

Autosport

A Haymarket publication

January 13, 1983 60

Valtrip's second NASCAR crown

Salute the British Champions

World rallying: Rohrl's year



Daily Mail
**MOTOR
SPORTS
SHOW**
**FULL
REPORT**

FRONT COVER

Our main picture this week shows the 1982 World Rally Champion, Walter Rohrl, in action in his Opel Ascona 400. On page 26 of this week's issue Peter Foubister gives his complete review of the World Rally Championship, both for Drivers and Manufacturers. Photo: Colin Taylor Productions. Also reviewed this week is the NASCAR series. Gordon Kirby reflects on another spectacular season of American stock car racing that saw Darrell Waltrip take the spoils. Our picture shows Bobby Allison's Pontiac during a frantic pit stop at Daytona. Photo: Daytona International Speedway.

NEXT WEEK

One year's rallying is only just reviewed and already it is time to publish the preview of the first round of the 1983 world series, the Monte Carlo Rally. Peter Foubister looks ahead — Marcus Pye rounds up the historic championships of last year — Golf GTi 1800 road test — *Yesterday's Cars*, but this time for the rally enthusiasts. We have traced the footsteps of the Sunbeam Rapier, one of the stalwarts of British rallying.

*These items correct at time of going to press.

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

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

US Mailing Agent: Expeditors of the Printed Word Ltd. 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280.

Printed in England by: Alabaster Passmore & Sons Ltd., Tovil Printing Works, Maidstone ME15 6XA. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quikset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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Autosport

PIT & PADDOCK

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Techniques d'Avant Garde
International motor racing news — Race of Champions date fixed for April — De Cesaris takes 1 sec off flat bottom Ricard record in Alfa turbo — Ford announce British based WEC programme with DFL turbo — Ghinzani quickest in Tyrrell tests.

COMMENT

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With the Motor Sports Show now in full swing we comment on the importance of such a feature in the current British motor sporting sphere. You reflect on darts, film stars and backing Britain among other things... while *Catchpole* takes his usual sideways glance at the world and *Then as now?* takes a backwards look at the days gone by.

MOTOR SPORTS SHOW 12



Mark Hughes has been just one of the thousands who have been to visit the Motor Sports Show at Hammersmith this week. Here he gives his assessment of the show and our photographer, Jeff Bloxham, gives those of you who were unable to make it to the show a thorough private viewing of the superb exhibition.

SPECIAL STAGE

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Ford to debut the RS1700T in Corsica — Rothmans confirm their World Championship plans for 1983 — Airikkala to use a Renault in the Open Series? — Brown takes control of the RAC Rally — Audi Sport to sponsor the final round of the Shell Oils AUTOSPORT Championship.

THE CHAMPIONS

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This week sees the first in our two part salute to all the British club racing champions. The AUTOSPORT statistical and photographic files have been raided in an attempt to bring you a comprehensive appraisal of the 1982 British racing scene.

RALLY REVIEW

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To review the entire 1982 World Rally Championship is no easy task, but Peter Foubister has put his mind to it and has come up with this assessment of the past season's rallying. You may not agree with all his opinions but the facts are there for all to see. Who won, who lost and who paid the penalties.

NASCAR REVIEW

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Another year of NASCAR racing has come to an end (is this the fullest championship calendar of the year?) and still the 'good ol' boys' dominate the scene, although some of those names are changing to the detriment of the old guard as Gordon Kirby reports.

ROAD CAR

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John Bolster has been on his travels again, this time to Italy to sample the delights of Lancia's latest offering, the Prisma. We also glance around two quite different ends of the spectrum and spy a new Mercedes and an AC Ace lookalike.

ARMCHAIR ENTHUSIAST

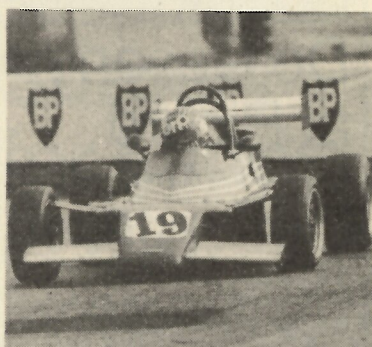
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More book and video reviews for the home market and also some festive offerings. We look at the motor sport calendar industry and point out that holiday time is here again with all the various motor racing travel firms trying to lure you to their particular order book for your summer hols.



SPORTS EXTRA

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Chevron Sports 2000 — Argo's first FF2000 tests — Peters and Newby drive works Van Diemens — PRS orders encouraging — Winfield school deals — BRSCC awards night.

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Oxton takes New Zealand GP but Berg holds lead in World Cup Series — Stuart's Virgo Rally — Hopkins continues to shine in rallycross with a win at Lydden Hill — Plus Trials autotests and ice racing from Italy.

Pit & Paddock

Return for Race of Champions

Brands Hatch fixture renewed for 1983

After an absence from the calendar of four years, the Race of Champions returns this season, to be run at Brands Hatch on April 10. Agreement between Brands and FOCA was reached on January 7, and the event will be sponsored by Marlboro and backed by the *Daily Mail*.

The Race of Champions will be over its traditional distance of 40 laps, and the first entry has come from Toleman Motorsport, who will field a car for Derek Warwick.

It is good to see a second Formula 1 race back on the British calendar, and we

understand that FOCA has requested a single-car entry from each of the Grand Prix teams. Bearing in mind the event's place on the Formula 1 schedule — two weeks after Long Beach and just seven days before Paul Ricard — we cannot but doubt that all will respond to the call — particularly the foreign-based teams, such as Ferrari and Renault.

Tickets are available from: Brands Hatch Circuit Ltd, Fawkham, Dartford, Kent DA3 8NG. Prices are as follows: admission for adults £10 (£9 in advance), admission for children £2, covered seats £15 extra, open seats £10 extra, paddock and pits walkabout £5 extra.

Nunn to wrap up sponsor for Cecotto

Morris Nunn is to fly to Venezuela at the end of this week to finalise the sponsorship arrangements which will put Johnny Cecotto into a second Ensign-Theodore this season.

"Everything seems to be coming on well," commented Mo on Monday. "We've got three new monocoques built, and we should be testing during the first week of February."

The factory has been extremely busy of late, for the construction of the three Indy cars is also well under way. All are destined for George Bignotti's team, and will be driven by Tom Sneva and Kevin Cogan. The first will be delivered in early March.

Latest Lotus tweak tried at Ricard

The Lotus team was down at Paul Ricard at the end of last week, testing for the first time since the death of Colin Chapman.

Elio de Angelis spent a good deal of time trying the latest Lotus 'tweak' — electronically-controlled roll bars, and we understand that these worked well. However, the Italian went off the road, following a rear suspension breakage. He was not hurt, and damage to the car was not serious.

Nigel Mansell set the quickest time of the test, lapping his 91 in 1m 08.90s on 'race' Pirellis. The Italian tyre company, incidentally, turned up at Ricard with no fewer than 250 tyres for the team...



De Cesaris at Ricard

On Monday Andrea de Cesaris shattered the Paul Ricard 'flat bottom' lap record by taking the turbocharged V8 Alfa Romeo 182 round in 1m 04.39s. Previously the fastest time belonged to Alain Prost's Renault, which lapped in 1m 05.37s just before Christmas. Both cars set their times on qualifying tyres, we are told, but even so Andrea's showing is very impressive. Perhaps Pavenello is the man to turn Alfa around...

Flat-bottom Brabham for Brazil?

There is a chance that the new flat-bottomed Brabham-BMW will be ready in time for the first Grand Prix in Brazil. Everybody is anxious to see how Gordon Murray has interpreted the new rules and according to team manager Herbie Blash the factory is currently "working absolutely flat out" in an effort to have the car ready for Brazil.

In the meantime Brabham are skipping the Rio tests next week and continuing their BMW test programme at Ricard with a modified BT50.

Ghinzani quickest in Tyrrell tests

Ken Tyrrell, with his number two driver still undecided, tested a variety of people in an 011 at Paul Ricard last week.

Two cars were taken down to Castellet, one, the team's development car (the sole property of team leader Michele Alboreto) and the other an older device for the tests.

Surprisingly, it was Piercarlo Ghinzani who proved the quickest of the new boys, the Italian getting down to 1m 09.90s in the course of his 40 laps (every driver covered this distance). Very slightly slower were Stefan Johansson and Chico Serra (1m 10.00s) and Danny Sullivan (1m 10.20s).

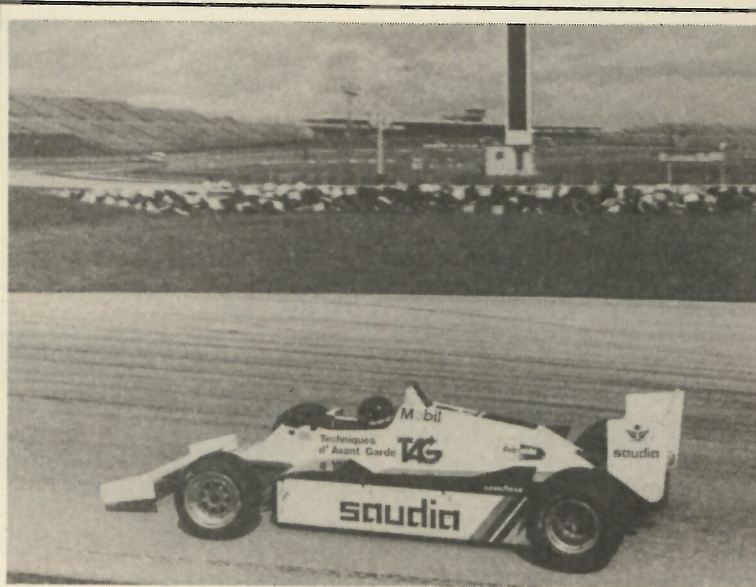
"When they'd all had their run, we put Michele in the same car on the same very hard tyres," commented Ken on Monday, "and he went about a second quicker, which was what we expected."

Which of the quartet, if any, particularly impressed Tyrrell? "I thought they all went very well," Ken replied, "but perhaps the most impressive was Sullivan, in that he had never driven a



Sullivan — "most impressive".

Formula 1 car before, nor seen Paul Ricard before, yet he got down to his time quicker than the others."



Laffite tests Williams at Daytona

Jacques Laffite spent a busy week in the flat-bottomed Williams FW08 at Daytona shortly before Christmas. Michele Alboreto was also present with the Tyrrell 011, the two men testing a variety of new Goodyear tyres. Laffite, seen consulting (above) here with engineer Neil Oatley, came away from Florida delighted with the progress of the American company's latest radials.



Greene controls British C100s

Ford are planning a restricted World Endurance Championship programme for 1983, but have confirmed that they will be running turbocharged versions of the DFL engine developed by Cosworth Engineering. No firm programme of races has been announced, Ford preferring to enter races according to how their test programme progresses.

At the moment, the plans are to run only one car for last year's works driver Marc Surer and former Rondeau specialist Gordon Spice, although Klaus Ludwig and Klaus Niedzwiedz may be called in if necessary. The presence of Spice in the team results from the fact that Ford have put the running of the team in the hands of Gordon Spice Racing at Silverstone. After several years spent taking care of Rondeau's Le Mans effort, Keith Greene will be the team manager, conducting most of the circuit testing at the team's Silverstone base.

Tony Southgate is now working full time on the design of a completely new car (which will not be called a C100). Although the new car retains the hon-



Keith Greene with Jonathan Palmer at the Shell Oils 1000 last October.

eycomb aluminium monocoque of the C100, it is extensively redesigned to accommodate the DFL turbo engine and the additional power it provides.

The DFL turbo unit has been developed over the winter by Cosworth, and is claimed to produce more than 650bhp. It is believed that most of the development work under the direction of Cosworth's Dick Scammell is aimed at meeting the Group C fuel economy regulations. The engine has a single turbocharger and intercooler, and is equipped with a balance shaft to reduce the excessive vibration of last year's normally aspirated 3.9-litre DFL.

An initial run of 10 DFL turbo engines has been built. Four are destined for the Ford team, four for Rondeau and two for Lola.

Erich Zakowski's Zakspeed concern, which has previously been responsible for development of the C100, will be running its own highly modified lightweight car in the German Championship. Ludwig and Niedzwiedz will drive the 1.8-litre turbo powered car.

Spirit go to USA for tests

Spirit Racing are currently preparing a flat bottom version of their Honda turbo engined development chassis. When completed the revised car will be taken to the Californian sunshine and Willow Springs circuit where further testing of the turbo and intercooling systems will be carried out.

Sponsor for Ken at last

As we went to press, news came in from Italy that Benetton, one of Italy's leading fashionable clothing companies are to sponsor the Tyrrell Formula 1 team this season. It is expected that the tie-up will be formally announced at a press conference in Italy tomorrow (Friday).

Italian sources suggest that the sponsorship deal will be worth around \$4m to Ken Tyrrell, whose team has been hard-pressed financially since losing Candy backing at the end of 1980. It is said that Benetton intend to stay in Grand Prix racing for a minimum of three years.

The news is not entirely unexpected, for Ken has been talking to Benetton for some time. At one stage, however, it was thought that the company might go with Brabham instead.

The contact between Benetton and Grand Prix racing has apparently been provided by Nanni Galli, a one-time Formula 1 driver himself. Galli is one of the biggest wool suppliers in Italy, and Benetton is among his main customers. As well as that, Galli and Luciano Benetton are close personal friends.

It is expected that the Tyrrells will be run in Benetton's traditional colour scheme of yellow and light green.

Brabham still searching

Although the latest Brabham-BMW BT52 appears at this week's Motor Sports show in the white and blue colours of Parmalat, the Italian food company withdrew its sponsorship from racing at the end of last season, and Bernie Ecclestone is expected to announce his new sponsors very shortly.

The Brabham boss was in Italy on Monday morning, and it is believed that he had been to see Fila, the clothing company which has sponsored Didier Pironi and Patrick Tambay.

However, this is thought to be very much a second string deal, and Italian sources believe that the Brabham team's main sponsorship will come either from Del Monte (a food company which is part of the Reynolds Group) or from Quaker.

Still no drive for Corrado

A disappointed Corrado Fabi was merely a spectator during Ken Tyrrell's test days at Ricard last week.

Tyrrell was keen to give the European F2 Champion a run but Fabi was unable to contact Bernie Ecclestone to request permission to take part in the test. Fabi is under contract to Ecclestone and was anxious not to do anything which may jeopardise his situation.

There have been rumours of a privately run Brabham, possibly with Alfa power, for Fabi. However Brabham's Herbie Blash told us at the Motor Sports Show that although such a scheme had been discussed he thought it was unlikely to happen now: "I'm sure Fabi will be in F1 this year although not necessarily in one of our cars," said Blash.



Lauda — weeping tear ducts.

Surgery for Lauda in Rio

Niki Lauda has an eye problem at present, and may not be able to drive a racing car again for several weeks. The Austrian is currently in Brazil, where he will undergo minor surgery.

Lauda's problem is a legacy of his dreadful Nurburgring accident in 1976, in which he suffered very severe facial burns. The tear duct of his right eye is over-active, causing the eye to water all the time. Niki was troubled with this soon after he made his staggeringly quick comeback later that year.

The operation on Lauda's eye is to be performed by Professor Pintanguy, one of the world's leading plastic surgeons, at a clinic near Rio. Niki has taken his whole family out to Brazil, and expects to be there for about three weeks.

McLaren may face a considerable problem, for Lauda does not know when he can expect to be fit again, and at the moment he is the team's only driver. John Watson has still to agree terms with McLaren, and has not driven a racing car for many weeks. On January 24 nearly all the F1 teams will begin a week's testing at Rio, and Niki may not be able to take part.



Surely it's not that heavy? Derek Bell struggles with the weight of the BRSCC Trophy for Outstanding Achievement by a British Driver, presented to him by BRSCC Chairman Howard Strawford at the Motor Sports Show Supper Ball held at the Royal Lancaster Hotel last Saturday.

Pit & Paddock

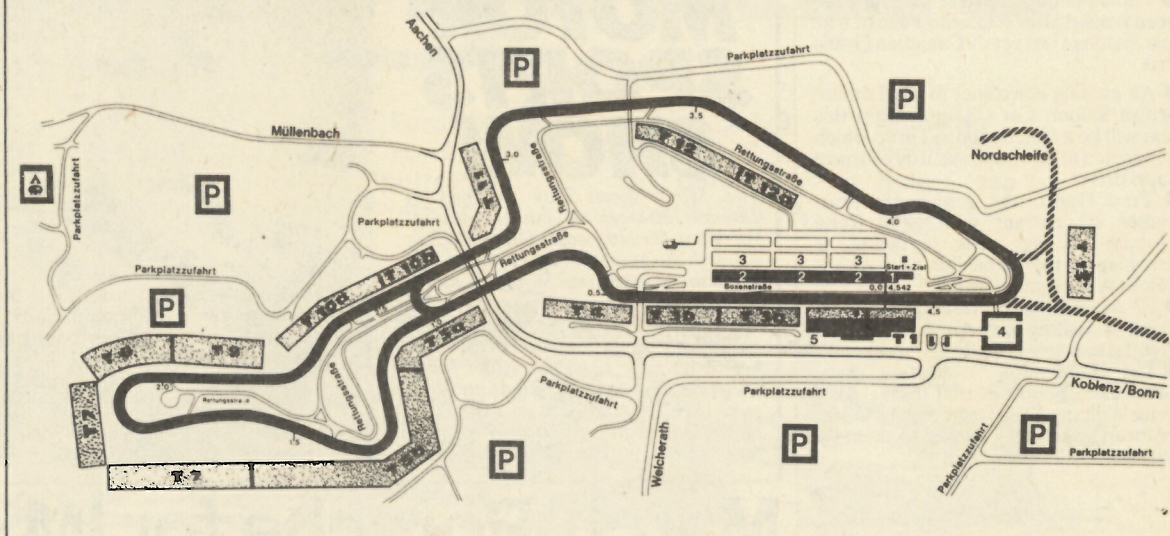
Taylor switches to VW

After giving Toyota their umpteenth F3 championship win in Britain last year, Murray Taylor Racing have decided to switch to Volkswagen power for 1983. "It was something of an 11th hour decision" said Taylor over the weekend. After three seasons and 16 wins with Toyota we were still quite happy to carry on. However the weight advantage of the VW unit did begin to show towards the end of the year and we had a very positive response from Tony Hill at VAG when we enquired about using the engine whereas there has been a complete lack of incentive from Toyota despite our success."

Nicholson-McLaren Engines will be looking after the four VW engines that Taylor has ordered and testing in the new Ralt chassis should begin in mid-February.

Lucas, Shell and Champion will be continuing their support of the championship defending team which will be led by 19 year old American Davy Jones

Il nuovo NURBURGRING



Our colleagues at Autosprint recently printed this map of the revised Nürburgring circuit, due for completion in 1984.

The 'Ring of change

Work is well advanced on the construction of the revised 4.5kms Nurburgring circuit which is due to be opened in 1984. All this year's internationals will be run

on a 20.6km version of the old 22.8kms track. Basically the old pits and test loop, which have already been dug up to make way for the new circuit, have been lopped

off the old circuit which will now connect from the *Tiefgarten* chicane to the North Curve for this season only.



Sparshott — still hopeful.

Sparshott in a spin

Bob Sparshott's plans to run a Spirit-Hart F2 team are currently "in a flat spin. We haven't been able to come up with any drivers or sponsors yet," said Sparshott on Monday. "However we've still got the enthusiasm and although it's getting a bit late we are hanging in as long as we can in the hope that we will be able to get something rolling."

Americans look to English F3

Several top young American drivers are planning British Formula 3 seasons for 1983.

Already confirmed as Murray Taylor's number one is Davy Jones while we expect confirmation in the next couple of weeks that Atlantic stars Tommy Grunah and Allan Berg will be joining top teams for the Marlboro series, while Murray Taylor will be nominating another American for his second car.

Euroracing Alfa hedge their bets

Alfa Romeo's new English-made carbon fibre chassis have arrived at Euroracing's Milan workshops, and the team is working flat out to get the 1983 cars built up so that testing can begin.

Although the turbocharged Alfa V8 engine proved surprisingly reliable and effective during the recent Ricard tests, the Euroracing outfit does have a contingency plan, should it prove troublesome when the season starts.

Very logically, they do not discount the possibility of reviving the flat-12

engine, which last raced at the beginning of 1979. This had become an excellent power unit, reliable and very competitive, but was dropped only because its configuration was unsuitable for a ground effect car. Hence the V12, used by Brabham for most of 1979 and by Alfa Romeo thereafter.

Now that skirts are banned and flat-bottomed cars are obligatory, the shallow, wide shape of the flat-12 becomes a realistic proposition once more...



German F2 driver Stefan Bellof had his first taste of a Group C Porsche 956 before Christmas at Paul Ricard. He is rumoured to be replacing Vern Schuppan in the factory team's World Endurance Championship defence this season, joining Jacky Ickx, Derek Bell and, pictured given advice to his countryman, Jochen Mass.

Sunshine tests for Maurer

Maurer's new F2 car began its test programme in South Africa this week. Former South African champion Tony Martin will be running a works-supported car in this year's series and with the opening race being this weekend, it was felt that useful experience would be gained by getting a test programme underway in the sunshine as early as possible.

Works drivers Stefan Bellof and Alain Ferté are due to start the European test programme at Paul Ricard at the end of this week.

Joining Bellof and Ferté at Ricard will be reigning French F2 champion Pierre Petit who is a candidate for a second works team run by Paul Owens from England. Kenny Acheson, too, has been approached by Maurer and is likely to test for them in February.

Wilsons move to the States

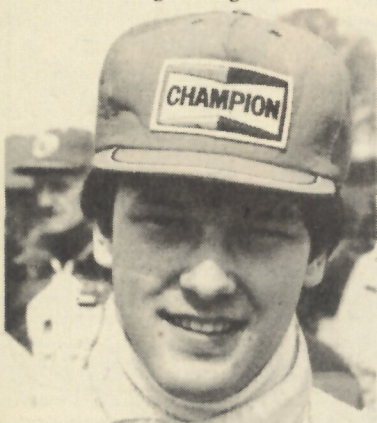
Alan Wilson, who recently left the post of Circuit Director at Brands Hatch, is this week travelling over to America to take up a position as Director of Operations for the inaugural New York Grand Prix. "I can't say much about it at present," said Wilson, "but the race is definitely on and some firm news will be made public very soon now."

Alan will, of course, be accompanied by his wife Desiré, who has tied up a deal to contest several IMSA GT races with Gianpiero Moretti's new March-Porsche 83G and is "very hopeful" of soon securing a drive with an Indycar team.

Pit & Paddock

Briefly . . .

- The small Italian circuit at Varano has been named after Riccardo Paletti, who lost his life in last year's Canadian Grand Prix.
- An exciting newcomer to the Trimoco British Saloon Car Championship this year will be a Colt Sapporo Turbo which is expected to be campaigned by a former Capri driver.
- Fred Opert, the genial American former F2 entrant who gave Keke Rosberg his big break in racing, is returning to the scene this year with a Ralt in American Atlantic.
- F2 Association representative Barry Bland is visiting a proposed F2 street circuit site near Marbella this weekend.
- The Donington Collection have asked us to point out that the ex-Alan Jones Williams FW07 pictured last week, has been generously loaned to them by Williams GP Engineering.



- As well as competing in a number of European F2 races. Dave Scott is expected to do the Japanese series in one of Tetsu Ikuzawa's JPS March-Hondas.

- It seems that the F1/CART double-header, again rumoured for Las Vegas this autumn, will not take place. There will be the Grand Prix — of which FOCA is now the promoter — and minor supporting events.

- Ferrari will take one car to the Rio tests later this month, to be driven by Patrick Tambay. René Arnoux, in the meantime, will continue with testing at Paul Ricard.

- An error in the advertisement for Mill House Books in the Motor Sports Show Guide, published in the January 6 issue of AUTOSPORT, is causing headaches for proprietor Mike Kettlewell. He is offering copies of *Autocross 1976-77* at £6.95 each, not £3.95.

- Although none of the people concerned would be drawn on the subject, it seems certain that there will be some racing at Mallory Park this year. An announcement that the circuit has been bought by a consortium of northern-based businessmen is expected within the next fortnight.

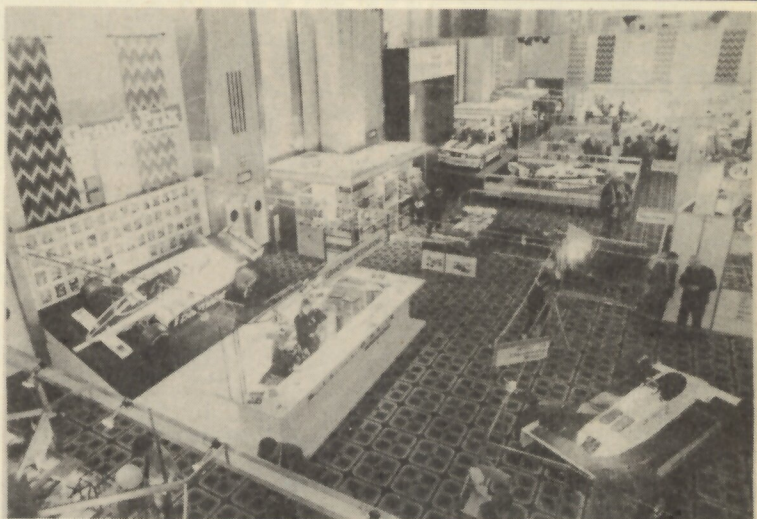
- Roy Klomfass was to have made a racing come-back in this year's South African Sigma Series but his plans were wrecked over the Christmas holiday when he suffered a hairline skull fracture in a motor accident. We wish him a speedy recovery.

- Ian Scheckter and Team Gunston make a welcome return to the South African racing scene this weekend as the former champion drives a March 822 in the opening Sigma Series race.

Daily Mail MOTOR SPORTS SHOW

The Motor Sports Show opened in London last week and has been a great success so far with people fairly flooding through the turn stiles every day so far. The show is open until Sunday January 14, so if you still haven't managed to get along we strongly advise you to do so.

AUTOSPORT's full report of the show begins on page 12 of this issue: Mark Hughes takes you on a guided tour of the exhibition, and the lens of Jeff Bloxham's camera gives a good record of the fabulous array of machinery on display.



March-Porsche for IMSA series

March Engineering and Porsche will be working closely together on an IMSA project for 1983.

Recent IMSA rulings have left Porsche with only one option in the series next year, to supply their single-turbo, two-valve head 934 engine. More powerful versions have been outlawed from the championship which they have dominated for some years.

A number of regular IMSA runners are contemplating switching to Porsche power in their March or Lola chassis and a team of Porsche engineers is due at March soon to detail the installation in a 83G chassis. The first appearance of an official March-Porsche will be at Atlanta in April driven by Bob Akin/Don Whittington. Others contemplating converting their March chassis to Porsche

power are Dave Cowart and Marty Hines, who recently wrote his car off taking it for a spin round his local back streets.

