

AUTOSPORT

LOMBARD RAC RALLY SPECTATOR GUIDE 1989



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WINNERS OF 1989 GERMAN RALLY CHAMPIONSHIP

AUTOSPORT

LOMBARD RAC RALLY GUIDE 1989

THE ORIENT EXPRESS HITS TOWN

With Lancia's withdrawal from the event, it is virtually certain that a Japanese team will take the spoils. We set the scene for next week's battle in the forests. 4



CONTENTS

- 4 Introduction:**
Scene setter
- 15 Team guide:**
In-depth assessment of the cars to watch
- 22 Entry list:**
Who's in what with who
- 26 The drivers:**
Form guide to the front runners
- 31 Seasonal survey**
The 1989 World Championship
- 38 Dave Metcalfe:**
Vauxhall's super-Nova driver
- 42 Allan Wilkinson:**
An engineer's eye view
- 48 Track test:**
The British Champion put through its paces
- 52 Group N:**
The title race explained
- 56 Armchair enthusiast:**
Rally biased books and things
- 60 Fact file:**
Trivia pursuits for rally fans
- 66 Retrospective:**
1932 and all that...

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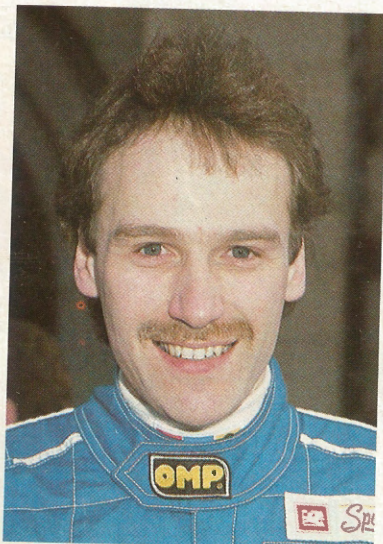
FOREST MASTER PUT TO THE TEST

David Llewellyn is Britain's best hope for victory, his Securicor/Shell Oils Celica GT-Four dominating the gravel rallies of this year's Open Championship. Tiff Needell puts it through its paces... 48



METCALFE: CAN THE GIANT KILLING CONTINUE?

Vauxhall's little Nova GT/E has proved to be a highly successful package in the hands of Cumbria's Dave Metcalfe. But he has yet to finish the RAC Rally. Can he do it this time? 38



SPOTLIGHT ON THE TEAMS

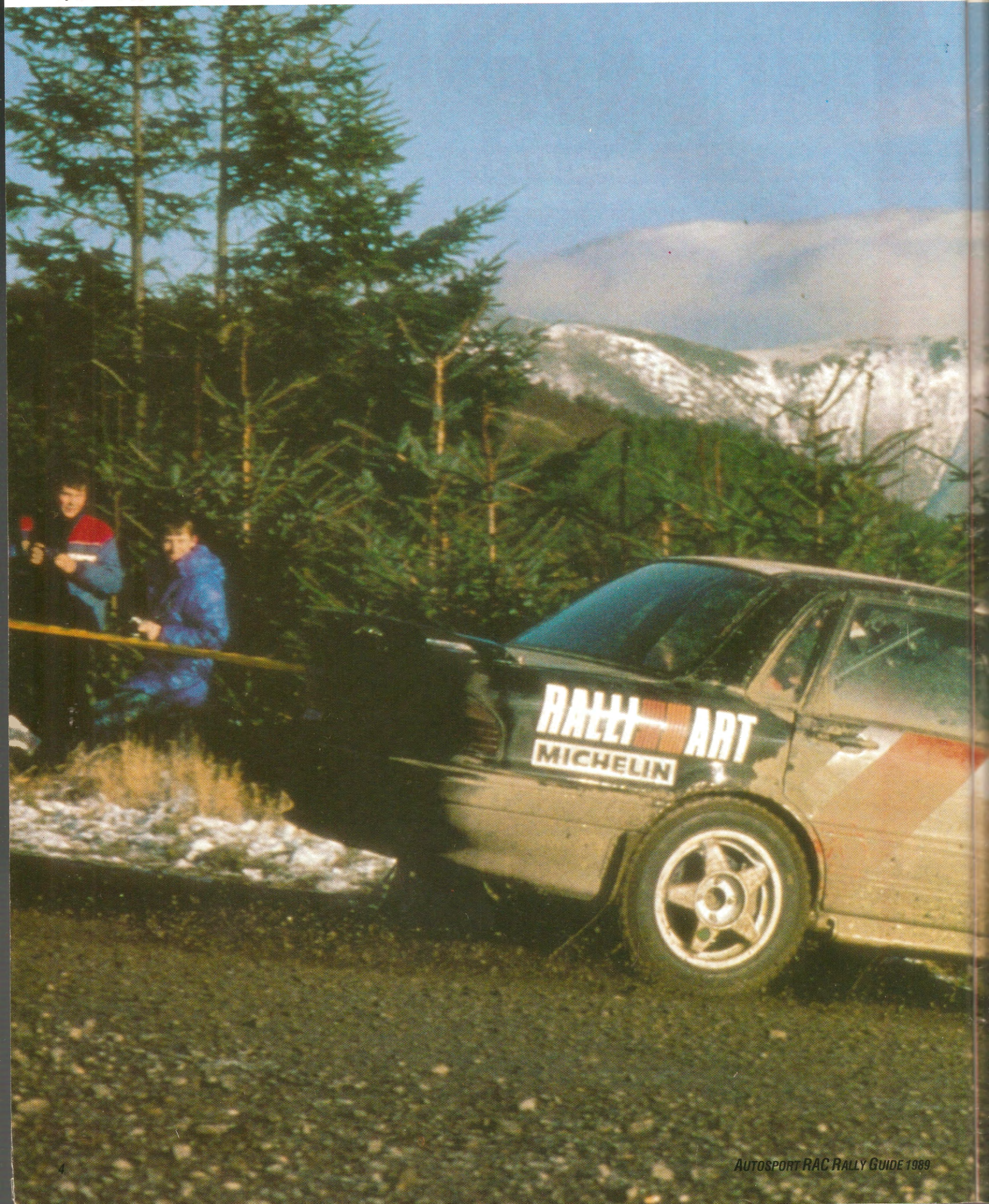
The men and machines who will make the headlines. We give you the background to the professionals aiming for outright victory. 15



INTRODUCTION

By PETER FOUBISTER & KEITH OSWIN

Lombard
RAC rally



Jap attack!

More than ever, this year's Lombard RAC Rally is going to be a driver's event. Team orders, championship points and everything else go out the window, because every one of the top seeds on this final World Championship qualifier for 1989 has a point to prove.

It's a formula which will delight rally fans, treated this time, to one of the best entries seen since the World series was created.

The Japanese teams must start as favourites for what is sure to be a sprint event, but this season has seen two sensations emerge from the Toyota camp: Carlos Sainz and the new Shell Oils British champion, David Llewellyn. Yes, at last Britain has someone with the talent and opportunity to beat the best in the world.



To underline that point, the young Welshman pipped Timo Salonen's works Mazda to the winning post on the recent Audi Sport Rally, an event which historically used to see the world's stars run off into the distance.

But times have changed, and a wave of new talent is sweeping through the sport increasing the pressure on the northern 'establishment'. Bjorn Waldegard, for so long a front runner in Britain has been dumped by Toyota boss Ove Andersson, who opted to run Kenneth Eriksson instead; Lancia - already the 1989 World Champion manufacturer - is another team which has increasingly brought youngsters into the attack although British enthusiasts will be denied an opportunity to see the striking new 16-valve Integrale.

The 1988 winner Markku Alen, Mikael Ericsson and Didier Auriol were left high and dry when the Italians abandoned plans to run in Britain just hours after entries closed. It was a move typical of the team, but not as surprising as it first appeared. Alen, after 14 years, moves to Subaru in 1990; Ericsson will go to Toyota (and additionally would rob young Alex Fiorio of his place in the final world points standings if he did well in Britain) and Auriol has frequently parked his Integrale in some unconventional places through the year.

David Llewellyn has the talent to beat the best in the world

British forest roads in winter, without pace notes, were hardly likely to improve his reputation. Even his respected team mates may well have struggled; Miki Biasion took his second world title on the recent San Remo Rally, but it was largely due to an inspired performance on the last night of asphalt stages. Lancia, maybe, knew that they would struggle, didn't like the heat, and opted out of what would probably have been an embarrassing end to an otherwise dominant year.

The pace setters were always bound to be the Toyotas and the Mitsubishi's. Juha Kankkunen, Sainz, Eriksson - plus Llewellyn in TTGB's Securicor GT-Four - versus the two car Galant VR-4 challenge headed by Ari Vatanen and 'backed' by Pentti Airikkala.

It will be an absorbing struggle: Toyota Team Europe run from Cologne boasting two full seasons with the fast-but-so-often fragile GT-Four and a troubled team under ever-increasing pressure as the failures continued. Mitsubishi Ralliart Europe run from Essex with a compact outfit, a car which debuted on last year's RAC with impressive speed, and the honour of beating Toyota to a first victory by winning the 1000 Lakes Rally in Finland.

Vatanen has established the Galant's reputation although Airikkala only finalised his position with the team a month ago and could well

WORLD CHAMPIONSHIP ASIDES



... The recent San Remo Rally saw the second closest winning margin in the history of the World Championship. Miki Biasion's 5 seconds victory over Alex Fiorio was beaten only by Bjorn Waldegard's win over Sandro Munari in 1976 on the same event. Both were in Lancia Stratos racers, Waldegard set to leave for Ford at the end of the season. Cesare Fiorio decided that Munari should, if possible, win the event and held Waldegard on the start line of the final stage so that each driver started with the same penalty. But Waldegard was 4 seconds faster on the stage!

... The late Henri Toivonen still holds the record for the youngest driver ever to win a World Championship rally, the 1980 RAC Rally when he was 24 years 3 months. Hannu Mikkola was 44 years 11 months when he won the 1987 Safari, claiming the 'oldest winner' award.

... Miki Biasion is arguably the best driver in the world. His finishing record is better than any of the top drivers and has fewer non-terminal accidents as well. On a wins per rally basis, he is almost twice as successful as Walter Rohrl. However, thanks to longer careers, Hannu Mikkola, Walter Rohrl, Markku Alen and Ari Vatanen have stood on the podium more often.

... Ari Vatanen's record of seven retirements from eight events in 1977 is one that he would like to see beaten!

... Jean-Luc Therier holds the unenviable record of 19 consecutive withdrawals from World Championship events. Walter Rohrl is next on 10.

... This would have been the 57th event for Markku Alen in Lancia overalls. He has also driven 46 events for Fiat, making him the most loyal of any current top driver. However, next year he will break away and join Subaru.

... Lancia's run of 11 from Acropolis 1988 to the same event this year marks the longest sequence of unbroken victories for a manufacturer. This only counts events entered.

... Last year, Lancia won 10 events, two ahead of its 1987 total and four clear of Renault Alpine (1973) and Peugeot (1985/1986).

... Markku Alen and Walter Rohrl share the longest run of uninterrupted finishes - 15 in total.

... A sequence of five consecutive wins from 1000 Lakes in 1984 to Sweden in 1985 gives Ari Vatanen the best run of victories.

... Stig Blomqvist (1984), Timo Salonen (1985) and Miki Biasion (1988 and 1989) all won five events in their World Championship seasons.

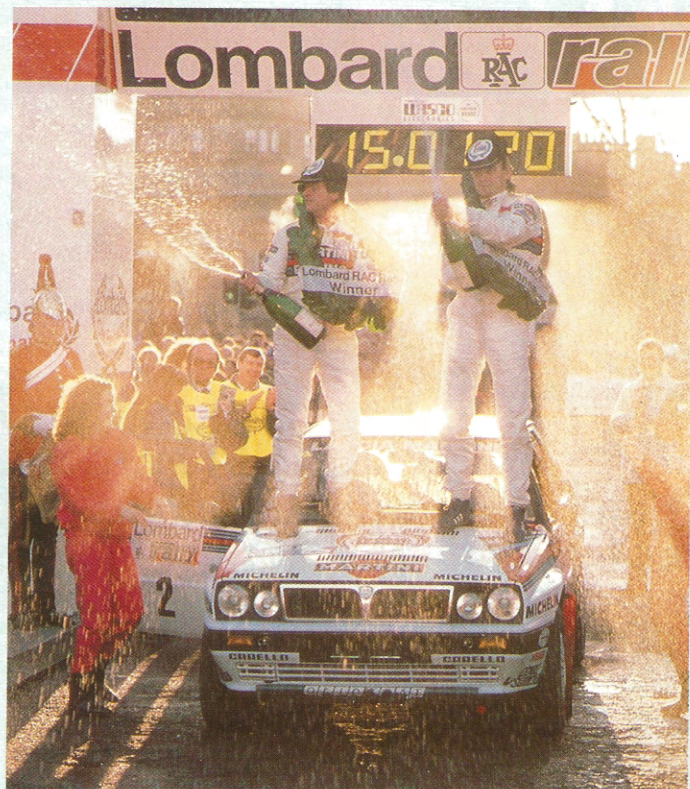
... Hannu Mikkola and Bjorn Waldegard have each driven for 10 manufacturers during their top line careers.

Above: Henri Toivonen is still the youngest driver ever to win the rally, while Markku Alen (below) is the most loyal.

... With nine finishes out of nine starts in 1979, Bjorn Waldegard was the most consistent driver of all. Jean-Pierre Nicolas is next with eight in 1973 while a host of drivers finished seven events; Rohrl (1980), Alen (1983), Kankkunen and Biasion in 1987 and Fiorio in both 1987 and 1988.

... Markku Alen has notched up 103 events with Ilkka Kivimaki as co-driver.

... Stig Blomqvist (Sweden) and Hannu Mikkola (1000 Lakes) have each won the event seven times since 1970, the best driver record on a single rally. Lancia's 10 Monte Carlo victories beats the company's nine San Remo wins for the manufacturers, with Ford's RAC sequence (this being an unbroken run) of eight coming third. Shekhar Mehta's four successive Safari wins is the best continuous run for a driver.



▶▶ give Ralliart boss Andrew Cowan something to smile about at the end of next week. Handicapped perhaps slightly by his lowly seeding – the first FISA B seed behind a positive army of official A seeds – the London-based Finn has found new urgency, knows the car from his past season in a Group N version. And he remains the quickest of them all through the Yorkshire forests which again provide the arena for that final showdown before the Thursday celebrations.

Last year provided one of the most incredible finishes seen in the history of the event, a sequence of remarkable incidents which unfolded like a story book as the stars skated around on ice and snow trying, desperately just to stay on the road. Kankkunen and Mikkola both had victory in their sights only to crash out of the lead during those final hours.

The weather will always play its part in deciding just who wins the RAC. Those forest tracks which can be dry, hard and destroy soft compound rubber on a warm day can – after a winter rainstorm – suddenly turn into a thick, clingy, morass and as quickly freeze over.

Snow delighted the Mazda drivers last year, eliminating their power disadvantage, and allowing the former champions – Salonen and Mikkola – to capitalise on the agility of the little 323s. The car has this year won in Sweden and New Zealand with team stalwart Ingvar Carlsson. Maybe this is the year when Mazda's

MEDIA COVERAGE

Prime time

Once again, the media back-up for the rally has excelled itself with the network television stations finding themselves under attack from the satellite brigade. BBC1 now has to face a considerable attack from both Sky (through its Euro Sport channel) and Screensport, both of which are planning regular slots throughout the event, repeated the following day.

But the *Top Gear* gang has been working hard in recent weeks, gathering footage to preview the rally and offer an insight into what makes this Britain's biggest motorsport event.

Top Gear's coverage will retain the same format that has evolved over recent seasons, from somewhat shaky beginnings to the current, slick and well informed product. William Woollard fronts the programme with Tony Mason, while Scot Alan Douglas adds further expertise to the team of commentators.

It is essential that 'armchair enthusiasts' keep up to date with the daily press as there will undoubtedly be changes to schedules and, encouragingly, slots on local television and radio stations.

BBC Radio Sport has extended its

normal reports to extensively cover the RAC Rally. Andy Smith and his team have become a familiar part of the on-event media package and BBC Radio 2 will offer a very up to date service throughout the event.

Local radio coverage is extensive, something in the region of 55 stations being fed information from Rally HQ during the event. Times vary, of course, but generally speaking breakfast news slots are often followed by a sports package, as are the lunchtime news bulletins. The BBC stations will probably have a tea-time item at around 5.30pm while commercial stations are expected to feature the event sometime between 5pm and 7pm. Additionally, AUTOSPORT will be expanding its Rally Line service for the event with two extra lines to provide even more detailed information. Our regular Rally Line number will bring stage by stage updates of the event and its leaders. A second line has been set aside to bring you interviews with the drivers and personalities involved in the action. The third AUTOSPORT Rally Line could save you time and effort. With the co-operation of local police forces, we are aiming to bring you up to the minute news of traffic conditions and tips for easy speculating. Hopefully, we can use this service to warn of major jams and problem areas, plus warn if stages are becoming so congested that an alternative view-

ing spot would be advisable. Keep the numbers handy!

We have kept in contact with the various companies to ensure that these broadcast times are as accurate as possible at the time of going to press. But try to check first before setting your video as times do change. We know how frustrating it can be if you end up with Kylie Minogue instead of Barrie Gill...

BROADCAST TIMES

Top Gear Rally Report

- Nov 16:** Rally Preview 1825-1855.
- Nov 19:** Live coverage of Gemini Chatsworth stage 1030-1120. Report of the day at 2345-0005.
- Nov 20:** 1910-1930 and 2400-0010.
- Nov 21:** 1915-1935 and 2400-0010.
- Nov 22:** 1950-2010 and 2400-0010.
- Nov 23:** Live coverage of the rally finish at approximately 1615-1630 and review of the event at 2030-2100.

Eurosport

Nightly broadcasts from Nov 22-26 at 2330-2400. Each will be repeated at 1230-1300 the following day.

Screensport

- Nov 18:** Rally preview at 2200-2300 (repeated on Nov 19 at 1345).
- Nov 19:** 2200-2300 (repeated at 1000 and 1800 Nov 20).
- Nov 20:** 2115-2215 (repeated at 0845 and 1330 Nov 21).
- Nov 21:** 2115-2215 (repeated at 0830 and 0930 Nov 22).
- Nov 22:** 2130-2230 (repeated at 0800 Nov 23).
- Nov 23:** 2115-2215 (repeated at 0930, 1530 and 2330 Nov 24).

BBC Radio 2

Hourly sports reports are scheduled, just past the hour, although the first of each day will be at 0630. This will run from Sunday November 19 to Thursday November 23 in line with the event. Radio 2 is on FM 88-90.2 and MW 693/909kHz.

AUTOSPORT



RALLY LINE

0898 654316

0898 654323

0898 654326

What does this do? Louise Aitken-Walker tries her hand behind the camera.



Lombard
RAC rally

As you read this supplement, you will be able to draw from the most extensive and in-depth information about the Lombard RAC Rally. However, printing schedules will doubtless ensure that last minute changes to the entry list or little details to further enhance your enjoyment of the event will have escaped these pages.

Therefore, check the *Special Stage* pages of the main issue to update yourself with the very latest information.

Next week, AUTOSPORT (November 23) will carry an extensive interim report of the rally's progress through the Midlands, Wales and the Lake District with action pictures second to none. And then, on November 30, we will bring you the full story of the final event of the World Rally Championship and a round-up of the stories that go to make this one of the most demanding rallies of the Championship. Order your copies now...

►► dreams really will come true. And just maybe it will be that old partnership of Mikkola and Hertz – which has so often dominated this event – which produces the goods.

Dreams are all that the two-wheel drive brigade is likely to enjoy. Gianfranco Cunico, Mark Lovell, Russell Brookes, Jimmy and Colin McRae are all in Ford Sierra RS Cosworths; Malcolm Wilson, Sepp Haider *et al* are in assorted GM Kadetts and Astras. If it's dry the Sierras must go well, if it's wet the engine-over-driven-wheel GM machinery will

triumph, and if it's real winter all of them will struggle against the 'show-room' Group N category.

A couple of front-wheel drive enthusiasts certainly worth waiting for will be John Haugland, whose antics in Skoda's impressive Favorit have quickly established the new car as a class winner, and Dave Metcalfe whose energy in the 1600cc Nova GTE has regularly embarrassed Cosworth drivers!

Sensation of the rally last year was Armin Schwarz who proved to all that the bulky Audi 200 Quattro can work. He's back for more of the

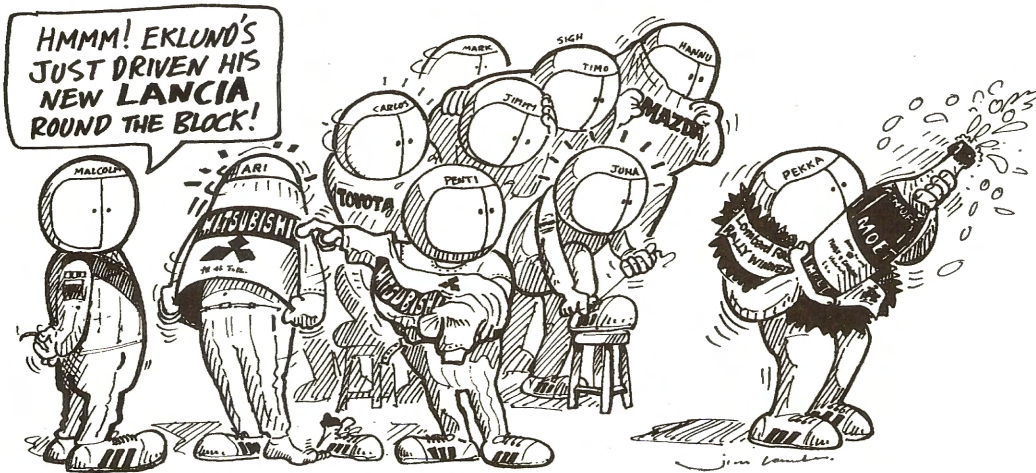
same this time, as is Per Eklund – who will be the front-running Integrale driver with Clarion backing.

Such has been the support for this final World Championship qualifier, that the RAC MSA has extended its entry list to accommodate 190 cars. The convoy, which heads out of Nottingham on Sunday morning completes the pace note spectator stages during that day, then heading into Wales on Monday.

By the time that the leaders emerge from the final stages of that second leg, ironically officially titled 'Lancia Martini Donington', the

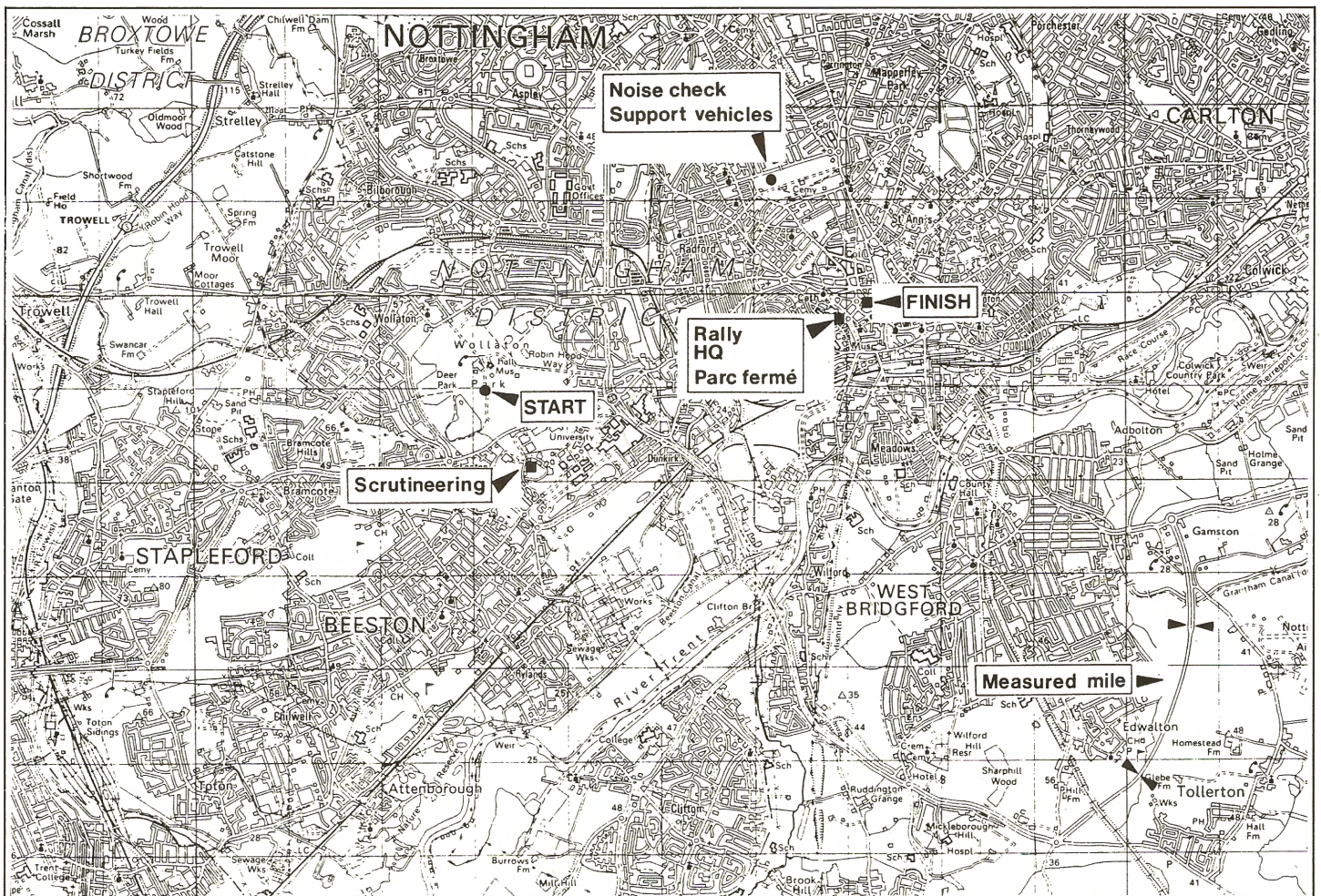
battle between Mitsubishi and Toyota should be at its height. A battle not only between drivers and teams but between tyre companies as well: Michelin, with Mitsubishi and Mazda, versus Pirelli on the Toyotas.

