... Jody Scheckter to have his second F1 drive in the French GP... James Hunt to drive a Camaro in the Tour of Britain and the Spa 24 Hours...

25 Vanwall victorious was the patriotic cry 25 years ago this week (AUTOSPORT, June 20, 1953). Again a British racing green car had won a Grand Prix, and for a second time a Vanwall had won the *Grand Prix d'Europe*. This time it was Tony Brooks at the wheel (below), winning his fastest ever road race in Europe at the superb Spa Francorchamps track in Belgium, and demolishing the full force of the Italian onslaught in the process. With Stirling Moss out of the race after only one lap it was left to Tony and Stuart Lewis-Evans to withstand some tremendously powerful Ferrari attacks; they did so magnificently. The winning Vanwall's average



speed was a fantastic 129.93 mph, while in practice Moss lapped far below the existing lap record to register an almost unbelievable 3m 57.6s, a speed of 132.75 mph.

AUTOSPORT didn't publish a supplement to preview Le Mans 25 years ago but two pages were devoted to looking forward to the race that was to take place at the Sarthe circuit that coming weekend. The strong British contingent of Aston Martins, Jaguars, Lotus, Peerless, Lister-Jaguars and ACs were expected to face a mighty challenge from the Ferraris led, ironically, by two great British drivers, Mike Hawthorn and Peter Collins.

A brand new British sports car was due to be debuted at Le Mans: the AC Bristol was unveiled only a week before the race. The strikingly attractive car was to be entrusted to the capable hands of Dick Stoop and Peter Bolton.

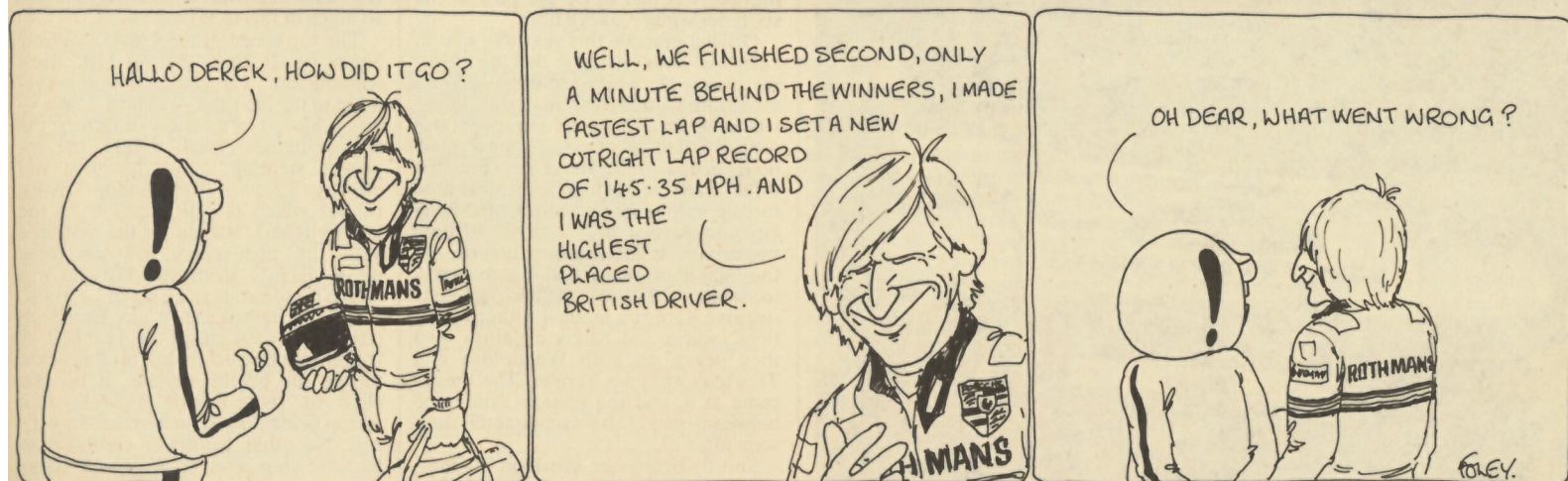
Gregor Grant was pictured sitting in the new Maserati F1 machine. Although the 'Piccolo' Maserati had the typical Modena look about it, the new car in fact bore little resemblance to the 250F. The light-weight tubular space-frame gave the car a shorter wheel base and the rear suspension had been modified through the use of Koni dampers.

Pit & Paddock stories from 25 years ago... Innes Ireland hoped to drive the Lotus 750 at Le Mans... Michael Taylor in only his first year of racing had been invited to drive for Colin Chapman at Le Mans... Jack Fairman returned from Monza after testing the Ecurie Ecosse single seater... After four rounds of the World Championship Stirling Moss headed the table by three points from Mike Hawthorn... Grand Prix drivers Schell, Von Tripps, Moss and Trintignant were snapped inspecting one of the new Austin-Healey 'Frogeye' Sprites at Monaco...

John Bolster road tested the new MG Magnette, which he found to be a blend of the new and frankly old fashioned.

CATCHPOLE

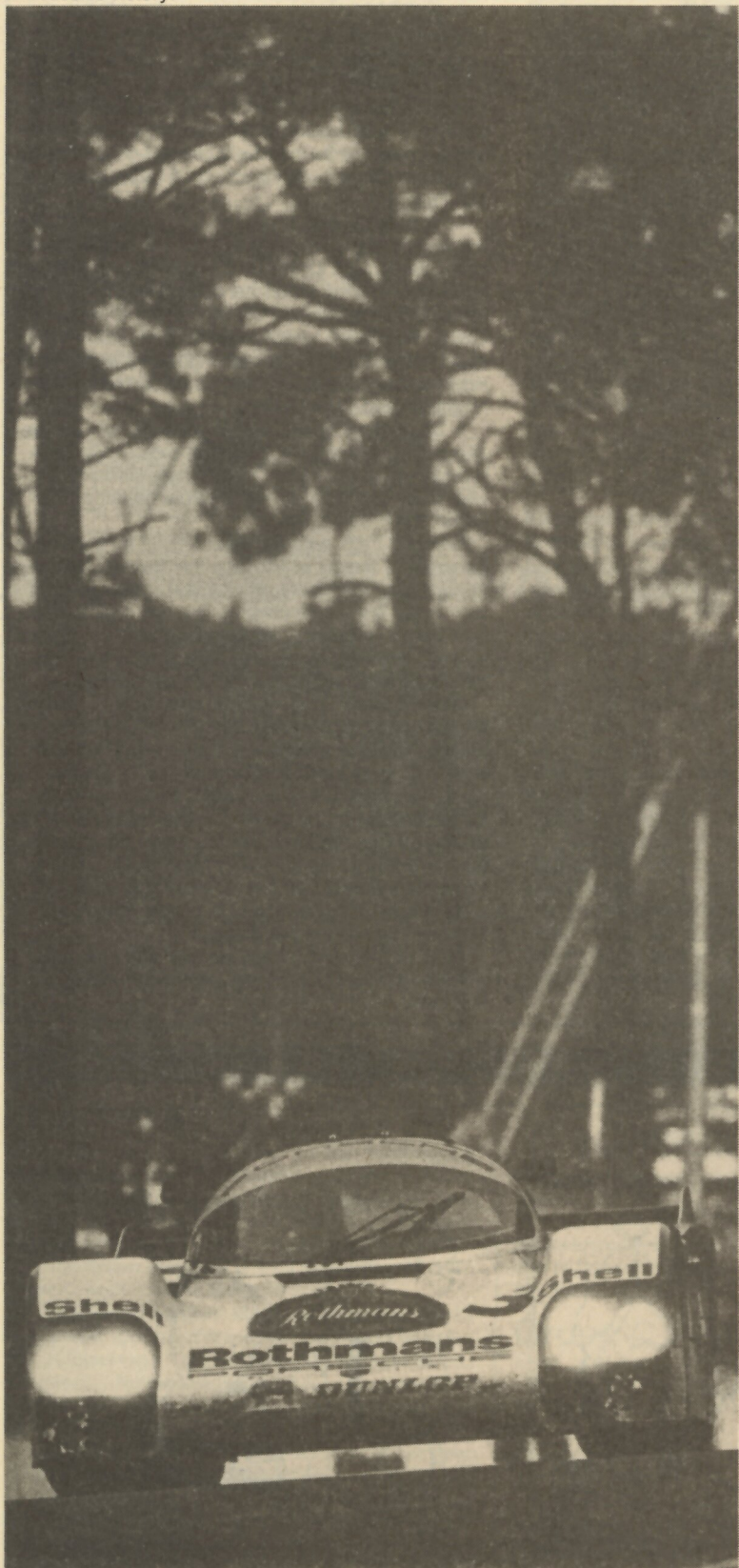
BY BARRY FOLEY



Porsche's final offensive

Schuppan wins with Holbert and Haywood — Nine 956 cars in first 10 as Porsche clinch Makes title again — Ickx/Bell second after Jacky's stunning pole lap — Lancias fail early — Latest Rondeaus nowhere — Andrettis third — Remarkable performance by new Sauber — Dramatic last lap — Group B to British Ivey team — Mazda one-two in C Junior — Ickx closes on Wollek's series lead — Qualifying: QUENTIN SPURRING — Race: MARK HUGHES & MARCUS PYE — Race data: RALPH MORTON — Photography: JEFF BLOXHAM.

The winning Porsche, Haywood aboard, swings through the Esses at dawn. Porsche 956s filled nine of the top 10 places, the Stuttgart marque recording their third successive victory.



What a way to win the World Championship! Eleven Porsche 956 Group C cars were entered for the 51st Le Mans 24 Hours last weekend, and all but two of them finished. The factory Rothmans-Porsche team dominated the event as expected and finished one-two, but Derek Bell and Jacky Ickx failed in their bid for a hat-trick together. The winners were the popular Australian Verrill Schuppan, claiming sports car racing's greatest prize at his 10th attempt, and the two Americans, Al Holbert and Hurley Haywood, the latter repeating his 1977 success.

In the end, it was a very close thing. Although Bell, three times delayed, was hot in his pursuit, Schuppan seemed to have the situation under control when suddenly, as he began the last of his 370 laps, his engine lost most, if not all, of its water. Smoking as though it would burst at any moment, the engine somehow lasted the last 8½ miles but, as a sweating Holbert lunged for the line and immediately parked the car, Bell was a mere 64.3 seconds behind . . .

The third Rothmans-Porsche of Mass/Bellof broke its engine, and third place fell after a strong run to Mario and Michael Andretti, partnered by Philippe Alliot in the Kremer team's Porsche.

The rest of Porsche's private army was split only by the remarkable new Sauber-BMW Group C car, which ran its debut race almost impeccably and finished ninth. The works Lancias, very fast during qualifying, and the latest 4-series Rondeaus failed to last the distance.

Eleventh overall, the Charles Ivey Racing Porsche 911 Turbo triumphed in Group B, the British team's third successive Le Mans class victory. After the usually reliable Alba had been retired, the quasi-works Mazdas finished first and second in Group C Junior. The Bovis Nimrod ran well but failed to finish and the best all-British finisher was the EMKA Aston Martin in 17th place.

Forty Group C cars started the race, and 15 were classified as finishers. A total of 26 cars were running at the end of the marathon, from 51 starters, but five of these were not classified.

Bob Wollek, sixth after accident damage had delayed the competitive Marlboro-Porsche, retains his lead in the Drivers Championship, but Ickx is now only six points behind. There is now a 12-week break in the Endurance racing calendar until Spa in early September.

QUALIFYING

Since Monza — the shocking privateer victory! — the factory Porsche team has been more careful to confuse its pack of privateers while keeping its own cards very close to its chest, and pulling out one ace per race during qualifying. Before Le Mans, two aces had been dealt, both to the newly appreciated pride of Germany, Stefan Bellof: remarkable pole position laps at Silverstone and Nürburgring. The dealer, Norbert Singer, would again play only one ace at Le Mans, and inevitably it had to be the turn of the six-times winner, Jacky Ickx.

Official practice this year was split in each four-hour session so that the teams, so many of which continue to be disorganised, had an hour's break during which to rescue or to improve their setups, and so that the qualifying went an hour deeper into darkness. For the three-driver teams, this meant more time for the individual night-time qualifying laps and, particularly for those with only two drivers, it allowed more practice for the eight hours of night racing which was to come. The two official practice sessions were run in ideal wether conditions, warm and balmy evenings, and they began on both Wednesday and Thursday evenings at 6pm. The breaks came at 8, and the sessions continued between 9 and 11. It was completely dark soon after 10.

Shortly before the break on Wednesday, Ickx had already lapped around

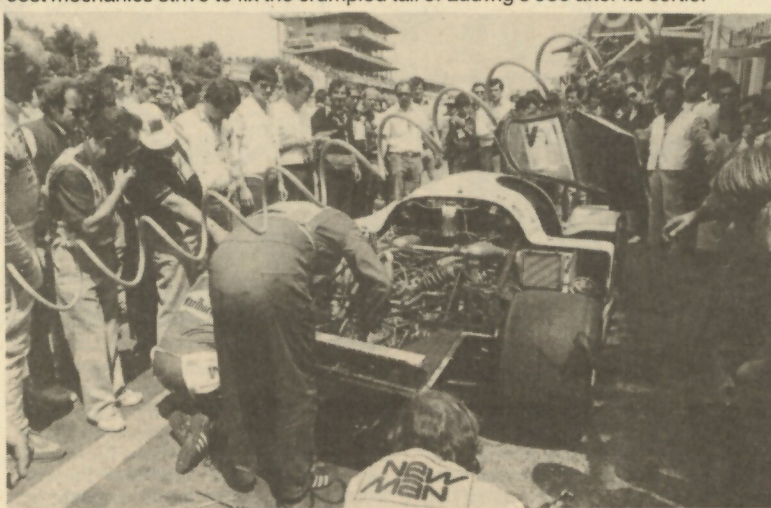
8secs faster than his 1982 pole time of 3m 28.40s, the circuit record. It was looking as though the pole would again be his even before his team manager brought his ace into the game. We don't talk about the Porsche's qualifying engines but the qualifying tyres last for a lap of the 8.475-mile Le Mans track — maybe two laps if the driver strikes lucky. As the other teams began to plan for the gap in their practice, Jacky did a stunning lap time — 3:16.56. The average speed was a shade under 250kmh at 155.07mph, and the Rothmans-Porsche hit 224mph down that daunting Mulsanne Straight which so much of this race is all about.

The top speed of the 956-83 was only 3mph better than that of last year's winning car. The impressive improvement in the lap time — almost 12secs — was achieved by a variety of factors: the slightly lighter chassis weight, the improved steering, better handling and effective Q-tyres (the Dunlop Denloc rubber which is still exclusive to the factory team). Racing for the first time with the high-speed, low-downforce setup, Jacky's Rothmans-Porsche was driven on some amazing lap of Le Mans. It was the fastest lap of any European circuit that we shall see this year and, as the pit-lane buzzed about it in admiration during the 60mins respite, it became clear that there was no possibility of a trump being played on Norbert Singer's ace. No other car/driver combination had the class even to approach Ickx's time except his team-mates, and they

were dealt cards from the top of the pack.

The most prestigious pole position of the year, then, was in the possession of its rightful owner relatively early in the action which, after the predictable non-appearance of teams which had failed to get their acts together, finally amounted to a still magnificent 40 Group C entries (11 more than in 1982), six Juniors and eight B-cars. It was a little irritating for the so impressively efficient Automobile Club de l'Ouest, whose unique 24 Hours was being run for the 51st time this year, that the ritual scrutineering in the Place des Jacobins could concern itself only with 54 cars, when the organisers had hoped to start 55. No great quantity this year: but just feel that quality. The renaissance of sports car racing! Three factory Porsches and eight privateers, three factory Lancias, three works 4-series Rondeaus with Ford engines, and such a wide variety of other C-car marques.

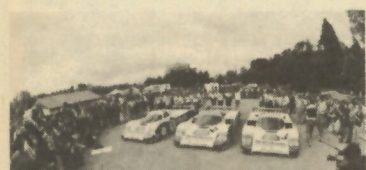
Jöst mechanics strive to fix the crumpled tail of Ludwig's 956 after its sortie.



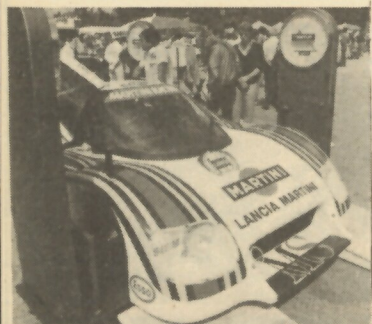
The performance of Jacky Ickx in the first session was the one with the star quality, but there were other outstanding performances. One of them came from Ray Mallock in the Bovis Nimrod. Although Porsche showed the Downe team what motor racing is all about by matching the improvement, Mallock's achievement was dramatic, going more than 12secs faster than last year. Ray, of course, had carried out the revisions to the Nimrod himself and, having also driven the quick lap on the soft Avons and thus proved his ability both as a driver and as an engineer, he couldn't stop grinning for some hours.

Driving a Porsche 956 for the first time in anger, Mario Andretti also shone in his first practice, fourth fastest although a mite outside the 1982 pole. It is easy to be blasé about star drivers when they come to Le Mans, because the importance of the 3½-mile straight tends to put the lap time emphasis on the car rather than the

NOTES ON THE CARS



■ Peter Falk's factory **Rothmans-Porsche** team brought its three 956-83 cars plus one of the 1982 short-tail 956s for use as a camera car. Norbert Singer ran the Ickx/Bell entry and assumed the overall team management command, with Klaus Bishop running the Mass/Bellof car and Roland Kussmaul the Schuppan/Holbert/Haywood one. Ickx/Bell had a strong practice highlighted by Jacky's superb pole lap on Wednesday. In the same session, Bell lapped in 3:25.02 on race rubber. Mass/Bellof struggled for a while with a braking imbalance before Jochen was able to run his quick lap, second fastest behind his teammate on Wednesday. This time Bellof did the race tyre laps and achieved a best of 3:24.36. The third car qualified only eighth, the result of a piston failure on Wednesday. The car was also hampered for a time by a handling problem which turned out to be caused by an oversize tyre. It was in the race setup in the second session, like the others.



■ Cesare Fiorio brought to Le Mans all three of his works **Martini Lancia** cars and no spare. There were problems in scrutineering with the windscreens, which were ultimately allowed, and with the rear wheel arches. Dunlop, who are still supplying Lancia in place of Pirelli, had recommended an increase in camber, and because of the crosply construction (with more curved sidewalls), the tyres were now proud of the bodywork. The team had to add 'boy-racer' arch extensions to get the cars passed. With scrutineering survived, the Alboreto/Fabi car was out of the qualifying picture early on with a blown engine, but Michele brought the act together very effectively on Thursday. The Ghinzani/Heyer LC2 achieved a good time on Wednesday and Piercarlo might have gone quicker had the gearbox not broken. With the race engine fitted on Thursday, Heyer was stranded out at the Mulsanne signalling pits during a fuel

consumption test — out of fuel. The reserve switch had failed to function. One of the LC2 cars was fitted with a live TV camera for the French station TF1.

■ Johansson's first ever Le Mans began with a blown tyre on his second lap down the Mulsanne Straight. Under braking for Mulsanne, he kept the car on the road and damage was slight. Wollek came to the circuit still feeling unwell after an operation on his back, to cure a nerve crushed by two vertebrae, so Ludwig was engaged by **Joest Racing** as a third driver in the Monza winning Marlboro-Porsche. Entered here by de Narvaez's Scuderia Sorga, the Domingos Piedade managed 956 impressed Klaus with its power and its systems, but Ludwig has never driven a 956 in short-tail form and he was disappointed with its handling relative to his turbo Zakspeed C100 DRM car. Ludwig, who has raced against these Porsches often enough, quickly showed his class and, when he was slipstreaming by Merl with the New Man car, the result was a very fine lap time, the fifth fastest individual effort in either session.

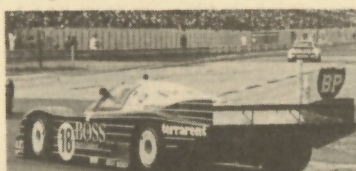
■ The **Canon Racing** Porsche ended up the second fastest privateer, against expectations after a frustrating Wednesday and a dangerous start to the Thursday practice. The car, in which Palmer and Lammers (recovering from a bout of chickenpox) were here for their first Le Mans, hit the famous Mulsanne brick wall at 198mph, well off the pace and pulling only 7100rpm. As the team puzzled over the wall, it became clear that the problem lay with the gearing, and a shorter fifth ratio on Thursday brought a dramatic and welcome improvement. Palmer, who had raced the Daytona 24 Hours in the Canon 924, set the time, settling better with the Porsche than at the Ring on his debut with it. But first he had to live with a wheel falling off the car, when a front axle stub broke at the Virage Porsche. Suddenly he felt wild understeer, but brought the 956 harmlessly to rest on three wheels. His quick reactions minimised damage, but the car was stuck out here for a while, and the incident made his subsequent effort in the final quarter that much more impressive.



■ The Andrettis' professionally managed Sonauto/Kenwood **Kremer** 956 slipped down the order due to the improvements achieved by the Joest and Canon teams, set up to do its race checks in the second session. Extra backing came from Electrolux. It was flanked by the second Joest run entry, with which Merl set the time.



■ Fitzpatrick qualified both his **JD** David Porsches, which shared the sixth row with times a third of a second apart. The Skoal Bandit and Ultramar backed Keegan/Edwards car was the chassis used with such ill fortune so far this season, and the Ceramica Imola backed one co-driven by Hobbs and Quester was brand new, delivered to the Keith Greene managed team on the Wednesday before. In the rush, the team had not had the time to carry out full engine tests, and the new unit from the factory proved to be almost 1000rpm down on the Bandit car with identical gearing. It was changed for the race.

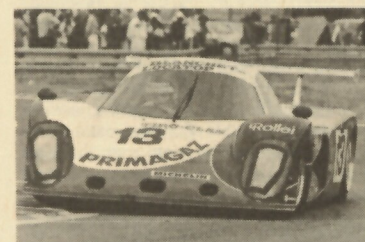


■ Desiré Wilson, attempting to qualify for Le Mans for the third time and hoping for her first actual race here, turned up with backing from Kreepy Krauly to drive Jurgen Lassig's **Obermaier Racing** Boss-Porsche in which Plankenhorn set the time. Any hope of improving on Thursday disappeared along with a transmission oil seal, and the car needed a new gearbox.



■ Slowest qualifier of the customer Porsches, Preston Henn's **BP/Malardeu** car suffered from many hassles and lined up only 24th. Although based both here and at Silverstone at John Fitzpatrick Racing, the car was run at Le Mans by Bob Garretson, the 1980 World Endurance Champion. His headaches began in the first quarter when Schlessler lost a tyre at 180mph, damaging the front suspension. The second practice began without a spark. The ignition problem solved, later an O-ring failed in the engine and more time was lost. Garretson did well to qualify Schlessler, Henn himself and the veteran Claude Ballot-Lena, here for an unprecedented 18th straight Le Mans.

■ Unlike the works team cars, at least two of which were qualified with the better high-compression engines (8:1), most of the privateer cars relied on the 7.5:1 motors which were also fitted by the Rothmans team for race day. However, the Obermaier, Henn and Bandit cars ran the 7.2:1 motors which were initially recommended for Le Mans by Porsche. Broadly speaking, the lower the compression the better the reliability, the higher, the better the fuel consumption and acceleration out of slow corners. The differences are marginal, especially at Le Mans with all the cars in *langheck* form. All the privateer engines, of course, were equipped with mechanical fuel injection, whereas the works team relied on its advanced Bosch Motronic electronic systems.



■ Backed by the French furniture company, Levithan, and by Rolle cameras, Alain de Cadenet turned up in the slightly modified Ford DFL engine **Cougar**, now called the C01B. Down on power from its 3.3 normal induction Cosworth, the neatly and strongly built car, sponsored by Primagaz, also turned out to be undersprung in the first session, as Alain found with several moments and a very public spin in the Ford Chicane. The locally based team was managed here by de Cadenet's longtime associate, Murray Smith, who achieved a small improvement on Thursday with the flat-bottom car on harder springs. The British driver was working well with Yves Courage, the Cougar's hugely enthusiastic constructor.



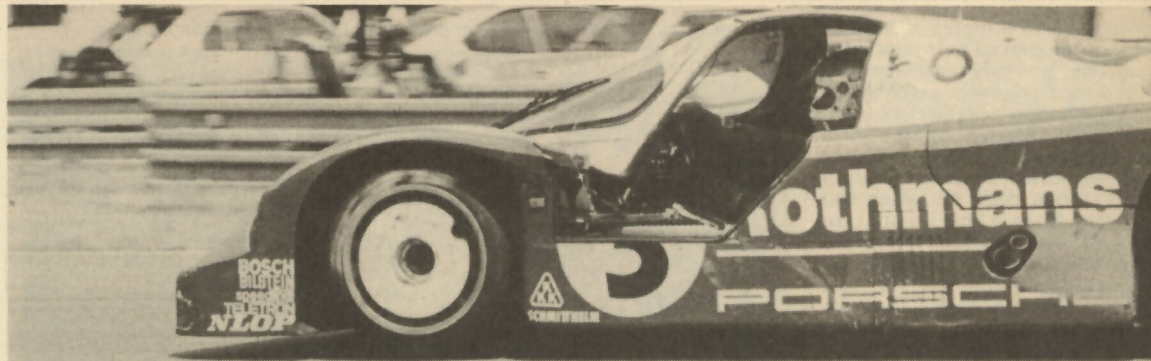
■ The familiar and still overweight **Belga-Porsche** 936C, built by Joest Racing, appeared with a number of detail modifications including a better engine air cowl. The Martin brothers had also reverted to a four-speed gearbox mated to the Porsche 935 twin-turbo, in place of the five-speed setup used at Silverstone. The team decided to settle for Jean-Michel's first session time, especially after the gearbox broke two of its ratios during the Thursday period, one of them the top gear.

LE MANS

driver, who has relatively small cornering distances in which to show his skill. Andretti, aloof and uncharacteristically brusque, did not appear to be enjoying his return to France and was still smarting from his treatment by the ACO stewards last year. But his performance on Wednesday was of the kind which makes everyone, (including co-driver Philippe Alliot) sit up and take notice, driving of real quality.

In the second session, Mario wanted to try to overcome the technical inferiority of the Kremer team's customer Porsche, and go for a front-grid time. But the Kremer brothers put the car into race specification for the systems and consumption tests, an approach which was followed, as usual, by the majority of the teams.

Rothmans-Porsche put all three of its 956-83 cars into their raceday setups for the Thursday session, confident about Ickx's pole, but leaving exposed the



Two hours from home Schuppan's car, like so many others, shed a door on the Mulsanne straight.

Mass/Bellof entry which had been second fastest in the first practice with a time which was by no means uncatchable, only 0.33sec ahead of the best Martini Lancia. So Cesare Fiorio went for a front row starting position with Michele Alboreto. Lancia's qualifying

motors are rumoured to produce anything up to 800bhp, but the best of the Italian cars was officially trapped at 214mph on the straight. Nevertheless, a front row time was clearly on for Fiorio, and, just to make sure that Porsche would be in no position to respond, he

waited until the last 'quarter' of qualifying.

On went the Dunlop qualifiers, a out went a determined Alboreto. But time was slow, down in the 23s. Michele brought the car back to the pit which now become the centre of attentio

NOTES ON THE CARS

■ The latest **WM Peugeot P83** Group C cars are as well conceived and constructed as their predecessors, and proved to be even faster down the straight. Designed and constructed by Gérard Weltier around that remarkable, 2850cc Peugeot V6 engine (capable of 580bhp now with its KKK turbos on race boost pressures), the latest P83 features a similar monocoque with the motor carried in a subframe. There is entirely new front suspension, and the cooling systems are also different. The narrow track P83 also has a revised body design producing even less drag than its predecessor, retaining small air-tunnels at the rear. Team manager Roger Dorchy put his own car, co-driven by Couderc and Fabre, into race specification on Thursday, leaving one of his 650bhp qualifying motors in the sister car. However, after qualifying 10th and 11th very impressively on Wednesday, the WMs slipped down the grid when Euro F3 driver Didier Theys was thwarted by engine problems. No Q-tyres could be used, although Michelin did make them available. But they made a fine sight together on the ninth row, the lead Rondeau the only French entry ahead of them.



■ Having raced the ex-Redman Lola T-610 once this year in an IMSA event, Ralph Kent-Cooke shipped it to Lola cars where it was rebuilt for this race by his own crew under John Bright, incorporating a few detail bodywork modifications. Again backed by BP, the **Cooke Racing** car ran a circum-spect and mostly reliable practice.

■ Alongside the Andretti 956, Erwin and Manfred **Kremer** ran their brand new K5 Group C car, which is very similar to last year's spaceframe device but is fitted with 16ins diameter rear wheels, but with 19ins ones. This creates more space for the air tunnels at the rear, and the 1983 car can produce more downforce. Jelinski had tested the new K5 at Hockenheim and Zolder. Derek Warwick, drafted into the team at the last minute, was immediately fascinated by his first attempt at endurance racing, positively buzzing with enthusiasm. In the second quarter the Toleman F1 driver already had the circuit well learned, and the team claimed for him two laps at around 3:28 and one at 3:24 on the Q-tyres. However, the time was not officially given. In the third quarter of practice, the left door frame broke,

and the team contented itself with race testing. A 3-litre motor was used for the qualifying, replaced by a 2.8 for the race. The livery of the K5 told of sponsorship from **GPI**.

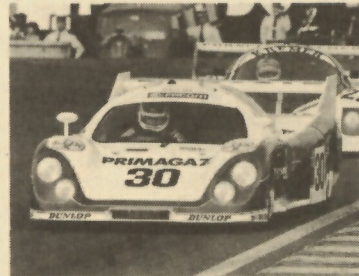


■ **RC Racing** brought its 1982 Kremer K5 in which Jones joined the team's regulars, although it failed to get additional sponsorship for the car which had some backing from Woodhouse Hume and again ran in the livery of Gulf Oil (GB). The team tried a revised nosecone but found the old one better. So much downforce was generated in the first quarter that the ground-effect undertray was sucked off the car, bringing the team's Wednesday practice to a halt after only eight laps. Thursday began late because the team was still working on the repair, and then Dron had to take things relatively easy with an overheating gearbox. Nevertheless, all three drivers qualified well enough.



■ Jean Rondeau lined up his latest ground-effect **Rondeau 4-series** cars for the first time. All three were quite new, tested on the Bugatti circuit, at Paul Ricard, on the Michelin test track at Clermont and finally on Pierre Bardinon's private track at Mas du Clos, where the team had an unsatisfactory endurance test because the test car could not sustain a high speed. Thus the first session was taken up largely with experimentation with gear ratios and suspension settings on all three cars, sponsorship for which came from a consortium of Ford France dealers. The twin boom tail 482s retained the overall appearance of the Max Sardou composite bodywork which appeared on the car at Silverstone last year, but many changes have in fact been made by Philippe Baloué and Hubert Rohée. The designers who are two of Rondeau's 22 full-time staff, now based at a new factory very close to the circuit (on the main road

behind the Esses). Like the Lancia LC2, the Rondeau M482 features a big water radiator mounted flat in the nose, surmounted by a distinctive and ugly cowl. The beautifully constructed monocoque still carries the vibration-prone 3.9 DFL as a stressed member. The rear suspension is extremely tall, the coilspring/dampers inboard-mounted almost vertically on a substantial gearbox spacer. With the plumbing also located elsewhere, this leaves an exceptionally clear area for the twin air tunnels, which are perhaps the biggest of any C-car. In fact the team was taken by surprise on Wednesday by the downforce. So much was generated that the toe of the airjack, mounted on the gearbox, bottomed at speed, and the Pierre Dieudonné managed team went into a series of different suspension settings on Thursday to try to find the right setup. The stiffest was the Pescarolo/Boutsen car, which found a 5secs improvement and set a competitive time. On all three cars, the grounding was eliminated and the balance was better, but top speed was still lacking, the best 482 achieving only 199mph. Efforts were made in vain to get the cars flatter for the race. The Ferté brothers joined the team owner, while Streiff was paired with the veteran 1980 co-winner, Jaussaud. Some extra backing came from Total.

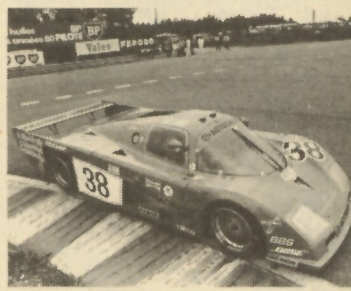


■ Pierre Dieudonné also assumed responsibility for running the 3-litre works **Rondeau M379C** with which Vic Elford made his very welcome comeback, sponsored by the Paris fashion house Thierry Mugler in the Malardeau backed flat-bottom car, which had a super-reliable practice. Finally the works team ran the newer 382, sponsored by the Sarthe Department, with which Snobek went quicker than the best factory car last year despite having only the 3.3 engine. The works team lent official support to Christian Bussi's Sharp video sponsored 382, and Pierre Yves's similar car, in Primagaz colours was privately run.

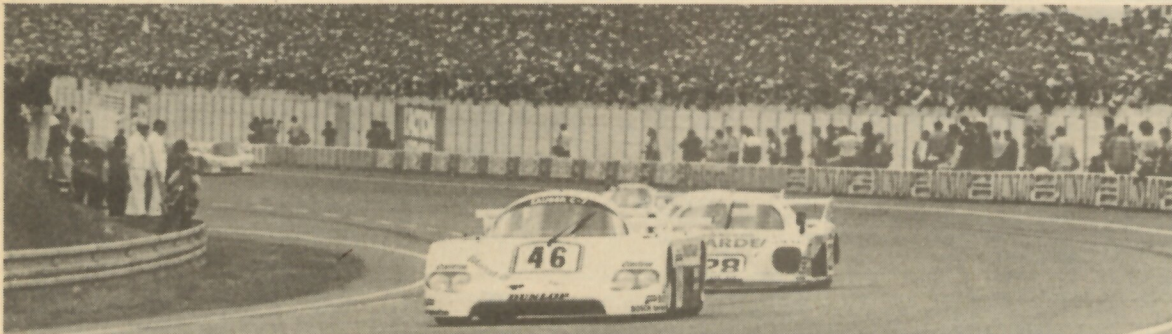
■ As expected the **Sehcar** team could not repair its short-lived BMW turbo engine car after the 'Rling accident, but was able to field its new Porsche 956 engined C-car. Unexpectedly, Walter Brun himself was present, his arms badly lacerated but not, as reported at the time, broken. Dayglo red, the new Sehcar features a neat John Thompson chassis with all-new suspension to take the Porsche flat-six engine emplacement,



ated to the five-speed gearbox. It is very well built and looks similar to the 1982 Sauber C-6, complete with the delta rear aerofoil. The car was finished late and Brun did not take to the circuit until very late in the first session, doing just four exploratory laps. On Thursday, Grohs did only two laps before a door flew off into the night, and there were several other teething troubles. Finally, less than half an hour before the end of qualifying Stuck got to drive it for the first time — and on his first lap a driveshaft broke! Hans Joachim went home and the new Sehcar did not start. The Brun Motorsport team also ran one of the 1982 C-6 cars for Jacques Villeneuve and his compatriots, their practice spoiled by a misfiring DFL on Thursday after a reliable enough run in the first session.



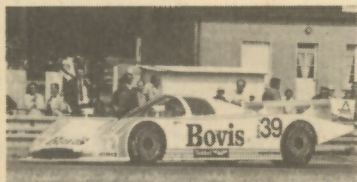
■ Colin Bennett Racing has made a number of revisions to the Nick Mason owned **Dome**. The car used to have 14ins diameter front wheels but now has 16ins wheels all round so that bigger front brakes can be used. The fuel and cooling systems have also been revised. Backing came from the Japanese accessory firm Autobacs. The car, now running on European Dunlops, was a couple of seconds adrift of its 1982 time on Wednesday because the compound was too hard, the same tyre used for the 956s on a car with far less downforce. Salazar, backed for this ride by Heuer (GB), was stranded out on the circuit when a gear selector pin snapped in the Hewland TL gearbox. On Thursday, with softer tyres, the team found its lost seconds and went 222mph down the straight before a malfunctioning fuel metering unit intervened. In the night, Craft was struck on Mulsanne by an unidentified object which knocked off a wing mirror and smashed a door window.



Ninth place was a fabulous result for the Americans and the brand new Sauber C7 — first non-Porsche — here leading Elford one hot lap which would now be available on another set of Q-tyres, Michele found that the misfire had indeed been caused by a fuel pickup fault, and that the twin-turbo Ferrari V8 was now running cleanly. His hot lap began with half a second lost behind a slower car in the Dunlop Curve but, 8 miles later, Michele stopped the watch at 3:20.79, to the German driven Porsche's 3:20.98. He tried to go for another quick one but, through Indianapolis and Arnage, he realised that the tyres were finished. Anyway, it was now very nearly dark —

and Ken Tyrrell had told Michele not to drive in the dark . . .
Piercarlo Ghinzani had lapped in 3:20.31 on Wednesday but, spending the second session doing consumption tests, he settled for that. And it remained good enough for the second row, so the Le Mans 24 Hours would feature, at the front of the rolling start, the leading Group C teams two-by-two. It was to be Porsche-Lancia, Porsche-Lancia, and that was going to do endurance racing a great deal of good.
Best of the privateers, yet again, was Joest Racing's Marlboro-Porsche. The car also helped the same team's New Man entry. Klaus Ludwig went out in the Marlboro car with Volkert Merl in the New Man Porsche together on Thursday. Klaus slipstreamed Volkert to such good effort on Mulsanne that the New Man car was sucked to 230mph, the fastest through the Hunaudières speed trap, and Merl qualified quicker than Wollek. ▶

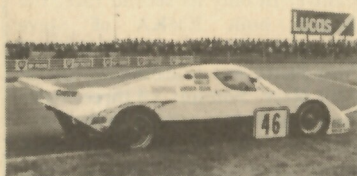
NOTES ON THE CARS



■ The Bovis Nimrod, raced only at Silverstone before in its revised form, now had added impetus thanks to the installation of the latest Tickford engine. Unlike the unit in the EMKA, this is full-length because it has to be mounted in its own subframe in the C2B. Joined here by Steve Earle, Mallock and Salmon found the car a little twitchy in the first session due to a seized rear rollbar. When this was freed on Thursday, the Bovis and Pace sponsored, Viscount Downe owned car, managed by Richard Williams, went faster yet and Ray set a genuinely impressive time, going 213mph down the straight. His 3:35.78 compares dramatically with last year's 3:46.34, but the modified car is only 64 kilos lighter now.

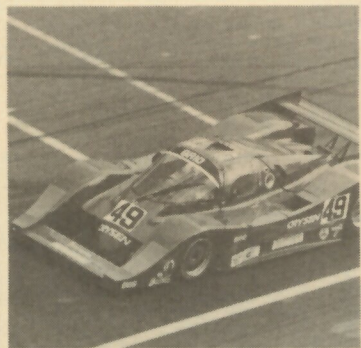
■ The Michael Cane managed EMKA team's first practice was spoiled by a flat engine in the first session, and the car would not pull itself along faster than 192mph. Designer Len Bailey, at Le Mans for the first time since winning in 1975, recommended opening a vent in the roof to let the stressed Tickford engine breathe, and on Thursday, with a new engine too, another 17mph was found for Needell, whose drive was backed by Dow Corning. The red-wing car was also adorned by Webasto and P & O Ferries signwriting and the delicious Hawaiian Tropic girls. Co-driven by Faure and its owner, O'Rourke, the EMKA unfortunately lost time in the last period when a gear linkage fault stranded it at the Ford chicane.

■ Martin Birrane's ex-Zakspeed Ford C100, prepared by Beaky Sims's BS Automotive, had a miserable practice, smitten on Wednesday by a series of three tyre failures and wrongly geared, pulling a mere 8000rpm from its 3.3 DFL. Migault, a late arrival with backing from a French sweet company, and Kennedy, sponsored as usual by Group Waterworks, were just as frustrated on Thursday when the electrical master switch failed, although at least the orange car would now achieve over 190mph, and there were more laps and faster.



■ Backed by Air Jamaica and a Colombian bank, the trio of American IMSA drivers was pleasantly surprised by the brand new Sauber C-7, powered by a normal induction

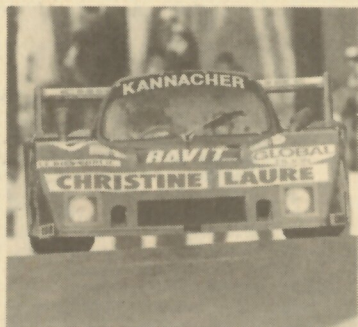
BMW M1 engine of around 460bhp from Heini Mader. The Hinwil built car had been crashed a week previously during its Monza shakedown by Max Welti, who had been hired to do the first test having driven for Peter Sauber in F3 some years ago. The accident, caused by the rear bodywork flying off, damaged the front end, but it was repaired in time for scrutineering after several all-nighters. Nicely built, the Sauber features a shorter and narrower monocoque than the C-6 and is more conventional in appearance. The narrower chassis and the very tall rear inboard suspension allowed bigger air tunnels, and the team had to reduce the downforce for the second session, finding a 14mph improvement. The team's qualifying went well, the only drama coming in the second quarter when a tyre exploded at Arnage, damaging the bodywork.



■ Ian Dawson's Grid team made it to Le Mans but without Tom Sneva, replaced by Wood and Ratcliff. Backed by Crysen Oil and Nightstar, the Osmonds' recording company, the faithful old S-1, the veteran of so many Group C and IMSA races now, had a number of niggling problems including a recalitrant gearbox which had to be hand-held in fourth gear. Although now with a 3.9 DFL, the Grid was qualified by Stiff, 17secs off last year's pace on Wednesday, and did relatively few laps the day after.

■ The Sivama-Grifone team's second Lancia LC1 could not be repaired in time after its Silverstone shunt, due to lack of funds, but the singleton entry was supported by the car which had been sold to Ecole Superiore de Tourisme sponsored François Hesnault. Apart from some problems with their on-board computers, practice went well for the 1.4 turbocars. In Group C form, however, they are no less than 16secs off the pace of last year's Group 6 barchettas run by the factory team, even when driven by the talented Larrauri. The Ecole car was stopped during the Wednesday night session when a rear tyre failure savaged the bodywork, blowing just after the Mulsanne kink.

■ First practice was a wipe-out for Ernst Ungar's URD-BMW team. A cable shorted



out against a driveshaft and damaged the battery, and once this was fixed an engine problem left the car parked at Arnage. On Thursday, Ungar was able to qualify only two of his drivers, Baldino well off the pace.

GROUP C JUNIOR

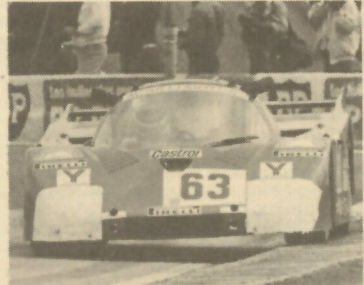


■ Mazdaspeed's two 717C cars were Japanese and British-driven, the latter the car already raced at Silverstone, the new one with revised suspension. Sponsorship came from Nikon cameras and Jun perfume, team management from Alan Docking. The very short wheelbase caused some stability problems on the straight. The British team started out with a fuel pickup problem on Wednesday and soon afterwards lost their 13B engine as a result: the rotor tips were damaged. The expected Mulsanne wall came at 180mph until a tow gusted Steve Soper (the fastest Mazda driver in qualifying) to 191mph on Thursday, when the British car was set up harder, and the Japanese was doing its race tests.



■ The preparation of the Harrier has now been entrusted to Jon Fisher's JQF Engineering, and many revisions have been

made. The whole of the rear chassis bulkhead and engine bay has been rebuilt, the fuel and water systems have been improved, and so has the suspension geometry, all designed by Andy Thorburn. Fitted with one of the non-peripheral port, carburettor engines, the car did not reward the mechanics for a whole series of all-nighters to get it here. In the first session a wheel bearing seized, and in the second the engine ran its bearings and could not be replaced in time for drivers to qualify.



■ The Gioio Stirano designed Alba, so reliable until it came to its most important fixture, did only six laps on Wednesday before a wheel bearing failed at full speed on Mulsanne, frightening the usually imperturbable Facetti. On Thursday, things were better and the Carma men and Vanoli all qualified. The Alba was fitted with a one-piece longtail body here.



■ The Sthermo mystery is solved! It is an amalgam of the names Striegib, Heuclin and Mössinger, having been built at Weissenberg in Alsace by Rudi Mössinger, the German engineer formerly responsible for the Toj Group 6 cars. The monocoque, ground-effect car was very new but its main problem in qualifying occurred when its engine, a 280bhp BMW four-cylinder from the Wiegell firm, holed a piston in the first session. Sponsorship came from Peripherique electrical equipments.

■ The improvements to the De Cadenet Lola which we saw at Silverstone proved their worth straight away at Le Mans, for this pleasing little car went 4secs quicker round the lap without extending the Nicholson DFV on Wednesday. In the second session, the team did its race tests and found that the fuel consumption was marginal, now that it is reduced to the 55-litre Junior tankage. Sheldon set the time on his first drive in the car. Sponsorship came from Radio Fi Le Mans and Duckhams.