March will also produce a one-off Le Mans Group C car, which will be an aerodynamic exercise on the current 83G chassis, and use either Porsche or Chevrolet power.



The Thrust team will be at the National Motor Museum, Beaulieu, on January 29, for an evening of land speed record reminiscences. They will be recounting their own trials and tribulations as well as looking at films from the archives of Campbell and Gabelich.

Weekend Sport

INTERNATIONAL RACING

Date	Venue	Event/Details
Jan 16	Manfield, New Zealand	Just Juice Formula Pacific Championship, round 3/FIA World Cup Formula Mondial Series, South Pacific Region, round 2. <i>David Oxton achieved a life-long ambition by winning the NZ GP last weekend but has not yet announced whether he will continue to campaign his Ralt against first round winner Allen Berg and other front-runners Dave McMillan, Norm Hunter and Paul Radisich.</i>
Jan 16	Port Elizabeth, South Africa	Sigma South African Series, round 1. <i>The revamped Sigma Series commences in the sunny climes of Port Elizabeth. Former national champion Ian Scheckter returns to take on reigning champion Graham Duxbury and the new Maurers of Bernard Tilanus and Tony Martin.</i>
Jan 23	Wigram, New Zealand	Just Juice Formula Pacific Championship, round 4.

OFF-TRACK

Date	Venue	Event/Details
Jan 16	Boxley, north of Maidstone, Kent (MR 767602)	Brian Lewis Trial (Maidstone & Mid-Kent MC) — round of the British Trials/BTRDA Championships.
Jan 16	Cleckheaton, West Yorkshire	White Rose Trial (Yorkshire SCC) — round of the Northern Trials Championship.

Secretaries of the Meeting are requested to send details of all forthcoming events to Jeremy Shaw, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex.

Optimistic outlook

The Racing Car Shows of the 1960s and 1970s were large trade exhibitions which took place in a period of relative economic prosperity. All the shows were profitable for the organisers and the exhibitors, who came back year after year, until 1975. That year's show was the first to make a loss and it was reluctantly decided by the BRSCC and the SMMT, the joint organisers, that no more shows would be held.

Against that background, BRSCC Executive Director Peter Browning's courage — some were saying fool-hardiness six months ago — in reviving the show, under the all-embracing title of the Motor Sports Show, is to be admired. AUTOSPORT is delighted that the response during the first few days (report: page 12) has been so good, both from customers buying products and from visitors just looking around.

One would have thought that the present gloomy economic climate would have made this show financially more disastrous than the last Olympia show in 1975. For some reason — we suspect the dedication of the people involved — it seems that the whole industry of motor sport lies

outside the mainstream of British industry, where companies the size of those that build racing cars are going to the wall every day.

Trading at the Motor Sports Show was sufficient for most exhibitors to feel their presence worthwhile.

Would this not lead one to expect that the volume manufacturers not officially represented at the show — March, Ralt and Lola — might regret their absence?

Far from it. All three are doing so well at the beginning of 1983 that they are working close to capacity. For them, the economic climate would have to be even worse to force them to go out looking for orders — they are thriving against all the odds. Surely one of these companies ought to be in line for formal recognition, especially for their export achievements, in the form of a Queen's Award for Industry?

The man who ultimately keeps the industry alive is the spectator. Without him there would be no sponsors, and without sponsors there would be relatively few people involved in motor racing. And from the spectator's point of view

there is also a great deal to look forward to.

Whichever way you look, motor sport appears to be in for a good year. Formula 1 is revitalised by the new regulations, Group C is growing in strength, and most other categories on both sides of the Atlantic are healthy. The British spectator has a second chance to see current Formula 1 cars this year with the revival of the Race of Champions (see *Pit & Paddock*).

Nationally, competitor interest is strong for the forthcoming year, particularly in MCD's new Thundersports and British Open series, which have so far drawn nearly 200 registrations. The indications of spectator interest are seen in advance sales for the Grand Prix and sales of circuit season tickets: in both cases the outlook is brighter than last year.

All the signs are that 1983 will be a vintage year for motor sport. AUTOSPORT hopes that the season will be free of tragedy and live up to all expectations. Meanwhile, why not taste some of that optimism at the BRSCC's Motor Sports Show?

Correspondence

the Editor is not bound to agree with readers' opinions

Unfair remarks

It was with considerable surprise and no small degree of hurt that we read the comments of the International Rally Drivers Club regarding Audi Sport in the United Kingdom.

The addition of an Audi Quattro, driven by Hannu Mikkola, in the 1982 British Open Rally Championship brought a highly popular spectator attraction and a considerable boost to the series' competitive nature.

Indeed the IRDC may care to remember that it was largely spectator demand for the Quattro that led Audi Sport in the United Kingdom to enter a car in the first place.

And it must be said that a top English driver was offered the car for the 1982 series and he asked more money for the drive than former British champion Mikkola. He also expressed a dislike of left hand drive — which was unfortunate with a car only produced in that format.

Looking towards 1983, encouraged by our first foray into British rallying and intent on increasing our support of the British series, we decided first of all to run two cars. One, the all new Audi 80 Quattro, will be undergoing a rapid development programme, for which the German factory requires instant and informed feedback, which long-time Audi development driver Harald Demuth can ideally provide. He will of course, have the very British Mike Greasley alongside him.

In making our plans we talked seriously to two British drivers, both of whom were in turn offered the drive and both turned it down for their own reasons.

It remains our obvious desire to win the British Championship in 1983 and we had to find a driver who could guarantee consistency throughout. Stig Blomqvist is both very popular in Britain and has proven ability as a driver with the Quattro — with which he won the Swedish series and the Sanremo Rally.

No-one can fairly accuse us of not supporting British rallying, entering a full two car team in only our second year of rallying, to add both excitement and spectacle to the British Championship. And outside of rallying over the past five years our company has leant considerable support to British race drivers Richard Lloyd, Stirling

Moss, John Morris, Tony Lanfranchi and Martin Brundle, the last of whom has just received the treasured Grovewood Award. Our support in British motor sport now runs very deep.

MILTON KEYNES

DON HUME
Audi Sport UK

Reinstating the Cortina

"The Ford Cortina was not as successful as had been hoped . . . Bengt Soderstrom is pictured leading on the car's international debut on the 1967 Safari." Thus is the Cortina dismissed in the 1983 *Ford Competition Yearbook*. Your caption seems to refer just to the short-lived and overweight Mark 2; but this then ignores totally the Cortina that really mattered, the Mark 1.

Until the Cortina came along, at first in GT and then in revised Lotus (ie leaf spring rear suspension) form, Ford's rally performance was a joke.

True, as you say, Gerry Burgess won the 1959 — not 1953! — RAC Rally, but only under dubious circumstances, after most of the serious competition had found itself snowbound on the Tomintoul Pass, which was left in the results. (Stuart Turner should remember the occasion, as he was actually the moral victor, navigating Wolfgang Levy's DKW.)

True too, the notch-back Anglia had become a competitive road rally car, doing well on the then very important *Motoring News* championship events in the hands of people like Reg McBride, Phil Simister and Pat Moss, then a Ford works driver.

But Ford's success overseas since Gatsonides' Monte win could be measured on the thumbs of one foot.

The Cortina was Ford's first serious rally car, and notched up very many good results. I don't have detailed records to hand, I'm afraid, but I'm sure a little research will show at least one win on the Safari (Hughes), Coupe des Alpes touring category — equivalent to an outright win, as the rally was run in two quite separate categories — (Elford), and Swedish, not to mention the RAC (both Soderstrom).

Do I not also recall Roger Clark winning one or two

events? Like a couple of Scottish, a couple of Welsh and a couple of Gulf London rallies. Bill Bengry also won a Welsh, and Ove Andersson a Gulf. There must be many more.

If Ford truly found the Cortina disappointing, I'd like to know what they were expecting!

LEIGH. WORCESTER

JOHN BROWN

Who races for Britain?

Does it not seem odd that people receiving this Racing for Britain aid, and most welcome aid it must be, are content to race around British circuits, while the real drivers racing for Britain are drivers who journey to the continent, living out of the back of vans and tents, and having to finish on the leader board to afford the next meeting?

When these meetings are more than two weeks apart, they leave their cars and journey as foot passengers to save money, working at their job, until the next round. No help in most cases, no testing, just an urge to be competitive and if lucky, to hear God Save The Queen.

These drivers to my mind are the real racers for Britain, and should receive more publicity and help.

LEICESTER

M. J. JONES

Not such a bad year?

Being a British amateur race driver who can just afford one continental race meeting a year, I thank you for the patriotic flavour of your *Comment* (December 23/30, 1982). It is this sort of enthusiasm that some of us poorer club racers like to draw on. No, *have to draw on!* There is often precious little else in the bank at the end of each season.

I have, however, done my bit for Britain in 1982 by winning 'outright' an International Historic race at Hockenheim last August. With a home-prepared car, all paid for by me, I trailed to Hockenheim and was the

ly British entry.

Your Comment moved me to write to you and confirm that to stand on the podium, to see the Union Jack raised and to hear our National Anthem was and is worth every hour and penny spent on motor sport.
WYONCASTER, W. YORKS. DARRYL UPRICHARD

Memories of Steve McQueen

The article about motor racing in the movies (December 23/30) referred to the late Steve McQueen and particularly to his 1969 film *The Reivers*.

During a visit to the USA in early 1971 and while driving along the Mexico/Arizona border I came upon a race meeting at Holtville (a deserted former USAF base). After convincing the chief marshal that I was a genuine enthusiast from England (the meeting was closed to the public), I was allowed to spend a most enjoyable day (95°F in January!) watching a wide variety of cars and drivers in action. One car, a Porsche 908 not in the programme, was very well driven, and I subsequently made my way over to the car transporters to speak to the driver.

This turned out to be a pleasant surprise, for it was Steve McQueen. He was extremely friendly, recalling his days in England racing a Mini. During the conversation I mentioned that the previous evening I had seen his latest film *The Reivers* (which was set in the pre-World War I period) and featured a car called the Vinton Flyer. Steve McQueen told me how the car had been constructed and that an A35 engine had been used, but that this proved too 'smooth' and this made the car unrealistic. After various experiments to create vibration they finally settled on a Lucas starter motor with an eccentric coupled to the drive to shake the car!

Incidentally, I believe there was a car called the Vinton, but the Flyer was created completely by the studio's contractors.

OLIHULL, WARKS.

KEITH DOUGLAS

Sharp shooting

The Members and Committee of the NRRRCMC would like to thank all eight darts players, and the supporting team of scorers and coffee makers, for a splendid effort in completing a gruelling 24-Hours Darts Marathon on December 29/30 to raise funds for a replacement for our Rescue Vehicle. Taking only five minutes' rest in the hour, the eight sharp-shooters, fortified by innumerable cups of coffee, battled against aching muscles until noon on Thursday to a grand total of 689,367 points. Top scorer was Jim Murdock, our Training Officer and Treasurer.

This was a really splendid effort by our lads and ladies: self-help still plays an important part in raising money for a worthwhile cause.

KNOTTINGLY, W. YORKS.

W. R. BAILEY

Hon. Secretary

Northern Race and Rally Rescue Marshals Club

10

Then as now?

25



Mick Bird on his way to second at Croft.

The tobacco firm of Philip Morris announced its motor racing plans for 1973 at a press conference held in Geneva as reported in *Pit & Paddock* 10 years ago this week. (AUTOSPORT, January 11, 1973). Despite the rather disappointing previous year, Marlboro had decided to stay with BRM for 1973 as well as announcing deals with Frank Williams, Jacky Ickx and Brian Redman.

The BRM line-up for the new season was to consist of Clay Regazzoni, Jean-Pierre Beltoise, Niki Lauda and Vern Schuppan and while they were to use extensively revised P160s for the opening races, Mike Pilbeam was working on a new design for the European rounds.

The association with Frank Williams was to create the Iso Marlboro team, a team formed between Frank Williams Racing Cars, Iso Automotoveicoli and the Marlboro World Championship Team. The drivers were to be Howden Ganley and Nanni Galli. While the Ickx/Redman deal was for them to form part of the Marlboro World Championship Team...

The Christmas and New Year festivities certainly did not hold up the rallying season as Mike Hibbert and Henry Liddon won the Tour of Dean, a one day stage forest rally, in an Escort RS 1600. This was the same car that had been campaigned the previous season and incurred its very first dent of its hectic career, a slightly flattened rear flared wing! The car had also competed 10 times, all on national or international events and had come home with two firsts, five seconds and only three retirements, one of these when lying third on the RAC Rally.

Turning to rallycross, Peter Vaughan looked the favourite to win the Martins/Texaco Croft Rallycross Championship after taking his second successive win in the series. Vaughan, in his Richard Longman prepared Mini Cooper S, finished with a time 7.6secs less than his nearest rival Mick Bird, also driving a Mini Cooper S.

Instead of motor cars, John Bolster looked around the National Boat Show 25 years ago this week, (AUTOSPORT, January 10, 1958). And it seems that Bolster had good reason to be interested in boats as the following extract reveals. "The tremendous, and every-increasing interest in watersport is an astonishing feature of the present era. Partly, it is a revolt against our crowded and inadequate roads. "Pleasure motoring" hardly exists any more, except at 5am, and the car is becoming simply a necessary tool of one's professional life.

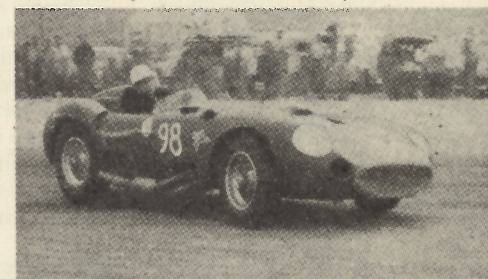
"Motoring on the water is entirely different. Here, we have a purely sporting form of locomotion that has no connection with the daily business of living. The man who boats is doing something entirely useless simply because he wants to, and therefore he has a jolly good time. We have had far too much austerity and the man in the boat is a chap who has spent his money on his own and his family's pleasure. I say that he couldn't make a better investment."

This apart, Bolster found the show tremendously exciting, not only because one could see "a great industry growing up before one's very eyes", but also for the sheer spectacle of all the boats in all their different shapes and sizes and their beautiful lines.

While on the nautical theme, Bolster also tried out the Healey sports boat, built by the father of the Austin-Healey car, who had gone into boat production in a very big way. The boat was 15ft long and capable of carrying six people, while its power unit was the 1.5-litre BMC Austin-Healey "55" unit developing 55bhp at 4000rpm, with a maximum speed of around 32mph. And Bolster's impressions? "It was found to be extremely easy to drive, by car standards, and to feel entirely safe when flung about and cornered in an energetic manner."

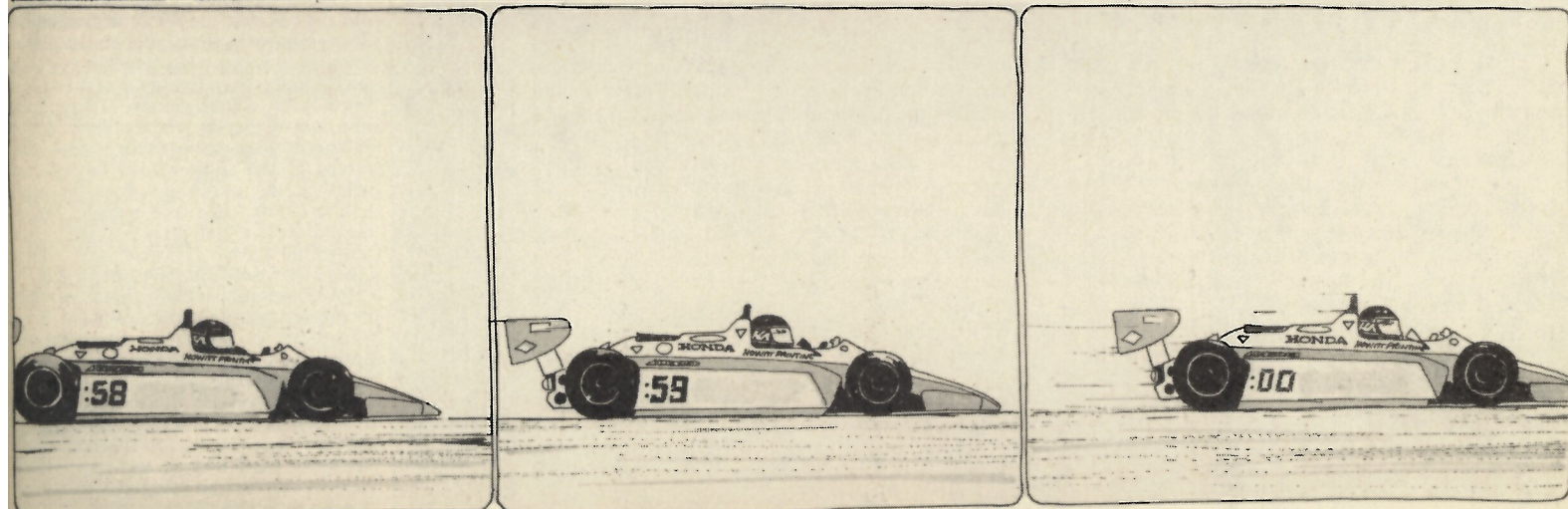
Turning to the more usual form of sport found in AUTOSPORT, there was a report from Gordon H Martin of some racing from California. In the main event for unrestricted cars at Palm Springs, Carroll Shelby won after a race long battle, while in the 1500cc event, Jack McAfee outclassed the opposition to take the victory laurels.

Carroll Shelby in his Maserati, victory bound.



Catchpole

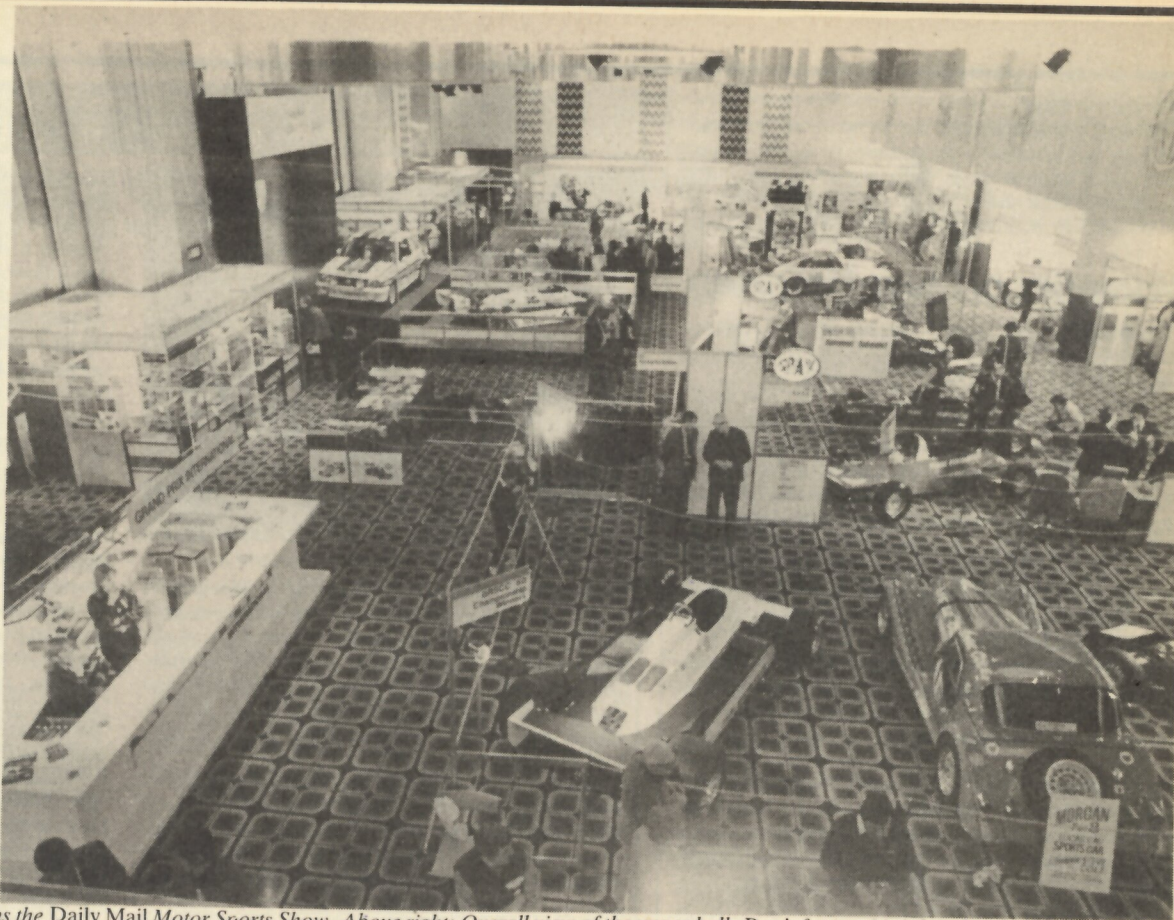
by Barry Foley



Daily Mail MOTOR SPORTS SHOW



Above left: Le Mans winner Derek Bell opens the Daily Mail Motor Sports Show. Above right: Overall view of the upper hall. Don't forget, this is less than half of it.



Motor Sports Show

MARK HUGHES & JEFF BLOXHAM take you on a guided tour of the exhibition halls.

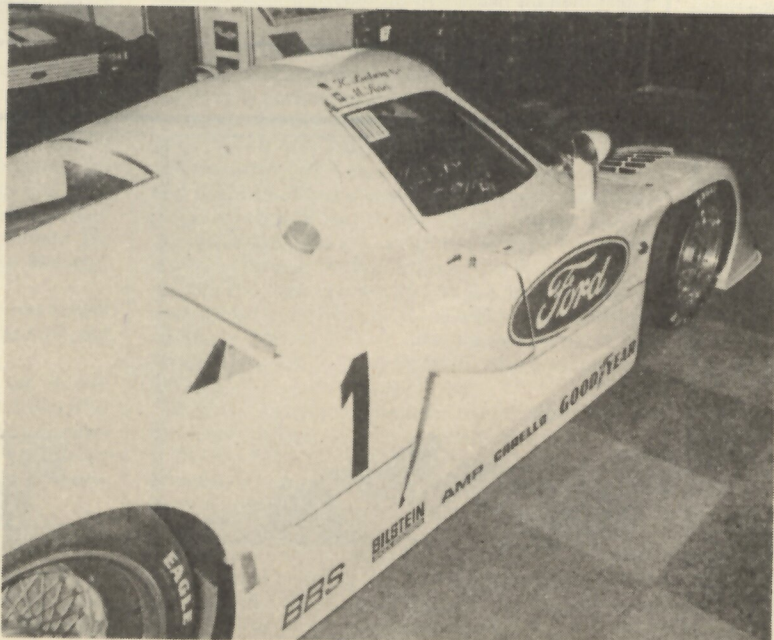


Above: The inexpensive new Kent FF1600 car, designed by Clive Santo for Brands Hatch Racing. Below a prettier pilot than Ian Taylor, who will be running this Tiga in the 1983 Sports 2000 series. Right: The Ford C100 will rely upon 3.9-litre turbo charged power this year.



The months of hard work put in by BRSCC Executive Director Peter Browning, the organising committee and the BRSCC staff were finally rewarded last Friday when the 1983 *Daily Mail* Motor Sports Show was opened by Britain's three-times winner of Le Mans, Derek Bell. The Cunard International Centre, linked to the hotel at Hammersmith, is the venue for this mecca for the motor racing industry which has drawn a total of 60 exhibitors.

Every indication as we closed for press on Monday evening suggested that it will be a great success. If you have yet to go, there are still four days of the show left before the doors close at 7.00pm this Sunday. It is only then that the pounds and pennies will be counted up to see if the show is profitable, but already there is sufficient optimism on the part of the organisers for them to have confirmed that the Motor Sports Show will continue in 1984.



For many of us, the London Racing Car Shows are part of the memory of motor racing at a time when things were better, when there was no economic recession and motor sport was more fun. Each show was a part of the motor racing calendar, a fixture that always went in the diary as a highlight in the middle of the bleakness of post-Christmas boredom and the January sales.

Time flies by so quickly that it is hard to believe that the last Racing Car Show, held at Olympia in 1975, took place just eight years ago. It seems very much longer than that, but perhaps that feeling is heightened by the contrast between the forbidding cavern that was Olympia and the warmth and relative luxury of the Cunard International Centre. The 1983 *Daily Mail* Motor Sports Show is an altogether more civilised occasion.

One of the chief differences from the old days is that the 1983 Motor Sports Show is more of a business market place than an occasion for small boys with sticky fingers to go to stare at cars and beg for stickers. Although there are competition cars on display, the emphasis of the show is trading, and—like it or not—the future of the show stands or falls on whether the exhibitors feel that the financial outlay involved in hiring, building and staffing a stand is justified by the return in terms of firm sales which otherwise would not have been made.

It is pleasing to report, therefore, that the overwhelming impression of the first four days of the show was one of optimism. Competition between racing car manufacturers is particularly intense at the grass roots of the sport, and so it was from the Formula Ford constructors that the strongest representation came. We spoke to all of them on Monday and learned that all had found their visits to the show worthwhile.



Above: British debut for the impressive new Audi 80 Quattro, a car on which Audi Sport's long-term rally hopes are pinned. Below: Arthur Benjamins — BRSCC marshal, professional design draughtsman and, at present, spare-time artist . . .



Above: Last-minute headaches are an inevitable part of an operation such as the Motor Sports Show. The AUTOSPORT Stand's £150,000 Porsche 956 arrived just in time although contingency plans (above) had already been made . . .



OPENING TIMES

There is still plenty of time to visit the Daily Mail/BRSCC Motor Sports Show before it closes on Sunday, January 16. The opening times are as follows:

Thursday, Jan 13	11.00-21.00
Friday, Jan 14	11.00-21.00
Saturday, Jan 15	9.30-21.00
Sunday, Jan 16	11.00-19.00

HOW TO GET THERE

By car: leave the A4 before the Hammersmith flyover and follow the yellow AA signs for the International Exhibition Centre. There is an underground car park, but space is limited. Visitors are advised to head for the covered NCP car park in the Kings Mall shopping centre in King Street or the open NCP car park under the flyover at peak times to avoid wasting time circulating Hammersmith Broadway.

By public transport: travel to Hammersmith by London Transport underground train (on the District, Metropolitan or Piccadilly lines) or to Hammersmith Broadway by London Transport bus (on routes 9, 11, 27, 33, 72, 73, 91, 220, 267 or 295); then walk for a few hundred yards to the International Exhibition Centre, which is behind the Trafalgar House building to the east of Hammersmith Broadway.