North into the Lake District and ever-so-quickly into Scotland it will rage through Tuesday and Wednesday, but only on Thursday, in Yorkshire will it finally be decided. If it's anything like last year, there will be some unexpected challengers at the front end, and it will certainly be worth a day off work! ■



Keep out!

The RAC MSA has identified three areas where spectators are to be discouraged for the smooth running of the event and their own safety. The area north of Llangurig, west of Llanidloes and south of Staylittie, is likely to become congested, so you are advised to visit the Sweet Lamb stage only in that area. Further north, Penmachno village will be closed to spectators and, on Tuesday evening, you are advised not to try gaining access to Carlisle airport – it is not a spectator area! You may also care to note that, earlier that day, there will be a one-way system operating in Grizedale forest, traffic only permitted to travel south to north.

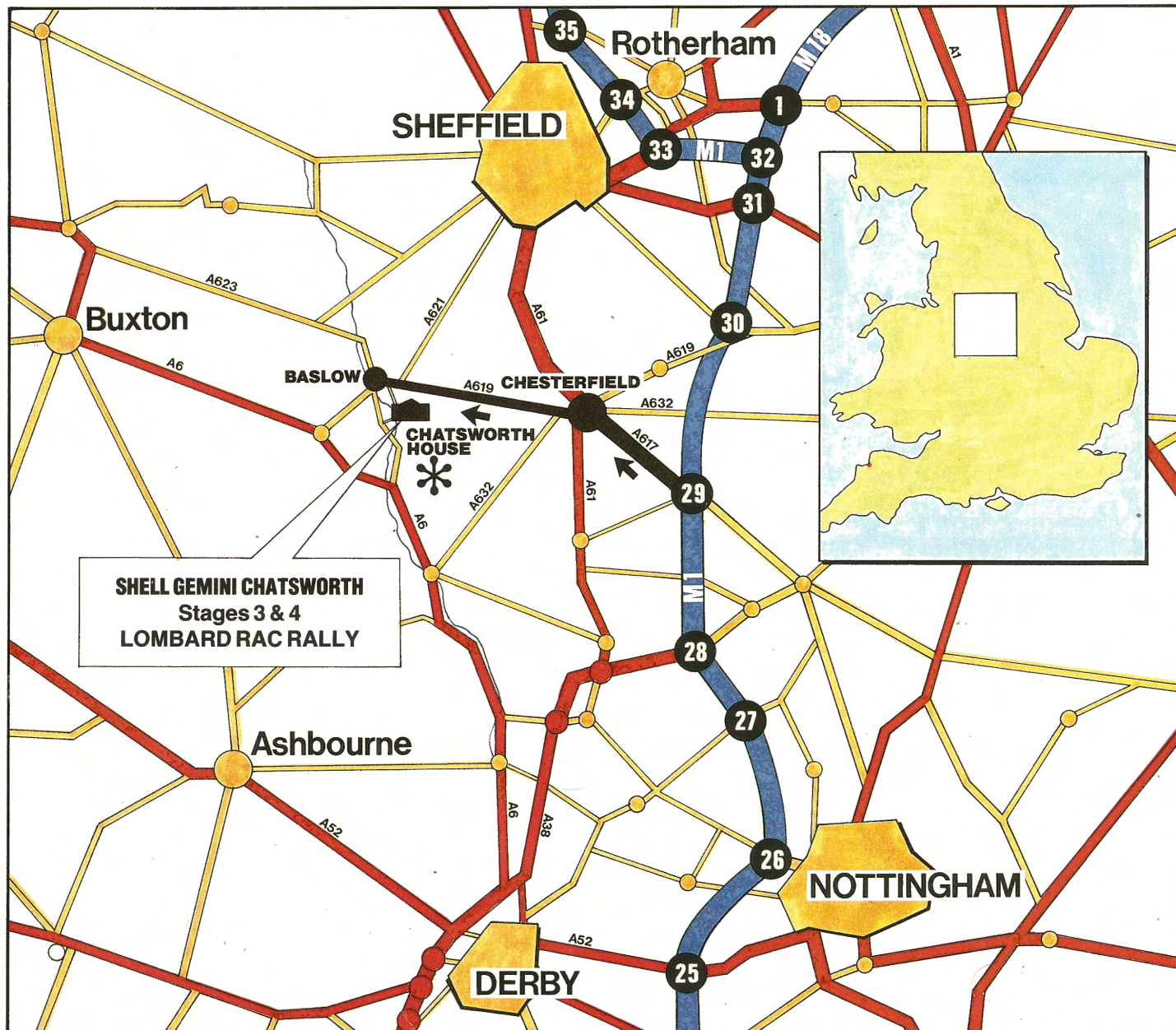


SHELL GEMINI CHATSWORTH

1989 LOMBARD RAC RALLY

SUNDAY 19th NOVEMBER

- ★ 1987 voted Stage of the Day
- ★ 1988 most popular Sunday spectator stage
- ★ 1989 chosen for live coverage by BBC Rally Report



SHELL GEMINI CHATSWORTH
Stages 3 & 4
LOMBARD RAC RALLY



GEMINI
PERFORMANCE OIL

SUNDAY 19th NOVEMBER	
GATES OPEN	06.00
SS3 FIRST CAR DUE	10.13
SS4 FIRST CAR DUE	10.34
ADMISSION PRICES:	
ADULTS	£4.00
CHILDREN UNDER 16	£1.00

SHELL GEMINI CHATSWORTH

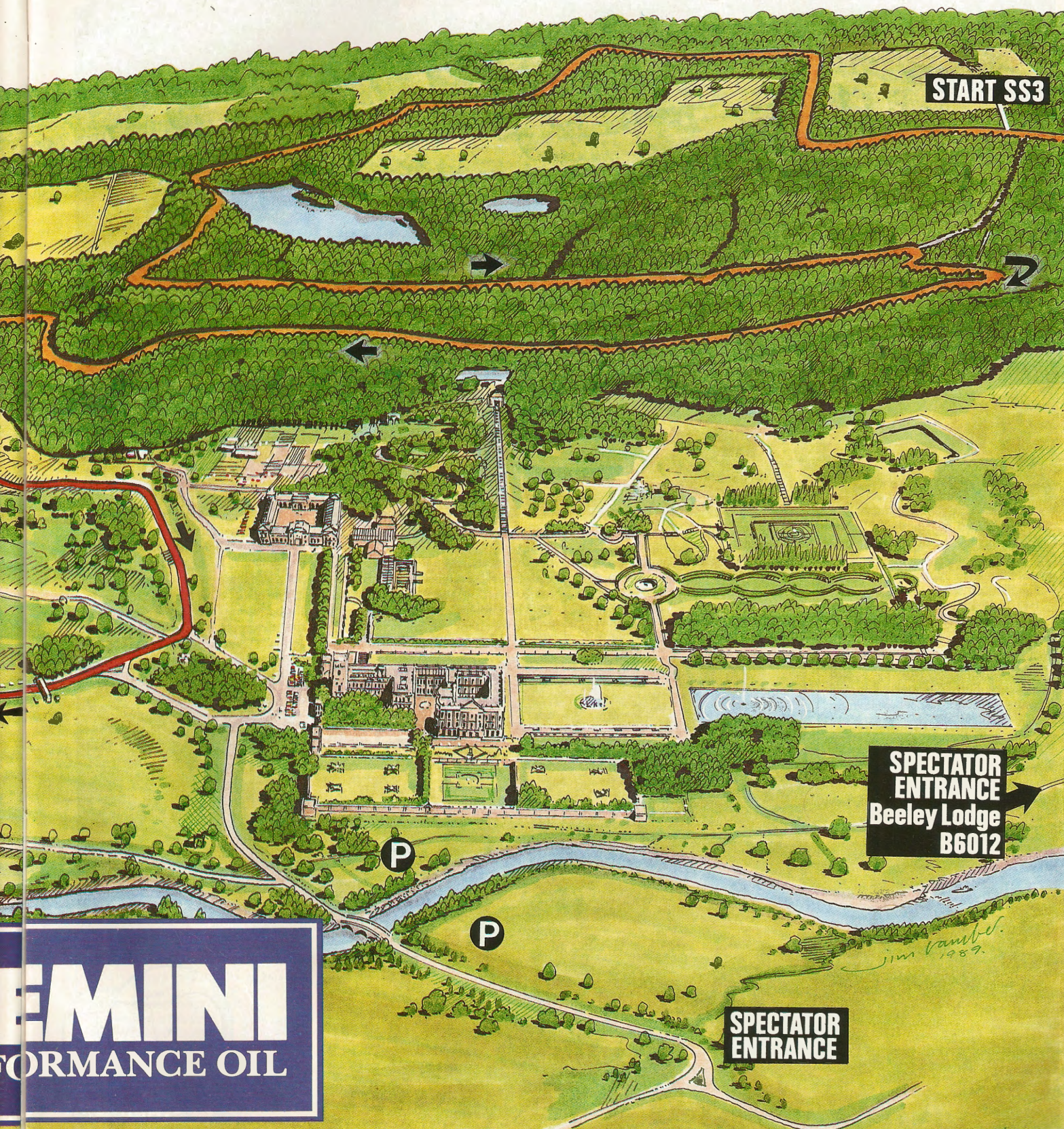
1989 LOMBARD RAC RALLY

SUNDAY 19th NOVEMBER

★ NEW FOR 1989 ★

- ★ 'Yump' – see rally cars fly!
 - ★ Watersplash – a must for photographers
 - ★ Two timed stages, SS3 (10.10am) and SS4 (10.43am)
 - ★ Stage 4 will be transmitted live by BBC "Rally Report". Coverage is by the "Top Gear" team
 - ★ Spectator bridge – for safe, unrestricted crossings
 - ★ All 190 cars through in daylight
- PLUS**
- ★ Car-by-car times and commentary
 - ★ Shell merchandising sales units
 - ★ Reports and results from earlier/later Sunday stages
 - ★ Radio Gemini: music and news throughout Sunday
 - ★ Four entrances for easy access
 - ★ Gates open 06.00





START SS3

SPECTATOR ENTRANCE
Beeley Lodge
B6012

SPECTATOR ENTRANCE

P

P

EMINI
PERFORMANCE OIL

*Jim Van der...
1987*



The Gemini men

There may be 190 competitors on the Lombard RAC Rally, but when the cavalcade arrives at the Shell Gemini Chatsworth stage on Sunday, November 19, a handful will be receiving special attention.

The Ford Sierra Cosworths of Jimmy and Colin McRae, David Llewelin's Toyota Celica GT-Four and the Peugeot 309 GTI of Hakan Eriksson have been singled out by stage sponsors Shell.

All have contested this year's Shell Oils British Rally Championship and carried the Gemini colours to class and overall honours. There will be a special cheer to speed them on their way to yet more success.

Scotland's father and son McRae team will provide an intriguing contest. Jimmy is a multiple British Champion, very much the current doyen of the domestic rally scene and determined to be, at least, the best two-wheel drive competitor on the rally. But son Colin is also fiercely competitive and the chance to claim dad's scalp will be eagerly grasped.

David Llewelin is one of the fastest

drivers in Britain today, and certainly possesses natural talent in huge quantities. His handling of the Toyota Celica GT-Four has been a delight to watch and the Welshman cannot be discounted from becoming the first British driver to win the RAC Rally since Roger Clark in 1976. But if he fails as so many before him, he will know that he has given it everything –

he would promise nothing less.

A newcomer to Britain has been Hakan Eriksson. The younger brother of Toyota's Swedish flyer, Kenneth, he has driven the little Peugeot 309 GTI with typical Scandinavian verve and netted worthy results along the way. The Peugeot cannot be considered a serious threat for outright honours, but class prizes are very much within its

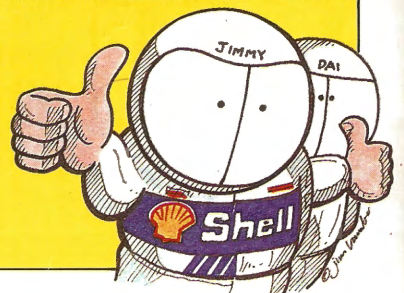
scope. Front-wheel drive cars have to be driven hard to get the best results, and Eriksson will certainly produce the goods in that department!

A glance at the awards that have already fallen to drivers with Shell lubricants in their armoury shows that the performance drivers are happy with the performance oil. Watch them in action at Chatsworth.



GEMINI
PERFORMANCE OIL

REMEMBER...
THUMBS UP
FOR SAFETY





1 3 5

Toyota Team Europe

Car: Toyota Celica GT-Four. **Team Principal:** Ove Andersson. **Drivers:** Juha Kankkunen (1), Carlos Sainz (3) and Kenneth Eriksson (5). **Sponsor:** Repsol. **Tyres:** Pirelli.

Toyota always promised to make a winner out of the Celica GT-Four. But it took well over a year before a fast starter that usually led a World Championship rally finally managed to win one. The breakthrough came in Australia when Juha Kankkunen led a 1-2 victory over the previously mighty Lancias and the Japanese went wild. Mazda, Mitsubishi and finally Toyota had managed to win events this season and more can be expected.

The Celica is a delightfully balanced car, the wheels very much located at each corner so that handling is pretty well sorted naturally. The engine is responsive and the whole set-up works very well indeed.

Ove Andersson has opted for an attacking team this year, the experienced Bjorn Waldegard dumped from the RAC Rally line-up so that Juha Kankkunen, Carlos Sainz and Kenneth Eriksson can have their chance. Kankkunen is leaving the team for Lancia at the end of the season and would enjoy closing his frustrating time with the Cologne team with victory. He may perhaps be

regretting moving on at a time when the previously unreliable car has begun to get the results it has always promised.

Kenneth Eriksson's place in the team has hung somewhat in the balance over the past season but a switch to Mitsubishi is now conformed for 1990. He is as quick as any when he gets going and could take a top slot this time out. Last year, he posted one of the first retirements of the event, the car snapping a camshaft belt on the opening stage, a slice of luck he does not need this time.

Carlos Sainz has the sort of dark brown

eyes that cause women to fall at his feet, but behind the wheel of a rally car, the only thing that is going to get turned on is speed. So nearly the first non-Scandinavian to win the 1000 Lakes this year and very close to Sanremo success in Lancia's doorstep, the Spaniard (who claims to rally with diplomatic immunity through his friendship with King Juan Carlos) is a future champion without a doubt. Tarmac or gravel, he still sets the pace and the former Ford contractee has to be a serious threat for a win.

Toyota has the car but its back-up team

may reveal weaknesses that costs results. The engineers operate under the cloak of secrecy that was so counter-productive when Audi tried it a few years ago, and there have been mutterings from some quarters that service planning is not all that it might be. There was too much weight saving done to the Celicas in Greece (two fell apart at the seams) while Kankkunen's retirement in Finland was due to a problem already encountered in testing, so they say. We know there are cracks showing at Lancia, but are they also appearing at Toyota?

Toyota could be set for its first RAC Rally win. Australia (above) was a breakthrough for Cologne. Can Kankkunen (right) keep his head and steer a straight course?





2

19

Mitsubishi Ralliart Europe

Car: Mitsubishi Galant VR-4. **Team principal:** Andrew Cowan. **Drivers:** Ari Vatanen (2) and Pentti Airikkala (19). **Sponsors:** Citizen/Mitsubishi Oil. **Tyres:** Michelin.

Last year, Ari Vatanen gave the Galant VR-4 its World Championship debut and the dark horse of the event produced a few surprises. It was quick enough to set a fastest time, but some design faults showed up along the way before the engine finally blew.

However, with Mikael Ericsson taking victory in Finland, the team finally knew that the package was right, even if it is still the most complex of any leading team. The VR-4 is still the only turbocharged, four-wheel drive, four-wheel steer rally car competing on the championship and that means a lot to the Japanese masters that are keen to be the first at everything.

This has been something of a learning year for the Malden based team, but a full attack on the 1990 World Championship is planned with Ari Vatanen as team leader and Kenneth Eriksson in the other car. Pentti Airikkala's position in the RAC team is seen only as a one-off appearance in honour of his Group N domination of the Shell Oils British series this season.

Vatanen, of course, is still 'making his comeback' from that horrific Argentine accident and, until such time as he wins a World Championship rally, that label will hold true. Can he do it in Britain? What a popular win that would be for the home fans still follow his every move with interest. It was pitiful to watch him wrestling with almost permanently inoperative power steering last year, and a clear run would be enough to show the fans how good he and the car really are.

For Airikkala, this is his first drive in the Group A car and it will be quite a change from the standard version used by the Safety Devices team. It will be intriguing to see how well he performs (side bets suggest he could be the dark horse of the rally) but, should you be tempted to dismiss him, consider 1988. In a private Lancia Delta Integrale, he finished fourth overall...

Andrew Cowan has a well run team behind him and one which should be considered as a serious contender for outright honours.



Top left: Pentti Airikkala joins Mitsubishi for the event, the team in form after Finland (above). Below: Will Mazda's best be Salonen (left) or Mikkola (right)?

4

6

9

Mazda Rally Team Europe

Car: Mazda 323 Turbo 4WD. **Team principal:** Achim Warmbold. **Drivers:** Timo Salonen (4), Hannu Mikkola (6) and Ingvar Carlsson (9). **Sponsor:** Castrol. **Tyres:** Michelin.

Trying to predict the fortunes of the Mazdas on this event would probably be best left to someone at the Meteorological Office. For the little 323 will undoubtedly rely heavily on the weather conditions to help its cause.



Last year, the weather gods smiled and gave Achim Warmbold the ice and snow that he would have asked Santa Claus to deliver. His cars do not have the power of their rivals, nor can the transmissions withstand the heavy loadings that are to be found when the roads are dry and rough. In Sweden, Ingvar Carlsson won in the snow, in New Zealand he did it again in the rain and on the RAC, who knows. But cast your minds back a year and remember Hannu Mikkola leading on the final morning until the sun got in his eyes and Timo Salonen taking second place. There was no attempt to suggest this was down to anything other than favourable weather conditions.

But, if Mazda's chances of success in a head to head battle are slim, don't discount the cars from making a good show of it along the way. A new car is coming soon, one that should have the right amount of cooling to enable the engines to run the necessary high boost pressures, and Mazda knows that its earlier transmission weaknesses are gradually being dialled out.

In Hannu Mikkola, Timo Salonen and Ingvar Carlsson, Mazda has the most

experienced team of drivers on the entry list. Mikkola will be reunited with Arne Hertz after Christian Geistdorfer walked out on the team after Finland and what a turn up it would be if 'the old firm' could win it again. And Salonen should never be discounted from the top slots, even if the bespectacled smoker looks an unlikely superstar! Don't write off Carlsson either.

10

26

GM Euro Sport

Car: Opel Kadett GSi. **Team principal:** Melvyn Hodgson. **Drivers:** Sepp Haider (10) and Mats Jonsson (26). **Sponsor:** Mobil. **Tyres:** Michelin.

It is difficult to work out just how well Sepp Haider and Mats Jonsson are going to fare on the Lombard RAC Rally. They are both talented and reliable drivers in an equally reliable car. But the simple fact is that the Opel Kadett GSi, even in 16-valve trim, is never going to offer a threat to the 'big boys' in a straight fight.



However, reliability is the keyword here, and the GM camp has plenty of that. A slick, two-pronged operation (see also Vauxhall Dealer Sport) run from Milton Keynes is likely to ensure that these 2-litre front-drive cars are still running when the chequered flag falls. What is hard to know is exactly *where* they will be placed at the finish!

Mats Jonsson is one of the team's stalwarts, often overlooked due to his quiet style that rarely catches the eye until the results are published. But in New Zealand this season, he drove like a hero to give the team a 3-4 finish, settling for fourth and a B-seed rather than an A-seed only because the management was worried that neither of them might stay the frantic pace that was being asked...

Sepp Haider is a similar character. The Austrian hotelier is one of the most reliable drivers around and his two accidents in Finland, the second one terminal for the newly built car, were a rare blemish on his impeccable record.

The team will therefore hope for snow to even the power disadvantage that GM suffers. While the top teams fend off those who suggest that FISA arbitrary 300bhp limit is being flouted, the Vauxhall-Opel camp can point to figures that are genuinely not far above 210bhp. Even if the 300bhp limit is being observed, for GM to give away almost 100bhp and still be as competitive as it is, represents a pretty good effort in anyone's book.

21

27

R-E-D Ltd

Car: Ford Sierra RS Cosworth. **Team principal:** Peter Cattenach. **Drivers:** Jimmy McRae (21) and Colin McRae (27). **Sponsor:** Shell Oils. **Tyres:** Pirelli.

Having run the official Ford effort in Britain this year, Widnes based R-E-D will have to take something of a back seat to the Boreham brigade's campaign with Gianfranco Cunico. But the McRae pairing will almost certainly lead the Italian on an event that they know well. Jimmy McRae would probably prefer to have had the Toyota that he rejected last Christmas for the RAC Rally, the Sierra almost sure to struggle if the going is as slippery as usual. But he knows what to expect and should easily claim one of the top two-wheel drive places by next Thursday.

Colin McRae - rising star.



AUTOSPORT RAC RALLY GUIDE 1989



As far as son, Colin, is concerned, pacing himself to the finish will be the most important thing after a season where brilliant results have also been tempered by some stupid accidents along the way. His best result by far was fifth in New Zealand and he withstood immense pressure mid-season to win Group N on the Scottish Rally in front of his home fans.

7

35

45

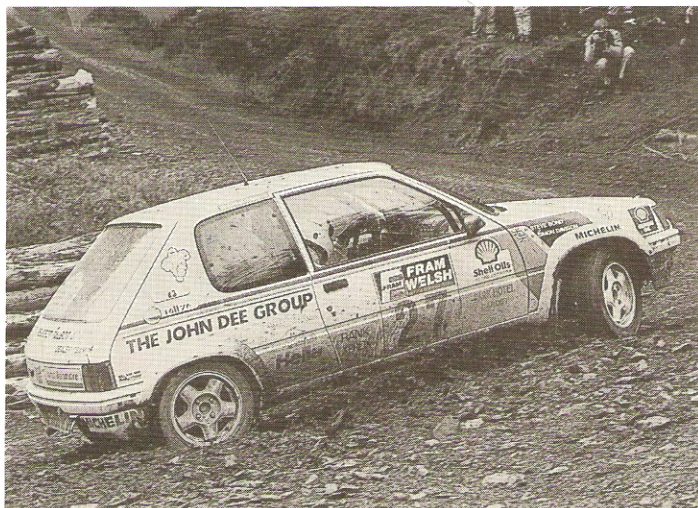
Vauxhall Dealer Sport

Cars: Vauxhall Astra GT/E & Vauxhall Nova GT/E. **Team principal:** Mike Broad. **Drivers:** Malcolm Wilson (7), Louise Aitken-Walker (35) and Dave Metcalfe (45). **Sponsor:** Mobil. **Tyres:** Michelin.

Malcolm Wilson's services are claimed by the British run Vauxhall Dealer Sport operation for his home event, although he has also been seen in GM Euro Sport colours on other World Championship events this year. The Vauxhall operation is run from the same Milton Keynes premises as GMES, so both the Kadetts and the Astras for Wilson and Louise Aitken-Walker will be prepared to the same specification, the comments made for GMES holding true for the Vauxhall arm.

On the Shell Oils British series, Vauxhall has enjoyed less success this year than last, but class victories still fall to the outfit with relative ease, even against a strong challenge from Peugeot this season. Wilson's experience has seen him the front runner of the Astra pair, team newcomer, Louise taking a little time to settle. Having taken an Open class title, she will want to make a good showing on the RAC Rally.