QUALIFYING

Pos	Car	Engine	No	Driver (Nats)	Tyres	Weight Kilos	Top speed recorded (mph)	First Session	Second Session
1	Porsche 956-83	2.6t Porsche	1	Jacky Ickx (B) Derek Bell (GB)	Dunlop	832	226	3:16.56	3:31.00
2	Lancia LC2-83	2.6t Lancia	4	Michele Alboreto (I) Teo Fabi (I)	Dunlop	853	214	No time	3:20.79
3	Porsche 956-83	2.6t Porsche	2	Jochen Mass (D) Stefan Bellof (D)	Dunlop	849	224	3:20.96	3:29.25
4	Lancia LC2-83	2.6t Lancia	5	Piercarlo Ghinzani (I) Hans Heyer (D)	Dunlop	854	214	3:21.31	3:33.74
5	Porsche 956	2.6t Porsche	8	Klaus Ludwig (D) Stefan Johansson (S) Bob Wollek (F)	Dunlop	838	225	3:29.35	3:23.75
6	Porsche 956-83	2.6t Porsche	14	Jonathan Palmer (GB) Richard Lloyd (GB) Jan Lammers (NL)	Dunlop	840	223	3:41.21	3:27.48
7	Porsche 956-82*	2.6t Porsche	33	Jacky Ickx (B) Derek Bell (GB) Jurgen Barth (D) Vern Schuppan (AUS)	Dunlop	841	—	3:33.33	3:27.97
8	Porsche 956-83	2.6t Porsche	3	Vern Schuppan (AUS) Hurley Haywood (USA) Al Holbert (USA)	Dunlop	838	224	3:30.28	3:28.36
9	Porsche 956	2.8t Porsche	21	Mario Andretti (USA) Michael Andretti (USA) Philippe Alliot (F)	Goodyear	840	218	3:28.89	3:35.03
10	Porsche 956	2.6t Porsche	12	Volkert Merl (D) Klaus Ludwig (D) Clemens Schickentanz (D)	Dunlop	838	230	3:29.54	3:29.48
				Maurizio de Narvaez (COL) Bob Wollek (F)					
11	Porsche 956	2.6t Porsche	16	John Fitzpatrick (GB) Guy Edwards (GB) Rupert Keegan (GB)	Goodyear	858	226	3:38.23	3:29.99
12	Porsche 956	2.6t Porsche	11	John Fitzpatrick (GB) David Hobbs (GB) Dieter Quester (A)	Goodyear	835	214	3:38.42	3:30.30
13	Porsche 956	2.6t Porsche	18	Axel Plankenhorn (D) Desiré Wilson (ZA) Jurgen Lässig (D)	Dunlop	838	216	3:31.12	3:50.73
14	Lancia LC2-83	2.6t Lancia	6	Paolo Barilla (I) Alessandro Nannini (I) Jean-Claude Andruet (F)	Dunlop	870	211	3:42.56	3:32.92
15	Porsche Kremer C-K5	3.0t Porsche	22	Derek Warwick (GB) Frank Jelinski (D) Patrick Gaillard (F)	Goodyear	827	221	3:41.69	3:35.62
16	Nimrod NRA-C2	5.3 Aston Martin	39	Ray Mallock (GB) Mike Salmon (GB) Steve Earle (USA)	Avon	987	213	3:36.96	3:35.78
17	Rondeau M482	3.9 Ford-Cosworth DFL	24	Thierry Boutsen (B) Henri Pescarolo (F)	Michelin	819	208	3:41.11	3:36.06
18	WM P83	2.8t Peugeot	9	Jean-Daniel Raulet (F) Marcel Pignard (F) Didier Theys (B)	Michelin	841	223	3:36.37	4:08.32
19	WM P83	2.8t Peugeot	10	Roger Dorchy (F) Alain Couderc (F) Pascal Fabre (F)	Michelin	840	218	3:36.55	3:44.88
20	Rondeau M482	3.9 Ford-Cosworth DFL	26	Alain Ferté (F) Jean Rondeau (F) Michel Ferté (F)	Michelin	839	208	3:50.12	3:27.57
21	Rondeau M482	3.9 Ford-Cosworth DFL	25	Jean-Pierre Jaussaud (F) Philippe Streiff (F) Michel Ferté (F)	Michelin	829	208	3:38.63	3:38.87
22	Porsche 956C	2.7t Porsche	15	Jean-Michel Martin (B) Philippe Martin (B) Marc Duez (B)	Dunlop	891	223	3:38.67	3:46.19
23	Rondeau M382	3.3 Ford-Cosworth DFL	72	Dany Snobeck (F) Xavier Lapeyre (F) Alain Cudini (F)	Michelin	849	211	3:44.39	3:40.23
24	Porsche 956	2.6t Porsche	47	Preston Henn (USA) Claude Ballot-Lena (F) Jean-Louis Schlesser (F)	Goodyear	844	217	3:47.93	3:40.31
25	Porsche Kremer C-K5	3.0t Porsche	42	Tony Dron (GB) Richard Cleare (GB) Richard Jones (GB)	Dunlop	879	209	3:47.04	3:41.98
26	EMKA	5.3 Aston Martin	41	Tiff Needell (GB) Nick Faure (GB) Steve O'Rourke (GB)	Dunlop	900	209	3:51.09	3:42.23
27	Alba	1.8t Giannini	63	Carlo Facetti (I) Martino Finotto (I) Marco Vanoli (CH)	Pirelli	796	204	4:03.51	3:42.78
28	Lola T610	3.9 Ford-Cosworth DFL	20	Ralph Kent-Cooke (USA) Jim Adams (USA) François Servanin (F)	Goodyear	921	218	3:45.94	3:43.05
29	Rondeau M382	3.3 Ford-Cosworth DFL	30	Lucien Guitteny (F) Pierre Yver (F) Bernard de Dryver (B)	Dunlop	841	212	3:48.52	3:43.44
30	Dome C	3.3 Ford-Cosworth DFL	38	Eliseo Salazar (RCH) Chris Craft (GB) Nick Mason (GB)	Dunlop	936	222	3:46.00	3:44.31
31	Cougar C01B	3.3 Ford-Cosworth DFL	13	Alain de Cadenet (GB) Yves Courage (F) Michel Dubois (F)	Michelin	808	216	3:48.16	3:46.04
32	Lancia LC1	1.4t Lancia	51	Oscar Larrauri (RA) Massimo Sigala (I) Max Cohen-Olivar (MOR)	Dunlop	813	192	3:53.02	3:47.58
33	Rondeau M379	3.0 Ford-Cosworth DFL	28	Vic Elford (GB) Anny-Charlotte Verney (F) Joel Gouhier (F)	Avon	841	199	3:49.90	3:51.67
34	Sauber C7	3.5 BMW	46	Diego Montoya (JAM) Tony Garcia (USA) Albert Naon (USA)	Dunlop	833	200	3:58.35	3:50.00
35	Sehcar*	2.6t Porsche	37	Harald Grohs (D) Hans Stuck (D) Walter Brun (CH)	Dunlop	906	194	5:22.48	3:51.77
36	URD C-81	3.5 BMW	54	Bruno Sotty (F) Gerard Cuyenet (F) Christian Baldoin (F)**	Dunlop	821	204	No time	3:52.44
37	Rondeau M382	3.3 Ford-Cosworth DFL	29	Daniel Herregods (B) Pascal Witmeur (B) Jean-Paul Libert (B)	Dunlop	878	197	4:07.52	3:53.19
38	Ford C100	3.3 Ford-Cosworth DFL	43	Francois Migault (F) David Kennedy (IRL) Martin Birrane (IRL)	Goodyear	904	184	3:57.18	3:54.98
39	De Cadenet Lola MM	3.0 Ford-Cosworth DFL	65	John Sheldon (GB) François Duret (F) Ian Harrower (GB)	Michelin	823	190	3:56.42	4:11.07
40	Grid S-1	3.9 Ford-Cosworth DFL	49	Fred Stiff (USA) Dudley Wood (GB) Ray Ratcliff (USA)	Firestone	907	198	3:57.83	4:06.64
41	Sehcar	3.9 Ford-Cosworth DFL	36	Jacques Villeneuve (CDN) Ludwig Heimrath Jr (CDN) David Deacon (CDN)	Dunlop	858	171	4:00.94	4:09.86
42	Lancia LC1	1.4t Lancia	53	François Hesnault (F) Thierry Perrier (F) Bernard Salam (F)	Dunlop	879	183	4:07.21	4:02.24
43	Mazda 717C	1.3r Mazda	61	Steve Soper (GB) Jeff Allam (GB) James Weaver (GB)	Dunlop	789	191	4:16.84	4:05.92
44	Mazda 717C	1.3r Mazda	60	Takashi Yorino (J) Yoshini Katayama (J) Yojiro Terada (J)	Dunlop	780	183	4:06.13	4:07.13
45	Sthemo	2.2 BMW	64	Hubert Striebig (F) Jacques Heuclin (F) Noël del Bello (F)	Dunlop	705	171	5:17.04	4:08.05
46	BMW M1	3.5 BMW	90	Leopold von Bayern (D) Angelo Pallavicini (CH) Jens Winther (DK)	Dunlop	1107	186	4:10.37	4:23.65
47	Porsche 930	3.3t Porsche	95	Jacques Almeras (F) Jean-Marie Almeras (F) Jacques Guillot (F)	Michelin	1255	173	4:16.40	4:13.19
48	Porsche 930	3.3t Porsche	94	Claude Haldi (CH) Gunther Steckkönig (D) Bernd Schiller (D)	Michelin	1258	179	4:17.69	4:14.20
49	Porsche 930	3.3t Porsche	92	Heinz Kuhn-Weiss (D) Georg Memminger (D) Fritz Muller (D)	Dunlop	1255	183	4:23.49	4:16.07
50	Porsche 930	3.3t Porsche	93	John Cooper (GB) Paul Smith (GB) David Ovey (GB)	Dunlop	1235	172	4:19.61	4:18.26
51	Porsche 930	3.3t Porsche	96	Raymond Tourouf (F) Michel Lateste (F) Michel Biennivault (F)	Michelin	1241	171	4:27.09	4:23.80
52	Porsche 930	3.3t Porsche	91	Alexandre Yvon (F) Jean-Marie Lemerle (F) Michael Krankenberg (D)	Dunlop	1235	181	4:51.96	4:31.26
53	Mazda RX83C	1.3r Mazda	62	David Palmer (GB)** Roy Baker (GB) Pierre Honnegger (USA)**	Avon	706	153	4:33.30	7:22.80
54	Porsche 928S	4.7 Porsche	97	Raymond Boutinaud (F) Alain le Page (F) Patrick Gonin (F)	Dunlop	1235	166	4:49.12	4:35.94

KEY: * = Did not start. ** = Did not qualify. Drivers in italics practised but did not race car. t = turbo; r = rotary

Dunlop scored their 28th victory at the Sarthe as the Dunlop bridge stands proudly against the night sky.

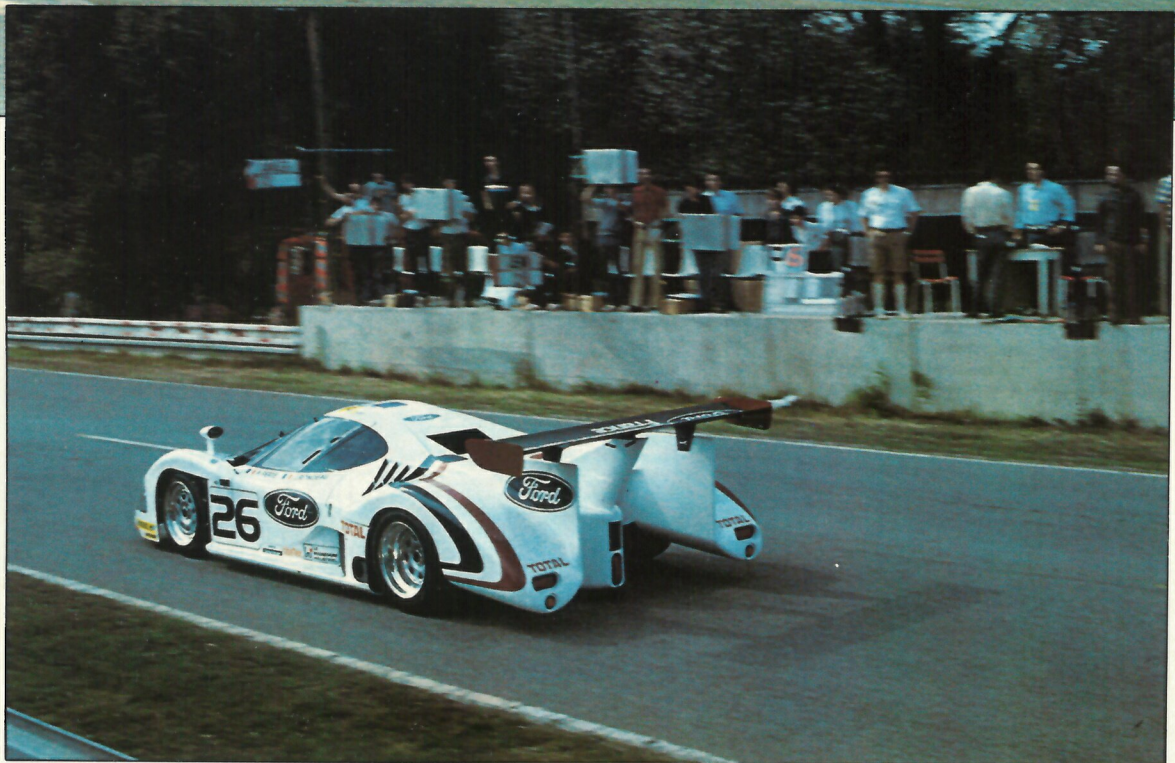
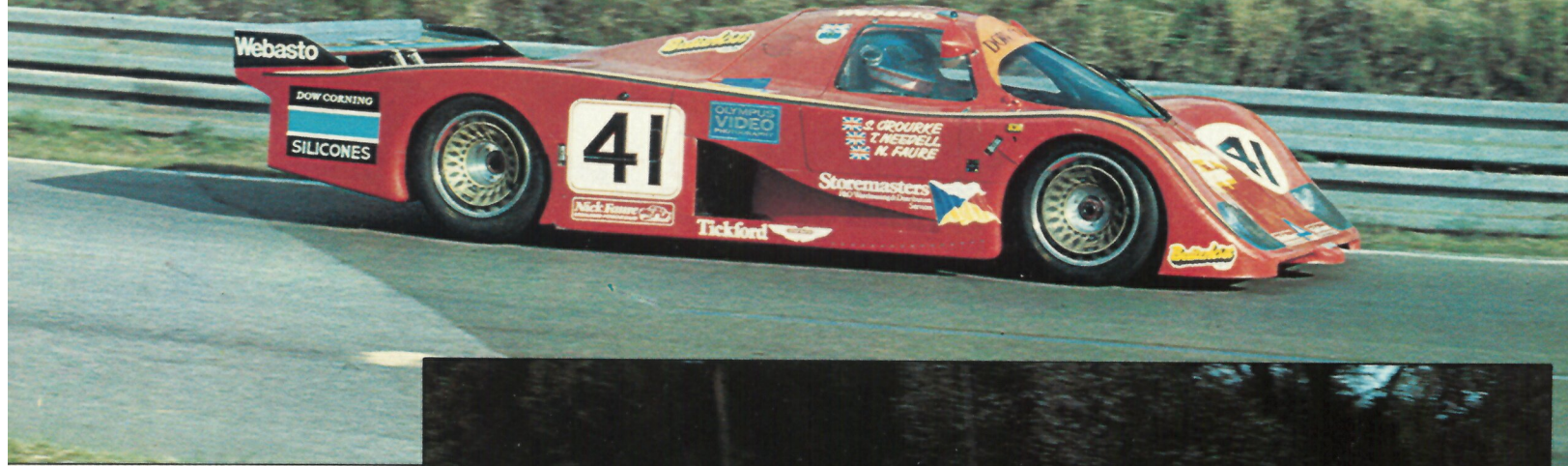
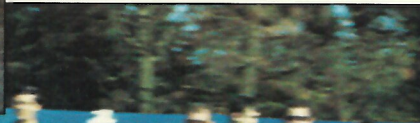


►► fastest through the Hunaudières speed trap.

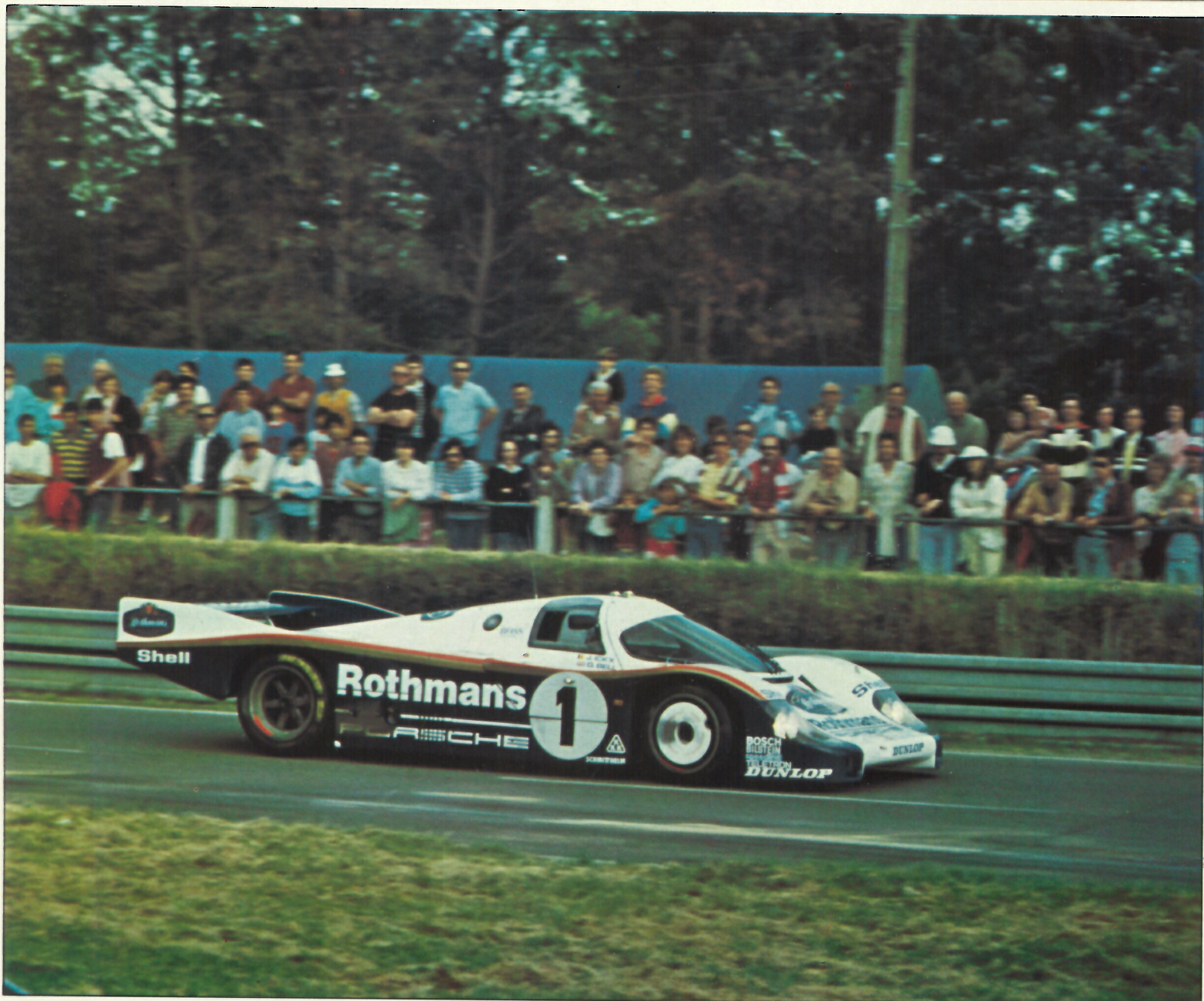
Like the two Joest cars, the Canoo Racing 956 found an improvement on Thursday and, by the time qualifying was over, Mario Andretti's Kremer entry had dropped to ninth place. All the Porsche were up there, and they were beyond the reach of Derek Warwick, who was fascinated by his first Le Mans, but disappointed to find that the brand new Kremer C-K5 is not a front-running car. In Derek's hands, however, and with a 3-litre qualifying engine, it was the best placed of any car except the Porsche 956 and Lancia LC2s, and it lined up 15th just ahead of the Nimrod, the best of the works 4-series Rondeaus, and the very impressive WM-Peugeots which were capable of 223mph down Mulsanne this year.

Facing page

Top: The eight miles of the Le Mans circuit provide some unique motor racing views — this is taken looking onwards from Mulsanne Corner. Centre: In only its second race, the British built EMKA of Steve O'Rourke (driving), Tiff Needell and Nick Faure was a healthy finisher in 17th place. Bottom: All three works Rondeau M482s retired by half distance — this car, driven by team owner Jean Rondeau and the Ferté brothers, was the second one to go with a blown Cosworth DFL engine on the Mulsanne straight. Photos: Jeff Bloxham.



LE MANS



RACE

The ACO's timing of the start was, as ever, almost impeccable, poleman Ickx leading the other 49 competitors into *Les Vingt-Quatre Heures* at seven seconds past 4.00pm, the impressive field surging in a rocodile formation towards the Dunlop Curve at the completion of the pace lap. Nearly a minute later the tail-ending car crossed the line, although less fortunate still was Roger Dorchy, whose WM was pushed from alongside its team-mate on the grid to the pits 10mins before the off with a leaking gasket in the engine bay.

Mass, starting the number 2 works Porsche, outbraked Alboreto into the Esses and displaced the great Belgian for the honour of leading at the end of the opening lap, Ickx content to follow him through with the customer 956s of Lammers (Canon) and Ludwig (Marlboro) plus Alboreto's fleet Lancia heading Schuppan in the third Rothmans entry. Merl's New Man 956, Mario Andretti's blue Kremer version and the J David machine of Fitzpatrick were next up, before the Lancias of Ghinzani and the fast-starting Nannini. Plankenhorn's elegant Boss 956, Warwick (enjoying the Kremer CK5) and Edwards's Bandit 956 being hounded by Mallock in the lone Nimrod. The three works Rondeaus, kept equidistant by Raulet's WM and the Belga 936C of Jean-Michel Martin, led a juggle embroiling the Rondeau of Lapeyre, the EMKA and Cleare's private CK5, with Kent-Cooke's solo Lola losing in.

Approaching the Mulsanne Corner for the second time, Lammers tried to outbrake Ickx for second place. On arrival, however, the gap he had spotted was not there any more, and the two cars made glancing contact, spinning down the order. Lammers used the escape road and spun again wildly as he drove the car back up it. Both headed for the pits to replace tattered front bodywork, resuming swiftly when no major structural damage was discovered.

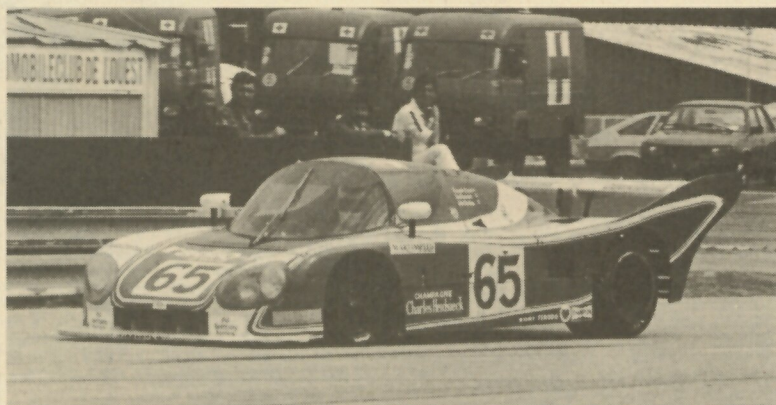
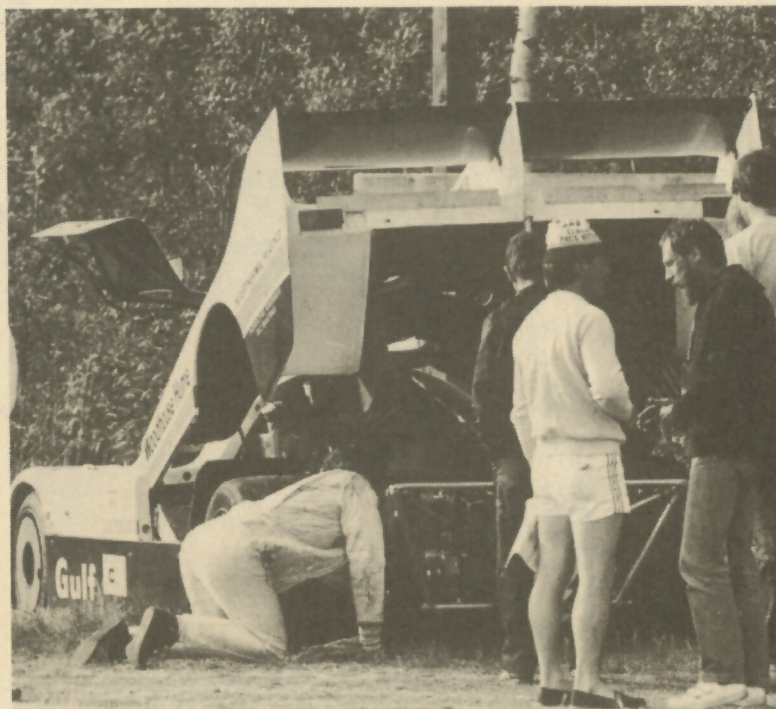
The hat-trick aspirations of Ickx and Bell, then, had suffered an early blow although Jacky, far from dispirited, set about the task of clawing almost a lap back with relish, and some cunningly planned tactics with regard to fuel economy.

The singleton Sehar had been the first pit visitor at the end of lap 1, Jacques Villeneuve reporting a recurrence of the exhaust header problem which had crippled the car in the morning warm-up session. Henn made the first of several early stops a lap later, fuel pressure problems afflicting his hired replacement engine. Eventually the fault was isolated to the pressure regulator itself, the binding piston freed and the BP 956 sent on its way, many laps behind but sounding strong for the first time.

Peer Racing's Ford C100 was stopped by Migault too, the Frenchman nearly running over one of his mechanics in his haste. The orange coupé continued but



Above: Mike Salmon waits to take over the Nimrod while its crew wrestle with the alternator problem. Below: A disappointed Richard Cleare seeks the electrical fault which caused his private Kremer to cut-out. Bottom: More Britons in trouble were the ADA team whose improved de Cadenet Lola led GC Junior on Saturday afternoon.



stopped on Mulsanne an hour later, having — incredibly — run out of fuel, while Cleare's Kremer ground to a halt at Arnage with a dead engine. Tony Dron and a crew member were despatched from the pits to instruct the car's owner on possible repairs (only the driver himself may work on a car outside the pit lane), but to no avail. Richard actually had the engine running again, but the battery had lost its charge and was unable to sustain the spark. Some hours later, the decision to abandon was regrettably taken.

As the Porsche 956s whistled round at the head of the pack, the Dome and the Cougar lost a lap apiece with stops while the first Rondeau weakness struck when Streiff pitted the quickest of the factory M482s with an oil leak. A split union (the tiniest crack) was replaced, but by this time much of the DFL engine's life-blood had seeped away. With no oil replenishment allowed before 24 laps, manager Pierre Dieudonné elected to continue at reduced pace until then, but the damage was done. Philippe switched off at Mulsanne Corner when the pressure dropped halfway to his stop.

The attractive Belga-Porsche derivative of the Martin brothers and Duez suffered a bad misfire within 30mins and after two stops, the second to change the fuel injection pump, the disability remained and the car was pushed away.

Mass was drawing slowly away from Schuppan, Vern having to fight off the determined Alboreto for much of the first hour. Ludwig's Marlboro 956 ran a steady fourth, while behind him Andretti fought his way clear of Merl and Fitzpatrick, themselves now some way ahead of the Martini Lancias of Ghinzani and Nannini, Plankenhorn and the barking Bovis Nimrod, making an impression once past Warwick's Kremer.

Warwick, in fact, was one of the first to make a routine fuel stop, after 13 laps, at the same time as Andretti, Ghinzani and Kent-Cooke's Lola T610. Mario handed over to his son, who was in again within 20 mins having nursed the Kenwood car back with a rear tyre punctured. Problems with the wheel nuts delayed the talented youngster further, but back into the fray he went, more determined than ever.

The leading car pitted for fuel a lap later, Jochen resuming himself, very briefly down to third place behind the Ludwig and Fitz 956s, about to stop themselves. Most of the other top drivers came in on lap 14 too, including Ickx, who had been able to go an extra lap on this stint in his effort to haul back the deficit after his early incident.

Running reliably in among the leading Porsches, Jean Rondeau had brought his own creation into fifth place amid the opening round of routine stops. Like its surviving teammate, the Rondeau's engine note was piercing — even more so than the little Mazda rotary units in the 717C Juniors — but still sounded healthy as Jean handed over to Alain Ferté soon after the first hour mark (several laps after the 956s) with only Mass, Schuppan, Johansson (now in the Marlboro car) and Andretti — prior to the puncture — ahead.

Throughout the second hour, Rothmans-Porsche numbers 2 and 3 held station at the front, Holbert replacing Schuppan, and Bellof assuming Mass's place in the leading car. Johansson maintained the Joest challenge in third place while Heyer kept the best of the tattily finished but so far effective Lancias very closely in touch, scrapping with the Swede for a while.

The Fabi-Alboreto Lancia, which had lost time during its two routine stops while the bodywork was taped up and thus had fallen way down the order, was out for good just before the two-hour mark when Michele had the gearbox seize approaching Tertre Rouge. ▶

Facing page

Top: Race prospects looked grim for the WM-Peugeot of Roger Dorchy/Alain Couderc/Pascal Fabre when it was pushed off the grid just before the start, but in the end it was the highest placed French entry in 16th place. **Centre:** No one expected the customer Porsche 956s to be on a par with the works cars, but for the consistency of their challenge the Andrettis père et fils and Philippe Alliot were the best of the 'privateers', finishing an impressive third. **Bottom:** Jacky Ickx and Derek Bell missed out on their hat-trick by only a minute, finishing second to the Schuppan/Holbert/Haywood car. **Photos:** Jeff Bloxham.

Soon afterwards another Rondeau was out, the works 382, which Snobeck had just taken over from Lapeyre, losing all its water on the straight. The driver thought that a pipe had come adrift but once the temperature gauge registered high, Dany was forced to coast to a halt and retire.

Fitzpatrick's beautiful 956 was hot in pursuit of the fifth-placed New Man car, although Ickx, shortly to hand over to Bell, and the Bandit 956 — also to be driven by Fitz — were both making good progress up the leaderboard.

The Nimrod, alas, was not now running as cleanly as it had in the first hour, the Richard Williams-run team's major problem being the alternator system which was overcharging. Eventually they decided to disconnect it for a stint to drain the excess current, but at 8.00 pm this misery was compounded by a broken gear selector fork. Later still, the fuel line into the gauge split, drenching Salmon, and by the time cracked brake discs had been added, the job list for the gallant car was extensive.

The other Aston Martin engine car, O'Rourke's EMKA, was also forced to stop in the early evening after stones sprayed by the Canon-Porsche holed the water radiator. The mechanics set about replacing it and the car ran encouragingly well again until rear suspension maladies during the night.

The quicker of the surviving works Lancias got the better of Johansson's Porsche, Heyer taking third place, leaving the Ickx/Bell 956 to work its way past de Narvaez (in the New Man car) and the JDavid machine. Lancia's main hope fell from third place, though, with fuel injection problems, while Rondeau's own car was stopped for some time while its ignition system was systematically changed. Thus Porsche

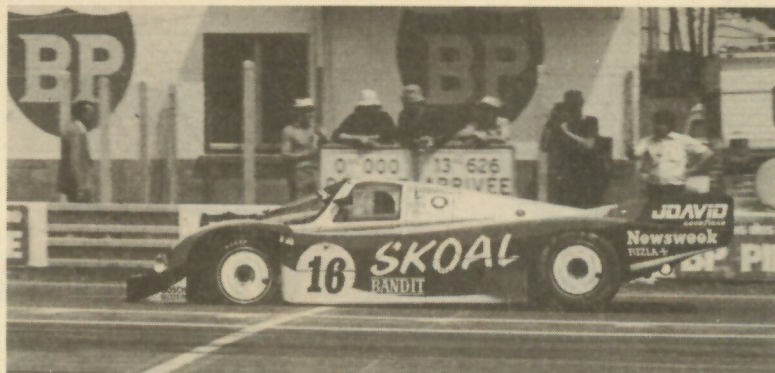
956s were unchallenged in the top nine places at three hours . . .

The Edwards/Keegan car had had a very good hour, closing in to within 30secs of its team-mate up to fifth place behind Bell. The Andretti and Alliot also used their time profitably, hauling their car into contention with the four 956s ahead of it, among them the Canon car, also making up ground well.

Further down the order, the quick Cooke/Adams/Servanin Lola commanded attention — although 14th just two laps down on the leaders — while the Nimrod, the Pignard WM and the Primagaz and Malardeau Rondeau chassis were squabbling behind, clear of the impressively trouble-free Sauber.

The Holbert/Haywood/Schuppan Rothmans-Porsche moved ahead of the Mass/Bellof car as the next round of stops were made, but the order was reversed again before 8.00pm. Bell brought welcome news to the Stuttgart equipe by reclaiming third place, to give the factory cars a 2-3-1 formation, although he was worried at the end of his stint when the fuel light flashed on before he arrived at the Porsche Curve. In the duo's fight back up the field, they reckoned on achieving an extra lap if they could between each fuel stop (to save on one stop during the race). The plan was, that if the reserve light came on before the Porsche Curve, the driver should pit regardless for more petrol; but if it illuminated anywhere between Porsche and the Ford Chicane, another lap should be driven. Derek had the light wink at him as he approached the critical corner. He gambled on another lap . . . and cruised in on its completion with the tanks bone dry! Fine judgement, indeed, and the stuff of which endurance races are won and lost.

At 8.00pm, the straggling Boss Porsche had eased its way into the top 10, now



Last moment dramas for the fifth-place Skoal Bandit 956.

exclusively the domain of the healthy 956s. Only the luckless Henn's machine, with the beginnings of hub problems, was failing to conform with the German cars' reliability, fast becoming legendary.

After 4 hours: 1, Mass/Bellof, 63 laps; 2, Holbert/Haywood/Schuppan, 63; 3, Ickx/Bell, 62; 4, Fitzpatrick/Hobbs/Quester, 62; 5, Ludwig Johansson/Wollek, 62; 6, Edwards/Keegan/Fitzpatrick, 61; 7, Andretti/Andretti Jnr/Alliot, 61; 8, Schickentanz/Merl/de Narvaez, 61; 9, Palmer/Lammers/Lloyd, 61; 10, Lässig/Plankenhorn/Wilson, 61; etc.

Thanks largely to a fine stint by Servanin, Cooke's Lola was forging along, hanging on to Rondeau's 482 and keeping ahead of the better WM. The other remaining works Rondeau, that of Pescarolo/Boutsen, was shortly to be seriously delayed when one of the four drive pegs on the left rear hub broke. Pescarolo was sent out again with temporary repairs effected, and recalled when his crew had assembled a complete new upright/hub several laps later.

Both of Fitzpatrick's Porsches were promoted a place shortly after, the JDavid car to third when Ickx took his next stop and the Bandit machine to fifth

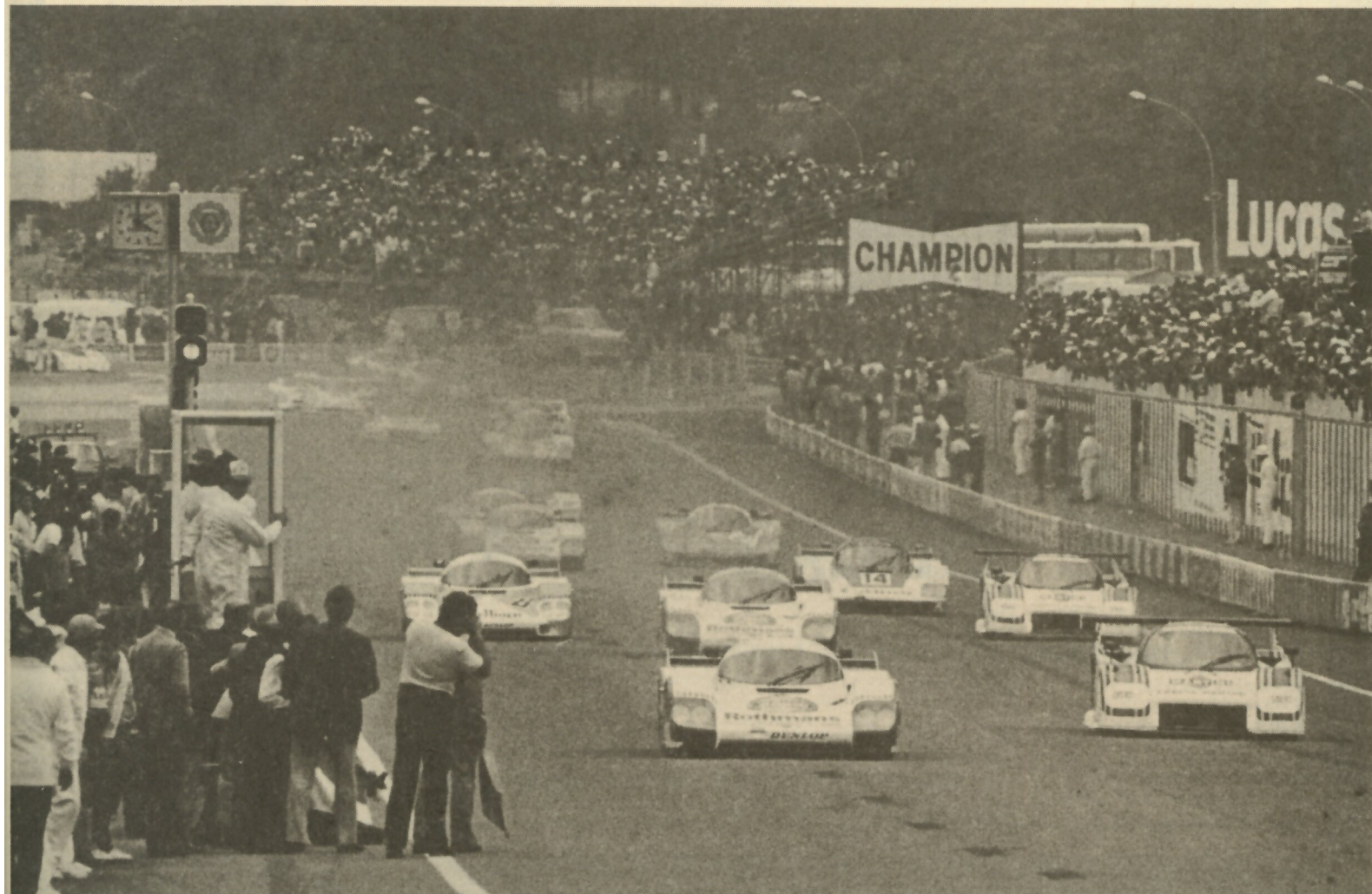
at the expense of the Marlboro 956. Nevertheless, the fourth-to-eighth placed cars were all on the same lap, one behind Fitz and two adrift of the first two Rothmans representatives.

Further electrical maladies for the Ferté brothers' 482 dropped it behind the Lola/WM struggle and the older Primagaz car of Pierre Yver's team, spitting flame from its exhaust down the Mulsanne Straight. The Sauber benefited from Pescarolo's pitstops to climb to 15th, while the Elford 379C was running like a train, as reliably as the Sauber.

During the next three hours, until midnight, the 956 brigade eased away from the rest of the field, changing positions among themselves, although the three works cars were re-established in front, now in the order 3-2-1.

Tremendous progress just outside the élite 10 was made by the Malardeau Rondeau, which graduated smoothly to 11th with the Cooke Lola, unwilling to relinquish the place without a fight, tucked in behind. Garcia/Naon/Mon-

As the quality field is unleashed towards the Dunlop curve, the works Porsches of Ickx and Mass surge ahead of the Lancias of Alboreto and Ghinzani.



toia were beginning to apply pressure in the Sauber, while the surviving Lancias (the Ghinzani/Heyer car destined to be stopped at the kink for an hour during the night with more injection dramas) were plugging away, the Andruet/Nannini/Barilla car (15th) six laps up on the quicker of last season's converted *barchetts*, driven for the Sivama team by Hesnault/Perrier/Salam.

Latest retirements as Sunday morning neared included the recalcitrant Sehicar — which looked quick when it was running cleanly — the Grid (abandoned at Indianapolis) and the Dome, which had pitted within the first two hours to be freed from gear and suffered fuel pressure problems thereafter.

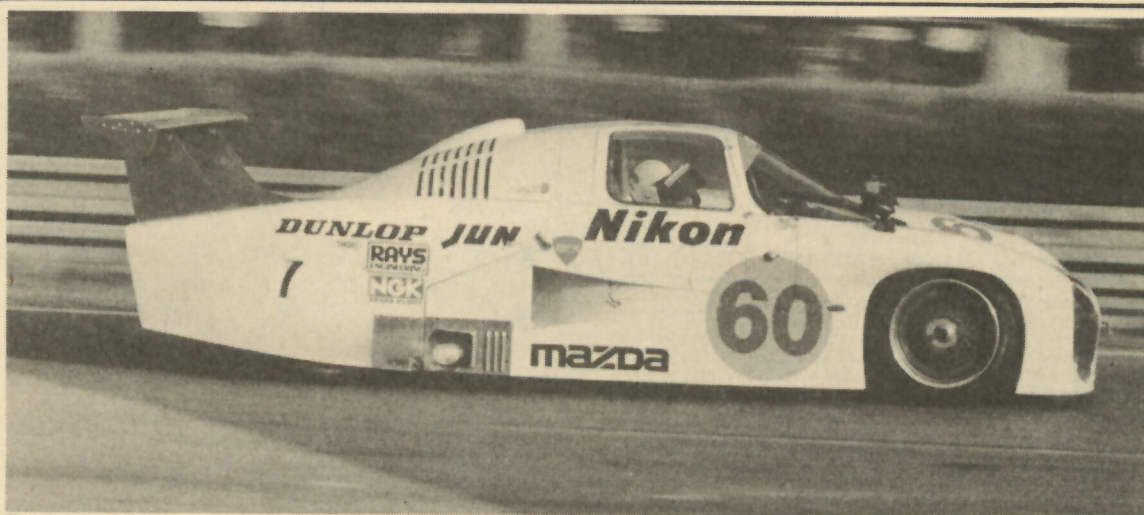
A lot of work was done to try to keep the 'works' Kremer running, to no avail, though, for it was posted as a retirement before 11.00pm with a leaky head gasket and broken exhausts. Although the engine was still running, lack of turbo boost would have numbered its laps anyway. Earlier Gaillard had a shock when a broken oil pipe sprayed hot liquid all over the car, including inside the cockpit.

After 8 hours: 1, Holbert/Haywood/Schuppan, 126 laps; 2, Mass/Bellof, 125; 3, Ickx/Bell, 125; 4, Fitzpatrick/Hobbs/Quester, 123; 5, Andretti/Andretti Jnr/Alliot, 123; 6, Schickentanz/Merl/de Narvaez, 122; 7, Edwards/Keegan/Fitzpatrick, 122; 8, Lässig/Plankenhorn/Wilson, 121; 9, Ludwig/Johansson/Wollek, 121; 10, Palmer/Lammers/Lloyd, 118; etc.

Two suspension failures knocked the Canon Porsche out of the top 10 in the early hours; 30 mins were lost when the left rear top rocker arm broke, and shortly after the rocker pick-up point broke on the other side. These were new components before the race — perhaps 956s are not that solid. A grand stunt by Elford thrust the yellow Rondeau into the top 10 in its place, with the game Sauber trio past Kent-Cooke's men, the Lola soon to lose 30 mins in the pits while a broken front wishbone was replaced.

More significant, though, was the sudden demise of the Mass/Bellof Porsche, which fell rapidly back when the electronic fuel metering system went on the blink. The fuel mixture 'leaned off', and a piston was eventually holed with resultant valve damage. The car plugged on, sounding far from well, to the disappointment of Mass and Bellof.

With 15 minutes to the flag, Bell homes in on leader Holbert to unlap the number 1 Porsche.



The ultra reliable Japanese-crewed Mazda walked away with C Junior.

GROUP C JUNIOR

Three of the five entries in this class finished, the two Alan Docking run, bluff nosed Mazda 717Cs leading almost all the way once the Finotto/Facetti/Vanolli Alba had dropped back with a misfire. The Japanese crew of Katayama/Terada/Yorino finished 35 laps ahead of the Allam/Soper/Weaver car, which lost over 30mins in the first hour when a tyre blew on the Mulsanne. Geoff (sic) Allam was driving, and nursed the car the three miles back to the pits to have the damaged bodywork patched up. The car ran

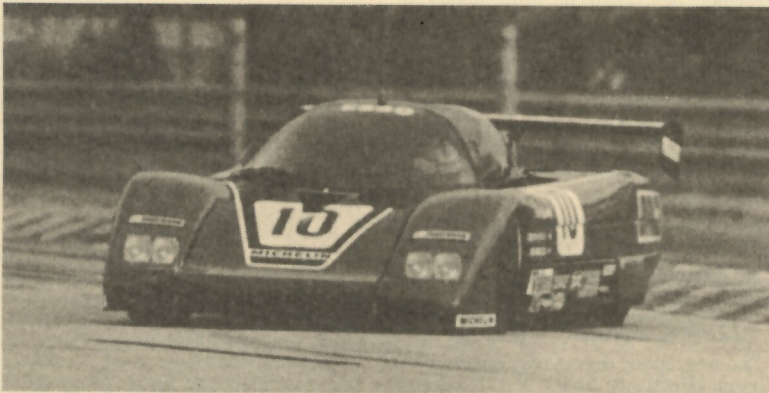
for many hours after that with a misfire — caused, the team thought, by ingestion of dirt when the tyre blew — which inexplicably cleared half way through the race. From there on, both cars ran faultlessly, if raucously, although the British drivers found the heat in their car (built for people of oriental dimensions!) fatiguing.

The only other finisher, although it was unclassified, was the Duret/Sheldon/Harrower De Cadenet Lola, which spent the entire race lurching from crisis to crisis. It was quicker than the Mazdas, but after an

hour when Sheldon suffered a blow out just before the kink — "That was very scary" — it lost the class lead. More time was lost with an alternator failure out on the circuit, a broken left front bearing (probably caused by driving on the rim after the blow out) and a gearbox rebuild when the car stuck in gear. It was one of those never-say-die British efforts which keep the Union Jacks waving.

The Alba died during the night after endless electrical attention, while the Sthemo spent hours in the pits before being retired with an untraceable engine problem.

Delayed at the start, the quicker WM makes up for lost time! He held it . . .

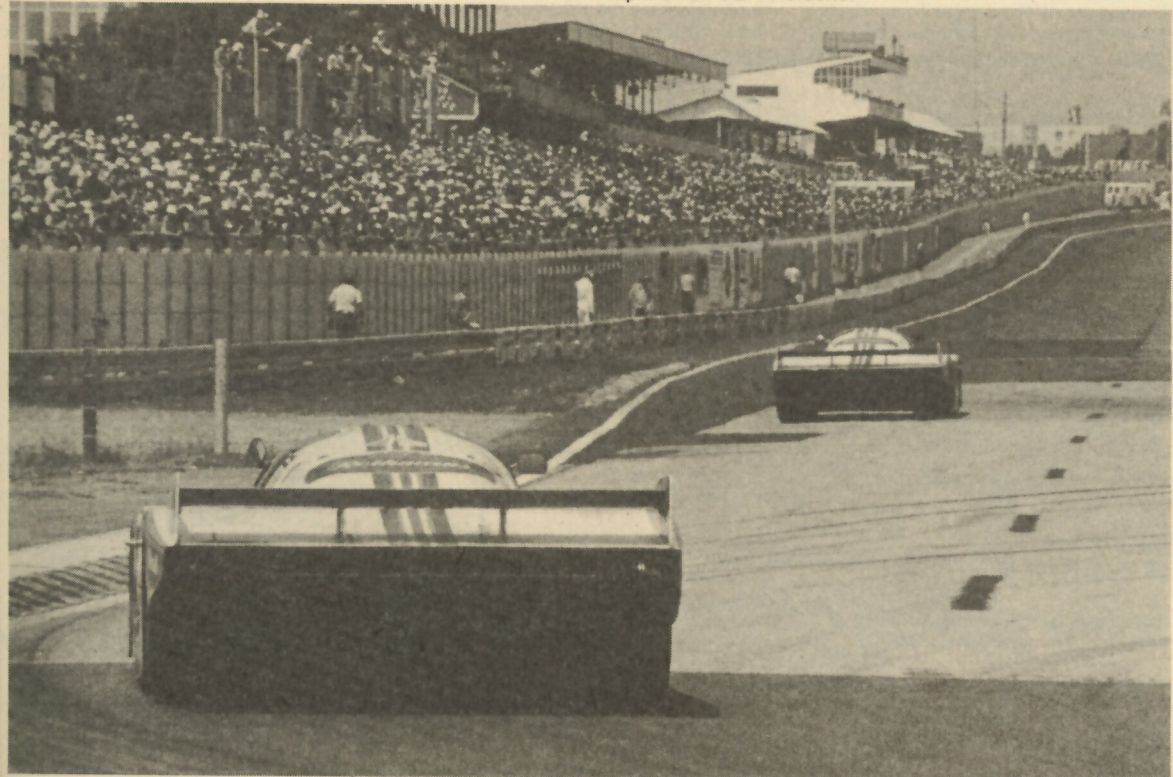


Schuppan and the Americans thus found themselves on their own at the top of the table, a lap clear of Ickx/Bell but with the Andrettis and Alliot back into third place after a delightfully trouble-free evening after the earlier tyre dramas. The Edwards-driven 956 overhauled the New Man and Marlboro cars as the night wore on, with the Boss machine now up ahead of Fitzpatrick/Hobbs/Quester. This car was in the pits for a long time while the JDavid crew investigated the broken metering unit drive which, sadly, put paid to a fine showing there and then, although the car remained on the leaderboard for some time. The first chinks had appeared in the 956 armour, but a whole legion of cars remained . . .

At 2.00am, the Swiss-entered Sauber and the lone Lola were firmly ensconced in the top 10, although the tragedy of the hour was the retirement of Elford's old Rondeau, its valiant run ruined by a dropped valve, totally unexpected after a previously faultless performance. The Primagaz Rondeau suffered worsening fuel mixture problems throughout the hours of darkness, but somehow saw daylight again, despite its engine sounding terminally ill and a drastic reduction of pace.

All the while, the Ickx/Bell 956 was creeping closer to its sister car, still leading, and by 3.00am the cars were on the same lap, with the Andrettis, the closest privateers, now three laps adrift but pounding on. The Marlboro, New Man and Bandit Porsches were still only 30secs apart. Following another rear upright change, Pescarolo and Boutsen put in sterling work before dawn to bring the sole surviving DFL-powered Rondeau into the frame, three laps behind the remarkable ninth-placed Sauber.