ADMISSION

Adults	£2.00
Children under 14	50p

Ralph Firman of Van Diemen was a delighted man on Friday evening, when the show had been open only for a matter of hours, as a result of selling his first car. By Sunday he had added five more to the order books and confidently expected that more deals would be struck. Elsewhere, Reynard's General Manager, Rick Gorne, said that his company had also sold three cars and had many other enquiries. Royale's designer, Bob Marston, reported that business was "very, very good", but wouldn't say how many cars the Bedfordshire company had sold. Howden Ganley's Tiga Cars and

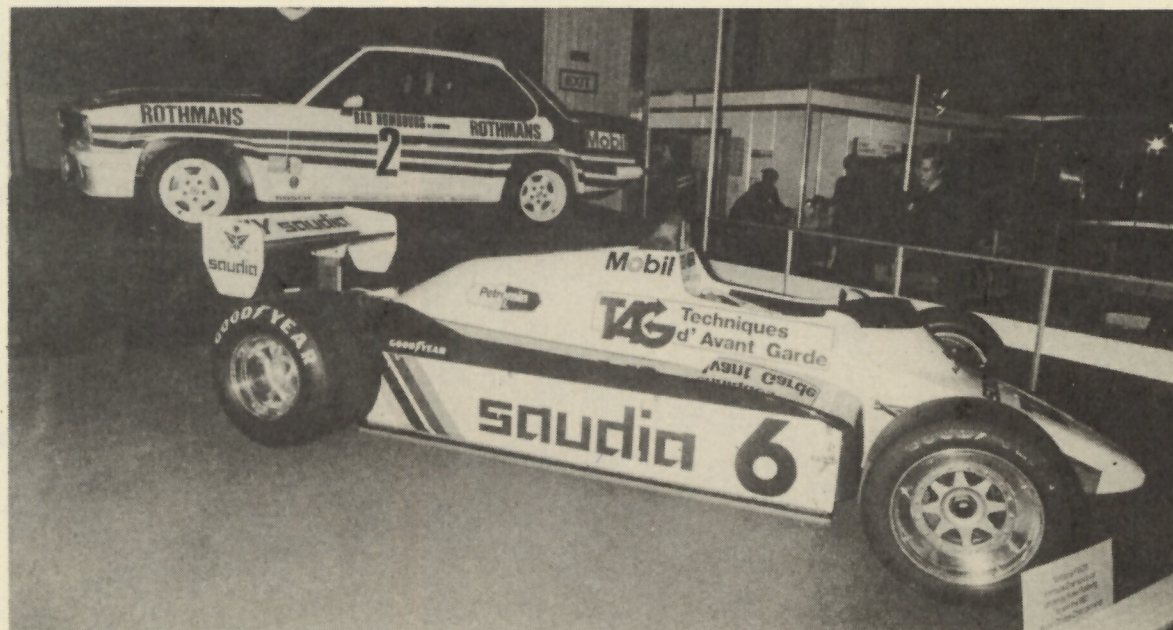
Donington-based Swallow Pilbeam reported four sales each.

The engine specialists were also happy, although only two were at the show. Nelson Engine Services had sold eight engines by Monday evening, and Bob Salisbury's BSR Power, a new company in the field, had sold two.

Unlike the shows of the past, the Motor Sports Show also has a rallying element, with the two teams which fought out last year's World Rally Championship being represented by GM Dealer Sport (for whom Tony Fall ran

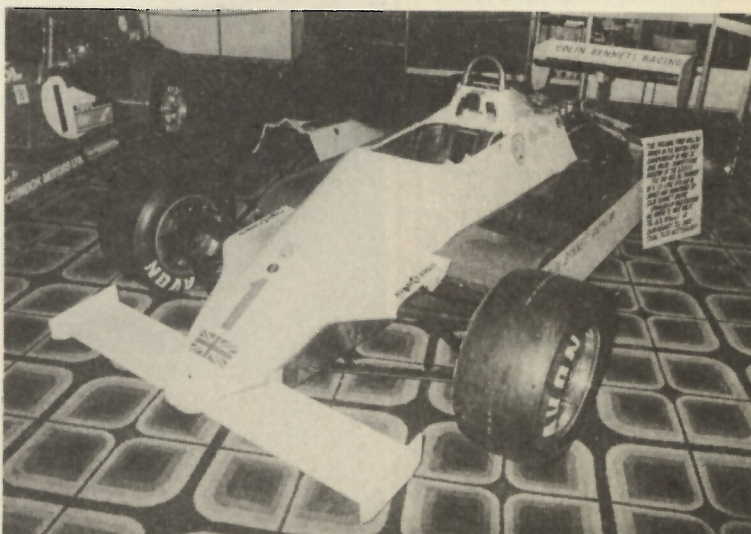
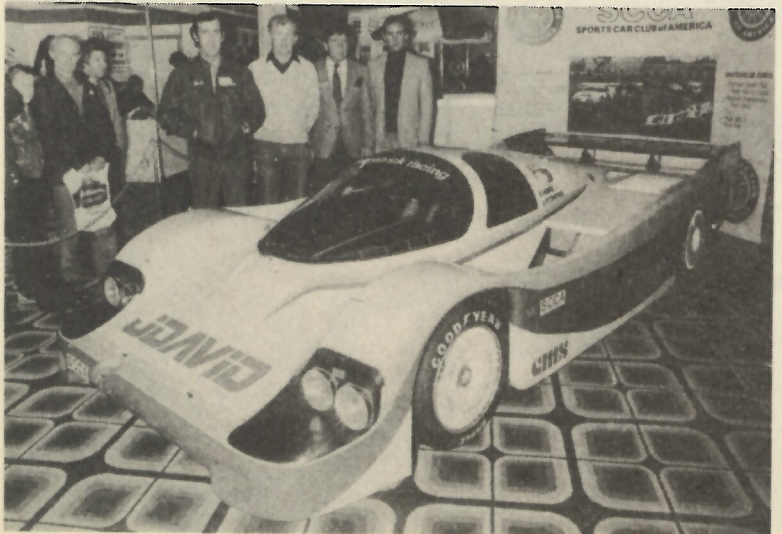


Miss Topless 1981 delivers Kissogram to birthday boys Mike Wilds and Val Musetti. Below: The Upper Hall features Rohrl's Opel and Rosberg's Williams.





Top: Derek Bell signed autographs during Friday and Saturday on the AUTOSPORT stand. Top right: The BF Goodrich range of COMP T/A tyres has RAC approval for many forms of motor sport this year. Colin Blower will be the American company's 'works' production car representative on the circuits with this Porsche 911 SC. Above: New RAC British Motor Sports Council Chairman Michael Southcombe tries Richard Owen's S2000 Aquila for size. Above right: American Leonard Renick hands over a cheque to Tiga Sales Director John Webb for his new Sports 2000 car. Middle right: The racing doctor gets a taste of his own medicine as a nurse at the Private Patients' Plan Medical Centre (run in conjunction with Motor Racing Stables) finds Jonathan Palmer's blood pressure a little higher than normal! Middle far right: Take one kart chassis, a great deal of expertise in fibreglass lamination and a vivid imagination and you too could go to Le Mans in a Porsche 935. Rolston Auto Technic's 80mph prototype, shown on the Silverstone stand, costs over £3,000. Bottom right: BRSCC Competition Director Mike Wilds will drive Colin Bennett's 3.8 DFV-engined Williams FW07 in this year's British Open Series. Below: One of the stars of the show — John Fitzpatrick and David Hobbs (third and fourth from right) will be running this customer 956 — one of 15 to be built — in the SCCA CanAm Challenge and World Endurance Championship.



Motor Sports Show

continued

the Opel Ascona 400s of Walter Rohrl (al) and Audi Sport. Both have a car on display, the Opel sharing space with Keke Rosberg's Williams FW08 on the central podium and the Audi Quattro appearing on the Audi Sport stand. The Ford Motor Company's example of the RS1600i Turbo, which forms the basis of an exciting new rally championship, will also attracting attention from budding rally drivers to such an extent that the C100 sports car was virtually ignored.

If you are going to the show to look at highly polished racing cars, you will not be disappointed. Apart from Rosberg's Williams on the central display, there are two other Formula 1 cars. One is the Brabham-BMW — carrying the chassis plate BT52/1 — on the Grand Prix International stand, while the other, one of the AUTOSPORT stands, is the Toleman TG181 with which Derek Warwick made such an amazing impression at the British Grand Prix last year.

Representing the revival of sports car racing are two Porsche 956s, the Ford C100 and a Lola T610. The two Porsche are examples of the past and future of the already legendary car, the Rothmans liveried car on one of the AUTOSPORT stands being the chassis driven to victory by Derek Bell and Jacky Ickx in last year's Le Mans 24 Hours, while the David sponsored customer car on the SCCA's stand will be raced this year by John Fitzpatrick/David Hobbs in the CanAm Challenge and the World Endurance Championship.

The SCCA is present to encourage would be competitors to run the converted F1 or F2 cars (and indeed Group C cars like the 956 on the stand) in the CanAm Challenge this year.

Motor Racing Stables are represented in force at the show, their large stand in the Upper Hall promoting the MRS Motor Only Trophy as well as the school

normal activities. The winner of the eight-race 1983 Club Championship, organised by MRS in conjunction with Brands Hatch Racing, will receive the trophy and free drives in five single-seater races. Anyone who books up for the eight-race championship (which includes the necessary school training) at the show will be entitled to £100 discount, bringing the price down to £978.

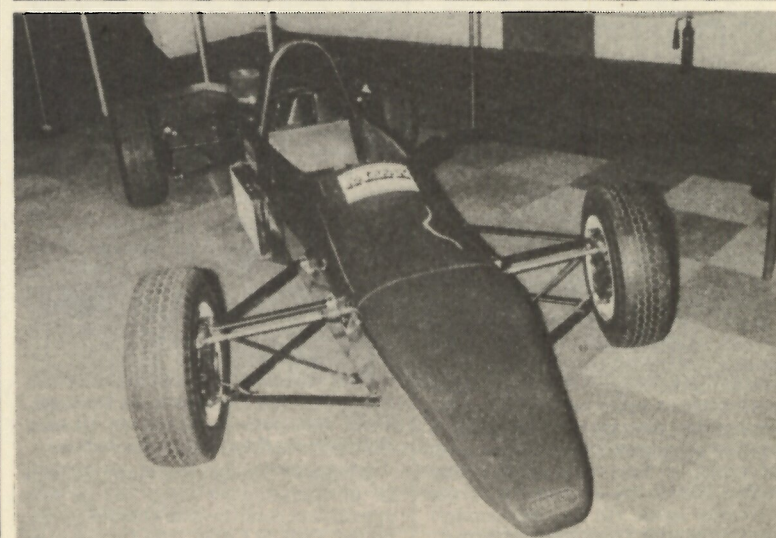
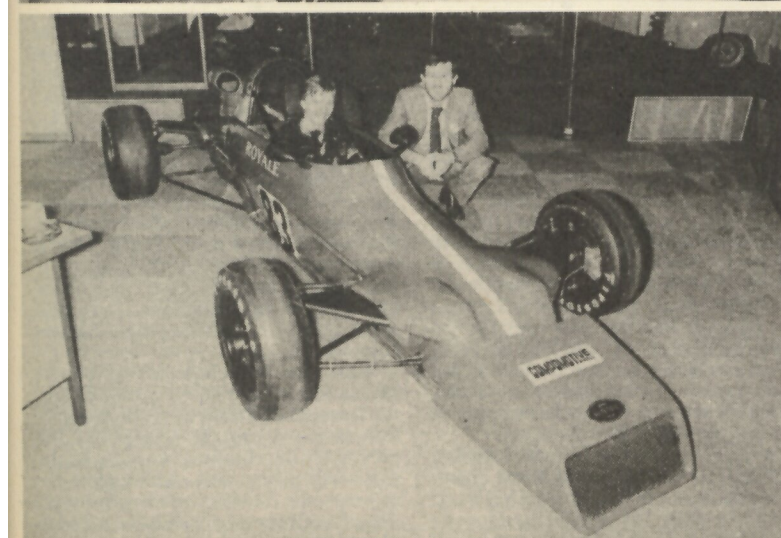
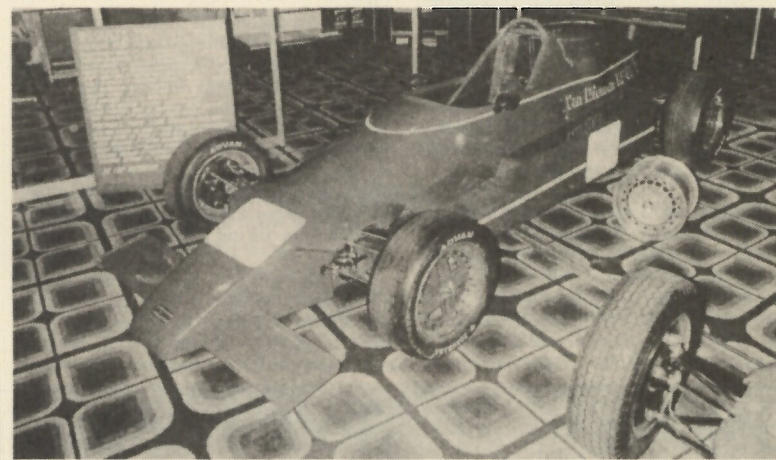
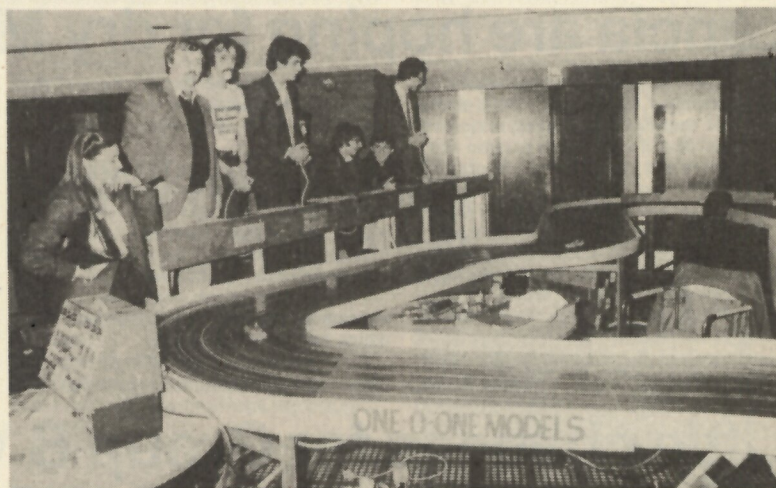
MRS's other representation is the service offered on the mezzanine floor in conjunction with Private Patients Plan to offer 'instant' medical checks. Any competitor can have a medical check-up for just £10 (the British Medical Association's fee is £19.50) and by Monday 100 people had taken advantage of the offer.

Many of the exhibitors at the show represented the more off-beat elements of the motor racing industry, and again most reported that business was good. Grand Prix Sportique, the company which makes unusual furniture and ornaments out of bits of racing engines, said, for example, that they had done more business than expected. In the art department, BRSCC marshal Arthur Benjamins was delighted that he had made his last minute decision to attend the show since he had sold several of his beautiful pictures in the first four days, while *Catchpole* cartoonist Barry Foley was kept busy selling personalised T-shirts, framed cartoons and so on.

The overall mood of the show, then, is one of considerable optimism, and Peter Browning is delighted with the response from the public. By the end of the first weekend, nearly 8,000 paying customers had visited the International Exhibition Centre. With a few reservations about the fact that the displays were in two separate halls on different floors—a few visitors apparently fell foul of the poor signposting and left without realising that there was a second hall on the first floor—the public's response was highly encouraging. Some people found the Cunard Hotel difficult to find, but if you follow the directions given in the panel you should not have any problems. ■



Clockwise from top: A flat-bottomed Brabham-BMW Formula 1 car, complete with a chassis plate announcing that this is the new BT52/1, was the star of the Grand Prix International stand; One-O-One's impressive six-lane raceway on the Mezzanine floor was much in demand; Completed on the morning of the first day, the latest Dave Baldwin-penned Van Diemen RF83 FF2000 car caused a stir with its all-enveloping bodywork; Alas, weeks of round-the-clock work could not ready Sparton Engineering's new SE420 F3 chassis in time, but Norman Pierce and Paul Jackson's slim FF1600 SE316 gave show visitors a taste of things to come; David Button (in car) and Keith Fine will head the works Royale team this year in new RP33M cars; Russell Spence was kicked out of his Swallow SP3's driving seat by London model Linzi Drew.



Special Stage

RS1700T for Corsica

Ford reveal 1983 competition plans at Motor Sports Show

The Ford Motor Company announced at the Motor Sports Show last week that their Escort RS1700T is expected to make its competition debut on the Tour de Corse in May. It suggests new confidence at Boreham, as this is the first time that Ford has made any firm statement about the project since its initial — premature — announcement about 18 months ago.

Production is scheduled to begin at the Saarlouis plant in Germany during March, and Ford personnel have admitted that this run could be the only stumbling block now facing the car. The 200 units necessary, with front engine rear wheel drive and a five speed

transaxle, will be prepared alongside the production models.

Ford will still not comment on the drivers for the team, although acknowledging that Malcolm Wilson will be the number two man. A four event programme of world series rallies has been prepared, but no lead driver has been confirmed.

Talks are continuing with several people but Markku Alen must remain as one of the leading candidates. He recently tested the car in Wales and has confirmed his interest. Lancia for their part are on record as offering an extended world programme to retain his services however.

In addition to the world championship

project for the Group B car, two Group A Escort RS1600i models will appear in the British Open Rally Championship. Malcolm Wilson will certainly contest the first two rallies — or as many as take place before the RS1700T receives homologation — while Louise Aitken will complete the entire series.

The Escort RS1600i cars will be prepared and maintained by MCD Services, and Dave Campion, manager at the Widnes centre was obviously delighted with the plan. No Group A specification Escorts have yet been built however, and an extensive development programme will be needed during the early months of 1983.

Lancia are hoping for dry Monte

The weather is going to play a crucial part in the Monte Carlo Rally which starts later this month. The Lancia team are confident that if conditions remain dry, as they were last year, then the Rally 037 can win the event.

"Compared to the Opel, this car is like a Group 5 racing car on asphalt," commented World Champion Walter Rohrl at the weekend, "and I am sure that it can win in Monte Carlo."

The German has won the event twice, while Jean Claude Andruet has also taken victory, 10 years ago. The third member of the team is Markku Alen,

who could easily be the quickest of the three if the conditions — which still feature no snow on any of the stages — deteriorate.

Taking a break from their practice in Sestriere last week, none of the drivers were optimistic about their chances if winter did arrive. "I don't know how much slower we will be than the Audi Quattros," admitted Rohrl.

Also at Sestriere were the newly announced members of the Junior Team which Lancia will support.

Five Italian teams will appear in various programmes this season and all

of them will be in Lancia Rally 037s. Totip will back the Jolly Club three car effort of Carlo Capone, Antonelli Mandelli, and Massimo Biasion, with Mandelli and Biasion chasing the European Championship starting with the Costa Brava in February.

Grifone will run Fabrizio Tabaton the new Italian champion, backed by Wurth and it is expected that he will again contest his home series, while Michele Cinotto also gets an outing on the Acropolis as well as the home programme and a European challenge.

Little changes for Group B Vauxhall

The transfer papers from FISA, concerning the homologation of the Vauxhall Chevette HSR to Group B, have revealed the exact specification of the 1983 competition car. Basically the car retains its external appearance, and the engine will only differ marginally from the old Group 4 specification. The changes will come in the gearbox and rear axle.

The Getrag box has been deleted as has the Atlas axle, so Blydenstein Racing (who are apparently about to be put in control again) will use the rather older, heavier but stronger ZF gearbox with a Salisbury axle. The latter, revised pick up points have been passed, and that will be a major relief to the Blydenstein engineers.

gineers.

They are faced with a very busy season as following the announcement of Team Nissan Europe (see separate story) they are also faced with finding the ideal specification for the Group B Vauxhall. A budget to complete such work — and find more power from the 2.3 litre engine — has apparently been approved. That must please all those involved following the restrictions which Blydenstein had to work within during 1982.

The driver line up has not been confirmed although Russell Brookes — who carries Andrews Heat for Hire into their tenth year of sponsorship — has stated they will be with him in 1983, and

that he will "drive for General Motors." Brookes is also talking to a sponsor for an extensive foreign programme of European championship events, and it seems an Opel Ascona 400 could be used on those occasions. The other driver remains a mystery, although GM personnel make no secret of their desire to see Tony Pond in a car. The alternative, (and more likely?) could be Terry Kaby.

The route by which Vauxhall have successfully homologated the Chevette will certainly be of interest to other manufacturers, and the Escort RS, which also ceased production before the December 1980 cut-off date — should also now go straight through into the new Appendix J category.

Brown gets RAC job

John Brown has been made responsible for the route of the 1983 RAC Rally. One of the country's most experienced co-drivers, Brown has more recently turned his attention to organisation, and sees the new role as a serious challenge.

"I am certainly going to enjoy it," he commented on Monday, "but it will be a hard act to follow. The Lombard RAC Rally has always had an enviable reputation, and I will be pleased to maintain the standard."

Brown takes over the position as route co-ordinator from Phil Short who was involved for last year's rally. Brown himself has extensive experience of the Rally itself, and partnered Erik Carlsson to victory on the 1961 event, the first time the RAC went into the British forests.



Brown — mellowed.

Since then he has accompanied many many drivers, most recently Messers Brookes, Culcheth and Buffum although in the eyes of many other competitors and officials, he was a hard man to deal with.

"I have mellowed," promised Brown, who continued to explain that so far he has had little time to think about any introductions he would like to make to the event.

"The rally is still very much Jim Porter's responsibility," he continued, "and obviously anything that happens will be with Jim's agreement. I would like to keep the road mileage as low as possible, keep the total time to a minimum, and use stages as long as possible. To what extent one can do that with the RAC I am not yet sure, but I am looking forward to the challenge."

Salonen confirmed

The formation of Team Nissan Europe sees the company's European connections move from Andy Dawson's Milton Keynes headquarters to Blydenstein Racing Ltd in Shepreth. Confirmation has at last been received from Japan with the news that Timo Salonen is expected to drive on four European rounds of the World Championship, with a second car on selected events. It seems that Tony Pond will not be involved.

The first event will be Monte Carlo, with only Salonen entered in the recently homologated Nissan 240RS, the Group B version of the Silvia. For rallies in other parts of the world, Nissan will take responsibility directly, and included in whatever programme the Japanese decide upon, it must be expected that Shekhar Mehta will be entered on the Safari rally again. He may also contest some events with Team Nissan Europe.

Rothmans announce plans for Opel team

The Rothmans Opel Rally Team have confirmed their 1983 commitment to World Championship rallying, with Ari Vatanen, Henri Toivonen, Jimmy McRae, and Guy Frequelin. Vatanen — who gave Rothmans the world title in 1981 — gets an extensive world programme while McRae will now do three rounds of the championship.

First event in the programme will be Monte Carlo, and Vatanen and Terry Harryman, Toivonen and Fred Gallagher, plus Frequelin and Jean Francois Fauille have already completed most of their recce. Other members of the team are doing ice notes.

Only Vatanen will start the Swedish Rally, the two Finns will do Portugal, while Vatanen is joined by Rauno Aaltonen for the effort on the Safari.

It is hoped that the Opel Manta 400 will be in operation by May, and its first appearance could be with Guy Frequelin on the Tour de Corse. The French man

will run the usual blue and white colours for his world appearances in the official team, although some support will come from GM France.

The Acropolis will see a three car effort including McRae, and all four men will be in Sanremo with another full assault on the RAC Rally possible. Only the Finns will start the 1000 Lakes.

The team apparently do not see this effort as a full scale assault on the World Championships, although inevitably if the signs are favourable, an extension of the programme is possible. New Zealand is a possible addition, and after the last minute panics of 1981 and 1982 the Ivory Coast could also feature. Definitely not included is the Argentinian event, although there are already rumours in Europe that the rally will not run.

Away from the World series, McRae will contest the six round home championship in an effort to score a hat trick. His first event in 1983 should therefore be the Mintex Rally in February, and he will

be joined by Henri Toivonen on the Circuit of Ireland, an event which is also sponsored by the company. On the final round of the Open series, McRae, Toivonen and Vatanen will all appear.

Frequelin's home programme will be run under the French "Legere" colours (red rather than blue . . .) and he will chase the French National title where the most serious opposition is likely to be the Renault 5 Turbo. Finally, Said Al Hajri is again likely to drive for the team in the Gulf Rally Challenge, and some of the European team members could also make appearances during the 1983/1984 competition.

With the (hopeful) arrival of the Manta 400 in the relatively near future, the Rothmans team will complete very little more work on the Ascona 400. The only likely development must be on the Cosworth power unit, which gave the drivers some cause for concern last year. The phase three engine must be suited to Monte Carlo.

Hinchliffe to film World series for BBC

After a period of three years without regular rally coverage, the BBC are to screen reports from the 1983 world Rally Championship. "Grandstand" will include action from six rounds of the series, with material from Barrie Hinchliffe, who has been responsible for the sport's best films in recent years.

The first television report will be at 1.45pm on Saturday January 29, when between 15 and 20 minutes will be screened. Commentator will be David Icke. Portugal, Corsica, Acropolis, 1000 Lakes, and Sanremo are also in the schedule.

"Obviously we are delighted," commented Barrie Hinchliffe on Tuesday, "and looking forward to renewing our link with the BBC with some of the most exciting rallies in the world championship."

Hinchliffe's company, BHP, recently moved into the studios in London's Fitzroy Square formerly occupied by UMP. The company will continue to supply ITV's "World of Sport" with coverage of the British Open Rally Championship, as they have done in recent years.



Louise Aitken (left) and Ellen Morgan (right) with Ford's Peter Ashcroft.

Aitken in Junior team

The RAC MSA are expecting to announce the members of the Junior team to be entered on the Swedish International, later this week. Included in their list was Louise Aitken and at first it appeared that she would have to miss the opportunity because no car was available.

Ford have however confirmed that they expect to "find" a suitable car for the rally and while it must cause problems at Boreham, particularly for Charles

Reynolds, it does mean that their newly announced contractee (see separate story) will gain important world championship experience.

Chris Belton, Rally Executive of the RACMSA commented: "We are waiting on confirmation from all the drivers and then we will announce the team. The support from manufacturers and the trade should mean that somewhere about £6000 is available, and of course the organisers are also helping."

Vintage Port Wine in prospect

The second round of the 1983 World Rally Championship for Makes is the Portugal Rally which takes place over March 1/6. The event counts for both the Makes and Drivers titles and, as before will be based in Estoril where the Hotel Estoril-Sol is offering special rates for overseas competitors. The route will total 2430KMS and will be split into five etapes.

The opening stages will be the shortest but will include the famous Sinatra Loop., used three times in the section. The second section will also be based on tarmac with the third, 472kms etape being the first chance of competition on gravel. These stages form the basis for the remainder of the rally before the crews return to the Estoril Autodrome and the longest test of the rally—a really tough finale which includes the Candosa stage.