But if the Astra is a known quantity, the Nova has been the surprise package of the season. Debuted in GT/E form on February's Cartel International, the car proved to be remarkably swift from the



Top: Sepp Haider at speed with the GMES Kadett. **Above:** Peugeot's star car might be the 205 Rallye of Simon Davison.

start. In the hands of Dave Metcalfe, it has frequently embarrassed its bigger stablemates with its performance and, even against the far more suitable Fords on the Manx tarmac, fourth overall was an outrageous result. Metcalfe will need to pace himself through the five days of the RAC and hope that his unlucky streak has been laid to rest.

29

58

68

105

Peugeot Talbot Sport

Car: Peugeot 309GTI, 205GTI and 205 Rallye. **Team principal:** Des O'Dell. **Drivers:** Hakan Eriksson (29), Chris Birkbeck (58), Simon Davison (67) and

Paul Frankland (105). **Sponsors:** Shell Oils/Hella. **Tyres:** Michelin.

Peugeot's variety pack of 1989 could provide some of the best entertainment of all among the classes this time out. There is something for everyone in this team with cars in four classes, each with a spectacular driver at the wheel.

Hakan Eriksson (younger brother of Toyota's Kenneth) has rattled the 309 round the country on the Shell Oils series this year, driving as only a Scandinavian in a front-wheel drive car can! He has netted some good results along the way and his dice with Malcolm Wilson and Louise Aitken-Walker should be worthy of attention.

Chris Birkbeck, the smiling northerner, should still be grinning from ear to ear at the finish, even if the car may show some evidence of his efforts. But he is no destruction expert, Birkbeck can be as tidy as the next man. His style tends to push the car to its limits, however, and a few steps the wrong side have come his way during a hard fought season. But how he enjoys himself in the T600cc car!

One of the year's surprises has been the performance of Simon Davison in the 1300cc 205 Rallye. But 'Grand Attack' Davison's results this year have been superb, the car more than up to the demands made by the Durham lad. Five days of it? Should be no problem...

33

34

**Andrews-Sykes
 Ford**

Car: Ford Sierra RS Cosworth. **Team principal:** Mike Little. **Drivers:** Russell Brookes (33) and Mark Lovell (34). **Sponsor:** Andrews-Sykes. **Tyres:** Dunlop (Brookes) and Pirelli (Lovell).

For many years, Russell Brookes was the top British finisher on the RAC Rally but the lack of a four-wheel drive car has damaged that image recently. But the Midlander is still one of our best drivers, a fact driven home by his performances on this season's Shell Oils Open series.

Mark Lovell may be faster, but he has not quite managed the consistency that the more experienced Brookes has enjoyed.

Mike Little's team was the subject of a controversial team-orders decision on the Isle of Man that handed victory to Brookes over leader, Lovell, but no such orders should stop the two becoming embroiled in a personal battle this week as Brookes aims to regain his status and Lovell tries to break the jinx that has so often seen him ending his RAC Rally among the spectators.



Right: Per Eklund is the top seeded Lancia driver – can he take victory? Below: Skoda's Favorit aims for the team's 17th class win. Bottom: Mark Lovell flying for Ford.

32

77

78

79

Skoda GB Ltd

Car: Skoda 136L Favorit. **Team principal:** Bill Hunt. **Drivers:** John Haugland (32), Kalevi Aho (77), Warren Hunt (78) and Pavel Sibera (79). **Sponsors:** Hella/Duckhams. **Tyres:** Michelin.

For the first time in many years, Skoda has something really new to offer the RAC Rally. This season has seen the company finally join the western world in producing front-wheel drive cars, the Favorit already proving as popular as the older rear-drive cars, even if the jokes are still going the rounds! Skoda has an enviable tally of class wins on this event, 16 in as many years is the going rate, but now the car faces stronger opposition from other manufacturers and the British series has shown that John Haugland, Kalevi Aho, Warren Hunt and Pavel Sibera (Group N) might not have it their own way this time.



11

Clarion Team Europe

Car: Lancia Delta Integrale. **Team principal:** Ernie Waldron. **Driver:** Per Eklund. **Sponsors:** Clarion/Camel. **Tyres:** Michelin.

Per Eklund is one of the perennial drivers, but his efforts have recently been thwarted by lack of a real budget and rather second-hand machinery when running his private cars. But 'Pekka' will always give of his best and, if the car stays the course, he should be among the top places in what could be Lancia's best hope of the hat-trick.

22

Schmidt Motorsport

Car: Audi 200 Quattro. **Team principal:** Konrad Schmidt. **Driver:** Armin Schwarz. **Sponsor:** Luk. **Tyres:** Michelin.

The German ace proved to be one of the real stars of last year's RAC Rally and could certainly rattle a few reputations again this time. The Audi may be big and bulky, but the German youngster can thread it between the trees better than anyone at present.



20

44

Team Toyota GB

Car: Toyota Celica GT-Four. **Team principal:** Phil Collins. **Drivers:** David Llewellyn (20) and Graham Middleton (44). **Sponsors:** Securicor Communications/Shell Oils. **Tyres:** Pirelli.

What a season it has turned out to be for the TTGB concern. A year ago, it was fast becoming the laughing stock of British rallying as the Celica was proving desperately unreliable and its preparation team and driver headed back whence they came. But with David Llewellyn driving and Phil Collins leading the spannerwork, the outfit has been honed to perfection, unbeaten on gravel throughout the Shell Oils Open series which Llewellyn clinched as a result.

Reliability is still not as good as it might be, however, as the British car lags some way behind the specification of the factory camp. But the team knows which areas need careful attention and, provided the warning signs are heeded immediately, Llewellyn might just find himself with a car capable of upsetting the record books. It has been 13 years since a British driver last won this rally...

Graham Middleton has been campaigning the Group N version of the car throughout the season on the AUTOSPORT National Championship, taking the title on the final round with style. Without top line experience, he may not be able to topple the World Championship contenders in the category, but he could run them close.

David Llewellyn (right) flings the Celica through Yorkshire at the start of the season. After clinching the Open title, could he add the RAC Rally to his trophy list? Below: Franco Cunico is a tarmac expert. How will he get on in the forests?



25

Q8 Team Ford

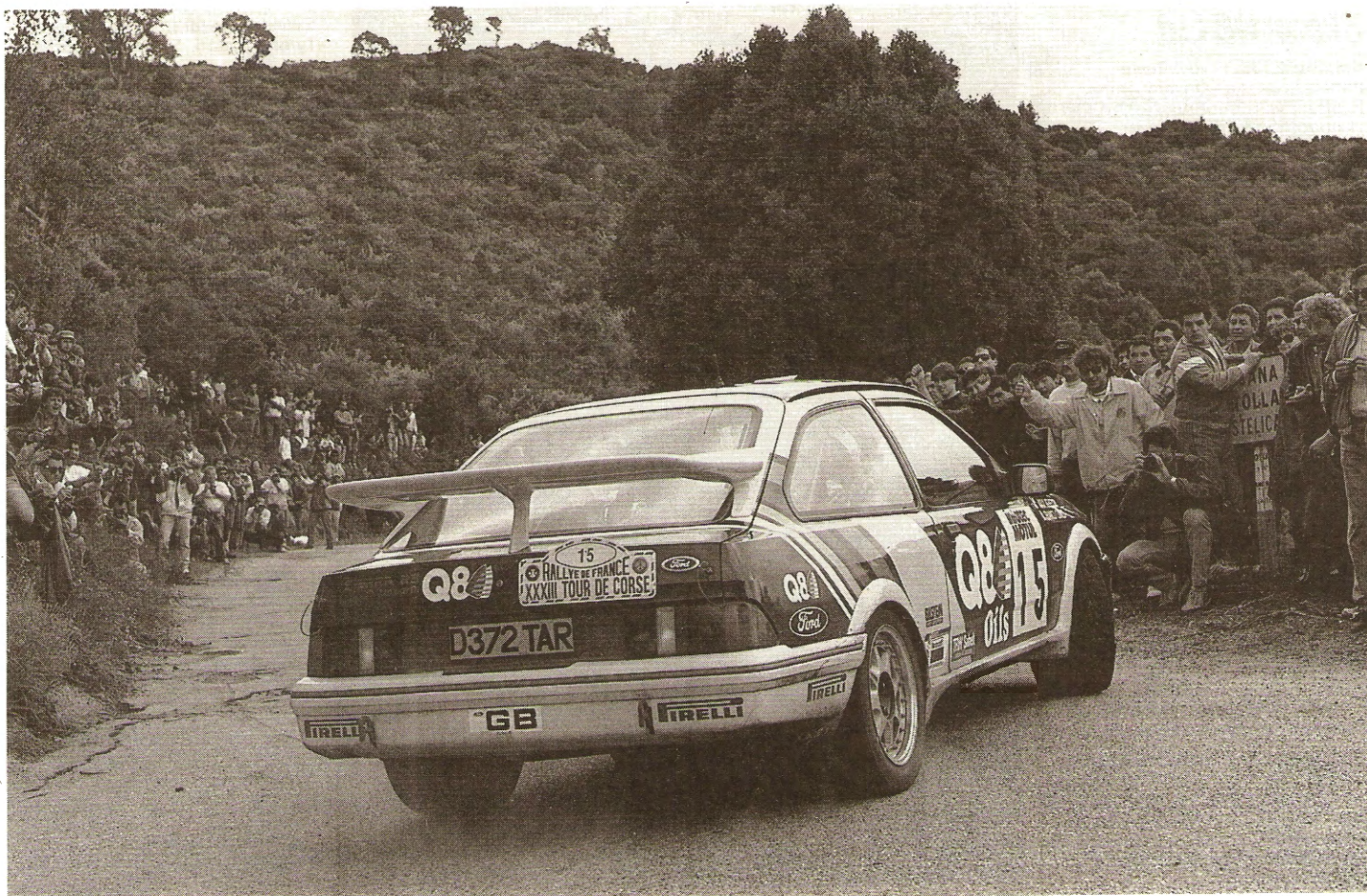
Car: Ford Sierra RS Cosworth. **Team principal:** Peter Ashcroft. **Driver:** Gianfranco Cunico. **Sponsor:** Q8 Oils. **Tyres:** Pirelli.

On the face of it, you could be forgiven for wondering why Ford is bothering to enter the RAC Rally this year. The four-wheel drive Sierra Cosworth is not due until August 1990, the team's top-line drivers have all defected to other teams and the one experienced man it has on its books is down to do the rally in a private team! Couple that with the fact that Sr Cunico had never driven in Britain before the recent Audi Sport International Rally, and you begin to get the drift.

But Cunico is to be the man who gets

the 4WD car's development under way seriously next season and he needs the experience. He is no slouch, either, having won the Italian Group N championship yet again and appeared with the Q8 Cosworth in Corsica last spring where he acquitted himself well.

The RAC Rally is, therefore, a learning event for the Boreham operation and while it will still be looking to spring a surprise or two along the way, successes will be viewed within the company, rather than from outside.



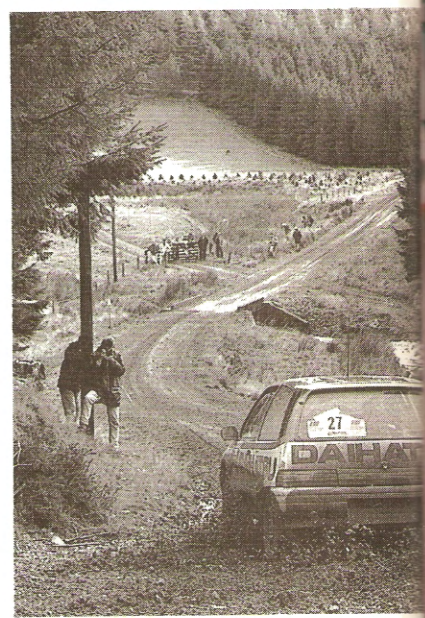


MATS JONSSON · LARS BACKMAN

ENTRY LIST

COMPILED BY LAURA COPPIN

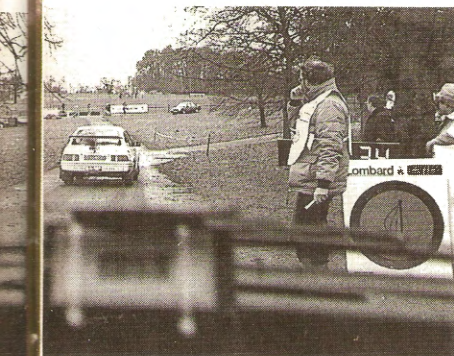
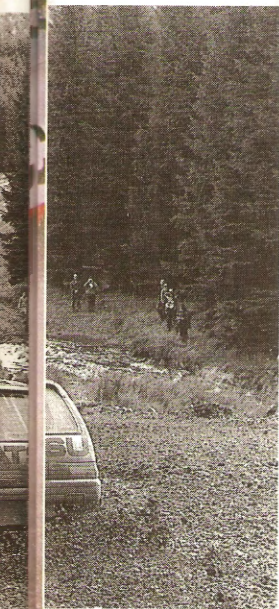
No	Driver/Co-driver	Country	Entrant	Car	Group	Class
1	Juha Kankkunen/Juha Piironen	SF	Toyota Team Europe	Toyota Celica GT-Four	A	8
2	Ari Vatanen/Bruno Berglund	SF/S	Mitsubishi Ralliart Europe	Mitsubishi Galant VR-4	A	8
3	Carlos Sainz/Luis Moya	E	Toyota Team Europe	Toyota Celica GT-Four	A	8
4	Timo Salonen/Voitto Silander	SF	Mazda Rally Team Europe	Mazda 323 Turbo 4WD	A	8
5	Kenneth Eriksson/Staffan Parmander	S	Toyota Team Europe	Toyota Celica GT-Four	A	8
6	Hannu Mikkola/Arne Hertz	SF/S	Mazda Rally Team Europe	Mazda 323 Turbo 4WD	A	8
7	Malcolm Wilson/Ian Grindrod	GB	Vauxhall Dealer Sport	Vauxhall Astra GT/E 16V	A	7
9	Ingvar Carlsson/Per Carlsson	S	Mazda Rally Team Europe	Mazda 323 Turbo 4WD	A	8
10	Sepp Haider/Mike Nicholson	A/G/B	G M Euro Sport	Opel Kadett GSi 16V	A	7
11	Per Eklund/Bjorn Cederberg	S	Clarion Team Europe	Lancia Delta HF Integrale	A	8
12	Jorge Recalde/Jorge Del Buono	RA	Top Run Racing	Lancia Delta HF Integrale	A	8
14	Pascal Gaban/Eddy Chevailler	B	Top Run Racing	Lancia Delta HF Integrale	N	4
15	Jean-Pierre Ballet/Jean Pierre Dupont	F	Jean-Pierre Ballet	Mazda 323 Turbo 4WD	N	4
19	Pentti Airikkala/Ronan McNamee	SF/IRL	Mitsubishi Ralliart Europe	Mitsubishi Galant VR-4	A	8
20	David Llewelin/Phil Short	GB	Team Toyota GB	Toyota Celica GT-Four	A	8
21	Jimmy McRae/Rob Arthur	GB	R-E-D Ltd	Ford Sierra RS Cosworth	A	8
22	Armin Schwarz/Klaus Wicha	D	Schmidt Motorsport	Audi 200 Quattro	A	8
23	Mikael Sundstrom/Juha Repo	SF	Mazda Rally Team Finland	Mazda 323 Turbo 4WD	A	8
24	Sebastian Lindholm/Seppo Harjanne	SF	Sebastian Lindholm	Lancia Delta HF Integrale	A	8
25	Franco Cunico/Terry Harryman	I/GB	Q8 Team Ford	Ford Sierra RS Cosworth	A	8
26	Mats Jonsson/Bryan Thomas	S/GB	G M Euro Sport	Opel Kadett GSi 16V	A	7
27	Colin McRae/Derek Ringer	GB	R-E-D Ltd	Ford Sierra RS Cosworth	A	8
28	Gustavo Trelles/Daniel Muzio	U	Top Run Racing	Lancia Delta HF Integrale	N	4
29	Hakan Eriksson/Johnny Johansson	S	Peugeot Talbot Sport	Peugeot 309 GTI	A	7
30	Gregoire De Mevius/Willy Lux	B	Mazda Rally Team Belgium	Mazda 323 Turbo 4WD	N	4
32	John Haugland/Jan-Olof Bohlin	N/S	Skoda GB Ltd	Skoda Favorit 136L	A	5
33	Russell Brookes/Neil Wilson	GB	Andrews Sykes Ford Champions Team	Ford Sierra RS Cosworth	A	8
34	Mark Lovell/Ronan Morgan	GB/IRL	Andrews Sykes Ford Champions Team	Ford Sierra RS Cosworth	A	8
35	Louise Aitken-Walker/Ellen Morgan	GB	Vauxhall Dealer Sport	Vauxhall Astra GT/E 16V	A	7
37	Tomas Jansson/Thomas Hallberg	S	Team VAG Sweden	Audi 90 Quattro	A	8
38	Tetsuya Fujita/Satoshi Hayashi	J	Tusk Engineering	Mitsubishi Galant VR-4	A	8
39	Gwynndaf Evans/Howard Davies	GB	Brooklyn Motorsport	Ford Sierra RS Cosworth	A	8
40	Seisuke Ohba/Yasuo Kusakabe	J	Tusk Engineering	Mitsubishi Galant VR-4	A	8
41	Massimo Ercolanini/tba	RSM	Top Run Racing	Lancia Delta HF Integrale	N	4
43	Saku Vierimaa/Jakke Honkanen	SF	Team Michelin Finland	Lancia Delta HF 4WD	A	8
44	Graham Middleton/Paul Watkins	GB	Graham Middleton	Toyota Celica GT-Four	N	4
45	Dave Metcalfe/Nicky Grist	GB	Vauxhall Dealer Sport	Vauxhall Nova GT/E	A	6
46	Shinya Yamauchi/John Meadows	J/GB	Blaze Motorsport	Mitsubishi Galant VR 4	A	8
47	Chris Mellors/Harold White	GB	Chris Mellors	Lancia Delta HF Integrale	A	8
48	Pete Doughty/Lyn Jenkins	GB	Nottingham Metal Recyclers/ Spirit of Dunkirk/Pirelli	Ford Sierra RS Cosworth	A	8
49	Lasse Gundler/Gunnar Barth	S	Rally Sport Sweden	Lancia Delta HF Integrale	A	8
50	Fredrik Skoghag/Christina Thorer	S	Top Run Racing	Lancia Delta HF Integrale	N	4
51	Marc Hopt/Christoph Schomer	CH/D	Ecurie Basisik	Mitsubishi Galant VR-4	N	4
52	Nigel Worswick/Derek Fryer	GB	Nigel Worswick	Ford Sierra RS Cosworth	A	8
53	Steve Bannister/Dave Oldfield	GB	Blaze Motorsport	Mitsubishi Starion Turbo	A	8
54	Evangelos Gallo/Vessiliis Haritos	GR	Toyota Hellas SA Team	Toyota Celica GT-Four	N	4
55	Pascale Neyret/Carol Cerboneschi	F	Pascale Neyret	Lancia Delta HF Integrale	N	4
56	Giannis Konstantakatos/Apostolos Pallas	GR	Giannis Konstantakatos	Toyota Corolla GT	N	2
57	Terry Kaby/Kevin Gormley	GB	Team Daihatsu	Daihatsu Charade GTi	N	3
58	Chris Birkbeck/Mike Kidd	GB	Peugeot Talbot Sport	Peugeot 205 GTI 1.6	A	6
59	Glyn Jones/Ryland James	GB	Glyn Jones	Toyota Celica GT-Four	N	4
60	Vince Wetton/Chris Allen	GB	Castles of Dover St - Audi Dealer	Audi Coupe Quattro	A	8
61	Bruno Thiry/Daniel Delvaux	B	Mazda Rally Team Belgium	Mazda 323 Turbo 4WD	N	4
62	Antero Laine/Pekka Hokkanen	SF	Antero Laine	Lancia Delta HF Integrale	N	4
63	Charles Payne/Hugh Edwards	GB	Lambson Group	Ford Sierra RS Cosworth	N	4
64	Juha Hamalainen/Auvo Kuraja	SF	Finndead Oy	Ford Sierra RS Cosworth	A	8
65	Ove Olofsson/Ake Gustaksson	S	Team Kyrnaskiner	Audi 90 Quattro	A	8
66	John Morton/Phil Sandham	GB	John Morton	Lancia Delta HF Integrale	N	4
67	Lasse Lehti/Egil Eriksson	SF	Egil Eriksson	Lancia Delta HF Integrale	A	8
68	Simon Davison/Chris Wood	GB	Peugeot Talbot Sport	Peugeot 205 Rallye	A	5
69	Simon Stubbings/Mike Corner	GB	Simon Stubbings	Mazda 323 Turbo 4WD	N	4
70	Chris Lord/Ron Varley	GB	Evans Halshaw/Barkston Plastics	Ford Sierra RS Cosworth	N	4
71	Jose Lareppe/Michel Quevrain	B	Bayard	Mazda 323 Turbo 4WD	N	4
72	Steve Smith/Brian Hughes	GB	Steve Smith	Lancia Delta HF Integrale	N	4
73	Will Gollop/John Wheatley	GB	Beechdale Garage (Nottingham) Ltd	Saab 900 Turbo 16	A	8
74	John Milner/Craig Thorley	GB	Simpsons Salvage 'York'	Peugeot 205 GTI 1.6	A	6
75	Gavin Cox/Stuart Knight	GB	Twil/Charles Clark/Castrol Sport	Opel Monza 3.0E	A	8
76	David Humpheys/Andrew Morris	GB	Furrows of Telford	Ford Sierra RS Cosworth	A	8
77	Kalevi Aho/Timo Makala	SF	Skoda GB Ltd	Skoda Favorit 136L	A	5
78	Warren Hunt/Duncan Forrester	GB	Skoda GB Ltd	Skoda Favorit 136L	A	5
79	Pavel Sibera/Petr Gross	CS	Skoda GB Ltd	Skoda Favorit 136L	N	1
80	Brian Wiggins/Tony Shepherd	GB	Spring Grove Services	Vauxhall Astra GT/E 16V	N	3
81	James Sutherland/Adrian Woodhouse	GB	James Sutherland	Vauxhall Astra GT/E 16V	N	3
82	Dave Holland/Stephen Griffiths	GB	Dave Holland	Mercedes 190 2.3-16	A	8
83	Michel Golay/Thierry Gras	CH	Michel Golay	Mazda 323 Turbo 4WD	N	4
84	Dominique Amourette/Alain Quesnel	F	Dominique Amourette	Peugeot 205 GTI 1.9	A	7
85	Eynon Price/'Bungalow' Bill Wiggins	GB	Eynon Price	Ford Sierra RS Cosworth	N	4
86	John McCullagh/Reginald Smith	GB	Marske Machine Company	Vauxhall Astra GT/E 16V	N	3
87	Stuart Coupe/Martin Kenyon	GB	Stuart Coupe	Lancia Delta HF Integrale	N	4
88	Jeremy Easson/Alan Cook	GB	Sky Metals	Ford Sierra RS Cosworth	N	4
90	Gordon Currie/Dave Orrick	GB	Drive TEC International Ltd	Lancia Delta HF Integrale	N	4
92	Mike Rimmer/Mike Armistead	GB	Team Loctite - Flampage	Mazda 323 Turbo 4WD	N	4
93	John Leppard/David Manchester	GB	Chartersport Ltd	Peugeot 205 GTI 1.6	A	6
94	Philippe le Behot/Michel Brule	F	Philippe le Behot	Peugeot 205 GTI 1.6	N	1
95	Richard Smyth/Michael Gibson	GB	Richard Smyth	Citroen AX Sport	N	1
96	Lotta Lundquist/Christopher Cullen	S/GB	Lotta Lundquist	Toyota Corolla GT	A	6
98	Jeff Williams/Stuart Foley	GB	Drive TEC International Ltd	Vauxhall Astra GT/E	A	7
100	Gordon Smith/Tom Clark	GB	WR Murray (Alford) Ltd	Mazda 323 Turbo 4WD	N	4
102	Martin Thuresson/Jorgen Skallaman	S	Marlin Thuresson	Ford Sierra RS Cosworth	N	4
103	Iain Freestone/Nick Kennedy	GB	Iain Freestone	Lancia Delta HF Integrale	N	4
104	Terry Cree/Christine Parling	GB	Containerships/Wayne Batt	Toyota Corolla GT	A	6
105	Paul Frankland/Keith Chipchase	GB	Peugeot Talbot Sport	Vauxhall Astra GT/E	N	3
106	Ian Calvin/Uel Calvin	GB	Ian Calvin	Peugeot 309 GTI	N	3
108	Steven Britton/Steven Perez	GB	Steven Britton	Toyota Corolla GT	N	2
109	Andrew Hill/Haydn Chappell	GB	Finlux/Freeways Mazda	Vauxhall Astra GT/E 16V	N	3
110	Steve Green/Russell Eden	GB	Steve Green	Mazda 323 Turbo 4WD	N	4
111	David Evans/David Smith	GB	Smith Wheels	Vauxhall Nova GT/E	A	2
112	Peter Woodhead/John Denman	GB	Peter Woodhead	Toyota Corolla GT	N	2
113	Chris Ruck/Steve Harris	GB	Carlton MC Nottingham	Toyota Corolla GT	A	6
114	David Clarkson/Martin Chivers	GB	David Clarkson	Peugeot 205 GTI 1.6	A	6
				Ford Sierra RS Cosworth	N	4



AUTOSPORT RAC RALLY GUIDE 1989



Top: Don't stand on the outside of the corners! A near miss is only a shade away from tragedy. Left: Terry Kaby's Daihatsu will be one of the smallest cars on the event. Below: The tension mounts as one driver awaits his turn to start the stage. Bottom: Who can forget last year? Winter came early to England - this was the Gemini Chatsworth stage...