There was excitement aplenty at about 3.10am when Jacky Ickx swept by the pits briefly in the lead on the pitstops, the number 3 car having made its routine stop at the same time. Ickx had driven brilliantly during the previous hour or so, pulling back two laps on the erstwhile leader who was delayed by a puncture during this stint. However, it had taken Ickx and Bell over 11 hours of wily, tactical driving to put the number 1 car back where it had started the race. ▶



Less impressive and having to post retirements long after mechanics had given up hope of fixing the cars, were the second Lancia (its fuel injection problems proving terminal) and the Pignard WM which had been smoky and rough-sounding for some time. The remaining Lancia was far from healthy when, at 3.30am, a turbo manifold breakage slowed its progress. By 5.00am it would be out altogether, Andruet/Nannini/Barilla having struggled on with a replacement turbo unit in the meantime, with little sign of improved fortune.

After 12 hours: 1, Holbert/Haywood/Schuppan, 188 laps; 2, Ickx/Bell, 187; 3, Andretti/Andretti Jnr/Alliot, 185; 4, Ludwig/Johansson/Wollek, 182; 5, Schickentanz/Merl/de Narvaez, 182; 6, Edwards/Keegan/Fitzpatrick, 181; 7, Mass/Bellof, 176; 8, Lässig/Plankenhorn/Wilson, 176; 9, Garcia/Naon/Montoia, 173; 10, Pecarolo/Boutsen/Ferté, 170; etc.

One of the saddest retirements during the night was that of the American-entered Lola which Servanin, Adams and owner Cooke had driver with verve and determination after the suspension breakage. Overheating put the car out, but the hard-working team was anything but disgraced.

By 6.00am the chase was on again up front, with Ickx setting lap record times in pursuit of the Schuppan/Holbert/Haywood car. The Kremer-run Kenwood 956 was secure in third, although Edwards/Keegan/Fitzpatrick and Ludwig/Johansson/Wollek — delayed six laps by two broken spark plugs and the driver's window falling out — were within seconds of each other, a lap clear of Joest's New Man car.

The stricken Mass/Bellof machine continued to clatter its way round in seventh place — Mass determined to drive it until it broke ("the bitch just won't give up!") — with the Sauber now a highly creditable eighth and sounding as crisp as it had on the opening lap. The Boss-Porsche and the Canon version completed the top 10 with 10 hours remaining.

The night and early morning saw both Aston Martin equipped teams in a lot of trouble, particularly the EMKA outfit which need an excessively long stop to repair the right rear upright. The Bovis Nimrod, many of its problems apparently surmounted, ran strongly again through to 9.20am when Salmon parked it at Indianapolis with a violently bent con-rod, an ill-deserved fate after some sterling pit work.

Also unfortunate was the last works Rondeau which, after its rear suspension dramas, had a front wheel come loose, forcing another unscheduled stop. Pescarolo continued his stint with the engine using excess oil. Everything went well again until the engine blew near Les Hunaudières, a third of the way down the Mulsanne Straight.

Between 5 and 6am, Desiré Wilson lost a lot of time in the pits with an electrical failure but eventually the problem was cured.

Le Mans is never short on drama and the pre-race favourites, Ickx and Bell, had more than their fare share of it this year. At 7.20am, 10mins after taking the lead for real, Derek had to stop the car at Mulsanne Corner with an electrical problem. He found a broken connection and returned the car to the pits, but total rectification and resumption cost the number 1 car six laps, dropping it to fourth place overall.

After 16 hours: 1, Holbert/Haywood/Schuppan, 249 laps; 2, Andretti/Andretti Jnr/Alliot, 246; 3, Ickx/Bell, 245; 4, Ludwig/Johansson/Wollek, 243; 5, Edwards/Keegan/Fitzpatrick, 242; 6, Schickentanz/Merl/de Narvaez, 241; 7, Garcia/Naon/Montoia, 232; 8, Mass/Bellof, 232; 9, Lässig/Plankenhorn/Wilson, 227; 10, Palmer/Lammers/Lloyd, 219, etc.

Back in the race, the Ickx/Bell car was quickly back in third place again (ahead of the Marlboro entry and a lap behind



With the BMW out, the Ivey Porsche was worked hard for Group B honours.

GROUP B

Remarkable reliability gave the Charles Ivey Racing Porsche 930 driven by Cooper/Smith/Ovey a convincing run to victory in the class by four laps from the similar Memminger/Kuhn-Weiss/Muller car. Only three things—a puncture, a broken bracket on the intercooler, and finally on Sunday a stripped thread on a wheel nut — interrupted the regularity of the scheduled stops. "And all this," said Ivey, "we have done with a car which we bought and ran in two races for less than the cost of a 956 engine!"

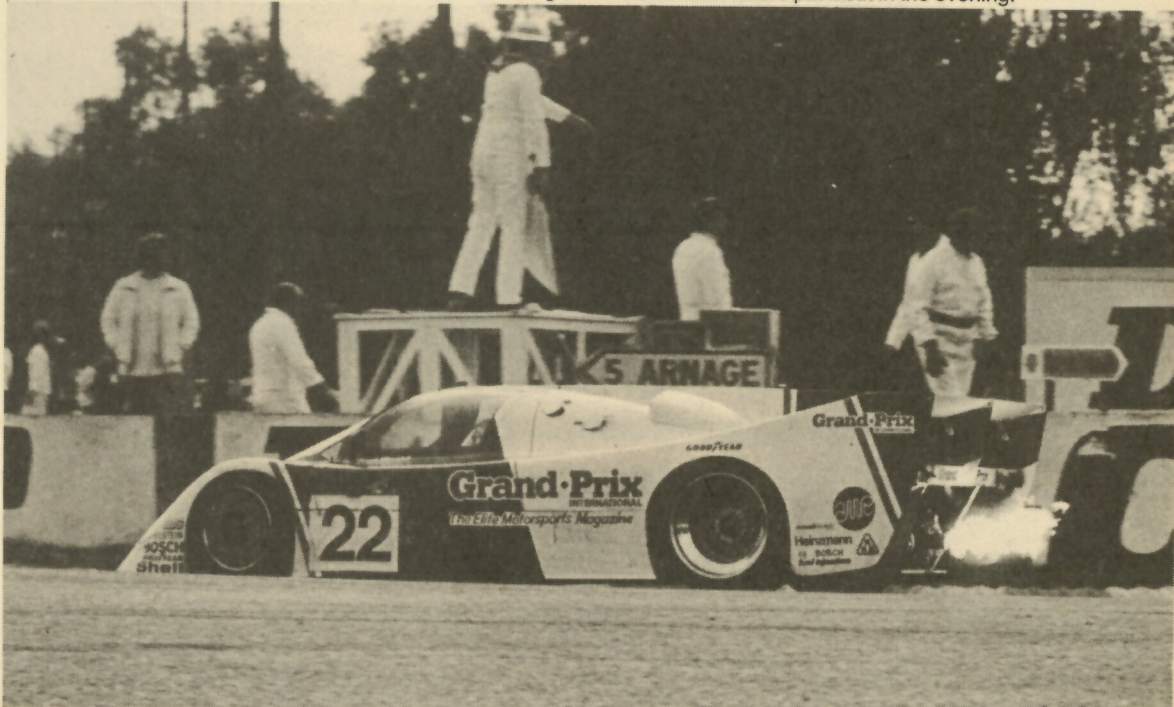
the Andrettis/Alliot). Ickx once again got the bit between his teeth, taking between 10-15secs per lap out of the blue car's advantage. By his next scheduled stop and driver change, the gap was only 20 secs. Edwards/Keegan/Fitzpatrick in the Bandit car were pleased with its performance (although it was proving a little heavy on fuel consumption) a further lap down in fifth, ahead of Schickentanz/Merl/de Narvaez, with the Sauber up to seventh for a short while near lunchtime.

Plankenhorn and Wilson put in good stints in the Obermaier 956 before lunch, pulling it back to seventh after a lengthy stop, while Bell eased his Rothmans car back past the Andrettis/Alliot to regain second place.

After 20 hours: 1, Holbert/Haywood/Schuppan, 310 laps; 2, Ickx/Bell, 308; 3, Andretti/Andretti Jnr/Alliot, 307; 4, Ludwig/Johansson/Wollek, 306; 5, Edwards/Keegan/Fitzpatrick, 302; 6, Schickentanz/Merl/de Narvaez, 302; 7, Lässig/Plankenhorn/Wilson, 287; 8, Garcia/Naon/Montoia, 279; 9, Palmer/Lammers/Lloyd, 279; 10, Mass/Bellof, 276; etc.

The first major drama of Sunday afternoon effectively ended the Marlboro 956's chances of a top three finish, for Ludwig ran off the road at Tertre Rouge, graunching the right-hand side of the car

Derek Warwick started the swoopy Kremer CK5 but head gasket and exhaust failure put it out in the evening.



situation well under control.

On towards the last lap, though, and the American led by a shade over 2mins. Then, as he exited the chicane and headed up the pits straight at 3.58pm — drama. All was not well with the leader's mount, steam issuing profusely from the left rear wheel arch. Surely Vern could not be so cruelly robbed of his first triumph at the Sarthe circuit in 11 attempts? Bell flashed by onto his final tour, the number 1 Porsche sounding strong and sweet and being flung around with remarkable gusto for the final yards of this marathon of endurance.

All necks on the pit straight were craned in the direction of Arnage as the master clock showed 4pm. All eyes focussed on the Ford Chicane. Would the pair of Rothmans 956s appear singly or in formation? Was the number 3 car still going to be running, or would the charging Bell be allowed to hurtle through to that coveted team hat-trick, to be shared by the maestro Jacky Ickx?

The works 956s appeared, just 65secs apart, and with the hobbled Holbert-driven machine still ahead of Bell's version, its lights ablaze. The relieved Al jubilantly accepted the chequered flag, for those last two laps had been achieved on a wing and a prayer as the Porsche had suddenly lost much of its water.

Bell was applauded warmly for his fine chase — and he worked very hard in the last stint — to make it a Rothmans-Porsche one-two, although the team was unable to repeat last year's top three positions for the Mass/Bellof car had not been able to wheeze sufficient compression together to restart after a pit stop at lunchtime. Even a long push start attempt failed to urge the five-cylinder engine into life.

Six laps behind, the first 'private' 956 finished third, the Andrettis and their French team-mate Alliot, three laps up on the New Man car. Final-hour dramas for Edwards/Keegan/Fitz saw the Skoal Bandit Porsche immobilised in the pits at 3.52pm while a collapsed front brake was replaced, but it rushed out again after some superb pit work with just 2mins to run, now fifth ahead of the Marlboro car.

Palmer/Lammers/Lloyd chased the Boss backed 956 in eighth after many early morning delays (the left front brake caliper had broken away from the upright, and two discs had cracked). The first non-Porsche home was the pretty Sauber, a model of reliability using up

It wasn't the quickest car in the class, for the von Bayern/Winther/Pallavicini BMW M1 led for nearly half the race before growing gearbox problems caused its eventual retirement, leaving the Ivey car to take the lead. Only one of the 930s failed to finish, (Yvon/Lemerle/Krankenbourg were the first retirements with a broken gearbox), while the dimly slow Gonin/Boutinaud/Le Page 928S also reached the end.

Had there been no Porsche 956s in the race, incidentally, the Ivey car would have finished second overall.

quite badly. The daygo machine limped back to the pits where the team set about replacing bent suspension components and the bodywork tail section. Without a spare 'low downforce' rear end (costing £10,000) an unsuitable, *kurzheck* 'high downforce' tail — with appropriate venturi tunnel conversion kit — had to be grafted on, the car losing about an hour, or 15 laps, in the halt. It resumed in sixth place where it stayed to the end, seven laps clear of Plankenhorn/Lässig/Wilson.

During the closing hours, however, Johansson and Wollek really pressed on in the Joest car, running higher turbo boost as the team's fuel efficiency had been good prior to the accident and, naturally, because they would now have fewer laps to run.

Ickx's final stint was also impressive, for he carved back the deficit to the leading car relentlessly before handing over to Derek with less than an hour remaining. Bell continued the good work, unlapping himself at 3.45pm. Just 15 minutes (four laps) to go — whispers of a 'stage managed' finish spread rapidly among onlookers — and Bell was gaining inexorably on the relaxed Holbert. No team orders reached Al: he had the

just one set of brake discs and a couple of exhaust pipes during the consistent pilotage of Garcia/Naon/Montoia. Henn's Porsche, so badly delayed on Saturday afternoon, was hauled back to 10th by Ballot-Lena and Schlessler.

The Group B and Group C Junior winners, remarkably, finished a lap apart just outside the top 10, the Cooper/Smith/Ovey Porsche 930 four laps clear of the Memminger/Kuhn-Weiss/Muller version and the Mazda C-car 35 laps up on its team-mate (see panels).

A huge cheer went up from the British contingent for the safe arrival of Steve O'Rourke's EMKA, 17th despite rear suspension dramas, while the gallant ADA Lola also earned a great reception for finishing against all odds, although it was officially unclassified on distance travelled, after losing time in the night with black box failure.

Many of the 26 finishers crept in, including the two Sivama Lancias which dived out of the pits in formation for a token finish after lying dormant for five hours, their head gaskets blown. The URD soldiered on, amid a smokescreen, while the two surviving privateer Rondeaus also spluttered in at the end of another gruelling Le Mans.



First Le Mans triumph for Schuppan (centre) and Holbert although Haywood (right) had tasted the ACO's Moët before, in 1977.

LES VINGT-QUATRE HEURES DU MANS

June 18/19, 24 hours over 8.467 mile circuit. **Organisers:** Automobile Club de l'Ouest. **Winning average speed:** 130.69mph. **Distance covered:** 3132.79 miles. **Fastest lap:** Jacky Ickx (Porsche 956-83), 3m 29.7s, 145.35mph (record). (Porsche 956), 360 laps at 126.84 mph, 3039.6 miles. Hourly classification of starters showing final positions and retirements.

Pos	Car	No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Drivers	Retirements/Laps	
1	Porsche 956-83	1	2	2	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	Schuppan Haywood Holbert	370	
2	Lancia LC2-83	4	3	3	2	3	2	2	2	2	1	1	1	1	1	1	1	21	21	21	1	1	1	1	1	1	Ickx Bell	370	
3	Porsche 956-83	2	8	5	8	1	11	11	1	1	21	21	21	21	21	21	21	1	1	1	21	21	21	21	21	21	Andretti Alliot Andretti	364	
4	Lancia LC2-83	5	21	8	1	11	1	1	11	11	16	8	8	8	8	16	8	8	8	8	8	8	8	8	12	12	Schickentanz Merl De Narvaez	361	
5	Porsche 956	8	26	1	11	8	16	21	21	12	16	12	12	16	8	16	16	16	16	16	16	16	16	16	16	16	Edwards Keegan Fitzpatrick	358	
6	Porsche 956	14	11	12	16	16	8	16	12	12	8	12	16	16	12	12	12	12	12	12	12	12	12	8	8	8	Ludwig Johansson Wollek	354	
7	Porsche 956-83	3	12	11	14	21	21	14	16	16	18	18	2	2	2	2	46	2	2	18	18	18	18	18	18	18	Lässig Plankenhorn Wilson	347	
8	Porsche 956	21	5	72	12	12	14	8	14	18	11	2	18	18	46	46	46	2	18	18	2	46	46	46	14	14	Palmer Lammers Lloyd	339	
9	Porsche 956	12	1	26	21	14	12	12	18	8	2	46	46	46	18	18	18	18	46	46	14	14	14	14	46	46	Garcia Naon Montoia	338	
10	Porsche 956	16	6	14	26	18	18	18	8	14	28	20	24	24	14	14	14	14	14	14	46	2	47	47	47	47	Henn Ballot-Lena Schlessler	327	
11	Porsche 956	11	18	16	18	26	20	20	20	28	46	30	30	30	30	47	47	47	47	47	47	47	47	47	47	47	47	Cooper Smith Ovey	303
12	Porsche 956	18	39	18	6	20	9	30	28	20	20	24	14	30	24	47	93	93	93	93	93	93	93	93	93	60	60	Katayama Terada Yorino	302
13	Lancia LC2-83	6	16	6	24	9	30	24	46	46	30	47	20	20	47	93	53	60	39	60	60	60	60	92	92	92	Memminger/Kuhn-Weiss/Muller	299	
14	Porsche Kremer CK-5	22	22	24	20	24	26	9	9	30	24	28	53	53	53	53	60	53	53	53	92	92	92	54	54	54	Sotty Cuynet	292	
15	Nimrod NRA-C2	39	24	21	39	6	46	46	30	6	6	11	47	47	93	60	39	60	39	60	92	54	54	30	95	95	Almeras Almeras Guilloit	279	
16	Rondeau M482	24	9	20	9	30	24	28	24	24	47	14	93	93	54	92	39	30	30	30	30	30	30	95	10	10	Dorchy Couderc Fabre	278	
17	WM P83	9	30	9	30	26	28	26	6	47	14	6	60	60	60	39	92	92	92	54	53	53	95	10	30	41	O'Rourke Faure Needell	275	
18	WM P83	10	72	30	28	28	6	6	47	53	53	53	54	54	92	54	54	54	39	10	10	10	41	41	41	41	Allam/Soper Weaver	267	
19	Rondeau M482	26	29	22	46	39	22	47	93	93	93	93	41	41	39	90	90	10	10	10	96	95	41	96	96	96	30	Yver Guitteny De Dryver	266
20	Rondeau M482	25	20	29	90	90	90	53	53	9	60	60	92	92	95	10	10	95	51	51	95	96	96	61	61	29	Herregods Witmeur Libert	265	
21	Porsche 936C	15	14	46	49	53	53	90	26	60	54	54	95	95	90	51	51	51	96	96	51	41	53	29	29	96	Lateste Bien vault Touroul	264	
22	Rondeau M382	72	43	39	53	49	13	93	60	5	51	51	6	39	41	95	95	96	95	95	41	51	61	53	53	97	Gonin Boutinaud/Le Page	Unclassified 234	
23	Porsche 956	47	46	28	93	22	93	39	59	54	95	95	96	29	10	96	96	90	41	41	61	61	29	94	97	53	Hesnault Perrier Salam	Unclassified 232	
24	Porsche Kremer CK-5	42	41	4	95	93	47	60	90	95	5	5	29	96	51	29	29	29	94	94	94	29	51	51	94	94	Haldi Steckkönig Schiller	Unclassified 217	
25	EMKA	41	54	90	60	95	95	22	5	51	92	92	39	90	96	63	41	41	61	61	29	94	94	97	51	51	Sigala/Larrauri Cohen-Olivar	Unclassified 217	
26	Alba	63	51	51	63	13	60	63	41	92	96	41	51	10	29	41	94	94	29	29	97	97	97	65	65	65	Sheldon Duret/Harrower	Unclassified 214	
27	Lola T610	20	49	38	22	60	39	5	63	63	41	96	90	6	63	94	61	61	97	97	65	65	65	2		2	Mass Bellof	Engine 281	
28	Rondeau M382	30	90	49	13	47	49	95	54	96	29	5	51	6	61	63	63	65	65	39							Mallock/Salmon Earle	Engine 218	
29	Dome C	38	4	53	97	54	63	41	29	41	9	39	10	63	94	97	97	97	90								90	Pallavicini/Von Bayern Winther	Gearbox 180
30	Cougar CO1B	13	28	93	5	5	5	51	95	90	63	90	63	94	61	65	65	65	63								63	Finotto/Facetti Vanoli	Engine 158
31	Lancia LC1	51	53	94	54	63	51	54	51	39	39	63	94	61	97	64	64	64									64	Striebig Heuclin/del Bello	Engine 71
32	Rondeau M379	28	38	95	92	96	41	38	92	26	90	10	61	65	65	24											24	Pescarolo Boutsen	Engine 174
33	Sauber C7	46	93	63	94	51	96	92	96	29	10	9	9	97	26	6											6	Andruet/Nannini/Barilla	Engine 135
34	URD C-81	54	95	60	47	41	92	96	65	13	26	94	65	26	64	26											26	Rondeau Ferté/Ferté	Engine 90
35	Rondeau M382	29	94	97	29	92	54	29	38	65	61	61	26	64	20												20	Kent-Cooke/Adams/Servanin	Overheating 165
36	Ford C100	43	60	92	96	38	38	49	13	10	94	26	13	5													5	Ghinzani Heyer	Turbo 121
37	De Cadenet Lola MM	65	92	41	51	29	29	13	10	61	13	13	97	9													9	Pignard/Raulet Theys	Engine 102
38	Grid S-1	49	97	96	41	10	65	65	36	94	65	65	64	13													13	Courage/Dubois de Cadenet	Engine 86
39	Sehcar	36	63	54	72	65	10	61	64	97	97	28															28	Elford/Verney/Gouhier	Engine 136
40	Lancia LC1	53	10	13	38	97	36	36	94	97	64	64	11														11	Fitzpatrick/Hobbs/Quester	Fuel pump 135
41	Mazda 717C	61	64	65	10	36	61	61	64	43	43	43															43	Birrane/Kennedy Migault	Out of fuel 16
42	Mazda 717C	60	96	47	65	94	97	94	97	38																	38	Craft/Mason/Salazar	Gearbox 75
43	Sithemo	64	65	10	4	72	94	97	43	36																	36	Villeneuve/Heimrath/Deacon	Exhaust 68
44	BMW M1	90	15	43	36	61	64	64	22																		22	Jelinski/Warwick/Gaillard	Headgasket 76
45	Porsche 930	95	61	36	43	43	43	43	49																		49	Stiff/Wood/Ratcliff	Engine 69
46	Porsche 930	94	42	25	61	64	72																				72	Lapeyre/Snobeck/Cudini	Engine 31
47	Porsche 930	92	47	64	64	42	42																				42	Cleare/Dron/Jones	Battery 27
48	Porsche 930	93	13	15	25	4																					4	Alboreto/Fabi	Transmission 87
49	Porsche 930	96	91	61	4																								



BL revealed their intention to return at last year's TV Rallysprint. Now they confirm the Rover for Group A.

Rovers return for Group A challenge

With the superiority of the Group A Rover Vitesse now firmly established on the race tracks, Tom Walkinshaw has turned his attention to developing a rally version of the car. Work has already started, and the first British appearance for the 290bhp plus Vitesse should be the Manx International in September.

Priority in the early development programme will be aimed at establishing an asphalt specification for the car, although much of the work already completed for the racers will be incorporated in the new cars.

Two shells are already under preparation at Walkinshaw's Kidlington headquarters, and ARG Motorsport supreme

John Davenport is aware of this latest TWR project.

"Initially we want to prepare the car for asphalt events," commented a spokesman for TWR, "and the first rally should be the Lucien Bianchi in Belgium, before the appearance on the Manx. This move into rallying is a long term project, and we would like to get into international rallying working not just on this type of programme, but running other customer cars as well."

Tom Walkinshaw will actually be driving the car himself on those opening two rallies partnered by Rob Arthur, and it is expected that considerable testing will be conducted during August, estab-

lishing not just suspension specifications, but working on the new engine and investigating the most suitable rubber.

Michelin will be considered, as will Pirelli, and a new Dunlop rubber developed by DART, a subsidiary of TWR. Walkinshaw himself has considerable experience of developing rally machinery and was involved in the early Escort RS 2000 development.

Depending on progress later this year, there could be an involvement on the Lombard RAC in November, when another race driver could be used. "But we don't have a clue what it will be like on the loose," explained the TWR spokesman!

Stig: was he too late?

The late addition of Stig Blomqvist to the entry list for New Zealand Rally this week has drawn sharp action from championship rivals, Lancia. Suspecting that the entry had been placed after the closing date, the Turin team immediately contacted FISA seeking a ruling on the move.

In the weeks before the rally Audi confirmed that only two cars would be sent, possibly reconsidering after the Acropolis disaster. After the organisers of the Sanyo-backed event had issued a full entry list, Lancia were obviously concerned when an amended entry list was published late last week.

Blomqvist and co-driver Bjorn Cederberg were nominated at number 4, and Cesare Fiorio immediately contacted Paris. No details of the outcome were available when we went to press although a meeting took place yesterday (Wednesday). A spokesman for Audi commented, "Stig is quite probably driving, maybe!"

Arnold Clark again in '84

The Royal Scottish Automobile Club were able to sleep easily after this year's international as they had just been assured the continuing support of Arnold Clark.

At the prizegiving following the rally, the enthusiastic sponsor asked if they would like him to support next year's event and naturally the organisers gratefully accepted the offer. Next year's event will be the third successive year of Mr Clark's involvement. To add to their delight, the RSAC were also offered the facilities of Glasgow's Holiday Inn for their headquarters again.

Cyprus to join WCR?

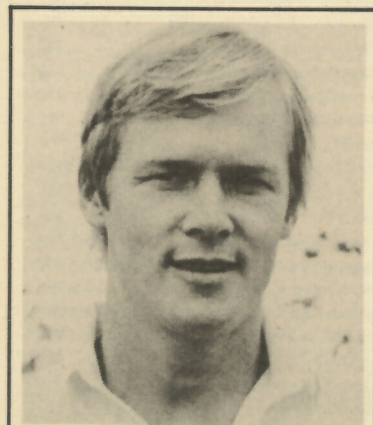
The organisers of the Cyprus International are apparently keen to see their event upgraded to World Championship status in the not too distant future. As one of the premier events in the European series for some time, the rally has been under scrutiny and apparently appears on a list of potential candidates for next year's championship.

Also on the list is an event in South Africa, although it seems that the Safari organisers have not met the deadline and their rally does not yet appear. The possible inclusion of the Cyprus Rally would be a great boost for the organisers who for some time have set the standards in the Euro competition.

Mille Pistes prototypes

The Rothmans Mille Pistes event, which takes place over the weekend of July 9/10, again looks set to feature a number of prototypes, including the Group B Toyota Celica, a 450bhp Matra Murena, and no less than six four wheel drive Citroëns.

All of these are apparently to different specifications, some including V6 motors, and the team will field five Visas and one BX model.



Ari Vatanen and his wife, Rita, took a Manta 400 to victory on the ETA Rally at the weekend. They beat Kyosti Hamalainen by 0.5 secs on the Finnish Championship event.

School for Citroëns

After a couple of years with the tremendously successful Visa Trophy Championship — run at international level recently — Citroën expect to open their new rally school this September.

The venue is at Le Mans, adjacent to the Whitehouse corner, where a 1000metre track has been laid out in 3 hectares with a variety of surfaces. Total Oils are assisting, and it would seem likely that the new track will attract both beginners and experienced campaigners alike.

28

Ljoma Rally attracts British crews to Iceland

This year's Ljoma Rally in Iceland will take place on August 18/20. The event will have a total length of 1800 kms, driven in three sections, gradually getting tougher as the event progresses. There will be 30 special stages and a secret route format is planned.

Iceland is a volcanic country and many of the stages are made up of volcanic ash through vast areas of uninhabited country. Several foreign crews have tackled the event in the past, notably Norway's

John Haugland, and of course Iceland's Hafsteinn Hauksson who has ventured to this country for the Mintex and this weekend's Scottish Rallies.

If all goes well, it is likely that the IRDC will have a team on the event and Val Shenton, on 0332 513940 will be happy to talk to any other interested parties with plans for an August break. The temperatures should be around 10 deg C.

Wood stays with GA Sunbeam

Andrew Wood, who gained an impressive ninth place on the Arnold Clark Scottish Rally, is to abandon his Ford Escort Turbo for the Nicholsport Group A Talbot Sunbeam on the Mille Pistes Rally next month.

Despite being only 1600cc, the Sunbeam proved more than adequate for the demanding international event. The French rally has a similar tough reputation and Wood felt that the Sunbeam (supported by *Wheels* magazine) would give him a better chance of finishing and, therefore, make more use of the opportunity. Wood is competing on the Mille Pistes as a member of the British Junior Team.

Gearbox changes for RS 1600i

The gearbox problems for the two car team of Ford RS 1600i cars in the Open championship continued on the Scottish International, despite serious efforts by both Ford and MCD Services.

"We arrived in Glasgow pretty confident," commented Dave Champion of MCD, "as we had completed 140 miles of hard testing without any problems. Then we get one failure after 20 stage miles."

Specially toughened pinions had been in use on the Scottish, although yet again both cars retired with gearbox troubles. The latest plan to counter the problems is to use a new method of mounting the gearbox in the car, thereby — hopefully — eliminating some of the stresses currently being fed through the unit.

McRae heads British challengers in Ypres

The most important event in the international Belgian rally calendar takes place this weekend; the 24 Hours of Ypres, a classic competition which has attracted all the serious contenders in this year's European Rally Championship. Heading the competition must be the four Lancia Rally 037s — with support from Pioneer, Jolly Club etc — although there is considerable variety, with British interest including an Opel Manta 400 driven by Jimmy McRae and Ian Grindrod.

The deal for the Scotsman — now embarking on a programme to retain his A seeding through a top five finish in this year's Euro series — has been done by Boleyn Cattini's Melvyn Hodgson and there is backing from both Shell Oils and Klefton.

Other British drivers include Winston Henry and Ronan McNamee who will take their Persitt International Escort RS, Ian Dunham in a Triumph TR7, and Geoff Crabtree in a Talbot Sunbeam. A total of 16 British drivers will gather in Ypres, and 11 Nationalities are represented. Certain improvements have been made to the rally this time, mostly aimed at regaining its coefficient 4 status lost last year.

Competitive road sections have been dropped and instead an increased number of stages feature, with 20 different tests totalling 800kms of competition. There are a total of 204 entries.



McRae — top challenger

1 Colsoul	Opel Ascona 400
2 Zanussi	Lancia Rally
3 Andruet	Lancia Rally
4 Duez	Audi Quattro
5 McRae	Opel Manta 400
6 Biasson	Lancia Rally
7 Ferjancz	Renault 5 Turbo
8 Everett	Nissan 240 RS
9 Mandelli	Lancia Rally
10 Kossen	Ford Escort RS
11 Touren	Renault 5 Turbo
12 Snyers	Porsche 911 SC



Jim Butler will be driving his intriguing Rover-engined Renault 5 at Mondello Park this weekend. So far the car has had problems, but hopefully all will be well this Sunday.

ARNOLD CLARK SCOTTISH RALLY (GB)

Jun 11/14

Rothmans RAC Open Rally Championship, round 4

European Rally Championship (co-eff 2)

Esso Scottish Rally Championship, round 6

- 1, Stig Blomqvist/Bjorn Cederberg (Audi Quattro), 5h05m02s;
- 2, Jimmy McRae/Ian Grindrod (Opel Manta 400), 5h09m37s;
- 3, Russell Brookes/Mike Broad (Vauxhall Chevette HSR), 5h12m03s;
- 4, Per Eklund/Dave Whittock (Toyota Corolla), 5h20m17s;
- 5, Terry Kaby/Rob Arthur (Vauxhall Chevette HSR), 5h25m43s;
- 6, Erwin Weber/Gunther Wanger (Opel Manta 400), 5h27m52s;
- 7, Andrew Cowan/Alan Douglas (Audi 80 Quattro), 5h29m38s; 8, Darryl Weidner/Mike Greasley (Audi Quattro), 5h29m50s; 9, Andrew Wood/Neil Ewing (Talbot Sunbeam), 5h40m42s; 10, Hafsteinn Hauksson/Birgir Halldorson (Ford Escort RS), 5h45m01s.

Group N overall: Derrick Hardy/Andy Turnbull (Talbot Sunbeam), 7h31m29s.

Group A up to 1300cc: 1, John Haugland/Peter Foubister (Skoda 120LS), 6h01m44s; 2, Ian Harrison/Jeremy Hough (Vauxhall Astra), 6h18m34s; 3, Phil Clayton/Richard Dunhill (Toyota Starlet), 6h36m05s.

Group A 1300cc to 1600cc: 1, Andrew Wood/Neil Ewing (Talbot Sunbeam), 5h40m42s; 2, Brian Wiggins/Tony Shepherd (Vauxhall Astra), 6h06m45s; 3, Redmond Barry/Andrew Gardiner (Talbot Sunbeam), 6h10m30s.

Group A 1600cc to 2000cc: 1, Russell Close/Dave Wilford (Opel Manta GT/E), 5h46m01s; 2, Neil Calver/Dave Read (Ford Escort RS2000), 5h59m21s; 3, Terry Cree/Tony Gelder (Ford Escort RS2000), 6h05m25s.

Group A over 2000cc: 1, Ian Hughes/Brian Rainbow (BMW 323i), 5h46m03s; 2, John Stevens/Malcolm McGhee (Mazda RX-7), 7h59m35s.

Group B up to 1600cc: No award.

Group B over 1600cc: 1, Andrew Cowan/Alan Douglas (Audi 80 Quattro), 5h29m38s; 2, Hafsteinn Hauksson/Birgir Halldorson (Ford Escort RS), 5h45m01s; Paul Burch/Graham Marlow (Talbot Sunbeam Lotus), 5h55m28s.

Group 2/4: 1, Darryl Weidner/Mike Greasley (Audi Quattro), 5h29m50s; 2, Jimmy Fleming/Robin Cunningham (Toyota Celica GT), 5h50m26s; 3, Colin Valentine/Bill MacGhie (Talbot Sunbeam), 5h59m02s.

Starters/Finishers: 74/33.

Rally leader: SS1 to SS50, Stig Blomqvist.

Leading retirements: Malcolm Wilson (Ford Escort RS1600i), Gearbox, SS6; Simon Everett (Nissan 240RS), accident, SS42; Chris Lord (Mazda RX-7), suspension, SS45.

Rally details: Start at 5.00pm Saturday after morning scrutineering, for 9 stages before rest halt at Fort William. Restart 2.00am Sunday with a further 10 stages to Inverness then 8 stages before 6.30 pm return to Glasgow for overnight halt. Restart at 9.00am with 6 stages to Dumfries at 3.30pm. A further 7 stages brought cars back to Glasgow at 11.00pm for 5 hours rest before final 10 stages, finishing in Glasgow at 11.45am. Mainly forest tests with the exception of Bellahouston Park (twice). Rest and be Thankful and Knockhill.

Rothmans RAC Open Rally Championship, after four rounds: 1, Stig Blomqvist, 45; Russell Brookes, 45; 3, Jimmy McRae, 39; 4, Per Eklund, 26; 5, Bertie Fisher, 14; 6, Lasse Lampi, 10.

Manufacturers' Championship: 1, Vauxhall (B), 47pts; 2, Toyota (A)/Audi (B), 45pts; 4, Opel (B), 44pts; 5, Ford (A), 38pts; 6, Talbot (A), 32pts.

BRIEFLY

After the Scottish Rally, the Welsh team have taken the lead in the Triple Crown series with points gained by Messrs Kaby/Arthur, Weidner/Greasley, and Hughes/Rainbow. The English are second with the Scots third and the Irish trailing.

For the Mille Pistes Rally, Louise Aitken will have an Escort Turbo from Boreham, although its exact specification has not been established. According to Ford it will, however, be very similar to one of the Turbo Championship cars.

The next meeting of SAFETY will take place on July 3 at the Apple Tree, Minsterworth. The venue is situated 5 miles south west of Gloucester on the A48. Anyone is welcome and the meeting starts at 2.00pm.

Rod Wiltshire and Steve White were disappointed not to finish the recent Grensland Rally in Belgium. They were lying seventh when the gearbox jammed in third and they were unable to repair the Group 4 Escort in the time available.

Andy Miers and Robin Bradbury still hold the top spot in the Nicolet Instruments Stage Rally Championship after five rounds. The next event in the eleven round series is the ATS Epynt Stages on July 9.

With "The Scottish" over, the producers of the VISA video tapes are busily splicing together VISA 8 which includes Acropolis, Scottish and Haspengouw Rallies. Ypres, 1000 Lakes and South Africa's Castrol Rally will appear on VISA 9. A film of Ypres is scheduled to be broadcast by TV-am on June 27.

The Talbot Sunbeam Lotus, previously owned by Chris Lord, has been sold to Swiss driver Jean-Pierre Vouilloz. Mike Little plans to look after the car. The Carlisle based concern have also sold another ex-works car to Jimmy Benardy in Bahrain. He is now the proud owner of Stig Blomqvist's old car.

Make notes in time for Ulster

To cope with the increasing part which pace notes play in international rallying, there is news of a new school which will be held next month with both Terry Harriman and John Taylor closely involved. The school is aimed at both driver and co-driver and will be held on July 2, for a fee of £50 for two — or £30 per head.

The tuition will be over a 1½ mile stretch of closed tarmac and pupils need only bring their standard road cars. Details are available from Bobby Willis, 4a Braemar Terrace, 37 Upper Lisburn Road, Belfast. Tel: 0232 616674.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jun 24/29	New Zealand	Sanyo Rally of New Zealand. World Championship for Makes, round 6. World Championship for Drivers, round 7. <i>Walter Rohrl heads the Lancia challenge on the latest round of the world series. With Toyota absent, the fight will be renewed between Audi and Lancia. can the supercharged racers again beat the four-wheel-drive Panzerwagen? Preview on page 31.</i>
Jun 23/26	Italy	Ciocco Rally. European Rally Championship (coefficient 2). <i>Last year's event turned out to be a close fought battle between Tognana's Ferrari, 'Tony' in an Opel and Vudafieri with the Lancia Rally. Certainly one of the best low scoring rounds of the series.</i>
Jun 24/26	Belgium	24 Heures d'Ypres Rally. European Rally Championship (co-eff 2). <i>Another close contest is in prospect for this very sociable Belgian event. Patrick Snyers' Porsche should have the beating of Marc Duez's Quattro over the tarmac while Droogman's Escort will apply pressure.</i>

NATIONAL RALLYING

Date	Venue	Event/Details
Jun 26	Bowood House, Calne, Wiltshire	Bowood Stages Rally (Swindon Phoenix CC) <i>One of the more enjoyable club rallies of last year, this event featur 47 stage miles within the grounds of Bowood House. Spectators are encouraged and the event starts at 10.30am.</i>



Hannu Mikkola heads the Audi Sport challenge on the New Zealand Rally. Audi need a good result to keep Lancia at bay.

NEW ZEALAND RALLY PREVIEW

Duel down under

Following his shock victory on the Acropolis Rally earlier this month, Walter Rohrl announced that he looked forward to more battles with the Audi team. As the top German driver who has never been with the Ingolstadt team it seems likely that he sees the confrontation as more than just Lancia versus Audi.

Almost immediately after that success in Greece both teams moved south for the next round of the 1983 World series, again held over gravel roads but this time in New Zealand. Rather than the rough gravel tracks of Greece, however, the Lancias can expect to be right with the

Audis from the word go.

The stages are smoother, often very fast and everyone remembers just how competitive the Toyota Celicas were last year, when Bjorn Waldegaard and Per Eklund stole the surprise result of 1982.

Although Toyota will not appear, Nissan will be there but yet again their only chance of victory will lie with their reliability. Sticking with the World Championship contenders will be simply far too much.

So Rohrl and Attilio Bettega must take on the might of Mikkola, Mouton, and Blomqvist — a very late addition to the entry list. The inclusion of the Swede —

who flew directly from his win in Scotland — is unlikely to have pleased his team mates, both of them aware of the current servicing problems, and it seems rivals Lancia are not particularly happy with the situation.

With such fierce competition between the two on the stages, progress in New Zealand will be an excellent guide to the way the 1983 titles will go. Audi must this time control the situation, or Lancia are going to create a comfortable lead in the Makes series.

PETER FOUBISTER

Leading Entries

1 Rohrl/Geistdorfer	Lancia Rally
2 Mikkola/Hertz	Audi Quattro
3 Salonen/Harjanne	Nissan 240RS
4 Bettega/Perissinot	Lancia Rally
5 Mouton/Pons	Audi Quattro
6 Mehta/Mehta	Nissan 240RS
7 —	
8 Teesdale/Smith	Nissan 240RS
9 Marks/Roser	Renault 5 Turbo
10 Cook/Jones	Nissan 240RS
11 Allport/Cowan	Ford Escort RS
12 Stewart/Parkhill	Ford Escort RS
13 —	
14 Chandler/Campbell	Mitsubishi Lancer Turbo
15 Dewar/Chapman	Vauxhall Chevette HSR
16 Donald/Porter	Nissan 910 Turbo
17 Bourne/Fricker	Subaru
18 Bish/Bailey	Mini Clubman
19 Watt/Jordan	Mazda RX-7
20 McLaren/Mackay	Ford Escort

TIMETABLE

1st section

Start in Auckland on Saturday June 25 at 1100, finishing in Rotorua at 2300 after eight special stages totalling 151km.

2nd section

Start in Rotorua on Sunday June 26 at 0700 returning to Rotorua on Monday at 0730 after 12 tests at 500km

3rd section

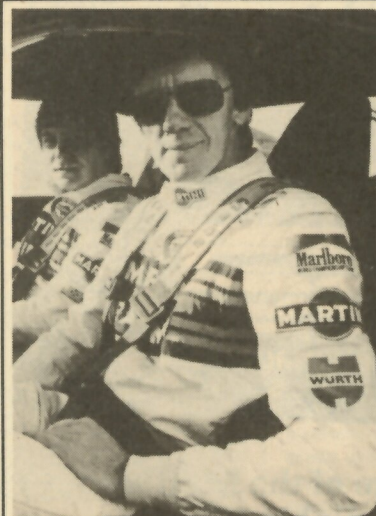
Start in Rotorua on Monday at 1730 returning to Auckland on Tuesday June 28 at 1330 after 13 stages of 445km. Total distance is 2628km with stages of 1096kms.



SALONEN ON NEW ZEALAND

I am not a person who likes travelling for its own sake, but for one reason or another I only seem to be successful when I am far away from home. I have never won a World Championship Rally in Europe; I have had to go to Canada, Ivory Coast and New Zealand for success. I do not think anyone has had to go so far to win rallies as me . . .

If it is necessary to travel, you could not find a nicer place to go than New Zealand. The warmth of the peoples' welcome more than overcomes the wetness of their weather. I do not think I have ever seen a place as wet as the South Island which we visited when we won in 1980. I really enjoy the country, but how I wish it was just a little nearer Finland!



Rohrl (left) relaxes while Blomqvist (right) must help with the servicing at times.



New Zealand Rally results 1978-1982

1978	1979	1980	1981	1982
1 Brookes	Mikkola	Salonen	Donald	Waldegaard
2 Donald	Robson	Rohrl	Mitchell	Eklund
3 Adams	Vatanen	Mikkola	Murland	Rohrl
4 Woolf	Adams	Fury	Parkes	Salonen
5 Teesdale	Murland	Waldegaard	Green	Millen
6 Parkes	Parkes	Adams	Chandler	Teesdale
7 Chandler	Green	Davidson	Mason	Leyraud
8 Street	Golf	Parkes	Sergel	Stewart
9 Goldsbury	Stewart	McIntyre	McGregor	Adams
10 Walker	Robb	Chandler	Rawston	Cook

WORLD RALLY CHAMPIONSHIP OF MANUFACTURERS

AFTER ROUND 5

1 Lancia	68
2 Audi	62
3 Opel	61
4 Nissan	32
5 Renault	16
6 Peugeot	10
Toyota	10

WORLD RALLY CHAMPIONSHIP FOR DRIVERS

AFTER ROUND 6

1 Rohrl	67
2 Mikkola	65
3 Alen	60
4 Vatanen	44
5 Blomqvist	39
6 Mouton	37

KIWI FACTS

The first World Championship rally in New Zealand was held in 1977 and was incredibly long, with winner Fulvio Bacchelli taking over 24 hours to complete the stages. The event was six days long. Last year's surprise win by Toyota was the first success for the Celica model on World class events. The rally — which first received World Championship status in 1977 — has seen considerable controversy. Markku Alen was reported for speeding in 1977 and the organisers tried hard to exclude him . . . Timo Salonen finished second in 1979 but was not classified when the team did not permit the scrutineers to strip the engines . . . He had his revenge the next year when he returned and won the rally . . . Mikkola's win in 1979 was a nerve wracking affair as his engine was failing, and he had to have the head gasket changed en route . . . Mercedes entered their cumbersome SLC sports cars on the 1980 rally without realising that it was not a pace note event. Two of the three survived although they all had off road excursions . . . Michele Mouton retired from the lead last year when a broken oil pipe forced her Audi out of the rally . . . Tony Teesdale is running a Nissan 240RS in an effort to retain his New Zealand championship . . .

Superb Eklund

Despite Barrie Hinchliffe's expertise with the camera and the efforts of the commentator, viewers of Saturday's *World of Sport* were cheated. Before everyone concerned grabs the telephone or reaches for pen and paper, I should explain that my opening line is not a criticism of the coverage of this year's Arnold Clark Scottish Rally. Not a bit of it. The point that I am making is that you have to be there to fully appreciate the skill of the drivers.

For most of the four days, the contest at the head of the 74 strong field was rather uninspiring. Russell Brookes and Jimmy McRae had a good scrap until Monday morning when a puncture put the Chevette too far behind the Opel to have any realistic chance of snatching second place. There were only slight changes to the rest of the top 10 during the event, Simon Everett's demise being the major retirement and Darryl Weidner's slide during Monday bringing some form of tension to the proceedings, but in the main one had to rely on the drivers themselves to provide the excitement. One in particular performed this task superbly.

When Group A was first introduced to the world, the critics decided that it would be boring to watch and therefore to participate would be a frustrating pastime. Those same people—as the *World of Sport* film said—have been made to eat their words. The man responsible for that change of heart is of course Per Eklund.

Looking back on the Scottish, I still cannot believe that the little Toyota could withstand the physical abuse that it appeared to be suffering at the hands of the Swede. No matter where I stood to watch the cars, the Corolla was by far the most spectacular of them all.

"For sure it is frustrating at times," Eklund reflected at the finish, "particularly on the uphill sections. The car will not go quickly. Coming downhill, however, is something else!"

He wasn't joking was he? With the tail of the 1600cc car swinging violently about, Per would throw the machine into corners with amazing verve, balancing it on the throttle and stamping hard on the brakes with his left foot to bring the car under some sort of control.

When his nerves had returned to normal, co-driver Dave Whittock explained that it was not as dramatic inside the car as it seemed from the outside! "You have to let the car go more or less where it wants. If you don't, there isn't enough power to get out of trouble and you can quickly lose any advantage you may have gained. It has to be thrown at corners and that is why Per gets the pendulum swinging so dramatically. There are occasions when I look out of the window and wonder if he knows which way the arrows are pointing, but he hasn't got it wrong yet . . ."

Clearly it has taken a driver of Eklund's capabilities to show just how competitive a Group A car can be. Andrew Wood's performance in a 1600cc Sunbeam, however, underlined that even 'mid-stream' drivers can expect good placings with the same sort of power disadvantage, if they drive sensibly and they accept and adapt to the limitations imposed upon them. In Scotland, apart from the Toyota which is obviously the Group A car to beat at present—John Midgley and David MacDonald also showing well until they were forced to retire—there was a good showing from several other *marques*.

For much of the event, Midgley was just holding an advantage over the Mazda RX-7 of Chris Lord. The little racer was generally believed to be unsuitable for the rough conditions that it would surely face in Scotland and it was therefore something of a revelation that it got as far as it did before the top links on the rear axle broke, causing the unit to twist and break free from the propshaft. With only five stages remaining, it was a tragic end.

Much comment has been made about the Ford Escort RS1600i and its problems with fragile gearboxes. It seems at present that the question is not "If it retires"—



The warning that greeted Jimmy McRae's rivals outside his home town of Lanark.

more a case of "When". Dave Champion has spent many hours trying to solve the problem, not helped by the fact that the breakages have been different each time, but again in Scotland both cars were victims to the usual trouble. It is clear that the standard gearbox is not man enough for the task, but until Ford can homologate something stronger, the problem will remain. Louise Aitken is clearly more sympathetic on the car (probably as a result of spending last year in Group 1) and again got further than team-mate Malcolm Wilson, but there are signs of frustration creeping in.

Although Ian Cathcart's Manta GT/E retired at Inverness, Russel Close brought his example home in 11th place—despite being virtually reduced to kit form at the end and again the Astras showed why they are such a popular car, challenging hard for their class awards throughout the event. For a time, Harry Hockley threatened to extract revenge for John Haugland's Welsh victory but an off on Drumjohn (where Ian Harrison also nearly joined the retirements list) gave the advantage back to the Norwegian's little Skoda. The Czech car again proved that it is reliable when the going gets tough, and extremely entertaining on downhill sections, as my colleague Peter Foubister will testify.