Having distributed the prizes in the Autodrome on March 6, there will be the traditional slalom test for both crews and service teams—usually guaranteed to produce some exuberant driving.

Further details from the Rally Secretariat, Rally of Portugal—Port Wine, Avenue da Republica, 47-5 Esq, 100 Lisbon, Portugal. Entries close at 6pm on February 10.



Bjorn signs for Toyota

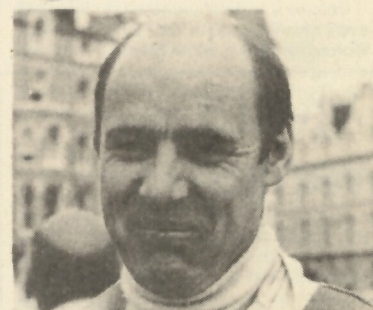
Bjorn Waldegaard has apparently now signed for Team Toyota Europe and will appear with the new Group B Celica. The car should be seen by the middle of the year and the team expect to tackle three or four other major events later in the season. That would eliminate his chances of appearing with Ford, as they are still hoping for a similar programme with the Escort RS1700T.

Tuthill recovering

Francis Tuthill is on the road to recovery after a serious accident before Christmas. A fall while skiing in Switzerland resulted in him breaking his right leg in three places and spending several weeks in intensive care with a thrombosis. Happily Tuthill is much better now, although there is still a long way to go before he will be seen behind the wheel of a rally car.

Speaking from his home on Monday, Tuthill explained, "The leg is the least of my worries. The biggest problem is the fact that I am still having to take anti-coagulant drugs that will prevent my competing for a while. If all goes well I hope to be back in action for the Gwynedd."

Several rumours are circulating about Tuthill's plans for the year and, although



Tuthill—recovering.

he could not comment on Monday, an announcement of an exciting programme should be made shortly.

Audi stick with Pirelli

The Audi Sport UK team are sticking with Pirelli for their attack on the 1983 Open Rally Championship. Both the Audi Quattro, and the Audi 80 Quattro will run with the Pirelli rubber, and the

company are again sponsoring the team. Additional sponsors are BBS wheels, which appeared on Mikkola's winning car for the RAC Rally last November, and also BP Oil.

Monte Carlo Rally leading entries

1 Walter Rohrl/Christian Geistdoerfer	Lancia Martini Rally
2 Hannu Mikkola/Arne Hertz	Audi Quattro
3 Ari Vatanen/Terry Harryman	Opel Ascona 400
4 Markku Alen/Ilkka Kivimaki	Lancia Martini Rally
5 Michele Mouton/Fabrizia Pons	Audi Quattro
6 Henri Toivonen/Fred Gallagher	Opel Ascona 400
7 Jean Claude Andruet/"Biche"	Lancia Martini Rally
8 Stig Blomqvist/Bjorn Cederberg	Audi Quattro
9 Jean Ragnotti/Jean Marc Andrie	Renault 5 Turbo
10 Guy Frequelin/Jean Francois Fauchille	Opel Ascona 400
11 Jean Luc Therier/Michel Vial	Renault 5 Turbo
12 Timo Salonen/Seppo Harjanne	Nissan 240RS
13 —	
14 Bruno Saby/tbn	Renault 5 Turbo
15 Achim Warmbold/B. Schmidt	Mazda 323
16 Chris Lord/Kevin Gormley	Talbot Sunbeam Lotus
17 Juicho Kojimoto/Dominique Rose	Nissan Silvia
18 Romain Feltier/JR Dubois	Ford Escort RS 1600i
19 Salvador Servia/Jordi Sabater	Opel Ascona
20 Dany Snobeck/Denise Emanuelli	Renault 5 Turbo
21 Allan Beauchef/Daniel Brichot	Mazda 323
22 Kurt Fritzingen/Henning Wuensch	Toyota Celica
23 Jurgen Barth/Roland Kussmaul	Porsche 911
24 Philippe Touren/Guy Fredouelle	Renault 5 Turbo
25 Jean Pierre Ballet/Serge Roussel	Porsche 911SC
26 Gilbert Sau/Annie Albis	Renault 5 Alpine Turbo
27 Michel Scemama/J Schertenleib	Porsche 911SC
28 Maurice Chomat/Didier Breton	Citroen Visa
29 Yves Loubet/P Guidicelli	Alfa GTV
30 Alain Coppier/Josepha Laloz	Citroen Visa



Michele Cinotto (right), pictured with his R6 sponsored Lancia, will be an important part of the team's Junior team in 1983. Cinotto will aim to win the Italian Championship, although he must also be a potential winner of the Euro series with a programme which includes many important events in that series. After a year with Audi, Cinotto has returned the Fiat Lancia Group, and so has a new co-driver this year; Sergio Cresto.



Audi back series finalé

The final round of the Shell Oils/AUTOSPORT National Rally Championship will be supported by Audi Sport. The decision to support an event for the first time was taken before Christmas and will be a welcome boost for the rally that usually has a string of top names among the entry with the RAC in close proximity.

Details of the deal were released at the Motor Sports Show on Friday where Don Hume of Audi explained, "We were delighted to be offered the opportunity to become involved in British national rallying and were pleased to be able to give our support to the final and key round of the National Championship."

Despite a last minute re-route, the 1982 event proved popular and the organisers, Wolverhampton & South Staffs CC promise

that this year's rally will follow a similar format. Once again the event will be based in Aberystwyth and at no point will the rally be further than 25 miles from its base.

With Hafren, Dyfi and Panperthog like to provide much of the stage mileage again, there would appear to be a strong possibility that Audi Sport will field a strong team for some forest testing prior to the Lombard RAC Rally. If other teams follow Audi's lead, then the final round could once again look more like an international rally than a National Championship event.

Decosol . . .

Decosol have again offered support for the Shell Oils/AUTOSPORT National Championship. In addition to supplying cleaning products to all competitors carrying their decals, there will be awards of £100 to each of the class winners in category 2.

As last year, the company will be present on all rounds of the series to provide a popular and comprehensive windscreens cleaning service to competitors.

. . . and Moët

Champagne is the traditional drink for winners and for those who reach the finishing ramp first on each round of the National series there will be a bottle of Moët & Chandon with which to celebrate. In addition to event support, Moët & Chandon will donate another bottle to the overall champion at the end of the season.

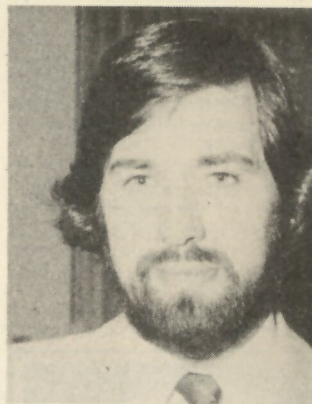
Close defends title with GM support

Russell Close will defend his Group A title on this year's Rothmans Open Championship with continued support from GM Dealersport. His Opel Manta GT/E will again carry further support from Zip Print and AGJ Motors. Dave Wilford will co-drive for the season, a partnership that was struck up in time for the RAC Rally last year.

Most of the regular Group A contenders from last year will return with GM backing. Harry Hockly, Ian Harrison and newcomer Steve Easton will be in 1300cc Astras while Brian Wiggins again takes on the 1600cc class with his larger capacity version.

With Malcolm Patrick still unsure of his commitment for 1983, Phil Collins takes over the reigns of last year's National Championship winning Ascona to aim for the Shell Oils/AUTOSPORT title as well as taking in some of the Open series. Although Collins will have GM backing, the car will run Advan tyres for most of the year rather than the usual Michelin rubber for the *marque*. Collins will have a new co-driver for the year in Stuart Harrold.

Former National Champion, Bill Dobie is at present planning to build a Group B Manta 400 for the National series, again with GM backing. Pressure of work has meant that the car has not yet



Close — title defence.

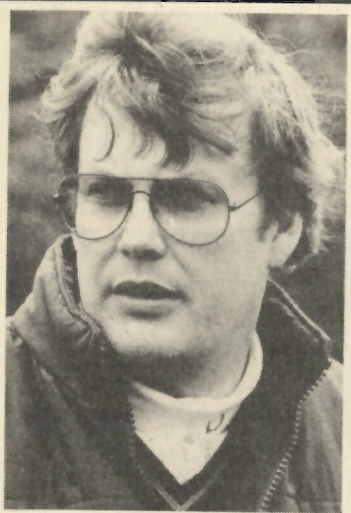
been started and much midnight work will need to be burnt if the car is to make its planned debut on the Mintex Rally at the end of February.

The GM support programme has yet been finalised but it is expected the total support will be along similar lines to 1982.

Support for championships is expected to continue in the same vein while pressure on the Astra Challenge is now looking good with somewhere in the region of 250 cars predicted to start the series.

Drivers wanted

Two co-drivers are looking for competitive rides this year. Rick Smith who partnered John Weatherley to the 1300cc class win on last year's National Championship is available on 01-6699211 while Simon Warner — who is looking for a partner on the Open or Esso/BTRDA Championships — can be found on Woking 60549.



Renault for Airikkala

Pentti Airikkala could be seen in a Renault 5 Turbo on this year's Rothmans Open Rally Championship. The suggestion comes from France and with such a large proportion of the series held over asphalt roads the Renault could easily be a winner.

Hopeful Hankiralli

The organisers of the Hankiralli are hoping to attract a number of British drivers to their winter rally which takes place on the weekend of February 25/27. Included in the deal on offer is time for practice on a frozen lake, and as the rally does not allow pace notes, the challenge could be attractive to British competitors. It is even possible that Pentti Airikkala will be on hand to offer advice.

The rally is about 900kms long, with 350kms of special stages, and the deal on offer includes a free entry, accommodation, and a ferry from Stockholm to Helsinki. The organisers are currently trying to negotiate for a favourable rate for the crossing from Britain to Sweden. Studded tyres will be available at a good price, and everything possible is being done to assist competitors.

Details are now available from the organising body in Helsinki (0103580714 897) or from Pentti Airikkala on 062 847 3511.

Freestone misses out

Martin Freestone's recent trip to Italy gave him an insight into the Lancia factory but sadly he returned without the Lancia Rally that he was seeking. A pre-evolution car was offered to him for £37,000 but as this had no spares and Lancia boss Cesare Fiorio could not promise any, he was forced to turn the offer down.

"There was really no way that we could afford to take the gamble of running the car," he commented this week. "Unfortunately I sold my own car before I went and so I may not be competing at all this year. If I can't tackle rallies I may have a go at some hot rod racing — it is a much cheaper sport."

British start for Monte

The seven British starters on the Monte Carlo Rally will leave from the Granham Webb Hotel in Dover. The RAC MSA chose the venue, because of the likelihood of traffic problems in London, giving the drivers less problems before the vital ferry crossing to France.

The first car will leave at 9.30am from the hotel on Saturday January 22, and it is

expected that the seven will catch the 10.30am Townsend Thoresen ferry to the Eastern Dock.

The British starting point has the lowest number of cars (normal practice unfortunately), while the Paris starting point is again the most popular with competitors due to begin in the C total of 250 cars will be on the event.

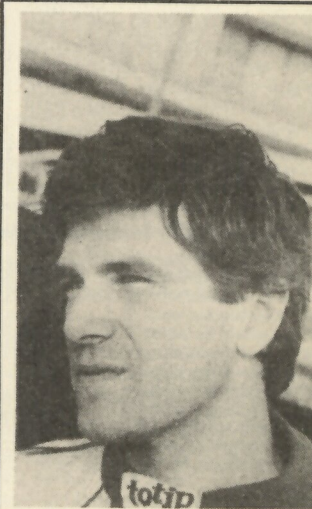
Briefly . . .



Lord — challenge.

● Chris Lord has been tempted by the 50,000 Franc first prize offered in the Pirelli Winter Challenge for the Monte Carlo Rally. With £140 start money, a bonus for the common run and prize money right down to 10th place in the competition, Lord is hoping for a good result.

● Officials on the recent Virgo Rally had an unusual problem on Deer's Leap. An enterprising photographer, seeking the ultimate 'yump' shot had placed his camera in the middle of the road with a long shutter release cable attached. Had the officials not removed the camera, the results would have made interesting viewing . . .



Zanussi sacked

Andrea Zanussi has been dropped from the Lancia team. After chasing European Championship in 1982, works backing, the youngster was expected to feature in the Junior Team supported by Totip. Apparently Lancia boss Cesare Fiorio tired of the playboy attitude . . .

Ladas are popular

This year's Lada Challenge has already attracted over 50 registrations and the final total looks like being much higher. At the moment however the entries are heavily weighed in favour of the championships south of the border although series co-ordinator Terry Douce stresses that the Scottish challenge will definitely run in the hope that numbers will improve as the season progresses.

The opening round of the championship will be the Wydean on February 5 where the £350 prize money for that event has attracted around 20 entries already. A rumour that former Reliant Kitten driver Graham Newby will drive a car supported by the BBC's Blue Peter programme would appear to be unfounded as people connected with the programme have no knowledge of the matter and were upset to learn of their alleged involvement.

Further details of the Lada Challenge may be obtained from Terry Douce on Caterham 43450.



Llewellyn — spare car for national rounds.

Collins's cars back in action

While Phil Collins is doing battle during 1983 with the Opel Ascona 400, his red Escorts will still be seen in action. Regular team mate Roger Chilman will contest the Shell Oils/AUTOSPORT National Championship while David Llewellyn — a star of last year's Shell-sport Welsh Stage Rally Championship — will also tackle some national rounds in the spare car.

Gwynne to launch new rally school for 1983

A new rally school is to be launched in February by Bill Gwynne. With a permanent venue near Gwynne's preparation workshops at Brackley in Northamptonshire, the school will offer a long special stage, lecture facilities and a video theatre to analyse competitors progress.

"The idea is to give beginners a chance to get a grasp of the basic skills and to knock some of the rough edges from the more experienced drivers."

Gwynne is no stranger to instruction as he ran a motocross school in the mid-sixties from which emerged four national champions. The course will also

look at car preparation and give hints on service barge conversion.

"For just £65 per day the pupils will receive personal tuition at their level with no extras to pay for. All they need to do is bring themselves," commented Gwynne. "As an added incentive we shall be offering the most promising student a free entry on a selected rally with car, service crew and support barge provided."

Details of the course are available from Bill Gwynne Rallyschool, Station House Works, Wesbury, Nr Brackley, Northants. Tel: 0295 710028 or 0280 704972.

Cibie award gets brighter

The Cibie Silver Oscar award for the most promising rally driver with little outside financial support is about to enter its seventh year with increased cash backing. The winner of the renamed Cibie Silver Oscar Plus award will now receive £1,000 and full lighting support for the 1984 season. This represents a trebling of the previous bonus.

To qualify for the award, drivers must use either Cibie or Marchal auxilliary

lights, display the appropriate decals and enter at least six championship events from the Rothmans Open, Shell Oils/AUTOSPORT, Esso/BTRDA, Rally Sport or Motoring News/BTRDA Championships.

To register for the award, competitors should write to Mark Botham, Competitions Manager, SEV (UK) Ltd, Stewkley Road, Soulbury, Leighton Buzzard, Bedfordshire.



Making sure with Shell . . .

At the Shell awards presentation in London last week, Jimmy McRae received his prize for winning the Open Rally Championship for the second year running. He is seen after the presentation with Keith Collow (centre), Shell UK's Motor Sport Manager and motor cycle ace Barry Sheene who is well on the way to recovery after his horrific accident last year.

At the presentation, Collow explained that with their sponsorship of the National Rally Championship and their continuing support for major teams such as Opel, Ford, Vauxhall and Talbot, Shell are now involved at all levels of motor sport.

Entries are available . . .

Despite stories to the contrary, we are informed that there are still entries available on both the Wydean and Cambrian rallies. The former which takes place on February 5, is the first round of the Esso/BTRDA, Ford Escort Turbo and Astra Challenge competitions. The Cambrian takes place two weeks later on February 19 and is included in the Rally Sport and Welsh championships. Entries are filling up well for both events but as they are still a way from being full, competitors are urged to get their entries in as soon as possible.

Audi wrap up for the winter

On display at the Motor Sports Show in London this week is the latest range of support clothing from Audi Sport. The range includes sweaters, tee-shirts, jackets and a variety of smaller items that would make excellent gifts.

The show has also been chosen to launch an exclusive garment — The Jacket — which is a unique item made from materials developed for the NASA space programme and used by expeditions around the world. The price is £85.95.

All items will be on sale at all rounds of the Rothmans Open Rally Championship as well as from the network of Volkswagen/Audi dealerships around the country.

Briefly . . .

● Ford have been delighted with the response to the teach-ins conducted round the country recently by John Taylor and Phil Short. About 30 people had been expected at most venues, but many more appeared, and in Chester last week, there were about 130 people attending the evening. It is no surprise therefore that several more "converts" to the Escort Turbo Championship were gained in the recent fortnight.

● Bruce Rushton has bought Ron Hudson's ex-works Ford Escort RS. The former Control/BTRDA Rallycross champions will tackle the Esso/BTRDA Rally Championship this year, starting with the Wydean on February 5.

● Lack of entries hit two events due to run last weekend. Both the Moonbeam and the Empire Trophy Rallies were forced to cancel but the respective organisers hope to run their events later in the year.

Weekend Sport

INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jan 28/30	Finland	Arctic Rally — European Rally Championship, round two (co-eff 1). The second round of the Euro series again sees competitors in the frozen parts of Scandinavia.
Jan 28/30	Belgium	Boucles de Spa — European Rally Championship, round three (co-eff 3). The popular Belgian event marks the start of the Euro series 'proper' with its high grading. Look out for local stars Marc Duez and Guy Colsoul to set the pace.

NATIONAL RALLYING

Date	Venue	Events/Details
Jan 15/16	Oswestry, North Wales	Rally Petite (Lancs & Cheshire CC/Knutsford & DMC). An event designed for both novices and beginners to the sport.
Jan 22/23	Pocklington, Yorks	Three Swans Rally (Selby & DMC). Approximately 160 miles on maps 100/101/106 with both start and finish near Pocklington. A round of the ANCC, HMSG and Shellsport Championships.

For your diary . . .

Acorn 5 Rally, February 5: A clubman's navigational event organised by Sevenoaks & DMC. Regulations are now available from Jon Baker, 168 Farnaby Road, Bromley, Kent. Tel: 01-460 9352.

Malcolm Lewis Stages Rally, February 19: Lancashire & Cheshire CC take over Oulton Park for their first single venue event which should have 35 stage miles. Regulations are available from Howard Cheetham, 46 Taunton Road, Sale, Cheshire.

Langer Park Forestry Stages, March 5: Using Forestry Commission land around Thetford in Norfolk, the 55 mile event will start and finish in Bury St Edmunds. Regulations are available from Bernard Baker, 142 Highfield Road, Ipswich, Suffolk. Contrary to rumour there are still plenty of entries available.

The Champions

The National Champions of 1982

Over the following five pages we have compiled a record of all the major national single-seater racing championships of 1982. Each champion and his car is illustrated, along with biographical details and the top championship positions. The number of championships has continued to rise this year and we have therefore split the details over two issues. Next week we will have the results of all the major sports, saloon and off-track series . . .

BRITISH FORMULA 1 CHAMPIONSHIP

Jim Crawford (34)

Occupation: Racing Driver

Home: Bolton, Lancashire

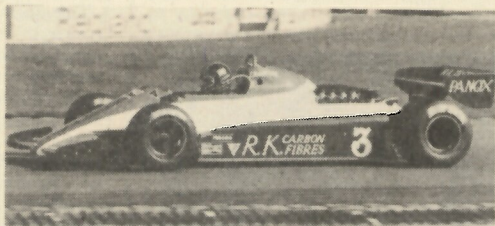
Car: Ensign-Ford Cosworth DFV N180B

Sponsor: RK Textiles/Boodle & Dunthorne Jewellers

Entrant: Amco Racing

1983 Plans: Can Am/British Open

- | | |
|---------------------------------------|----|
| 1 Jim Crawford (Ensign N180B) | 34 |
| 2 Tony Trimmer (Fittipaldi F8) | 16 |
| 3 Joe Castellano (Ensign N180B) | 14 |
| 4 Warren Booth (Shadow DN9B) | 12 |
| 5 John Brindley (Tyrrell 008) | 11 |
| Jorge Koechlin (Williams FW07) | 11 |



FORMULA ATLANTIC CHAMPIONSHIP

Alo Lawler (39)

Occupation: Managing Director, L & B Excavations

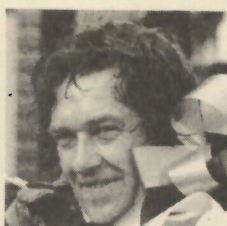
Home: Newton-le-Willows, Lancashire

Car: Ralt-Alan Smith RT4

Sponsor: Lep Group, L & B Excavations, MacKinnon Haulage

1983 Plans: Formula Atlantic/Mondial

- | | |
|------------------------------------|-----|
| 1 Alo Lawler (Ralt RT4) | 143 |
| 2 Mike Catlow (Ralt RT1) | 92 |
| 3 Ian Flux (Ehrlich RP5) | 83 |
| 4 John Sheldon (Tiga FA81/2) | 74 |
| 5 Duncan Bain (March 78B) | 69 |
| 6 Neil Crang (Tiga FA82) | 55 |



IRISH FORMULA ATLANTIC CHAMPIONSHIP

Trevor Templeton (27)

Occupation: Garage manager

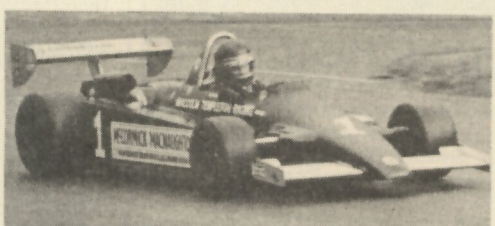
Home: Ballymena, Northern Ireland

Car: Ralt-Swindon RT1/RT4

Sponsor: McCormick & MacNaughton

1983 Plans: Formula Atlantic

- | | |
|-----------------------------------------|----|
| 1 Trevor Templeton (Ralt RT1/RT4) | 99 |
| 2 Gary Gibson (Chevron B53/56) | 73 |
| 3 Colin Lees (Ralt RT4) | 56 |
| 4 Tom O'Leary (Ralt RT1) | 53 |
| 5 Bill Gowdy (Chevron B42) | 46 |
| 6 Tony Skinner (Chevron B27) | 23 |



PACE BRITISH 2000 CHAMPIONSHIP

Ayrton Senna da Silva (22)

Occupation: Racing driver

Home: Sao Paulo, Brazil and Eaton, Norfolk

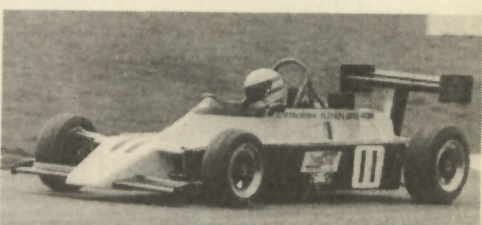
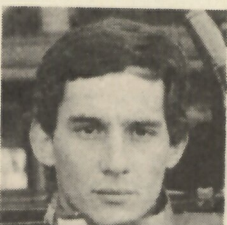
Car: Van Diemen-Nelson RF82

Sponsor: Banerj

Entrant: Rushen Green Racing

1983 Plans: Formula 3

- | | |
|------------------------------------------------------------------|-----|
| 1 Ayrton da Silva (Van Diemen RF82) | 378 |
| 2 Calvin Fish (Royale RP32M/ Van Diemen RF82) | 297 |
| 3 Kenny Andrews (Van Diemen RF82) | 203 |
| 4 Russell Spence (Van Diemen RF82) | 192 |
| 5 Frank Bradley (Van Diemen RF82) | 163 |
| 6 Tim Davies (Reynard 82SF/ Royale RP32M/ Van Diemen RF82) | 152 |



IRISH FF2000 CHAMPIONSHIP

Joey Greenan (32)

Occupation: Motor trader

Home: Belfast

Car: Van Diemen-Scholar RF82

Sponsor: Frank Nolan, Hales Freight

1983 Plans: FF2000 or Atlantic

- | | |
|----------------------------------------|-----|
| 1 Joey Greenan (Van Diemen RF82) | 110 |
| 2 Pat Duffy (Van Diemen RF82) | 69 |
| 3 Maurice Dunne (Van Diemen RF82) | 48 |
| 4 P J Fallon (Van Diemen RF82) | 35 |
| 5 Arnie Black (Crosslé 51F) | 30 |
| 6 Chris Murphy (Van Diemen RF81) | 23 |



RADIO TRENT FF2000 CHAMPIONSHIP

Russell Spence (22)

Occupation: Racing driver

Home: Bradford, Yorkshire

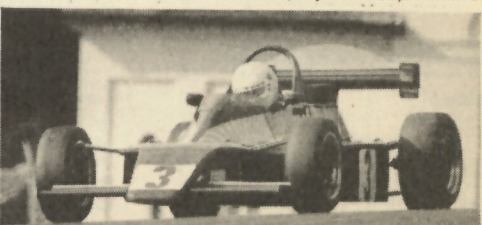
Car: Van Diemen RF82/ Swallow-Pilbeam SP1

Sponsor: Eurorooft, Sam Rhodes Builders

Entrant: Merchants, R J Spence Construction

1983 Plans: Formula 3

- | | |
|---------------------------------------------------------------|----|
| 1 Russell Spence (Van Diemen RF82/ Swallow-Pilbeam SP1) | 70 |
| 2 Frank Bradley (Van Diemen RF82) | 30 |
| 3 Tim Davies (Royale RP32M) | 13 |
| 4 Neil Myers (Swallow-Pilbeam SP1/ Van Diemen RF82) | 12 |
| James Thomson (Van Diemen RF82) .. | 12 |
| 6 Martin Longmore (Reynard 81SF) | 6 |
| David Sutherland (Royale RP30) | 6 |



BRSCC NORTHERN FF2000 CHAMPIONSHIP

John Walker (31)

Occupation: Company Director

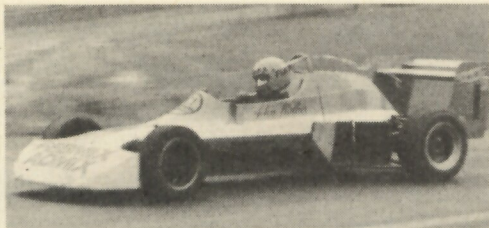
Home: Lancaster

Car: Myrtle Special/Crossle-Neil Brown 33F

Sponsor: Febmix/Admix

1983 Plans:

- | | |
|-----------------------------------------|----|
| 1 John Walker (Myrtle Special) | 36 |
| 2 Simon Haughton (Royale RP27/30) | 21 |
| 3 Chris Williams (Crosslé 41F) | 15 |
| 4 Andy Feather (Sparton SF79/80) | 12 |
| 5 David Preston (Royale RP27) | 6 |



RAC BRITISH FF1600 CHAMPIONSHIP

Mauricio Gugelmin (19)