115	Jeremy Barnes/Anton Bird	GB	Camden Hardchrome	Peugeot 205 GTI 1.6	A	6
116	John Saint/George Tindall	GB	Washington Supplies/Swedecor Ceramics	Toyota Corolla GT	N	2
117	Peter Firkin/John Roberts	GB	Bristol Street Motors Birmingham	Ford Sierra RS Cosworth	N	4
118	Peter Stephenson/Ed Morgan	GB	Able Motorsport	Toyota Celica GT-Four	N	4
119	Don Whitehurst/Geoff Williams	GB	Don Whitehurst	Toyota Corolla GT	N	2
120	Eigen Tumulajavichus/Pranas Videjka	SU	Autoexport	Lada Samara	A	6
122	Christopher Arnold/John Ambler	GB	Astra Engineering and Components Ltd	Vauxhall Astra GT/E 16V	N	3
123	Jean Pierre Lebaune/Jacques Bonnemayre	F	Jean Pierre Lebaune	Peugeot 205 Rallye	N	1
124	Alain Gadat/Francois Lalogue	F	Alain Gadat	Citroen AX Sport	A	2
125	Jacques Herve/Richard Cretier	F	Jacques Herve	Peugeot 205 GTI 1.9	A	3
126	Terry Hayward/Gill Cotton	GB	Eaton	Ford Capri 2.8i	A	8
127	Hiroshi Nishiyama/Hiroki Sugijura	J	Hiroshi Nishiyama	Lancia Delta HF Integrale	N	4
128	Chris Rees/Malcolm Heymer	GB	West Essex Car Club	Mazda 323 Turbo 4WD	N	4
130	Ivars Tsaune/Sergei Dadvani	SU	Autoexport	Lada Samara	A	6
132	Andy Sharam/Ade Jefferies	GB	Gloplas Performance Profile	Toyota Corolla GT	A	6
133	Pat Messer/Rob Grant	GB	Pat Messer Motorsport	Peugeot 309 GTI	A	7
134	Sergei Aljasov/Anton Levitan	SU	Autoexport	Lada Samara	A	6
135	Phillippe Gobert/Alex Guillemonat	F	Phillippe Gobert	Fiat Uno Turbo	N	3
136	Stephane Gaillard/Patrice Besqueut	F	Stephane Gaillard	Citroen AX Sport	A	5
137	Shtykov/Boikov	SU	Autoexport	Lada Samara	A	6
138	Martin Madge/Phil Curtis	GB	Syscon Rally	Toyota Corolla GT	N	2
139	Graham Waite/Dexter Lewis	GB	Rally Team CSMA - Frizzell Insurance	Toyota Corolla GT	N	2
140	Robin Hernaman/"Crow"	GB	Robin Hernaman	Toyota Corolla GT	A	6
141	Andrew Hudson/Duncan McIntosh	GB	Andrew Hudson	Toyota Corolla GT	N	2
142	Paul King/Richard Wise	GB	John Pelling & Partners	Peugeot 205 GTI 1.6	A	6
143	Ian Adams/Scott Edwin	GB	Ian Adams	Opel Manta 2.0E	A	7
144	David Pemberton/Richard Hudson	GB	Knowdale Car Club	Vauxhall Nova Sport	A	5
145	George Mullins/Glyn Sergeant	GB	Yeovil Motor Company	Volvo 360 GLT	A	7
146	David Beaumont/Nick Midgley	GB	David Beaumont	Mazda 323 Turbo 4WD	N	4
147	John Bow/Robert Hastings	GB	Shades International	Mazda 323 Turbo 4WD	N	4
148	Paul Cooper/Eddie Bastiane	GB	Paul Cooper	Ford Sierra RS Cosworth	A	3
149	Alan Waterman/Alastair Roe	GB	Rally Team CSMA - Frizzell Insurance	Toyota Corolla GT	A	6
150	John Greenhalgh/Nick Brehaut	GB	Team 3H Motors (Andover) for Peugeot	Peugeot 205 GTI 1.9	A	7
151	Roy Gillingham/Stuart Larbey	GB	Mile Oak Garage Motorsport Team	Audi 80 Quattro	A	8
152	Alex Jackson/John Vincent	GB	AGJ Motors	Toyota Celica GT-Four	N	4
153	Andrew Nevitt/Peter Holden	GB	Peugeot Talbot Sport	Peugeot 205 GTI 1.6	N	2
154	Clive Sisson/Stephen Bye	GB	C & A Sisson	Toyota Corolla GT	N	2
155	Ray Cousins/Noelle L'Henaff	GB/F	Ray Cousins	Ford Sierra XR4x4	A	8
156	Martin Kernahan/Brian Barnett	GB	Kernahan Motorsport	Seat Ibiza	A	6
157	Ken Ridley/Ian Canavan	GB	Post Office Counters Ltd	Ford Sierra XR4x4	N	4
158	Redmond Barry/Steve Boome	GB	Redmond Barry	Lada Samara	A	7
159	Graeme Presswell/Phillip Cottam	GB	Pericon/Compaq Computers	Vauxhall Astra	A	5
160	Nick Edmond/Richard Murtha	GB	Liverpool Motor Club	Toyota Corolla GT	N	2
161	Bob Green/Mal Capstick	GB	Bob Green	Ford Sierra XR4x4	N	4
162	David Howes/Nigel Howes	GB	Chambers of Sutton	Ford Sierra XR4x4	N	4
163	Paul Croxton/Steve Chapman	GB	Stafford & District MC	Toyota Corolla GT	N	2
164	Colin Rowlands/Tony Hornett	GB	Colin Rowlands	Opel Manta 2.0E	A	7
165	Tim Miller/Peter Moss	GB	Tim Miller	Peugeot 205 GTI 1.9	A	7
166	Michael Sutcliffe/Roy Dixon	GB	Michael Sutcliffe	Suzuki Swift GTi	N	1
167	Graham Samuel/Peter Stoakley	GB	Middlesex County AC	Suzuki Swift GTi	N	1
168	Eric Mallen/Benoit Payen	F	Eric Mallen	Lancia Delta HF Integrale	N	4
169	Georges Simons/Stephane Prevot	B	Belgian VW Club	Volkswagen Golf GTI 16v	N	3
170	Masayuki Yamada/Hiroaki Wateri	J	Masayuki Yamada	Isuzu Gemini	N	2
171	Frank Larsen/Jim Bevan	DK/GB	Frank Larsen	Peugeot 205 Rallye	N	1
172	Stuart Harington/Lesley Nickson	GB	061 MC	Peugeot 205 Rallye	N	1
174	Stuart Teather/Richard English	GB	Carlton & District MC	Toyota Corolla GT	N	2
175	John Williams/Tony Phillips	GB	Middlesex County AC	Toyota Corolla GT	N	2
176	Barry Sugondo/Martin Saunders	GB	Shelly Masters Films/Whitepost Motorsport	Mazda 323 Turbo 4WD	A	8
177	John Fairweather/Ron Mackinnon	GB	Appleryard of Leeds	MG Maestro EFi	N	3
178	John Wood/Jeremy Griffiths	GB	Peugeot Talbot Sport	Peugeot 309 GTI	N	3
179	Tony Clements/Cyril Dack	GB	Peugeot Talbot Sport	Peugeot 309 GTI	N	3
180	Paul Armstrong/Jerry Lucas	GB	Wallasey MC	Volkswagen Golf GTI 16V	N	3
182	Leslie Koriniak/Gary Wright	GB	M C Removal Storage & Distribution	Peugeot 205 GTI 1.6	A	6
183	David Johnson/John Flynn	GB	Bridge Garage/Aylesbury MC	Lada Samara	A	5
184	John Dudman/Philip Wood	GB	John Dudman	Peugeot 205 GTI 1.6	N	2
185	Andrew Tordoff/Howard Pullen	GB	Peugeot Talbot Sport	Peugeot 205 GTI 1.6	N	2
186	Bryan Richmond/Bill Meakin	GB	Eastwood & DMC	Vauxhall Nova 1300	N	1
188	Guy Anderson/Anthony Rands	GB	Overprint Packaging	Suzuki Swift GTi	N	1
189	Kosho Kanao/Masaki Takagaki	J	Kosho Kanao	Mazda 323 Turbo 4WD	N	4
190	Shunichi Washio/Andy Moss	J/GB	Shunichi Washio	Isuzu Gemini Turbo	A	8
191	Hirokazu Sampei/Wateri Hiroaki	J	Hirokazu Sampei	Daihatsu Charade	A	5
192	Neil Burton/John Holder	GB	Grimley J R Eve Chartered Surveyors	Skoda 130 L	A	5
193	Liz Jefferies/Mary Fullerton	GB	Radio Times Rally Quest 1989	Vauxhall Astra	A	5
194	Ian Arden/Philip Stone	GB	Peugeot Talbot Sport	Peugeot 205 GTI 1.6	N	2
195	Pat Anderson/Jerry Brooks	GB	Overprint Packaging/Hanning Motorsport	Suzuki Swift GTi	N	1
196	Mark Jaques/David Jaques	GB	John Jaques	Vauxhall Astra GT/E 16V	N	3
197	Nina Sutcliffe/Janet Sherwood	GB	Hartnell	Suzuki Swift GTi	N	1
198	Peter Butler/Keith Gordon	GB	Peter Butler	Suzuki Swift GTi	N	1
199	Julie Murray/Ron Roughead	GB	M M Oil (GB) Ltd/Badgereale	Peugeot 205 GTI 1.9	A	7
200	Mark Cooper/Andrew Turnbull	GB	Vauxhall Motors Recreation Club Motoring	Vauxhall Nova GT/E	A	6
201	Neal Kelly/Richard Birchall	GB	Drive TEC	Mazda 323 Turbo 4WD	N	4
202	Martin Newson/Roy Vincent	GB	Rally Team CSMA - Frizzell Insurance	Skoda 130L	A	5
203	Mike Howells/Malc Hamer	GB	Mike Howells	Skoda 130L	A	5
204	Trevor Godwin/David Wyer	GB	Horiba Instruments Ltd/Coventry Automotive	Talbot Samba Rallye	N	1
205	Neil Phillips/Eric Pritchard	GB	Tividale Motor Group	Lada Riva	A	5
206	Rob Richens/John Davenport	GB	Istel/Timeplex	Peugeot 205 GTI 1.6	A	6
207	Adrian Welton/Keith King	GB	Adrian Welton	Lada Riva	A	5
208	Trevor Harris/Ian Brown	GB	Datacopy Rally Team with Cookes of Fakenham	Volkswagen Golf GTI 16v	N	3
212	Richard King/Ian Furness	GB	Talkland Europa Communications	Vauxhall Nova Sport	A	5
213	David Jones/David Wilford	GB	David Jones	Lada Riva	A	5
215	Basil Wadman/Dave Bardwell	GB	Devizes & DMC	Peugeot 309 GTI	A	7

AUTOSPORT



RALLY LINE

0898 654316

0898 654323

0898 654326

Results...

Interviews...

Information...



HANNU MIKKOLA (SF)

1973 Ford Escort RS1600.....	R
1974 Ford Escort RS1600.....	R
1975 Toyota Celica.....	R
1976 Toyota Celica.....	R
1977 Toyota Celica.....	2
1978 Ford Escort RS.....	1
1979 Ford Escort RS.....	1
1980 Ford Escort RS.....	2
1981 Audi Quattro.....	1
1982 Audi Quattro.....	1
1983 Audi Quattro.....	2
1984 Audi Quattro.....	2
1985 Audi Sport Quattro E2.....	R
1986.....	DNS
1987.....	DNS
1988 Mazda 323 Turbo.....	R



STIG BLOMQVIST (S)

1973 Saab 96V4.....	R
1974 Saab 96V4.....	2
1975 Saab 96V4.....	R
1976 Saab 99EMS.....	2
1977 Saab 99EMS.....	R
1978 Saab 99 Turbo.....	R
1979 Saab 99 Turbo.....	R
1980 Saab 99 Turbo.....	R
1981 Talbot Sunbeam Lotus.....	3
1982 Talbot Sunbeam Lotus.....	8
1983 Audi Quattro.....	1
1984.....	DNS
1985.....	DNS
1986 Ford RS200.....	R
1987 Ford Sierra RS Cosworth.....	2
1988 Ford Sierra RS Cosworth.....	6



PER EKLUND (S)

1973 Saab 96V4.....	R
1974 Saab 96V4.....	R
1975 Saab 96V4.....	R
1976 Saab 99EMS.....	R
1977 Saab 99EMS.....	9
1978 Saab 99 Turbo.....	R
1979 Triumph TR7 V8.....	13
1980 Triumph TR7 V8.....	R
1981 Toyota Celica GT.....	6
1982 Toyota Celica GT.....	9
1983 Toyota Celica Turbo.....	R
1984 Toyota Celica Turbo.....	3
1985 Audi Quattro.....	4
1986 MG Metro 6R4.....	7
1987 Audi Coupe Quattro.....	EXC
1988 Nissan March Turbo.....	21



RUSSELL BROOKES (GB)

1973 Ford Escort RS2000.....	R
1974 Ford Escort RS2000.....	R
1975 Ford Escort RS.....	R
1976 Ford Escort RS.....	R
1977 Ford Escort RS.....	3
1978 Ford Escort RS.....	3
1979 Ford Escort RS.....	2
1980 Talbot Sunbeam Lotus.....	4
1981 Talbot Sunbeam Lotus.....	R
1982 Vauxhall Chevette HSR.....	6
1983 Vauxhall Chevette HSR.....	5
1984 Opel Manta 400.....	5
1985 Opel Manta 400.....	8
1986 Opel Manta 400.....	R
1987 Lancia Delta HF 4WD.....	R
1988 Ford Sierra RS Cosworth.....	R



TIMO SALONEN (SF)

1977 Fiat 131.....	R
1978.....	DNS
1979 Datsun 160J.....	3
1980 Datsun 160J.....	R
1981 Datsun Violet GT.....	R
1982 Datsun Violet GT.....	R
1983 Nissan 240RS.....	R
1984 Nissan 240RS.....	6
1985 Peugeot 205 T16 E2.....	R
1986 Peugeot 205 T16 E2.....	1
1987.....	DNS
1988 Mazda 323 Turbo.....	2



MALCOLM WILSON (GB)

1978 Ford Escort RS.....	R
1979 Ford Escort RS.....	15
1980 Ford Escort RS.....	R
1981 Ford Escort RS.....	R
1982 Audi Quattro.....	10
1983 Ford Escort RS1600i.....	13
1984 Audi Quattro.....	R
1985 MG Metro 6R4.....	R
1986 MG Metro 6R4.....	17
1987 Opel Kadett GSi.....	R
1988 Vauxhall Astra GT/E.....	R



LOUISE AITKEN-WALKER (GB)

1979 Ford Fiesta.....	R
1980 Ford Fiesta.....	R
1981 Ford Escort RS2000.....	19
1982 Ford Escort RS2000.....	20
1983 Ford Escort RS1600i.....	R
1984 Ford Escort RS1600i.....	R
1985 Peugeot 205 GTI 1.6.....	16
1986 Nissan 240RS.....	15
1987 Peugeot 205 GTI 1.9.....	R
1988 Peugeot 205 GTI 1.9.....	R



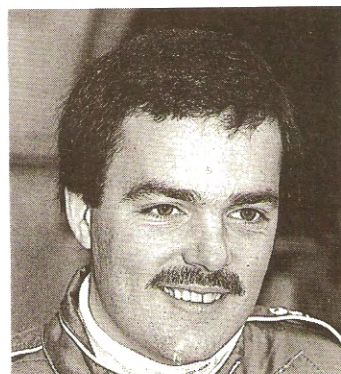
MIKAEL SUNDBLOND (SF)

1980 Ford Escort RS2000.....	14
1981 Ford Escort RS2000.....	R
1982.....	DNS
1983 Opel Ascona i2000.....	9
1984.....	DNS
1985 Peugeot 205 T16.....	R
1986 Peugeot 205 T16.....	4
1987 Mazda 323 4WD.....	R
1988 Mazda 323 Turbo.....	R



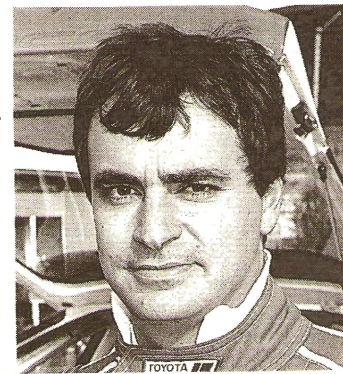
INGVAR CARLSSON (S)

1984 Mazda RX-7.....	R
1985 Mazda RX-7.....	10
1986 Mazda 323 Turbo.....	10
1987.....	DNS
1988.....	DNS



DAVID LLEWELLYN (GB)

1984 Nissan 240RS.....	14
1985.....	DNS
1986 MG Metro 6R4.....	9
1987 Audi Coupe Quattro.....	6
1988 Ford Sierra RS Cosworth.....	R



CARLOS SAINZ (E)

1987 Ford Sierra RS Cosworth.....	8
1988 Ford Sierra RS Cosworth.....	7



SEPP HAIDER (A)

1987 Opel Kadett GSi.....	R
1988.....	DNS



PENTTI AIRIKKALA (SF)

1974 Ford Escort RS1600.....	R
1975 Vauxhall Magnum Coupe.....	20
1976 Ford Escort RS.....	EXC
1977 Vauxhall Chevette HS.....	16
1978.....	DNS
1979 Vauxhall Chevette HS.....	7
1980 Vauxhall Chevette HSR.....	R
1981 Ford Escort RS.....	4
1982 Colt Lancer Turbo.....	R
1983.....	DNS
1984.....	DNS
1985 Vauxhall Astra GT/E.....	R
1986 Vauxhall Astra GT/E.....	16
1987.....	DNS
1988 Lancia Delta Integrale.....	4



JOHN HAUGLAND (N)

1974 Skoda 120S.....	22
1975 Skoda 120S.....	15
1976 Skoda 130RS.....	16
1977 Skoda 130RS.....	23
1978 Triumph TR7 V8.....	12
1979.....	DNS
1980.....	DNS
1981 Skoda 120LS.....	31
1982 Skoda 120LS.....	32
1983 Skoda 120LS.....	26
1984 Skoda 120LS.....	26
1985 Skoda 130LR.....	15
1986 Skoda 130LR.....	21
1987 Skoda 130L.....	R
1988 Skoda 130L.....	16



ARI VATANEN (SF)

1975 Ford Escort RS.....	R
1976 Ford Escort RS.....	R
1977 Ford Escort RS.....	R
1978 Ford Escort RS.....	R
1979 Ford Escort RS.....	4
1980 Ford Escort RS.....	R
1981 Ford Escort RS.....	2
1982 Opel Ascona 400.....	R
1983 Opel Manta 400.....	R
1984 Peugeot 205 T16.....	1
1985.....	DNS
1986.....	DNS
1987.....	DNS
1988 Mitsubishi Galant VR-4.....	R



JIMMY McRAE (GB)

1976 Vauxhall Magnum.....	12
1977 Vauxhall Magnum.....	R
1978 Vauxhall Chevette HS.....	R
1979 Vauxhall Chevette HS.....	12
1980 Vauxhall Chevette HSR.....	R
1981 Opel Ascona 400.....	R
1982 Opel Ascona 400.....	R
1983 Opel Manta 400.....	3
1984 Opel Manta 400.....	7
1985 Opel Manta 400.....	6
1986 MG Metro 6R4.....	8
1987 Ford Sierra RS Cosworth.....	3
1988 Toyota Celica GT-Four.....	R



MATS JONSSON (S)

1981 Volvo 142.....	16
1982 Opel Ascona i2000.....	16
1983 Opel Ascona 400.....	10
1984 Opel Kadett GSi.....	R
1985 Opel Kadett GSi.....	13
1986 Opel Kadett GSi.....	13
1987 Opel Kadett GSi.....	7
1988 Opel Kadett GSi.....	9



JUHA KANKKUNEN (SF)

1982 Opel Manta GT/E.....	R
1983 Toyota Celica Turbo.....	R
1984 Toyota Celica Turbo.....	R
1985 Toyota Celica Turbo.....	5
1986 Peugeot 205 T16.....	3
1987 Lancia Delta HF 4WD.....	1
1988 Toyota Celica GT-Four.....	R



MARK LOVELL (GB)

1982 Ford Escort RS2000.....	R
1983 Ford Escort RS2000.....	23
1984 Citroena Visa Mille Pistes.....	12
1985 Ford Escort RS1600i.....	R
1986 Ford RS200.....	R
1987 Ford Sierra RS Cosworth.....	R
1988 Ford Sierra RS Cosworth.....	17



KENNETH ERIKSSON (S)

1984 Opel Kadett.....	R
1985.....	DNS
1986 VW Golf GTI.....	11
1987 VW Golf GTI.....	9
1988 Toyota Celica GT-Four.....	R



COLIN McRAE (GB)

1987 Vauxhall Nova Sport.....	R
1988 Peugeot 205 GTI.....	R



PASCAL GABAN (B)

1988 Mazda 323 Turbo.....	27
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ARMIN SCHWARZ (D)

1988 Audi 200 Quattro.....	5
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GREGOIRE DE MEVIUS (B)

1988 Mazda 323 Turbo.....	11
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Left: Eklund, Carlsson and Eriksson. The home team cleaned up in Sweden at the first round. Below: Malcolm Wilson found a friend in Australia...

The rising suns

Lancia has gone and done it again, a third successive manufacturers World Championship title and, once again, in record time. This time only Mazda – in Sweden and New Zealand – prevented a clean sweep before the crown was Turin's. But the message is clear. The Japanese are coming with a vengeance...

It seemed odd starting the year in Sweden, not France. But the reshuffle, designed to lessen the damage caused by the proximity of Paris-Dakar, saw a few crews head for northern Europe in January. There was snow, as you might expect, but the quality was not too good, leaving tyre companies unsure of how to deal with the problem of studs ripping out on long stages.

In the end, it was Ingvar Carlsson who gave Mazda a deserved second World series win. Only Mazda and GM Euro Sport sent official cars, and while Timo Salonen crashed his 323 Turbo, Malcolm Wilson struggled to finish in the top 15, a couple of places behind Colin McRae in a Boreham loaned Sierra 4x4. Per Eklund's Clarion Team Europe Lancia was second and the Toyota Sweden entry for Kenneth Eriksson took third.

SWEDISH RALLY

1, Carlsson/Carlsson (Mazda 323 Turbo), 4h58m11s; 2, Eklund/Whitlock (Lancia Delta Integrale), 4h59m18s; 3, Eriksson/Parmander (Toyota Celica GT-Four), 4h59m57s; 4, Ericsson/Billstam (Lancia Delta Integrale), 5h01m58s; 5, Blomqvist/Melander (Audi 200 Quattro), 5h02m52s; 6, Lindholm/Kuukala (Lancia Delta Integrale), 5h03m00s; etc.

If the teams shunned Sweden, they turned up in force for the Monte Carlo Rally. In the end, Lancia (with Miki Biasion) won the day, but Mitsubishi, Mazda, Toyota and Nissan declared their intent. The results show a Lancia domination but the fact is that Mitsubishi pushed them

hard until Ari Vatanen crashed and was left to finish 87th, just two places behind Per Eklund's Nissan March Turbo which had an electrical failure on the last night.

But spectator problems reared their head and safety was further called into question when Alex Fiorio left the road, the car fatally injuring a spectating Lars-Erik Torph.

MONTE CARLO RALLY

1, Biasion/Siviero (Lancia Delta Integrale), 7h13m27s; 2, Auriol/Occelli (Lancia Delta Integrale), 7h19m54s; 3, Saby/Fauchille (Lancia Delta Integrale), 7h21m08s; 4, Mikkola/Geistdorfer (Mazda 323 Turbo), 7h27m41s; 5, Kankunen/Piironen (Toyota Celica GT-Four), 7h28m16s; 6, Snyers/Colebunders (Toyota Celica GT-Four), 7h31m38s; etc.

Hopes of a Japanese success in Portugal were dashed when all three factory Toyotas retired shortly after half distance despite early pace. This left Biasion to cruise to a convincing win; set him up for the World title, and let Lancia celebrate getting seven Deltas into the top 10.