I must also make mention of Ian Hughes in the BMW who brought this somewhat unlikely car home in 12th place after a relatively trouble free run. The car sounded positively unhealthy for most of the rally but I am assured that this was due to the lack of exhaust baffles, rather than mechanical maladies. Neverthe-

The rocks contribute to the failure of Lord's Mazda.



less, another competent performance. Perhaps the signs are there that Group A is beginning to catch on. Of the 74 cars that started the Scottish, about half were Group A. When the survivors returned to Glasgow, the ratio was maintained, proof that a smoothly driven, if underpowered, car can still reap worthy reward.

Toyota are naturally delighted with the exposure that they are getting from their involvement and other manufacturers must surely be keen to follow. Audi will have the 80 Quattro homologated into Group A soon and, with the right driver at the wheel, could offer a strong challenge. More importantly, perhaps, is the fact that these cars are much cheaper than Group B machines and, with both the Rothmans Open and Shell Oils/AUTOSPORT Championships offering top awards for Group A success, there is a whole area of competition waiting to be tapped. Not everyone could drive a Group A car with the panache of Per Eklund, but there is a target at which to aim. He has set the standard and shown what can be done.

It remains to everyone else to recognise that fact and make plans to follow suit. Perhaps with six months left in 1983, time is too short to change direction at present, but planning for 1984 must be in most serious competitors' minds. The gauntlet has been thrown down . . .

Vote of thanks

Before we finally close the file on the 1983 Arnold Clark Scottish Rally, perhaps a few words of thanks are appropriate to two groups of people whose efforts are often overlooked.

For several years now, Brian and Liz Patterson have kept rally followers both informed and amused with their excellent bulletin service. They really do work hard on events too. In between passage controls where they try—sometimes in vain—to extract sense from the fraught crews, they must duplicate their words of wisdom, distribute them and still stay ahead of the crews at the next stop. At times that blue Volvo was travelling nearly as fast as the rather ineffectual spectator control car—they did manage to keep all four wheels on the ground though!

My other vote of thanks goes to the occupants of the BEN motorhome. While the top teams have their own personal 'tuck shops' to tend their needs during the wee small hours, lesser mortals do not. From the many crews—and members of the press—who were revived by the hospitality of the IRDC chefs, a heartfelt 'Thank you'. Over the years the IRDC have raised large sums of money for the benevolent fund and for handicapped children, a sum boosted this year by the contribution of the club team's prize money from the event, a generous gesture by Messrs McRae, Brookes and Eklund. ■



Vincent Bonner entertains the huge crowds in fine style on his way to a surprise, but well deserved victory in Donegal.

Bouncing Bonner

Home win for Bonner — McHale second — Accidents for Collins and Fisher — Report: BRIAN PATTERSON — Photography: DAVID PATTERSON

In the 12 years that the Donegal International Rally has been running, a Donegal man has never won. Vincent Bonner in his Mass engined Group 4 Escort put that to rights at the weekend, taking a narrow victory over Austin McHale and his Chevette HSR. McHale led twice, at the start and near the finish, but not near enough the finish for the Dubliner. Bertie Fisher was the other leader in his Opel Manta 400, until he crashed out on the second day.

The Donegal Rally proved as popular as ever, with 142 starters. Most of the top Irish crews were represented, while making the trip across the Irish sea were such drivers as Phil Collins, with his Ascona 400, Mal Stuart in his Sunbeam Lotus and Cyril Bolton with the mighty TR7, and it was a welcome return for John Price and his newly rebuilt Renault 5 Turbo. Bertie Fisher was the number 1 seed, his Opel Manta 400 completed only hours before the start, the Sydney Meeke prepared car very much the star of the show, and expected to prove the eventual winner.

The pre-event paperwork and formalities were all cleared up by Friday lunchtime, and at 2.00 pm the leading cars were despatched from Letterkenny to do eight special stages, around 50 miles, all in the immediate area. The early leader was Dubliner Austin McHale, his Chevette pulling out an 8 secs advantage over Fisher after four tests. The stages were very fast, with long narrow straights, where it all went wrong for McHale, his Chevette gearbox jamming in first gear for all of the six mile fifth test. To add to the Dubliner's frustration he punctured a front tyre pulling in and out of the ditches to let following driver's through. In second place now was Vincent Bonner, the Donegal trawler captain's Escort behaving beautifully, with Dubliner Richie Heeley third in an ex-Malcolm Wilson Escort.

Mal Stuart was already out, he and co-driver Ken Rees spending the night before the rally making wheel nuts for the new 10 ins rear wheels on a hand lathe in Letterkenny. Something went wrong with the equation and the Sunbeam Lotus lost a rear wheel, the studs shearing.

Bertie Fisher's new Opel was surging into an unassailable lead. The only driver on Fisher's pace was McHale, but it seemed crazy for the Chevette driver to be going that quickly, back in 30th place.

The afternoon's rallying seemed no sooner started than everyone was back in the Ballyraine Hotel, supping pints on the front lawns, sun beaming down, waiting on the computer churning out a leaderboard. Fisher was 1 min in front of Bonner, who was 30secs in front of Phil Collins.

Saturday dawned bright and sunny, and with 114 stage miles in store over the 15 stages around the Fanad Head Peninsula area, it was time to shake off the hangovers and enjoy Donegal-style rallying at it's best. On only the second Saturday stage Phil Collins put his red Ascona 400 off the road. In his cheerful manner Collins recounted what happened. "Stuart Harrold called 'caution bumps', from the road book. I saw the bump and was slowing anyway, got it right, and accelerated. There was a deep shadow on the corner, and a second bump caught me out, sending the car

straight off the road. It wasn't the organisers fault, it's the system. I love rallying in Donegal, but I don't think I'll come back unless we can have some sort of controlled recce. The tarmac speeds are just too high in these cars to be driving blind." Ironically Collins repaired the car, and went out on the special Sunday run stages, for sheer enjoyment. So there was one off the leaderboard, but one on. That man McHale was suddenly seventh after the 10th stage, and up to fourth after stage 12.

By now the weather was real Mediterranean stuff as the leaders pulled away from the Millford service area, heading back towards Fanad Head. On the first of the loop of stages McHale was 15 secs quicker than Fisher, and Bertie, who had been responding to McHale's quick times all morning, intent on keeping his margin around the 3 mins mark, set off into the Fanad stage in determined fashion. A few miles from the end of the stage a badly arrowed junction caught them out. Co-driver Austin Frazer was waiting for the advance arrow, but it was missing. The Manta flew over a crest and collided with a stone wall. The car was badly damaged but Fisher extricated the Opel, finished the stage and made for service. Not all the

damage could be repaired in time, and Bertie Fisher retired soon after, the damaged steering rack causing the car to hit some boulders and puncture another tyre and it was pointless to continue. Bertie was devastated, his feelings so accurately mirroring those of Collins earlier. What looked like a certain International victory gone, like the missing arrow.

All eyes now turned to McHale, the Dubliner turning a string of fastest times, to end the day's run a scant 27 secs behind new leader Vincent Bonner.

Sunday's 11 stages encompassed some 64 stage miles, and the main talking point was whether McHale could close the gap. Close it he did, and took the lead after a fantastic run over the Atlantic Drive stage, crossing the flying finish completely backwards. It was stirring stuff. With just four stages to go the Dubliner was 9 secs in front, and then it all went wrong, the Chevette suffering an unbelievable three punctures on the second run over Atlantic Drive.

The talented Dubliner was shattered to be back in second, some 40 secs behind Bonner, and adamant that he hadn't touched the scenery. With just two short stages to go through the streets of Letterkenny, in front of huge galleries, it was all over. Bonner had kept his cool and the lead, his only problem being tired rear springs, which had been changed, while John Connor had flown over his home stages, but failed to catch Heeley for third place.

It had been a very successful rally under young Clerk of the Course James Cullen, and hopefully for the rally the start of a strong relationship with Shell and the Donegal Oil Co. The weather wasn't so bad either!

DONEGAL INTERNATIONAL RALLY (GB)

June 17/19

Irish Tarmac Rally Championship, round 2

- 1, Vincent Bonner/Seamus McGettigan (Ford Escort RS), 223m23s;
- 2, Austin McHale/Christie Farrell (Vauxhall Chevette HSR), 223m41s;
- 3, Richie Heeley/Vincent Meade (Ford Escort RS), 225m28s;
- 4, John Connor/Seamus Gormley (Vauxhall Chevette HSR), 225m49s;
- 5, Robert Moffat/Cahal McGettigan (Ford Escort RS), 228m48s;
- 6, Robin Lyons/Derek Smyth (Talbot Sunbeam Lotus), 229m11s;
- 7, Mark Reynolds/Alan Farrelly (Vauxhall Chevette HSR), 231m46s;
- 8, Ian Corkill/Michael Byron (Ford Escort RS), 232m01s;
- 9, Cyril Bolton/Derek Irvine (Triumph TR7 V8), 233m32s;
- 10, Mike Pattison/Dave Taylor (Ford Escort RS), 233m32s.

Bertie Fisher was the expected leader until a dramatic accident





Martin Brundle heads the small field away from the grid at picturesque Cadwell Park.

Sieger counter

Brundle once more — Senna da Silva crashes in practice — Processional race — Only six finishers — Report: JEREMY SHAW — Photography: MARTIN SHAW.

There seems to have been a complete re-shuffle in the fortunes of those competing in this year's Marlboro British Formula 3 Championship. For a start, Martin Brundle is no longer having to play second fiddle to the brilliance of Ayrton Senna da Silva. At a gloriously sunny Cadwell Park on Sunday, Ayrton crashed heavily, for the second time in as many weekends, this time during practice, so Martin was able to display his talents again in stroking home to a clear victory with his Sieger/Racing for Britain Ralt.

One might have expected Davy Jones to follow him, but the American has been going through a rough patch recently and could do no better than yet another third position, one place ahead of his fellow American and team-mate Eric Lang, whose luck has at last taken a huge step for the better. Second place was taken by the Team BP Ralt of Calvin Fish, who also posted his best showing of the season, while Mario Hytten, after a spin, took fifth and looked far happier after a change of teams. Hard-trying privateer Tony Trevor was the only other finisher.

ENTRY

The weather conditions at Cadwell on Sunday were as near perfect as one could imagine. Furthermore, a large crowd arrived during the morning to witness the only visit that the Marlboro F3 series makes to this picturesque and demanding, 2.25-mile circuit set deep among the Lincolnshire wolds. The only thing lacking was Formula 3 drivers. Where on earth were they all? Only nine turned up for the first of the two regular practice sessions and, less than half an hour later, the field was reduced by one when Ayrton Senna da Silva crashed heavily at the top of the Mountain. His West Surrey Racing/Banerji/Pool Jeans Ralt was heavily damaged in the accident and Ayrton very lucky indeed to escape unscathed. But he would play no further part in the proceedings.

Up until the time of the crash, Ayrton and Martin Brundle had been battling hard for the honour of pole position, a tussle which the timekeepers decided in favour of the Brazilian by the smallest possible margin, just 0.01sec. But then, trying hard to wrest that little extra from his car, which he had already lapped almost 1sec underneath Enrique Mansilla's year old lap record, Senna da Silva strayed slightly wide onto the grass exiting the right-hander at the foot of the hill. Ayrton kept the power on in an effort to regain the track but simply ran out of road and smashed virtually head-long into the marshals' post at the top. His car was a sorry mess indeed and both he and the nearby marshals, one of whom was treated for bruises and shock, were most fortunate not to be hurt.

In the second practice session, Brundle soon realised that his inherited pole position was not about to be challenged

and so was content to watch from the pits. Some of the others in the small field, though, were grafting away as if their lives depended on it.

Take Davy Jones, for example. The teenaged American had missed half of the first session when he spun to a halt at Hall Bends, minus his Murray Taylor Racing Ralt's nose assembly, but was now really fighting his car round the circuit in an effort to improve his start position. His progress was most exciting to watch, but not ultimately as quick as he would have liked. "I'm having a hell of a time," he admitted. "I only just touched the guard rail this morning and that's all been repaired OK but the car's just not the same. I'm having to drive like a mad-man. Something's gotta be wrong somewhere."

Paul Thompson and his crew set to a thorough check of the car before the race, without finding anything amiss, so Davy would just have to live with his problem in the race, which he would start from row 2 of the small grid.

Lang, Hytten and Trevor dispute sixth as they approach the Mountain.



Ahead of him, apart from Brundle, was Calvin Fish, at last going well in Dave Price's Team BP Ralt-VW albeit 1sec off the leaders' pace. "We've made quite a few changes to the car," said Calvin, "and I think we're moving in the right direction. Also, I like driving here. I just wish we came here more often." Calvin's enthusiasm for the track was shared by every other driver, which makes it even harder to understand why so few bother to make the trip.

Behind Jones, however, was Mario Hytten, who had taken over the driving of Neil Trundle's Ralt-Toyota, now fitted with his Axxess Racing Team/Hamaz bodywork (see *Pit & Paddock*). "The car feels very, very different," enthused the Swiss after practice, "and the engine is heaps better. As you can see, I'm improving with each session and I'm feeling happy for the first time since March."

Eric Lang did a good job to set sixth best time in Murray Taylor's second Ralt-VW, his good run at Silverstone a week ago having given him new heart. The same could not be said, however, of Alen Berg. The Canadian had scored his maiden Marlboro win at that meeting but crashed heavily at Cadwell during Friday testing — at the same point where Senna da Silva fell off on race-day — and then also spun early in the second session, losing valuable running time. Eddie Jordan's team did a good job in keeping the car looking in smart order but perhaps Allen was driving just a little too hard.

Tony Trevor ran respectably in his self-run RT3, despite describing the car's handling as "horrible", while Martin Wood completed the field, his hard-working crew have effected a complete rebuild after the former Clubmans champion crashed heavily on Friday.

Among those not taking part were a most disappointed David Leslie whose Magnum could not be readied after a front wishbone pulled out during testing, Johnny Dumfries, whose engine hadn't been rebuilt from the week before, Tim Lee-Davey and Ronnie Grant, whose gearbox couldn't be mended in time. But where was everyone else?

QUALIFYING

Both sessions dry

Record: Enrique Mansilla (Ralt RT3), 1m 23.49s	
Senna da Silva (BR)..... Ralt	1:22.57..... DNP
Brundle (GB)..... Ralt	1:22.58..... 1:23.39
Fish (GB)..... Ralt	1:23.60..... 1:24.17
Jones (USA)..... Ralt	1:24.69..... 1:23.93
Hytten (CH)..... Ralt	1:24.94..... 1:24.21
Lang (USA)..... Ralt	1:25.05..... 1:24.43
Berg (CAN)..... Ralt	1:24.53..... 1:24.65
Trevor (GB)..... Ralt	1:25.82..... 1:25.78
Wood (GB)..... Ralt	1:28.05..... 1:27.94
*Did not start	

RACE

Eight cars hardly made for an impressive sight as they lined up for the start of their 20-lap race but one man in particular was determined to impress: Martin Brundle. The Norfolk driver took off cleanly from the front and by the end of the top Park Straight was already clearly ahead of

Fish, Jones, a fast-starting Berg, Trevor, Hytten, who made a poor start, and Wood, who was quickly in trouble with a locking brake and retired after only one lap.

Sad though it is to report, the only overtaking manoeuvre of the race came on lap 3 when Hytten dived inside Tony Trevor at the left-hander that leads to the Mountain. Tony admitted to being caught out by the move — "he came inside just as I was turning in" — and in lifting off the power, his yellow Aylwin Ralt spun off onto the grass, rejoining well out of touch.

Up ahead of them, Brundle was already stamping his authority on the race and Fish seemed to have a slight cushion over Jones and a tigering Berg, who was looking for a way by the oversteering Murray Taylor Racing Ralt. On lap 7, though, Allen's challenge ended when he strayed a wheel onto the grass at the tricky Charlie's Corner, his *Grand Prix International* Ralt instantly flicking its tail out and spinning, backwards, into the bank.

Jones was therefore elevated to third place and for a while he began to edge nearer to Fish. That is until a grassy moment at the top of the Mountain which lost Davy the ground he had made up.

Fish was therefore left in a clear second place, despite "oversteer at the medium-speed corners and understeer at the fast corners", while Jones came home third, still charging hard and giving the spectators good value as he slid his car round, seemingly on the very edge of adhesion.

"It's been a most enjoyable weekend," said Jones, "but I guess it just wasn't our weekend. The car still wasn't right."

Team-mate Lang was happy to follow Davy home in a distant fourth place — more good experience — especially as he had withstood considerable pressure from the more experienced Hytten during the first half of the race. The Swiss's car had been transformed from an understeering tendency during practice to the opposite during the race and while he had been hoping to pressure the young American into a mistake, it was he who made the error, at the foot of the Mountain on lap 13. After a quick spin, though, Hytten rejoined without losing a place and enjoyed his best run for several weeks to finish ahead of the unhappy Trevor.

But the day most certainly belonged to Brundle, who had pulled away from the rest at around 1sec per lap and finally crossed the finishing line with 15 secs in hand over Fish. Martin, however, admitted only that he would far rather have had some competition. "I can't help wondering," he said later, "whether I could have beaten Ayrton today. My car was super, really driveable. I think I would..."

CADWELL PARK (GB)

Jun 19 Marlboro British Formula 3 Championship, round 11 20 laps — 45 miles

- 1, Martin Brundle (Ralt-Toyota/Novamotor RT3E), 28m 13.43s, 95.66mph;
- 2, Calvin Fish (Ralt-Volkswagen/Brabham RT3E/83), 28m 28.77s;
- 3, Davy Jones (Ralt-Volkswagen/Nicholson McLaren RT3E/83), 28m 31.82s;
- 4, Eric Lang (Ralt-Volkswagen/Nicholson McLaren RT3E/83), 28m 52.03s;
- 5, Maro Hytten (Ralt-Toyota/JQF RT3E/83), 28m 56.02s;
- 6, Tony Trevor (Ralt-Toyota/Anglia Cars RT3D/82), 29m 21.17s.

Fastest lap: Brundle, 1m 24.01s, 96.42mph.

Retirements: Allen Berg

(Ralt-Toyota/Novamotor RT3E/83), 6 laps, accident; Martin Wood (Ralt-Toyota/JQF RT3D/82), 1 lap, brakes. **Did not start:** Ayrton Senna da Silva (Ralt-Toyota/Novamotor RT3E/83), accident in practice.

Championship positions: 1, Senna da Silva, 88pts; 2, Brundle, 64; 3, Jones, 39; 4, Fish, 30; 5, Berg, 18; 6, Hytten, 17; etc. **Next round:** Jul 3, Snetterton.

Fourth generation Corvette

On a recent trip to America JOHN COLLEY had the pleasure of being offered a test in the very latest specification Chevrolet Corvette. An offer he simply could not refuse.

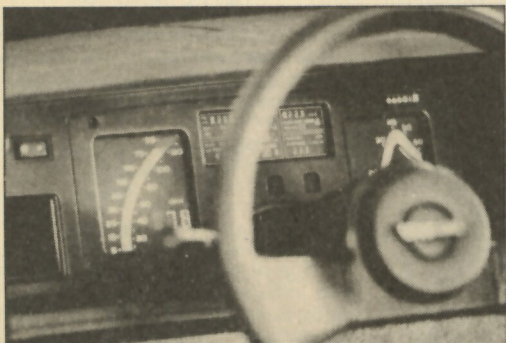
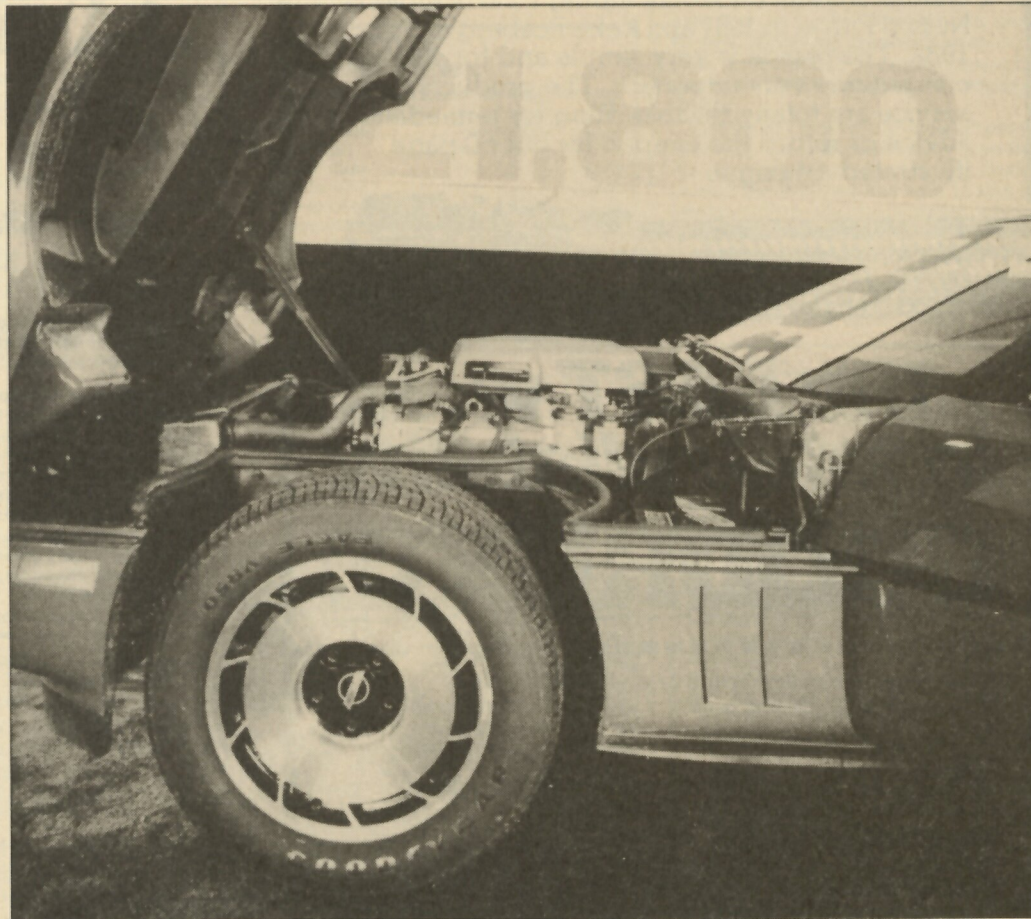


Above: The aggressive shape of the '84 Corvette. Below: The price tag and the power unit. Bottom left: The digital and graph-style read out on the instrument panel.

Since the first models rolled off the production line 30 years ago, the Chevrolet Corvette has, to European motorists, represented an island in the wallowing sea of American automobilia. Quite simply, the Corvette has been America's only production sports car worthy of the name.

Dubbed the '84 Corvette (now available in the States and soon in European form), the latest in the line heralds the start of the fourth generation of the V8 two seaters.

Thoughts of an all new 'Vette for the '80s seemed, in the mid-70s, to be pointing to a radical change in direction, with a mid-engined V6 project gaining favour in the energy conscious States. However, designer Dave McLellan and stylist Jerry Palmer recognised the danger in alienating the traditional Corvette buyer and plumped for a traditional front-engined V8 roadster. In fact, GM point out that, with its set-back engine, the car is simply front mid-engined instead of rear mid-engined.



Basic principals apart, the latest car really is all new, and simply bristles with innovations and design refinements which take the car into a different level. The truly handsome wind-tunnel designed, well-finished fibreglass bodywork sits on a fabricated galvanised 'uniframe' chassis structure which incorporates integral roll-over protection. All independent suspension features many forged aluminium components with unique lightweight transverse fibreglass leaf springs now fitted front and rear. Braking is by four pot alloy calipers and big vented discs. All European cars will have the 'Z51' handling package. This means 16ins uni-directional vented alloy wheels in 8.5ins and 9.5ins widths, a faster steering ratio, and tougher dampers, springs and suspension bushes.

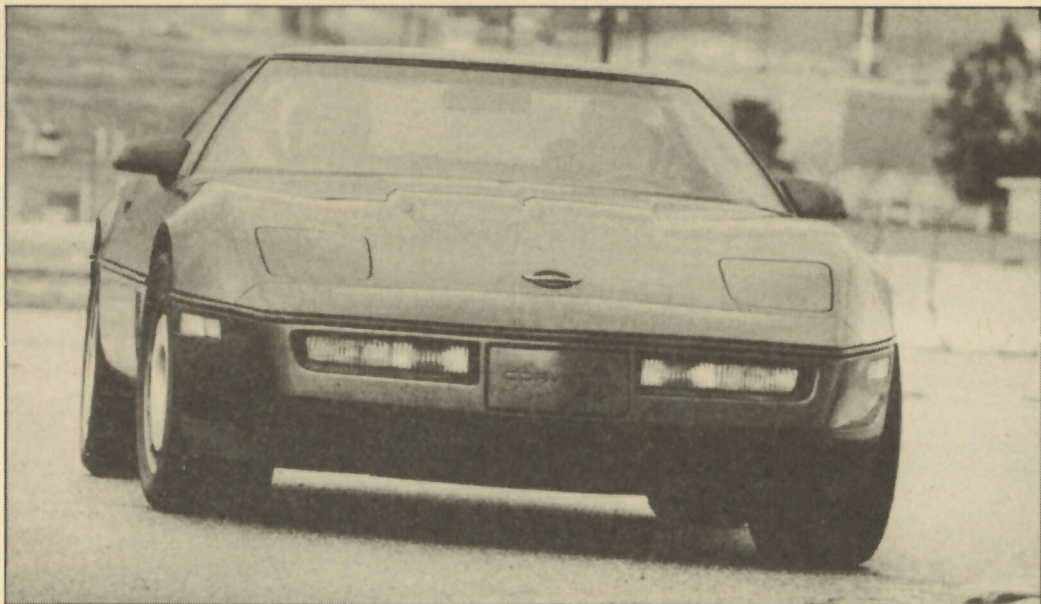
Sitting under the grandly titled twin throttle body/Cross Fire injection carburation is that trusty cast iron 5.7-litre Chevy V8 which, in US detaxed trim, punches out a torquey 205bhp. Initial production models feed the power through a four-speed automatic gearbox, although a four-speed manual with automatic overdrive will be available soon.

After spending two weeks with the manual 350 (5.7-litre) Corvette three years ago, it was with great interest that I ventured to the famous Riverside circuit to try out the latest in the line.

After an impressive presentation and talk by senior GM personnel, it was time for the assembled press to take to the track and, with only two manual cars among the plethora of automatics, I waited for a 'stick shift' to become available. However, by the time my car arrived it was pouring with rain. Having at first had a short fight with the electric seat adjustments and the vintage fly-off handbrake, one of the car's most notable design features became apparent.

Turning on the ignition, the previously blank instrument panel burst into life with a modern schoolboy's dream of surging coloured liquid crystal displays. All micro-processor controlled, the main instruments, speedometer and tachometer give simultaneous digital and graph-style analogue readouts — the tachometer graph actually in the form of the engine torque curve. The lesser instruments, meanwhile, either light up their digital display on driver command or when the computer senses an out of bounds reading. Is this car human? I ask. It was almost a relief to discover, therefore, as I pulled out on to the track, that

A damp track made for cautious driving to start with but the man at the wheel was soon encouraged to go for the loud pedal such was the influence of the machine.



It took a lot to put the back end out of line, the car correcting itself immediately.

the good old simple windscreen wipers had fused!

Rain, bad visibility and an unfamiliar track made for less than tidy driving, but the matched combination of the car and the Goodyear Eagle VR tyres took everything in magnificent style. The grip was amazing for a road car. Only on rough provocation was the back stepped out of line, tracking straight back into line again almost without correction from the driver.

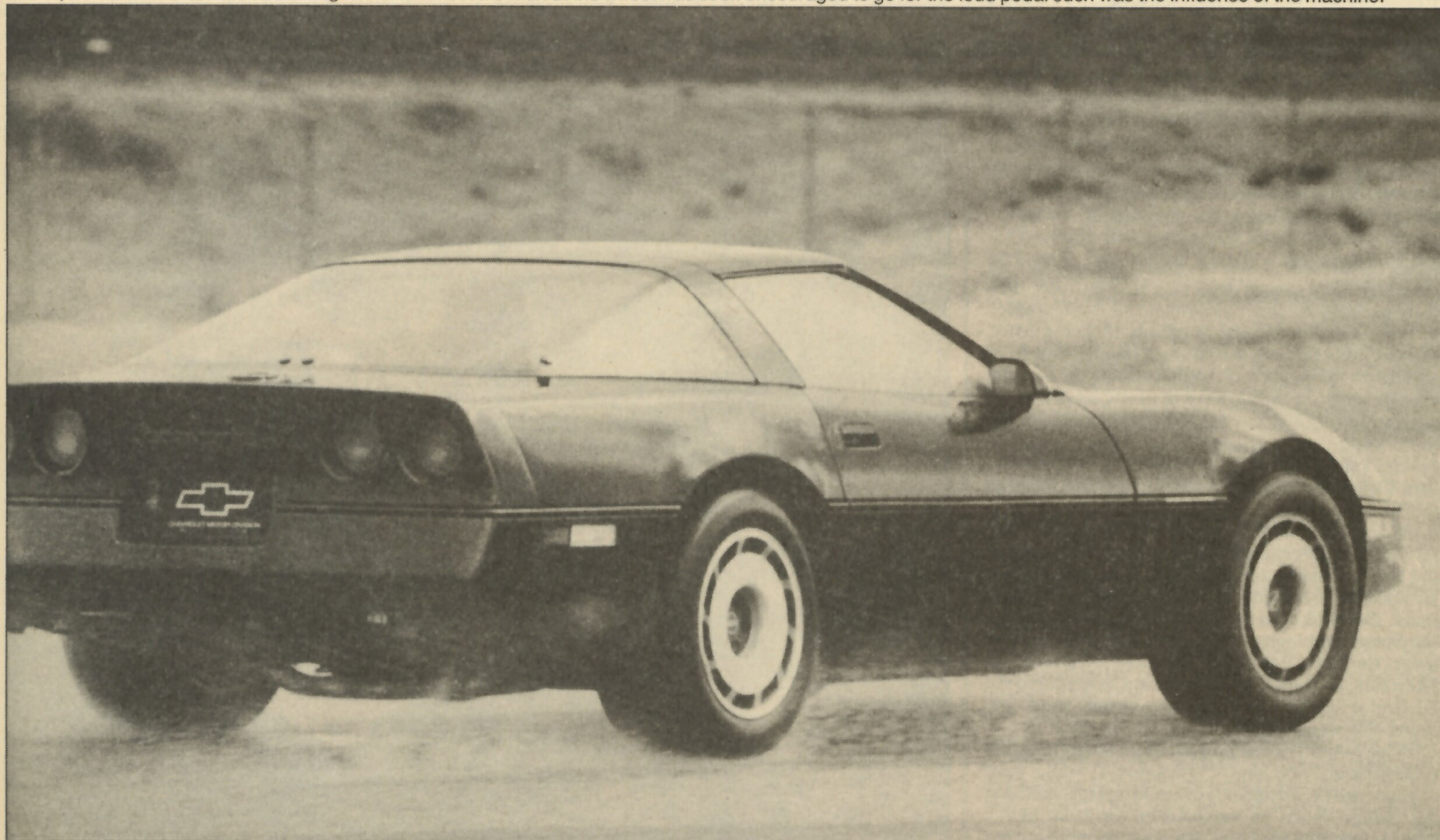
Performance certainly felt superior to the strangled efforts of the production car from 1980 and the European 'tuned' versions should fly. On a race track, though, the automatic overdrive was quite simply an annoyance, the car changing ratio without warning, often in mid-corner. The device is probably fine for highway use, although I understand a pair of wire snips and a simple on/off switch can do wonders. (The European cars will probably feature manual overdrive anyway.) Beyond reproach, however, are the car's braking powers — absolutely full marks.

A little later in the day the weather cleared and the

track dried, so I took the opportunity of taking out an automatic version. Some impressive G-force figures are being bandied around concerning the Corvette's dry weather road holding capabilities: all I can say is after Riverside's infamous 180 degree banked turn at over 100mph, the figures seemed believable. Nothing the car did during the long dry run did anything to take away that initial impression.

As far as driver comforts are concerned, a lot of the switchgear seems gimmicky and general ergonomics fall short of Europe's best. But it's a vast improvement on the plasticity, cramped old cockpit. The ride is firm, well damped, but comfortable and well in character.

With the '84 Corvette, GM have thrown down the gauntlet at the feet of the Porsche 928S, a car that, in the US, costs almost exactly twice the Corvette's \$21,800 basic spec price tag. If the price advantage can be maintained in Europe, GM will sell many cars. But, sadly for us on this side of the Channel, no right-hand-drive cars are planned. ■





Left: John Barnard at the McLaren offices. Above: John Watson at the wheel of the enormously successful Marlboro McLaren MP4 that not only won a Grand Prix in its first season but also proved how strong the carbonfibre structure can be when subjected to motor racing's crash conditions.

John Barnard

The man who designed and created the first carbonfibre chassis Formula 1 car talks to MAURICE HAMILTON about his career at Marlboro McLaren International.

Teddy Mayer said John Barnard has an ego he is in danger of tripping over. Designers doubted the wisdom of using carbonfibre to build an entire chassis for the new generation McLarens. They said he was doing more than staking his reputation on it; he was putting his drivers' lives at risk.

In its first season, the MP4 was put through an extensive, unplanned crash programme from which the drivers emerged unscathed. The MP4 also won a race. Last year, it won more Grands Prix than any other car. In 1983, Barnard's creation took a one-two at Long Beach, and this at a time when Marlboro McLaren International were flat-out preparing for their latest development; the arrival of the TAG-Porsche turbo. I called in at the Woking factory one evening to discuss John Barnard's short but spectacular tenure at the McLaren drawing board.

It was his birthday. There were no cards, no cake, no reminder of the passing of his 37th year any more than there were trophies scattered around the drawing office to mark six wins for the Marlboro McLaren MP4. Instead, John Barnard was sifting through letters from applicants for the job of model maker, an opening brought about by the approach of a busy session at the nearby drawing board as he penned the chassis for the turbo. Next door, engineers Steve Nichols and Alan Jenkins kept on top of detail changes to the Cosworth cars. The Grand Prix season waits for no one; not even the TAG-Porsche.

Of course, those plans had received a considerable set back on November 3 last year when FISA ratified flat bottoms and no side skirts. The turbo project, well advanced by then, had been designed with a wing car in mind. Things like flat exhaust ports, specified to allow the pipes to tuck high over an underbody wing, give that away. But, now that he has had time to consider the latest cars, Barnard feels he would not have altered the 80 degree configuration had he known about the impending rule changes.

"I don't think I would have gone for a totally different configuration," he says. "Obviously I would have changed one or two things. For instance, I specified that the pumps should be mounted on the front of the engine. Knowing what we know now, I would have put

them down on the side and gained some length on the engine. Also, I would have changed the flat exhaust ports. The space where the underbody would have been is almost wasted now. Those are details connected with space efficiency, though; they won't affect how the engine will run."

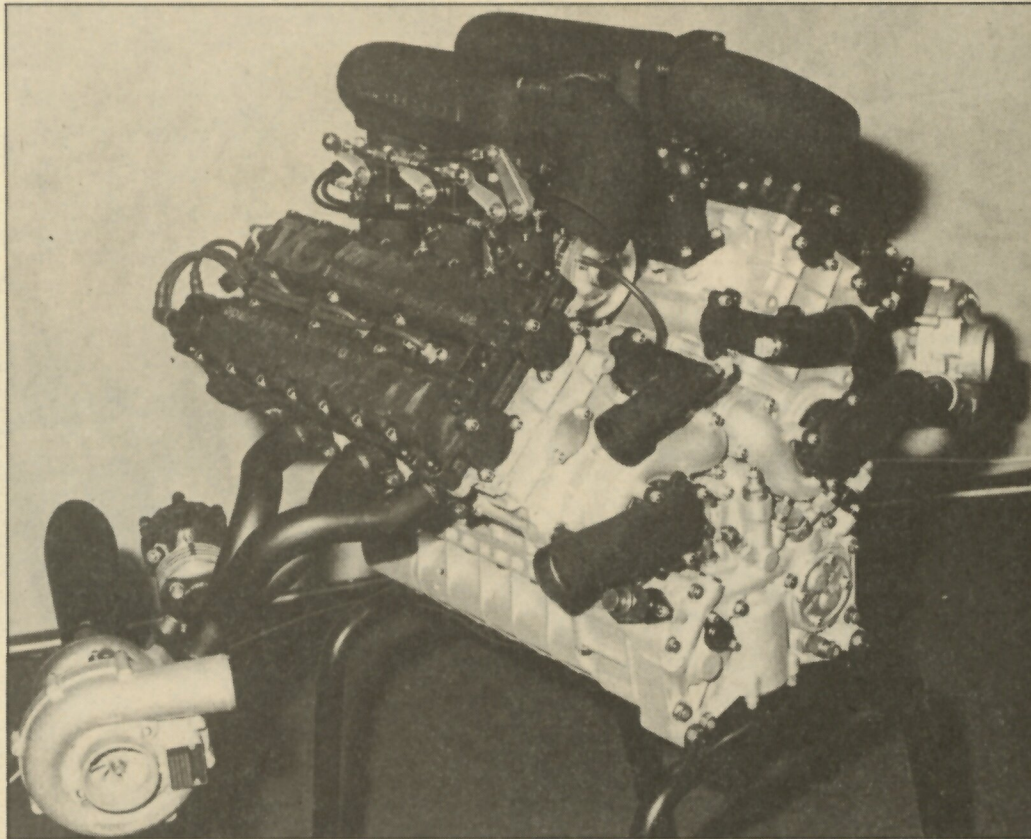
During early discussions with Porsche, Barnard said he expected the engine would be a vee of either six or eight cylinders. The engineers at Weissach made the point that six would be adequate and a better proposition from a mechanical loss point of view. Barnard stipulated an angle of not more than 90 degrees. The TAG Turbo Porsche engine that will be mated to Barnard's latest creation.

degrees; Porsche said 60 degrees would be unsuitable because the angle would be too narrow to accept the hardware they needed to install. A compromise of 80 degrees was reached. This spirit of mutual understanding and easy discussion has pervaded all of Barnard's dealings with Porsche and engineer/designer Hans Metzger, as John explains:

"I think the whole deal got off to a good start when I found that Hans spoke the right language. He was a 'racer'. He'd been associated with racing cars and understood the importance of fitting the engine to the car. Some engine builders can be very independent. They have the attitude 'well, here's the engine. I've done my bit correctly. Now you make your bit right to accept it.' That's certainly not the case with Porsche."

A spirit of mutual understanding and easy discussion has pervaded all of Barnard's dealings with Porsche and engineer/designer Hans Metzger.

"On average, I've been visiting Porsche about once a month. I talk to Hans on the phone a lot, particularly while the design was taking place. I specified how the engine should be mounted, for example. There has been a lot of liaison over things such as the starter motor which has been designed by us to fit in the block. We



didn't just walk in and say 'We want a turbocharged Formula 1 engine please.'

They now have a turbocharged F1 engine. It is bolted to the back of the first carbonfibre chassis, MP4 (1), which ran for the first time in March 1981 amid much speculation about its practicality, not to mention safety. That car then became the property of Andrea de Cesaris who proceeded to put it through a rigorous crash course around the circuits of Europe and the fact that it is still in use today speaks volumes for the properties of carbonfibre — not to mention the patience of the mechanics. Barnard, unmoved by the snide comments at the launch of the car, says his faith in carbonfibre is stronger than ever.

"Carbonfibre has achieved all I thought it would and possibly more. It has been more durable than I expected and, in many respects, easier to repair."

"I fully expected the comments," he recalls. "I was amused by some of them. But then some of the remarks — and I don't want to get into mentioning names here — but some of the remarks annoyed me considering the reputation of the people in question!"

"Carbonfibre has achieved all I thought it would and possibly more. It has been more durable than I expected and, in many respects, easier to repair. When the chassis is damaged, in most cases the damage is confined to the local area. It's not like an aluminium tub where you might get a blow at the front and, on careful examination, you find the skin at the back of the chassis is wrinkled because the load has gone down through the skin and reached a weak point. With carbonfibre, the rest of the chassis doesn't suffer a degradation, so you simply repair the local area.

"You have to know the critical areas, of course, but we can cut and insert pieces. The reason we can do that is because the chassis was designed with a considerable safety margin, simply because we were dealing with something we weren't sure about."

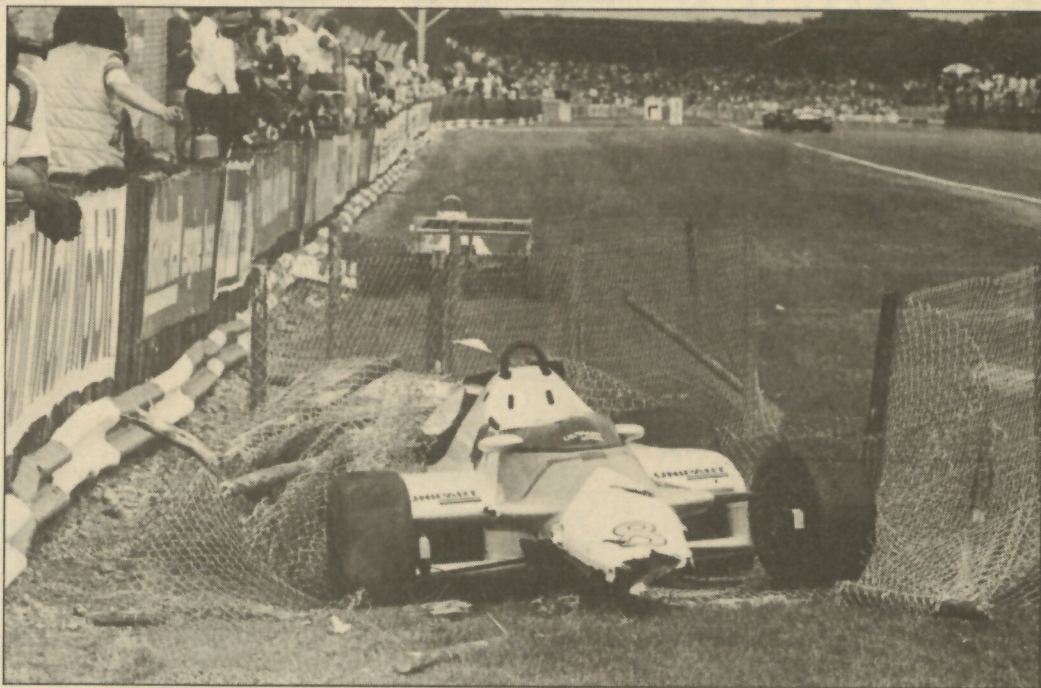
That same safety margin has coped easily with the small loss in torsional rigidity, about five per cent, which is minor compared to the gradual loss throughout a season as a conventional chassis wears out and becomes 'tired'. The proof and cost-effectiveness of that is the small number of carbonfibre chassis built since the beginning of 1981; McLaren commissioning eight compared to 16 by Ferrari or 15 from Williams.

Barnard is quick to underline the contribution made by "two careful drivers", John Watson and Niki Lauda, and he chooses his words carefully when discussing the merits of each from a designer's point of view:

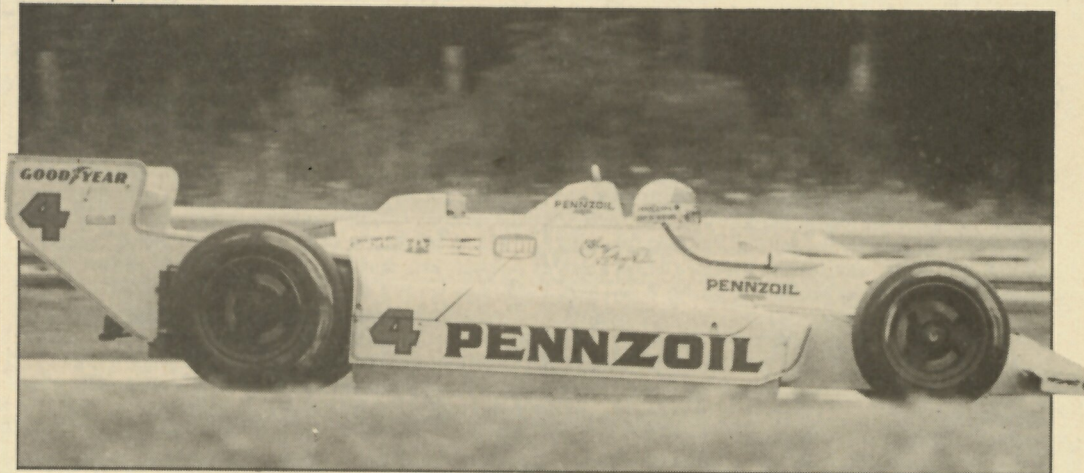
"Niki is very decisive and, because of that, you can get feedback from him very quickly. Now it may be that his conclusions are wrong occasionally, but he's quite prepared to accept that and listen to what you have to say. He can decide, however, which way he likes the car set up and that means you can get going in a certain direction.

"From a racing point of view, he's obviously a very good, thinking driver. But it seems the situation with turbos and normally aspirated engines is catching him out a little at the moment. His normal approach is to let things settle down for the first 15 laps or so and then start picking up the pace and making his attack if he's behind or, if he's in front, keeping the race under control. But, with the turbos, the only chance you get to be in touch is right at the beginning before they open up a gap. He really needs to go out and give it one from the green light . . .

"As for John," continues Barnard, "I think his wins over the past couple of seasons have given him a confidence he didn't have before. He still has a bit of a problem qualifying because it takes him some time to get comfortable. And, in the race, if the car is not right, then forget it. He won't be in tune with the car and things won't flow the way he wants them to. But, if the car is reasonable, then he has proved to himself that it's not a problem to be down the grid. He can still win the race. It's almost got to the point where, when the other drivers see him coming, they know he's going to pass them! For me, he's a fantastic race driver. Of course, I'm not saying he can't test. He has a feel for the car, no problem. It's just that Niki can, maybe, get through the



Above: Andrea de Cesaris put the original McLaren MP4 through a rigorous unscheduled crash test. Below: The Lotus 79 look-a-like Chaparral 2K that Barnard designed for Jim Hall's team. Bottom: A pensive Barnard in the McLaren pit at a race.



work more quickly, especially when you're pushed for time. Frankly, given the right circumstances, I don't mind who does the test."

Barnard doesn't mind who wins either. But he does get mildly aggravated by the appearances generated during practice and the race. Take Long Beach for example.

"We finish first and second and, outwardly, things look great. But, during the two days of practice, we were in a *terrible* state. Then, at Imola, we seemed to be in good shape during the untimed sessions and, just as we were poised to go well in the race, suddenly the cars loose grip after about 10 laps in much the same way as they did when we ran qualifiers during timed practice. Nobody will ever believe that you didn't screw the car up. In fact, I think it was bloody good at Imola."

"Last year when we had skirts and ground effect, I believe we possibly had more downforce than, say, Renault. So we had particular tyre problems, controlling the skirt gap and so on."

Barnard goes on to enlarge on the most likely reason for the frustration caused, in part, by the rule change at the end of last year.

"Last year," he explains, "when we had skirts and ground effect, I believe we possibly had more downforce than, say, Renault. So, we had particular tyre problems, controlling the skirt gap and so on. This year, Renault and the other turbo teams have more

downforce than us because they are running much bigger wings and the turbo power can overcome the drag. So, their change from last year to this has, in effect, been much less than ours. In other words, the change as far as tyres are concerned is much greater from our point of view. There are unknowns such as how is this tyre, developed on ground effect cars for three years or so, reacting with much less load on it? We are just beginning to see what can happen. Long Beach, where we couldn't get any temperature into the tyres during practice, was just one example."

"I want to be able to get to the stage where I can switch off from the Cosworth and just sit down and immerse myself in the turbo."