Occupation: Racing driver

Home: San Paulo, Brazil and Eaton, Norfolk

Car: Van Diemen-Auriga RF82

Sponsor: Madebras

Entrant: Van Diemen International Racing Services

1983 Plans: FF2000

- | |
|-----------------------------------------------|
| 1 Mauricio Gugelmin (Van Diemen RF82) 90 |
| 2 Julian Bailey (Lola T640E) |
| 3 Rick Morris (Royale RP31M) |
| 4 Anthony Reid (Van Diemen RF82) |
| 5 Andy Wallace (Van Diemen RF82) |
| 6 Mark Peters (Royale RP31M/ Lola T640) |



TOWNSEND THORESEN FF1600 CHAMPIONSHIP

Julian Bailey (21)

Occupation: Racing driver

Home: Minorca, Spain and London

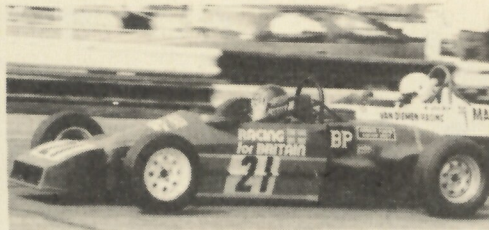
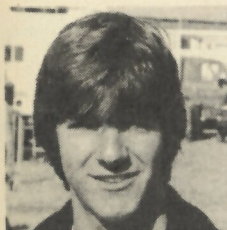
Car: Lola-Minister T640E

Sponsor: Racing for Britain, Western Models

Entrant: Dave Morgan Racing

1983 Plans: Formula 3

- | | |
|---------------------------------------------|-----|
| 1 Julian Bailey (Lola T640E) | 219 |
| 2 Mauricio Gugelmin (Van Diemen RF82) | 207 |
| 3 Rick Morris (Royale RP31M) | 169 |
| 4 Alan Holloway (Van Diemen RF82) | 73 |
| 5 Andrew Gilbert-Scott (Reynard 82FF) | 69 |
| 6 Anthony Reid (Van Diemen RF82) | 67 |



ESSO FF1600 CHAMPIONSHIP

Rick Morris (35)

Occupation: Company director

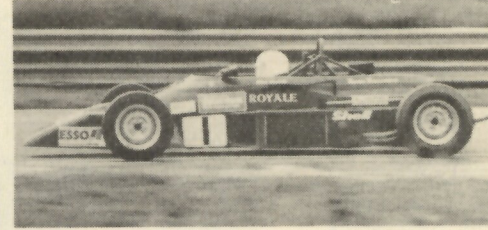
Home: Hertford

Car: Royale-Nelson/Auriga/Minister RP31M

Entrant: Royale Racing

1983 Plans: FF2000

- | | |
|----------------------------------------------------|-----|
| 1 Rick Morris (Royale RP31M) | 216 |
| 2 Andy Wallace (Van Diemen RF82) | 132 |
| John Village (Royale RP31M) | 132 |
| 4 Andrew Gilbert-Scott (Reynard 82FF) | 122 |
| 5 David Wheeler (Royale RP31M) | 97 |
| 6 John Booth (Royale RP31M/ Van Diemen RF82) | 76 |



P&O FERRIES FF1600 CHAMPIONSHIP

Gianfranco Cane (21)

Occupation: Racing driver

Home: Mexico City

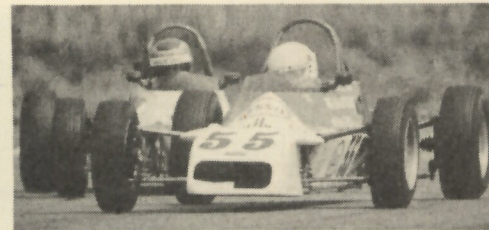
Car: Van Diemen-Auriga RF82

Sponsor: Marlboro/Esso

Entrant: Van Diemen International Racing Services

1983 Plans: Formula 3

- | | |
|---------------------------------------------|----|
| 1 Gianfranco Cane (Van Diemen RF82) | 82 |
| 2 David Hunt (Van Diemen RF82) | 45 |
| 3 David Wheeler (Royale RP31M) | 34 |
| 4 Beat Jans (Van Diemen RF82) | 33 |
| 5 Mauricio Gugelmin (Van Diemen RF82) | 30 |
| 6 Gary Evans (Van Diemen RF82) | 25 |



MARLBORO SCOTTISH FF1600 CHAMPIONSHIP

Tom Brown (32)

Occupation: Plumbing and Heating engineer/Racing instructor

Home: Cambuslang, Glasgow

Car: Van Diemen-Scholar RF80

Sponsor: Scottish Road Services

1983 Plans: FF1600

- | | |
|-----------------------------------------|----|
| 1 Tom Brown (Van Diemen RF80) | 46 |
| 2 Roy Low (PRS RH01) | 36 |
| 3 Keith Wickham (Van Diemen RF80) | 12 |
| 4 Willie Hourie (Crosslé 32F) | 10 |
| 5 Ross Cheever (Van Diemen RF82) | 9 |
| 6 Stewart Roden (Van Diemen) | 8 |



IRISH NATIONWIDE BUILDING SOCIETY FF1600 CHAMPIONSHIP

Anthony Murray (34)

Occupation: Garage proprietor

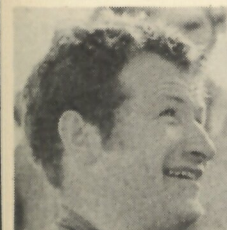
Home: Sligo, Eire

Car: Crosslé 40F

Sponsors: Clyde Builders, A Murray & Son Ltd

1983 Plans: FF1600

- | | |
|--------------------------------------------|----|
| 1 Anthony Murray (Crosslé 40F) | 73 |
| 2 Mick Dillon (Van Diemen RF79) | 64 |
| 3 Michael Barrable (Van Diemen RF80) | 61 |
| 4 Steve McCaughey (Royale RP29) | 50 |
| 5 Alan Kelly (Van Diemen RF81) | 41 |
| 6 Martin Donnelly (Crosslé 40F) | 35 |



STP NORTHERN IRELAND FF1600 CHAMPIONSHIP

Tom Graham (26)

Occupation: Electrician

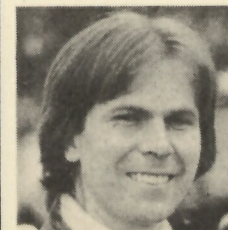
Home: Belfast

Car: Crosslé 40F

Sponsor: STP

1983 Plans: FF1600/2000

- | | |
|-------------------------------------------|----|
| 1 Tom Graham (Crosslé 40F) | 40 |
| 2 Anthony Murray (Crosslé 40F) | 30 |
| 3 Peter McAleer (Crosslé 50F) | 26 |
| 4 Alan McGarrity (Van Diemen RF81) | 25 |
| 5 David Acheson (Van Diemen RF82) | 13 |
| 6 Martin Donnelly (Van Diemen RF81) | 11 |



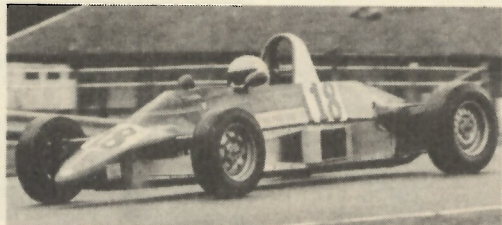
The Champions

BERNARD HUNTER CRANE HIRE FF1600 CHAMPIONSHIP

Walter Warwick (35)

Occupation: HGV workshop foreman
Home: Darlington
Car: Reynard-Warwick 82FF
Sponsor: none
1983 Plans: FF1600

- 1 Walter Warwick (Reynard 82FF) 57
- 2 Richard Peacock (Crosslé 25F/50F) 38
- 3 Colin Verity (Hawke DL19) 12
- 4 Mike Lindley (Van Diemen RF79) 4



DUNLOP-AUTOSPORT 'STAR OF TOMORROW' FF1600 CHAMPIONSHIP

John Penfold (22)

Occupation: Employed in family business
Home: Lewisham, Kent
Car: Van Diemen-Minister RF81
Sponsor: none
1983 Plans: FF1600

- 1 John Penfold (Van Diemen RF81) 88
- 2 Paul Mather (Royale RP26) 81
- 3 Andy Middlehurst (Van Diemen RF82) 81
- 4 Kevin Haddock (Sparton FF82) 70
- 5 Adam Wallis (Van Diemen RF82) 53
- 6 Mark Newby (Royale RP31M) 38

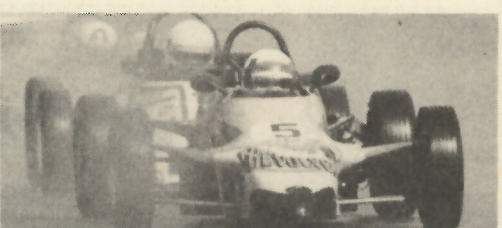


BP 'SUPERFIND' JUNIOR FF1600 CHAMPIONSHIP

Mark Newby (21)

Occupation: Racing driver
Home: Market Harborough, Leics
Car: Royale RP31M/Van Diemen RF81
Sponsor: Revolver Records Jones-Shipman
1983 Plans: FF1600

- 1 Mark Newby (Royale RP31M/Van Diemen RF81) 69
- 2 Paul Mather (Royale RP26) 52
- 3 Andy Middlehurst (Van Diemen RF82) 49
- 4 Peter Hardman (Royale RP29) 25
- 5 Kevin Warner (Sark 2B) 21
- Steve Kempton (Royale RP29/PRSRH01) 21

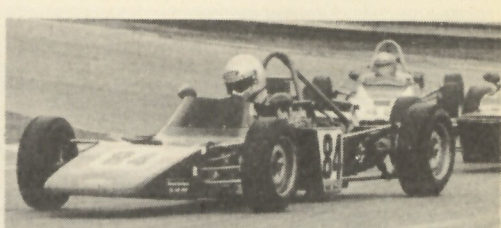
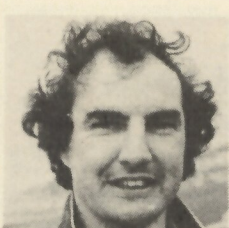


BRSCC PRE'74 FF1600 CHALLENGE

Steve Bradley (31)

Occupation: Office manager
Home: Saffron Waldon, Suffolk
Car: Van Diemen-RS Engines FA73
Sponsor: Stone Marketing Co/Ahandah Blinds/Century Plans
1983 Plans: Formula 3

- 1 Steve Bradley (Van Diemen FA73) 116
- 2 Pete Rogers (Merlyn Mk20A) 97
- 3 Gareth Lloyd (Dulon MP15) 85
- 4 Peter Hancock (Merlyn Mk20A) 83
- 5 Peter Lawrence (Royale RP3A) 56
- Chris Woodcock (Dulon MP15) 56

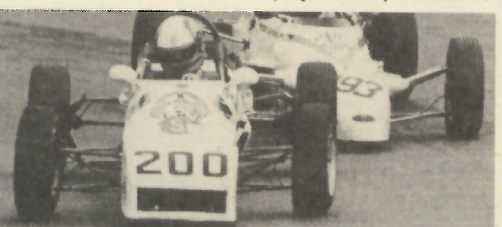


BIRMINGHAM POST & MAIL/DONINGTON FF1600 CHAMPIONSHIP

Mark Peters (24)

Occupation: Sales Director
Home: Acton
Car: Royale-Auriga RP31M/Lola T640E
Sponsor: Slush Pupples/Smiths Containers
1983 Plans: FF1600/Formula 3

- 1 Mark Peters (Royale RP31M/Lola T640E) 48
- 2 John Booth (Royale RP31M/Van Diemen RF82) 25
- 3 Jonathan English (Van Diemen RF81) 18
- 4 Alan Holloway (Van Diemen RF82) 13
- Michael Dicken (Van Diemen RF80) 13
- 6 Don Hardman (Royale RP26) 10

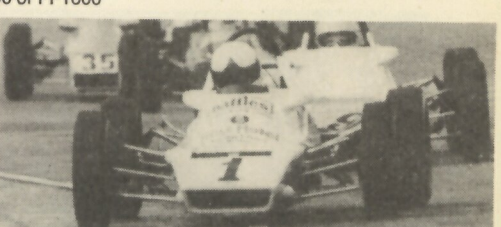


CHAMPION OF BRANDS HATCH FF1600 SERIES

Andy Ackerley (33)

Occupation: Sales & Marketing Manager
Home: Tunbridge Wells, Kent
Car: Ray-Creswell 80/82F
Sponsors: Crest Hotel, Bexley/Deacon Contractors/Excellprint/Baffles Exhaust & Tyre Centre/Fraser Wood Properties/Crawford-Strong Business Insurance
1983 Plans: European FF2000 or FF1600

- 1 Andy Ackerley (Ray 80/82F) 208
- 2 Karl Jones (Royale RP29) 166
- 3 Trevor Stiles (Van Diemen RF80) 157
- 4 John Oxborrow (Ray 82F) 126
- 5 Johnny Duffries (Ray 82F) 123
- 6 Paul Gerrish (Ray 82F) 57

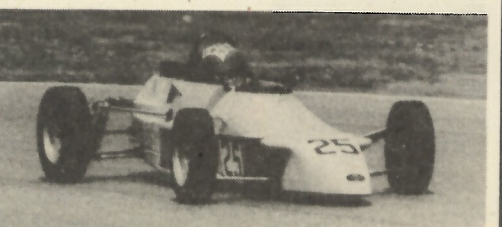


CHAMPION OF MALLORY PARK FF1600 SERIES

Don Hardman (34)

Occupation: Director of garage business
Home: Leicester
Car: Royale-Nelson RP26/RP31M
Sponsors: Alan Raine Art
1983 Plans: "Anything, but preferably FF1600"

- 1 Don Hardman (Royale RP26/RP31M) 210
- 2 Rod Gretton (Royale RP31M) 148
- 3 Chris Farrell (Royale RP31M) 98
- 4 Niki Phillips (Crosslé 50F) 79
- 5 Fredrik Skoghag (Reynard 82FF/PRS82F) 60
- 6 Drew Barwick (Elden Mk10C/Van Diemen RF82) 55

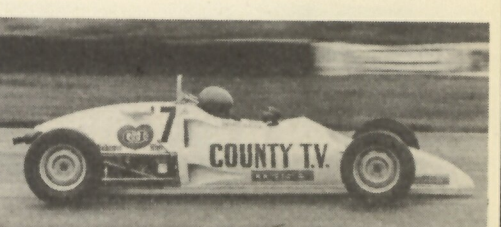
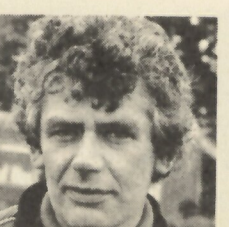


CHAMPION OF OULTON PARK FF1600 SERIES

Richard Peacock (34)

Occupation: Racing driver/Instructor
Home: Caerwys, Clwyd
Car: Crosslé-Aldon 25F/50F
Sponsors: County TV, Cee-J's Nightspot, Mase Generators
1983 Plans: FF2000

- 1 Richard Peacock (Crosslé 25F/50F) .. 167
- 2 Richard Street (Royale RP26/RP31M) 162
- 3 Walter Warwick (Reynard 82FF) 126
- 4 Martin Allinson (Van Diemen RF81/82) 117
- 5 Tony Allinson (Van Diemen RF81) 99
- 6 Carlton Tingling (Van Diemen RF82) 69

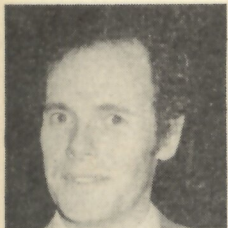


CHAMPION OF SNETTERTON FF1600 SERIES

Simon Davey (31)

Occupation: Management consultant
Home: Royston, Cambs
Car: Van Diemen-Alan Smith RF78/79
Sponsor: None
1983 Plans: FF1600

- 1 Simon Davey (Van Diemen RF78/79) 188
- 2 John Bosch (Van Diemen RF82) 128
- 3 Bernard Horwood (Van Diemen RF81) 110
- 4 David Harper (Royale RP26/
Van Diemen RF81) 109
- 5 Paul Bayley (Van Diemen RF79/80) 63
- 6 Gary Evans (Van Diemen RF82) 61

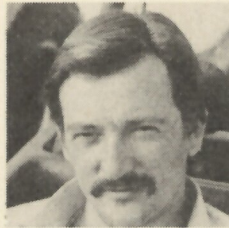


BRSCC CASTLE COMBE FF1600 CHALLENGE

Bob Higgins (30)

Occupation: HGV driver
Home: Bath
Car: Martlet DM4
Sponsor: Bath CB Centre
1983 Plans: FF1600 with Martlet

- 1 Bob Higgins (Martlet DM4) 73
- 2 Howard Lester (Reynard 82FF) 58
- 3 Malcolm McKillop (Royale RP26) 45
- 4 John Bosch (Van Diemen RF82) 38
- 5 Martin Cooper (Royale RP26) 27
- 6 Cliff Webb (Image FF4) 26

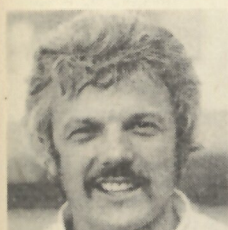


MARCHANT & COX/LYDDEN HILL FF1600 CHAMPIONSHIP

Colin Stancombe (35)

Occupation: Technical engineer
Home: Hornchurch, Essex
Car: Royale-CS RP26
Sponsor: None
1983 Plans: FF1600

- 1 Colin Stancombe (Royale RP26) 120
- 2 Wil Arif (Sark 2/Van Diemen RF80) 47
- 3 Dave Payne (Van Diemen RF80) 45
- 4 Nigel Fright (Roston CT77/Ray 80F) 44
- 5 Dennis Humphries (Jamun T3) 36
- 6 Derek May (Van Diemen DM80) 31



750MC FF1600 SERIES

John Bosch (18)

Occupation: Racing driver
Home: Amsterdam, Holland
Car: Van Diemen-Minister RF82
Sponsor: Barron Racing
1983 Plans: Formula 3

- 1 John Bosch (Van Diemen RF82) 55
- 2 Tony Allinson (Van Diemen RF81) 33
- 3 Richard Street (Royale RP26/RP31M) 22
- 4 Richard Peacock (Crosslé 25F/50F) 21
- 5 Eric Pennington (Van Diemen RF80) 15
- Andrew Whitehouse (PRS RH01) 15
- Steve Quinton (Royale RP26) 15

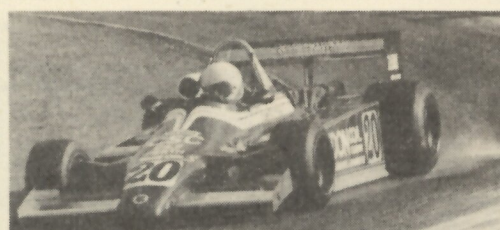
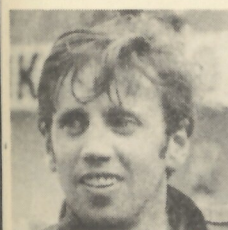


CALEDON COAL CO SCOTTISH FORMULE LIBRE CHAMPIONSHIP

David Duffield (36)

Occupation: Motor engineer
Home: Kirkliston
Car: Ralt-Swindon RT4
Sponsor: Caledon Coal Company
1983 Plans: Formule Libre

- 1 David Duffield (Ralt RT4) 42
- 2 Colin Richardson (March 77B) 28
- 3 Andy Barton (March 802) 22
- 4 Kenny Allen (Mallock U2 Mk20B) 14
- 5 Dave Muter (Barton JTB3) 3
- Gerald Doherty (Reynard SF79) 3
- Stuart Robb (March 75/782) 3

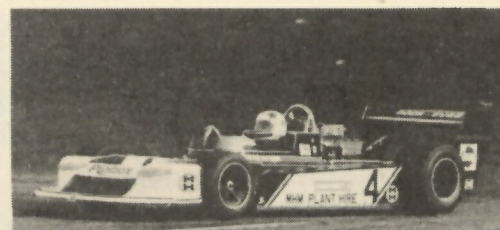


BRSCC NORTHERN FORMULE LIBRE CHAMPIONSHIP

Dave Hoban (33)

Occupation: Garage foreman
Home: Horncastle, Lincs
Car: March-Racing Fabrications 79/80A
Sponsor: Pigibox/MHM Plant Hire
1983 Plans: Formule Libre

- 1 Dave Hoban (March 80A) 24
- 2 Andy Barton (March 802) 23
- 3 Stuart McPherson (Chevron B42) 19
- 4 Geoff Byman (Lola T760G) 12
- 5 David Duffield (Ralt RT4) 11
- Warren Booth (Shadow DN9B) 11

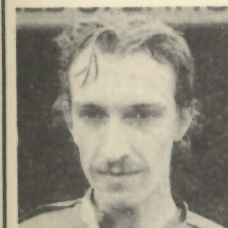


BARC NORTH-WEST FORMULE LIBRE CHALLENGE

John Travis

Occupation: Aeronautical engineer
Home:
Car: March-Hart 792
Sponsor: Riva & Mariani
1983 Plans:

- 1 John Travis (March 792) 39
- 2 Andy Barton (March 802) 18
- 3 Chris Williams (Crosslé 41F) 10
- 4 Val Musetti (March 811) 9
- 5 John Holmes (Royale RP30) 8
- Peter Bell (Dulon MP20) 8

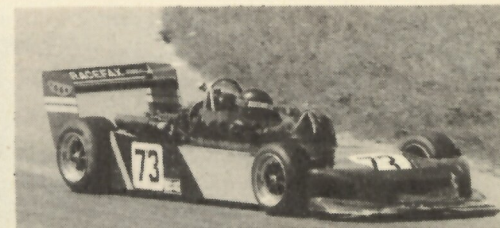


LYDDEN HILL FORMULE LIBRE CHAMPIONSHIP

Mike Baker (26)

Occupation: Racing car preparation
Home: Gravesend, Kent
Car: March-Toyota 793
Sponsors: Racefax Race Hire/Boss Scaffolding
1983 Plans: F3/Thundersports

- 1 Mike Baker (March 793) 53
- 2 Tony Howard (Delta T81) 28
- 3 Roger White (Delta T79) 18
- 4 Melvyn Coon (Mallock U2 Mk20B) 15
- 5 Paul Sleeman (March 713S) 14
- 6 Robert Baxter (Ralt RT1) 12



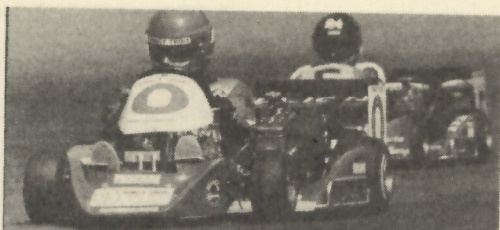
The Champions

BRSCC SUPERKART WINTER CUP SERIES

Reg Gange Jnr (33)

Occupation: Motor engineer
Home: Surbiton, Surrey
Kart: Zip Rotax
Sponsor: Vingt Trois Jewellery
1983 Plans: To join Hermetite Zip team

1 Reg Gange Jnr (Zip Rotax)	27
2 Martin Hines (Zip Rotax)	25
3 Giles Butterfield (Zip Rotax)	22
4 Richard Dean (Zip Rotax)	22
5 Nigel Smith (Zip Waddon Ehrlich)	17
6 Donovan Collier (Zip Rotax)	16



FORMULA TALBOT CHALLENGE

Jeff Ward (39)

Occupation: Fabrics dealer
Home: Leicester
Car: Sparton-Greetham FT80
Sponsor: —
1983 Plans: Formula 3

1 Jeff Ward (Sparton FT80)	250
2 Sean Walker (Sparton FT81)	243
3 Tim Barry (Wimhurst LT81)	139
4 Andrew McKecknie (Sparton FT81)	81
5 Tony Kenworthy (Sparton FT80)	77
6 Paul Dalton (Royale RP5)	50

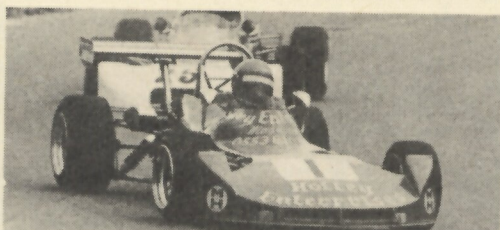
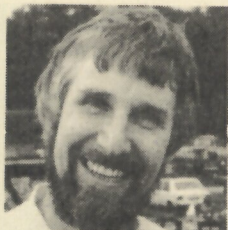


MURASPEC FORMULA 4 CHAMPIONSHIP

Brian Turner (38)

Occupation: Design engineer
Home: Over, near Cambridge
Car: BTC-Ford 004
Sponsors: Holley Enterprises
1983 Plans: Historic racing

1 Brian Turner (BTC004)	120
2 Max Samuel-Camps (Ralt RT1)	93
3 Rob Moores (Chevron B38)	71
4 Mike Whatley (March 773/4)	59
5 Peter Meyrick (Delta T80/81)	49
6 Len Fletcher (March 773)	48

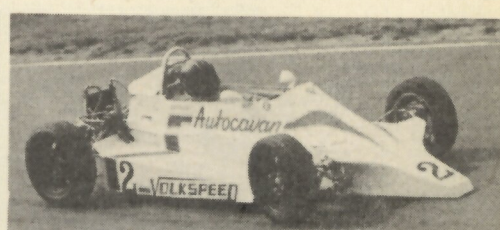
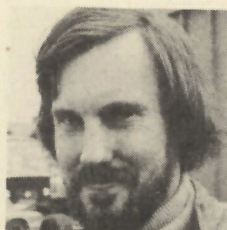


AUTOCAVAN FORMULA VEE CHAMPIONSHIP

Chris Taylor (30)

Occupation: Motor Engineer
Home: Banstead, Surrey
Car: Volksspeed V81
Sponsors: Volksspeed/Autocavan
1983 Plans: Formula 4

1 Chris Taylor (Volksspeed V81)	57
2 Brian Collins (Scarab Mk2)	55
3 Doug Copeland (Hawk)	34
4 John Raffo (Raffo II)	20
5 Ian Brett (Scarab Mk2)	20
6 Gordon Rae (Rae V73)	13
Keith Atkins (Celi AC10)	13



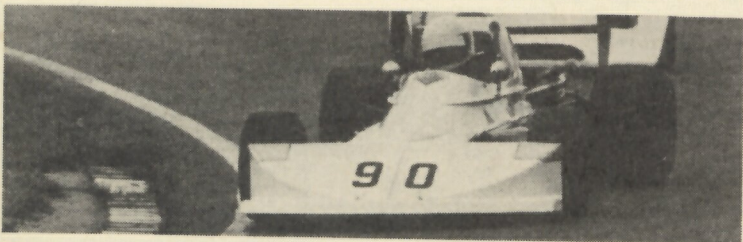
GATES-VARLEY MONOPOSTO CHAMPIONSHIP

Kenny Stone (31)

Occupation: Company director
Home: Upper Coldicott, Beds
Car: March-Thorpe/Ford 74B
Sponsors: Stone Marketing
1983 Plans: Formula 3

Overall:	
1 Kenny Stone (March 74B)	153
2 Terry Mills (March 743)	140
3 Bob Eccles (Dolphin)	90

FF-engined class	
1 Francis Phillips (Supernova BH3)	170
2 David Cox (Ensign LNF3)	144
3 Peter Venn (March 708M)	78

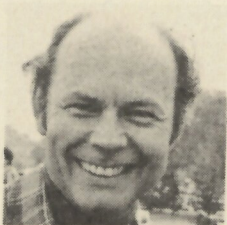


GATES-VARLEY HISTORIC FORMULA JUNIOR CHAMPIONSHIP

John Brindley (49)

Occupation: Director of fabrics company
Home: London
Car: Lotus-Cosworth MAE 22
Entrant: None
1983 Plans: "As much as possible"

1 John Brindley (Lotus-Cosworth MAE22)	113
2 Roy Drew (Lola-Hillwood Mk2 Lotus 20/22)	85
3 Malcolm Ricketts (Lotus-Ford 22)	62
4 Peter Merritt (Lola-Holbay Mk2)	51
5 John Fenning (Lola-Cosworth Mk5A)	42
6 Andrew Chapman (Lotus-Ford 20)	41



GATES-VARLEY HISTORIC FORMULA 3 CHAMPIONSHIP

Peter Dorricott (40)

Occupation: Garage proprietor
Home: Mickelover, Derbys
Car: Brabham-Cosworth BT15
Sponsor: None
1983 Plans: Historic Formula 3

1 Peter Dorricott (Brabham BT15)	88
2 David Andrews (Brabham BT28)	74
3 Peter Williams (Brabham BT15)	26
4 Simon Brookman (Lotus 59)	18
5 Ian Giles (Chevron B15C)	16
6 Mike Wilds (Brabham BT21A)	10



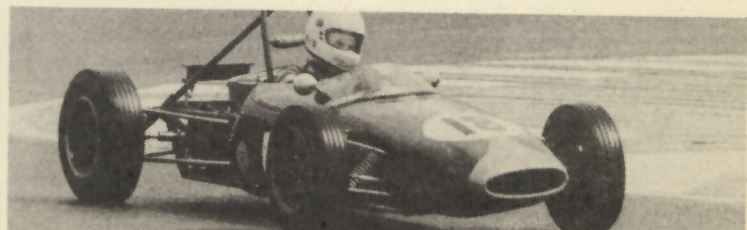
WILLHIRE PRE '65 HISTORIC SINGLE-SEATER CHAMPIONSHIP

Mike Littlewood (28)

Occupation: Field sales manager
Home: Cromer, Norfolk
Car: Brabham BT2
Sponsor: Mike Harrison/Ken Moore
1983 Plans: Single seater racing

Overall and Formula Junior
Mike Littlewood (Brabham BT2) 22 |

Formula 1: Mike Littlewood (BRM P261),
9; Formula 2, John Fenning (Lotus-BRM
35); **Formula 3,** Neale Shepherd (Cooper
Type 72), **8; Historically interesting cars,**
Hugh Clifford (Cooper Bristol), 10.