PORTUGAL RALLY

1, Biasion/Siviero (Lancia Delta Integrale), 6h47m01s; 2, Alen/Kivimaki (Lancia Delta Integrale), 6h57m19s; 3, Fiorio/Pirollo (Lancia Delta Integrale), 7h10m19s; 4, Fischer/Zeltner (Audi 200 Quattro), 7h21m56s; 5, Duez/Lopes (BMW M3), 7h26m29s; 6, Bica/Prata (Lancia Delta HF 4WD), 7h29m59s; etc.

Three in a row for Biasion left the Italians with a clear lead in both drivers and manufacturers series.



▶▶ only Gregoire de Mevius spoiling the fun with the Fina Racing Mazda 323 leading the Group N series.

It was Biasion's second successive Safari win (this time by more than an hour), helped by amazing mechanical reliability, and Lancia's 50th World Championship Rally victory – if you count the 1986 Sanremo. Those who insist that the event did not really count as it was later scrubbed from the record books, would only have to wait for one more event before the half century was up.

In Kenya, Toyota relied on the older Supra Turbo but fourth for Bjorn Waldegard was the best it could manage, behind Mike Kirkland's Nissan 200SX and the VW Golf GTI of Stig Blomqvist.

SAFARI RALLY

1, Biasion/Siviero (Lancia Delta Integrale), 6h55m27s; 2, Kirkland/Nixon (Nissan 200SX), 8h16m11s; 3, Blomqvist/Cederberg (VW Golf GTI), 9h17m39s; 4, Waldegard/Gallagher (Toyota Supra Turbo), 9h46m23s; 5, Duncan/Munro (Toyota Supra Turbo), 9h57m28s; 6, Preston Jr/Lyall (Nissan 200SX), 10h35m21s; etc.

Lancia's domination of 1989 continued in strike-torn Corsica, but the weather gods played a deft hand in the matter. Francois Chatriot was off to a flier for BMW and, just for a moment, it looked like the champions were about to be beaten again on this tricky event. However, when the rains came, it was Didier Auriol who came through to win for the second year in a row, his first success for his new team. Chatriot hung on to second place while Toyota's first big win remained a dream when Juha Kankkunen could go no higher than third.

TOUR DE CORSE

1, Auriol/Occelli (Lancia Delta Integrale), 7h12m39s; 2, Chatriot/Perin (BMW M3), 7h14m36s; 3, Kankkunen/Piironen (Toyota Celica GT-Four), 7h16m29s; 4, Loubet/Andrie (Lancia Delta Integrale), 7h17m28s; 5, Beguin/View (BMW M3), 7h20m51s; 6, Duez/Lopes (BMW M3), 7h26m53s; etc.



Didier Auriol switched to Lancia and took a second consecutive Corsica Rally victory.

If Toyota reckoned it could break its duck in Greece, then it would be embarrassingly disappointed. Two of the three cars fell apart at the seams due to some injudicious weight saving and Kenneth Eriksson's went up in flames. The event turned into a Lancia 1-2-3 with Biasion again first across the line with Auriol next and grateful for Michelin's ATS puncture resistant tyres.

Jimmy McRae was drafted in for Mitsubishi and, while team leader Ari Vatanen retired with turbo fai-

lure, the Scot finished fourth to sound a warning to the Italians that the Japanese attack was coming from more than one quarter.

ACROPOLIS RALLY

1, Biasion/Siviero (Lancia Delta Integrale), 7h31m43s; 2, Auriol/Occelli (Lancia Delta Integrale), 7h33m41s; 3, Fiorio/Pirollo (Lancia Delta Integrale), 7h35m14s; 4, McRae/Arthur (Mitsubishi Galant VR-4), 7h43m58s; 5, Recalde/del Buono (Lancia Delta Integrale), 7h57m20s; 6, Stohl/Rohringer (Audi 90 Quattro), 8h27m24s; etc.

The Lancia run of wins ended in New

Zealand – but only because the team opted not to go to the other side of the world! British hopes dived when Jimmy McRae crashed, but were boosted by a third place for Malcolm Wilson and fifth for Colin McRae. It was Ingvar Carlsson who again took victory where Lancia missed out, his Mazda 323 hanging on despite the best efforts of Rod Millen and the chargers from GM Euro Sport.

NEW ZEALAND RALLY

1, Carlsson/Carlsson (Mazda 323 Turbo), 6h59m55s; 2, Millen/Sircombe (Mazda 323 Turbo), 7h02m37s; 3, Wilson/Grindrod (Vauxhall Astra GT/E), 7h03m24s; 4, Jonsson/Backman (Opel Kadett GSi), 7h04m06s; 5, McRae/Ringer (Ford RS Cosworth), 7h11m35s; 6, Shinozuka/Gocentas (Mitsubishi Galant VR-4), 7h22m16s; etc.

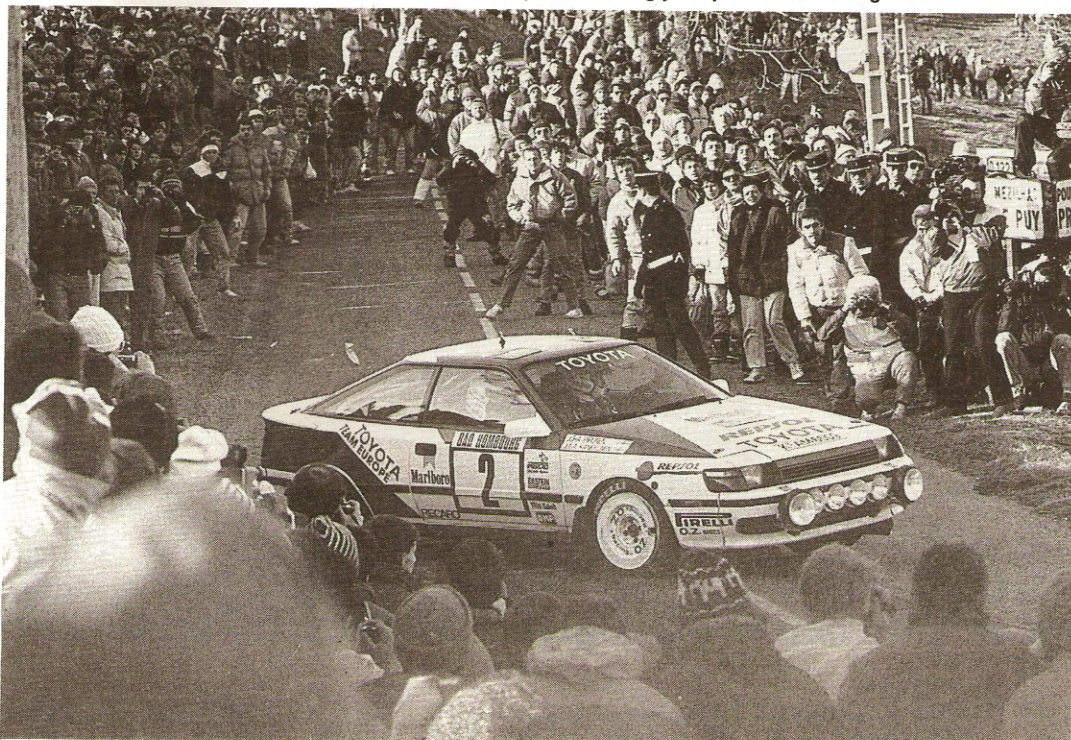
Argentina settled the manufacturers title race, even earlier than last year. Mikael Ericsson did not really want to go to South America but, if he wished to keep any hope of a drive with Lancia for 1990, he had to go. In the end, it brought him his first World Championship Rally win, even if it was only because of a blunder by leader, Jorge Recalde and steering failure on Alex Fiorio's Jolly Club car.

ARGENTINA RALLY

1, Ericsson/Billstam (Lancia Delta Integrale), 7h06m00s; 2, Fiorio/Pirollo (Lancia Delta Integrale), 7h08m26s; 3, Recalde/del Buono (Lancia Delta Integrale), 7h19m42s; 4, Fischer/Zeltner (Audi 200 Quattro), 7h42m10s; 5, Soto/Christie (Renault 18GT), 7h48m15s; 6, Stella/Galt (Renault 18GT), 7h59m55s; etc.

The tide turned in Finland. The Japanese invasion of the World Championship was complete as Mitsubishi toppled Lancia in a straight fight, the Turin team cracking under pressure. Mikael Ericsson guested for the Ralliart team and took a second consecutive victory, the Finns were cuffed on home soil and Lancia's best was Miki Biasion in sixth place.

Spectator problems reached crisis point in Monte Carlo, the police seemingly incapable of controlling the crowds.





LOUISE AITKEN-WALKER · ELLEN MO



MORGAN · VAUXHALL ASTRA GTE 16v

▶▶ Vatanen, Kankkunen and Alen all led and retired within two stages of each other while a late inversion cost Carlos Sainz the chance to really rub in how much the southern Europeans have come to the fore in modern rallying.

1000 LAKES RALLY

1, Ericsson/Billstam (Mitsubishi Galant VR-4), 4h42m03s; 2, Salonen/Silander (Mazda 323 Turbo), 4h43m44s; 3, Sainz/Moya (Toyota Celica GT-Four), 4h44m38s; 4, Eriksson/Parmander (Toyota Celica GT-Four), 4h47m49s; 5, Edling/Nilsson (Mazda 323 Turbo), 4h50m01s; 6, Biasion/Siviero (Lancia Delta Integrale), 4h53m01s; etc.

If Lancia's nose was put out of joint in Finland, it was rubbed properly in the dirt in Australia. The first full blown World Championship event in the country saw Toyota finally cross the finish line first (and second to boot). Markku Alen finished third with Alex Fiorio fourth, but the damage had been done and Japan was on a high. Mazda, Mitsubishi and now Toyota had won events; Nissan and Subaru were waiting in the wings with new cars. Driver changes were being discussed and the whole emphasis was shifting away from Turin. Could the new 16-valve Integrale redress the balance?

RALLY AUSTRALIA

1, Kankkunen/Piironen (Toyota Celica GT-Four), 5h32m09s; 2, Eriksson/Parmander (Toyota Celica GT-Four), 5h33m16s; 3, Alen/Kivimaki (Lancia Delta Integrale), 5h34m22s; 4, Fiorio/Pirollo (Lancia Delta Integrale), 5h37m10s; 5, Millen/Sircombe (Mazda 323 Turbo), 5h52m22s; 6, Wilson/Grindrod (Vauxhall Astra GT/E), 5h53m00s; etc.

Toyota nearly did it again in Italy but, thanks to a broken throttle on Carlos Sainz's Celica, Lancia was saved the ultimate embarrassment. Miki Biasion was the only surviving factory driver with the new 16-valve Integrale in San Remo after Didier Auriol threw his into a field. Indeed, for a time it looked as though the older 8-valve car of Alex Fiorio might just get the nod.

In the end, Biasion came through for a hat trick of San Remo wins and a second, consecutive World Championship crown. It had been close too, at 5 seconds the second closest in the history of the championship...

Meanwhile, Alain Oreille eased into the lead of the Group N series.

SAN REMO RALLY

1, Biasion/Siviero (Lancia Delta Integrale 16v), 6h48m30s; 2, Fiorio/Pirollo (Lancia Delta Integrale), 6h48m35s; 3, Sainz/Moya (Toyota Celica GT-Four), 6h48m55s; 4, Cerrato/Cerri (Lancia Delta Integrale), 6h54m31s; 5, Kankkunen/Piironen (Toyota Celica GT-Four), 6h57m40s; 6, Snyers/Colebunders (Toyota Celica GT-Four), 7h10m15s; etc.

When the championship visited the Ivory Coast a couple of weeks ago, only the Group N battle had any significance. But it turned out to be a shambles as the challengers fell by the wayside and handed the rally win, and the title, to Alain Oreille's Renault 5GT Turbo.

IVORY COAST RALLY

1, Oreille/Thimonier (Renault 5GT Turbo-N), 8h32m56s; 2, Tauziac/Papin (Mitsubishi Starion Turbo), 11h36m50s; 3, Choteau/Claverie (Toyota Corolla GT), 13h41m07s; 4, Segolen/Atmon (Toyota Corolla GT), 14h20m48s; 5, Servant/Charbonnel (Toyota Corolla GT-N), 15h24m04s; 6, Graziani/Occelli (Toyota Corolla GT), 15h27m47s; etc.



1989 FIA WORLD RALLY CHAMPIONSHIP - DRIVERS

Pos	Driver (Nat)	Car	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
1	Massimo Biasion (I)	Lancia Delta HF Integrale	-	20	20	20	-	20	-	-	-	-	-	-	-	106
2	Alessandro Fiorio (I)	Lancia Delta HF Integrale	-	-	12	1	-	12	-	15	-	10	15	-	-	65
3	Mikael Ericsson (S)	Lancia Delta/Mitsubishi Galant VR-4	10	-	-	-	-	-	-	20	20	-	-	-	-	50
4	Didier Auriol (F)	Lancia Delta HF Integrale	-	15	-	-	-	-	-	-	-	-	-	-	-	50
5	Juha Kankkunen (SF)	Toyota Celica GT-Four	-	-	8	-	-	12	-	-	-	20	8	-	-	48
6	Ingvar Carlsson (S)	Mazda 323 Turbo 4WD	20	-	-	-	-	-	20	-	-	-	-	-	-	40
7	Kenneth Eriksson (S)	Toyota Celica GT-Four	12	-	-	-	-	-	-	-	10	15	-	-	-	37
8	Markku Alen (SF)	Lancia Delta HF Integrale	-	-	15	-	-	-	-	-	-	12	-	-	-	27
9	Alain Oreille (F)	Renault 5 GT Turbo (N)	-	1	-	-	3	-	-	-	-	-	2	20	-	26
10	Carlos Sainz (E)	Toyota Celica GT-Four	-	-	-	-	-	-	-	-	12	-	-	-	-	24
11	Rod Millen (NZ)	Mazda 323 Turbo 4WD	-	-	-	-	-	-	15	-	-	8	-	-	-	23
12	Marc Duez (B)	BMW M3	-	-	3	8	-	6	-	-	-	-	4	-	-	21
13	Stig Blomqvist (S)	Audi 200 Quattro/VW Golf GTI	8	-	-	-	12	-	-	-	-	-	-	-	-	20
	Georg Fisher (A)	Audi 200 Quattro	-	-	10	-	-	-	-	10	-	-	-	-	-	20
	Jorge Recalde (RA)	Lancia Delta HF Integrale	-	-	-	-	-	8	-	12	-	-	-	-	-	20

Best seven scores count, one from outside Europe. Points awarded: 20, 15, 12, 10, 8, 6, 4, 3, 2, 1.

The big Japanese breakthrough came when Mikael Ericsson beat the might of Lancia and Toyota in Finland.



1989 FIA WORLD RALLY CHAMPIONSHIP - MANUFACTURERS

Pos	Manufacturer	1	2	3	4	5	6	7	8	9	10	Total
1	Lancia	20	20	20	20	20	20	(8)	(14)	20		140*
2	Toyota	10	-	12	14	-	-	14	20	14		84
3	Mazda	12	12	-	-	-	-	17	10	8		59
4	Audi	2	12	-	3	8	12	6	-	-		43
5	Mitsubishi	-	-	-	-	12	-	20	6	-		38
6	BMW	4	10	-	17	-	-	-	-	6		37
7	Renault France	9	-	-	11	-	-	-	-	10		30
8	Nissan	-	-	17	-	1	-	-	-	-		18
9	Volkswagen Germany	-	-	14	-	-	-	-	-	-		14
10	Renault Argentina	-	-	-	-	-	-	10	-	-		10
11	GM Euro Sport	-	-	-	-	-	-	-	-	-		8
12	Subaru	-	-	6	-	-	-	-	8	-		6
13	Ford	-	-	-	6	-	-	-	-	-		6
14	Fiat Argentina	-	-	-	-	-	3	-	-	-		3
15	Volkswagen Brazil	-	-	-	-	-	1	-	-	-		1

* Best seven scores count. Points awarded for position overall and in Group then totalled. Only the top finishing car scores points for each team. Overall: 12, 10, 8, 7, 6, 5, 4, 3, 2, 1. Group: 8, 7, 6, 5, 4, 3, 2, 1.

By KEITH OSWIN



The little Nova GT/E has improved throughout the season, becoming one of the stars of the Shell Open series. Opposite page: Metcalfe at work.

Vauxhall's giant killer

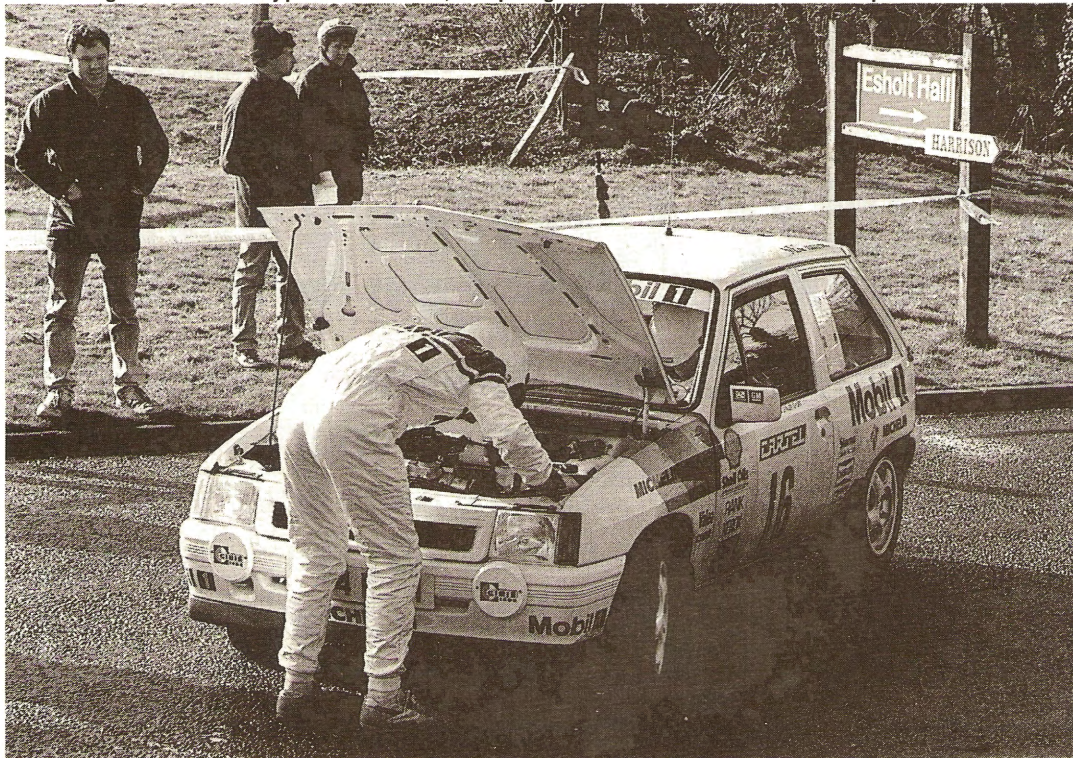
At the start of the year, you might have been forgiven for thinking that Dave Metcalfe had been given a raw deal by Vauxhall Dealer Sport. The little Nova GT/E hardly looked to be a worthy car for the man who had carried out much of the development work on the team's Astra package. But you would have been wrong...

"I was very disappointed when I heard I had got the Nova for 1989," admits Metcalfe. "I couldn't help feeling that it was a step down after what I had done for GM in the past few years."

Did he think of moving on? "There were other options, certain-

ly, but I wanted to stay with the team, it's a good one, and look ahead to perhaps getting something better. But, as it has turned out, the car has got more competitive with every event and proved to be reliable as well. The reliability was a bit of a disappointment at the start of the season, but things are much better now."

The first stage of the Cartel Rally proved disastrous, but a poor guide to how the season would develop.



Dave gave the Nova its world debut on the Cartel Rally at the start of the Shell Open series. But it was a bitter/sweet beginning. The car broke one drive shaft on the start line of the first stage and broke the other just a little way further into that Esholt test. The 'cavalry' arrived to fit another unit and Metcalfe continued. Determined to make up for lost time, he began to beat the more powerful Astras time after time but, when another drive shaft went later in the rally, he was out of time and sidelined on the spot.

"We knew that we would have some problems, as there had been no development time. It was disappointing at first but, as we have come along, so the car has got better each time out."

Recent results have prompted people to wonder if the Nova is actually a better car than the Astra. Metcalfe tactfully fields that one, saying, "it all depends on the stage. If it's a fast and flowing stage, you can easily match the Astra's times. But if it's uphill, or thick with mud, then the Astra's power advantage shows through quite clearly."

The Nova has proved a fairly simple car to develop. Testing has been kept to a minimum thanks to a desperately busy schedule at the Milton Keynes workshops that house

both Vauxhall Dealer Sport and the World Championship team, GM Euro Sport. "We haven't done a lot of testing. A week before the Cartel, we took an old 1300cc Nova fitted with a Belmont 1600cc engine and carburetors and went testing to see what gearbox ratios we needed and sort out some form of suspension. It needed to be stiffer and with a stiffer locking value in the diff. We got the bits in time for the Cartel and that was that. After the Manx we did a bit more suspension work to sort revised suspension which we tested on the Audi Sport Rally, a great improvement, and of course we now have the clubmans settings which we wanted for the car all along."

"Just throw it in sideways and away you go"

One of the problems encountered by any short wheelbase car such as the Nova, is the tendency to kick on bumpy surfaces - usually at the rear, but occasionally at the front as well. The rebound rates of the springs were the problem area, the springs suddenly 'twanging' out of compression and kicking the car high. The stiffer units seem to have cured that problem and the Group A Nova now rides the rough roads in controlled style.

"It has also given the car more traction, which shows that it is all coming together."

Watching Metcalfe at work on the

stages this season, particularly in the latter part of the year, has been quite a revelation. The last of the late brakiers has nothing on this guy! But he claims there is no special technique to making the little buzz-bomb go the way it does. "I have always used my left foot for braking and haven't changed the technique from when I drove the Astra. I use the clutch when going up through the box, but with the left foot on the brake, I have to change without it coming down. The car has a dog box in it, so I can do this without any problems.

"The strengths of the car are the three most important areas. There is the strong gearbox. You can go deep into the corner in a high gear but if it tightens you can balance it on the brakes, use the handling to good effect, and grab a lower gear without the clutch and you're safely round the bend. The brakes are also a strong point, very good indeed, so you can leave braking very late indeed. It all adds up to a forgiving package that you can turn in whenever you want. You can get into trouble when, say, a bend follows a blind crest, but just throw it in sideways to scrub off speed and away you go. You couldn't do that so well with the Astra."

There have been niggly problems during the season as the development work progressed but, by July, things were coming together and results were being gained. Second overall on the Kayel Graphics national round showed the car's remarkable potential, but the high spot had to be the Tudor Webasto Manx

where Metcalfe flew to fourth overall, dicing with the far more suited Fords with considerably more horsepower.

"I've always enjoyed the Manx, and its place at the end of the year makes a result important if you want a drive for the following season. That's the time of the year when people are looking to see how you are going, so I always think it's important to get a good result. This

"I'm not as hard on a car as the others"

time we had no chance of a championship, so the overall result was all I had to go for. I was surprised that we got so high, a good top 10 place was my aim, but fourth was a big bonus."

Modestly, Metcalfe declares that his position was mainly due to the rate of attrition at the head of the field. While that may be partly true, he still drove like a man possessed, possibly with more commitment than any of the other drivers on the leaderboard by the finish. It was a style repeated in Wales on the last round of the Shell Open series, 10th overall and a class win by a country mile, despite suffering with a heavy cold and almost unable to speak long enough afterwards to conduct this interview.

Metcalfe has the talent to bring in top places yet, in the past, he has frequently fallen foul of cruel fortune when in sight of the finish and a good result. Is it just bad luck or does

he think he is hard on a car?

"I don't think I'm hard on a car, I'm certainly not as hard as a lot of others. I've sat in with Malcolm Wilson in testing and he gives it much more stick than I would. The type of car we are using, however, does need an attacking style to make it overcome its deficiencies against the front runners. You need to keep the engine on the limit, be hard on the brakes. I think it's just bad luck!"

Metcalfe has been loyal to the marque for some time, before joining the factory team in 1987. After a grass track beginning, like many club drivers he started off in 1600cc Escorts and claimed a few titles along the way, 1983 bringing the BTRDA 1600cc title and the ANECC overall title.

His initial foray into Group A came through an Opel Manta GT/E which was short of reliability. Eventually, he set off to end the season with the Manx International but broke a half shaft when lying well inside the top 10, so entered the Sunday Run for fun and won it. A supported drive in an Astra came his way and that was that.

Between rallies, Metcalfe is kept busy at Atkinson's Motorsport in Kendal, building and shipping Vauxhall rally cars for customers around the world. But the RAC Rally looms and he is looking forward immensely to the challenge.