It was a Wednesday evening when we talked and Barnard was leaving the next day for tests in a bid to shed more light on those problems. He would be at the Michelin test track at Clermont Ferrand until Saturday, returning to spend a rare Sunday at home with his wife and two young children. With another race due the following weekend, there was clearly little time to devote to the turbo, although Barnard has been paving the way for a lengthy session at the drawing board. Nichols and Jenkins are being groomed as race engineers, thus leaving Barnard free to consider the chassis for the turbo. In the meantime, the test car will give the team useful feedback and help Barnard understand the problems and shape the new car in his mind.

"I'm not about to rush in and do a new chassis just for the sake of it," he says. "At the moment, the package or envelope we have come up with for the Cosworth is not directly applicable to the turbo and I don't want to do a bog standard package such as the Alfa or the Renault. I don't feel that would be getting the best from it aerodynamically. I want to get to the stage where I can switch off from the Cosworth and just sit down and immerse myself in the turbo. When I do that, I'm sure I will be able to come up with improvements in the installation. The test car is strictly that. It's a case of getting the engine off the dyno and onto the track. Nothing more."

Added to that, it would seem Barnard has the additional responsibility of looking after the day-to-day running of McLaren International. The company underwent a major change at the end of last year when Teddy Mayer and Tyler Alexander, two founder members of Bruce McLaren Motor Racing, left the company after working for two seasons with the new



Tyler Alexander, Teddy Mayer and John Barnard create a morose McLaren memento.

regime headed by Barnard and Ron Dennis. There was polite talk of 'overlap of responsibilities' but it was apparent that the chiefs old and new were not fusing together. Indeed, were perhaps never meant to.

Of more immediate concern was the question of how the company would run without two experienced men and yet still win races. Quite easily, it seems. In every respect, little has changed, certainly from Barnard's point of view.

"I've always run the business the way I'm running it now," he insists. "I don't get involved with money, hiring and firing people and so on. But, when it comes to how things are done, who does them and when they do it, that's down to me and always has been. I worked for McLaren in the early '70s and I didn't like the way they operated, so I came in with the power to change all that. So, as far as I'm concerned, little has changed. Ron and I are on an equal footing, so I do get involved in basic company policy. Ron, on the other hand, has picked up one or two jobs Teddy and Tyler used to do but, as for the rest of it, he was probably doing that anyway. Then

there's Bob Illman, our accountant; he's staken that side over lock stock and barrel."

The company books now show a Porsche 928S for J. Barnard; an obvious spin-off from the turbo project. It could also be seen as an ego booster for the man whom Teddy Mayer, in an interview in *Motoring News*, described as having 'an ego he could well trip over'. The response from Barnard is immediate:

"I thought that was bloody good coming from him," he retorts. "To be honest, that was part of the problem. There are important people in this game who ostensibly run the company — or so it seems to people looking in from the outside. But they're not satisfied with that; they never seem to be doing the job they really want to do. I think Teddy always wanted to be involved on the engineering side when, in fact, he wasn't. He wanted to be the one at the circuit who made the adjustments and so on."

"I don't want credit for somebody else's work. But I do want credit for my work, and if that's ego, then I guess it's ego . . ."

"I'd had enough of that. I consider I've had my time working under people in the past and I'm not about to throw myself into designing something to the point where I'm sacrificing time at home with the family, pouring hours into the project, only to have somebody else stand there and take the credit."

"I have a suspicion that's what's happened at Alfa Romeo. Gerard Ducarouge was the guy who put the whole thing together, made it work, and the people in charge were not happy every time they opened a magazine to read Ducarouge this, Ducarouge that. It upsets them. I think it was the same with Teddy."

"If Ron does a sponsorship deal, or whatever, that's down to him; I don't want credit for somebody else's work. But I do want credit for my work and, if that's ego, then I guess it's ego . . ."

Having got that off his chest, Barnard gazed at his desk and absent-mindedly shuffled the papers, his face breaking slowly into a grin.

"I'll tell you what," he said finally. "When you put your foot on the front wheel, with your headset on and clipboard in your hand, knowing the journalists are taking pictures of you, then *that's* what ego is all about . . ."

And with that, he burst out laughing. Happy Birthday. ■

The bare bones of the 1983 version of the MP4/1C at its launch earlier this year.



Good days in Canada

Although they haven't put a figure on it, the Montreal organisers are claiming a record crowd for their race the other weekend, a piece of information which pleases me a great deal. That being the case, did they make any money out of it? Ah, well, that's a different matter. When you're the other side of the pond, making money out of putting on a Grand Prix is not easily done, as recent days have shown.

The people, though, came back to Montreal in decent numbers, so that is a start. The organisers always believed that a midsummer date would work better for them, for Quebec in the fall is often ferociously chilly, sometimes wet with it. It was their appalling luck that the 1982 race, the first to be held in June, was also run on a bleak and frigid day.

I have always enjoyed the atmosphere at the Ile Notre-Dame. The track is not a great one, in that there is little to test the skills of the driver, but the surroundings are very pleasant. Even the backdrop—a World's Fair which has clearly been up a year or two too long—is agreeable, and of course the circuit is on an island. Hence I always enjoy getting out to the far side by means of the nearest speedboat, driven with great vigour down the stretch of rowing water used for the 1976 Olympic Games.

This year's race weekend was very different from the last one, in ways which went far beyond mere weather. In June of 1982 French Canada was still reeling from the shock of Gilles Villeneuve's death. He was the best-known international sportsman the country has ever produced, and they loved him. Personal feelings apart, however, the organisers of the Canadian Grand Prix had cause to fear for their race, for Gilles had been responsible for the growth of interest in Formula 1 within his country. As with Carlos Reutemann in Buenos Aires, the race simply revolved around him, and he worked very hard on publicising the event, often dashing back to Montreal between European Grands Prix to spend a couple of days on promotion work there. He was, indeed, due to go there a couple of days after Zolder.

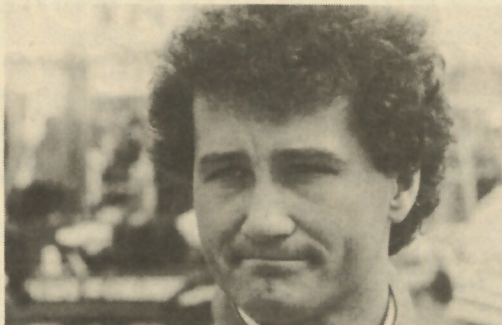
When Gilles was killed, therefore, the sport in Quebec was dealt a huge blow, and race weekend last year was more like a wake than a festival. Grand Prix day itself was treated without compassion by both Weather God and Union Baron, who respectively wiped out sunshine and public transport. The Quebecois, like anyone else, relishes heat at his back, and he likes to travel to the race by tube train, which disgorges him a few hundred yards from his grandstand. Those two factors, added to the tragic absence of his hero, decided him to stay home last year.

So the crowd was small. It was also required to be patient, for Almighty Television, the guru of the motor racing eighties, had decreed that the race should not start until 4.15. Grimly, the brave spectator buttoned up a little more, and sat it out. Eventually there was a green light, a flurry of noise and then the dreadful sight of flames against the murky sky. Riccardo Paletti had slammed into the back of Didier Pironi's stalled Ferrari, and everything came to a halt. For half an hour the cameras focussed pitilessly on the activity around the Osella. Then the helicopter took off, and circuit workers cleared away debris. Not until 6.15 did the race restart, and it was past eight o'clock when Nelson Piquet took the flag. On the rostrum he unsmilingly accepted his trophy from Gilles's father, and the sense of melancholy was overpowering. It was one of those days when you just wanted to get away from a race circuit, forget about motor racing for a while, go home.

The other weekend, though, was splendid, with a good race, sublime weather. Part of Gilles's legacy to Quebec is a love of Ferrari, and the fans were delighted with Arnoux's victory, the first Canadian triumph for Maranello since Villeneuve himself won the inaugural event at the circuit which now bears his name. More than anything, I was glad to see that the Canadian Grand Prix has survived the great man, that the crowds

were back in number. They do not forget, and will not, but they accept that racing goes on.

Sevile Villeneuve was back again this year, encouraging Jacques and visiting with Patrick Tambay and the Ferrari team. Motor racing is a world he continues to love, and he looks back on Gilles's life with enormous pride.



Jacques Villeneuve

Job satisfaction

If you include the Race of Champions, Formula 1 has just completed a spell of nine races in 14 weeks, and pretty well everyone who left Montreal was relieved at the thought of a break. You have to exclude Bernie Ecclestone from that, of course, for in his ideal world there would be 25 Grands Prix each year, your 16 best scores to count. This, I have to say, is strictly a minority view. Quite where the budgets for such a schedule would be raised is an intriguing question. Ecclestone does not suggest that participation in all events would be necessary (which would come as good news to the likes of Mo Nunn and Jack Oliver, I am quite sure!), but says that all teams would be required to compete in a minimum of 11 races. To me, this sounds like a recipe for disaster, following the path of the World Rally Championship in which, it seems to me, the leading contenders rarely actually compete with each other...

No, most Formula 1 luminaries actually favour a reduction in the number of races each year, some claiming that 12 would be ideal, 15 an absolute maximum. In particular, there is a detestation of races on consecutive weekends, a curse for anyone with more in his life than Grand Prix racing. And there are such people.

One of the problems with an overcrowded calendar is that it allows little opportunity for a Formula 1 driver to race anything else. And perhaps he has little inclination to do so, given the fact that if he is not involved in a Grand Prix he is probably testing somewhere. But there are those who see motor racing in slightly broader terms. Marc Surer, for example, is a man in the Rodriguez mould, ready to race anything, any time. Like Pedro, he has a genuine enthusiasm for cars (by no means a universal trait among Grand Prix drivers), and drives his BMW M1 to the races whenever possible, just as the little Mexican used to take his Porsche 911 everywhere.

More surprising, perhaps, is the attitude of Keke Rosberg, for World Champions generally renounce everything but Formula 1. I admit I have been stunned by Rosberg this year. History shows that winning the title inevitably blunts the competitiveness of the recipient, albeit temporarily in most cases. Keke, however, has not paused for breath. There has not been a single occasion this year in which he has given less than his best. How many World Champions would have driven as he did at Brands Hatch, for instance, clinging to the lead in an early-season non-championship race, tyres coming apart? Not many, I suspect. And that diamond competitive edge has been clearly in evidence throughout the season.

Rosberg wishes he had a turbo—of course he does—but, unlike others, he doesn't moan constantly about it. It must be galling indeed to be the fastest in the business, yet spend every weekend driving at the limit for two points here, three there—nine if it's a place like Monte Carlo and wet. His approach to the job is exactly like Villeneuve's, and I can pay him no higher compliment.

Turning on this level of performance, week after week, must be taxing, particularly when not at peak fitness. I was therefore amazed when he announced his

intention of turning out in a Porsche 956 at the Nurburgring recently.

"It was an interesting experience, if a bit frustrating," he commented. "In fact, it was a bit like trying to stay with the turbos on a quick Formula 1 circuit. I was in a 956, yes, but it was a privately-owned car, nowhere near the factory ones. I mean, Jochen Mass doesn't get round the Nurburgring 26 seconds quicker than me, does he? He doesn't beat me at any circuit, in any car, by any seconds, right? It's a fact. But that's what happened at the 'Ring. It was OK, though. We finished third... you do what's possible, and I wasn't trying to become the hero of the week at all. I wanted to learn what sports cars are all about. It would have been nice to win the last race at the 'Ring—my favourite circuit—but facts are facts. We were in a different game..."

Will he do any more sports car races this year? "Yes, I'm going to do the Norisring for Kremer, either in a 956 or their own CK5. It's only 85 miles, so it will be a real race, I think, and I'll enjoy it."

That morning in Canada the news had broken that Alan Jones had changed his mind about driving for the Kremers at Le Mans, together with the revelation that Derek Warwick would be taking his place. Had Keke contemplated a visit to the Sarthe?

"No way. I thought about it a couple of months ago, but not since. I hope Derek's being very well paid for it, because it's certainly the most dangerous thing he's ever done in his life, that's for sure. For a guy of his ability, having no experience of sports cars will be no problem, but those things are so bloody fast... it's OK in a 1000-kilometre race, but when you've got 24 hours to do, running during the night with tired guys on the Mulsanne Straight, doing what?—220? 230? And you're coming up on someone doing 150 maybe, and you don't know how he drives, how good he is, what he's going to do... no, that's not for me. Even when I was talking about going there, I said I wouldn't drive at night. You just don't know what the guy in front is going to do—I mean, it's bad enough with some of the people in Formula 1, and you're racing with them every weekend!"

After the race at Dijon last year, Rosberg was livid with Andrea de Cesaris, who had baulked him for a long way, despite being a lap behind. And he later said that the Italian had no place in Grand Prix racing, was unpredictable and sometimes downright dangerous.

In the early laps at Montreal, therefore, we looked on uneasily as Keke again sought a way past the Alfa Romeo. He was clearly being held up, although this time a place was at stake. Eventually the two cars touched at the hairpin, Rosberg's Williams bouncing briefly into the air. When the World Champion got on his way once more he had lost three places. Given Andrea's reputation and Keke's previously expressed opinion of him, it would have been easy for him to slate de Cesaris afterwards. Few would have doubted his words. Yet he had no critical words at all, saying that Andrea had driven cleanly and fairly throughout. When you hear something like that, you are inclined to believe everything the man says.

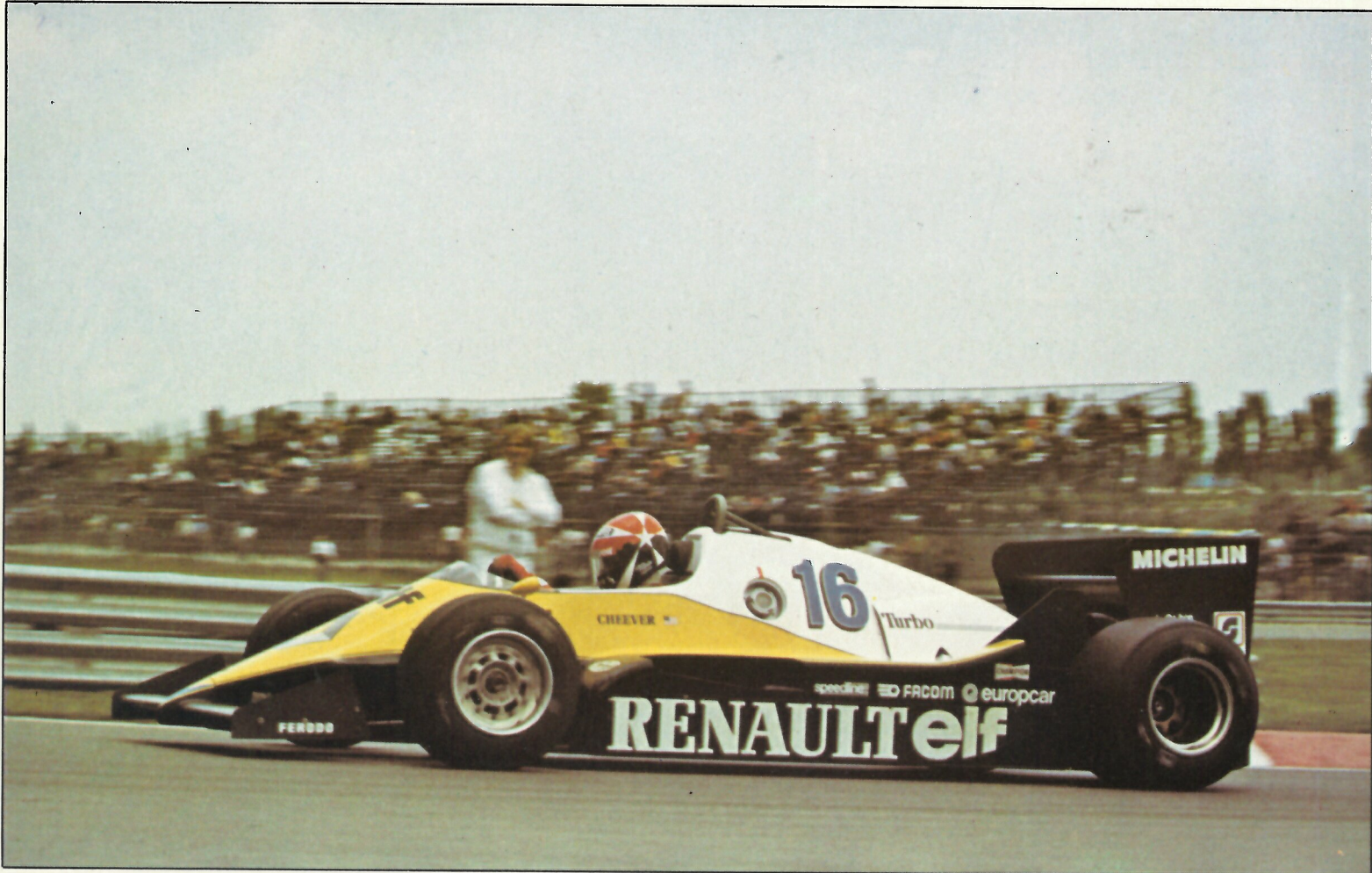
Quick circuits are ahead all the way now, and it is difficult to envisage Keke as the 1983 World Champion. All I will say is that the man who takes his crown has some act to follow.

Postscript

Quote at Detroit from David E. Davis, Editor of *Car and Driver*: "Those who follow Formula 1 racing are nothing more than international white trash..." That sort of 'clever' Madison Avenue phrase, tripping off the tongue after only a couple of hours' thought, leads me to the reluctant belief that perhaps Formula 1 should stay this side of the water, after all. No point in wasting it...

FACING PAGE

Top: Eddie Cheever put in a stirring drive at the wheel of his Renault to come home in an excellent second place at the Canadian Grand Prix. Bottom: A new arrival to the F1 scene is Thierry Boutsen and he is really putting the cat among the pigeons with his inspired driving of the Arrows A6. It must be only a matter of time before he scores his first World Championship points. Photos: IPA.





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Acropolis aggro . . .

I am afraid that I feel everything was stolen from me in Greece this year. To start with, burglars took all our valuables from the bungalow; watches, jewellery, everything, and at the end of the rally I lost first place, and of course valuable points in the Driver's World Championship. A complete disaster.

This was the first time we had the new Group B car on a gravel event, and although it's a little bit lighter, I think we still have some work to do for these type of events. We must have a better engine because it was very much a "screamer". To get more power the engineers had dropped the torque at low revs so the turbo did not come in before 5000rpm, with the older engine it was working at 4000.

They had increased the rev limit from about 7800 to 8200 so the band was not so different but the speed was, with the same gearing. OK, extra power always helps, but on some stages during the Acropolis this year the car was slower than the other one.

It didn't react quite so well, and it was difficult to get the right revs on when you needed them. With a four-wheel-drive car there is another thing that people forget about, as with a turbo engine and a single driven axle you can get the wheels spinning easily and you can get the revs up so there is the response.

But with four-wheel-drive everything is very much tied to the speed. You cannot get it sliding and spinning to keep the right revs on; so I hope they can do something about it before New Zealand although there is not much time. (*The rally starts on June 24, Ed.*)

When the Audi mechanics couldn't fix the problems Stig Blomqvist got stuck in himself . . .



Another thing that must be done is that we had far too high a top speed in Greece. It was 207kph, and we can drop it to 180kph which would give better gearing, especially for the tighter sections.

One thing which I am pleased about is the new clutch, although I do not use it all the time. The system was used by Porsche a few years ago where the switch on the gearlever operates the clutch. Push it, and the pedal goes — bang — to the floor.

When you are really in the tight bends and you have to press the brake all the time, it is at its best, just because you do not have to keep swapping the foot around, from the brake to the clutch.

One thing which we did do during the Acropolis was to use Kleber tyres sometimes, although Michelin were not so unhappy. They are the same company and it gave them the chance to do some comparisons between my times and Stig's. Michelin have very fast, good tyres, but the reliability over the stones is not so good. I thought OK, I do not take the risk because with Kleber it is impossible to get punctures.

There are only three rallies when you really worry about getting punctures; Safari, Bandama and Acropolis — maybe Portugal as well — but on those first three you really need reliability. In Portugal you need more of a fast tyre.

I actually got a puncture on the very first stage, and you know I have never finished an Acropolis Rally, so I thought "Here we go again." Just when I decided to stop and change the wheel I saw Ari's car, and he was doing the same thing at the same place. At the beginning of that stage there are more than 10 kilometres of asphalt, and the tyres are so hot that when you get to the loose surfaces the tread is worn and it is easy to get a puncture.

Then we just had to drive and drive, but everything was OK, although there was a funny problem at the back because the camber would change on the right rear wheel, and that made it a bit exciting sometimes when I was trying. Suddenly I would have 2cms toe-in at the back and then when we turned there would be 2cms toe-out!

On the way back to Lagonissi we did not go at 110 per cent, and I made a decision to go easy on a group of stages where there was no time to change tyres. That meant we would not get road penalties changing the tyres, but I think it was wrong, because Stig went flat out and he beat me by 1 minute on a 50 kilometre stage.

So he was quite close to us, then he had brake problems and I think he hit something with the steering, because on the next stage he was about 2½mins slower than us.

I know a lot has been written about the servicing but the team is still learning. I think some of the problems are our own. We don't speak the language so well and then I suppose we are interfering when the mechanics are doing the work. That does not help much.

One thing which might help, however, is always putting the same mechanics together for the rallies as we did when I was with Ford. At Boreham two men always worked together, so they knew exactly what to do. In many cases if you took one of them alone he was useless, but together they knew exactly what they were doing.

Some people blamed the Acropolis problem on the engineers, but that was not fair. It was a broken pin in the boot — I have seen it — and when the hinge broke the other one came away and the whole thing was following the rally car, being dragged along by the oil pipes. You never think a pin in the boot can stop you winning!

Rohrl said he saw oil for 10 kilometres, but we did not know until the oil light came on and there was zero oil pressure. Then it was a case of getting back home; I was really disappointed because I needed to win that rally.

The biggest thing that surprised me was the reliability of the Lancias. All of a sudden they are doing everything right, because they ran three cars very well in Greece. I still feel we have the clear advantage on gravel rallies like the Acropolis but the Lancia will be very competitive on the 1000 Lakes and in Sanremo.

I don't know what they will be like in Argentina because when I wrote this, before I went to New Zealand, we were not sure about the regulations for Argentina. First they said that there would be no studs, then they said it was OK. Then no . . .

It is the middle of the ski-ing season there just now, and Lancia's Nini Russo has been to see the place, and he is not sure if we will even get through the roads. There are no snow ploughs.

And the latest talk is about 700 studs on a tyre. I don't know how these people are working because how can they expect teams — at the beginning of June — to start thinking about 700 studs? We don't know if they are flat, how long, if they are spiked, through the cord; how can we do our work properly?

If you have a tyre with 700 studs it has to cost £300, because the studs alone will cost £180 and then you have to fit them. With 30 or 40 stages, that's about 160 tyres.

This is our highly professional sport. Before that rally, however, we go to New Zealand and I hope that will be better. I like the country and the people. I went there first in 1973 and have won it twice, so I hope it will be good.

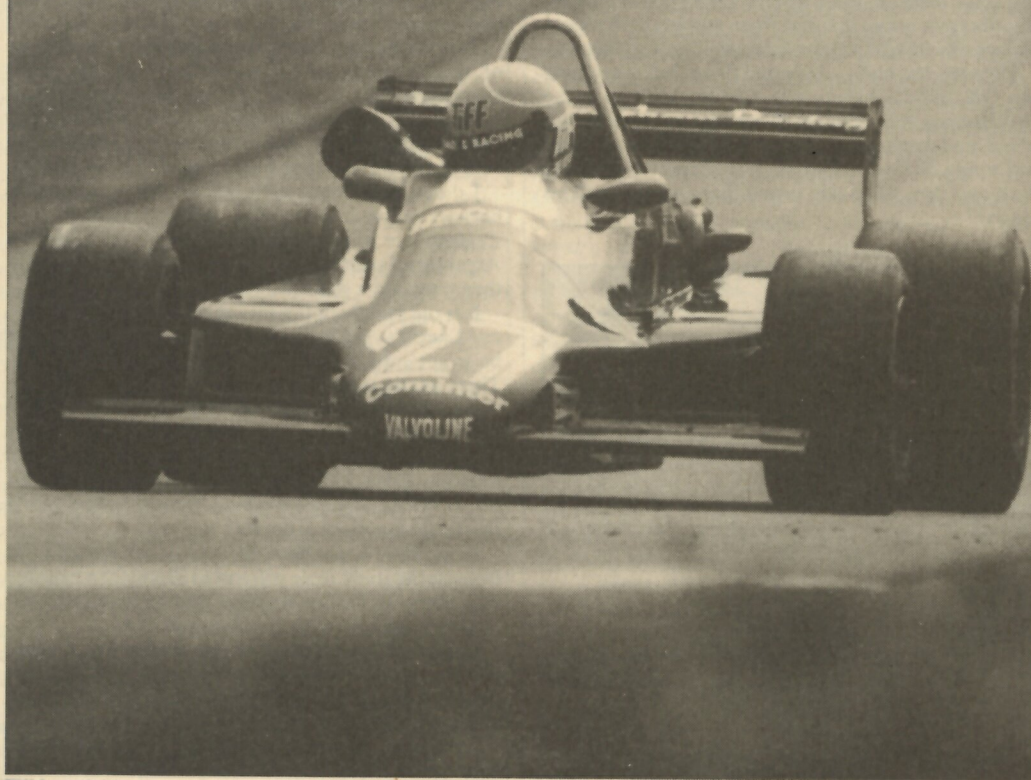
Last year, however, everything went a little bit wrong, with a delay at the start and I retired, eventually, with an electrical problem. But the roads are nice — quite fast — and I am looking forward to driving there again. Next time, I hope to bring some good news. ■

FACING PAGE

Top: Hannu Mikkola was heading for first place on the recent Acropolis Rally before a severed oil pipe caused his demise. Below: The Lancia team really came good in Greece with a one-two result. Photos: Colin Taylor Productions.

March hare

When the Formula 2 teams were testing at Donington Park for this weekend's European Championship round Tiff Needell went along with the James Gresham Racing outfit to help test Quique Mansilla's race car.



Tiff found this year's F2 chassis to be marginally better all round than last year's championship winning car.

At the end of last year I had the pleasure of testing the works March 822 of European Formula 2 Championship winner Corrado Fabi (AUTOSPORT September 30), and I was delighted with the feel of that car. A couple of weeks before the eighth round of this year's championship — at Donington this weekend and not to be missed — I had the opportunity to test a 'semi' works March 832 at the Donington circuit. And I was more than keen to get some laps in an example of this latest pace-setter from the Bicester company.

This, however, was no organised AUTOSPORT track test, but serious testing for James Gresham Racing in Quique Mansilla's car. Quique was away 'robbing' banks in Argentina and an exclusive Formula 2 day at Donington could not be passed up.

James Gresham Racing is new to the world of motor racing, although the name of James Gresham is very familiar to most inside the sport, especially to March customers.

James joined March as a mechanic in 1973, working the summer of that year and the next, wielding spanners in the direction of Prince Nicolas von Preeuson's Formula 3 machine. He spent the winters in the Bicester production shop churning out dozens of their immensely popular 743s, 742s, 753s and 752s. Either James rejected the spanners or they rejected him, but, whatever, the winter of '74-'75 saw him move into the stores department where he was lost to all for three years. He emerged as Spares Manager in 1977 and then up to Sales Manager in 1978, a post that he still holds today.

All along, James probably harboured intentions to return to the 'live' racing scene. He kept in touch through being responsible for the development of the Japanese market, which gave him the opportunity to act

as a race engineer to some of the European based drivers who were invited to drive for the Le Mans Company, the importer of all Marches to Japan.

The Japanese promoters have been very keen to provide an international 'barometer' for their spectators to judge the worth of the Japanese drivers — very impressive competitors on their home circuits — and usually the locals please the crowds by coming out on top. Geoff Lees's recent victory was the first by a visitor since one Beppe Gabbiani way back in March 1979! On these sales/race visits, James worked with the likes of Bruno Giacomelli, Marc Surer, Keke Rosberg, the victorious Gabbiani, Geoff Lees, Thierry Boutsen, Johnny Cecotto and myself. So he's certainly kept in touch with the best complaints and the best excuses in the business!

James Gresham Racing

During the summer of last year James mentioned to March director, Dave Reeves, that he wished to go racing again. Dave mentioned it to Robin Herd, and the idea was stored. But following the great success of the 822 works team, there was a deluge of aspiring talent at Robin's door in late November but with only three works seats for sale. Usually, the overflow would be introduced to private teams, but this time James's request was remembered and James Gresham Racing was created with Robin Herd and James Gresham as directors.

At the same time, more production space was needed at Bicester, so while the works March-BMW team was entrusted to Mike Earle's Onyx Racing at Bognor Regis, James inherited the works transporter and most of the Bicester based mechanics. Premises were found near Aylesbury under the very helpful wing of ACH Transport, overseen by their enthusiastic managing director Les Fowler, in a workshop that housed the first year of Murray Taylor Racing when Murray coincidentally, ran Kenny Acheson in F3.

With the season fast approaching, James now had to move quickly to put his team on the map. Having worked exclusively with Bridgestone on his trips to Japan, he approached them for a tyre contract which the Japanese were only too pleased to provide. Bridgestone were keen to see their tyres on a March, feeling that both Ralt and Spirit had been rather harsh on their rubber during the previous season of Michelin victories.

On the engine front, Mike Earle had taken the works Paul Rosche tuned engines down to Bognor so James happily forged a deal with Swiss tuner Heine Mader who has long produced winning BMW motors and who shares the customer market with Max Heidegger.

So, premises, transport, tyres and engines all arranged, James had to sit and wait to see who would be his drivers. This is a slightly frustrating position faced by the majority of F2 team managers as they are forced to pick from the available talent *with* financial backing, only the Ralt pairing and Maurer's Bellof possibly being the drivers *selected* to race in the 1983 Euro F2 Championship.

After one Almo Capelli failed to bring the promised budget and Emilio de Villota provided only enough for the first race, March Cars finally settled with six contracted drivers. Gabbiani, Danner and Tassin went Onyx-Rosche-Michelin; Mansilla and Lamberto Leoni went Gresham-Mader-Bridgestone; and Roberto del Castello joined Dave Scott's Mint Engineering team run by Glenn Waters with Heidegger engines and Bridgestone tyres. James has been more than happy with his deal of the cards, Mansilla being a well known British F3 charger who so nearly stole Tommy Byrne's glory, and Leoni has really turned out to be one of the big surprises of the season.

A new team was born as simply as that. Equally simply, things just haven't gone right. The experience and talent is there, but the luck of the game has always twisted the other way. Quique's inexperience of F2 saw him in the fences at Silverstone, while de Villota was playing himself back into single seater racing with a steady run to ninth. At Thruxton, the Mansilla/Leoni partnership started with a fifth and sixth on the grid, but both needed fresh rubber in the race. Hockenheim, and Leoni sat on pole, while Quique sat on a hospital bed as a result of a road accident. That was not Gresham's only misfortune, for Leoni's March was attacked by Larrauri's

Minardi in the race warm-up and the hasty repairs led to a troubled race into seventh place. Mansilla's woes deepened at Nürburgring with a terminal practice accident. But Leoni maintained his impressive record of being the fastest Bridgestone qualifier and held a strongly challenging fourth on the much improved race rubber before the rear crossbeam cried enough. Pau, and poor Mansilla's bank manager cried enough and James regretfully had to withdraw the entry and await more income, for the team has no external slush fund and must remain self sufficient. Leoni also had a bad weekend losing his 'Bridgestone pole' record — and remember Dave Scott and Kenny Acheson had been among those behind him — but then charged up to challenge eventual race winner and Bridgestone rival Jo Gartner for fourth before pitting for slicks due to a pit board arrow which was actually advising him to stay out on wets as Gartner did! Leoni then added to the misery with a minor accident on the greasy surface. Thus ended an eventful 'character building' — people love that phrase in motor racing — first half season for James Gresham Racing.

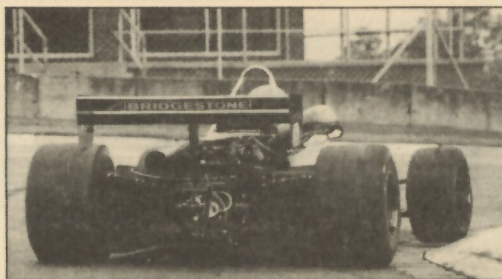
Without a point to show for their efforts, the team arrived at Donington eight days after Pau, still abounding with enthusiasm for their drivers and their prospects, and keen to get on with development work that will keep them on pace and — with that little bit of luck — get them some well deserved points.

Quique, as I have explained, was unable to attend, but Leoni was there with James as his race engineer. Barny (ex-Fabi '82) Drew-Smythe and Chris (ex-spare car '82) Morton were preparing his car while Tim Holloway who, like James still works full-time at March as F2 draughtsman, was my engineer on the Mansilla chassis, worked on by the ex-Cecotto '82 team of John Milligan and Bob Warren. Big Paul Westbrook, the transport co-ordinator, came with his truck from the '82 team while the only interloper was Spirit-trained tyre man, Chris Partridge.

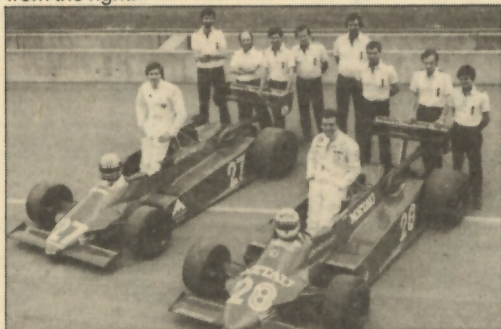
So to the testing itself. A delight for myself, but another, albeit enjoyable, hard day's work for Palmer and Thackwell in their Ralts, Danner in the Onyx March and the Mint pairing of Scott and del Castello. The latter pair were hiding secretively at the very end of the pits, while the other five of us grouped in friendly rivalry at the top end; the sort of rivalry which is very much the spirit of F2, possibly making it the most enjoyable motor sport scene for drivers, journalists and spectators alike.

JP was, as ever, engrossed in his own record of the day's testing, comparing them with previous Donington results, and striving hard in search of that extra edge to help him claw back Gabbiani's early season lead. Mike seemed more relaxed and jovial than for a long time, a fact reflected by his excellent return to form despite a bad run of luck in recent results. Christian Danner, one of the most underrated men in F2, and too quickly written off as 'BMW's boy', was preparing for another fact finding session with 822 and 832 creator Ralph Bellamy. Bellamy is always complimentary to 'Dannerundblitzen's' testing feedback, and he looks forward to the day the popular German reaps the reward of a race victory.

The March 832 is outwardly very similar to its successful predecessor but is in fact virtually a new car.



Above: The rear end is the only part of the 1983 car that is the same as the 1982 machine. Below: The James Gresham Racing team personnel, Gresham is second from the right.



Only the rear suspension remains the same, with new monocoque, front suspension and bodywork. The general concept of the car is obviously the same and Bellamy would have been a brave man to move radically away from his 822.

Thus the handling characteristics remain unchanged, while the overall grip — in terms of ground effect downforce — has increased. The brakes seem to be a big improvement, providing dramatically late braking with the minimum of fuss. There was also more 'feel' to this year's car — although I am comparing memories of a Michelin March to this test of a Bridgestone-shod chassis — and I had more warning of impending breakaway. Simple, the 832 does things that little bit better than last year's 822.

Turn in understeer

The set-up of the chassis, as we started the day, was typical of the radial tyre syndrome, with slightly vague turn-in understeer pushing the car wide of its intended line and preventing power being added until the front had taken grip. From that point on it was possible to add virtually all the available power as quickly as I wanted. I felt it would be impossible to actually get into any trouble exiting a corner since the traction was so good and the handling so neutral. So, to go quicker, the car must arrive at that point where power can be added travelling at a faster speed. Tim agreed that I had reported the same symptoms as their own drivers and we set about the job of doing something about it.

I managed a total of 91 laps during the day using two sets of control race tyres, Scott being the day's tyre tester for Bridgestone. We worked on spring, anti-roll bar, damper, front track and downforce settings, always looking for something to enable me to push the

car into the corners faster and still maintain the superb exit traction. I was trying to get the power on earlier without pushing the front further out so thus having to back off again and ruin the corner exit speed.

We found tricks that worked and we found many more that didn't, but we were happy to be able to run comfortably within a second of Corrado Fabi's lap record using what was politely described as the team's 'test' engine. This pulled some 400rpm less than team-mate Leoni's down the relatively short Donington straight!

I personally had a very satisfying day. I've always enjoyed testing, as every mile under your belt is added experience and my own career has been one of jumping from drive to drive as the opportunities arose with relatively little testing. Modern motor racing is all about becoming part of the car and the amount of testing done by the modern F 1, 2 or 3 driver is staggering. But it enables them to wring the last ounce out of a car's performance. Sometimes it can become a chore and it is very hard work — my neck muscles in particular were worn up by this return to cornering power — but it is part and parcel of being a racing driver.

With round 7, at Jarama in Spain, being run before you read this report, James Gresham Racing may have already upset the established March and Ralt teams to gain the rewards they deserve (*Quique Mansilla was indeed the first March driver across the line in Spain. Ed.*) If not, you may be able to witness them yourselves at Donington and I do urge you to go and watch these F2 machines in action, not only in the race but during practice.

Sadly, I won't be driving. I made my F2 debut there in 1977 in an Opert Chevron B40, teamed with one Keke Rosberg and diced for 13th with one Elio de Angelis who had just replaced Leoni in the Chevron-Ferrari. I returned in 1970 to drive an outdated March 782 for the Toleman Group in an attempt to help steal points and give Brian Henton the championship in his Ralt RT2. I returned once more, helmet in car, to pick up a drive for the AGS team in 1981 when Richard Dallest withdrew after first practice, but 1983 looks like spoiling my run of 'odd year' Donington appearances.

While you are at Donington, take a walk around the entire circuit. Watch practice at McLeans and Coppice. The drivers storm out wide over the flat kerbs of McLeans pulling 9600rpm in third, flick to fourth powering up the hill, and then brake later and later before cresting the brow of Coppice to try and get the power hard on as early as possible to squeeze that last rev of extra speed down Starkeys Straight. Sit up high on the grass banks and watch the cars stream down the fifth gear flat-out Craner Curves and then slingshot through the fastest corner — the Old Hairpin — in fourth gear needing a fast exit for the climb to McLeans. Watch the race at Redgate Corner to see the juggling for position at the start and to witness the majority of racing overtaking manoeuvres, the following driver surprising the car ahead with a late lunge down the inside or a brave move down the outside of the 'blockers'.

I hope James Gresham Racing go well. I thank them for the driving opportunity and I hope my information helps the team to move forward. I'd rather be helping myself, but then I wouldn't be letting you in on the story!

Using the team's slightly down on power test engine Tiff managed to get within 1sec of Corrado Fabi's lap record at Donington Park.





Chris Rogers (left) and Nigel Rees (right) who are the brains behind the Geoscan system.

Getting it right

JOHN BOLSTER becomes acquainted with the designing and setting up of racing cars through a computer.

The modern, mid-engined racing single-seater is an extremely tricky machine. Compared with its predecessors, it is infinitely harder to set up for racing and although it should have roadholding and handling superiority that ought to ensure its success, too often it can be a brute to drive, and even really dangerous. It would be fair to say that most racing cars are not being operated at their full potential.

At the present stage of the art, the racing car is a highly sophisticated device. All the moving parts of its chassis bear a direct relationship with each other, and a series of changes can produce an improvement in lap speeds that could make a moderate car sensational. The dilemma, however, is that too many variables can be explored. In a few test days, only a fraction of the alternatives can be tried against each other; indeed, by taking the inevitable short cuts a team can condemn a good car to mediocrity.

It is true that there are a very few drivers who, by some sixth sense, can set up a car so that it handles effectively, without necessarily being able to analyse what they have done. Such men are the salt of the earth, but beware! Sooner or later a problem will arise that does not respond to their inspired guesswork and then time, the great enemy, may run out. Fundamentally, the most exalted genius cannot be expected to work out all the solutions and the era of the computer is here.

I have recently spent a day with Chris Groves and Nigel Rees, who have formed a Company called Geoscan, at Unit D, Ivy Lane Estate, Chippenham, Wilts. Their operation is described as the Geoscan Computerised Race Car Handling Analysis System and, briefly, their object is to eliminate all normal testing and setting up of racing cars. This is perhaps a bold claim, but I was able to participate in examinations of various imaginary vehicles and, by changing the data, to improve my performance or even have an imaginary accident. Suffice it to say that I am totally convinced.

The set-up at Geoscan is that Chris Groves has

formed the Company with Nigel Rees as Consulting Engineer. Chris has been involved in every sort of motor racing from Vintage to Formula 1, working with numerous teams and many famous drivers. His years of experience included building many successful racing engines, but he then suffered an extremely serious accident. When he was able to return to the racing scene he started his own contract company, was chief engineer for a Formula Ford team, and then became a freelance engineer until starting the Geoscan project.

Nigel Rees was at Cardiff University from 1971 to 1975, where he gained a BSc (Eng). During his sandwich course he did nine months with British Steel and nine months with the UK Atomic Authority, on heat transfer and fluid mechanics, and he was co-author of a paper. He was a design engineer with Strachan and Henshaw, Bristol, and he did plant commissioning work at BSC, Ravenscraig. From 1977 to the present day he has been with Standard Telephones and Cables and is now Production Control Manager. He is involved with a Teaching Company Scheme and a Micro-processor Control of Machinery Project.

From 1973 onwards, Nigel Rees has raced various cars in the smaller Formulae, some of them, as he says, 'absolute disasters', but he now drives a Delta T784 in Formula 4, with a Daghorn Imp engine. This has been set up according to the Geoscan gospel and at Thruxton, on Bank Holiday Monday, Nigel was second in the Formula 4 race and achieved the fastest lap.

These two enthusiasts, by analysing vehicle dynamics with a computer, are able to design new cars or correct the deficiencies of existing machines. An owner could bring a car for analysis to see why he wasn't winning races, or to have his new car set up for perfect handling before it had turned a wheel.

Instead of wearing the car out by interminable testing, and trying all the variables, a series of measurements are taken from the suspension and the pivot points. These could be taken by the owner or even given over the telephone, but to submit the car itself to Geoscan is ideal.

A computer is programmed to calculate all the effects on the geometry for every 10mm of wheel movement, upwards and downwards. It calculates roll centre heights, camber changes, virtual swing axle lengths, wheel deflection (including scrub and track changes),

and bump and roll situations. The computer makes 30,000 trigonometrical calculations in approximately 10 secs and the results can be read off and copied onto the Geoscan Result Sheet. These figures all apply to the front suspension and the rear end is then treated similarly.

The computer then asks, 'are you satisfied, yes or no?' If the results seem wrong, a change such as moving the pickup points may be made and the test re-run. The cost of a complete analysis is around £100, which seems incredibly good value. In effect, the car is put through a vast number of tests without ever turning a wheel which would take an experienced driver many months to complete.

I was fascinated to watch the computer screen to read off the results after a few seconds. To my generation, the use of computers to design racing cars savours of black magic. The brilliant designers of the past combined mathematical agility with fertile imagination and often the engineer was an artist beneath his skin.

No racing car will be 'invented' and its shape will be determined largely by the men who frame the regulations under which it races. Instead of the famous designers of the past, a new breed of young men, who can make their computers sit up and beg, will convert motor racing into an exact science. I was born too soon, but I can see that their work will result in racing cars that will be more effective machines, faster, safer, and most enjoyable to drive. Having seen the Geoscan system in operation, it would seem absurd to build a car by intuition and guesswork when you can get it right first time.

ADDITIONAL INFORMATION

A set of drawings is available for every vehicle to be analysed, suitable for the type of suspension on the car (ie rocker arm, pull-rod, interposed spring damper). There is insufficient space to reproduce these drawings here, but they indicate all dimensions required to provide a full analysis, with 'arrows' to show these measurements.

In addition, a *Data Sheet* records such details as weight distribution, tyre data, weight of car, and weight of driver. These sheets are not shown, but a summary can be presented entitled *Geoscan Vehicle Dynamics Analysis System for Competition Cars*. This system is designed to analyse the suspension geometry and cornering stability, and calculates the following: **geometry** (roll centre heights, and movement with bump, droop and roll; virtual swing axle lengths — and movement with B, D, and R; camber change; wheel deflection (scrub) for rocker arm, pull rod and interposed spring/damper systems); **wheel and spring rates** (wheel to spring rate ratios, and sets car in braking situation to determine 'first cut' values for front and rear spring rates); **cornering stability** (lateral wheel loads front and rear, required to give specified, (eg 1.5g) cornering acceleration; roll angle and vertical loads on each wheel, (firstly with no roll bars); stage 3 is recalculation of above with revised spring and roll bar rates until desired slip angles are achieved).

There is also a form on which all the answers from the computer may be recorded, called *Geoscan Result Sheet* (see illustration).

GEOSCAN RESULT SHEET						
AS STANDARD/WD.	IF MOD	STATE				
RISE HT	ROLL CENTRE HEIGHT	VSAL	CAMBER CHANGE	DEFLECTION	ROLL ANGLE	
25						
35						
45						
55						
65						
75						
85						
95						
105						
115						
125						
* FINAL SPRING RATE (F)Spring Rate (R).....					
WHEEL RATE (F)Wheel Rate (R).....					
STABILITY						
R.C. Height	F.....R.....					
Lateral ACC(G)					
Lateral Loads :-	F.....KG.....LB.....					
	R.....KG.....LB.....					
VERT WHEEL LOADS						
	O.S.F.		I.S.F.			
	O.S.R.		I.S.R.			
ROLL BAR RATES:-LB/IN (TOTAL)					
" " SPLIT:-% (F/R)					
SLIP ANGLES:-	F....."					
	R....."					



With the departure of races from Long Beach and Las Vegas F1 seems to be suffering a credibility crisis.

Breakfast with Bernie

On Saturday morning at the Detroit Grand Prix, Bernie Ecclestone had breakfast with 10 American reporters. Also in the room were Detroit GP boss Bob McCabe and NYGP organiser Dan Koren as well as Jack Long, president of Long Enterprises, a Redondo Beach-based PR company who have been hired by Ecclestone to act as the information arm for Formula 1 in the USA. The reason for the breakfast meeting was to announce Long's appointment and to discuss with the collection of auto racing writers the problems associated with the departure of F1 from Long Beach and Las Vegas, the postponement of the mooted New York race that weekend until 1984 and the general "credibility crisis" Formula 1 seems to be suffering from these days.

As far as the much-discussed NYGP was concerned Koren explained, as best he could, that he didn't know how long it would take before a firm announcement about a race could be made. "I couldn't assess that," Koren noted. "And that's primarily because of the effect of environmental impact studies which could still be introduced and which could cause as much as six month's delay."

Ecclestone himself then took up the talking, declaring that he was personally responsible for F1's problems in the USA. In reference to the New York race he claimed to be bemused by the city's reception to Koren's proposals. "I didn't realise it would be anything like as complicated as it is," he declared.

The Brabham team boss added that he had been in New York a week earlier and had discussed the Grand Prix with mayor Ed Koch. "He's completely behind the event," Ecclestone noted. "He says that he's going to make it happen. But he tells me to be patient, to wait until everything is properly organised so that it can go ahead in the right order."

With Watkins Glen heading for a revival under the ownership of Corning Glass, there was some discussion about F1 returning to the upstate New York track. Bernie showed little interest in the idea however. "The environment is wrong there," he said. "There's no place

to entertain sponsors there. The whole set up is not right. They used to have a very enthusiastic crowd there but it's not really the crowd we're looking for. The people that go to a World Championship F1 race go to one race a year. For them, it's an event."

Ecclestone then turned the conversation toward talk about Long Beach and Las Vegas. Before doing so he asked Bob McCabe to refute press rumours that the 1983 race would be the last Detroit GP. McCabe, who was to have more to say about this after the race, was emphatic that the Detroit race would continue. "We'll have the race next year and the year after that *and* the year after that," said McCabe.

In regard to Long Beach, Ecclestone said that Chris Pook was faced with considerable costs in updating his barriers and equipment. Ecclestone said the seven-year-old Long Beach equipment was in need of renewal to meet the FISA's standards and that at the same time the redevelopment of the beachside area traversed by the racetrack was cutting into spectating areas and limiting the growth of the crowd.