Seasonal Survey



Walter Rohrl used his vast experience to take the drivers' championship, preferring cautious runs to take home points, in contrast to the aggressive driving of Michele Mouton

A man and a woman

Having watched the trends of World Championship rallying over the years PETER FOUBISTER recalls that experience more than anything else governed who would win in 1982.

In years to come, the 1982 World Rally Championship will probably be remembered as the year when the Ultimate Male Chauvinist Pig sneaked home to the world title, just ahead of the Fair French Maiden. It was a year when forecasts were turned upside down, and the World Championship for Makes was forced to take a back seat as personalities took over. Walter Rohrl and Michele Mouton stole the show.

The year belonged to these two, with the German maintaining a steady campaign, relying on his vast experience to steal points around the globe, keeping up the pressure. This strategy was in stark contrast to the aggression of Michele on every conceivable occasion. Even in countries where she was competing for the first time, the idea of going for safe championship points was totally alien to her. She wanted to win on the day.

At the end of the season she had won three times, more than any other driver. And still Rohrl took the title for the Rothmans Opel Rally Team. Mouton did, however, ensure — along with team mates Hannu Mikkola and Stig Blomqvist — that Audi Sport took the coveted manufacturers' award.

It had been an uphill struggle with the Ingolstadt team learning some lessons in rallying the hard way, despite the technical advantage of the four-wheel-drive turbocharged Quattro. The rival Opel team boasted enormous on-event experience, they were aware that technically they had an enormous handicap. It was a perfect recipe for a thrilling season, with both titles only decided in the closing stages of the series.

There was a basic problem surrounding the new Groups: someone in the depths of Paris made a mess of the timetable for the transition to the new regulations. This, coupled to the late 'adjustment' of the new rules specifically related to Group B, it was sure to be a year with more than its fair share of FIA inspections, rejections, detections, and neglects...

The continuing problem is attributed to the evolution process, by which a manufacturer must first build a base run of 200 units. Production must then cease and an evolution of 10 per cent (20 cars) is permitted to give the competition de-

partment something to work with.

Exactly what was permitted under these evolution rules remained something of a mystery to manufacturers until the autumn when some clarification was issued. Before that time Lancia had already pushed their new Rally 037 through, causing rather a stir among certain manufacturers. Others who had tried such tactics with regard to homologation had met a brick wall, but then perhaps they just came from the wrong country.

Throughout these proceedings, the BPICA — the manufacturers association — played a full part in forming the new

The year was disappointing for many, including Hannu Mikkola, Audi Sport's number one. In theory this should have been his year but in reality everything fell to bits with mechanical problems, driver error and co-driver error all playing their part in the disaster. Even a mechanic wrote off Hannu's car on one occasion.

There was disappointment too for countryman Henri Toivonen who was allowed only a limited programme with Opel. Threatening so much on occasions, he finished unsatisfied. His co-driver, Fred Gallagher, emerged as the most regular home name in the results.

Tony Pond had a restricted programme. He promised a great deal, but apart from a fine fourth on the Safari he was usually out of it at the end.

Jimmy McRae and Russell Brookes were the only others to get into the top half dozen during the 12 round series.

Renault, Opel, Audi, Toyota, and Datsun all took wins in 1982, a season during which most team's real effort was centred on producing new cars for the future.

Mixed into the drama was FISA's formula for the future — the arrival of the new vehicle groups. They did little to help, merely adding confusion to the scene as the most competitive cars were invariably still entered under the old Group 4 rules. Only at the end of the season, on the Lombard RAC, did the Lancia Martini Rally — the first of these new cars — finally make the grade.

Which means that the competition life of the conventional Manta 400 must be fairly short as already their four-wheel-drive version has undergone testing in Germany. Although some factories prefer to stick with traditional two-wheel-drive configurations, most are now committed to some form of four-wheel-drive project. Even Ford (whose latest Escort The RS 1700T has not yet completed its gestation period) are experimenting with a Sierra, boasting a driven wheel at each corner.

So, the sport is undergoing a fairly major change. Increased sophistication is required from the designer, increased rules, and so we were saved most unsavoury public outbursts and squabbling between different parties. Opel's Tony Fall was perhaps more involved than most concerning the homologation battle, because he had hoped to have the Group 4 Manta 400 in action for most of his 1982 championship campaign.

Easter should have seen the new car in action, but it was soon apparent that the team had under-estimated the effort required in a full world campaign. Consequently most time was spent simply getting cars to events rather than on the new project. It still has not seen the light of day.

So, the sport is undergoing a fairly major change. Increased sophistication is required from the designer, increased

commitment, (in all its aspects) is required from the stars that drive the product.

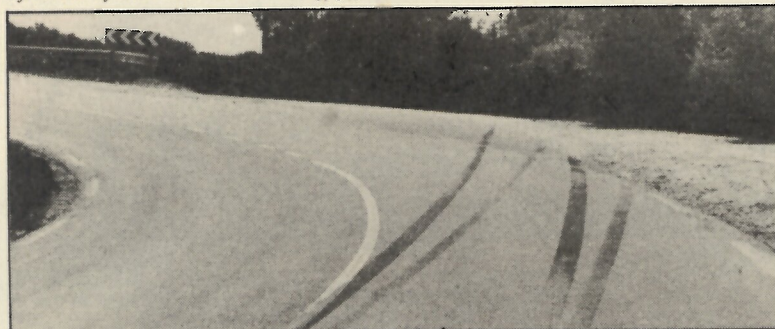
"Some years ago," commented the new world Rally Champion, Walter Rohrl, "the cars were rally cars. Now they are race cars, with all the risks and problems that means."

Rohrl has been pretty critical of many aspects of the 1982 season, including his car, his team, his opponents, and even the events. Perhaps, however, some of his troubles are directly related to this change within the top end of the sport.

"I only want to drive a car," he stated early in the year, then went skiing rather than attend a Rothmans presentation. "I don't need all this promotion." The commercial facts of life put the boot firmly on the other foot: his sponsors need him, and there is no doubt that the roles of top line rally drivers — some of whom have probably negotiated contracts around the £150,000 mark — move



Above: The Audi mechanics set to work repairing the damage done to Mikkola's car after one of their number had an off prior to Corsica. Below: The tyre marks.



The Lancia Rally was certainly the most exciting Group B car of 1982.

The Groups

With 1982 stuck right in the middle of the switch to the new Groups it was no surprise that the season saw considerable changes. In the beginning — at Monte Carlo — the first indications that front-wheel-drive machinery would be competitive were evident, and at the close of play — on the RAC — Audi took a significant win in Group A.

This is the category which is expected to cater for the masses in the future, so there is considerable manufacturer support to be expected. With the seriousness of the Group B problems, however, few factories found a lot of time to spend on this junior category in 1982 although there was obvious assistance from some quarters later in the year.

A vast range of machinery actually won the Group A category on rallies during the 12 months, including a Volkswagen Golf GTi, a Saab 99 Turbo, a Toyota, a Peugeot 505 Turbo, and of course that Audi Coupé at the end. More cars are sure to emerge in the future, although with the recent announcement of the Audi 80 Quattro, (with many of the vital elements of the Quattro Coupé) it seems that the Ingolstadt masters are set to dominate the new category for some time.

Group B was established as the class designed to cater for the ultimate rally car of

the eighties. It came as something of a shock to the system therefore when the leader in this new wonderful field of rally cars turned out to be the 1300cc, 105bhp Citroën Visa. Hardly a contender for outright honours.

But Citroën committed themselves over 12 months ago to building a cheap lightweight competition car and Group B suited perfectly. Alain Coppier made many appearances, but his most impressive result was the fifth place on the Portuguese round of the series. Others tried, and while for the best part of the year the car took the Group B award, they never quite matched the Frenchman's remarkable position overall.

The car was finally relegated to its 'proper' place at the end of the year, when Alen's Lancia Rally won the Group and the top Citroën was down in third place. Even that will be difficult to achieve in the year ahead.

Group N was originally expected to cater for national competitions, and not for international events. About half way through the season however, it became an international formula governed by Paris, although still catering for the bottom end, with standard cars only allowed. On most of the tougher events the limited number of starters in the Group had often been reduced to zero by the finish, although particularly in Europe Alfasuds, Peugeot 104ZS, Escort XR3s, and Fiat Ritmos (Stradas to the British) made the running.

closer to those of the Grand Prix star every year.

What a lot of good it would have done not only his sponsors and manufacturer, but also the sport if we had seen the new champion making full use of his position. Promoting himself and giving out a few positive waves.

Michele Mouton on the other hand won a lot of friends this past year. Perhaps she has only been at the top for a relatively short period, but no one can question the enthusiasm and dedication that has been evident in her approach to the sport. The fact that she is relatively new to the world scene was indeed probably beneficial as she accepted the immense media interest and demands extremely well.

Above all, she is a character and more such personalities are emerging, including Henri Toivonen, a talented, supremely likeable addition to the scene,



MICHELE MOUTON

★ ★ ★ ★ ★

Age: 31

Lives: Grasse, France

1982 results: 1st on Portugal, Acropolis, and Brazil; 2nd on RAC Rally; 4th on Sanremo

Drives: Audi Quattro

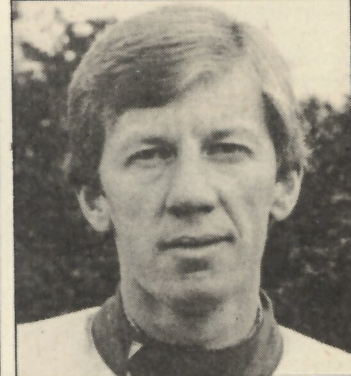
Undoubtedly the star of the 1982 World Championship. In terms of outright wins, Michele was the most successful driver in the series and totally dedicated to the art of winning rallies. Certainly she wanted the championship, she pushed to start the Ivory Coast event last October, but once the competition started this little lady waited for no-one.

It was, of course, that African event which cost her a final chance of the title when she rolled the car, and indeed she had a number of accidents during the season including the opening round in Monte Carlo but none of them upset her greatly.

She was under immense pressure at times during the year, including say, the Acropolis Rally, when her team-mates were effectively out of the proceedings at an early stage and she carried the Audi hopes for several days, chased by the world's top drivers.

Often her reaction was a quite beautiful display of the Latin temperament. Instant, urgent, activity around the car as it was serviced, and then blasted off down the public road. Sometimes she was down, frustrated even by the German mechanics on occasion, but sometimes she was remarkably high — including that last night of the RAC as she revelled in the final battle of the season.

Michele started as the reliable back up in the Audi Sport team, but soon emerged as a star in her own right. During the year she tolerated the promotional work in good spirit, became an instant hit with journalists in every country she visited, and established that her 1981 Sanremo victory owed rather a considerable amount to her own remarkable skills.



WALTER ROHRL

★ ★ ★ ★ ★

Age: 35

Lives: Regensburg, Germany

1982 results: 1st on Monte Carlo and Ivory Coast; 2nd in Sweden, Safari, Acropolis, and Brazil

Drives: Opel Ascona 400

The German has become the first person ever to win the World Rally Championship a second time, but it cannot have been a very happy experience. The increased commitment required to take the title in 1982 — as opposed to 1980 — rapidly become too much, sapping his enthusiasm for his job, and his team. It ended rather sadly when he was sacked before the start of the final round.

Of course, there were high points during the year, and the German is masterful in terms of sheer ability, calculating exactly what is required and when. Examples are the full scale duel with Mikkola during the Monte, the careful neat performance which gave him a fine result in Sweden and even the Brazilian clash. On that occasion he admitted that he gave his all, but still the lady beat him.

That was perhaps the critical point for Rohrl, as he openly stated that he could not take being beaten by a woman. The dominance of the Audi Quattro appeared often to soak his enthusiasm. During Sanremo he appeared to be doing little more than keeping it on the road until the final night. By then it was too late.

He hated any event which veered away from the strict European format of pace-noted special stages. Africa is nasty, long distance, and luck. The RAC too dangerous, "because you do not know what is coming round the next bend."

Worst of all, he could not accept the major role which his sponsors played during the season. Sometimes, Opel and Rothmans simply did not know if he was going to turn up to a function. He did not even have the manners to attend the FISA prizegiving in December to receive his award.

Seasonal Survey

A man and a woman

continued

although underneath the charm, he is desperately hungry for success.

It is interesting to note that more attention is gradually focussing on the Drivers' Championship, as opposed to the historically important Makes' series. Individuals are trying to tie up contracts allowing appearances in different teams, aimed at putting them to the top of the Drivers table. The sheer extent of the world series means that only the most committed factory can hope to start all the events, although the Rothmans Opel Rally Team did just manage it. So perhaps those less financially flush see the benefits of a potential champion included in their effort of at least some of the way.

There were originally 13 events scheduled for the Drivers' Championship, with 10 eligible for Makes' status. The Argentine invasion of the Falklands meant that the South American event was cancelled, although many felt privately that there were serious financial problems, whatever the state of war in



HANNU MIKKOLA (SF)

★ ★ ★

Age: 40

Lives: Espoo, Finland

1982 results: First on 1000 Lakes and RAC Rally; second on Monte Carlo and Sanremo.

Drives: Audi Quattro

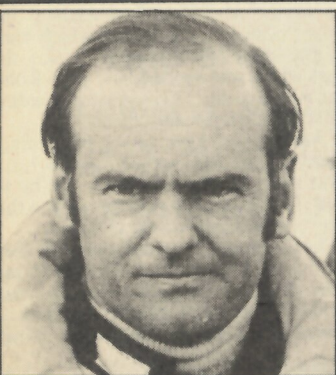
After years of much hard work and toil, 1982 should have belonged to this man. The Quattro was ready to repay Mikkola for the development he had put into it, and yet somehow it never happened. He masked his disappointment, without any outbursts and sometimes quickly overcame it to return to the event in support of Michele and the team.

The Acropolis was just such an example, because when he retired in the early stages he ran as chase car for the entire final section, just in case Michele's leading Audi should hit trouble. In the Ivory Coast, he was entered purely as back up for the number two, and yet he accepted whatever role was required.

Even in the bleakest season there will be high points, and Hannu could at least joke late in November that he had won the two most important events for him. The 1000 Lakes is the one all Finns need to win, and the RAC Rally is the occasion which everyone attends.

Both were classic victories in finest Mikkola tradition, and he recorded a couple of second places as well. It is the long list of zero scores which is the most remarkable feature of Hannu's season, and one which he will be eager to eliminate in the coming year.

Although he is one of the oldest top line drivers involved in a season-long campaign, he has lost little of his competitive edge. He still enjoys driving, wants to win the title before he gets any older, and that is enough.



STIG BLOMQVIST (S)

★ ★ ★

Age: 36

Lives: Orebro, Sweden

1982 results: First on Swedish, and Sanremo; second on 1000 Lakes

Drives: Audi Quattro/Talbot Sunbeam Lotus

Originally Blomqvist should only have been involved in his home championship for Audi, with perhaps the occasional additional world appearances if necessary. The state of the manufacturers' championship soon highlighted the fact that Audi needed an additional runner, and Stig was the man. His spectacular style has earned him many fans, and he is arguably the quickest Quattro driver.

His first success of the year occurred on his home event, the Swedish, when he inherited victory after Mikkola crashed on the final night. After that there was a long gap before a return to the official team on the 1000 Lakes, where he used Michelin rubber to fine effect and proved very quick until asked to stay in line until the end.

Revenge came on the Sanremo Rally in October with a classic drive over stages he had not seen before. It was enough to convince the Audi management that Blomqvist was a good idea for the future, although how Dieter Scharnagl — Audi's excellent public relations executive — will handle the Swede remains to be seen.

It is not that he cannot talk (just point him in the direction of any nightclub) but rather that this aspect of the job does not interest him.

Low point of the season has to be saved for the lone World Championship appearance this year with the Talbot team, as he never made the grade in the Sunbeam Lotus during the RAC. Perhaps he was thinking more about 1983.



The conditions in Corsica were ideal for the little racing Renault 5 of Ragnotti.

the South Atlantic.

The late cancellation of the Codasur Rally, therefore, left FISA with a large hole in the middle of the year. The answer to that was the Marlboro Brazil Rally which was upgraded to Makes status, and so both Audi and Opel had to go to South America after all.

Organisationally, this event marked the low point of the season, because following the dismissal of the Clerk of the Course only days before the start, the officials simply could not cope. Chaos reigned throughout the rally, although ironically it still marked the turning point of the 1982 championships, after a sensational duel between Rohrl and Mouton.

Other problem areas during the year included the Ivory Coast event, so heavily criticised through the years. Improvements have been made, but it remains the culture shock of any rally season. Indeed, it is perhaps lucky that there are such strong French links, as even team managers were recruited this time round to help ensure that the rally could boast the minimum 50 starters required to make certain it remains eligible for the world series.

New Zealand made a return in 1982 after a break and while it is right that a world series included events around the globe, political manoeuvring perhaps played some part in its re-introduction.

The rest of the calendar included most of the usual regulars. Points were awarded generously in Sweden, Portugal, 1000 Lakes, Sanremo and our own RAC, although there were still some remarkable twists and organisational turns.

Group winners of the Acropolis Rally were suddenly altered days after final results had been issued, without any notification, leaving an "unfinished" air over what had been a superb event.

Mehta secured the Safari crown for Datsun once again in 1982.



PER EKLUND (S)

★ ★

Age: 36

Lives: Arvika, Sweden

1982 results: Second on Port Wine, New Zealand, and Ivory Coast; fourth on Swedish.

Drives: Anything

One of the very real characters of the sport, Eklund has appeared on many rounds of the world series, despite the restricted programme on offer from Toyota. He has been in a Porsche, a Saab Turbo, the Toyota Celica, and even a VW Golf.

The outings with Toyota have been the most productive, with victory just eluding him several times. He would not claim to be the quickest sprint driver in the world, but he has enormous amounts of enthusiasm for the sport. Coupled to excellent mechanical knowledge, and real determination, he becomes a fine long distance driver.

Per spent many years driving Saabs, so his performance on the Swedish was not entirely unexpected. But he took the Saab 99 Turbo to fourth overall, the highest place achieved by a Group A car during the season.

Perhaps he can be rather hard on a car, in his effort to push it that little bit faster, but it is rare to see his mount with much bodywork damage. The sight of the little development Golf being hammered through the Sanremo gravel tests was worth the trip, as he more than made up for a lack of simple brake horsepower in his own special way.

The disappointment of his season must have been reserved for the final round, when, along with team-mate Waldegaard, he failed to make any impression, despite his appearances in the British Open Championship.

Seasonal Survey

A man and a woman

continued

ign competitor unaware — and uncaring — of the thick cloud which already hangs over the use of Forestry Commission roads for rallying.

"And why do the marshals allow drivers to work on their cars in controls," he continued. "It is not like that anywhere else in the world. Why here?" We must be careful. A co-efficient 4 round of the European Championship each November would probably not even attract 'Tony' Fassina and Jimmy McRae.

One of the very real benefits of a championship this size is that events of vastly different character are included. The European style sprint events are obviously dominant, but even they can offer such alternatives as the tight twisting mountain roads of Corsica, the smooth gravel stages of the 1000 Lakes with the many jumps, and the rough, punishing tests of the Acropolis. Add in the endurance style African events, plus the special challenge of the RAC Rally and it is easy to see how different events will favour different types of motor car. To any of the manufacturers involved, success is vital and five factories managed victory during the 1982 season.

Renault triumphed on home territory in Corsica with their two seater turbo; Toyota romped home to a 1-2 in New Zealand on the debut of the latest Celica; and of course Nissan retained the Safari Rally, courtesy of Shekhar Mehta. The most successful outfit were Audi, and with three top line drivers on their books, the final tally of seven wins in one World Championship season sets a new record Mikkola, despite his desperate fortune, still managed to move ahead as the most successful driver since the formation of the Drivers' series in 1979, and he can



Henri Toivonen was always spectacular in the second Rothmans Opel Ascona 400 but the results did not always follow.

now boast 12 victories.

Opel managed just two outright wins, starting with the Monte Carlo sensation, but were denied a further victory until the penultimate event in the Ivory Coast — a rally the team did not really want to enter. In the end it gave Rohrl the title, denying Audi the chance of both World Championships; something they were evidently expecting almost 12 months ago.

"I know we are the underdogs," commented Opel boss Tony Fall, when the team was announced, "but while the Audi has an advantage on events with a low co-efficient of friction surfaces, I think in an overall World Championship we can still beat it.

"I think we will score on the longer, rougher events, particularly when you get outside Europe, and you need the experience of that particular country and the problems it presents. We are not trying anything particularly dramatic with the car. It is a known quantity and it will be good."

He was true to his word. The car achieved a quite remarkable reliability record during Walter Rohrl's campaign, with only one retirement. It often lacked the outright speed, especially in the latter stages of the year when the drivers complained about a lack of power, but forgetting the Ingolstadt opposition, it was usually "the best of the rest".

The opening success was an immense

boost to the entire team, even if it was due to the "summer" conditions which blessed the Alps last January. It was the break which was needed, and even Rohrl returned to the Principality loading praise on the team and the car.

"Always you have to say nice things about the car but this was a surprise; I never thought that the car would be so good. I am really looking forward to this year." How things would change.

The German was actually very pleased with his performance on the next round of the championship in Sweden, because for him it was a new experience, and he earned third place. But then things

MONTE CARLO (MC)

Jan 16/23

705km stages over tarmac

Weather: Dry, with only occasional ice patches.

Headquarters: Monte Carlo

Rohrl upsets the Audi master plan by powering to victory for Rothmans Opel — Uncharacteristic weather means no snow, so race tyres the order of the day — Mikkola battles to take second place — team mate Mouton crashes on ice — Andruet's Ferrari fast but retires in early stages — Therier takes third place for Porsche but Kleint crashes — new categories dominated by front wheel drive — Golf GTI takes Group A — Alfasud win Group N — no works Renault entries although Saby takes fifth — only three starters from Dover, and all retire — Waldegaard retires private Porsche just before the start of the final test — Opel take surprise lead in world manufacturers championship — 299 starters from eight points around Europe — 140 finishers, but only 91 cars complete route.

1	Rohrl/Geistdorfer	Opel	8h20m33s
2	Mikkola/Hertz	Audi	8h24m22s
3	Therier/Vial	Porsche	8h32m38s
4	Freuquin/Fauchille	Porsche	8h37m40s
5	Saby/Sappety	Renault	8h43m34s
6	Snoeck/Emanuelli	Renault	8h50m28s

SPECIAL STAGE TIMES

Monte Carlo	1st	2nd	3rd	4th	5th
Rohrl	13	9	5	2	1
Mikkola	10	8	3	5	3
Freuquin	5	4	10	6	6
Kleint	4	6	12	4	1
Mouton	1	2	1	2	3
Therier	1	—	1	6	12
Snoeck	1	—	—	3	1
Malcher	—	1	—	—	—
Andruet	—	—	1	1	—
Waldegaard	—	—	—	3	5
Saby	—	—	—	—	2

SWEDISH (S)

Feb 12/14

371km stages over snow

Weather: Just below freezing

Headquarters: Karlstad

Blomqvist's sensational home win — Mikkola loses lead after mistake on final night — Mouton completes Audi hangover by following Mikkola off the road, ending dreams of Audi 1-2-3 — Vatanen second in private Sutton supported Escort RS — Rohrl comes home third after careful performance which extends his championship lead — Eklund the Group A star with Saab 99 Turbo in fourth — Group B dominated for first time by Citroen Visa — Johansson fast but retires with blown head gasket on the Ascona 400 — Carlsson, Asterhag, Danielsson and Walfridson all drop out — Junior driver Ericsson takes top ten place with Audi Coupe 80 — 116 starters — 68 finishers.