"I have never finished the rally yet. It's really been unlucky for me, but it's the big one and I want a really good run and a good finish. A good result on that event is better than anything on the Open series..." ■





DAVE METCALFE · NICKY GRIST · VAUXHALL NOVA GTE

By KEITH OSWIN



Design for winning

Allan Wilkinson can be a journalist's nightmare. One day he will be outspoken and direct in his assessment of a team, a car or a driver. The next, he can be frustratingly reticent. His engineering skills, however, have been praised by many team managers and his designs have been used just about every top line team rallying today.

"Mitsubishi won't win the RAC Rally this year – Toyota will"

It is easy to delve into the record books, see who won which rally and when and in what car. But the books rarely explain the reasons why such a result happened, or what was the underlying cause of a car's competitiveness or lack of it. Surely, therefore, the best person to assess the field on next week's rally is an engineer, one who has first hand knowledge of the cars and the teams involved.

They don't come much more experienced than Wilkinson. Every works car for which he has been responsible has won a World Championship Rally soon after its debut.

He started work for Ford in 1962, fresh from school and employed as a student apprentice. More college studies followed before he was taken into the mainstream operation in 1966, working in the development section at Dunton. After a year, he was moved to Germany with the same operation and remained abroad until the birth of Ford AVO (Advanced Vehicle Operation) back home.

"I had a chat with Rod Mansfield and Ray Horrocks, who agreed to have me back on the English payroll. They promptly sent me back to Germany!" Although still paid by

England, Wilkinson worked abroad as the resident engineer on the RS2600 Capri until he was finally brought back to work on the GT70 project, later cancelled.

This chequered start led on to far greater things; the RS1600, Mexico and RS2000. In fact, there is probably as much, if not more, of Wilkinson's work following the RAC Rally than actually competing on it!

"I worked on the engines, chassis, suspension, the lot. There was only a small team of engineers, so we shared the tasks around. We took it in turns to work on the various aspects of each car."

AVO closed in 1975, so Wilkinson and Bill Meade headed for Boreham to run the parts operation, competition accessories, but by the start of 1977 he was in the hallowed workshops of Ford Motorsport, Chief Engineer for the highly successful factory rally team. Among the list of trophies were five successive RAC Rally victories, and there were three more still to come.

"My brief was to get the Escort to win the World Rally Championship,

which it nearly did that season but finally succeeded two years later. At that time, Ford did not see that it had a successor to the Escort. The RS1700T had been on the cards since November 1977, but in the form of the Fiesta. This was a normally aspirated car, still with rear-wheel drive. We nearly got a prototype up and running, but it was decided to shelve it instead and withdraw from rallying. I had done all the work on that car and, after I left, it resurfaced in 1981 as the RS1700T proper, a different engine and in the Escort bodyshell, but still basically the Fiesta that I had designed."

Like many of his colleagues at the time, Wilkinson felt that the scrapping of the Fiesta ended the rally future of Boreham. He left and reappeared at Toyota Team Europe on April 1, 1980.

"I was there for 2 1/2 years, during which time I worked on the Celica Turbo. The forerunner of that was the normally aspirated version which we used to win New Zealand. The suspension and chassis were all prototype units for the turbo version. I started with a clean sheet of paper and designed the whole car from the ground up. We started in December 1981 and had the normally aspirated version in New Zealand the following year. Then we fitted the Hewland transmission and the turbo engine for the follow-up car."

AUTOSPORT RAC RALLY GUIDE 1989



Left: San Remo parc ferme. Wilkinson reckons that Lancia would have been beaten by Toyota on this year's RAC. Opposite: Ford should struggle without four-wheel drive. Opposite page (below): Mazda will need slippery conditions to overcome its power deficit.

we wanted. We never actually got the final vehicle with the right bits to test until September 1988. It wasn't until much later that I realised the factory was testing dealer spec parts in conjunction with our development programme, quite a shrewd move on their part.

"With that sort of lead time, the RAC Rally last year was a bit fraught! The factory told me they wanted to do the Monte Carlo in 1989 but the pressure of work really made it seem illogical to me to have to develop another car at that time. But the event was important to Mitsubishi so we laid our plans. They promised they would do the necessary suspension and chassis work for tarmac but, at about the time we were doing the RAC, they told me they couldn't do it after all. I would have to do the work, prepare the spares and everything. As our small team was already overloaded, this

"Ford? No chance at all"

was a massive task and we had to bring in outside help to assist with development work.

"This confused communication did not bode well for the future so I told them I would be leaving, resigning as this was no way to work. They asked me to stay until after the Acropolis so that I could produce the Monte and Acropolis cars, which is what I did or there would have been no Monte for them at all.

The car which Ari Vatanen drove so well in Monte Carlo was actually his heavy RAC car, converted to tarmac suspension after the team had tested Wilkinson's 'guesstimate' settings at MIRA with Jimmy McRae. A trip to France - with McRae again the test driver - proved that the car worked in the snow as well and the rest, as they say, is history. "It also showed me that McRae is one of the best test drivers I have ever worked with. He has great ability to anticipate problems before they happen.



"I had 100% responsibility for the Galant VR-4 and the way it was set up. I had no input on the production car, of course, but the rally car was all mine. All, that is, except the engine which comes direct from the factory.

"The only team that I ever worked for as an employee was Ford. I worked for all the others as a consultant and that is what I still am. I am no longer under contract to Ralliart but working with Safety Devices and the Pentti Airikkala cars from 1988 and 1989."

Wilkinson's experience qualifies him to judge the teams on this year's RAC Rally with an engineer's eye. And his judgement has proved accurate in the past. Shortly after Ford revealed its RS200, I recall Wilkinson predicting that it would be fra-

gile. "There is a weak link in the gear selector," he informed me even before the car had rallied. "It will be great for the road car but will never stand up to hard changes in a rally."

Cast your mind back to 1986 and Mark Lovell's British Championship bid. Yes, he won the title but, if you recall, there was an awful lot of jammed gear boxes along the way. All down to a pin in the selector mechanism that could not withstand the punishment...

So, how does Wilkinson see the teams that line up for the RAC Rally next week?

"Last year Mitsubishi had all those power steering problems, but that was because we started the rally without the proper power steering racks. The units did not arrive from

Soon, however, he was on the move again, back to England and the creation of Mitsubishi Ralliart via a brief spell with David Sutton and the Audi Quattro A2 on the British series.

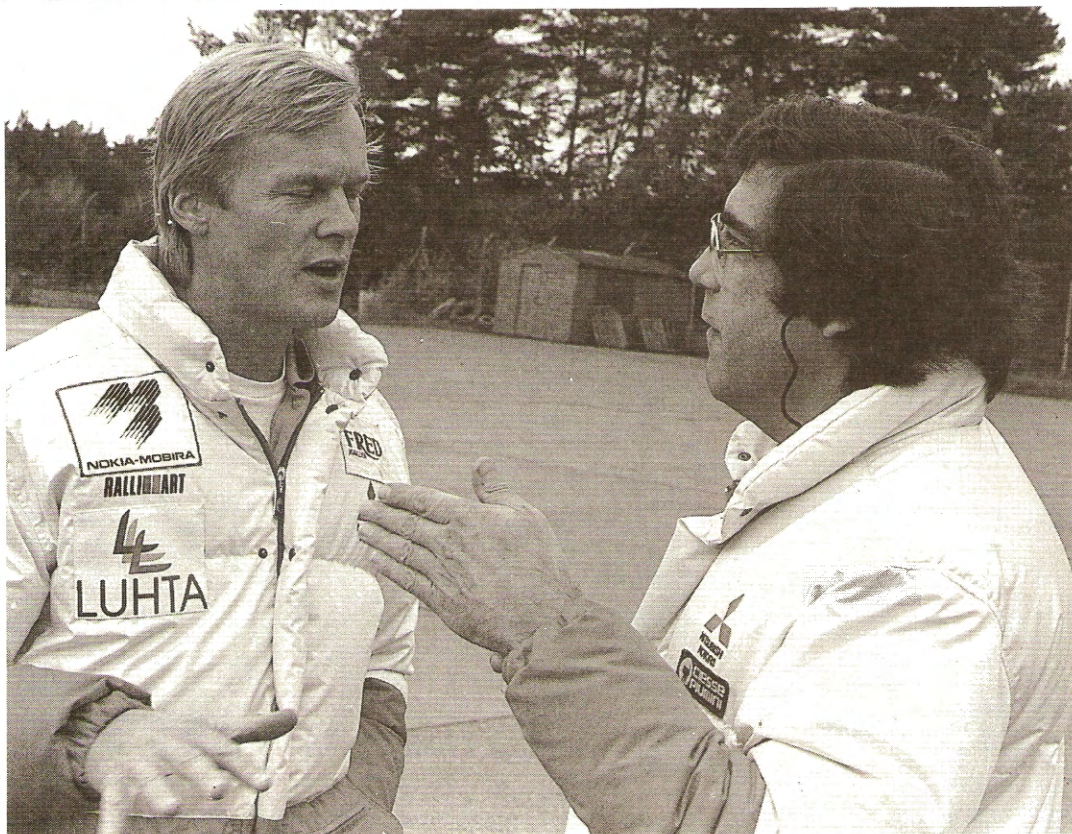
"At that time, Mitsubishi was contracted to Denzel in Austria. It took the Japanese quite some time to get the operation transferred to England - which is why I went to Sutton for a few months - but we began running the Lancer and awaited the Starion.

"The Starion had been designed in Japan and with its simple four-wheel drive system was a very easy car to drive, lots of power. Although the car's development continued at full speed with close co-operation between ourselves and the factory, the project ran into difficulties producing the 200 cars for homologation into Group B. So much time had been lost that the second generation cars - such as the Peugeot - were on the scene so the Starion project was aborted with only 10 cars built.

Ralliart played about with Group A rear-drive Starions for a couple of years, there was nothing else available, and built cars for dealers around the world. Then along came the Galant...

"That was another car where I started with a clean sheet of paper. We started testing the car in June 1988, but only in a dealer-spec version far removed from the rally car





Above: Wilkinson (right) in discussion with Ari Vatanen. Below: Front-wheel drive is a non-starter on the RAC.

►► the factory in time for the rally.

"The engine is definitely one of the strong points on the car, that and the suspension. The car rides the bumps very smoothly, Ari says like a shopping car, and it handles very well indeed. Its weak point has to be the weight, a couple of hundred kilos less and it would be much better. It won the 1000 Lakes because it was the strongest and most reliable car on the day and the result bodes well for the future of the Galant if the weight has been reduced."

Be that as it may, many are tipping Mitsubishi to be right up there at the finish of the rally next week. Is the Galant a winning car? "Mitsubishi won't win the RAC Rally this year, Toyota will. I think that Toyota has got its act together now. It's had a lot of problems over the past few years, but the team has highlighted the problem areas and appears to have overcome them."

"I know that Toyota took on far too much this year, it has been chasing its tail, but I think that it has accepted that - I don't know why it happened, perhaps the factory insisted - but the programme was immense, all around the world. But I think they've got it worked out now."

"The Celica GT-Four is far more advanced than Lancia's Integrale. It probably doesn't have as much power as the 16-valve version, but it handles quite well - not as good as the Mitsubishi I don't think - and I think it should win. It is a light car, and the team has the drivers to make it work."

"The weak point will be the servicing, not the organisation, but the servicing itself. Because they have taken on so much, when they get problems they come in thick and fast with all the cars and it overwhelms



them. You also have to question the use of the Xtrac hydrolock centre differential. It is something that I would never use on the Galant, as at that time it was a weak point and very unreliable. Toyota has suffered a lot because of its transmission. After last year's RAC Rally, I insisted that Xtrac made about 20 modifications to the transmission and gearbox. I don't know what Toyota has done, if they have insisted on things that were wrong. I left Mike Endean to sort the internals after I had stipulated what I wanted. We have had no problems since then."

The past two RAC Rallies have been won by Lancia. However, the Italians withdrew the entries a couple of weeks ago. Could Lancia have been beaten, or will 1989 remain a hollow victory for whoever is first past the post?

"I don't think that the handling of the Integrale would have been good enough to win anyway. It has a very short travel suspension, compared to the Galant, and it would not have been quick enough on the RAC. It

would not have withstood the pace on the event. On the rough stuff, when it's wet and slippery, Lancia could not use soft enough suspension."

But Lancia has already proved that it can win the event.

"It only won the last couple of RACs because Toyota hadn't got its act together. It would have been different this year. That car is best suited to events like Sanremo where the suspension travel doesn't need to be as long. It only won the RAC by default."

The third Japanese team on the event is Mazda. Can it be seriously considered against its more powerful rivals?

"It's not quick enough. It's just not a power car is it? But if it turns snowy and slippery then, yes, it'll have a chance. It is a light car, but that will only help if it is wet. If we get a dry RAC, then forget it."

Wilkinson's former employers, Ford, are still awaiting the four-wheel drive Cosworth. Until then, what chance has the rear-drive ver-

sion.

"No chance at all! Ford has spent the last nine years without a sense of direction, muddling from one crisis to another. Now they may have their chance again. The Sierra Cosworth hasn't allowed them to show what they could do, apart from on tarmac where it has been a success. When Ford gets the new car, it remains to be seen whether it can get its act together."

"They have lost the old Boreham. There was a real team there and that's what made it so successful. There was a lot of experience of every rally on the calendar. But that's gone, it was lost in 1980, and new people were brought in without the experience. I think that they will have big problems because of that when they get the four-wheel drive car, but I hope they prove me wrong."

Of course, the rest of the field cannot be counted among the front runners in the power stakes. But what chance do the Peugeots, the Vauxhalls and the rest have of making a little bit of glory for themselves?

"They will always perform well, but they'll be outshone because they are not front runners. They will be discounted as usual, a front-wheel drive car on the RAC Rally is really a non-starter. You know, if it's slippery - and isn't it always in Britain in

"Lancia only won because Toyota hadn't got its act together"

November? - they'll finish in the top ten, maybe the top five, but that's the best they can hope for, to pick up the scraps."

So Wilkinson has plumped for Toyota to win this time. The car is right, he reckons, even if the scale of the operation is ambitious. But does he have a particular driver in mind?

"Well, it has to be Kankkunen or Sainz, doesn't it? Probably Kankkunen, but Sainz is fast as well. Don't discount him."

Japan has definitely made its mark on rallying this year. Can the trend continue, or will Lancia bounce back?

"Next year, watch out for Nissan and Mazda. The new Nissan looks to be a very good car indeed and Howard Marsden's operation is methodical, just what you need. The more powerful Mazda should overcome many of the current car's problems but Mitsubishi will also be a front runner with the Galant, especially if it sheds some weight. It is still a big car, but nimble. The Subaru Legacy RS has a good specification, but it remains to be seen how good the flat Boxer engine is. It should be fast, but it depends on Prodrive's ability to develop a car from scratch. They've never done that before, always taking someone else's car and improving it. That's quite easy to do."

"There's no great secret to successfully developing a successful car or team. You must keep a clear image of what you want, then methodically set about achieving what you want..."

AUTOSPORT RAC RALLY GUIDE 1989



Team
TOYOTA GB

WE'VE CLE



David Llewellyn · Phil Short
Winners of the 1989 Shell Oils
British Open Rally
Championship
Toyota Celica GT-Four

Graham Middleton ·
Paul Watkins
Winners of the 1989 Autosport
RAC MSA British National
Rally Championship
Toyota Celica GT-Four

EANED UP!



By TIFF NEEDELL – PHOTOGRAPHY: BRYN WILLIAMS

Open champion

What a difference a year can make. Eleven months ago Team Toyota GB was in disarray. Two rallies with its brand new Celica GT-Four had ended in early retirement. Now Toyota is the team to beat with four wins from nine starts and the Shell Oils British Open Rally Championship to its credit.

A couple of weeks before that title deciding Audi Sport International, I had a chance to sample the GT-Four in tarmac specification just as it had finished the Manx – complete with the new transmission, the installation of which had caused the team to go out of time and into retirement! A year ago I tested Jimmy McRae's Sierra Cosworth (AUTOSPORT November 10) which had also just completed the Manx so, set-up for tarmac, they gave me the runways of Boreham to play on. Now, because the Toyota was set-up for tarmac, they gave me the runways of Pembrey to play on! One day I'll be let loose on the loose in a rally car. Just give me some ditches to hook, some trees to avoid, some drops to look over...

Instead it was blast up and down a tarmac runway, wiggle through the tyre-lined kart track and blast back again before turning round and repeating the course. Having quickly got used to the Celica, I did get a little carried away on the 'turning round' part of the course! Ever since Nigel Mansell lit-up the rear wheels of his Williams in front of a packed Brands Hatch Festival crowd and spun the car on the spot, 'doughnuts' have been all the rage!

The term originates from the motorcycle world where Hell's Angels have long since entertained by lighting up the rear wheel, while holding the bike with the front brake, and then turning the bike around, scorching a nice neat black circle of molten rubber with the spinning rear wheel. In a rear-wheel drive car – with a limited slip differential – the same process is easily achieved without any use of brakes but plenty of lock and wheelspin to get it going. Now I had the chance to try a four-wheel drive doughnut and the result was wonderful! The Toyota sat on one spot spinning around the centre of the car while it disappeared in a cloud of tyre smoke produced by four spinning wheels!

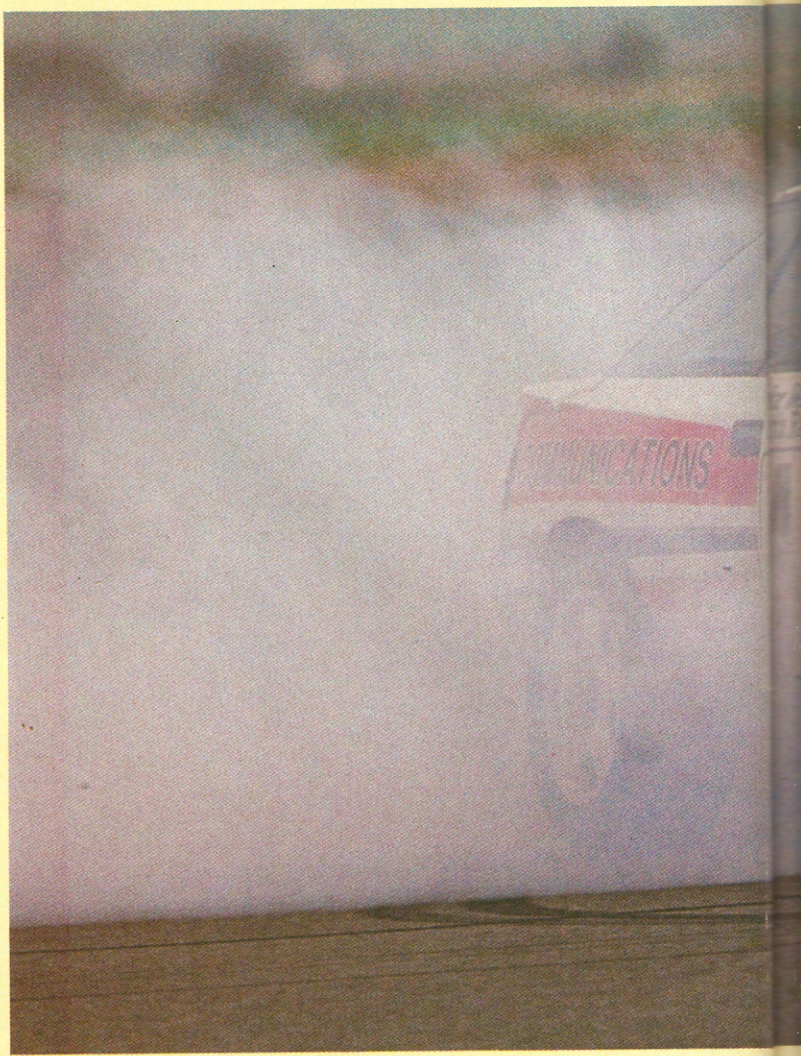
Now where was I? I simply can't resist the occasional 'play! We did have a bit of fun on the 'loose' section of broken runway that greets all arrivals at Pembrey, but the space limited us from any serious testing. The variety of driving did, however, give me a good 'feel' for the car and, in all departments, it performed as you'd expect a well sorted car to.



Good responsive steering was lighter than I'd expected (with power steering still in use), good progressive brakes demanding strong pressure to lock the wheels on tarmac, set with a 'rears first' rally balance, and a lively engine with wide power band and good pick-up from low levels.

Most impressive, and the real 'heart' of the GT-Four, was the Xtrac six speed gearbox and its transmission. Commissioned by Toyota Team Europe, Mike Endean has provided the Toyota with a four-wheel drive system that offers a vast choice of settings with three variable differentials. The transverse engine feeds the power directly into the gearbox through a single plate AP clutch and then to a step-off gear which provides the final drive ratio and transfers the drive to the hydraulic centre differential, complete with its own electronic brain box.

The brain provides a variety of torque splits, between front and rear-wheel drive, in four different modes – on boost, off boost, foot brake and hand brake. The split can be varied from 28/72 to 50/50 and each can be set to a driver's preference – as can the dividing line between what's on boost and what's off. A typical set-up for tarmac events might be on-boost 40/60, off-boost 35/65, footbrake on 50/50 and handbrake on 28/72. Now, if that's not enough, the torque sent front and back feeds into separate



mechanical Salisbury differentials inside which you can alter the ramp angles and pre-loads to vary the response of both off-power and on-power conditions. What all that does in doughnut mode I hate to think!

The target for all this technology is to create a car that has all the advantages of four-wheel drive traction while at the same time retaining rear-

wheel drive driveability. Fixed four-wheel drive systems tend to display all the unwanted characteristics of front-wheel drive – plough understeer turning-in, power understeer, lift-off oversteer – where a rally driver requires more adaptability in his car's handling, to assist in those sudden changes of direction in the depths of the forests.

AUTOSPORT RAC RALLY GUIDE 1989



A four-wheel drive car on tarmac can be a difficult beast but Tiff found it very much to his liking. He was trying hard too...



Right: Now, what does this do? Left: Tiff finds a piece of gravel to test the Toyota's handling on the loose.



four-wheel drive advantage soon comes into play. While the Ford seemed to spin its rear wheels in every gear and demanded a very sensitive right foot, the Toyota's throttle can be opened wide and the car grips and goes.

Of course, not all the handling and traction is because of the Xtrac system. The team uses the suspension and running gear that has been developed by Toyota Team Europe and much of the good handling is thanks to their set-up. The McPherson strut system front and rear has Bilstein gas damping and an anti-roll bar at each end. Brakes are single caliper four-

pots, front and rear, acting on ventilated discs – all produced by John Moore's Alcon Brakes in Birmingham – with pads from Pagett. Wheels are tough Dymag on the loose and lightweight aluminium alloy Revolution on tarmac. The all important rubber is provided by Pirelli with 245/620 front and rear on 16 inch rims each providing 9 inches of tyre width on the road.

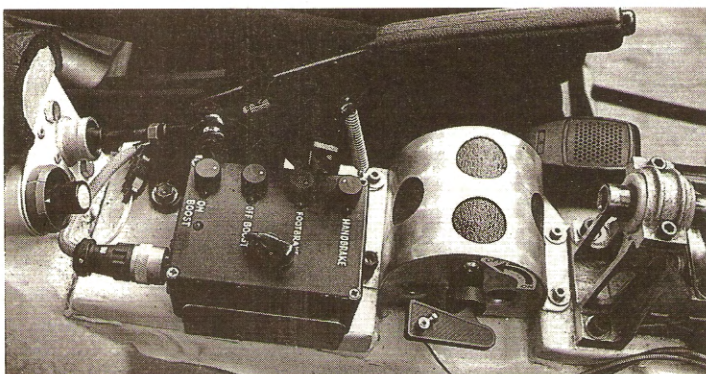
Although the running gear and transmission are courtesy of Toyota Team Europe, the Team Toyota GB entry is very much a British built machine and its origin goes back to the World Championship debut of

the GT-Four in Corsica on May 3, 1988. Attending that debut was Toyota managing director, Mike Copeland, his motorsport manager David Ewles and long time Team Toyota sponsor, Dennis Norton from Securicor Communications. Along with the rest of the rally world, they were impressed with what they saw and plans for a 1989 Shell Oils British Open assault were quickly formulated.

First item on the list was an engine tuner, as the Japanese had their hands full with their commitment to Toyota Team Europe so GB would need to fend for itself – albeit with plenty of advice and information from Japan. With little hesitation the team engaged Jim Whitehouse and Bob Jones of Arden Conversions in Tamworth-in-Arden. Arden has a long history with Toyota, having produced Group A units for both the Corolla and the Supra and has steadily developed the 1998cc, 4-cylinder, twin cam, 16-valve unit into a strong reliable powerhouse.