Ecclestone then noted that he had introduced Pook to the promoters at Las Vegas, Detroit and New York, invaluable in staging and promoting their races. "But McCabe thought he could do a better job on his own," added Ecclestone. "And then Chris and Dan Koren couldn't get together. So Chris saw a better deal for himself with CART. The irony of the thing is that we still have a contract with Chris so that FOCA and CART are, in effect, joint promoters of Long Beach in '84."

CART — out of date

That of course, brought the breakfast talk around to CART and the sudden challenge the Indy Car organisation has brought to F1 for American venues. "I always thought America was number one as far as technology and that sort of thing is concerned," said Bernie. "But CART racing doesn't fall into that category. They're 10 years behind F1. They're running equipment that we can in 1970."

Following that remarkable revelation the man from FOCA noted he would like to see the Indy 500 become a World Championship points race as it was in the late '50s and early '60s. Despite the historically-justified fear of gasoline at Indianapolis (and consequent banning in favour of methanol), Ecclestone insisted it would be a fine idea to have F1 cars — running to F1

regulations on gasoline — take on Indy cars — running to their own regulations on methanol!

Aside from that Bernie's view of Indy cars and the CART organisation was not very warm. He said that two years ago he had proposed unsuccessfully to CART that they join him in forming a common formula and establishing a 25-race series with 16 of the races counting for the World Championship. He then suggested that CART was simply a two-man organisation. "It's really just those two men who re-write the rules to suit themselves," claimed Ecclestone. Later he was to further clarify his position. "All I can say about the people from CART," he said, "is that they're consistent because they've never done anything with me that they've said they would."

The cost of Formula 1

The Brabham team owner also talked about the costs of F1. He started by boasting that he puts no financial limits on his designer, noting that, "we throw away our uprights after every race". He noted that television was the key to F1 as far as sponsors were concerned. "Remember that each Grand Prix is watched by 90 million viewers in 37 or 38 countries."

As far as the costs of staging a race were concerned Ecclestone said "a promoter pays only 10 per cent of the costs. The rest is paid for by the sponsors. For example it costs Brabham \$30,000 to bring our refuelling equipment here and that's just one of the extra costs we have to bear."

He said there were problems with permanent race tracks in Europe as well as the USA. "Paul Ricard is one of the worst. The people who own it don't care how many people come to watch. They don't do the job there. That race is always one of the best kept secrets of the year." He added that talks were proceeding well in Paris and that he was confident of a Paris GP taking place in a year or two.

As far as the USA was concerned Ecclestone said he, "thinks we could comfortably run three races in America. But we're interested only in the major markets like Detroit and New York." He said he had talked that weekend with Ralph Sanchez who promoted this year's IMSA race in Miami and suggested that San Francisco would be the only California site outside of greater Los Angeles which would be suitable.

There was also a long conversation about the prize money in F1 and why the specific numbers weren't published after each race. After considerable cajoling from newspaper reporters and the AP man in particular, Ecclestone agreed to try to start publishing the figures in the future.

Drivers' attitudes

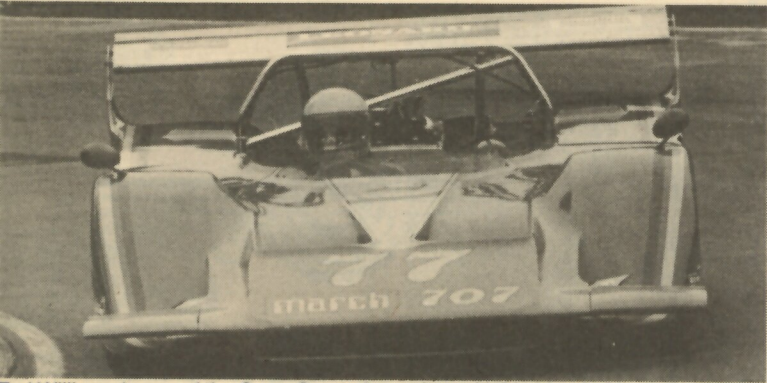
Finally Bernie talked about the aloofness often displayed by many F1 drivers and the problems that gives the press unfamiliarity with Grand Prix racing. "I'm not going to make any excuses for the drivers," he said. "I think they're grossly overpaid and pampered. As soon as it's over they rush back to Monte Carlo and enjoy their boats and islands. We need to do something about the drivers' attitudes."

"You have to understand that none of my sponsors market in America so that my drivers think that means they don't have to bother with the American press. If you find you can't get an interview with one of my drivers you have my permission to drag him off by the hair. I'll support you 100 per cent."

Finally Ecclestone noted that he was on the lookout for American drivers. "We need American drivers in F1," he said. "You have some good ones here, young Unser and Andretti. I'd sign a contract with young Unser today. Anyone want to be his agent?" he joked.

So the cordial, easy conversation carried on. When it was all over one was left with an impression of a man who moved quickly, casually from deal to detail to handshake but had little appreciation for the American market, American motor sport or the American fan or spectator in general.

As the New York-based AP motorsports editor said while waiting for the elevator in the lobby: "It's a funny thing but he's an amazingly provincial man isn't he?" ■



Ted Williams is one of the SuperSports favourites with his March-Chevrolet 707.

Super Sports at Donington

The third race in this year's splendid Leonard Parfums-sponsored SuperSports series takes place at Donington this Sunday, albeit to a different format to that normally employed by organisers David Piper and Mike Knight.

CanAm cars have always been a

mainstay of SuperSports and the sight of Ted Williams's increasingly effective March 707, Mike Wheatley's rapid Uni-Petrol BRM P154 and Robert Horne's McLaren M8 is already familiar at Tom Wheatcroft's fine circuit.

John Foulston's Atlantic McLaren

M8C/D will be the leading non-SuperSports interloper (if it is fully fit after its Brands shunt) and a likely candidate for victory although Dr Siggie Brunn's Gulf Porsche 908/3, Hockenheim victor Richard Attwood's 908/2, plus the Ferrari 512Ss of Albert Obrist and Nick Mason will also be there.

Of the leading 5-litre entries, Dave Franklin (McLaren M6B), Richard Knight and 'Spiderman' Agg (McLaren M1s), Martin Colvill (Ford GT40) and the Lola T70s of Nigel 'Home Tune' Hulme and Simon de Lautour should offer strong challenges.

Chevrons are predominant among the 2-litre machinery with Stirling Moss's Hart-powered B8 and the swift B16 coupés of the experienced Andrew Fletcher (on pole at Donington for the 1981 SuperSports race), Monthery star Richard Thwaites and Tony Gordon striving to stay with the fleet Otford Group B19 of James Wallis and circuit specialist Simon Hadfield in Nick Atkins's original Taydec.

John Piper hopes to have his Gulf Porsche 917 back in action following more engine dramas in Germany while SuperSports originators Piper, D (Ferrari P4) and Knight, M (Chevron B16) and welcome German visitor, the exuberant Bernd Becker (Porsche 910) will also be worth watching. Don't miss this marvellous occasion . . .



Spence — 'straight' Euroseries lead.

Spence in Europe

The recent declaration that a number of the German-prepared Zagk FF2000 engines are in contravention of the technical regulations has brought a state of chaos to the category as a whole.

The situation was first exposed at the EFDA Euroseries round at the Nürburgring on May 28 when a protest by Alfonso Toledano (on behalf of rival engine builder Gätmo) against the Zagk-users was upheld by the eligibility scrutineers, on a number of counts. The units of race winner Mauricio Gugelmin, Ralf Rauh and Karl-Christian Lück were all sealed and found to be illegal so Russell Spence, second on the road in his Neil Brown-engined Reynard, has finally been declared the winner.

Yorkshireman Spence was also declared the winner of Zolder's opening round on April 17 when Mike Taylor's Zagk engine, sealed after his 'win', was also found not to conform with the regulations.

Spence added handsomely to his Euro championship lead by pipping Cor Euser to victory at Zandvoort on Sunday. The Briton's engine, incidentally, has been stripped and inspected twice already this season, and has a clean bill of health.

Zagk engines have also 'won' every Irish FF2000 race this season (although Martin Donnelly has now lost all his points) but both he and Gugelmin have won British championship races with Zagk-power. These results stand.

None faster than Reuter

Currently dominating the German ONS FF1600 championship (for national licence holders) is 21-year-old Manuel Reuter from Mainz with an ISA Racing Van Diemen-Gätmo RF83. Reiter impressed ISA boss Peter Kröber (also the Van Diemen importer for the country) sufficiently during a racing school course to be offered a free 'works' drive this season.

Kröber's faith in Reuter, a former cartist, has thus far been amply rewarded with victories in Manuel's first four car races — only mechanical failure at the Nürburgring 1000kms meeting preventing a clean sweep for the black Van Diemen.

SDC pays the Ransom

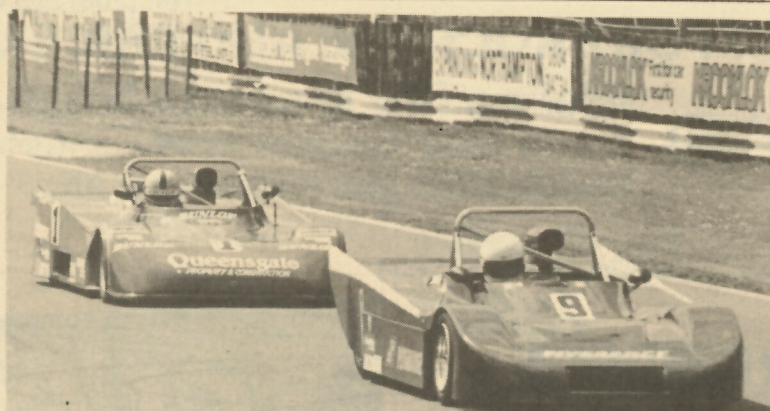
SDC Builders, the Bedford-based construction company who have backed several FF1600 drivers in recent seasons, including Trevor van Rooyen, David Wheeler and Keith Fine, have turned their attention towards the BCA MG Metro Challenge with the addition of Stives farmer Tim Ransom to their team.

Ransom has been going very well as a privateer this season but recently invested in one of the well-developed B&M Motors-built, Howley-engined Metros for the remainder of the season.

Park alterations

The IMRC's traditional Phoenix Park race meeting will take on a different look this year as part of the regular 'Hawthorn' circuit is unavailable due to an EEC-financed sewer-laying project . . .

Delicate negotiations between the race organisers and the Board of Works have hopefully ensured the continuation of road racing in Dublin's beautiful public park this year, the proposal being



Morgan's new Plygrange March led Taylor's Queensgate Tiga on its début.

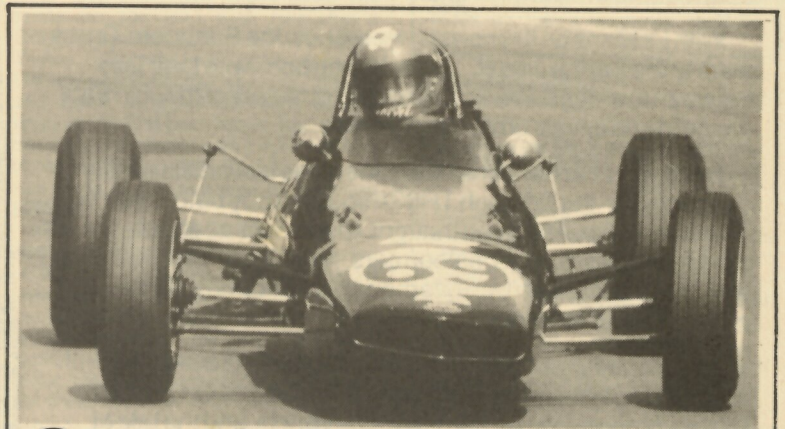
March to Plygrange

Plygrange Racing have concluded a deal with Dave Benbow to field one his neat March 83S chassis for Richard Morgan in the GPI British Sports 2000 championship. This arrangement follows Laurence Jacobsen's decision to withdraw the use of the Chevron B60 which Morgan raced with the Plygrange team in the early part of the season alongside Ken Gough's similar car.

"The Chevron in its present form is not as competitive at this level as it might be," said Plygrange manager Neil Bailey, "and we must put on a competitive show if we are to attract further drivers to run next year. Richard was impressed with the March last season and Dave was keen to get an 83S out in Britain so the deal was done."

Morgan, formerly a successful club-

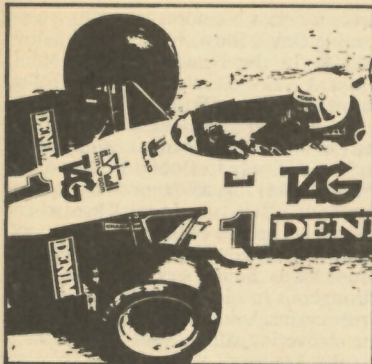
mans driver, put the blue March on the pole first time out at Silverstone two weeks back and finished a close second to Ian Taylor's Tiga after leading.



Gemini's a winner

Back in single-seaters after a break of a couple of seasons is former Formula 4 specialist and BWRDC champion Lorina Boughton who is driving Rodney Tolhurst's Gemini Mk4A Formula Junior chassis in Freight Media Pre-'65 championship rounds. Lorina had little opposition *en route* to class victory at Brands Hatch first time out. Backing for the venture comes from Eden Cars of Shere and Woking.

M 2



INTERNATIONAL RACES

MILWAUKEEFSV

Pimm's No 1

Ed Pimm took his Red Roof Inns Anson SA4 to an impressive flag-to-flag victory in the Robert Bosch/VW Super Vee Championship race at Milwaukee on June 11. Pimm also qualified the car on pole position at an average speed of 1234.182mph just to complete his dominance. It was the second FSV victory for the British manufacturer.

Another Anson, driven by Dutchman Arie Luyendijk, also ran well, up in fourth place before an engine problem set in and then he crashed. Roger Penske Jr finished second in his Ralt after a good battle with Chip Robinson, although the ex-FF man spun on the penultimate lap and dropped to sixth place behind Stan Fox, Detroit winner Price Cobb, who came up well from a lowly grid position in his very first oval race, and Ben Gustafson.

MILWAUKEE (USA)

Jun 12

Robert Bosch/VW Super Vee Championship, round 3 62 laps — 62 miles

1, Ed Pimm (Anson-Brabham SA4), 37m 15.13s, 99.860mph; 2, Roger Penske Jr (Ralt-Brabham RT5); 3, Stan Fox (Ralt RT5); 4, Price Cobb (Ralt-Brabham RT5); 5, Ben Gustafson (Ralt RT5); 6 Chip Robinson (Ralt-Schrick RT5); etc.

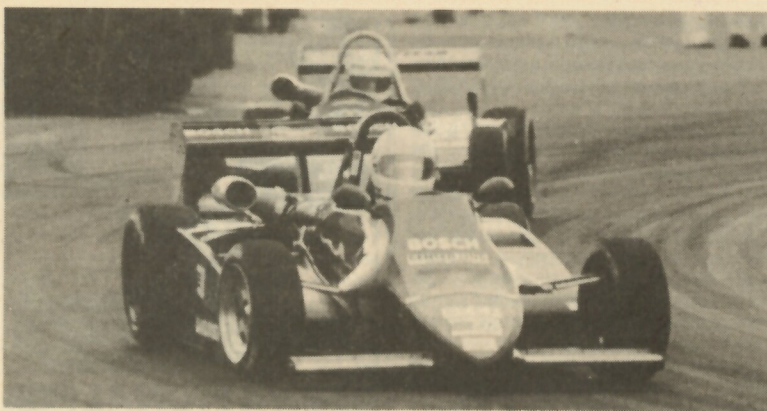
GERMAN FORMULA 3

Anson ahead

Two rounds of the German Formula 3 Championship have taken place over the past two weekends, and a couple of good placings by Franz Konrad have taken the Anson driver into a clear championship lead.

The two races were both held on German airfield circuits, the first, at the triangular Wunstorf track, bringing victory for highly rated Volker Weidler. The former FF champion was headed away from the line by Peter Wisskirchen's Ralt but was ahead before the end of lap 1 and finally won by just over 3secs from an on-form Uwe Teuscher in his ex-Mike White March. Wisskirchen went out with a flat battery, so Hans-Peter Pandur and Finn Harri Kangas (Ralts) filled the next two places ahead of Konrad's Anson SA4, which had been troubled by excessive oversteer.

One week later, though, at Kaufbeuren, Anson cars were well to the fore as, for the opening lap, Konrad headed the older SA3s of Rudi Seher and Andy Wietzke. Soon, the latter two both dropped back, Seher with fading brakes



Anson cars have scored successes on both sides of the Atlantic recently.

and Wietzke with poor handling, although Konrad continued to score his second win of the year. Kangas finished a strong second ahead of a charging Weidler, who had been involved in a collision on lap 1 and then drove mightily back through the field. Further down the field, Joachim Winkelhock made his F3 debut in a Bertram Schafer Ralt and finished a most creditable 10th.

WOLFGANG MONSEHR/
HANS-PETER BRUNIG

WUNSTORF (D)

Jun 12

German Formula 3 Championship, round 4 10 laps — 31.38 miles

1, Volker Weidler (Ralt-VW/Speiss RT3), 18m 47.99s, 101.63 mph;
2, Uwe Teuscher (March-Toyota 803), 18m 51.01s;
3, Hans-Peter Pandur (Ralt-VW/Speiss RT3), 18m 51.55s;
4, Harri Kangas (Ralt-Toyota RT3), 18m 52.74s;
5, Franz Konrad (Anson-Toyota SA4), 18m 59.42s;
6, Rudi Seher (Anson-Toyota SA3), 19m 02.59s; etc.

Fastest lap: Weidler, 1m 51.15s, 101.63 mph.

KAUFBEUREN (D)

Jun 19

German Formula 3 Championship, round 5 20 laps — 31.69 miles

1, Franz Konrad (Anson-Toyota SA4), 22m 07.71s, 85.92mph;
2, Harri Kangas (Ralt-Toyota RT3), 22m 09.27s;
3, Volker Weidler (Ralt-VW/Speiss RT3), 22m 11.72s;
4, Hans-Peter Pandur (Ralt-VW/Speiss RT3), 22m 17.92s;
5, Rudi Seher (Anson-Toyota SA3), 22m 22.56s;
6, Andy Wietzke (Anson-Alfa Romeo SA3), 22m 23.57s; etc.

Fastest lap: not given.

Championship positions: 1, Konrad, 50pts; 2, Weidler, 42; 3, Kangas, 40; 4, Harald Brutschin (Ralt), 39; 5, Seher, 34; 6, Teuscher, 32; etc. Next round: Jul 10, Erding.

MAGIONE F3

Ivan easy

There was again no-one to touch Italian Formula 3 Championship leader Ivan Capelli in the most recent race at Magione on June 12. The lead Gulf-Coloni Team driver has now won the last four races in succession, this one by the impressive margin of over 23secs.

Capelli completely dominated the meeting, winning his heat and then soon pulling away in the 55-lap final, leaving team-mate Marco Spinelli and Walter Voulaz, both also in Ralt-Alfa Romeos, to battle over second place. Voulaz eventually won the tussle quite comfortably with Luigi Giannini's Elf Dallara next up.

MAGIONE (I)

Jun 12

Italian Formula 3 Championship, round 6 55 laps — 56.39 miles

1, Ivan Capelli (Ralt-Alfa Romeo RT3), 46m40.75s, 72.48mph;
2, Walter Voulaz (Ralt-Alfa Romeo RT3), 47m04.41s;
3, Marco Spinelli (Ralt-Alfa Romeo RT3), 47m13.07s;
4, Luigi Giannini (Dallara-Toyota 383), 47m16.57s;
5, Franco Forini (Dallara-Toyota 382), 47m18.29s;
6, Giacomo Vismara (Ralt-Alfa Romeo RT3), 47m19.17s.

Fastest lap: Capelli, 50.45s, 73.16mph.

Championship positions: 1, Capelli, 46pts; 2, Stefano Livio (Dallara) and Sebastiani, 19; 4, Voulaz, 15; 5, Spinelli, 10; 6, Forini, 9; etc.

Next round: June 26, Monza.

ZANDVOORT

Fine Ford frolics

The Ford Motor Company ran one of their popular promotion days at Zandvoort, Holland, last Sunday and a huge crowd witnessed some quite superb motor racing. Glorious weather further added to the spectacle and it was British drivers who provided much of the excitement.

The main event of the day was a round in the Townsend Thoresen FF2000 Euroseries, held over two 10-lap heats with the results decided on aggregate. Each race developed into a three-way tussle for the lead with Englishmen Russell Spence and Mike 'Fulmar' Taylor (Reynards) taking on the Van Diemen of local hero Cor Euser. Spence and Euser swapped positions several times in the first heat before Russell ran out a narrow winner with Taylor content to chase them home in third place, some way clear of the Reynard of Jaap van Silfhout.

Heat 2 began in much the same style, although Taylor's car began oversteering badly after only three laps and a slow puncture forced him to ease his pace. Luckily, though, Mike was able to coax his car home in fifth place to ensure himself of fourth overall. In the final dash to the line, Euser just headed out Spence but it was the latter who took the overall verdict, by just 0.03sec! Van Silfhout claimed third overall with Eric Kistemaker fifth in another Reynard and Gary Evans running well in his similar car to claim a worthy sixth.

The third and final Benelux Region Qualifier of the FF1600 Euroseries ended in a magnificent win for works Royale driver Keith Fine, who headed the Van Diemens of Thomas Jans and Gerrit van Kouwen in a typical blanket finish. Harald Huisman had also been in

the thick of things with his Van Diemen before an oil leak forced him out.

In the Ford Credit Fiesta round, the second overseas foray for these competitors, Ian Briggs slip-streamed his way past Dave Loudon on the dash to the flag and was awarded victory by 0.01sec! The rest were left some way behind, but Charles Tippett edged his way clear of a tremendous battle that saw Paul Longfield just ahead of Stuart Cole, Anthony Pownall and David Grimshaw with Brian Farmer and Stuart McCrudden also close together in a battle for eighth.

A Benelux Championship Sports 2000 race was also very closely contested with Cor Euser chasing hard after Huub Vermeulen and then going on to win when the latter spun down to seventh at the final corner. Thus, Euser won by 2secs from Henny Vollenberg with Charles Zwolsman's Tiga also close behind.

ZANDVOORT (NL)

Jun 19

EFDA Townsend Thoresen FF2000 Euroseries, round 4 2x10 lap heats — 52.84 miles

Aggregate:

1, Russell Spence (Reynard-Neil Brown 83SF), 33m 20.43s, 95.09mph;
2, Cor Euser (Van Diemen-Zakspeed RF83), 33m 20.46s;
3, Jaap van Silfhout (Reynard-Neil Brown 83SF), 33m 27.64s;
4, Mike Taylor (Reynard-Neil Brown 83SF), 33m 34.59s;
5, Eric Kistemaker (Reynard-Neil Brown 83SF), 33m 49.42s;
6, Gary Evans (Reynard-Neil Brown 83SF), 33m 52.80s; etc.

Fastest lap: Taylor, 1m 38.38s, 96.68mph (record).

Benelux Region Euroseries FF1600 Qualified, round 3 12 laps — 31.70 miles

1, Keith Fine (Royale-Auriga RP33M), 21m 12.81s, 89.67mph;
2, Thomas Jans (Van Diemen-Gatmo RF83), 21m 13.01s;
3, Gerrit van Kouwen (Van Diemen-Minister RF83), 21m 13.20s;
4, Gert Valkenberg (Van Diemen RF83), 21m 29.81s;
5, Bill Bildebeek (Crosslé 30F), 21m 32.32s;
6, Maarten Bottelier (Crosslé 32F), 21m 41.94s; etc.

Fastest lap: Harald Huisman (Van Diemen RF83), 1m 44.38s, 91.12mph.

Ford Credit Fiesta Challenge, round 8 15 laps — 39.63 miles

1, Ian Briggs, 30m 54.52s, 76.93mph; 2, Dave Loudon, 30m 54.53s; 3, Charles Tippett, 31m 20.09s; 4, Paul Longfield, 31m 24.96s; 5, Stuart Cole, 31m 25.16s; 6, Anthony Pownall, 21m 25.59s; etc. Fastest lap: Briggs, 2m 02.20s, 77.83mph.

MID-OHIO IMSA

Marching on

In the absence of Al Holbert, who was busy winning the classic 24 Hour race at Le Mans, team mates Bobby Rahal/Jim Trueman/Doc Bundy took the Pennsylvanian's Chevrolet-powered March 83G to victory in last weekend's IMSA Camel GT event at Mid-Ohio.

Rahal had qualified the car on pole position and apart from a quick spin on a very wet track mid-way round the first lap, he, together with circuit owner Trueman and the talented Bundy were very much the class of the field. Rahal lost little time in regaining the lead and went on to win the Lumberman's 6 Hour race by the massive margin of 11 laps. Of the likely challengers, Bob Lobenberg crashed Phil Conte's new Lola T600, John Kalagian's similar car went out after various troubles with a blown engine, and then Bob Tullius crashed his Jaguar

MID-OHIO continued

XJR-5 in pouring rain during some lappery of backmarkers.

In the end, then, Bob Akin/John O'Steen inherited a distant second in the former's 'Moby Dick' Porsche 935, with Gene Felton/Billy Hagan mopping up the GTO class in netting third overall with their Chevrolet Camaro. Don Devendorf/Tony Adamowicz looked favourites for this class, but their Electromotive Datsun 280ZX Turbo expired after only a few laps with a broken rear end. In the GTU section, Roberto Moreno ran superbly in the early wet going with his AAR Toyota Celica but was later delayed, so Joe Varde/Jack Baldwin took the spoils in their Mazda.

MID-OHIO (USA)

Jun 19

Lumbermans 6 Hours IMSA Camel GT Championship, round 9

- 1, Bobby Rahal/Jim Trueman/Doc Bundy (5.8 March-Chevrolet 83G), 212 laps, 6h00m47.516s, 84.614mph;
- 2, Bob Akin/John O'Steen (3.0t Porsche 935), 199 laps;
- 3, Billy Hagan/Gene Felton (6.0 Chevrolet Camaro), 201 laps;
- 4, Chet Vincenz/Dave White (3.0t Porsche 934), 199 laps;
- 5, Joe Varde/Jack Baldwin (2.3 Mazda RX-7), 196 laps;
- 6, Gianpiero Moretti/Sarel van der Merwe (3.0 Porsche 935 K4), 196 laps; etc.

MICHIGAN NASCAR

Camera Cale

Sunday's Gabriel 400 NASCAR event provided yet more exciting television coverage for American viewers as Gale Yarborough, his Hardee's Chevrolet fitted with an on-board camera, came home the narrow winner of a closely fought race.

The early laps, run at a very fast pace, saw Darrell Waltrip, Bobby Allison, Geoff Bodine and Tim Richmond as the pace-setters, but Yarborough worked away throughout the afternoon, making small changes until his car was handling almost to perfection. By the final stops, the veteran Carolinian had established his Chevrolet well up amongst the leading group and found no need to take on new tyres, using all his race-craft and guile to score victory by about 10 car lengths over Allison and Richmond, who were separated only in a photo-finish, with Waltrip and pole-winner Terry Labonte similarly close in fourth and fifth places. Leading retirements included Neil Bonnett and Bill Elliott with engine troubles.

GREG RICKES

MICHIGAN (USA)

Jun 19

Gabriel 400 NASCAR Winston Cup Grand National Championship, round 15 200 laps — 400 miles

- 1, Cale Yarborough (Chevrolet Monte Carlo), 138.728mph;
- 2, Bobby Allison (Buick Regal), 200 laps;
- 3, Tim Richmond (Pontiac Grand Prix) 200 laps;
- 4, Darrell Waltrip (Chevrolet Monte Carlo), 200 laps;
- 5, Terry Labonte (Chevrolet Monte Carlo), 200 laps;
- 6, Ricky Rudd (Chevrolet Monte Carlo), 200 laps;

LAKESIDE SALOONS

Moffat's fourth

Veteran Australian driver Allan Moffat tied up his fourth national touring car

championship title at Lakeside last Sunday, when third place in his periphery-ported Peter Stuyvesant Mazda RX-7 was enough to clinch the ATCC series.

Moffat went into the race knowing that a steady drive would assure him of the title, a situation eased still further by the fact that his nearest challenger, George Fury, was not even entered for the race. The Nissan Bluebird Turbo team had not bothered to make the trip to Queensland, content instead to continue development on their little turbo car in preparation for the forthcoming endurance touring car series.

Moffat displayed his intentions by setting fastest time during practice, although his pole time was equalled by local hero Dick Johnson, who, with assistance from Wayne Eckersley, has developed the handling of his Ford Falcon into a more competitive combination.

Race-day dawned very wet and Moffat held the lead only until lap 3, when Peter Brock brought his Holden Commodore through from third on the grid. Brocky was making full use of his Michelin tyres on a gradually drying circuit and when Johnson pulled off after six laps with failed power steering, the Holden driver pulled ever further away from the field, finally running out a clear lap ahead.

Former motor cycle champion Gregg Hansford brought the second Stuyvesant Mazda into second place, ahead of a steady Moffat, who was content to lap well within himself.

BOB JENNINGS

LAKESIDE (AUS)

Jun 19

Australian Touring Car Championship, round 8 35 laps — 52.20 miles

- 1, Peter Brock (5.0 Holden Commodore), 36m08.4s, 86.66mph;
- 2, Gregg Hansford (2.3pp Mazda RX-7), 34 laps;
- 3, Allan Moffat (2.3pp Mazda RX-7), 34 laps;
- 4, Geoff Russell (5.0 Holden Commodore), 33 laps;
- 5, David Parsons (5.0 Holden Commodore), 33 laps;
- 6, Alf Grant (5.8 Ford Falcon), 32 laps; etc.

Fastest lap: Brock, 1m00.9s, 88.16mph.

Final championship positions: 1, Moffat, 166pts; 2, George Fury (Nissan Bluebird Turbo), 160; 3, Brock, 128; 4, Allan Grice (Holden), 90; 5, Steven Harrington (Holden), 71; Dick Johnson (Ford Falcon), 70; etc.

ZOLDER SPORTS 2000

Dandy David

A round of the EFDA Euroseries Sports 2000 at Zolder on June 5 brought a most creditable victory for the Richard Dutton Racing Royale S2000M of David Sutherland. The Englishman remained under pressure throughout the 12 laps from Dutchman Cor Euser, a former European champion in both FF1600 and FF2000, but held on to win by just 0.5sec.

The only other man to briefly challenge was former Sports 2000 champion Hans Edvinsson, whose new Lola T594 ran second initially before being passed by Euser and later pitted with a punctured tyre. He rejoined to finish ninth.

ZOLDER (B)

Jun 5

EFDA Euroseries Sports 2000, round 2 12 laps — 31.78 miles

- 1, David Sutherland (Royale-Neil Brown S2000M), 20m 29.78s, 93.03mph;
- 2, Cor Euser (Tiga-Jondel SC81), 20m 30.29s;
- 3, Henny Vollenberg (Tiga-Zakspeed SC83), 21m 00.61s;
- 4, Thorikild Thyrring (Tiga-Nelson SC83), 21m 01.14s;
- 5, Knut Backer (Tiga SC82), 21m 15.95s;
- 6, Harald Lauritzen (Tiga SC82), 21m 23.08s;



NATIONAL RACES BRANDS HATCH

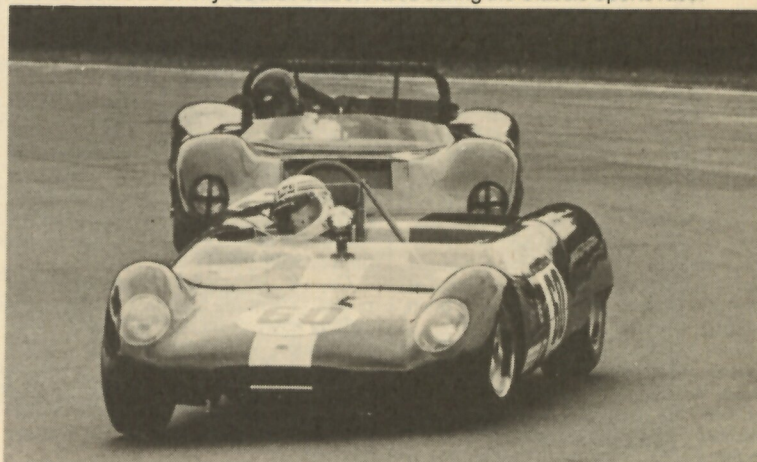
Classic Computers

An eventful and highly entertaining Atlantic Computer Leasing Historic GT Championship round was the highlight at the BHRC and HSCC jointly organised raceday at Brands Hatch on June 12. Regrettably, Mike Wilds was unable to have a crack at the Indy circuit lap record when the metering unit broke on Colin Bennett Racing's F1 Williams FW07C during the morning practice session. Even so the Historic Formula 1 race did provide a rare win on British ground for Tyrrell, albeit the ex-Patrick Depailler 008 capably handled by John Brindley.

The opening Allcomers Scratch Race provided Stephen Langton with a smooth victory in his Barry Simpson Engineering Lister Jaguar. Ray Bellm chased hard in second place but a loose bonnet on the splendid Lotus 11 prevented him offering a more serious threat. Michael Tye, in Tim Sisson's 4.2 Jaguar E Type, was shadowed throughout by Don Shead (Lister Jaguar) while Paul Palmer's lightweight Jaguar E Type and Trevor Needham's Lotus Elan finished inches apart.

Quickly sliding into his E Type, Tim Sisson gave John Atkins (AC Cobra) a hard time in the well-subscribed Post Historic Roadsports Championship. Sisson's lively attempts to keep Atkins in sight netted him fastest lap but he was forced to accept second best when a backmarker inadvertently blocked his run. Des Cassidy spun alarmingly through Surtees on lap 3 and on his fight back up to third place Mike Darrieulat was able to force his Ginetta G4 ahead of class rival David Chaney (Marcos GT), although a repeat spin by Cassidy dropped him back down to ninth place. John Gray (Triumph TR5) and David Newman (Reliant Sabre 6) had a fraught

Alford's Lotus 23 briefly led the Attilla of Hales during the Classic Sports race.



battle for class honours, gradually overhauling David Barraclough's big Shelb GT350. In the Honda division, John Ridyard was a clear-cut winner after moment by Simon Ford.

Stephen Langton sought a double in the Bellini Models Championship round and stuck firmly to Bobby Bell's tail as the two Lister Jaguars lapped clear of the remainder. Bell gained a small lead when they came upon a pack of backmarkers on the penultimate lap which settled the issue. Chris Smith was a lonely third throughout in his Lotus 17 while Alf Freeman just held onto fourth place from the recovering, after a spin, Ray Bellm.

John Foulston, whose day this was made the first of several planned appearances in the Freight Media Pre '65 Single Seater Championship. But John Narcisi was a convincing victor in his ex-David Prophet Brabham BT6 and Foulston had to content with a fair second in his Lotus-BRM 24 ahead of the similar Be & Colvill car driven by John Brindley. Lorina Boughton celebrated a return to single seater racing with promising drive to victory in the Formula Junior class as the wheel of Rod Tolhurst's Gemir Mk4A, while in fifth place Brian Turner's fuel-injected Connaught A Type was the last unlapped runner.

The first three drivers in the Pre '66 race made a hasty lap of honour to get ready for the Historic Formula 1 race. Sadly, John Foulston joined Mike Wilds on the sidelines; following a disagreement with the tunnel, Foulston's McLaren M29 was quickly repaired only for a driveshaft to fail on the warm up lap. Wilds, who had recorded a speed of 41.8secs in practice, was unable to see that further half a second needed to crack the outright record could be found. The full blooded sound of the four DFVs left perhaps made up for the lack of runner but John Brindley strolled to a fairly easy victory in Nick Mason's Tyrrell 008. Mike Littlewood who looked menacing in the early laps was a good second in the Lenham Storage Ensign N177, while John Narcisi increased in confidence with every lap and recorded second fastest lap of the race in the Ken Moor Surtees TS19/20. Brian Cocks looked a if his height was a disadvantage, the HSCC Chairman sitting high in the cockpit of Foulston's Yardley McLaren M19A.

Chris Alford (Lotus 23B) earned an early lead in the Classic Sports Championship race while Mark Hales had his customary fight to put the big Attilla power down on the road. Hales stormed ahead as they completed lap 1 and soon established a healthy lead. John Brindley (his third race in a row!) kept Alford in sight with his Lotus 23 for third overall while Robin Longdon's Elva 7 was all but caught on the finish line by Tom Goodwin's Merlyn Mk6. Back in sixth Roger Ealand celebrated his birthday in the best possible way with a worthy class win in his Marcos GT although Bobb

Bell was closing fast after a tardy start in the Clearview Cars lightweight E Type.

Undoubtedly the race of the day followed in round 3 of the Atlantic Computer Leasing Historic GT Championship with a magnificent grid of powerful sports racers of the late '60s headed by no fewer than nine 5-litre monsters. Ted Williams (March 707) made the best start and Mike Wheatley's Uni Petrol BRM P154 demoted poleman John Foulston in the mighty McLaren M8D to third as they charged up to Druids. Williams escaped by a few yards while Foulston fought desperately to find a way past Wheatley. Early on, Martin Colvill's immaculate Ford GT40 held fourth from Simon Hadfield's Taydec, the first under two-litre car who was being pressed by Richard Dodkins (Chevron B8GT) and James Wallis (Chevron B19).

At half distance, and well and truly among the backmarkers, Foulston scraped past Wheatley and drastically cut back Williams's advantage to grab the lead on lap 8. But by now a generous coating of oil had been laid around the track from an errant Lotus 47 and, sadly, Foulston slid off heavily into the barriers

at the bottom of Paddock Hill Bend. Foulston stepped out unhurt but the big McLaren was in a sorry state. In the last couple of laps, Wheatley and Williams continued to fight with renewed vigour, even rounding an unsuspecting Chevron on either side through Clearways in spite of the oil! Wheatley claimed the spoils with Williams a satisfied second, while James Wallis guided his Otford Group Chevron B19 into a class winning third spot, just ahead of Richard Budge in the ex-Rodney Bloor Chevron B8. Almost unseen, Richard Thwaites had masterfully carved through from the back of the 30-car grid to claim fifth in the National Breakdown Lola T212, while hot on Colvill's tail was Nigel Hulme's class winning Lola T70, Richard Dodkins and Ray Bellm.

Perhaps most of the ACL competitors had found they needed a rest for most did not return to the grid for the Handicap race, for once Simon Hadfield's Taydec was removed from the grid when an oil leak was discovered only six cars came under starter's orders. Happily Peter Millward had offered Mike Wilds the seat in the ex-John Surtees Lola-Aston Le Mans and despite starting from the

10secs mark Mike clearly enjoyed his brief outing, surprising Richard Budge, who did not know of the driver change and couldn't work out why the sleek Lola was proving to be a tougher rival than usual! Mark Hales, who had led the opening laps, gradually lost touch but kept third place safely ahead of Jim Gathercole.

Rounding off the entertainment was the Townsend Thoresen Formula Ford 1600 Championship event with Silverstone commuters Andy Gilbert-Scott, Marks Newby and Peters plus John Pratt occupying the first four grid placings after the damp practice session. While Newby worked his way over on poleman Gilbert-Scott's Pegasus Lola, Peters swept into the lead as they climbed Hailwood Hill. But the championship leader, who celebrated his birthday the day before, was in a determined mood and soon shrugged off Newby's challenge to close on Peters, before Pratt edged his Morgan Race Services Lola into third to push Newby back still further. Peters and Gilbert-Scott pulled away in an evenly matched dispute, but it was not until lap 8 that AGS seized a gap going into Druids to take the lead. Pratt and Newby had settled into a more orderly style for third and fourth but Brands ace Andy Ackersley (Deacon Ray 80/82F) had a hard time finding a way round Ross Cheever (RF83) and then Kevin Haddock (RF83) before claiming fifth place.

RICHARD KENLEY OULTON PARK

Penistone Co-op

The two Penistone Hardmetals Reynard 83SFs of Tim Davies and Kenny Andrews dominated Saturday's round of the Racing Displays British FF2000 Championship, sponsored by the CRS — the Co-op to most — at Oulton Park. Only Mauricio Gugelmin's Van Diemen stayed really in touch although a hard-charging Anthony Reid took a share of the new lap record on his way to finish fourth in the Argo. John (Butcher) Booth carved his way into the lead of the Champion of Oulton FF1600 series while much of the day's best racing came in two of the three events for MG variants on the programme. The fine weather contributed to no less than 11 lap records being broken, equalled or established.

The meeting got off to a shaky start when the starting lights failed to go to red, a fact which did not deter the Formula Ford field from setting off on their own initiative! The red flag called them in after a lap and all races were thereafter started with the traditional flag. Mark Goddard in a borrowed Crosslé was first away ahead of pole-man

John Booth and second row occupant Eric Pennington. Wally Warwick, his Reynard 83FF returned from the works the night before and apparently improved by its visit, displaced Pennington at Old Hall on lap 2 and Booth moved into the lead passing the pits at the end of the lap. Although the Van Diemen was in a secure lead, Booth was aware of slight overheating and did not want to press on too hard but, even so, Goddard simply did not have the speed to do anything about the gap between them. Richard Street, the erstwhile leader of the series, came home fourth and is now one point behind Booth, the following places in the race going to Pennington and John (Brolly) Booth.

A lack of the right gear at the start of the MGA Register race saw pole position occupant Richard Hutton in the BHB Engineering car get away behind Adam Wiseberg, Eric Hoult and Nick Parrott. The last named was soon displaced and Hutton was up to second place and closing rapidly on Wiseberg by lap 2. Two laps later, Hutton was into the lead but Wiseberg had no intention of letting him pull away. These two had an entertaining scrap until the last lap when Wiseberg pulled off at Old Hall with clutch problems, leaving Hoult to take second. John Halton moved into third ahead of Parrott. Derek Baker made it a double for BHB by winning the standard class in his 1957 Coupé.

The front row for the Cooperative Trophy race for the Racing Displays British FF2000 Championship was occupied by the two Penistone Hardmetals Reynards of Tim Davies and Kenny Andrews. Davies, one of three drivers under Mike Taylor's lap record in practice, was nevertheless not completely happy, a slightly 'sticky' rear anti-roll bar causing some inconsistency in the car's handling although he was confident this had been cured for the race. Mauricio Gugelmin headed the second row, the practice settings on his works Van Diemen being altered slightly for the race in the hope of finding further improvement, while alongside him Anthony Reid was pleased with the extra speed curing an oil system problem has given his Argo JM14. Reid had equalled the times set by Davies in private testing but, having changed tyres, could not quite reproduce this pace; for the race he would revert to the old tyres. Osvaldo Santos's Ruschen Green Van Diemen and Julian Bailey's Team BP Reynard were on the third row, Bailey's car having suffered a broken rear upright in practice. The fourth row consisted of James Thomson's Van Diemen, its right rear corner having been replaced — not without some difficulty — following a practice crash, and Gary Brabham's similar car entered by Trundle Racing. After only four laps, Brabham's engine had blown and his team were hard at work to replace the motor for the afternoon.

Mark Goddard's fine start took him into the lead of the Formula Ford 1600 race.



BRANDS HATCH (GB), Jun 12, BHRC/HSCC

HSCC Allcomers Scratch race (10 laps): 1, Stephen Langton (3.8 Lister Jaguar), 9m 31.3s, 75.84mph; 2, Ray Bellm (1.4 Lotus X1), 9m 40.5s; 3, Michael Tye (4.2 Jaguar E Type), 9m 48.8s; 4, Don Shead (3.8 Lister Jaguar), 9m 50.2s; 5, Paul Palmer (3.8 Jaguar E type), 10m 08.3s; 6, Trevor Needham (1.6 Lotus Elan), 10m 09.3s. **Fastest lap:** Langton, 55.2s, 78.50mph.

HSCC Post Historic Road Sports Championship race (10 laps) — overall: 1, John Atkins (4.7 AC Cobra), 9m 34.4s, 75.57mph; 2, Tim Sisson (4.2 Jaguar E Type), 9m 40.6s; 3, Mike Darrieulat (1.6 Ginetta G4), 9m 57.1s; 4, David Chaney (1.6 Marcos GT), 10m 01.5s. **Over 3000cc:** 1, Atkins; 2, Sisson; 3, David Barraclough (4.7 Shelby GT350). **Fastest lap:** Sisson, 56.3s, 76.96mph. **2001-3000cc:** 1, John Gray (2.5 Triumph TR5), 10m 05.6s, 71.55mph; 2, Dave Newman (2.5 Reliant Sabre 6), 10m 05.8s; 3, Colin Burbury (2.5 Triumph TR5), 9laps. **Fastest lap:** Gray, 58.7s, 73.82mph (equals record). **1201-2000cc:** 1, Darrieulat, 72.57mph; 2, Chaney; 3, R. Lancaster-Gaye (1.6 Lotus Elan), 9 laps. **Fastest lap:** Darrieulat, 57.8s, 74.96mph. **Up to 1200cc:** 1, John Ridy (791 Honda S800) 9laps, 61.61mph; 2, Simon Ford (791 Honda S800); 3, John Ward (791 Honda S800). **Fastest lap:** Ford, 1m 07.6s, 64.10mph.

HSCC Bellini Sports Car Championship race (10 laps) — overall: 1, Bobby Bell (3.8 Lister Jaguar), 9m 15.0s, 78.07mph; 2, Stephen Langton (3.8 Lister Jaguar), 9m 17.8s; 3, Chris Smith (1.3 Lotus 17) 9m 28.2s; 4, Alan Freeman (1.1 Lotus X1) 9m 33.6s. **All Listers and rear-engined cars:** 1, Bell; 2, Langton; 3, Don Shead (3.8 Lister Jaguar). **Fastest lap:** Bell, 54.3s, 79.80mph. **Sports racing cars over 2000:** No starters. **1101-2000cc:** 1, Smith; 76.26mph; 2, Ray Bellm (1.5 Lotus 11); 3, Hon Andrew Fellowes (2.0 Maserati A6). **Fastest lap:** Bellm, 55.4s, 78.21mph. **Up to 1100cc:** 1, Freeman, 75.54mph; 2, Peter Walker (1.1 Lola Mk 1); 3, Roger Ealand (1.1 Rejo), 9laps. **Fastest lap:** Freeman, 56.3s, 77.10mph (record). **Roadsports and GTs over 2600cc:** 1, Pete McManus (4.2 Allard K1), 56.72mph; only starter. **Fastest lap:** McManus, 1m 13.9s, 58.63mph. **1601-2600cc:** 1, Simon Short (2.4 Healey Silverstone) 65.33mph; 2, Eric Hall (2.4 Healey Silverstone); No other starters. **Fastest lap:** Short, 1m 04.8s, 66.87mph. **Up to 1600cc:** 1, Mel Clarke (1.6 Porsche 356B), 9laps, 67.02mph; 2, Tony Childs (1.6 Porsche 356A); No other starters. **Fastest lap:** Clarke, 1m 03.2s, 68.56mph.

HSCC Freight Media Pre '65 Single Seater Championship race (10 laps) — Overall: 1, John Narcisi (1.5 Brabham-Ford BT6), 8m 54.1s, 81.13mph; 2, John Foulston (1.5 Lotus-BRM 24), 8m 57.1s; 3, John Brindley (1.5 Lotus-BRM 24), 8m 55.5s; 4, Lorina Boughton (1.1 Gemini-Cosworth Mk4A), 9m 35.8s. **Formula 1 cars, 1961-1965:** 1, Narcisi; 2, Foulston; 3, Brindley. **Fastest lap:** Narcisi, 52.2s, 83.01mph (record). **Formula 3 cars 1964-1965:** 1, Nick Lees (1.0 Barnett-BMC), 70.73mph; 2, Neale Shepherd (1.0 Cooper-BMC T72); No other starters. **Fastest lap:** Lees, 59.5s, 72.82mph. **Formula Junior 1958-1968:** 1, Boughton, 55.1s, 78.64mph. **Historically Significant cars:** 1, Brian Turner (2.0 Connaught A Type) 72.75mph; 2, Bob Grant (2.1 Cooper-BMC T43). **Fastest lap:** Turner, 57.6s, 75.22mph.