1	Blomqvist/Cederberg	Audi	3h40m15s
2	Vatanen/Harryman	Ford	3h42m51s
3	Rohrl/Geistdorfer	Opel	3h44m29s
4	Eklund/Spiuth	Saab	3h45m20s
5	Mouton/Pons	Audi	3h46m08s
6	Lampi/Kukkala	Ford	3h46m14s

SPECIAL STAGE TIMES

Swedish	1st	2nd	3rd	4th	5th
Blomqvist	16	3	2	—	1
Mikkola	7	11	1	—	1
Mouton	1	3	5	5	2
Vatanen	1	1	8	5	3
Johansson	1	—	3	3	3
Rohrl	—	1	2	2	4
Lampi	—	—	2	3	2
Eklund	—	—	2	2	5

PORTUGAL (P)

Mar 3/6

639kms of stages over gravel and asphalt

Weather: Mixed

Headquarters: Estoril

Mouton emerges as threat in World Championship with sensational win — Rohrl crashes out — Mikkola goes off in the fog while leading — Toivonen the early star until clutch failure puts him out — Eklund comes through to take second for Toyota — Torres the top home runner in fourth place for Ford — Visas take remarkable result with fifth, eighth and ninth places — Salonen and Pond retire Nissans — Peugeot 104 ZS takes Group N win — Wilson upset, as Ford Escort blows head gasket in opening hours — both Audi and Opel take prototype Group B cars for private testing — 91 starters — 21 finishers

1	Mouton/Pons	Audi	7h39m36s
2	Eklund/Spiuth	Toyota	7h52m43s
3	Wittmann/Diekmann	Audi	8h07m25s
4	Torres/Lopes	Ford	8h30m58s
5	Coppier/Laloz	Citroen	8h54m11s
6	Silva/Bevilacqua	Ford	9h01m12s

SPECIAL STAGE TIMES

Portugal	1st	2nd	3rd	4th	5th
Mouton	18	10	7	4	—
Toivonen	15	5	5	2	2
Rohrl	5	10	4	1	—
Wittmann	2	5	4	8	3
Pond	2	—	3	3	6
Eklund	1	1	10	6	3
Therier	—	1	4	4	8
Waldegaard	—	1	4	—	1
Salonen	—	—	3	1	3

SAFARI (EAK)

Apr 8/12

5000kms total length

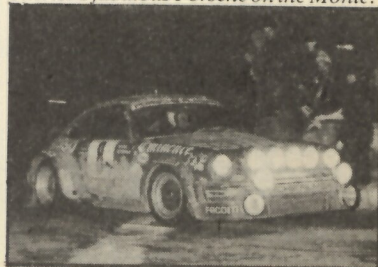
Weather: Mainly dry

Headquarters: Nairobi

Mehta takes fourth successive Safari win for Datsun — Rival Aaltonen leads for half event before axle failure stops his Opel — Rohrl promoted to second place, increasing his World Championship lead — Opel move further ahead in Manufacturers series — Pond quick but drops from third to fourth in closing stages — Massive Datsun effort led by Marlboro-sponsored Violet GT of Mehta — Salonen retires — Munari runs a Porsche for the first time but withdraws — Range Rover takes sixth with Rob Collinge — Subaru four wheel drive seventh — Middlesex AC back team of three Toyota Corollas — All retire but the team vows to return — 73 starters — 21 finishers — Mike Doughty announces retirement to take over rally organisation

1	Mehta/Doughty	Datsun	4h26m
2	Rohrl/Geistdorfer	Opel	5h07m
3	Kirkland/Leviton	Datsun	6h16m
4	Pond/Harryman	Datsun	7h00m
5	Shah/Khan	Datsun	8h15m
6	Collinge/Fraser	Range Rover	8h54m

Therier's fabulous Porsche on the Monte.



Seasonal Survey

A man and a woman

continued

seemed to go downhill. The wild accident in Portugal was attributed to a mechanic's mistake, but Walter made no attempt to hide his feelings about the Safari. He drove steadily, without risk, and took second place.

He was disappointed in Corsica, took it easy in Greece (and again got second), but then the extended Opel programme began to sap his enthusiasm. And this, coupled with the demands of his sponsors and the lack of free time, meant that Rohrl lost no time in voicing his feelings. Often he was misquoted, inevitably translation problems led to some confusion, but he was not happy.

For much of the year, he claims he was more interested in the Makes series, attracted to the Drivers' title only when Mikkola was obviously out of the race.

The German's consistent approach paid very real dividends to the Russellheim based team. As the Ascona lacked the sheer speed, he was the ideal man to maximise the advantages the team did hold.

Team mate, on occasions, was Henri Toivonen, very much the opposite to the number 1 driver. Often the youngster was an early leader, and he was certainly the only man to regularly rival the Audi team's dominance. But so often if went wrong, sometimes through driver error, and it is likely that 1982 will have taught Toivonen several important lessons.

Opel themselves probably learnt something at the time of the 1000 Lakes when, with the Makes series at a crucial stage, they opted to run just one factory car. Rohrl was not due to appear, but



Jubilant scenes for Mikkola and Hertz after the RAC Rally in November.

rather than take out an insurance with a good number 2 to young Henri, they only ran the Finn. He retired; Audi took maximum points in the Makes contest.

The other men to appear in the Rothmans Opel Rally Team included Jimmy McRae, Jochi Kleint, Bjorn Johansson, Rauno Aaltonen, and Ari

Vatanen. The Scotsman impressed on his first appearance in Greece; Kleint had mixed fortunes with accidents of varying severity on both the Monte and the RAC; Johansson retired on the Ivory Coast; Aaltonen so nearly beat Mehta on the Safari; and of course Vatanen, the 1981 World Champion, went off during the

RAC.

In other words, whatever must be said about the hassle which Rohrl carried with him, he alone kept Opel in contention for the Makes series until the sacking before the RAC — a result of his non-attendance at an Opel reception the previous evening.

The faces of the Audi Sport team changed considerably as the RAC Rally ran its course. At the start of the event the odds were heavily in their favour, with Opel requiring a shock win to give them any chance of the Makes award.

But 11 months earlier Audi had been favourites to walk away with both titles, and they knew it. Only as the Opel challenge crumbled, did the Ingolstadt firm finally relax.

Ironically, the RAC Rally marked the first time that the Audi Sport contractees actually managed to pull off a 1-2 result as planned. Number 1 driver Mikkola first; number 2 driver Mouton, second.

Several factors had contributed to the troubled year for Mikkola, and while he freely admitted "driver error" on occasions, the team also made some very basic mistakes. Mistakes often attributable to a simple lack of experience, on the part of both the management and the mechanics. The problems were usually freely accepted, and the lesson learnt for the next time, but there is still a serious question over the servicing arrangement, with all directions coming from the senior engineer on hand, usually the new Director, Roland Gumpert.

The mechanics require direction, supervision even, and there is no more severe test of initiative and technical expertise than in a hurried service point with the seconds ticking away.

Over and over the drivers have

TOUR DE CORSE (F)

May/6/8

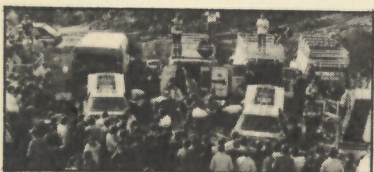
470kms stages over asphalt

Weather: Mixed

Headquarters: Ajaccio

Fantastic battle sees Ragnotti sneak win for Renault ahead of Andruet's Ferrari — crucial stage catches Ferrari driver on slicks and costs time — World Championship debut of Lancia Rally troubled, but Alen still finishes ninth — Bettiga crashes his Lancia and breaks legs — Darniche's BMW M1 breaks chassis — biggest disaster stops Audi effort — mechanic crashes Mikkola's car before start — Mouton struggles to seventh with tyre problems — Rohrl's Opel takes steady fourth — and more points — Retirements include Therier's Porsche, Kleint's Opel, and Wittmann's Quattro to complete Audi disaster — 178 starters — 47 finishers

1 Ragnotti/Andrie.....Renault.....	14h11m19s
2 Claude Andruet/"Biche" Ferrari.....	14h16m57s
3 Beguin/Lenne.....Porsche.....	14h20m11s
4 Rohrl/Geistdorfer.....Opel.....	14h20m41s
5 Saby/Sappey.....Renault.....	14h27m31s
6 Frequelin/Fauchille.....Porsche.....	14h35m16s



Opel service area.

SPECIAL STAGE TIMES

Tour de Corse	1st	2nd	3rd	4th	5th
Ragnotti	12	6	2	2	—
Andruet	10	8	4	1	1
Beguin	3	3	6	3	2
Rohrl	1	3	4	6	5
Frequelin	1	1	4	6	2
Bettiga	—	2	3	3	—
Saby	—	2	2	3	5
Therier	—	2	—	—	3
Chaseuil	—	1	—	—	3
Vincent	—	—	1	2	2

ACROPOLIS (GR)

May 29/Jun 4

1005kms stages over gravel

Weather: Dry, windy after rain

Headquarters: Lagonissi, south of Athens

Mouton dominates as other Audis fail — Mikkola an early retirement after suspension failure and bad service planning — Alen's base Lancia Rally quick at the start but fragile — Toivonen the fastest Opel at the start — But it's Rohrl who takes second place at the finish — impressive Opel showing backed by Toivonen and McRae on first appearance in Greece — Disappointment for Pond as suspension breaks — Mehta the top Datsun driver in fourth — heavy rain before the start means rougher roads but no dust problem — Tough format causes many retirements — Mouton and Pons in lead by mid point, and carefully extend advantage to finished over 13 minutes clear — last minute agony for McRae as car stops on final stage — local challenge led by Moschous in Group B — no finishers in Group N — 136 starters — 33 finishers

1 Mouton/Pons.....Audi.....	12h54m44s
2 Rohrl/Geistdorfer.....Opel.....	13h08m23s
3 Toivonen/Gallagher.....Opel.....	13h17m21s
4 Mehta/Mehta.....Datsun.....	13h17m28s
5 Moschous/Constantakatos.....Datsun.....	13h36m44s
6 McRae/Grindrod.....Opel.....	13h40m16s

SPECIAL STAGE TIMES

Acropolis	1st	2nd	3rd	4th	5th
Mouton	26	12	4	3	5
Toivonen	11	8	12	10	6
Rohrl	6	12	3	7	15
Wittmann	4	9	3	4	3
McRae	4	5	3	9	9
Mehta	3	3	5	4	5
Alen	3	1	6	6	2
Cinotto	2	1	—	—	—
Mikkola	1	—	—	—	—
Moschous	—	7	1	6	7

MOTOGARD (NZ)

June 26/29

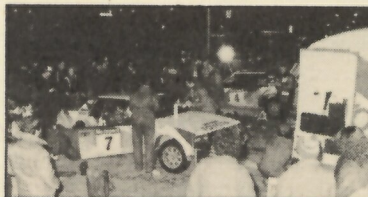
1038kms of stages over gravel

Weather: Dry and cold

Headquarters: Wellington

Sensation as Toyotas score debut 1-2 result on world championship debut of latest Celica — Rohrl beaten by both Waldegaard and Eklund — Audis lead with Mikkola and Mouton, but both retire — Pond crashes — Salonen takes fourth place for Datsun driving the disliked Violet GTS — Millen top home driver in fifth with Mazda — world championships hot up, demanding as Opel and Audi review programmes — Rohrl and Opel still lead — Eklund now third in Drivers series — long differential ratios one of Toyota's secrets to success — 66 starters — 31 finishers

1 Waldegaard/Thorselius.....Toyota.....	10h28m08s
2 Eklund/Spjuth.....Toyota.....	10h31m21s
3 Rohrl/Geistdorfer.....Opel.....	10h33m37s
4 Salonen/Harjanne.....Datsun.....	10h41m25s
5 Millen/Bellefleur.....Mazda.....	10h54m54s
6 Teesdale/Smith.....Ford.....	11h30m17s



Toyota servicing at night.

SPECIAL STAGE TIMES

New Zealand	1st	2nd	3rd	4th	5th
Mikkola	16	3	2	—	1
Rohrl	7	6	7	7	4
Waldegaard	6	17	7	6	1
Eklund	6	6	9	4	6
Mouton	3	2	5	4	—
Salonen	2	1	9	10	9
Millen	—	4	1	3	11
Teesdale	—	—	—	1	5
Pond	—	—	—	—	1
Mehta	—	—	—	—	1

RALLY OF BRAZIL (BR)

Aug 10/15kms of stages over gravel

Weather: Mixed

Headquarters: Sao Paulo

Mouton yet again after dramatic battle with Rohrl — German despondent in defeat after leading for most of the way — Audi gain valuable points in the Manufacturers championship after event upgraded following cancellation of Argentine round — organisational inadequacies turn rally into a farce — Clerk of the Course sacked before the start — still, three works teams start the rally — Mikkola again the early leader, but slips off the road on the third stage into retirement — Alcohol fuelled VW Passat finishes — 58 starters — 5 finishers.

1 Mouton/Pons.....Audi.....	8h16m24s
2 Rohrl/Geistdorfer.....Opel.....	8h51m49s
3 de Vitta/Muzio.....Ford.....	10h15m30s
4 Rodrigues/Mattos.....VW.....	11h41m08s
5 Costa/Vierra.....VW.....	12h07m34s
no other finishers	



Mouton and Gumpert in conference.

SPECIAL STAGE TIMES

Brazil	1st	2nd	3rd	4th	5th
Mouton	18	4	2	—	—
Rohrl	5	18	1	—	—
Mikkola	2	1	1	1	2
Mehta	—	—	14	8	—

adopted serious looks as they return to their car to find the work . . . not quite finished, and the Germans still rushing around. Experience is everthing under these conditions and the Opel effort — with British mechanics working alongside Germans and Swedes — must have left Mr Gumpert thinking about a new formula for the future.

At the start of the year, some people questioned the car's reliability under the different conditions it would face during the year. To the credit of its engineers, the Audi Quattro adapted well and there were seldom serious problems with the revolutionary part of the car; the four-wheel-drive system.

Asphalt is still not ideal country for the car, particularly if it is tight twisting roads, where the turbocharger cannot be used effectively. The cause was not helped particularly by the Kleber tyres and indeed later in the year open use of Michelin rubber convinced the team to make the move for '83, and also assisted Mikkola to his fourth RAC Rally win in the process.

The car is attracting more and more critics however, many commenting that the four-wheel-drive systems in preparation by other manufacturers will make the basic Audi system look silly. Ingolstadt have never risen to the bait.

In their view, if the car is four-wheel-drive, a mid-engined concept will not work because of the weight distribution, particularly under acceleration. Understeer is the most obvious handicap of having the five cylinder power source ahead of the front wheels, but any further back, explains Gumpert, and the front wheels will add little in the fight for traction.



Michele Mouton put on a superb display on the Acropolis Rally.

Another theory suggests that an ideal rally set up will offer the driver a choice of two-wheel-drive or four-wheel-drive depending on the conditions. An obvious example would be the Sanremo Rally, which includes both gravel and asphalt.

"In the historical development of the motor car," explains Gumpert, "people

first had brakes on just two wheels. They then developed braking systems on all four wheels and when that was satisfactorily developed they did not look for ways to go back to two wheel brakes!"

Development this year has been aimed at making the car more directly suited to rallying. Losing weight, improving the

brakes, mostly with an eye to the 1983 Group B regulations, following the company decision to delay the introduction of any "short" Quattro until 1984.

One of the most significant improvements came about on the final event when Mikkola had the option of a gear lever mounted switch which operated the normally hydraulic clutch. The object was to allow more extensive use of the left foot braking, a technique which is finding more and more favour with drivers, as turbocharging comes into vogue.

So, apart from this fine tuning, Audi too had a stable formula with which to attack the 1982 titles. Perhaps the glorious conditions in Monte Carlo were a sign from the Gods, though, that there was trouble in store for Audi. But no one could have expected that Mikkola would go another nine events before he collected any more points in the series. In Sweden he led until the closing stages and slipped off the road; "that made me very cross, a silly mistake."

In Portugal a problem with the notes in fog saw the Mikkola/Hertz combination out of the running, while management opted not to start the Safari Rally, a decision they would later question when it was time to prepare for the Ivory Coast affair.

A mechanic wrote of Hannu's car just before the start of Corsica and the "overnight replica" could not stand the strain. In Greece a steering problem eliminated the pair while leading, when the car reached the end of the stage to find no properly equipped service wagon, and the competition car reduced to three wheels.

And so it continued. A return to expected form was only in evidence when the circus ventured toward home coun-

1000 LAKES (SF)

Aug 28/29
469km of stages over gravel
Weather: Dry and mild
Headquarters: Laajavuori,
Jyväskylä

Mikkola fights back into ratings with victory — Blomqvist chases, but team orders keep him in second place — Audi's dominance starts to make its mark on the Manufacturers' Championship — Opel slipping as Toivonen crashes the solo works Ascona 400 — Blomqvist on Michelins, the quickest rubber — Mouton crashes while in leading group, so Drivers championship race is unchanged — Airikkala pushes the Colt to third — Alen retires the 'evolution' Lancia — Vatanen goes out with engine trouble on his Escort — Russell Brookes stars to take sixth place on first effort in Finland — Eklund drives a private Porsche but retires — eight home drivers in the top ten — Group A goes to Golt GTI — Group B to Citroen Visa, again — 156 starters — 68 finishers

1 Mikkola/Hertz	Audi	4h19m05s
2 Blomqvist/Cederberg	Audi	4h19m33s
3 Airikkala/Piironen	Colt	4h23m22s
4 Salonen/Harjanne	Datsun	4h25m02s
5 Laine/Virtanen	Talbot	4h30m54s
6 Brookes/Morgan	Vauxhall	4h37m10s

SANREMO (I)

Oct 3/9
735km of stages over gravel
and asphalt
Weather: Mixed
Headquarters: Sanremo

Blomqvist takes revenge with stunning performance around Italy — Mikkola second after drive back up field following early differential failure — Opels storm back over last night of mountain asphalt stages — Rohrl takes third — Toivonen fifth, but loses crucial seconds on last stage with puncture — Mouton a good fourth — Early leader Tognana puts Ferrari at front over opening asphalt stages — Eklund this time with VW Golf but car breaks — Cinotto heads home battle to give Audi four cars in the top six — But Demuth retires with engine failure in mysterious circumstances — Alen leads for short while and signals arrival of the Lancia challenge — splits Audis over Tuscany gravel tests before engine failure — other Lancias troubled, and several crash on first stage — Kullang outpaced in the Colt Lancer — Peugeot 505 turbo takes Group A — Visa again Group B — Ford Escort XR3 wins Group N — 90 starters — 27 finishers

1 Blomqvist/Cederberg	Audi	8h37m47s
2 Mikkola/Hertz	Audi	8h40m03s
3 Rohrl/Geistdorfer	Opel	8h40m14s
4 Mouton/Pons	Audi	8h40m59s
5 Toivonen/Gallagher	Opel	8h41m43s
6 Cinotto/Radaelli	Audi	8h55m51s

IVORY COAST (IC)

Oct 27/Nov 1
716km
Weather: Dry
Headquarters: Abidjan

Rohrl takes victory, and the World Drivers Championship — Mouton puts her Audi on the roof — But it's Michele and Fabrizia who dominate until the closing stages, on their first trip to the country — Rohrl's steady tactics the key to his second championship — Mikkola joined by senior engineer Gumpert, but car retires — Toyotas prove well suited again and Eklund takes second place — Waldegaard third Renault star Ragnotti retires before mid point but Saby takes fourth place — Vudafieri's official Lancia Rally blows engine in opening hours — Johansson's supporting Rothmans Opel retires — dreadful conditions again make the event unpopular — Marlboro back Mikkola's Audi — 51 starters — 6 finishers

1 Rohrl/Geistdorfer	Opel	8h43m
2 Eklund/Sjuth	Toyota	10h26m
3 Waldegaard/Thorszelius	Toyota	11h01m
4 Saby/le Saux	Renault	17h52m
5 Ambrosino/Fauchille	Peugeot	19h43m
6 Salim/Konan	Colt	23h48m

The very adaptable Per Eklund.



LOMBARD RAC (GB)

Nov 21/25
716 miles of stages mostly over
gravel
Weather: Mixed, but very wet
Headquarters: York

Rohrl dismissed in pre-start sensation — Mikkola takes record fourth win on rally — co-driver Hertz takes fifth success — Audi confirmed as 1982 World Manufacturers champions — Opel effort diluted by driver errors and mechanical failure as Kleint and Vatanen crash while McRae suffers drive shaft failure — Mouton a star after fierce final night confrontation with Toivonen who takes third for Rothmans Opel — Alen delights Lancia with fourth place — fabulous early performance sees him lead — Demuth the new German challenger — Brookes again top British driver for Vauxhall — Wilson takes tenth on international debut with Audi — fabulous support from all major manufacturers — wet weather, but little of the traditional ice and snow — Ericsson takes Group A with Audi Coupe — tough format sees lots of retirements including Pond, Airikkala, Salonen, Kaby and Dawson — 149 starters — 63 finishers

1 Mikkola/Hertz	Audi	8h01m46s
2 Mouton/Pons	Audi	8h06m03s
3 Toivonen/Gallagher	Opel	8h06m12s
4 Alen/Kivimaki	Lancia	8h11m43s
5 Demuth/Daniels	Audi	8h14m10s
6 Brookes/Broad	Vauxhall	8h14m50s

SPECIAL STAGE TIMES

RAC Rally	1st	2nd	3rd	4th	5th
Mikkola	26	12	8	7	4
Mouton	15	10	9	3	6
Toivonen	10	19	—	7	5
Demuth	7	10	9	7	4
Alen	6	11	9	8	5
Wilson	3	—	2	1	8
Vatanen	3	5	3	5	3
Buffum	2	2	—	3	3
Blomqvist	1	5	3	9	6
Airikkala	1	1	1	—	—
Kaby	1	1	—	—	1
Lampi	1	—	—	2	—

SPECIAL STAGE TIMES

1000 Lakes	1st	2nd	3rd	4th	5th
Blomqvist	21	9	7	6	1
Mikkola	12	20	10	4	—
Airikkala	11	7	8	1	8
Toivonen	3	3	8	3	1
Salonen	2	4	8	14	4
Alen	1	1	—	2	1
Vatanen	—	1	4	3	3
Mouton	—	1	3	2	3

SPECIAL STAGE TIMES

Sanremo	1st	2nd	3rd	4th	5th
Blomqvist	19	8	7	1	8
Mikkola	18	10	9	9	2
Mouton	9	5	6	9	10
Toivonen	6	6	3	8	5
Rohrl	5	6	4	4	4
Alen	4	10	7	5	4
Tognana	3	2	—	—	—
Cinotto	1	2	9	7	11
Demuth	1	2	8	7	5
Biasion	1	1	2	2	2

Seasonal Survey

A man and a woman continued

try, and the 1000 Lakes. Victory was Mikkola's, although Stig Blomqvist was under strict orders.

"All I want to do," commented Hannu in the second half of the year is get rid of 1982 as quickly as possible. I wish it was the start of 1983." He must be glad of the final RAC success as well, because more and more attention is given to Stig Blomqvist's handling of the car.

Although not directly contracted to Audi Sport in Germany, Blomqvist was always the team's first reserve, brought in to back the works drivers if there was any need. He quickly wrapped up his home championship, including victory on the Swedish International, and was a star in Sanremo.

The Swede's driving technique is rather more flamboyant than that of most of the other Quattro pilots. His years of front-wheel-drive techniques with Saab have paid off, although some still question if his is the fastest method. But Audi were delighted to sign him for the 1983 season with a tempting contract which will see him even more in the limelight in the future. Heaven help the radio interviewers!

None of them could really complain however after the genuine assistance Michele Mouton has given them in the last season. Dismissed by many, even after her 1981 success in Sanremo, she has taken outright victory three times; in Portugal, Greece and Brazil. More than sufficient to leave some of her competitors to quietly eat their words.

She always attacks, even perhaps when it would be wiser to cool the pace. But she wants to win and if she learns a few lessons by landing on the roof, then that is the way she wants it to be.

Considering her limited experience at the start of the year, both Michele and Fabrizia have shown exactly what can be achieved even on a first visit to an event.

Certainly Hannu and Arne have helped enormously — the girls are the first to credit them so — but they have done more than even perhaps they expected possible.

Disappointments have more often than not been caused through a lack of experience. And as she continues to gain that vital factor, she will maintain her position.

Other winners in 1982?

Nissan have to thank the experience of Shekhar Mehta for giving them yet another win in Kenya, what must now almost be home soil for the team. On that occasion he drove a Violet GT, the older specification car, (as opposed to the GTS) which was favoured by all the team members.

Timo Salonen and Tony Pond both had to struggle with the newer, nastier machinery however and often it proved quite unsuitable. The Finn managed a couple of fourth places in New Zealand and Finland but Pond had a miserable period, usually in the back up car with all the problems that entails. He too got a fourth place, (on the Safari this time) and if nothing else, at least he notched up a few more events.

Toyota made a surprise move mid-season with the introduction of the new Celica, surely the last Group 4 rally car to be homologated. Earlier in the year, Per Eklund took the older Cologne prepared machine to second place on a difficult Port Wine Rally, but along with number 1 driver Bjorn Waldegaard, he produced what must have been the shock result of the championship last June.

Against both Opel and Audi, Toyota pulled off a 1-2 in New Zealand, with the cars showing a remarkable turn of speed over the very fast flowing special stages. And this on their world debut!

The team only had a limited programme but they certainly made the most of it with another promising showing on the Ivory Coast, where Eklund took yet another second place, this time beaten by Rohrl and relegating Waldegaard to

third.

But in contrast to the African event, the RAC is about sheer speed, and the Toyotas seemed to lack that vital quality.

The only other winner this last season was of course the Renault 5 Turbo of Jean Ragnotti, round the little island of Corsica. Conditions evidently suited the little racer perfectly, but still the stunt driver was pushed very hard by Jean Claude Andruet in the Ferrari, until a crucial tyre choice went the wrong way.

During the year Ferraris actually made a number of appearances, with both Andruet and Italian ace Antonio Tognana in control. On each occasion the car was impressive, and of course asphalt racing was its ideal environment, with the Frenchman quick on the early sections of the Monte Carlo until he went off the road.

Tognana was also very impressive, giving the immense Italian crowd something to cheer about in the opening day of the Sanremo competition. He was ahead of them all but sadly the rally also contains a fairly large amount of gravel roads, which rather spelt the end of the Ferrari dream in 1982. Whether any appearances will be made in 1983 it is not yet sure; Andruet is now with Lancia, and Group B is apparently presenting problems for Ferrari.

It must be hoped that they will make it, because the presence of just such a team adds so much character to the events. Porsche come into this bracket and although no longer officially represented, their 911SC was still quite adequate for use by several top line drivers during the year. Waldegaard, Bernard Beguin and Guy Frequelin all appeared at certain stages of the season at the wheel of the car, and one of my lasting memories will be the final night of the 50th Monte Carlo Rally. Frequelin's Porsche was in a hurry, the flood of lights preceding the barking Porsche motor as he powered his way passed spectators' cars on his way to the stage.