With up to two-bar boost from the Toyota CT26 single turbocharger and engine management from the Silverstone based Racetech, Arden's engines produce 285bhp at 6200rpm with a rev limiter set at 7200rpm. They actually run more boost than the Japanese units, but with lower compression and a lower rev limit they produce similar power with a

To this end the team have almost succeeded but long tarmac hairpin turns still display strong understeer tendencies – unlike the Sierra which went exactly where it was pointed. Once straight, however, or with the back-end kicked out of line artificially (either by the swing right, swing left, swing right approach or a short sharp jab on the handbrake) the



longer mileage between rebuilds. With engines organised, Gartrac in Godalming was engaged to build the shell and roll cage and, during July and August of last year, R-E-D up in Widnes was commissioned to put all the pieces together and prepare the car for its first tests. In September the car ran for the first time with intended 1989 driver Jimmy McRae at the helm – but then came two embarrassing debut outings. Late October and the Audi Sport Rally – then a National event – saw a complete contrast to this year, retiring with a cracked transmission housing at the very first service halt. A month later and McRae managed four stages of the RAC before engine failure...

Within a month the team had changed shape dramatically, McRae and R-E-D were back with Ford and, having carefully examined all the alternatives, Team Toyota GB was happily settled in the Pontrilas base of Collins Engineering, which lies about half a mile inside England in Herefordshire. From across the border came the new driver, Haverfordwest's David Llewellyn – one of the new breed of young British rally stars.

Phil Collins is no slouch himself behind the wheel of a rally car, having steered the Brooklyn Sierra Cosworth to fourth overall in the 1988 Shell Open series, so, with him stepping back from the driving seat for a year, the team not only had a wise leader but a ready-made recce and pace notes expert! Collins was already preparing Group N Celicas and his workshop now contains two Group A versions for Llewellyn, the 1989 AUTOSPORT National Rally Championship winning Group N version of Graham Middleton and three Collins 'Rent-a-Rally' Group N machines for whoever has the money!

With Collins on recce, David Ewles acts as team manager working alongside Collins' rally co-ordinator, Alistair Roberts. Mechanics on the team are led by Phil Suckling with David Lloyd, Tony Griffith, Lars Lindros and Jeremy Cave the men most likely to be seen diving under the Toyota in cold, muddy car parks the length and breadth of Britain. Alongside Llewellyn in the 'Don't look now, just read the notes' seat is Phil Short who also needs to keep an eye not only on the notes but his Rallymaster trip and the mass of switches and fuses between his side of the office and David's.

The 'born again' team made its debut on the opening round of the

Above: The control box for the hydrolock system. Right: Llewellyn explains the car to our man. Below: The Phil Collins workshops.

BTRDA Gold Star Championship – the Wydean on February 1. It finished a troubled sixth with erratic handling caused by the central differential's brain deciding to act on its own impulses rather than the pre-set torque splits it had been given! Still the car proved to be mechanically sound and it gave the team a good shake down.

Three weeks later and it was a different story altogether. The team stormed the Cartel International. Fastest on 16 of the 35 stages, the Toyota was well suited to the loose slippery tracks of the Yorkshire forests, with the only threat coming from a superb effort by Thorbjorn Edling in his private Mazda – an effort that deprived Russell Brookes of second place, and, at the end of the season, three very valuable points.

Ireland saw the first tarmac event and, as expected, Llewellyn had to drive flat out to even get near the Sierra times. For eight and a half stages he got away with it until a little extra water on the road caught him out in the public glare of an on-board camera. Despite the evidence, the rally driver's book of excuses is obviously as extensive as that of us racing men. "Well we went into a field basically... there was a four foot ditch the other side of the hedge... otherwise we would have just popped over the hedge into the field and then out."

Not only is David an exceedingly quick rally driver he's also relaxed and honest with that nice balance of humour in most of his answers. The accident didn't actually cause retirement and the team stayed in the event until three stages from the end when the clutch that suffered in the efforts to get out of the ditch, gave up. Five weeks later David made amends by winning his home rally with another dominant run on the loose. Brookes had to settle for second.

Scotland saw a new interloper appear to challenge the Toyota, Sebastian Lindholm in a full spec Lancia Intergale. For half the rally the pressure was on, but Lindholm crashed out on stage 17 and Llewellyn went on to his third victory, challenged in the final half by a stirring effort from Mark Lovell.

Less than two weeks later and it

was back to Ireland for the Shell Gemini Donegal International for some tarmac testing. Against strong Irish opposition, the 'test' went well and a fourth victory was secured, giving the team a real boost for the Ulster at the end of July... on tarmac!

Debuting its second, 'new' GT-Four, problems struck on the very first stage with an engine management hiccup costing them 3min 56sec to final victor Gwyndaf Evans and 3min 55sec to second place Russell Brookes. But there were still 20 points in the bag and first or second on the Manx would secure the Open title.

It all went wrong early on in the Manx with the 50 minute transmission change putting them just out of time while Lovell did a couple of doughnuts and handed victory to his team mate Brookes. The title race

moved to the final round where Brookes got off to a flying start. But Llewellyn was always in a title-winning position and eventually came through to claim his fourth gravel win of the series.

Now the team faces the Lombard RAC Rally and the best the world can offer. Without technical problems TTGB must be the first British team to be in a genuine challenging position for many years. The car is to World Championship specification and Toyota has recently been right on top in the world arena.

The Team Toyota GB machine is well sorted and a pleasure to drive – light steering, progressive handling, a six speed gearbox that slips from gear to gear with no resistance and the all important four-wheel drive. Mind you, I didn't have the loose, the ditches, the trees, the drops, the...

By **MARTIN HOLMES**



Left: Gregoire de Mevius, Alain Oreille and Gustavo Trelles went to Africa hoping to keep the Group N race alive. However, Oreille's Renault (below) won the event outright and put the title beyond the reach of its rivals.

Vive la France!

Alain Oreille's victory in FIA's Group N Cup proved that you cannot predict everything in rallying, except that a seriously pursued endeavour will bring its own rewards. His little Renault 5 GT Turbo was a car never developed for gravel road rallying; two-wheel drive is thought to have no place in the present-day sport...

This was the third year of the FIA Cup. In 1987 the only driver to take it seriously was Alex Fiorio, at the wheel of a professionally run Lancia Delta HF 4WD. It was a one-horse race, not least because many never realised that participation outside Europe on at least one occasion was one of the rules. The next year the series saw much more of a fight, indeed the result was only decided on the very last round, the Lombard RAC Rally. The winner was Pascal Gaban with a Mazda 323 4WD, and the championship gained greater credibility when FISA decided the top three drivers would earn A-seeding for the next year. The 1989 series, therefore, was set for good times.

In the way Fiorio progressed into Group A on winning his title, Gaban was encouraged by the Mazda Belgium importers' team to go his own way - staying for the most part in Group N but having a desperately bad season. For 1989 he was replaced by fellow countryman Gregoire de Mevius of whom even greater things were expected. In the same way that Jorge Recalde of Argentina had pressed the championship winner hard through 1988, this year another South American was pressing hard, this time Gustavo Trelles from Uruguay. Like Recalde he ran with the private Italian Top Run team.

This has been an exciting season in Group N. Four different drivers

headed the series beginning with Soren Nilsson, the third time in succession he had won this category on the Swedish, but de Mevius took over in Monte Carlo. He was overtaken in the later stages of the event by Oreille, but gained the series lead which would hold for seven months, albeit scoring his first but only win in Portugal. After Portugal the Belgian suffered a series of misfortunes. He retired from both the Safari and the Acropolis on the final morning, and was unable to find sufficient funds to go to New Zealand. His earlier performances however kept him the title lead through to the 1000 Lakes Rally, when Trelles scored his second consecutive victory.

The decision by Renault to enter Australia came as a surprise. The 5 GT Turbo, which had won both Monte Carlo and Corsica, was thought to be completely unsuitable for off-road events, and a cautious third in Group N down-under seemed to prove this. But the championship position meant blood was in the air, and the team decided to go to San Remo, where at least 40% of the route was asphalt. Oreille scored his third win of the series!

The Group, let alone the overall, victory in Ivory Coast was quite beyond the wildest imaginations of all concerned, but it happened and the series was clinched - thereby robbing British fans of a chance to see a final showdown in the forests next week. ■

FIA GROUP N CUP

1	Alain Oreille.....	Renault 5GT Turbo.....	59
2	Gustavo Trelles.....	Lancia Delta HF Integrale.....	39
3	Gregoire de Mevius.....	Mazda 323 Turbo 4WD.....	37
4	Frederik Skoghag.....	Lancia Delta HF Integrale.....	21
5	Kiyoshi Inoue.....	Mitsubishi Galant VR-4.....	18
6	Soren Nilsson.....	Lancia Delta Integrale.....	13
	Ken Adamson.....	Mazda 323 Turbo 4WD.....	13
	Ed Ordynski.....	Mitsubishi Galant VR-4.....	13





Left: Provence Moulage has recently released the 1985 Peugeot 205T16 E1 in super detail with fully modelled engine parts. The Monte Carlo, Acropolis and New Zealand Rally versions are all available. Below: The 'Pam Pam' Simca R2 Monte 1973 version as modelled by PM. In addition to current works rally cars many off-rovers are also produced, this being the PM version of the Pikes Peak Peugeot supercar (bottom left).

Modelling the range

Just as the modelling of sports-racing cars is both prompted by and centred on the Le Mans 24 Hour Race, the modelling of rally cars is inspired in the main by Monte Carlo. That classic of yesteryear may take a back seat as far as UK-based enthusiasts are concerned but for the majority of mainland Europeans the Monte is still the classic.

A natural consequence of this centring of interest within Europe *propre* is that a majority of rally car models these days are of Monte runners. There's another reason too – the two main manufacturers are situated just down the Cote d'Azur autoroute in Marseilles. To them the Monte is a local event, it's more natural and easy for a Marseilles fan to watch a night stage on the Col de Turini than it is for us to find a vantage point at Silverstone's Cospic corner. Bear with us then if an update on rally models 1989-style has a distinctly Monte touch to it.

Most of the '89 leading runners have been modelled but note that all are in 1:43 scale (about 4ins long) and are kits. They're easy-to-make kits however because the techniques developed uniquely in Marseilles see the bodysell containing all its furniture by way of door handles, bonnet pins etc and the chassis usually being moulded integrally with seats, belts, passenger area spare wheel and tyre, foot pedals and even (usually) the navigator's drilled-for-lightness footrest. Those are the two major parts in a current kit, others would include wheels, tyres, axles, vacuum-formed 'glass' for

the windows, maybe mud flaps, steering wheel, wipers etc. In other words there's little assembly to do.

Main job with an '89 style French kit of a current rally car is to paint it and here you use a modeller's air brush or an aerosol can – you know the same technique that you apply to touching in a wing when you've had an off or wrong slotted into the side of a fellow idiot at the traffic lights. In other words if you can spray-touch in your own full-size car you can paint a model. It's the same only a damn sight smaller! It's worth noting that this current generation of French kits is easy to make and they're highly accurate and superbly detailed too. Made in fibreglass resin they have much more finesse of detail than metal.

There are metal kits of current rally cars, Meri in Italy make most but because of the complicated techniques involved production lacks currency and release of new models is always about six months behind the events on which the cars appeared. These metal kits are however more fun to make than resin, there's more fiddly work to do preparing the metal and glueing things together, sometimes there's even more detail than in resin and the price is around the same.

A sad factor of modelling is that once a car is out of date but not yet historic few, if any, models can be found. Thus there are no MkI or MkII Escorts around currently and nothing that looks halfway like a decent Lotus Cortina or even a Mini. The very good British kit and hand-built company SMTS is to issue a very good metal Mini Cooper soon but probably not this side of Christmas. A larger version, in metal and 1:24 scale, will come later from



South Eastern Finecast and meanwhile there's a quite brilliant Mini made in plastic 1:24 scale by Tamiya.

Problem with plastic kits though is that they fall apart after a couple of years as the glue dries out. Smaller – 1:43 kits – don't suffer the same fate and you can get eight or so 1:43s in the space that a larger model takes – if you get involved in modelling, space becomes a problem.

So – most of the current field are modelled and easily available from the highly specialist shops like Radlett's GPM – they even produced a current rally model checklist recently that they'll send you free in exchange for a largish SAE. You'll find good Lancias, excellent Mazdas (even the team crew bought some a month ago), several Toyotas in different liveries, a number of BMW M3s, Vatanen's Mitsubishi Galant and a very good Sierra. It's not difficult to assemble a small collection of the leading World Championship challengers each year and on display they look a million dollars.

The historic scene is improving too despite our moans about lack of Escorts and Minis. The 1979 Monte-winning Motorac-sponsored Stratos has just been made by Starter in France (available in the UK as are all the French kits) and Marseille rivals Provence Moulage has just re-issued its incredibly detailed championship-winning Evolution One Peugeot 205 T16 from 1985. This fine model features full engine and suspension detail and has a lift-off back.

You can still get the Metro and Ford supercars too. They're in the catalogue of Starter and build well to echo those days of 1000 horsepower and super-hero drivers. If the supercars were quaint in retrospect then so were many other classic rally cars like the Ford Zephyr which is yet to be modelled. One quaint

subject that has been this last month is the 1973 Monte Simca R2 which was sponsored by every *pilotes* favourite Paris bar, the 'Pam Pam'. There'll be others in time to come and we'll keep you posted on these and all the other new rally cars in AUTOSPORT's regular model column.

BH

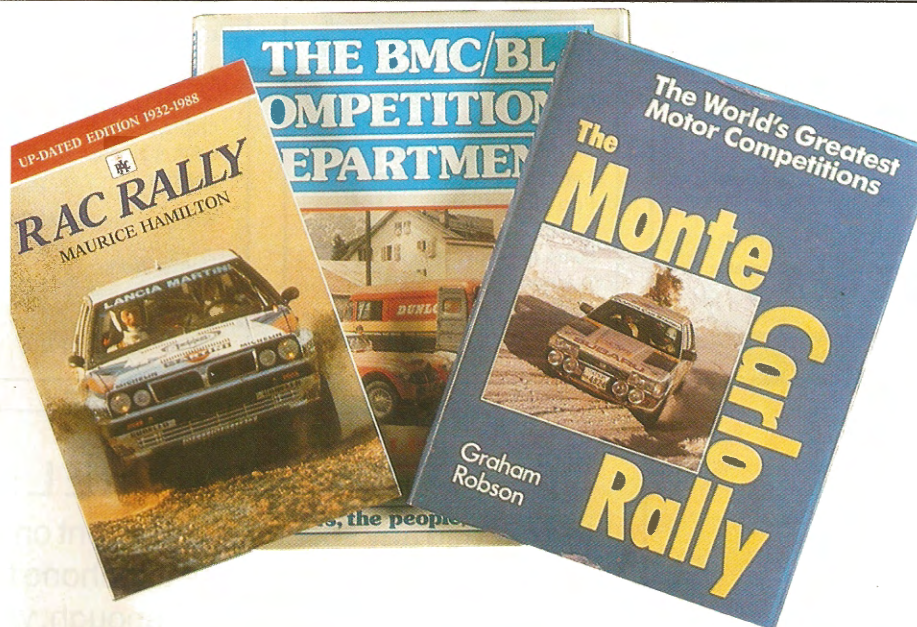
BRIEFLY

■ Coming soon! Inevitably, we cannot review the annuals just yet, the season still has events to run and championships to settle. But keep some cash in the bank for at least one of the three regular end of season books. We can expect glossy coverage and excellent photographs in the latest *Rallycourse* while AUTOSPORT's editor, Peter Foubister, promises an even better *Rallyworld* than ever before. For the statisticians among you, the *World Rallying* series from Martin Holmes continues with what must be Volume 154 by now...

■ There appears to have been a dearth of videos this year, although Duke Marketing has continued to issue World Championship rally films after each round of the series. Sports Seen has moved into the market with some classic rally films of yesteryear (when cars were cars and men were men...) Meanwhile, Virgin Video looks set to produce some action from the BHP cameras. By Christmas, there should be plenty of alternative viewing if you're fed up with *The Great Escape*, *Sound of Music* or *Snow White*.

AUTOSPORT RAC RALLY GUIDE 1989





RAC RALLY

By Maurice Hamilton

Published by Partridge Press

Softback, 226pp, £9.95

Yes you *have* seen this one before. This book was released just in time for the 1987 RAC Rally and received worthy acclaim. Undoubtedly one of the best books written on the subject, Maurice Hamilton's work is full of facts, figures and, most importantly, anecdotes.

The author has taken the trouble to talk to people involved with the event, thereby capturing the flavour, the challenge and the appeal.

For the first time, the work is available in paperback form, a smaller format and therefore redesigned. But the opportunity has also been taken to update it, bringing the 1987 and 1988 events into play, showing how pace notes have appeared in the format, detailing the drama that excluded Per Eklund from an astonishing third place in 1987 and covering Markku Aleh's historic win last year.

KO

THE MONTE CARLO RALLY

By Graham Robson

Published by Batsford

Hardback, 200pp, £17.95

On the face of it, this could have been one of the classic books. The Monte Carlo Rally still captures the imagination more than any other, perhaps the ultimate challenge of team organisation and driver skill as the conditions vary by the metre.

The event began life in 1911, more a "Jolly jaunt to Monte, don't you know," with a couple of shovels and the dinner jacket in the boot, a great adventure.

But you would hardly know it to read this book. Robson, perhaps more than anyone, should have been able to contact some of the characters, old and new, and persuade them to part with some anecdotes. Without them, this remains a potted history of the event, reduced to a few hundred words each year and the top six finishers, sometimes even less.

To produce a history of the Monte Carlo Rally was a good idea, but the execution left me rather disappointed.

KO

THE BMC/BL COMPETITION DEPARTMENT

By Bill Price

Published by Haynes

Hardback, 392pp, £29.95

Take a deep breath, bend your knees and keep your back straight before lifting this! This is a solid tome if ever there was one.

The history of the BMC/British Leyland competition department is akin to a history of British rallying. And Bill Price was in the hot seat for most of the department's history. Abingdon was his life throughout the BMC years, he eventually became manager of Leyland Special Tuning and finally departed the company in 1981 after a turbulent few years under the leadership of John Davenport, for whom he shows an ill-concealed dislike in later chapters.

It is difficult to pinpoint a favourite area of such a massive book, covering such cars as the Austin A40, Healey 3000, Mini Cooper 'S' and the Triumph TR7s.

The cost may seem rather prohibitive – get a friend to buy it for you at Christmas time! – but for lovers of nostalgia, this has to be found a space on the bookshelf.

KO

PAINTINGS



One artist who concentrates his interest on rally cars of both past and present is Robin Read. To celebrate the Mini's 30th birthday Robin has produced an action print of the 1964 Monte Carlo Rally (right) and, in particular, Paddy Hopkirk's storming drive to victory. The print, measuring 21 x 18ins, is on sale for £11.95 including p&p. A special limited edition of 850 has been signed by both the artist and Paddy Hopkirk and these are available for £39.95. For further information contact the artist at Robin Owen Editions Ltd, Spendlove Centre, Enstone Rd, Charlbury, Oxon, OX7 3PQ, tel: (0608) 811282.

David Llewellyn's Shell Oils Open Championship success has already captured the imagination of Philip Boville. A limited edition print (top), signed by the artist and both Llewellyn and Phil Short has been commissioned by the Toyota team. *The First Victory* captures the stunning Cartel Rally win for the Celica GT-Four which started the Welshman on the road to the title. Measuring 19 x 11ins, just 100 prints were produced and 75 of these are being offered for sale. Framed prints cost £94.95 and unframed £54.95 inclusive of post and package. Details from Collins Engineering, Westwood, Pontrilas, Nr Hereford, HR2 0EL.

Two of the best





The hat-trick men. Timo Makinen began his sequence in 1973 (above) while Erik Carlsson is feted at the Talk of the Town after his 1960 success.

All our yesterdays



TOP TEAM

There is no doubt about it. If you wanted to win the RAC Rally during the 1970s, you had to start with a Ford Escort. Other teams may dominate the World Championship, but eight consecutive wins on the RAC Rally put Ford above all in the record books. The sequence began in 1972 with Roger Clark's first win on the event (not then part of the World Championship) and ended in 1979 with Hannu Mikkola's second success.

Among the sequence were three 1-2-3 finishes and several occasions where the leaderboard was heavily dominated by the marque.

HAT TRICKS

Only two drivers have ever managed three consecutive victories on the event. They are Erik Carlsson (1960-1962) and Timo Makinen (1973-1975), but several others have come close. Tom Trana's Volvo PV544 won in 1963 and 1964 while Harry Kallstrom's Lancia Fulvia won in 1969 and 1970. However, the unluckiest has to be Hannu Mikkola who was denied his first hat trick in 1980 when Henri Toivonen stopped his run and in 1983 when Stig Blomqvist beat him to the flag.