HSCC Historic Formula 1 race (15 laps): 1, John Brindley (3.0 Tyrrell-Ford Cosworth DFV 008), 11m 16.4s, 96.09mph; 2, Mike Littlewood (3.0 Ensign-Ford Cosworth DFV N177), 11m 23.6s; 3, John Narcisi (3.0 Surtees-Ford Cosworth DFV T19/20), 12m 00.6s; 4, Brian Cocks (3.0 McLaren-Ford Cosworth DFV M19A), 14 laps; No other starters. **Fastest lap:** Brindley, 44.0s, 98.48mph.

HSCC Classic Sports Car Championship race (10 laps) — overall: 1, Mark Hales (5.0 Attila-Chevrolet), 8m 47.1s, 82.20mph; 2, Chris Alfrod (1.6 Lotus 23B), 8m 52.6s; 3, John Brindley (1.6 Lotus 23) 8m 57.4s; 4, Robin Longdon (1.6 Elva 7), 9m 12.3s. **GT cars over 3000cc and Sports racing cars over 1600cc:** 1, Hales; 2, Bobby Bell (3.8 Jaguar E Type); No other starters. **Fastest lap:** Hales, 53.3s, 84.46mph. **GT cars 1301-3000cc:** 1, Roger Ealand (2.0 Marcos GT), 76.54mph; 2, Cyril Baxter (2.0 Marcos GT); 3, Barry Sewell (2.0 Marcos GT). **Fastest lap:** Ealand, 55.0s, 78.78mph. **Up to 1300cc:** 1, John Corfield (1.3 Diva GT10F), 68.98mph; 2, Alan Hall (1.2 Marcos GT); No other starters. **Fastest lap:** Corfield, 59.2s, 73.19mph. **Sports racing cars up to 1600cc:** 1, Alfrod, 81.35mph; 2, Brindley; 3, Longdon. **Fastest lap:** Alfrod and Brindley, 52.3s, 82.85mph. **Up to 1300cc:** 1, Alan Dignan (1.3 Landar), 71.62mph; 2, David Polglaze (1.0 Ginetta G12); No other starters. **Fastest lap:** Dignan, 58.7s, 73.82mph (establishes record).

HSCC Atlantic Computer Leasing Historic GT Championship race (15 laps) — overall: 1, Mike Wheatley (5.0 BRM-Chevrolet P154) 12m 21.0s, 87.71mph; 2, Ted Williams (5.0 March-Chevrolet 707) 12m 23.9s; 3, James Wallis (1.8 Chevron-Ford FVC B19) 12m 53.5s; 4, Richard Budge (1.6 Chevron-Cosworth FVA B8) 12m 55.7s. **Sports racing and GT cars 2001-5000cc CanAm cars 1965-68:** 1, Nigel Hulme (5.0 Lola-Chevrolet T70MK3), 82.44mph; 2, Alex Seldon (5.0 Lola-Chevrolet T160); No other finishers. **Fastest lap:** Hulme, 50.3s, 86.14mph. **Le Mans Prototypes 1965-68:** 1, Martin Colvill (5.0 Ford-Eagle GT40), 82.53mph; 2, Peter Millward (5.0 Lola-Aston Martin T70 Mk3B); No other starters. **Fastest lap:** Colvill, 49.4s, 87.71mph (record). **1969-70:** 1, Wheatley; 2, Williams; No other finishers. **Fastest lap:** John Foulston (5.0 McLaren-Chevrolet M8D), 45.7s, 94.81mph (record). **1965-68 up to 1600cc (excluding FVA engines):** 1, Keith Ashby (1.6 Chevron-Lotus B6) 80.71mph; 2, Chris Beauvoisin (1.6 Piper-Lotus GTR); No other finishers. **Fastest lap:** Ashby and Paul Jackson (1.6 Lotus-Ford 47), 50.4s, 85.97mph. **1965-68 1601-2000cc (including FVA engines):** 1, Budge, 83.79mph; 2, Richard Dodkins (2.0 Chevron-Cosworth B8GT); 3, Ray Bellm (2.0 Chevron-BMW B8). **Fastest lap:** Budge, 48.8s, 88.79mph (record). **1969-70 1601-2000cc:** 1, Wallis, 84.03mph; 2, Richard Thwaites (1.8 Lola-Ford FVC T212); 3, Simon Hadfield (1.8 Taydec-Ford FVC). **Fastest lap:** Thwaites, 48.3s, 89.71mph.

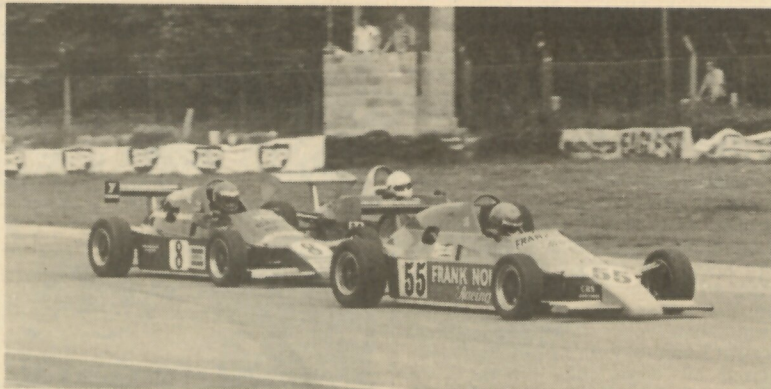
HSCC Handicap race (10 laps): 1, Mike Wilds (5.0 Lola-Aston Martin T70 Mk3B), 8m 53.7s, 81.19mph; 2, Richard Budge (1.6 Chevron-Cosworth FVA B8), 8m 54.5s; 3, Mark Hales (5.0 Attila-Chevrolet), 9m 08.4s; 4, Jim Gathercole (2.0 Martin-BMW B7), 9m 13.4s; 5, Tony Goodwin (1.6 Merlyn-Ford Mk6A), 9m 50.1s; 6, Chris Beauvoisin (1.6 Piper-Lotus GTR), 9laps. **Fastest lap:** Wilds, 51.2s, 84.63mph.

Townsend Thoresen Formula Ford 1600 Championship race (10 laps): 1, Andrew Gilbert-Scott (Lola-Minister T642E) 8m 43.7s; 82.74mph; 2, Mark Peters (Van Diemen-Gätmo RF83) 8m 44.6s; 3, John Pratt (Lola-Minister T642E) 8m 46.0s; 4, Mark Newby (Van Diemen-Gätmo RF83) 8m 47.0s; 5, Andy Ackersley (Ray-Creswell 80/82F) 8m 50.1s; 6, Kevin Haddock (Van Diemen-Scholar RF83) 8m 50.5s. **Fastest lap:** Gilbert-Scott, 50.4s, 85.97mph.

OULTON PARK continued

From the start it was Tim Davies in command, the Welshman leading Gugelmin into Old Hall while poor Brabham never made the race due to problems with the tired motor his hardworking mechanics had installed. Kenny Andrews rapidly moved up into second place ahead of Gugelmin, the three leaders moving slightly away from the rest of the field. Santos and Bailey tangled at Fosters, the Reynard retiring on the spot while Santos rejoined to finish 10th and last.

While Davies went on to a good win, Gugelmin managed to close on Andrews but then fell back again to finish only 0.4sec adrift in third place. Anthony Reid indulged in a spin at Fosters early on, losing three places but he fought back to finish fourth and shared a new lap record with Davies and Gugelmin. Thomson and Sean Walker (Swallow-Pilbeam) kept close company throughout, finishing in fifth and sixth respectively while Frank Bradley ended his race in the Druids armco when he was occupying sixth spot on lap 8.



Donnelly, Bradley and Cunningham dispute seventh place in the FF2000 race.

immediately became a hard-fought affair between Hewitt and Davis. The lead changed hands several times and even some paintwork was exchanged, the two setting off on their final lap side by side round Old Hall. By the end of the lap, however, Davis had a comfortable lead of some 6secs, Hewitt's car having run out of petrol just before the line! Barry Sidery-Smith, having survived a wincing excursion during practice in his Brown & Gammons sponsored MGB, dived with Martin Richardson all the way, these two finishing in third and fourth places while Steve Christensen's 1500 Midget took fifth place and led the Standard cars home followed by Bill Hewitt's MGB Roadster.

The Gates-Varley Monoposto Class A race produced a full grid from the middle of whose front row, Richard Bolton in the Bill Boddice entered March 763 grabbed an early lead, pursued closely by David Dudley (Reynard SF77) from pole and George Whitehead's WRA. Dudley took over the lead on lap 5 only to retire two laps later, Whitehead having in the meantime spun out of the race at Old Hall. Apart from these three, the fastest man on the circuit was Godfrey Hall who, having started from the front row, was bringing his Lynx GH2 up from an early sixth place to second at the finish ahead of Bob Davis and the Modus and Lyncar of the two Geoffs, Jackson and Maddox respectively.

The third course of MGs on the day's menu was the Dutton Forshaw MGCC BCV8 Championship round which was so totally dominated by series leader

Terry Smith's 4.2-litre V8 that the outcome was never in doubt. Richard Walden, Rod Longton and Colin Percy held the next three positions but Grahame Davis and John Hewitt had a good dice until the latter hit a kerb at Cascades and retired on the spot. Martin Richardson and Terry Osborne displaced Davis from the top six, the former having got the better of Barry Sidery-Smith along the way.

The Gates-Varley Class B Monoposto were combined with the 74/78 Formula Fords for their outing, David Cox in his blue Ensign being well clear of everyone right from the word go. The FFs of John Wardle and Alan Stringer were next up, local man Steve Wright having lost third place with a spin at Fosters on the opening lap. Wright had a couple more spins before the finish, including a rather well stopped one on the outside of Old Hall. Wardle and Stringer were well matched in the FF class while Chris Word and Peter Venn filled the top three in the Monoposto class, potential challenger Brian Cotterell having dropped out at three laps.

The final race had been put to the tail end of the programme when only three cars turned up for practice for the BARC Clubmans A Class round. Paul Gibson's Vision FC01 had no real difficulty in defeating Gareth Chapman's Seppi-entered Mallock although he allowed the latter to lead most of the way. Tony Pouyenne's Silver Phantom was never in the hunt having been delayed on the opening lap.

PETER McFADYEN

CADWELL PARK

Fry, crisp and dry

A good crowd basked in glorious sunshine at Cadwell Park on Sunday afternoon and also enjoyed a programme of six exciting races laid on by the BARC. Happily, the 'supporting' events provided rather more action than the eight-car F3 race, although this also led to an inordinately large number of incidents and several bent motor cars. Renault 5 competitors seemed to suffer more than most, but two of the most accomplished victories of the day were recorded by Mike Fry, who also set a new class lap record in his way to winning the Mini Miglia event, and Peter Rogers, who looked most impressive in winning the BP 'Superfind' Junior FF1600 event.

One of two Mini races on the programme opened the afternoon's agenda and saw Graham 'Gramps' Woskett soon opening out a distinct advantage over the other 850cc contenders. On lap 7, though, his Wospower car lost power as he approached the Mountain and elevated Peter Lawton, Colin Rodgers and, catching up after a poor start, Chris Gould, who had been battling hard for second place. Gould setting fastest lap, split the other two and looked in the best position to win but when the leader, Lawton, almost lost control at the top of the Mountain on the final lap, Gould was forced to lift off the throttle and this allowed Rodgers to nip back through into second place, while Lawton held on to score his maiden National Challenge race victory. Another fine battle for fourth place was resolved in favour of David Taylor, with Gordon Levett just holding off the attentions of series leader Barbara Cowell in fifth place.

Young Peter (Scott-)Rogers took off into the lead of the BP 'Superfind' FF1600 race from pole position, but his Van Diemen RF82 remained under pressure from points leader Graham de Zille (Pegasus Motorsport/First Editon Menswear Lola). On lap 6, the challenger lost some ground after a grassy moment at Park Corner while negotiating a back-marker, and this gave Rogers

OULTON PARK (GB)

Jun 18

Racing Displays

British FF2000

Championship, round 9

15 laps — 24.81 miles

- 1, Tim Davies (Reynard-Neil Brown 83SF), 15m17.6s, 97.33mph;
 - 2, Kenny Andrews (Reynard-Neil Brown 83SF), 15m20.5s;
 - 3, Mauricio Gugelmin (Van Diemen-Neil Brown RF83), 15m20.9s;
 - 4, Anthony Reid (Argo-Nelson JM14), 15m33.1s;
 - 5, James Thomson (Van Diemen-Nelson RF83), 15m37.2s;
 - 6, Sean Walker (Swallow Pilbeam-Neil Brown SP3), 15m38.2s;
 - 7, Martin Donnelly (Van Diemen-Nelson RF83), 15m54.5s; 8, Neil Cunningham (Reynard-BSR 83F), 15m56.9s; 9, George Ostroumoff (Reynard-Nelson 83SF), 16m10.4s; 10, Osvaldo Santos (Reynard-Nelson 83SF), 14 laps.
- Fastest lap:** Davies, Reid and Gugelmin, 1m00.5s, 98.41mph (record).

Despite a top-end misfire in practice, John Hewitt was comfortably on pole for the BARC/MGOC Championship race. Grahame Davis's BGT V8 being alongside and flanked by Adam Wiseberg's MGA. Wiseberg had recurring clutch troubles just as the flag was about to drop and he was last away as the race

OULTON PARK (GB), Jun 18, BARC

'Champion of Oulton' FF1600 race (10 laps): 1, John Booth (Van Diemen-Scholar RF53), 11m 20.4s, 87.5mph; 2, Mark Goddard (Crosslé-Auriga 55F), 11m 21.9s; 3, Wally Warwick (Reynard-Auriga FF83), 11m 25.0s; 4, Richard Street (Royale-Minister RP33M), 11m 29.1s; 5, Eric Pennington (Van Diemen-Minister RF80); 6, John Booth (Van Diemen-Gätmo RF83), 11m 30.7s. **Fastest lap:** Booth, 1m 07.2s, 88.61mph.

MGA Register race (10 laps) — Overall and Modified class: 1, Richard Hutton, 12m 55.5s, 76.78mph; 2, Eric Hoult, 13m 14.7s; 3, John Halton, 13m 26.0s; 4, Nick Parrott, 13m 36.2s. **Fastest lap:** Hutton, 1m 15.6s, 78.78mph (record). **Standard Class:** 1, Derek Baker, 68.24mph; 2, Trevor Dalton; 3, Grahame Thewlis. **Fastest lap:** Baker, 1m 25.2s, 69.89mph (record).

BARC/MGOC Championship race (10 laps) — Overall and Modified class: 1, Grahame Davis (3.5 MGB GT V8), 13m 09.7s, 75.40mph; 2, John Hewitt (1.9 MGB Roadster), 13m 15.7s; 3, Barry Sidery-Smith (2.0 MGB Sports), 13m 25.2s; 4, Martin Richardson (1.8 MGB Roadster), 13m 27.5s. **Fastest lap:** Davis, 1m 17.1s, 77.22mph (record). **Standard Class:** 1, Steve Christensen (1.5 MG Midget), 13m 51.2s, 71.63mph; 2, Bill Hewitt (1.9 MGB Roadster); 3, Peter Felix (1.3 MG Midget). **Fastest lap:** Hewitt, 1m 21.2s, 73.33mph (record).

Gates-Varley Monoposto Class A Championship race (10 laps): 1, Richard Bolton (March-Ford 763), 10m 40.9s, 92.90mph; 2, Godfrey Hall (Lynx-Ford GH2 82), 10m 44.3s; 3, Bob Davis (Davis-Ford T5), 10m 54.3s; 4, Geoff Jackson (Modus-Cosworth M1), 11m 05.3s; 5, Geoff Maddox (Lyncar-Ford FA001), 11m 22.4s; 6, David Proctor (Brabham-Ford/PMED BT38C), 11m 27.3s. **Fastest lap:** David Dudley (Reynard-Ford/AVJ SF77), 1m 00.9s, 97.77mph (record).

MGCC MGB/CV8 Championship race (10 laps) — Overall: 1, Terry Smith (4.2 MGB V8), 12m 23.7s, 79.93mph; 2, Richard Walden (1.9 MGB), 12m 54.3s; 3, Rod Longton (2.0 MGB Roadster), 12m 57.1s; 4, Colin Percy (3.6 MGB V8), 13m 12.3s. **Standard cars:** 1, Rae Davis (1.8 MGB Roadster), 13m 40.6s, 72.56mph; 2, Bill Hewitt (1.9 MGB Roadster), 13m 40.6s, 72.56mph; 3, Richard Horn (1.8 MGB Roadster). **Fastest lap:** Davis, 1m 21.2s, 73.33mph (record). **Roadgoing modified cars:** 1, Barry Sidery-Smith (2.0 MGB Sports), 13m 25.8s, 73.89 mph; 2, John Dignan (1.9 MGB); 3, Peter Malimson (1.8 MGB). **Fastest lap:** John Hewitt (1.9 MGB Roadster), 1m 17.9s, 76.43mph (record). **Race Modified cars:** 1, Walden, 76.90mph; 2, Longton; 3, Martin Richardson (1.8 MGB Roadster). **Fastest lap:** Walden, 1m 15.1s, 79.28mph (record). **V8-engined cars:** 1, Smith; 2, Percy; 3, Grahame Davis (3.5 MGB GT V8). **Fastest lap:** Smith, 1m 12.7s, 81.90mph (record).

Gates-Varley Monoposto Class B Championship and 1974/78 FF1600 race (10 laps) — Monoposto: 1, David Cox (Ensign LNF3), 11m 44.5s, 84.51mph; 2, Chris Word (Dastle-Scholar Mk16), 12m 26.1s; 3, Peter Venn (March-ANJ 708M), 13m 32.0s; 4, Kenneth Worrell (Hawke DL11) 9 laps; 5, Peter Healey (Reynard-SF77), 9 laps; no other finishers. **Fastest lap:** Cox, 1m 07.8s, 87.82mph (record). **1974/78 FF1600:** 1, John Wardle (PRS-Scholar RH01), 11m 58.8s, 82.83mph; 2, Alan Stringer (Crosslé-Minister 30F), 12m 10.2s; 3, Steve Wright (Hawke-Neil Brown DL19), 12m 46.0s; 4, Andrew Whitehouse (PRS-Neil Brown RH01), 13m 56.0s. **Fastest lap:** Wardle, 1m 09.3s, 85.92mph (equals record).

BARC Clubmans A Championship race (10 laps): 1, Paul Gibson (Vision-Nelson FC01), 10m 34.3s, 93.87mph; 2, Gareth Chapman (Mallock-Chamberlain Mk20), 10m 41.8s; 3, Tony Pouyenne (Silver Phantom-Mason P82), 11m 16.7s; no other starters. **Fastest lap:** Gibson, 1m 01.3s, 97.13mph.



Graham de Zille (19) and Peter Rogers lead from the start of the FF race.

CADWELL PARK (GB), Jun 19, BARC

National Mini Seven Challenge race (10 laps): 1, Peter Lawton (Lawton Mini), 19m 54.05s, 67.84mph; 2, Colin Rodger (Avonbar Mini), 19m 54.69s; 3, Christopher Gould (Gould Mini), 19m 54.82s; 4, David Taylor (Denture Mini), 20m 07.47s; 5, Gordon Levett (Julia Mini MkII), 20m 09.74s; 6, Barbara Cowell (Funnelturne Mini), 20m 09.89s. **Fastest lap:** Gould, 1m 57.18s, 60.12mph.

BP 'Superfind' Junior Formula Ford 1600 Championship race (10 laps): 1, Peter Rogers (Van Diemen-Auriga RF82), 16m 31.81s, 81.67mph; 2, Graham de Zille (Lola-Minister T642E), 16m 37.69s; 3, Perry McCarthy (Van Diemen-Minister RF83), 16m 47.96s; 4, Bernard Horwood (Lola-Minister T642E), 17m 02.86s; 5, Peter Rose (Lola-Scholar T640E), 17m 03.09s; 6, Richard Crook (Van Diemen-Nolan RF79 80), 17m 27.05s. **Fastest lap:** Rogers, 1m 37.43s, 83.14mph.

Renault 5 Challenge race (10 laps): 1, Phil Wight, 20m 29.23s, 65.98mph; 2, David Cox, 20m 33.55s; 3, John Craddock, 20m 36.17s; 4, John Hammersley, 20m 37.13s; 5, Andy Paget, 20m 37.84s; 6, Rob Morgan, 20m 38.52s. **Fastest lap:** Russell Martin, 1m 58.80s, 68.18mph (record).

National Mini Miglia Challenge race (10 laps): 1, Mike Fry (Harris Mini), 18m 12.99s, 74.11mph; 2, Jonathan Lewis (Howley Mini), 18m 13.26s; 3, Tony Edmonds (Longman Mini), 18m 28.53s; 4, Colin Beckwith (Longman Mini), 19m 24.97s; 5, Ian Gunn AgriSpeed Mini), 19m 29.86s; 6, Bev Comber (BL Mini), 19m 47.67s. **Fastest lap:** Fry, 1m 47.55s, 75.31mph (record).

750 Motor Club Formula 4 Championship race (10 laps): 1, Mike Whatley (1.3 March-Ford/Whatley 773/4), 15m 39.82s, 86.19mph; 2, Peter Meyrick (1.0 Delta-Imp/Harris T81), 15m 40.32s; 3, Rob Moores (1.3 Chevron-Ford/Rold B38), 16m 03.72s; 4, Max Samuel-Camps (1.3 Ralt-Ford/Denyer RT1), 16m 04.63s; 5, Paul Tickner (1.3 Brabham-Ford/Allan BT15), 16m 19.72s; 6, Nigel Rees (1.0 Delta-Imp/Daghorn T784), 16m 25.92s. **Fastest lap:** Whatley, 1m 32.04s, 88.01mph.

CADWELL PARK continued

the break he needed, thereafter pulling away in seemingly effortless style to score a well-judged victory. Peter was justifiably delighted with his first BP win of the year, especially as he had set fastest lap in each of the previous five races without ever being first past the chequered flag. Perry McCarthy brought his Jubilee Racing Van Diemen, which had been extensively rebuilt after a crash on Friday, into third place after a good tussle with Peter Rose's Lola, which ended when the Scotsman made the first of two mistakes. His spin at Mansfield was followed by another indiscretion at the Gooseneck, although he still managed to finish fifth behind Bernard Horwood's Lola after poor Peter Stimpson, who worked up very well from ninth to fourth after a first lap incident, retired, out of petrol, on the last lap. Eugene O'Brien (Reynard) and Rob Murphy (Crosslé), who came together at Charlie's on lap 4, and John 'Brolly' Booth (Van Diemen), who was involved in a first lap fracas were also among the retirements, so Richard Crook, who had qualified his ex-Carlos Abdala/Len Bull Van Diemen 14th, came through to claim the final point after a sensible drive.

Sensible, however, is not a word that could be used to describe the antics of some of the Renault 5 drivers, who were out next. Indeed, the RAC Stewards saw fit to withdraw the racing licences of two drivers, Russell Martin and David Kay, after a spectacularly stupid accident on lap 5. These two had pulled clear of their pursuers, Kay leading the first three laps before Martin, who established a new lap record, managed to nose ahead at the Gooseneck on lap 3. On the following lap, by all accounts, Kay left his braking too late at the hairpin, banged into the rear of his rival and, in doing so, briefly regained the lead. The two cars then streamed side-by-side on to the start-finish straight, where Martin appeared to edge his adversary over towards the grass. After more contact, both drivers lost control and cannoned into the barriers, both cars suffering extensive damage and Kay's ending upside down. It was something little short of a miracle that both drivers emerged unhurt — until summoned to the Stewards' office! After this drama, local man Mick Hill, making a return to racing after more than four years, rolled out of sixth place at Charlie's and the close battle for the lead between David Cox and Phil Wight was made to look almost boring! But, on the final lap, more contact up at the Gooseneck saw former Classic saloon man Wight emerge ahead to score his maiden R5 victory. John Craddock kept out of trouble to claim third, not far ahead of a race long battle

Eventual Mini Se7en winner Lawton heads a group up the Mountain.



between John Hammersley, Andy Paget and Rob Morgan.

The Mini Miglia race, unfortunately, lost Chris Lewis after practice with engine dramas, although younger brother Jonathan upheld family honour by taking his identical Findus/Howley Mini into the lead. Tony Edmonds and pole-man Mike Fry, who also had engine trouble during practice but had managed to effect a repair, took off in pursuit, the latter making up for a tardy start. After Fry found a way through into second place on lap 4, he soon began to home in on the leader. By the start of the penultimate lap, Fry had whittled down a lead of 3.6secs to nothing, whereupon he seized his opportunity on the Park Straight on the last lap to move through into a narrow lead which he just held to the end. Edmonds fell back from these two but nevertheless retained third place well ahead of Colin Beckwith.

The closing Formula 4 race saw pole man Mike Whatley (March 773/4) come under great pressure from Peter Meyrick's Delta, the latter having run in a new engine during practice. These two pulled well clear of their rivals, but Whatley clung on to his advantage to score his third successive win in the category. Rob Moores (Chevron) and Max Samuel-Camps (Ralt) also scrapped over third place, Moores coming from behind to take the place, while Paul Tickner (Brabham) held on the third ahead of Nigel Rees (Delta), who had started from the back of the grid after missing most of practice with a broken throttle linkage.

JEREMY SHAW

LYDDEN HILL

Sleeman is beaten!

Fortunately, the entry for the BARC's excellent meeting at Lydden on Sunday was not too badly affected by the attraction of that other clubbie across the water at Le Mans: the Kentish circuit has always attracted drivers from Sussex, but Derek Bell is not one of them!

First on the agenda was the eighth round of the STP Modsports series. Although John Digby's nippy Ginetta G4 led initially, championship leader Rob Cox had put 'Black Brick 3' back in its customary position at the head of the field by the end of lap 1. Behind these two a lusty duel for third place raged between Mike Yarney (Black Brick One) and Ron Woods (Ginetta G15), with Yarney gaining the upper hand after Woods's over-exuberance had caused him several exciting moments which culminated in a spin at the Devil's Elbow.

At the end Pat Longhurst's skilfully-driven 1-litre Ginetta was only 0.3sec behind Yarney's 1900cc car, while Woods recovered to finish fifth.

New FF2000 lap record-holder Brian Davis took over as leader of the Flint championship after leading the fifth round of the series from start to finish. Paul Rowsell kept his Royale RP30 glued to the gearbox of Davis's similar car until the very last corner, where he slid wide onto the grass, veered into the bank and spun to a stop just three yards short of the chequered flag. 'Jet Jaxon' was somewhat annoyed by the fact that he had received no indication that it was the last lap and maintained that he would have eased off if he had known . . .

Malcolm Swetnam (Van Diemen RF81) drove well to hold third place throughout, although in the closing stages he was being challenged strongly by John Dickinson (Reynard SF77) who had gained ground rapidly once he had pulled away from Steve Holland and



Ron Woods on the limit as he heads Mike Yarney's Caterham.

Tony Howard.

Paul Sleeman's Southern Litho Roston CT3, which is now 11 years old, stood up well to another dose of its driver's dastardly drifts and held on for yet another FF1600 win. In the early stages Nigel Fright (Ray 80F) and Dennis Humphries were hard in pursuit; indeed, several times Fright managed to draw level at the Hairpin until his progress was delayed when the clutch pedal broke off. The resultant clutchless changes caused Fright to fall back into the clutches of Dennis Humphries, but try as he might the Tankerton Garage Royale RP26 was still a length behind at the finish.

For some reason Derek May seemed slightly more subdued than usual and held fourth place throughout, just clear of Dave Connor's Royale RP26. Len Marchant was happy to finish sixth in his faithful Brabham BT21/28, no doubt feeling very tired after staying up to help his wife Sue with the birth of their baby daughter at 1.30 that morning!

Alan Sage won the BARC saloon challenge despite his 2.6 Firenza wandering aimlessly onto the grass several times. Tim Dodwell's 1293cc Timini took the lead briefly during one of Sage's off-course excursions, but was soon overcome by the power of the Vauxhall.

Chris Logue drove his Wolsley 15/50 with considerable verve in third place until a particularly hairy slide at the Devil's Elbow carried him onto the grass and he was relegated by Geoff Cook's 1275GT Mini.

The next race was for special saloons combined with modsports. Mike Yarney's Caterham Super Seven took over from Pat Longhurst (Davrian) as they sped down Hairy Hill for the second time, and then pulled away to win comfortably. Longhurst was soon overwhelmed by the hard-charging Ron Woods in his Ginetta, but rather surprisingly it was Michael Law's neat, driven-on-rails Sunbeam Imp which swept past them both to finish second, almost 2secs

ahead of Woods. Richard Williamson spoiled his Escort's pristine image when he bounced into the bank at the Devil's Elbow during the early stages.

The *Formule Libre* race provided a scintillating climax. Paul Sleeman started 10secs after the rest, having been penalised for practising out of session because of an ignition problem, but his progress through the field was a joy to behold.

Melvyn Coon's Mallock U2 led until Paddock Bend on the second lap when Rob Cox forced through on the inside with 'Black Brick 3', which was barely recognisable as it was running minus its hardtop and plus an F3 wing. Reg Powell (Gryphon C73) latched on behind, but all eyes were on Sleeman, who was charging on with Ray Howard's Copper Kettle March 713S. On the third lap the Avon-shod March ripped around the outside of Peter Daniels at Paddock Bend as if the Ralt F3 car didn't exist. Peter Ware (Reynard SF79) was next to succumb to Sleeman's onslaught, and then the Gillingham driver caught up with the leading trio. Powell and Coon were suitably disposed of without too much trouble, but Cox was a different proposition. Several times the nose of the March probed around the nether region of 'Black Brick 3' before a slight graunch at the Elbow proved to Sleeman that narrow gap left on the inside was in fact non-existent!

With one lap to go Sleeman had made up the ground lost after their contact at the Elbow and as the plummeted down Hairy Hill for the last time he was almost alongside, but Cox closed the door at Paddock and held on to win by less than a length. Coon maintained his position to finish third from Powell and Ware, providing a splendid finale to the meeting. Incidentally rumour has it that Bell would have been at Lydden, but Porsche couldn't afford the entry fee . . .

KERRY DUNLOP

LYDDEN HILL (GB), Jun 19, BARC L&HCC

STP Modified Sports Car Championship race (12 laps) — Overall: 1, Rob Cox (1.8 Caterham Super 7), 9m01.0s, 79.85mph; 2, John Digby (1.4 Ginetta G4), 9m11.7s; 3, Mike Yarney (1.9 Caterham 7), 9m29.4s; 4, Pat Longhurst (1.0 Davrian), 9m29.7s. **Over 1600cc:** 1, Cox; 2, Yarney, no other finishers. **Fastest lap:** Cox, 42.9s, 83.92mph. **Up to 1600cc:** 1, Digby; 2, Longhurst; 3, Ron Woods (1.1 Ginetta G15), 9m42.7s. **Fastest lap:** Digby, 44.3s, 81.26mph.

Flint Motor Engineers Formula Ford 2000 Championship race (12 laps): 1, Brian Davis (Royale-Nelson RP30), 8m44.8s, 82.32mph; 2, Malcolm Swetnam (Van Diemen-Swindon RF81), 8m51.5s; 3, John Dickinson (Reynard SF77), 8m52.0s; 4, Steve Holland (Wimhurst), 8m56.4s; 5, Tony Howard (Delta T82/83), 8m57.0s; 6, John Bartlett (Van Diemen-Zagk RF83), 9m00.4s. **Fastest lap:** Davis and Dickinson, 43.1s, 83.53mph.

Marchant & Cox Formula Ford 1600 Championship race (12 laps): 1, Paul Sleeman (Roston-Minister CT3), 9m18.0s, 77.42mph; 2, Nigel Fright (Ray 80F), 9m21.2s; 3, Dennis Humphries (Royale RP26), 9m21.4s; 4, Derek May (Van Diemen DM83), 9m21.5s; 5, Dave Connor (Royale RP26), 9m24.4s; 6, Len Marchant (Brabham BT21/28), 9m30.2s. **Fastest lap:** Fright, 45.5s, 79.12mph.

BARC Saloon Car Challenge race (12 laps) — Overall: 1, Alan Sage (2.6 Vauxhall Firenza), 11m05.0s, 64.96mph; 2, Tim Dodwell (1.3 Timini), 11m17.3s; 3, Geoff Cook (1.3 Mini GT), 11m52.3s; 4, Chris Logue (Wolsley 15/50), 11m57.9s. **1301-2000cc:** 1, Logue; 2, John Ball (1.5 Ford Cortina GT), 11m24.3s; 3, Reg Cameron (2.0 Rover), 11m49.6s. **Fastest lap:** Logue, 58.3s, 61.75mph. **2001-4000cc:** 1, Tom Stevens (2.2 BMW), 11m27.3s, no other finishers. **Fastest lap:** Stevens, 1m01.0s, speed not given. **Road saloons:** 1, Sage; 2, Dodwell; 3, Cook. **Fastest lap:** Sage, 54.1s, 66.54mph.

Special Saloon and Modified Sports Car race (12 laps): 1, Mike Yarney (1.9 Caterham Super 7), 9m19.5s, 77.21mph; 2, Michael Law (1.0 Sunbeam Siletto), 9m30.5s; 3, Ron Woods (1.1 Ginetta G15), 9m32.3s; 4, Pat Longhurst (1.0 Davrian), 9m33.2s; 5, Julie Thwaites (1.0 Davrian), 9m42.2s; 6, Steve Harman (1.0 Imp), 9m57.1s. **Fastest lap:** Yarney, 45.5s, 79.12mph.

Woodworking Maintenance Formula Libre race (12 laps): 1, Rob Cox (1.8 Caterham Super 7), 8m40.5s, 83.00mph; 2, Paul Sleeman (2.0 March 713S), 8m40.7s; 3, Melvyn Coon (1.7 Mallock U2Mk20B), 8m43.7s; 4, Reg Powell (1.7 Gryphon CT3), 8m48.3s; 5, Peter Ware (2.0 Reynard SF79), 8m50.3s; 6, Peter Daniels (2.0 Ralt-Toyota/Novamotor R71), 9m00.9s. **Fastest lap:** Sleeman, 42.05s, 85.71mph.

SNETTERTON

Sala's second

It was "business as usual" at Snetterton on Sunday, where BARC's programme of sprint races provided a complete contrast to the recent 24 Hours marathon. Heading the list, a much improved field of Wendy Woolls Special Saloon cars saw a typical David and Goliath struggle between Tony Davies's Firenza and Ginger Marshall's remarkable Reliant Kitten which the Vauxhall still won by a couple of lengths. In the P&O FF1600 round, Peter Hardman (Van Diemen) separated himself from an occasionally ill-tempered second place three-car battle to move into the Championship lead in the absence of Andrew Gilbert-Scott, while in the other FF1600 event, for Donington Racing Club Championship points, Maurizio Sandro Sala (Van Diemen) snatched the win from John Booth on aggregate after the first "half" of the event had been stopped on the red flag following Mark Goddard's crash at Russell Bend.

The Willhire 24 Hours had taken its toll on the already meagre Monroe Production Saloon car grid. The cars of Tony Lanfranchi and Pete Walters being still under repair, only seven cars came to the line, led by the previous Snetterton round winner Malcolm Prior (Capri). With Gerry Marshall "running in" a brand new 3-litre Ford Capri and not in real contention for the afternoon's race, it was left for Norris Miles to provide the opposition. But the Capri's advantage on the long Revett Straight was just enough to outweigh the Alfa GTV6's superiority in the corners, despite some glorious power-sliding around Coram by the New Zealander. In fact, that was Miles's undoing, a long "moment" on lap 11 leaving Prior with the easiest of wins. Marshall came third, and fourth, and fifth — if you count his ex-cars in the hands of Jim Utting and Martin Mulchrone. Sharon Nicholson took the only other class being contested and in that was the only, lonely runner.

A front row of red Van Diemens made the P&O Ferries FF1600 race a potential commentators nightmare. Peter Hardman reduced the problem by securing a relatively safe lead by the end of three



The road going MG Midget field prepare for the start of their race.

laps to give the Dave Abram Racing/Solarfilm car a deserved win and take over the lead in the Championship. Poleman John Booth, clutchless after a few laps, Hardman's team-mate Andy Middlehurst, who led for the first two tours, and Mike Thompson's Quest were for the most part so embroiled in their efforts to hold off one another that at times the weaving and wheel-tapping looked rather dangerous, as well as allowing Hardman a clear run to the flag. Booth snatched second for the umpteenth time on the last lap with Thompson just behind and taking fastest lap.

With 22 cars practicing for the Wendy Woolls Special Saloon round, things seem at last to be looking up in this category. The expected battle between Ginger Marshall (Reliant Kitten) and Peter Baldwin's now-orange Mini-Ford did not materialise for Baby B suffered a comprehensive blow up after just a couple of laps. Hurling the Kitten through the corners, Marshall could not overcome the power deficiency and even some tardy backmarkers hindered as well as helped the smaller car as it chased the Transpeed Firenza of Tony Davies home a couple of lengths in arrears. With Barry Reece (Californian) looking a safe third, attention centred on Pat Mannion's struggle to get past the Karmann Ghia of David Enderby, the Stiletto seemingly glued to the rear of the black car for the first half of the race. In fact a slight nudge by Mannion detached the VW's silencer and almost became his undoing, for having remained on the track for some laps the object was hit by Stiletto and caused the driver's door to fly off his car. Undeterred, Mannion and

then Enderby closed on Reece (now in trouble with his tyres), to make it a grandstand finish for third spot.

Peter Clark opened up his lead in the Oceanair Clubmans series with an easy win, untroubled even by the throttle pedal breaking a couple of laps from the end of the 12 lap race. Following home the black Mallock were the well spaced Dave Orchard (Centaur) and the Mallock of John Watson, having better Snetterton-luck than usual. Guy Woodward's climb back to fourth in his Mallock after a dreadful start was the feature of the race.

In the first of two MGCC Championship races, the Modified cars were led home by Tim Cairns, pole position man Steve Everitt non-starting with engine problems. Mike Chalk closed the gap on Cairns towards the end, both drivers sharing a new class record, while Mike Rogers finally managed to establish himself in third place after a very close tussle with Peter Nott.

Steve Watkins almost threw away the Road Going Midget race, which had seemed to be his from the green light, by spinning to avoid a back marker at Riches corner with only three laps left. But he snatched the lead back from Andy Mathew at the Esses last time around and order was restored. A first lap mix-up along the Revett straight involved a number of the potential front runners. Of these, Wally Liles came off least badly and clawed his way back to third place with some press-on motoring.

The combined Donington Racing Club and 'Champion of Snetterton' FF1600 finale saw John Booth on pole for the second time. Joining him in another all Van Diemen front row were the Madgwick Motorsport cars of Maurizio Sandro Sala and Antonio Albacete. The run in to Riches on lap one saw a multiple coming together, Mike Thomson's Quest flying sideways through the air to trundle slowly round to retire. Albacete was next to quit as Booth opened up a lead over Mark Goddard (Crosslé) with Sala down in third. Next lap Goddard suffered an enormous crash at Russell, and although he climbed unaided from the car, it was deemed necessary to stop the race just as the leaders were about to complete six laps.

After a long delay, the remaining seven laps were run. At the end of the timed five tours, Booth had a 2.5secs advantage over Sala, but this time the Brazilian made no mistake and gradually extended his lead in 'part two' to write off the deficit and come home 1sec ahead on aggregate times and thus record his second Snetterton win in as many races. Ray Joyce brought the purposeful-looking Delta home in overall fourth to take the Snetterton Championship honours, with reigning Champion Simon Davey (Van Diemen) overcoming a determined Mike Parkes in the second 'race' although the latter's first half performance still gave him third overall.

MIKE DIXON

BRITISH F ATLANTIC CHAMPIONSHIP

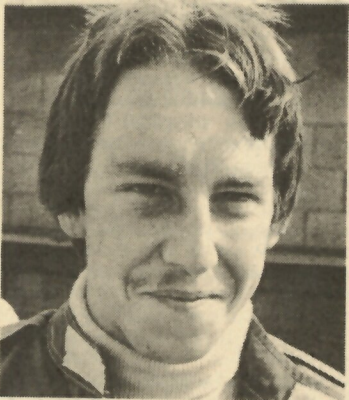
After four rounds:

1, Alo Lawler (Ralt RT4), 41pts; 2, Ian Flux (Ralt RT4), 32; 3, Trevor Templeton (Ralt RT4), 31; 4, Neil Crang (Tiga FA82), 20; 5, Mike Catlow (Ralt RT1), 18; 6, Stewart Phillips (March 80/81A), 16; etc. Next round: Jun 26, Brands Hatch.

TOWNSEND THORESEN FF1600 CHAMPIONSHIP

After eight rounds:

1, Andrew Gilbert-Scott (Lola T642E), 136pts; 2, Mark Peters (Van Diemen RF83), 89; 3, John Pratt (Lola T642E), 81; 4, Andy Ackerley (Ray 80/83F) and Ross Cheever (Van Diemen RF83), 65; 6, Mark Newby (Van Diemen RF83), 60; etc. Next round: Jun 24, Oulton Park.



Andy Wallace.

ESSO FF1600 CHAMPIONSHIP

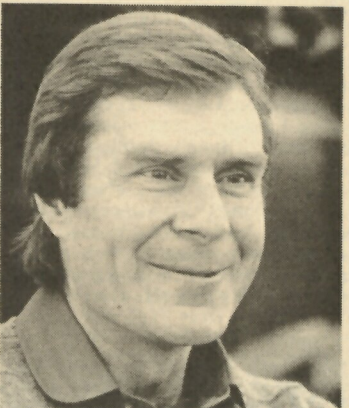
After nine rounds:

1, Maurizio Sandro Sala (Van Diemen RF83), 148pts; 2, Andy Wallace (Van Diemen RF83), 113; 3, Keith Fine (Royale RP33M), 83; 4, Antonio Albacete (Van Diemen RF83), 61; 5, John 'Butcher' Booth (Van Diemen RF83), 60; 6, David Button (Royale RP33M), 51; etc. Next round: Jul 10, Brands Hatch.

BP 'SUPERFIND' JUNIOR FF1600 CHAMPIONSHIP

After seven rounds:

1, Graham de Zille (Lola T642E), 36pts; 2, Peter Rogers (Van Diemen RF82), 31; 3, Peter Rose (Lola T640E), 26; 4, Perry McCarthy (Van Diemen RF83), 24; 5, Bernard Horwood (Lola T642E), 13; 6, Peter Stimpson (Van Diemen RF82), 10; etc. Next round: Jul 3, Snetterton.



Creighton Brown.

TRIMOCO CLUBMANS SPORTS CHAMPIONSHIP

After six rounds — overall:

1, Creighton Brown (Mallock U2 Mk24B), 49pts; 2, Malcolm Jackson (Mallock U2 Mk20B), 41; 3, Will Hoy (Mallock U2 Mk24B), 30; 4, Paul Gibson (Vision FC01), 25; 5, Peter Richings (Mallock U2 Mk21B), 22; 6, Vernon Davies (Mallock U2 Mk21), 18; etc. Next round: Jul 24, Donington Park.

750MC FORMULA 4 CHAMPIONSHIP

After five rounds:

1, Mike Whatley (March 773/4), 41pts; 2, Peter Meyrick (Delta T80/1) and Max Samuel-Camps (Ralt RT1), 28; 4, Nigel Rees (Delta T784) and Rob Moores (Chevron B38), 26; 6, Paul Tickner (Braham BT15), 25; etc. Next round: Jul 10, Snetterton.

SNETTERTON (GB), Jun 19, BARC

Monroe Production Saloon Car Championship race (12 laps) — Overall and 2301 to 3000cc: 1, Malcolm Prior (3.0 Ford Capri), 17m 10.5s, 80.36mph; 2, Norris Miles (2.5 Alfa Romeo GTV6), 17m 14.1s; 3, Gerry Marshall (3.0 Ford Capri), 17m 20.8s; 4, Jim Utting (3.0 Ford Capri), 17m 40.5s. **Fastest lap:** Prior and Miles, 1m 24.6s, 81.57mph. **1601 to 2300cc and 1301 to 1600cc:** no starters. **Up to 1300cc:** 1, Sharon Nicholson (1.3 Opel Kadett), 69.79mph; No other starters. **Fastest lap:** Nicholson, 1m 37.5s, 70.78mph.

P&O Ferries Formula Ford 1600 Championship race (12 laps): 1, Peter Hardman (Van Diemen-Auriga RF83), 14m 50.2s, 93.02mph; 2, John Booth (Van Diemen-Gatmo RF83), 14m 53.5s; 3, Mike Thompson (Quest-Auriga FF83), 14m 53.9s; 4, Andy Middlehurst (Van Diemen-Minister RF83), 14m 54.2s, 5, David Harper (Van Diemen-Minister RF82), 14m 58.0s; 6, Allard Kalf (Sparton-Auriga SE316), 15m 03.7s. **Fastest lap:** Thompson, 1m 12.7s, 94.92 mph.

Wendy Woolls Special Saloon Car Championship race (15 laps) — Overall: 1, Tony Davies (2.5 Vauxhall Firenza), 18m 30.3s; 2, Ginger Marshall (1.0 Reliant Kitten), 18m 30.5s; 3, Barry Reece (875 Hillman Californian), 18m 56.7s; 4, Pat Mannion (1.0 Sunbeam Stiletto), 18m 57.1s. **1301 to 2500 cc:** 1, Davies, 93.23 mph, 2, Alan Smith (2.0 Ford Fiesta); No other starters. **Fastest lap:** Davies, 1m 13.1s, 94.40 mph. **1001 to 1300cc:** 1, Brian Wright (1.3 Vauxhall Viva), 82.95 mph; 2, Tony Allies (1.3 BL Mini); no other finishers. **Fastest lap:** Peter Baldwin (1.3 BL Mini-Ford BDA), 1m 13.1s, 94.40 mph. **Up to 1000cc:** 1, Marshall, 93.21mph, 2, Reece, 3, Mannion. **Fastest lap:** Marshall, 1m 12.9s, 94.66 mph. (record).

Oceanair Clubmans Sports Championship race (12 laps): 1, Peter Clark (Mallock U2-Chamberlain Mk18D), 14m 39.5s, 94.16mph; 2, Dave Orchard (Centaur-Chamberlain 14X), 14m 46.1s; 3, John Watson (Mallock U2-Minister Mk23/24), 14m 49.9s; 4, Guy Woodward (Mallock U2-Scholar Mk24B), 14m 52.7s; 5, Mike Sanders (Mallock U2-Chamberlain Mk16BW), 14m 57.0s; 6, Kevin Buley (Mallock U2-Minister Mk20B), 15m 02.8s. **Fastest lap:** Clark, 1m 12.1s, 95.71mph.

MGCC MG Midget Championship race for modified cars (12 laps): 1, Tim Cairns, 15m 37.6s, 88.32mph; 2, Mike Chalk, 15m 40.2s; 3, Mike Rogers, 16m 07.2s; 4, Peter Nott, 16m 13.2s; 5, Bunny Lees-Smith, 16m 54.1s; 6, P. Everingham, 11 laps. **Fastest lap:** Cairns and Chalk, 1m 16.6s, 90.09 mph (record).

MGCC MG Midget Championship race for road-going cars (12 laps): 1, Steve Watkins, 18m 29.8s, 74.62mph; 2, Andy Mathew, 18m 31.0s; 3, Wally Liles, 18m 41.1s; 4, Christian Devereaux, 19m 07.3s; 5, Jon Simpson, 19m 07.5s; 6, Martin Ingall, 19m 10.8s. **Fastest lap:** Watkins, 1m 29.5s, 77.10mph.

Donington Racing Club/Champion of Snetterton Formula Ford 1600 Championship race (12 laps) — Overall and DRC: 1, Maurizio Sandro Sala (Van Diemen-Nelson RF83), 14m 54.2s; 2, John Booth (Van Diemen-Gatmo RF83), 14m 55.2s; 3, Mike Parkes (Van Diemen-Minister RF81), 15m 24.9s; 4, Ray Joyce (Delta-Rowland T83), 15m 27.3s. **Fastest lap:** Sala, 1m 12.2s, 95.58mph. **Champion of Snetterton:** 1, Joyce, 88.70 mph; 2, Simon Davey (Van Diemen-Minister RF81), 3, Gregg Moores (Van Diemen-Minister RF83). **Fastest lap:** Davey, 1m 14.5s, 92.64 mph.

Wally's a Winner

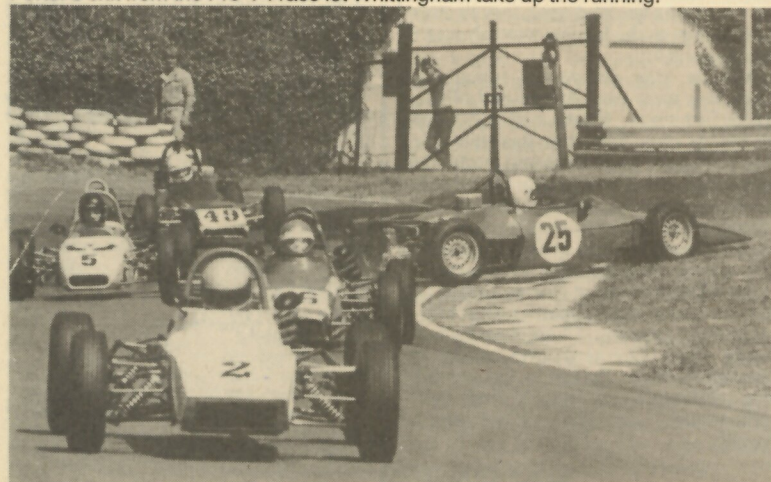
With the start of the delayed summer of 1983 upon us, the BRSCC Midland Centre hit lucky with the weather last weekend for their first race meeting at their new home of Mallory Park. Their eight race programme attracted sufficient entries in each race and the atmosphere was both friendly and relaxed.

For race one, the FF1600 grid was headed by Wally Warwick, his Reynard 83FF now more sorted following a visit to the factory for attention. He was just quicker in practice than Drew Barwick (Van Diemen RF82) and Rod Gretton (Royale RP31M) but it was the latter who got the best start and led the pack through the Esses and up to the hairpin on the first lap with Warwick and Barwick close behind. By lap 2, Warwick held a slender lead over Gretton and Barwick, who remained extremely close together for the rest of the 10 laps, holding each other up a little and allowing Warwick to pull out a couple of seconds as he took the flag. Barwick just took second place from Gretton, while Chris Skellern (Van Diemen) closed the gap a bit to take fourth ahead of Chris Holt's Ray.

A mixture of historic single seaters drawn from the ranks of 1000cc F3 cars (1964-70) and Formula Juniors (1958-63) came out next with Ian Giles on pole in his F3 Merlyn. Giles had to trail Roy Drew (Lotus Mk20) on the opening lap before taking the lead, thereafter easing away to an untroubled win. Drew likewise was never in danger of losing second place, nor David Andrews (Brabham BT28) third once the order settled down.

A small but closely matched field of Pre '74 FF1600s battled for the Midlands Trophy with Peter Hancock (Merlyn Mk20/25A) coming out the victor. In the first half of the race, Chris Wittingham (Dulon MP15) led from David Porter (Elden Mk10C) and Hancock but after the fifth lap Porter spun into retirement and next time around Wittingham had been displaced by Hancock. Hancock just had the edge over Wittingham but the race was finally decided when the leading pair touched and Wittingham rotated down to sixth place. Gareth Lloyd (Dulon MP15) had been hovering behind the leaders but just out of touch and took over second spot while a three car fight between Paul Kearney (Crosslé 16F), Andy Parham (Hawke DL11) and Tim Williams (Ray 72F) was joined by the unlucky Wittingham to fill the top six

Porter's exit from the Pre '74 race let Wittingham take up the running.



places, just over a second separating these cars.

The only eligible car for the Archie Scott-Brown Sports car section of the Production Saloon/Sports race was the TR7 V8 of Roger Bennington but despite being within 0.2sec of pole man Chris Meek (Lotus Europa) in practice the TR could not stay with the Europa once the race started. Meek shot straight into the lead from Bennington, Terry Stone (Toyota Celica), John Rice (Dolomite Sprint) and the rest and opened out an ever increasing advantage. Bennington tried to hang on but the fleet Europa was some 8secs to the good at the finish, and in turn well ahead of Stone and Rice. Albert Mirko had a race long dice with John Cooper but the Saab Turbo just led across the line; this duo were in the company of Richard Johnson (Vauxhall Magnum) and Roger Turner (Fiat 131 Sport) in the first half but Johnson had the engine expire and the Fiat just failed to get on terms.

Although no championship points were at stake in the FF2000 race, a full field of cars were entered and the non-starting of three cars detracted nothing from the ensuing spectacle. From fourth spot on the grid, Chris Farrell (Van Diemen RF82) made a flyer to lead the similar car of his brother Steve, Frank Bradley (RF83) and the Reynards of pole man Neil Bettridge (Reynard 83SF) and Renato Naspolina (Reynard 83SF). After two laps, Bradley was up to second behind Farrell, the Uniroyal/Tredaire combination none the worse for the Oulton Park shunt the day before, with Farrell S and Bettridge still in with a chance. Farrell C had the lead until lap 10 when Bradley slipped past into the lead but looked likely to hold onto second ahead of brother Steve until the last lap when Chris forfeited second and dropped behind Bettridge, Naspolina and Jerry Hampshire (Royale RP30) who had had a steady run in sixth until then. Farrell almost lost another couple of places to Don Hardman and George Ostroumoff who had fought closely throughout in their matched Reynard 83SFs.

As a complete contrast with the foregoing single-seaters, the BRSCC Northern GT and Modified Saloon race entries came in all sorts of shapes and sizes. In the latter stages of practice, Malcolm Johnstone had really wound his Skoda-Hart up and taken pole from Andy Barton (AC3000M Hart), when the track was almost clear of other cars. A rapid getaway by Barton saw the AC and Skoda disputing the lead into Gerrards but when the dust cleared Barton had a clear lead with Johnstone's Skoda stranded on the grass after a spin. Behind Barton, Tony Sugden (Turbo Esprit) just led Jeff Wilson (BMW M1) and Phil Barak (Firenze Chevrolet) with Arthur Kellitt showing well in his Ginetta G4 ahead of Tom Powell's Skoda-BDA.

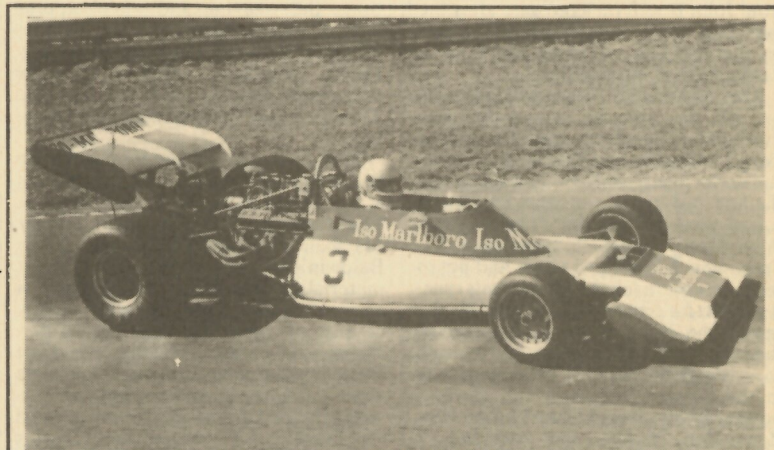
Long after the leaders came Paul Rhodes, whose Esprit suffered a Hart attack on the grid, from which he never really recovered. Barton duly won easily, while Sugden held off Wilson until a deflating right rear tyre caused the Esprit to falter on the penultimate lap. In a flash, the BMW was through to second place by just 1sec. Powell picked off Barak's Firenze on lap 3 and took a good fourth overall ahead of Kellitt, while Graham Scarborough was the fastest Modified Saloon in the race, taking a fine sixth overall in his Capri and just holding off John Gallagher's diminutive Clan, which easily took the 1000cc honours.

Event seven brought out an interesting field of Libre cars for the 20-lap Leicester Cup race. Mike Littlewood used the DFV power of his F1 Ensign to good advantage, being the only runner to complete the full distance. Sadly, some of the F5000 cars were a little too fragile, Dave Williams dropping from second after two laps in the Lola T330 and Alan Kayes retiring at the same time in the March 76A, with Cosworth GA power, although Alistair Thompson used his

Chevrolet-powered Iso Marlboro to good effect and kept ahead of a frustrated John Travis, whose Riva and Mariani March-Hart 792 was all over the F5000 car through the corners.

An FF1600 challenge race ended the day, the fastest 10 finishers in the Pre '74 and Trophy races (event one) going forward to this old versus new confrontation. Warwick again trailed on the opening couple of laps before passing Gretton for the lead and leaving Gretton and Barwick to resume their private battle. These two traded places throughout the 15 laps with Skellern holding a safe fourth and waiting. He was not to be disappointed as Gretton seized on a mistake by Barwick at the Hairpin and finally got alongside the Van Diemen going into Devils Elbow on the last lap. As Warwick took the flag, Gretton and Barwick's cars touched and flew into the air. Barwick came off best and salvaged fourth but Gretton retired with suspension damage on the spot, leaving Hancock to be fastest Pre '74 in a fine third place overall.

PAUL BOOTHROYD



Alistair Thompson guides his interesting Iso-Marlboro through the hairpin.

MALLORY PARK (GB), Jun 19, BRSCC (M)

Mallory Park 1983 FF1600 Trophy Race (10 Laps): 1, Wally Warwick (Reynard-Auriga 83FF), 8m37.9s, 93.84mph; 2, Drew Barwick (Van Diemen-Minister RF82), 8m40.2s; 3, Rod Gretton (Royale-Nelson RP 31M), 8m40.3s; 4, Chris Skellern (Van Diemen-Nelson RF81), 8m41.0s; 5, Chris Holt (Ray-Minister 79F), 8m57.9s; 6, Paul Kearney (Crosslé-Minister 16F), 9m08.7s. **Fastest lap:** Warwick, 50.9s, 95.48mph.

Historic Formula 3 and Formula Junior race (10 laps): 1, Ian Giles (1.0 Merlyn-Nelson MAE), 8m48.2s, 92.02mph; 2, Roy Drew (1.1 Lotus Ford Mk20), 9m00.8s; 3, David Andrews (1.0 Brabham-Alan Smith MAE BT28), 9m13.1s; 4, Brian Taylor (1.0 Merlyn-MartinFord Mk3), 9m44.9s; 5, Peter Thomas (1.8 Chevron-Cosworth B17), 9 laps; 6, Andrew Chapman (1.0 Lotus-Ford Mk20), 9 laps. **Fastest lap:** Giles, 51.5s, 94.36mph.

Pre '74 FF1600 Midlands Trophy race (10 laps): 1, Peter Hancock (Merlyn-Minister Mk20/25A), 8m51.1s, 91.33mph; 2, Gareth Lloyd (Dulon-Rowland MP15), 8m55.9s; 3, Paul Kearney (Crosslé-Minister 16F), 9m02.8s; 4, Andy Parham (Hawke-DL11), 9m03.3s; 5, Tim Williams (Ray 72F), 9m03.8s; 6, Chris Wittingham (Dulon-Minister MP15), 9m03.9s. **Fastest lap:** David Porter (Elden-Minister Mk10C), 51.7s, 94.00mph.

Production Saloon and Sports Car Race (10 laps) — Overall: 1, Chris Meek (1.6 Lotus Europa Special), 9m27.8s, 85.59mph; 2, Roger Bennington (3.5 Triumph TR7 V8), 9m35.5s; 3, Terry Stone (2.0 Toyota Celica), 10m04.6s; 4, John Rice (2.0 Triumph Dolomite Sprint), 10m13.5s. **Sports cars over 2500cc and Saloons 2301-3600cc:** 1, Albert Mirko (2.0 Saab 900 Turbo), 10m19.5s, 78.45mph; No other starters. **Fastest lap:** Mirko, 1m00.2s, 80.73mph. **Sports cars 1601-2500cc and Saloons 1601-2300cc:** 1, Meek; 2, Stone; 3, Rice. **Fastest lap:** Meek, 55.5s, 87.56mph. **Sports Cars up to 1500cc and Saloons up to 1600cc:** 1, John Cooper (1.4 Renault 5 Gordini), 10m19.8s, 78.41mph; 2, Ashley Jacques (1.3 MG Midget), 9 laps; 3, Garry Stone (1.3 MG Midget). **Fastest lap:** Cooper, 1m00.4s, 80.46mph. **Archie Scott Brown Trophy for Sports cars:** 1, Roger Bennington, 84.44mph. No other starters. **Fastest lap:** Bennington, 56.1s, 86.63mph.

BRSCC FF2000 Trophy Race (15 laps): 1, Frank Bradley (Van Diemen-Neil Brown RF83), 11m47.5s, 103.03mph; 2, Steve Farrell (Van Diemen-Nelson RF82), 11m48.7s; 3, Neil Betteridge (Reynard-Neil Brown 83SF), 11m49.8s; 4, Renato Naspolina (Reynard-BSR 83SF), 11m53.4s; 5, Jerry Hampshire (Royale-Titan RP30), 11m57.0s; 6, Chris Farrell (Van Diemen-Nelson RF82), 12m02.0s. **Fastest lap:** Bradley, S. Farrell and C. Farrell, 46.2s, 105.19mph.

BRSCC Northern GT and Modified Saloon Car Race (10 laps) — Overall: 1, Andy Barton (2.0 AC3000ME Hart), 7m56.6s, 101.97mph; 2, Jeff Wilson (3.4 BMW-Cosworth GA M1), 8m02.4s; 3, Tony Sugden (1.7 Lotus Esprit Cosworth Turbo), 8m03.4s; 4, Tom Powell (1.5 Skoda-Ford BDA), 9 laps. **Over 3600cc:** 1, Phil Barak (5.0 Vauxhall Firenze Chevrolet), 9 laps, 87.41mph; No other starters. **Fastest lap:** Barak, 52.9s, 91.87mph. **2001-3600cc:** 1, Wilson, 100.74mph; 2, Sugden; 3, Morris Lyon (3.5 Ford Escort Rover), 8 laps. **Fastest lap:** Wilson, 45.8s, 106.11mph. **1501-2000cc:** 1, Barton; 2, Arthur Kellitt (1.7 Ginetta G4), 8m01.6s; 3, Paul Rhodes (2.0 Lotus Esprit Hart), 9 laps; No other finishers. **Fastest lap:** Barton, 45.0s, 108.00mph. **1001-1500cc:** 1, Powell, 91.06mph; 2, John Helme (1.4 MG Midget), 9 laps; 3, Derek Ogden (1.3 Lotus Europa Cosworth), 8 laps. **Fastest lap:** Powell, 51.3s, 94.73mph. **Up to 1000cc:** 1, John Gallagher (1.0 Clan Crusader), 9 laps, 88.68mph; 2, John Jeffery (1.0 Davrian Imp Mk1); No other starters. **Fastest lap:** Gallagher, 53.1s, 91.52mph. **Modified Saloons:** 1, Graham Scarborough (3.0 Ford Capri), 8m12.1s, 88.88mph; 2, Phil Rowley (1.5 Alfa Romeo Alfusud Ti), 8 laps; No other starters. **Fastest lap:** Scarborough, 2m53.1s, 91.52mph.

Leicester Cup Formule Libre Race (20 laps): 1, Mike Littlewood (3.0 Ensign-Ford Cosworth DFV N177), 14m58.7s, 108.15mph; 2, Alistair Thompson (5.0 Iso Marlboro-Chevrolet) 19 laps; 3, John Travis (2.0 March-Hart 792), 19 laps; 4, Alan Glover (1.6 Shannon-Brabham AJ80V), 18 laps; 5, Michael Connor (5.0 Lola-Chevrolet T330), 18 laps; 6, Derek Watling (Brabham BT41), 18 laps. **Fastest lap:** Littlewood, 43.8s, 110.95mph.

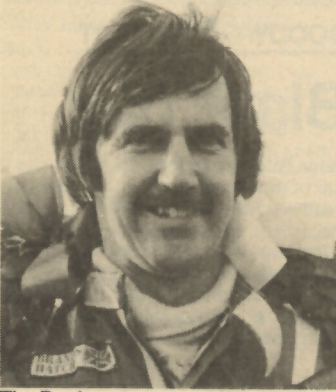
BRSCC Midlands Centre Trophy FF1600 Challenge race (15 laps): 1, Warwick, 12m54.3s, 94.14mph; 2, Skellern, 13m03.5s; 3, Hancock, 13m13.8s; 4, Barwick, 13m18.6s; 5, Parham, 13m32.8s; 6, Williams, 13m38.9s. **Fastest lap:** Gretton and Warwick, 50.9s, 95.48mph.

CHAMPIONSHIP POSITIONS

RACING DISPLAYS BRITISH FF2000 CHAMPIONSHIP

After nine rounds:

1, Tim Davies (Reynard 83SF), 125pts; 2, Mauricio Gugelmin (Van Diemen RF83), 115; Mike Taylor (Reynard 83SF), 68; 4, Anthony Reid (Argo JM14), 58; 5, Rick Morris (Van Diemen RF83), 56; 6, James Thomson (Van Diemen RF83), 45; **Next round:** Jun 26, Snetterton.



Tim Davies.

UNIROYAL PRODSALOON CHAMPIONSHIP

After seven rounds — overall:

1, John Llewellyn (VW Golf GTI), 29pts; 2, Terry Stone (Toyota Celica), 22; 3, David Yates (Ford Capri), 19; 4, Gerry Marshall (Ford Capri), 15; 5, Nick Staveley (VW Scirocco) and Trevor Scarborough (Triumph Dolomite Sprint), 13; etc. **Next round:** Jun 26, Brands Hatch.

UNIROYAL PRODSPORTS CHAMPIONSHIP

After seven rounds — overall:

1, Maynard Soares (Caterham Super 7), 22pts; 2, Gary Stone (MG Midget), 16; 3, Colin Blower (Porsche 911SC), 15; 4, Bruce Kennedy (Fiat X11/9) and Richard Marrant (Triumph TR6), 14; 6, Ian Jacobs (Jensen Healey), 11; etc. **Next round:** Jun 26, Brands Hatch.

BRITISH CAR AUCTIONS MG METRO CHALLENGE

After seven rounds

1, Paul Taft, 49pts; 2, Malcolm Harrison, 43; 3, David Carvell, Richard Belcher and Alison Davis, 36; 6, Robin Brundle, 34; etc. **Next round:** Jun 25, Donington Park.



Barbara Cowell.

NATIONAL MINI SE7EN CHALLENGE

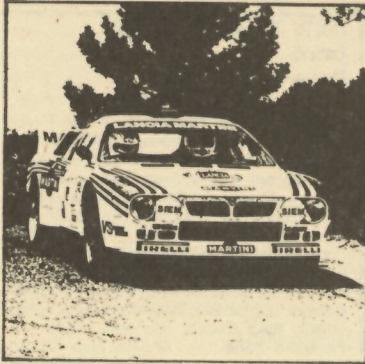
After seven rounds:

1, Barbara Cowell, 46pts; 2, Christopher Gould, 40; 3, Johnny Thorne, 39; 4, Ralph Budd, 38; 5, Graham Woskett, 37; 6, Colin Rodger, 34; etc. **Next round:** Jul 2, Donington Park.

CLASSIC SPORTS CAR CHAMPIONSHIP

After six rounds — overall:

1, John Corfield (Diva GT10F), 36pts; 2, Len Bridge (Lotus Elan), 34; 3, Roger Ealand (Marcos GT), 32; 4, John Brindley (Lotus 23), 30; 5, Mike Pendlebury (Lotus 23B), 25; 6, Barry Sewell (Marcos GT), 23; etc. **Next round:** Jun 25, Silverstone.



INTERNATIONAL RALLIES

SUSQUEHANNOCK TRAIL

Puncture problem

John Buffum and Doug Shepherd took advantage of good road position, the weather, and other competitors' troubles to claim their second consecutive Susquehannock Trail PRO Rally in their Audi Quattro. Second, more than 16mins back, was the 4wd Mazda RX-7 of Rod Millen and Jim Roller. The Mazda was the victim of tyre trouble in the early going and it had to run two stages on a puncture, dropping them way back in the standings, but fought back through the dust to second overall.

The Production class saw the usual close battle with John Crawford and Craig Marr scoring their first PRO Rally win in their new Shelby Charger. Privateer Erik Zenz started out slowly in his Saab 99 but came on strongly in the last half, moving into second place in the class and sixth overall.

Eric Jones and George Bittner put their 10-year-old Datsun 510 into third place after several potent threats dropped out early including Taisto Heinonen in his new Mercury Lynx which hit a tree on stage 3 and Jon Woodner whose Peugeot 504 Coupé lost all but fourth gear and then went backwards off the road on stage 2.

Wayne and Debra Baldwin (Volvo Turbo) made a welcome return and ran with the leaders until a lost fourth gear and then clutch failure put them out, so Bruno Kreibich/Clark Bond took fifth in their Porsche 911 behind Crawford/Marr.

TIM CLINE



Millen's Mazda.

SUSQUEHANNOCK TRAIL (USA)

Jun 11/12

SCCA Pro National Pro Rally Championship round

- 1, John Buffum/Doug Shepherd (Audi Quattro), 128.15m;
- 2, Rod Millen/Jim Roller (Mazda RX-7), 144.61m;
- 3, Eric Jones/George Bittner (Datsun 510), 152.76m;
- 4, John Crawford/Craig Marr (Shelby Charger), 154.29m;
- 5, Bruno Kreibich/Clark Bond (Porsche 911), 155.01m;
- 6, Erik Zenz/Lawson Smith (Saab 99), 155.27m; etc.



NATIONAL RALLIES

CAMBRIAN NEWS TROPHY

Good Evans

Taking revenge for his AGBO defeat, Gwyndaf Evans convincingly won the Aberystwyth & DMC Cambrian News Trophy in mid-west Wales over the weekend after one of the best routes ever presented to *Motoring News* championship contenders.

Series leader Theo Bengry retired in the first half of the 135 mile route with rear suspension failure on his Ascona 400 and Peter Vaughan first suffered a puncture and then retired with engine failure. Mick Hutchinson/Nigel Harris, the 1982 champions, were right on form in the first half but had their Escort's throttle jam open and driving on the key caused clutch failure on the last long competitive section, Hutch struggling home sixth. Derek Carless returned to the series, his AGBO accident necessitating a complete rebuild of the RS. Driving a sensible rally he finished just out of the points but happy to be back.

Herefordshire's Kevin King drove the best rally of his career to finish second with Roger Moran only 7 secs adrift, both men in RS2000s. Ian Woof has matured immeasurably this season, largely due to the experience of navigator Derek Fryer, and took this Chevette to fourth just ahead of Mick Briant's RS2000. Colman Tyres winner John Edwards Parton was delayed in the Gilfachogh Ford and could only manage 10th, dropping to third in the series.

Northerners Tony Saddington (De mon Tweaks RS2000) and Clive Sisson (GM Dealersport Chevette) both shone in the first half, Saddington lying fifth at petrol on his first ever Welsh or MN rally. A puncture on this tight event dropped

him to 15th but the point had been made, while Sisson's reward was a blown differential only 12 miles from the end while fighting with Woof for fourth.

DAVE ORRICK



The second placed car of King.

CAMBRIAN NEWS TROPHY (GB)

Motoring news/BTRDA Rally Championship, round 5.

- 1, Gwyndaf Evans/Edwyn Evans (Ford Escort RS2000), 35m 23s;
- 2, Kevin King/Phil Jones (Ford Escort RS2000), 35m 50s;
- 3, Roger Moran/Tony Beddoes (Ford Escort RS2000), 35m 57s;
- 4, Ian Woof/Derek Fryer (Vauxhall Chevette), 37m 25s;
- 5, Mick Briant/Dave Kirkham (Ford Escort RS2000), 37m 39s;
- 6, Mike Hutchinson/Nigel Harris (Ford Escort RS2000), 37m 59s.

Championship positions: 1, Bengy, 53pts; 2, Evans, 51; 3, Edwards-Parton, 49; 4, Woof, 40; 5, Moran, 39; etc. **Next round:** Jul 2/3, Eagle Rally.

EMCOS NOVICE RALLY

Toomey tops

Emcos received a full 70 car entry for their 125 mile novice rally, which qualified for the Cotswold MSG Championship, and provided an interesting pre-plot route in Gloucestershire. Dave Toomey and Peter Waterton led for most of the rally and took a well deserved victory in their 2300cc Chevette. Richard Shepherd set a blistering pace in his RS2000, but retired in Chedworth Woods with brake trouble while leading.

Toomey extended his first half lead on the fast roads round Fairford but Steve Allen rolled his Renault 5, and Steve Snook broke his Mexico's exhaust. Eric Wells pressed on to a dogged class win despite a misfire on his RS2000. Broad daylight disappointingly forced the cancellation of the last section but note worth performances came from Phil Smith, seventh in his Escort, and Martin Hackett, second in class in the Dolomite on his first event.

DAVID WILLIAMS

Gwyndaf and Edwyn Evans splash their way to victory on the Cambrian News.



EMCOS NOVICE RALLY (GB)

Jun 18/19

- 1, Dave Toomey/Peter Waterton (Vauxhall Chevette), 20m 29s;
- 2, Grahame Ward/Jeanne Brunston (Talbot Sunbeam), 22m 38s;
- 3, Rod Hibberd/Will Jarvis (Vauxhall Chevette), 22m 55s;
- 4, John Mixture/R P Taylor (Ford Escort RS2000), 22m 56s;
- 5, Mike Cooker/Roger Norris (Talbot Avenger), 25m 53s;
- 6, Jon Vicker/Miles Bailey (Ford Escort RS2000), 25m 13s.



Donald Heggie — three wins.

ESSO SCOTTISH RALLY CHAMPIONSHIP

After six rounds:

- 1, Jimmy Fleming, 136pts;
 - 2, Colin Valentine, 130;
 - 3, Bruce Lyle, 102;
 - 4, Robin Christie, 93;
 - 5, Donald Heggie, 90;
 - 6, Jim Fleming, 89; etc.
- Next round: Jul 9, Border Counties.

RUNWAY STAGES

Runaway victory

As round 6 of the 10 event East of Scotland Rally Championship, supported by Fife Metal Structures, last Sunday's Runway Stages Rally, marked an interesting point in the series, for only the best six scores count. Eamon Keiller in the Hepworth Ford Escort TC was in unbeatable form and admitted to using nine tyres over the nine special stages utilising Kirknewton Airfield and perimeter roads. However, his knobbly tyres were all part worn and after each run the bald ones were replaced!

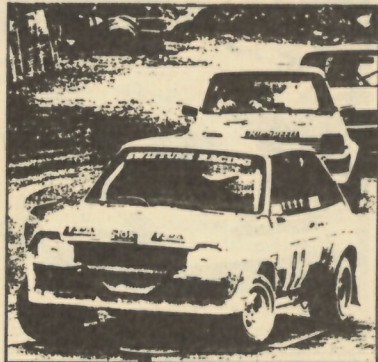
Jim Fleming was second overall in the Bromag Fertilisers Opel Manta using a standard rear axle after his Scottish International dramas and Raymond Kirk's Escort just managed to hold off Kenny Brown's rebuilt TR7 V8 for third place. Kenny's brother Eric in the navigator's seat took the award for dedication to duty, for it was not until the car reached the final control that he leapt out and hurried off to hospital to see his wife and new baby! Trevor Wilson's superb little 1600cc Talbot Samba was fifth overall and first in class while Steve Kellet won the 1-litre class in his Mini Marcos. The 1300cc class featured the best battle of the day for George Donaldson's Mini, which spent most of the time seemingly totally out of control, fended off Gordon Boyd's Escort by just 3secs.

JOHN FIFE

RUNWAY STAGES (GB)

Jun 19

- 1, Eamon Keiller/Margaret Walkinshaw (Ford Escort TC), 21m 47s;
- 2, Jim Fleming/Roger MacFarlane (Opel Manta GT/E), 22m 08s;
- 3, Raymond Kirk/Jim Connelly (Ford Escort), 22m 15s;
- 4, Kenny Brown/Eric Brown (Triumph TR7 V8), 22m 18s;
- 5, Trevor Wilson/Steve Robson (Talbot Samba), 22m 24s;
- 6, David Elder/Doug Redpath (Ford Escort), 22m 46s.



OFF-TRACK SPORT

NEW BRIGHTON SPRINT

Happy Harper

The fourth round of the Pace/BARC Sprint Championship took place on Saturday, June 4 at the Merseyside holiday resort of New Brighton. Seemingly always lucky weatherwise, 1983 proved to be no exception on what could only be described as a perfect English summer's day.

Measuring 1800 metres of seafront public highway, the New Brighton sprint caters for a two-fold talent; fast driving and a good memory. Culminating in a 160mph half mile blind, the corners which precede are roundabouts!

The Mallocks of Peter Harper and Bob Prest proved too much for everyone, BTD honours going to the former by a mere 0.07 sec. Alan Dignan's March-Toyota notched up both a class win and 'Best Novice', while Florentine's Chevron took the up to 1600cc group. Amongst those also sharing the limelight were the incredible Escort of Mike Brown who was only a shade slower than the Chevron in taking the Touring car class, and Ernie Larton (Stiletto), who took the Special Saloon class with an outstanding time of 65.21s. Sports car competitors found the outstanding Lotus Europa of Graham Oates to be too much.

Making a very welcome and all too infrequent appearance, Mike Smith put himself and his Lola T490 on the map with a first time win at the course with George Cook proving to be the rally car king and almost beating Mike Brown's similar car.

JIM LAIRD

NEW BRIGHTON (GB)

Jun 4

Pace/BARC Sprint Championship, round 4

BTD: Peter Harper (Mallock U2) 58.19s

Class winners: Phil Cooper (Hillman Imp), 72.34s; Neil Turner (Mini), 70.85s; Mike Brown (Ford Escort), 67.08s; Ernie Larton (Sunbeam Stiletto), 65.21s; R. Gerrard (Maguire Imp), 65.42s; Bob Claxton (Vauxhall Fireza), 66.88s; Dave Pickstone (MG Midget), 71.22s; Graham Oates (Lotus Europa), 67.57s; N. Grant (Austin Healey 3000), 81.29s; P. Burton (Fairthorpe), 78.85s; R. Masters (Ginetta), 74.82s; Bob Prest (Mallock U2), 58.92s; Mike Smith (Lola T490), 60.80s; Keith Gowers (Monopin), 63.99s; A. Florentine (Chevron), 66.67s; Alan Dignan (March), 59.55s; George Cook (Ford Escort) 67.40s. Best Novice: Alan Dignan.

TULLYBRECK AUTOTEST

Blair there

Each year the Glenrothes MSC organises an off-road Autotest, which this year took place at Tullybreck, the site of a disused colliery outside Kirkcaldy, in Fife. The event was a counter for the off-road and Autotest championships, which gave an interesting opportunity to make a comparison between autocross and tarmac cars.

In the end, tarmac cars took the top two places, with Keith Blair, present leader of the Autotest championship, continuing his virtually unbroken string of wins.

The front drive small engined class was taken by local lad Robert McConnell in his Fiesta, while in another Fiesta, Trisha Reekie took the trophy for top lady driver in her first competitive autotest. The autocross class, and third overall, was taken by Bob Smith in the Mini 1000 owned and prepared jointly with second placed man, John Stewart.

AUTOTEST

Hot stuff

After a brilliant display of driving, John Underwood and his open-topped Mini Special took outright victory on the Owen Motoring Club's Crimson Dynamo Autotest, the opening round of the Midland Autotest Championship, held at West Bromwich over 14 long tests. Underwood came under pressure initially from the Lotus 7 of Malcolm Livingston, but he lapsed during the later tests and had to be content with beating Dick Squire for the class win, no mean feat in itself. Dick's daughter Beverly won the novice award in the same Sprite.

NICK POLLITT



New Zealander Steve Millen recently took his Toyota to victory in the Mickey Thompson's Off-Road Championship Grand Prix at Los Angeles, California. Millen finished ahead of team-mate Ivan Stewart and the Chevrolet S10 of John Johnson, all three of them equipped with BF Goodrich T/A tyres.

CRIMSON DYNAMO AUTOTEST (GB)

Jun 12

BTRDA Autotest Championship, round 7

Overall: 1, John Underwood (Mini Special), 558.6s.

Class winners: Dave Everett (Mini 1000), 652.0s; John Wilson (Mini Cooper S), 655.7s; Jonathan Livingston (MG Metro), 636.3s; Graham Hoare (Volkswagen Beetle), 662.0s; Malcolm Livingston (Lotus 7), 624.6s; Gus Cook (Mini Special), 601.9s.

GOODWOOD SPRINT

Black day

Peter Black's Mallock U2 Mk18 was the star of the circuit action at Goodwood on Sunday, June 12, his BTD time being 6secs clear of the opposition. The other main star was the intrepid pilot who taxied his aircraft onto the track at the start of an air race run concurrently, causing a considerable delay to an otherwise enjoyable meeting.

DUD CANDLER

GOODWOOD (GB)

Jun 12

Southsea MC Sprint

BTD: Peter Black (1.7 Mallock U2 Mk18), 88.86s.

Class winners: Kevin Farrow (1.0 Ginetta G15), 125.55s; Mike Willes (1.6 Volkswagen Golf GTI), 112.29s; Terry Kite (2.0 Lotus Esprit), 112.95s; Jon Jackson (3.0 Triumph Stag), 113.81s; Andrew Russell (1.0 Ginetta G15), 104.87s; Chris Greenen (1.5 Austin Mini), 106.06s; Chris Branstion (2.0 Porsche 914/916), 117.74s; Paul Evans (2.1 Ford Escort RS), 104.03s; Alan Smith (1.0 Davrian Mk5), 149.93s; Bob Bolton (1.3 Mini Cooper S), 106.67s; Tony Davies (2.5 Transped Fireza), 94.90s; Dave Bray (3.5 Opel Kadett-Rovers/c), 95.06s; Andrew Hyett (1.6 Haggispeed Mk9), 99.39s.

GLOSSOP TRIAL

Ian in turn

Forty tricky sections greeted an excellent entry in the Glossop and DMC's Production Car Trial, and on June 12 the Mini Cooper S of Ian and Geoff Spencer which took outright victory for the second week in succession, this time Ian taking the honours.

Adding a little entertainment was the superbly driven HRG of Richard Clark, who took the class 3 award from no less than 15 far more modern cars.

NICK POLLITT

GLOSSOP TRIAL (GB)

Jun 12

BTRDA Production Car Trial Championship, round 9

Overall, 1, Ian Spencer (Mini Cooper S), 18.

Class winners: Phil Shaw (Colt GLX), 89; Geoff Spencer (Mini Cooper S), 25; Richard Clark (HRG), 57; Paul Adelman (Hillman Imp), 50.

FELLSIDE TROPHY FINAL

Better Betty

A small piece of motor sporting history was made on June 5 when Betty Sheldon became the first lady since 1950 and only the second lady of all time to win a Sporting Trial.

Once again, the Northern STCC, under the leadership of Gerald Hepplewhite and John Southern, showed their ability to find a seemingly inexhaustible well of Trials sites when they ran an event at Tottergill near Castle Carrock in Cumbria with absolutely breathtaking

AUTOSPORT, JUNE 23, 1983

views from the top of all the sections right across the Solway Firth to the Scottish hills. But the drivers were not looking at the views and the Trial had the remarkable feature of no less than half the field making their Sporting Trials debuts.

Betty Sheldon took an immediate lead over Gerald Hepplewhite and Tim Tyrer, which she increased all day and the main threat to the leading three came not from John Southern in his new Concord but from Brian Thornton, driving superbly in his old Lynx.

PAUL SHELDON

FELLSIDE TROPHY TRIAL

Jun 5

- 1, Betty Sheldon/Mark Sheldon (SRB), 12 pts;
- 2, Gerald Hepplewhite/Eva Hepplewhite (Jabs), 32 pts;
- 3, Tim Tyrer/Ralph Whitby (Tribex), 41 pts;
- 4, Brian Thornton/Barbara Anson (Lynx), 56 pts;
- 5, John Southern/Fiona Hepplewhite (Concord), 58 pts;
- 6, John Croasdel/David Croasdel (Facksimile), 64 pts.

VALKENSWAARD

Good Graham

Porsche driver Rolf Nilsson won the third round of the Dutch Rallycross Championship at Valkenswaard in Holland on June 12. In extremely dry, dusty conditions, Nilsson was able to overcome even the strong 4wd challenge of Jan Lammers (Audi 80 Quattro) and Belgian Champion François Monton (Quattro) to win the day following an exciting 'A' Final that the Swede simply described as "very fast". Monton held on just behind the winner to take second and Lammers was third after a race-long dice with Ed van Sein's Gartrac Escort.

In the small division, Graham Strugnell had a very good day to bring the Minisport of Padiham Mini home in third place behind the Scirocco of Jaap Smid and Jan van Elderen's Volvo 66. Strugnell won all three of his qualifying heats to easily make the 'A' final but fellow Britons John Welch and John Cross were less lucky. Welch beset by punctures and mechanical problems, while Cross suffered from gremlins and neither Escort driver made the finals.

BILL MANTOVANI

VALKENSWAARD (NL)

Jun 12

Dutch Rallycross Championship, round 3

Division 1 'A' Final

- 1, Rolf Nilsson (Porsche 991); 2, François Monton (Audi Quattro); 3, Jan Lammers (Audi 80 Quattro); 4, Ed van Schie (Gartrac Escort); 5, Piet Dam (BMW 320T); 6, Henk Brederland (Ford Escort).

- Division 2 'A' Final: 1, Jaap Smid (Volkswagen Scirocco); 2, Jan van Elderen (Volvo 66); 3, Graham Strugnell (Mini); 4, Dettes Köster (Volkswagen Golf); 5, Henk van der Broek (Renault 5); 6, Jo Hellenbrand (Toyota Corolla).

HOT RODS

Winstone winner

With only two weeks to go, the last three remaining places on the World Championship grid were decided last Sunday when Pete Winstone headed home fellow Spedeworth man John Stone and Midland star Dave Bateman at the Hednesford World Championship Semi Final.

Winstone, from pole position, and John Carding led the field away, the two locked side by side for a couple of tours before Winstone took up the running. Winstone quickly built up a substantial lead, and this was only to be challenged on the last lap when the fast-moving Stone closed dramatically. While the battle for the lead kept the crowd well-entertained, the dice over that crucial third was just as exciting, Paul Staines and Bateman fighting it out hammer and tong before Bateman finally got the verdict on the very last turn when Staines braked a little too hard.

ANN NEAL

HEDNESFORD (GB)

Jun 19

World Hot Rod Championship Semi Final

- 1, Pete Winstone (Ford Escort);
- 2, John Stone (Ford Escort);
- 3, Dave Bateman (Ford Escort);
- 4, Paul Staines (Ford Escort);
- 5, Hoss Parry (Ford Escort);
- 6, Mick Cannon (Ford Escort).

DOUNE HILLCLIMB

Allez Allen

The seventh round of the Pace Petroleum British Hillclimb Championship, staged by the Lothian Car Club at the magnificent Carse Hill, Doune last Sunday will be a meeting which will be long remembered. The sun burned down throughout, the top 10 provided spills and excitement and Clubmans driver Kenny Allen rather stole the show from the single seater brigade by claiming a tremendous sixth place overall. Meanwhile the two current championship pacemakers, Martin Bolsover and Martyn Griffiths, were separated at the end of the day by just 0.15sec.

Tony Tewson very nearly waved goodbye to his Aston Martin Leaders Hillclimb Championship aspirations when his Greetham Imp burst the gearbox on the first climb, but a rapid replacement of the offending component, with help from local competitor George Ritchie, saw him back in action on the second runs and cantering to victory in the small special saloon car class.

The first of the road car classes saw a raging battle between the Escorts of George Smith and Mike Cannon, the two separated by just 0.28sec with the advantage just in Smith's favour, while an equally close battle in the next class resulted in Graham Kinghorn fending off the attentions of Tommy McKay's similar Escort RS. The large special saloon car class was dominated by the Skoda Coupé of multi-championship leader Brian Walker, who won as he pleased, taking the class record with a storming climb at 46.81s which left him some 6secs clear of the turbocharged Mini of Donald Laing. David Nisbett proved equally dominating in the up to 1600cc road sports car class emphatically placing his name in the record books with a claim which even the Ginetta G15 of the redoubtable George Ritchie failed to match by over a second.

One of Scotland's more amazing performers is Harry Simpson, who really does motivate his Davrian Mk8 in splendid style. He fairly hurtled the red projectile to the finish in a cracking new record time to take victory in the small modsports and GT class by 1.8secs from the fleet Caterham Super 7 of Leaders championship contender Chris Knapman. In the large class, even John Hunt and his usually most competitive Porsche 911RSR failed to find an answer to the

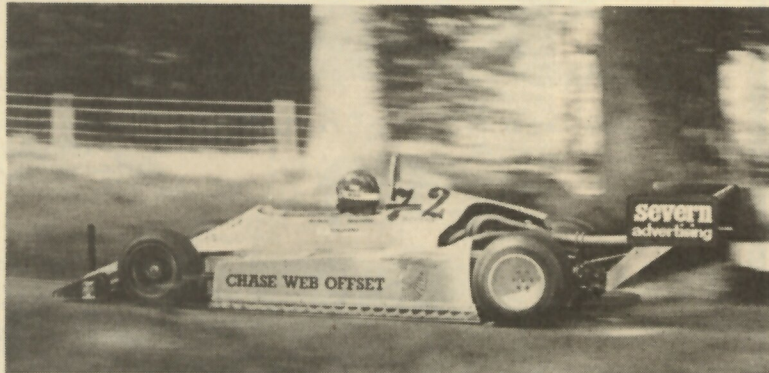
progress of Paul Tankard, whose fearsome, but still slightly frisky, TVR Tuscan also rushed to a new class record.

The Clubmans class was all about Kenny Allen, whose performances in the Mallock U2 left the rest of the opposition aghast as he carved the class record down to an amazing 43.02s, leaving John Istead trailing by 3secs. Bill Wood repeated his excellent form from the previous week's Harewood event by powering his Mallock U2 to victory in the small sports racing car class, to qualify for his first ever top 10 run in a Pace Petroleum event. Charles Wardle this week shared Wood's car, but even he could not challenge the ever more confident Bill, taking second place just ahead of Alex Graham, who managed only one run on a slippery track as he burst the gearbox coming to the line for his first climb.

Three 500cc single-seaters were tempted north of the border this weekend, but the story was as down south, the Cooper of Ron Warr racing away to victory, just over a second ahead of Trevor Hulks. It was the three 1600cc cars which entertained next, and saw Tom Hughes overcoming numerous problems with the March 742 to finally snatch a second run win over Brian Frazer who still seems unhappy with the nitrous oxide injected March FVA. Martin Bolsover posted the only sub 40secs climb in the class runs with his Pilbeam, a determined drive stopping the clock 0.4sec clear of the outright Doune record holder Martyn Griffiths, and a mere 0.10sec away from the class record. Alister Douglas-Osborn appeared to be trying really hard with the Waring and Gillow Pilbeam DFV but could not better 40.92s, although it gave him 1.3secs in hand over Griffiths' co-driver Max Harvey. Jimmy Jack and Bill Lord completed the top six in the class, both going well in the shared March 782 and pleased to head both John Meredith and Jim Thomson.

The well-driven Cooper-JAP of David Fyfe found little difficulty in taking the historic class which followed, while an equally easy victory in the large road sports car class fell to the Marlin of Graeme Wight. A superb class of TR6 cars followed with the modified TR3A of Bill Pollock and Steve Morrison's TR6

Martyn Griffiths couldn't quite match Bolsover's best this time out.



DOUNE (GB), Jun 19, Lothian Car Club Pace Petroleum RAC British Hillclimb Championship, round 7

BTD: Martin Bolsover (2.8 Pilbeam-Hart MP51), 39.93s.

Top 10 Run Off: 1, Bolsover, 40.22s; 2, Martyn Griffiths (2.8 Pilbeam-Hart MP53), 40.37s; 3, Alister Douglas-Osborn (3.7 Pilbeam-Ford Cosworth DFY MP47C), 40.81s; 4, Max Harvey (2.8 Pilbeam-Hart MP54), 41.98s; 5, Bill Lord (2.5 March-Hart 782), 42.57s; 6, Kenny Allen (1.7 Mallock U2-Ford Mk24), 42.85s; 7, Jim Thomson (2.5 Pilbeam-Hart MP40RX), 43.21s; 8, John Meredith (3.3 Pilbeam-Ford Cosworth DFL MP22), 43.38s; 9, Chris Dowson (5.0 Brabham-Repco BT36X), 44.69s; 10, Bill Wood (1.6 Mallock U2-Ford BDA Mk18), 44.91s.

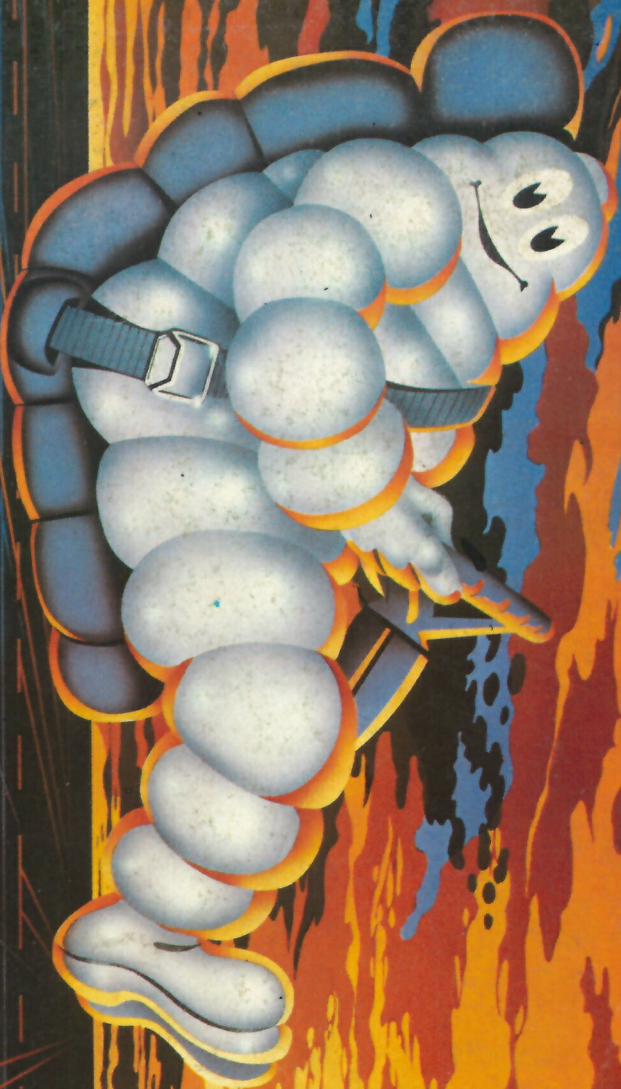
Class winners: Tony Tewson (1.1 Greetham Imp), 52.25s; George Smith (1.6 Ford Escort Mexico), 55.69s; Graham Kinghorn (2.0 Ford Escort RS), 54.83s; Brian Walker (2.5 Skoda-Hart S110R), 46.81s (record); David Nisbet (1.6 Caterham 7), 53.65s (record); Harry Simpson (1.0 Davrian Mk8), 47.56s (record); Paul Tankard (4.7 TVR Tuscan), 48.41s (record); Wood, 44.65s; Ron Warr (500cc Cooper MkVI), 56.46s (record); Tom Hughes (1.6 March-Ford FVA 742), 46.03s; Bolsover, 39.93s; David Fyfe (1.1 Cooper-JAP), 53.5s (record); Graeme Wight (2.5 Marlin), 58.53s; Bill Pollock (2.2 Triumph TR3A), 61.90s (record); James Willis (1.6 Morgan 4/4), 57.74s.

Championship positions: 1, Bolsover and Griffiths, 55pts; 3, Alister Douglas-Osborn, 44; 4, Roy Lane and Harvey, 34; 6, Thomson, 23; etc.

British Award of Merit Championship positions: 1, Thomson, 54pts; 2, Meredith, 50; 3, Alan Payne, 41; 4, Dowson, 29; 5, Charles Wardle, 28; 6, Allen, 19.

Aston Martin Leaders Championship positions: 1, Walker, 63pts; 2, Tewson, 60; 3, John Hunt, 47; 4, Chris Knapman, 46; 5, Wardle, 42; 6, Jim Robinson, 39. Next round: Jul 9/10, Harewood.

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