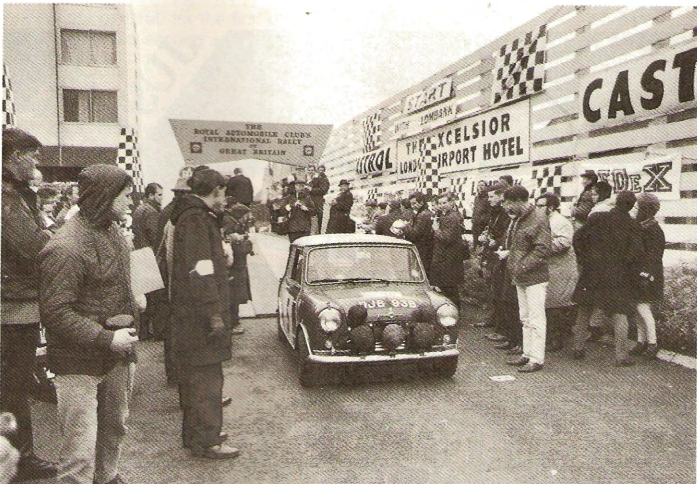
AUTOSPORT RAC RALLY GUIDE 1989

RAC RALLY WINNERS 1932-1988

Date	Driver/Co-driver	Car	Capacity	Reg. No.	Second	Third
1932	Col AH Loughborough	Lanchester 15/18	2504cc			
1933	Miss Kitty Brunel	AC Ace	1991cc			
1934	FRG Spikins	Singer 9 Le Mans	972cc			
1935	No results declared					
1936	AH Langley	Singer Le Mans	1493cc			
1937	Jack Harrop	Jaguar SS100	2663cc			
1938	Jack Harrop	Jaguar SS100	2663cc			
1939	Alfred Fane	Frazer-Nash-BMW	1971cc			
1940/						
1950	No rally due to war and subsequent petrol rationing					
1951	Ian Appleyard/Mrs Pat Appleyard	Jaguar XK120	3400cc			
1952	Godfrey Imhof/Mrs B Frayling	Allard Cadillac J2	5400cc			
1953	Ian Appleyard/Mrs Pat Appleyard	Jaguar XK120	3400cc	NUB 120	Ronnie Adams (Sunbeam Talbot 90)	Godfrey Imhof (Allard J2X)
1954	John Wallwork/JH Brooks	Triumph TR2	2000cc	GJA 205	Peter Cooper (Triumph TR2)	Cuth Harrison (Ford Zephyr)
1955	James Ray/Brian Horrocks	Standard Ten	1000cc	PRW 894	H E Rumsey (Triumph TR2)	Ken Richardson (Standard Ten)
1956	Lyndon Sims/Tony Ambrose	Aston Martin DB2	2900cc	NGO 651	Ian Appleyard (Jaguar XK140)	Dr. J. T. Spare (Morgan +4)
1957	No rally due to Suez crisis and petrol rationing					
1958	Peter Harper/Dr Bill Deane	Sunbeam Rapier II	2500cc	VRW 269	Ron Gouldbourn (Standard Pennant)	Tom Gold (Standard Rennant)
1959	Gerald Burgess/Sam Croft-Pearson	Ford Zephyr	2600cc	155 LVX	Tom Gold (Austin Healey Sprite)	Mike Sutcliffe (Riley 1.5)
1960	Erik Carlsson/Stuart Turner	Saab 96	800cc	P80351	John Sprinzel (Austin Healey Sprite)	Donald Morley (Austin Healey 3000)
1961	Erik Carlsson/John Brown	Saab 96	800cc	P8690	Pat Moss (Austin Healey 3000)	Peter Harper (Sunbeam Rapier III)
1962	Erik Carlsson/David Stone	Saab 96	800cc	P91990	Paddy Hopkirk (Austin Healey 3000)	Pat Moss (Austin Healey 3000)
1963	Tom Trana/Sven Lindstrom	Volvo PV544	1800cc	OA48909	Harry Kallstrom (VW 1500S)	Erik Carlsson (Saab 96)
1964	Tom Trana/Gunnar Thermanius	Volvo PV544	1800cc	OA52267	Timo Makinen (Austin Healey 3000)	Vic Elford (Ford Cortina GT)
1965	Rauno Aaltonen/Tony Ambrose	BMC Mini Cooper 'S'	1300cc	DJB93B	Timo Makinen (Austin Healey 3000)	Jerry Larsson (Saab 96 Sport)
1966	Bengt Soderstrom/Gunnar Palm	Ford Lotus Cortina	1600cc	NVV 239C	Harry Kallstrom (Mini Cooper 'S')	Tom Trana (Volvo 122)
1967	No rally. Cancelled 12 hours before start due to Foot and Mouth disease					
1968	Simo Lampinen/John Davenport	Saab V4	1500cc	PA 9782	Carl Orrenius (Saab V4)	Jimmy Bullough (Ford Escort TC)
1969	Harry Kallstrom/Gunnar Haggbom	Lancia Fulvia HF	1600cc	TO 851443	Carl Orrenius (Saab V4)	Tony Fall (Lancia Fulvia HF)
1970	Harry Kallstrom/Gunnar Haggbom	Lancia Fulvia HF	1600cc	B98534 TO	Ove Eriksson (Opel Kadett Rallye)	Lillebror Nasenius (Opel Kadett Rallye)
1971	Stig Blomqvist/Arne Hertz	Saab V4	1500cc	PA 57003	Bjorn Waldegard (Porsche 911 S)	Carl Orrenius (Saab V4)
1972	Roger Clark/Tony Mason	Ford Escort RS1600	2000cc	LVX 942J	Stig Blomqvist (Saab V4)	Anders Kullang (Opel Ascona Rally)
1973	Timo Makinen/Henry Liddon	Ford Escort RS1600	2000cc	OOO 98M	Roger Clark (Ford Escort RS1600)	Markku Alen (Ford Escort RS1600)
1974	Timo Makinen/Henry Liddon	Ford Escort RS1600	2000cc	GVX 883N	Stig Blomqvist (Saab V4)	Sandro Munari (Lancia Stratos)
1975	Timo Makinen/Henry Liddon	Ford Escort RS1800	2000cc	LAR 801P	Roger Clark (Ford Escort RS1800)	Tony Fowkes (Ford Escort RS1600)
1976	Roger Clark/Stuart Pegg	Ford Escort RS1800	2000cc	POO 505R	Stig Blomqvist (Saab 99 EMS)	Bjorn Waldegard (Ford Escort RS1800)
1977	Bjorn Waldegard/Hans Thorszelius	Ford Escort RS	2000cc	WTW 567S	Hannu Mikkola (Toyota Celica)	Russell Brookes (Ford Escort RS)
1978	Hannu Mikkola/Arne Hertz	Ford Escort RS	2000cc	SJN 830R	Bjorn Waldegard (Ford Escort RS)	Russell Brookes (Ford Escort RS)
1979	Hannu Mikkola/Arne Hertz	Ford Escort RS	2000cc	KTW 569S	Russell Brookes (Ford Escort RS)	Timo Salonen (Datsun 160J)
1980	Henri Toivonen/Paul White	Talbot Sunbeam Lotus	2200cc	KKV 444V	Hannu Mikkola (Ford Escort RS)	Guy Frequelin (Talbot Sunbeam Lotus)
1981	Hannu Mikkola/Arne Hertz	Audi Quattro A1	2145cc T	IN-NM 61	Ari Vatanen (Ford Escort RS)	Stig Blomqvist (Talbot Sunbeam Lotus)
1982	Hannu Mikkola/Arne Hertz	Audi Quattro A1	2145cc T	IN-NV 84	Michele Mouton (Audi Quattro A1)	Henri Toivonen (Opel Ascona 400)
1983	Stig Blomqvist/Bjorn Cederberg	Audi Quattro A2	2135cc T	44 CMN	Hannu Mikkola (Audi Quattro A2)	Jimmy McRae (Opel Manta 400)
1984	Ari Vatanen/Terry Harryman	Peugeot 205 Turbo 16	1775cc T	128 FBL 75	Hannu Mikkola (Audi Quattro A2)	Per Eklund (Toyota Celica Turbo)
1985	Henri Toivonen/Neil Wilson	Lancia Delta S4	1759cc S/T	A 637353	Markku Alen (Lancia Delta S4)	Tony Pond (MG Metro 6R4)
1986	Timo Salonen/Seppo Harjanne	Peugeot 205 T16 E2	1775cc T	319 PPF 75	Markku Alen (Lancia Delta S4)	Juha Kankkunen (Peugeot 205 T16 E2)
1987	Juha Kankkunen/Juha Piironen	Lancia Delta 4WD	1995cc T	T082978F	Stig Blomqvist (Ford RS Cosworth)	Jimmy McRae (Ford RS Cosworth)
1988	Markku Alen/Ilkka Kivimaki	Lancia Delta HF Integrale	1995cc T	T089095H	Timo Salonen (Mazda 323 Turbo)	Bjorn Waldegard (Toyota Celica GT-Four)

Note: From 1932 to 1952 there were no official overall winners. Those named left are the drivers who scored the best result, regardless of class. Prizes were awarded to each class and on some events, the only reward was a finishers medal to all who stayed the course. These are therefore only the best performers of each year.

T: Turbocharged S: Supercharged



Rauno Aaltonen leaves the Heathrow Excelsior Hotel start in 1965.

STARTS AND FINISHES

When the cars leave the start line at Wollaton Park this year, it will be the second time that the rally has launched itself straight into the first stage from the start ramp. When the event first went to Nottingham in 1985, this was how the rally began, action from the line... Recent years have seen the same start and finish venue, the last event to have two different locations being the 1977 rally when Jubilee year celebrations led to a London start and a York finish. York was the event's spiritual home between 1972 and 1975 before the current trend of a 'host city circus' started. York fell from grace due to lack of support from police and traffic wardens alike, while Bath has also

dropped out thanks to a blinkered attitude by the tourist office.

Early events had a Monte Carlo style route with several start venues and a common finish. The 1932 rally started from Bath, Buxton, Edinburgh, Harrogate, Liverpool, London, Newcastle and Norwich and other start venues in the early years included Glasgow, Great Yarmouth, Torquay, Llandrindod Wells, Eastbourne, Blackpool, Stirling, Bristol, Stratford, Cheltenham, Skegness, Scarborough and Hastings.

Finish venues were less exhaustive. Apart from the current trend of finishing where it started, the event also concluded at places such as Torquay, Hastings, Bournemouth, Scarborough, Blackpool and Brighton.

IN THE HOT SEAT

British co-drivers have historically done rather well on the RAC Rally, even if the driver was from overseas. No less than 20 of the 36 post war events have seen British co-drivers in the winning car but only one, the late Henry Liddon can claim

a hat trick, this alongside Timo Makinen. But the most successful co-driver of the lot has to be Arne Hertz who, in his years with Stig Blomqvist and Hannu Mikkola, has won no less than five events. He is back with Mikkola in the Mazda this time and wouldn't it be nice if...

Arne Hertz (left) celebrates his first RAC win alongside Stig Blomqvist in 1971.





WINNING NUMBERS

Much debate each year surrounds the seeding of the entry, rigidly governed by FISA. A-priority drivers start first (usually headed by last year's winner) with the B-seeds next. From there on, drivers are seeded on ability, car performance and previous results.

Since the RAC Rally moved into the forests in 1971, number 1 has the best record (probably due to getting the best of the road conditions) with seven victories. Number 4 has won four times, two and five share three successes and the sixth seed has won twice.

DATES

Since 1959 the rally has been run in November or December. Before that, it was a spring affair, run in March or April. Even then, snow often hampered proceedings although the June event in 1951 was unaffected!



Harry Kallstrom won in 1969 and 1970, his second a little more difficult than the first... the start.

SPONSORS

The first event sponsor came in 1952 when the *Daily Telegraph* backed the rally but regular sponsorship was lacking until *The Sun* stepped in for 1966. The night before the 1969 event, the paper was sold and officials had to cut the paper's name from all event paperwork before the start, even though the cheque still arrived.

The *Daily Mirror* took over from 1970-1974 before Lombard North Central's name appeared, and stayed to the present day. Early events also benefited from the finance house as the paperwork was often supplied by Lombank.

NON-RUNNERS

The war years and subsequent fuel rationing ensured that there was no rally from 1940 to 1950. In 1957, the Suez crisis also brought the event to a halt, but the most dramatic non-event was in 1967 when the foot and mouth epidemic forced the organisers to cancel just hours before

RULES AND THINGS

■ Entry fees take no consideration of factory or private drivers. Fees range from £700 (up to September 29) through £1045 (to October 13) to £1375 for entries received on the final date of October 23. Should a car not carry the organisers' advertisements (for Lombard Credit, Unisys and Sculptor), the entry fees are doubled.

■ One part of the entry may be changed prior to the start. The driver or co-driver may be switched, or the car substituted for another of the same category.

■ Throughout the event, competitors must observe traffic laws. In addition to any police penalty, the event will penalise offenders by £150 for the first offence; 5 minutes for the second and exclusion for the third.

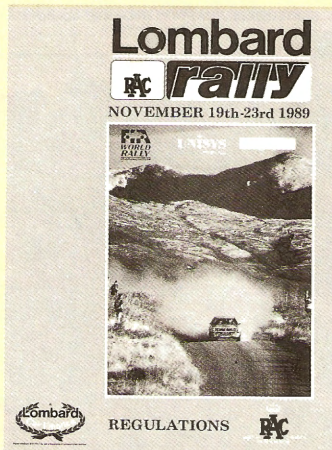
■ Eligible cars are restricted to those in Group N (production) and Group A (touring). Classes are split at 1300cc, 1600cc, 2000cc and above. Engines are restricted to a 300bhp limit, even though the governing body has yet to check any car for compliance with this, nor has it ever issued instructions of how such a test would be carried out!

■ Studded tyres, spikes or snow chains are expressly forbidden on this event.

■ Stage routes are supposedly secret and crews are expected to rely on the excellent Ordnance Survey map book supplied by the organisers, used in conjunction with the tulip road book. However, the spectator stages of the first leg are opened in advance for drivers to view and make pace notes, the rally's only nod towards complying with other rounds of the World Championship.

■ No more than two people may share the car during the competition and both must be on board whenever the car is mobile.

■ Timing is from stage start to stage arrival. This means that a target time for a section begins with the competitive blast through the stage. Whatever is left after that is the target time for the road section. In theory, drivers should still have time for a leisurely drive to the next control and also include a service halt. However, the system (introduced last year) allows drivers to put their foot down to regain time lost on a special stage where a problem has occurred. The system also means that faster drivers must remain behind slower



Right: A page from the rally road book. The thick black line at the beginning of the page shows the area where servicing is forbidden. From diagram 23 to the end of the page, there are no restrictions.

ones (no matter how often they overtake on the stages) until officially reseeded by the organisers. Such reseeding takes place after the Welsh leg and at the close of each subsequent leg of the event. It cannot happen at Telford after the first leg as there has not been the required mileage completed.

■ To allow for traffic delays, crews are permitted up to 20 minutes penalty free lateness. Beyond that a further 20 minutes lateness is allowed, subject to a 10 seconds per minute time penalty. Once those two 20 minute periods have been exceeded, a competitor will be excluded.

■ In theory, servicing is fairly free - in practice, there are many restrictions! Apart from the official service areas, servicing is allowed on private land on the rally route with the written permission of the owner. However, large sections of the

RS 22 SSS 22 via PC 22 ATC 23.

DISTANCE	46.03	Miles
TIME	1 Hrs. 33 Mins.	
SPEED	29.69	MPH

page 257

MILES		DIRECTION	INFORMATION	MILES to TC
TOTAL	INTER			
5.98	2.10		 	40.05
6.28	0.30		 SERVICE TO LEFT ASSISTANCE À GAUCHE 'SERVICE'	39.75
6.66	0.38			39.37
7.75	1.09		 2. STAFFORD A34 LICHFIELD A51	38.28
8.64	0.89		 	37.39

route are deemed to be outside this agreement by the organisers, a thick black line in the road book marking such prohibited zones.

■ The winner will receive £3500, the Lombard North Central Trophy and the Peall Trophy. Cash and trophies are distributed throughout the top 10 overall, the top six in Group N, the top three in each class and the first three ladies. Teams, clubs and manufacturers also compete for awards and there are many National trophies for overseas visitors, competing journalists, event newcomers and the Nigel Harris Trophy to the highest placed British co-driver.

■ There are 55 stages this year, one more than in 1988, and 190 entries (10 more). In 1988, there were 178 starters and just 87 finishers.

■ It will take more than 10,000 officials to run the event and control spectators, far in excess of any other UK sporting event.

■ The results system at rally headquarters in Nottingham will have to cope with around 45,000 start and finish times, supplying the increasing demands of the press with instant information at all hours of the day and night. The BBC Ceefax system was updated every 2 minutes last year...

DECADES AGO

1939: This was the last event to run before the war brought an 11 year halt to proceedings. It was also the last RAC Rally of Great Britain to take place on a national permit – the event going international after the hostilities. It ran in April with start points in Blackpool, London, Stratford on Avon and Torquay, finishing in Brighton (after a common route from Scarborough) with driving tests along the front. Road average was 26mph to Scarborough, 24mph thereafter. As was usual in the early days, the event had no official outright winner.

1949: No event because of Second World War.

1959: For the first time the event moved to a November date, this particular rally being an historic event for several reasons. With Jack Kemsley at the helm for the first time, tulip road books were introduced, driving tests were fewer in number and the mileage was increased. It was a tough event, too, for the crews drove from Blackpool to Crystal Palace without an overnight halt. Ford's victories with the Escort are worth a chapter in their own right, but 1959 marked the company's first victory, this time with Gerry Burgess at the wheel of a Zephyr. It was perhaps a fortunate win, for thick snow stranded many crews in Scotland, Burgess being one who managed to find his own route around the blockage. Protests and counter protests marred the end of the event as many believed that the moral victor was Wolfgang Levy, partnered by Stuart Turner, in his Auto Union. The rally was also the first for Eric Carlsson, the Swede destined to make his mark in future events.

1969: Due to the London-Sydney marathon, the previous year had seen a low entry. This time, *everyone* was there and that an event they had to endure. Thick snow made the going difficult through the route which started and finished in London with an overnight halt in Blackpool. Harry Kallstrom proved that Lancia's Fulvia was a fully competitive animal, giving the Italians their first win on the event. Carl Orrenius was second for Saab and Tony Fall was third for Lancia. The ladies' prize went to Jill Robinson, now Mrs David Sutton. Works teams included Datsun and British Leyland, the event being the first outing for the Triumph 2.5pi. This was the year when sponsors, *The Sun* were sold the night before the event and, while the cash was still paid, all reference to the paper was cut from the rally plates just hours before the start...



Above: Lancia's fabulous Stratos produced the most exquisite noise as it burst through the forests, but never won the RAC Rally. Below: Andrew Cowan getting help from the spectators in 1969.



1979: Hannu Mikkola's second win on the Lombard RAC Rally marked the end of the 8-year run of success for the Ford Escort. Russell Brookes took his best ever result on the rally with second place while Timo Salonen brought the Group 2 Datsun 160J home third. Chester was the start and finish point for the first time

while, among a dozen factory teams, was the Lancia Stratos of Markku Alen, the Finn persuading the company to release just this one car for his bid to win the event. He finished fifth. Audi also made a factory entry, but the Quattro had still to be revealed, this car being the front-drive Audi 80.



Biasion – Double champion.

WORLD RALLY CHAMPIONS DRIVERS

1979 Bjorn Waldegard	S	.....	Ford Escort RS
1980 Walter Rohrl	D	.....	Fiat 131 Abarth
1981 Ari Vatanen	SF	.....	Ford Escort RS
1982 Walter Rohrl	D	.....	Opel Ascona 400
1983 Hannu Mikkola	SF	.....	Audi Quattro A2
1984 Stig Blomqvist	S	.....	Audi Quattro A2
1985 Timo Salonen	SF	.....	Peugeot 205 T16
1986 Juha Kankkunen	SF	.....	Peugeot 205 T16 E2
1987 Juha Kankkunen	SF	.....	Lancia Delta 4WD
1988 Miki Biasion	I	.....	Lancia Delta Integrale
1989 Miki Biasion	I	.....	Lancia Delta Integrale

CO-DRIVERS

1981	.....	David Richards
1982	.....	Christian Geistdorfer
1983	.....	Arne Hertz
1984	.....	Bjorn Cederberg
1985	.....	Seppo Harjanne
1986	.....	Juha Piironen
1987	.....	Juha Piironen
1988	.....	Tiziano Siviero
1989	.....	Tiziano Siviero

MANUFACTURERS

1973	.....	Alpine Renault
1974	.....	Lancia
1975	.....	Lancia
1976	.....	Lancia
1977	.....	Fiat
1978	.....	Fiat
1979	.....	Ford
1980	.....	Fiat
1981	.....	Talbot
1982	.....	Audi
1983	.....	Lancia
1984	.....	Audi
1985	.....	Peugeot
1986	.....	Peugeot
1987	.....	Lancia
1988	.....	Lancia
1989	.....	Lancia

LOMBARD RAC RALLY RESULTS 1982-1988

1982 Mikkola (Audi Quattro A1) Mouton (Audi Quattro A1) Toivonen (Opel Ascona 400) Alen (Lancia Rally) Demuth (Audi Quattro A1) Brookes (Vauxhall Chevette HSR) Waldegard (Toyota Celica GT) Blomqvist (Talbot Sunbeam Lotus) Eklund (Toyota Celica GT) Wilson (Audi Quattro)	1983 Blomqvist (Audi Quattro A2) Mikkola (Audi Quattro A2) McRae (Opel Manta 400) Lampi (Audi Quattro A1) Brookes (Vauxhall Chevette HSR) Buffum (Audi Quattro A1) Kankkunen (Toyota Celica Turbo) Grundel (VW Golf GTi) Sundstrom (Opel Ascona) Jonsson (Opel Ascona)	1984 Vatanen (Peugeot 205 T16) Mikkola (Audi Quattro A2) Eklund (Toyota Celica Turbo) Mouton (Audi Sport Quattro) Brookes (Opel Manta 400) Salonen (Nissan 240RS) McRae (Opel Manta 400) Mehta (Nissan 240RS) Fisher (Opel Manta 400) Ericsson (Audi 80 Quattro)	1985 Toivonen (Lancia Delta S4) Alen (Lancia Delta S4) Pond (MG Metro 6R4) Eklund (Audi Quattro A2) Kankkunen (Toyota Celica Turbo) McRae (Opel Manta 400) Kaby (Nissan 240RS) Brookes (Opel Manta 400) Millen (Mazda RX-7) Carlsson (Mazda RX-7)	1986 Salonen (Peugeot 205 T16 E2) Alen (Lancia Delta S4) Kankkunen (Peugeot 205 T16 E2) Sundstrom (Peugeot 205 T16 E2) Grundel (Ford RS200) Pond (MG Metro 6R4) Eklund (MG Metro 6R4) McRae (MG Metro 6R4) Llewellyn (MG Metro 6R4) Carlsson (Mazda 323 Turbo 4WD)	1987 Kankkunen (Lancia Delta 4WD) Blomqvist (Ford RS Cosworth) McRae (Ford RS Cosworth) M Ericsson (Lancia Delta 4WD) Alen (Lancia Delta 4WD) Llewellyn (Audi Coupe Quattro) Jonsson (Opel Kadett GSi) Sainz (Ford RS Cosworth) Eriksson (VW Golf GTi 16v) R Ericsson (Subaru RX Turbo)	1988 Alen (Lancia Delta HF Integrale) Salonen (Mazda 323 Turbo) Waldegard (Toyota Celica GT-Four) Airikkala (Lancia Delta HF Integrale) Schwarz (Audi 200 Quattro) Blomqvist (Ford RS Cosworth) Sainz (Ford RS Cosworth) Wallfridsson (Audi 80 Quattro) Jonsson (Opel Kadett GSi) Grundel (Peugeot 309 GTi)
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By KEITH OSWIN

Slowly at first

This year's Lombard RAC Rally will be fought out by the fastest cars in the sport, the drivers battling for every second. In 1932, on the first RAC Rally, things were very different. Tests were decided on how slow you drove, and although Colonel Loughborough is credited with the honour, officially, there was no winner...

En route

In 1932, there was no AUTOSPORT to record the event so we delved into the *Autocar* archives to find the following snippets and quotes about the first RAC Rally:



■ A warm welcome awaited competitors at most hotels, but those who drove hard for Newark to try and catch a meal found the hotel shut up, the lady competitors having to make tea themselves in the kitchen.

■ Many of the women drove splendidly. The difficulty with them as a sex seems to be to prevent them from sticking at it for too long spells.

■ Well, has anybody found a fog light that is really any good?

■ Why is it that no motorist who is uncertain of his way can bear to stop until he has passed that signpost?

■ Another odd thing is that every passenger secretly feels that he could do it better than the driver of the moment.

■ What a lot of England there seems to be!

■ JHS Gardner, who drove the Gardner-Diesel-Bentley, averaged about 30mpg of fuel oil, the approximate cost for the 1000 miles being 10 shillings.

■ Surely the record passenger load was aboard CS Grant's Talbot. The five Scottish occupants scaled 67 stones.

■ J Tusting spent 3 hours in London looking for the road to Eastbourne.

■ One of the small cars arrived at Torquay 2 hours ahead of time in order to have breakfast. Unfortunately, they had followed the rally route and passed the control just as it opened, collecting heavy penalties as a result.

■ At the 3-mile check from Torquay, competitors stopped to compare watches and much confusion was caused when the correct time could not be ascertained. It was suggested that a clock be erected at such controls in future rallies.

■ Mrs M N W Stanton drove a brand new Riley very slowly over the first few hundred miles to run it in.

■ One man complained bitterly that he had lost his way trying to follow the directions given by a policeman. When asked what car he was driving he replied, "Oh! I wasn't driving, I was the map reader!"



Average speeds (minimum ones at that), plus driving tests that involved crawling for 100 yards at the slowest speed possible, accelerating over the next section and then slamming on what passed for brakes in those days, may seem a curious way to decide a rally.

However, tempted by the prospect of something really different, 342 drivers gathered to start the event on Tuesday, March 1. Start venues were scattered around the country, following the style of the Monte Carlo Rally. Bath, Buxton, Edinburgh, Harrogate, Leamington, Liverpool, London, Newcastle and Norwich were all used as starts, but the 1000 miles route converged on Torquay two days later for the final test to decide the class awards, even if there was no overall winner.

The competitors (which included no less than 60 lady drivers) faced the route with no overnight halts and pre-determined minimum speeds for the respective classes. The smaller, up to 1100cc, cars had to compete at an average speed of 22mph, the larger capacity cars could travel 3mph faster. It proved a tall order for the cars of the day.

It was a fairly innovative sport in those days. Rallying was still new

and only a handful of seasons had passed before the first RAC Rally. Even the revived Monte was only eight years old.

The cars in question were big and heavy, Grand Tourers in every respect. In 1932, Kevlar, titanium suspension, turbochargers, four-wheel drive and the host of other technical 'tweaks' so common in modern day rally cars were mainly pie-in-the-sky.

Two things combined to make the first event such a success. The financial position meant that it was extremely expensive to compete abroad and in 1931 the government lifted the blanket 20mph speed limit in Britain. Suddenly, it was worth organising an event along the lines of the Monte, persuading competitors to stay at home instead.

It took just two months at the end of 1931 from the conception of the rally to the issuing of regulations. Many entrants came not for the rally itself, but for the Concours d'Elegance that followed, however all enjoyed the competition along the way.

There were many famous names among the entry, including Rupert Riley in one of his family's own cars, JD Siddeley in an Armstrong Siddeley and George Lanchester in another car to bear a family name.

A tortuous route brought most competitors to Torquay in one piece, and on time. The town had readily welcomed the event, such venues happy to bring in trade outside the normal holiday season. The weather had been kind for the inaugural rally, but would the tests be just as good?

It took a remarkable feat of organisation to get the tests over and done in the day. But the RAC got its act together and the officials actually had time to stop for an unscheduled tea break, such was the efficiency of the operation.

But the technical aspect of the 'sport' was coming to the fore. Cars with Daimler fluid flywheels or, in the case of the Rileys, Salerni torque converters could gain a terrific advantage over cars without such devices.

Before the event, speculation centred on what sort of speed would be slow enough to win. Certainly, anything faster than 5mph would be unlikely to succeed, but few were prepared for the 0.66mph attained by Colonel AH Loughborough in his 15/18 Lanchester. Once the 100 yard 'slow' section was over, drivers changed out of top gear for an immediate acceleration test over the next 100 yards before stopping in as short a distance as possible. Loughborough was a false winner, however, his chauffeur allegedly did most of the driving...

The spectators were hardly enamoured with the snail impressions, most gathering to watch the acceleration and braking sections. But the pictures of the day show that it was still a massive crowd out to watch, a portent for the future when an afternoon on the promenade was swapped for early morning vigils in freezing wet forests.

The affair seems pretty bizarre to the modern spectator, but the event retained this format until the war brought it, and all motorsport, to a halt.

It picked up where it left off after the hostilities, but demands for a more competitive contest grew. In the early 1960s, forests were included in the route and the modern day RAC Rally was born.

The challenge was of a different character, but nonetheless just as demanding as on that Thursday afternoon in Torquay those 57 years ago.

The Colonel's Lanchester crawling to victory - his chauffeur at the wheel!





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