Lancia were the first team to under-

take the massive operation required to comply with the Appendix J regulations. They completed the 200 base cars early in the year, and to gain experience with the Rally 037, some semi-official cars appeared in both the Italian series and the European Championship.

The car's world debut was on the Tour de Corse, when Markku Alen and Attilio Bettega were both entered. Sadly Bettega's car crashed at high speed, and the driver broke both his legs very badly. Inevitably there were alarm bells concerning the strength of this latest super-car, but Lancia repeated that crash tests had proved the car was sufficiently strong for competition use.

Not until after the Acropolis Rally did the team complete the evolution version of the car, and Finland was chosen — to Markku Alen's delight — for the first appearance. Engine problems spoilt the run, although Alen again took up the challenge on the Sanremo Rally, revalling times set by the fleet of Quattros. Engine problems again ended the effort.

An oil supply problem was diagnosed and for the final event the team opted to drop the power output in an effort to find this vital reliability. Only about 290bhp was on tap for the RAC, and at last Alen was rewarded with a sensible finish. Fourth place was enough to keep the team happy, and perhaps worry the opposition that little bit for the season ahead.

Colt made occasional appearances, with both Pentti Airikkala and Anders Kullang on the books. As Lancia seemed to develop through the season however, Colt found it uphill all the way with the rather old fashioned Lancer Turbo.

Airikkala's total determination to shine on home soil rather flattered the car with third place on the 1000 Lakes, but a repeat attempt to take a surprise result on the RAC ended with an accident on the opening day. Kullang found it even more difficult to approach the times of the quickest conventional machinery on Sanremo, and even the RAC.



Walter Rohrl became the first person to take the Drivers' title for a second time.



Audi clinched the Makes' title after a season long struggle against the Opel team.

World Rally Championship for Drivers

World Rally Championship for Drivers

	Jan 16/23 Monte Carlo	Mar 2/7 Portugal	Apr 8/12 Safari	May 7/8 Corsica	May 29/ Jun 6 Acropolis	Jun 23/27 New Zealand	Aug 10/15 Brazil	Aug 28/29 1000 Lakes	Oct 4/9 Sanremo	Nov 20/25 RAC Rally	Total
1 Audi.....	16	18	—	(6)	18	—	(10)	18	18	18	116
2 Opel.....	18	12	16	(12)	16	14	(9)	—	14	14	104
3 Nissan.....	—	—	18	—	12	12	—	15	—	—	57
4 Ford.....	—	12	—	—	8	9	16	10	—	—	55
5 Toyota.....	—	16	—	—	—	18	—	—	7	41	
6 Renault.....	10	—	—	18	4	—	—	—	2	—	34
7 Porsche.....	14	—	—	14	—	—	—	—	—	—	28
8 Mitsubishi.....	—	—	8	—	—	—	—	14	6	—	28
9 Lancia.....	—	—	—	10	—	—	—	—	15	25	25
10 Talbot.....	—	—	—	—	—	—	—	13	—	11	24

Points: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 for overall position, plus score for position in Group. Points also awarded, 8, 7, 6, 5, 4, 3, 2, 1 for top eight, if they finish in the top 10 overall.

World Rally Championship for Makes

	Jan 16/23 Monte Carlo	Feb 12/14 Swedish	Mar 2/7 Portugal	Apr 8/12 Safari	May 7/8 Corsica	May 29/ Jun 6 Acropolis	Jun 23/27 New Zealand	Aug 10/15 Brazil	Aug 28/29 1000 Lakes	Oct 4/9 Sanremo	Oct 26/31 Ivory Coast	Nov 20/25 RAC Rally	Total
1 Walter Rohrl (D)	20	12	—	15	10	15	12	15	—	12	20	—	109
2 Michele Mouton (F)	—	8	20	—	4	20	—	20	—	10	—	15	97
3 Hannu Mikkola (SF)	15	—	—	—	—	—	—	—	20	15	—	20	70
4 Stig Blomqvist (S)	—	20	—	—	—	—	—	—	15	20	—	1	58
5 Per Eklund (S)	—	10	15	—	—	—	15	—	—	—	15	2	57
6 Bjorn Waldegaard (S)	—	—	—	—	—	—	20	—	—	—	15	4	36
7 Henri Toivonen (SF)	—	—	—	—	—	12	—	—	—	8	—	12	32
8 Shekhar Mehta (EAK)	—	—	—	20	—	10	—	—	—	—	—	—	30
9 Bruno Saby (F)	8	—	—	—	8	—	—	—	—	10	—	—	26
10 Jean Ragnotti (F)	—	—	—	—	20	—	—	—	—	—	—	—	20

Points: 20, 15, 12, 10, 8, 6, 4, 3, 2, 1. Best seven count.

There were other manufacturers represented during the year, either involved in development work, or through the efforts of privateers. Volkswagen appeared on Sanremo with a shocking green Golf for Eklund to drive; Talbot — the 1981 winners of the Makes Championship — had a year off while the French develop the new Peugeot Group B car. They still managed a two car team for Blomqvist (contracted to Talbot for British events in 1982) and Freuquin, although it was a rather sad, timid farewell to the car which Des O'Dell's boys took to victory the year before.

The RAC also saw a Vauxhall finish on the leader board, with Russell Brookes the man at the wheel and he did exactly the same thing on the 1000 Lakes with sixth place last August.

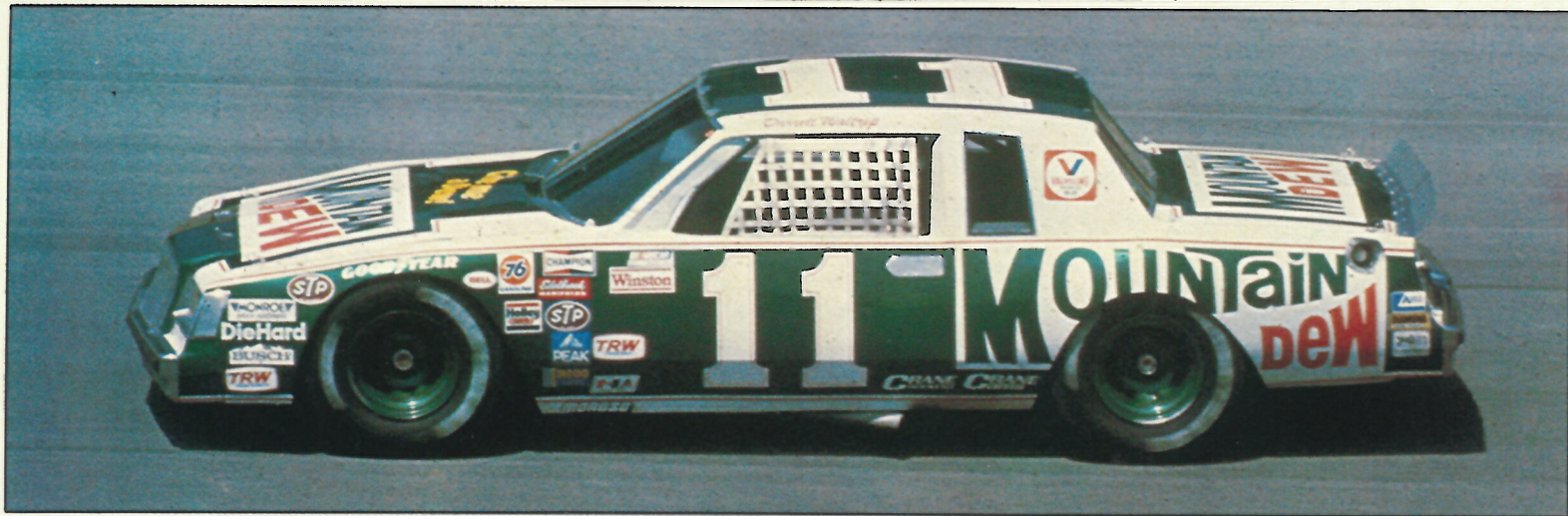
Citroën must have been delighted with the success of the Visa Trophée appearances this year, boasting such remarkable reliability and earning — in Portugal — fifth place overall, despite the 1300cc handicap.

And of course Ford. Without any official presence at world level whatsoever the Marke still finished fourth overall in the Makes' championship. That is simply a result of the popularity of the Escort RS, the car used by Ari Vatanen to win the 1981 Drivers' title. Again the Finn contributed to the manufacturers points with a second place on the Swedish rally.

Right: Stig Blomqvist scored a popular win on home soil early in the year when he won the Swedish rally, defeating the two official Audi Sport cars, when they were slowed on the final night after Mikkola and Mouton went off the road at the same point. Photo: Colin Taylor Productions.
Below: Markku Alen's Group B Lancia Martini Rally flying high on the Sanremo Rally, when the car first proved that it could rival the Quattro's superiority over gravel special stages. Photo: Hugh Bishop.



Seasonal Survey



Darrell Waltrip again showed marvellous form during 1982 and the Tennessee man secured his second straight Winston Cup success for Junior Johnson's team.

The dreaded Darrell

GORDON KIRBY reports upon another healthy season of NASCAR Grand National racing.

The 1982 version of stock car racing's leading championship was all about Darrell Waltrip and Bobby Allison, who played a repeat performance of their 1981 duel for NASCAR's Winston Cup Grand National Championship. Once again Waltrip beat Allison to the title, and the decision hung in the balance until the final race of the season. Between them Waltrip and Allison won two-thirds of the season's 30 races, the Dreaded Darrell continuing at the wheel of Junior Johnson's Buicks and Allison enjoying a fine first season with DiGard Racing's Buick and Chevrolet machinery.

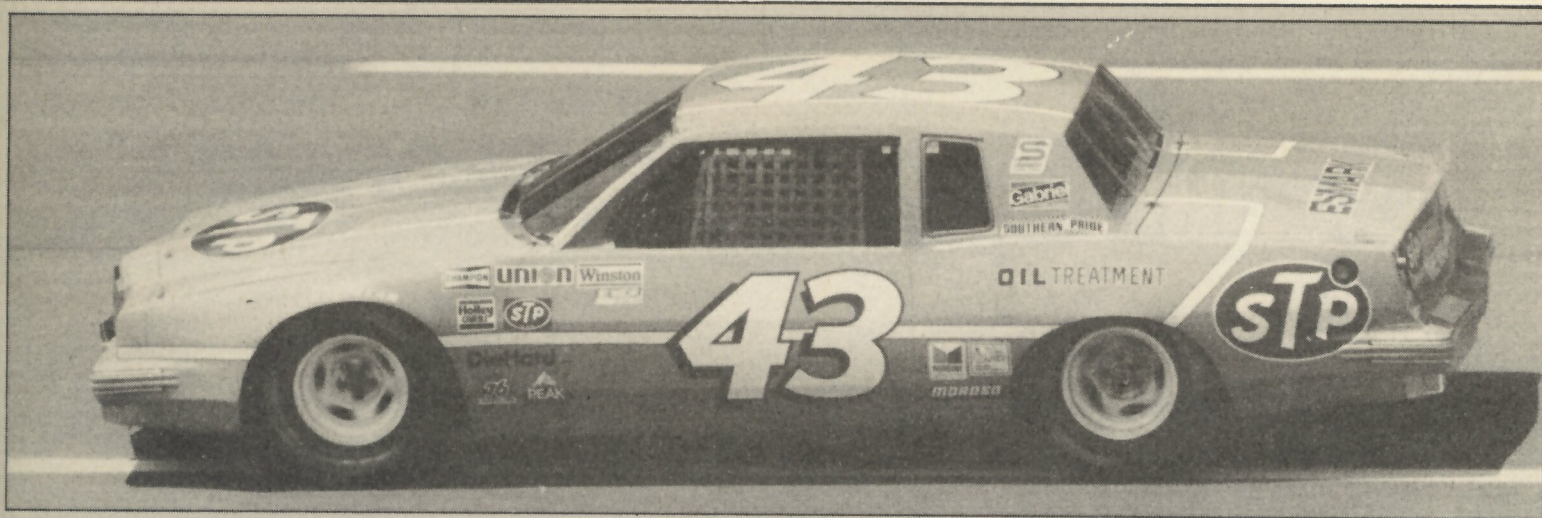
The only other driver to offer a threat in the championship stakes was relative newcomer Terry Labonte, who led the point standings through the first 15 races. The young Texan was unable to win a race, however, and he faded in the home run although consistent finishes and persistent driving kept

him well ahead of anyone else. Cale Yarborough won three races with M.C. Anderson's Buicks, but the team entered only 16 races so that fourth place in the points table went to Harry Gant who won three races in Buicks entered by Burt Reynolds and stunt man Hal Needham. Gant kept Richard Petty down to fifth place the latter having a frustratingly unreliable year with Pontiacs as he failed to win a single race.

In the manufacturers' championship, General Motors continued to dominate with Chevrolet-engined cars winning all but two races. Most of the field used Buick Regal bodywork on their stealthy space frame chassis with the Buick nameplate usually accounting for at least half the field as well as scoring 25 of General Motors' 28 wins. Dale Earnhardt and Neil Bonnett each won a single race apiece for Ford.

An impressive sight as 42 NASCAR stockers pound towards Turn 1 at the start of this year's Daytona 500, headed by Benny Parsons (right) and Harry Gant.





Although Richard Petty did not have one of his more successful seasons he still finished fifth overall driving his Pontiac Grand Prix.

NASCAR WINSTON CUP GRAND NATIONAL CHAMPIONSHIP

NASCAR WINSTON CUP GRAND NATIONAL CHAMPIONSHIP																																
Finishing positions	Feb 14 Daytona	Feb 21 Richmond	Mar 14 Bristol	Mar 21 Atlanta	Mar 28 Rockingham	Apr 4 Darlington	Apr 18 North Wilkesboro	Apr 25 Martinsville	May 2 Talladega	May 8 Nashville	May 16 Dover Downs	May 30 Charlotte	Jun 6 Pocono	Jun 13 Riverside	Jun 20 Michigan	Jul 4 Daytona	Jul 10 Nashville	Jul 25 Pocono	Aug 1 Talladega	Aug 22 Michigan	Aug 28 Bristol	Sep 6 Darlington	Sep 12 Richmond	Sep 19 Dover Downs	Oct 3 North Wilkesboro	Oct 10 Charlotte	Oct 17 Martinsville	Oct 31 Rockingham	Nov 7 Atlanta	Nov 21 Riverside	Points total	
1 Darrell Waltrip	Buick Regal	R	R	1	1	7	R	1	5	1	1	R	R	13	R	2	R	1	6	1	7	1	R	3	1	1	R	1	1	3	3	4489
2 Bobby Allison	Buick Regal/Chevrolet	1	8	5	R	4	R	8	R	13	6	1	3	1	R	4	1	R	1	10	1	2	20	1	10	R	R	R	2	1	R	4417
3 Terry Labonte	Buick Regal/Chevrolet	4	5	4	8	2	6	4	R	2	2	4	R	5	2	R	2	3	5	21	4	R	6	R	6	4	5	R	5	R	4211	
4 Harry Gant	Buick Regal	7	R	6	5	8	R	6	1	14	R	R	13	4	R	10	R	3	R	3	3	11	7	R	2	1	8	R	2	R	3877	
5 Richard Petty	Pontiac Grand Prix	R	2	7	2	R	R	5	R	9	R	8	7	R	R	7	2	2	2	2	R	2	13	R	4	8	3	6	R	R	3814	
6 Dave Marcis	Buick Regal/Chevrolet	R	1	10	12	21	R	R	6	R	8	2	9	10	R	14	10	11	8	13	9	21	10	8	6	11	32	R	11	6	R	3666
7 Buddy Arrington	Dodge/Chrysler Imperial	15	15	15	14	9	8	16	8	11	14	11	11	12	15	12	R	9	20	6	16	9	16	7	21	22	10	R	14	R	3642	
8 Ron Bouchard	Buick Regal	6	9	8	R	R	R	13	R	3	6	10	R	9	12	3	10	4	R	10	12	R	15	8	7	35	14	8	R	6	3545	
9 Ricky Rudd	Pontiac Grand Prix	R	22	R	R	15	R	9	4	24	R	R	7	6	5	7	4	R	9	14	7	R	4	R	R	31	2	R	7	2	3537	
10 Morgan Shepherd	Buick Regal	R	10	3	6	5	R	7	R	5	R	7	R	R	—	8	4	R	R	8	R	5	R	12	R	13	30	R	5	R	8	3451
R = Retired																																

R = Retired

Over the past five years Grand National racing has undergone a fresh boom thanks to increased commercialism, the arrival of a new group of wealthy and ambitious team owners, and the establishment of a new generation of drivers led by double champ Waltrip, 1980 Champion Dale Earnhardt and Terry Labonte. There are now more potential winners and a stronger midfield than ever and in the middle of this escalation budgets have risen dramatically. As a result, a lot of pressure has been brought to bear on NASCAR to increase purses, particularly the percentage of each purse paid directly by the track owner/promoter.

NASCAR has also had to cope with some new competition from other sanctioning bodies like the ASA and All-Pro, both of whom have developed strong series for more radical cars than those running in NASCAR, albeit on smaller, usually slower tracks. There has also been a lot of dissatisfaction from within NASCAR's ranks over the organisation's less than cohesive administration of the extremely active Modified and Late Model Sportsman categories.

On top of that, NASCAR founder Bill France and his son Bill Jr have been kept on their toes by other track owners such as Bruton Smith and Humpy Wheeler who have developed Charlotte Motor Speedway into a well-maintained, vigorously-promoted track which often seems to operate at odds with France family protocol. The France's are also wary of California-based developer Warner Hodgdon, who has bought an interest in four Grand National tracks during the past two years and recently added to his holdings a half-interest in Junior Johnson's amazingly successful team.

In order to buttress themselves against Hodgdon, Smith and other pretenders to

the hallways of power, the France family company (International Speedway Corporation — owners and operators of the superspeedways at Daytona and Talladega) moved in mid-summer to buy the famous but fast-ageing Darlington Speedway in South Carolina. The International Speedway Corp has also been linked with efforts to acquire other racetracks, including Watkins Glen and Atlanta International Raceway.

All this posturing and positioning only serves to underline, of course, that Grand National racing is a very healthy business. Annual accumulations of more than 1.5 million spectators attend the 30 races and this year some \$7 million was paid in purse and contingency monies. No fewer than 26 drivers won more than \$100,000 from the season while Waltrip and Junior Johnson's team won almost \$700,000 in purses. In fact when all was said and done in trade awards and end-of-season accolades, Waltrip could say he had won more than one million dollars in 1982.

The Waltrip era

It has been coming for five or six years, but there is no question that the era of **Darrell Waltrip** has well and truly arrived. Now 35 years old, Waltrip has been winning Grand National races since 1975 but he did not find real confidence and maturity until joining Junior Johnson's team two years ago. From the middle of the 1975 season until 1980, Waltrip drove for and fought with the Gardner brothers, owners of DiGard Racing. He was often very fast, soon became a regular racewinner and in 1979 he became a championship contender only to lose the title in the final race of the year to Richard Petty.

After buying his way out of his contract at the end of 1980, however, Waltrip was

quickly hired by Junior Johnson to replace three-times champion Cale Yarborough, who had decided he no longer wanted to tackle the entire 30-race season. Waltrip made proper use of the opportunity, recovering mightily from a mid-season slump (primarily engine problems) to take the points lead from Bobby Allison in September and sew up the championship with four wins in a row during October and November.

The 1981 Junior Johnson-handled version of Darrell Waltrip was confident and constrained. Still brash and outspoken to be sure, Darrell was hardly the petulant poseur that he seemed to allow himself to become during the pressure-ridden battle with Petty for the 1979 championship. In 1982 he became even more confident, more constrained, although still as fast and as ruthless as ever on the track when he had to be, or felt he had to be. More engine problems in the early part of the 1982 season dropped Waltrip a little further off the championship pace than he and Johnson would have preferred, but by mid-season they were right back into their stride. In the end, the team almost appeared to coast to the championship while Allison and the DiGard team seemed able to do no more than merely keep some honest pressure on down to final race of the year.

Waltrip's 12 wins duplicated his 1981 collection of wins while his dominance can also be measured by the bald fact that he led some 31 per cent of the 30-race, 12,000-mile season!

Of course none of this is new for portly, dead-pan team owner Johnson. Before retiring from driving at the end of 1965 he won 50 Grand National races and since establishing his own team in 1966 Johnson's cars have won 101 races. In the past seven years his team has won five

championships (1976-77-78 with Yarborough) and 62 races!

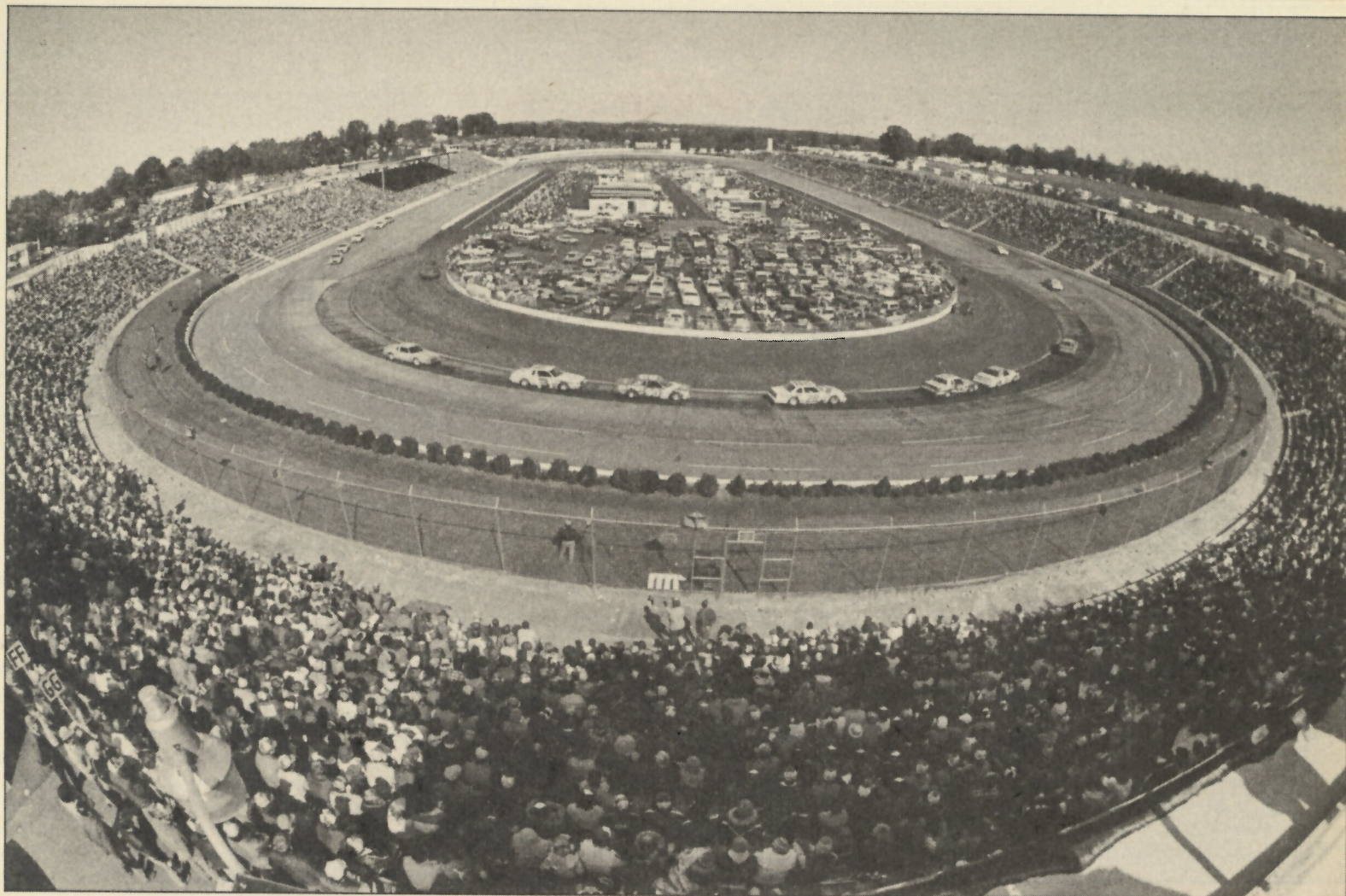
As well as being a sharp-witted builder and strategist, Johnson is probably the most development-minded team boss in Grand National racing. He also has a fine sense of separating development work from races and last year the depth of his team was aptly demonstrated after chief mechanic Tim Brewer and chief engine man Harold Elliott left Johnson to work for Cale Yarborough and M.C. Anderson's team. "I'll rebuild," Johnson said as the New Year approached. "I've done it before and I'll do it again."

That he was adequately able to fill the shoes of his wunderkind was no surprise, however, because as much as Johnson is a genuine, backwoods-country-boy-made-good he is also a tremendously well-respected man in the backrooms and corridors of General Motors' vast R&D division. Junior is also a past master at playing the eligibility game with NASCAR's chief technical man Bill Gazaway, so much so in fact that Bobby Allison often refers to Johnson's equipment as "The Company Car".

For the 1983 season, Johnson's cars will be clothed in the sheetmetal of the latest Chevrolet Monte Carlo SS, a new small-profile shape intended to compete with the much-anticipated 1983 Ford Thunderbird. This will mean the end of two years with Buick bodyshapes for Johnson and a return to the name, Chevrolet, which is otherwise synonymous with the taciturn North Carolinian.

Sponsored for the past two years by Mountain Dew, a Pepsi-Cola produced soft drink, Johnson's team have switched to the Pepsi brand for 1983 and his green and white cars will therefore turn yellow. In 1984 there will be more changes when

Seasonal Survey



What NASCAR racing is all about, 30-odd cars on a 1/2-mile oval and grandstands full of spectators. Below left: Darrell Waltrip. Below right: Bobby Allison.

The dreaded Darrell continued

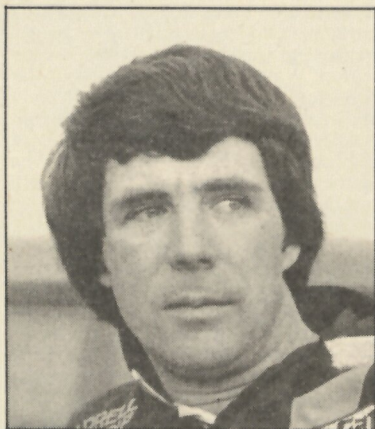
Johnson will field another car for Neil Bonnett in a separate team owned by new partner Warner Hodgdon . . .

Allison's new home

In the past two years **Bobby Allison** has been the thorn in the side of Waltrip and Johnson. Allison challenged them in 1981 at the wheel of Harry Ranier's Pontiacs and in 1982 he challenged even harder at the helm of Waltrip's old team — DiGard Racing and their fleet of Gatorade-backed Chevrolets and Buicks. The 45-year-old Allison won eight races last year — including the prestigious and profitable Daytona 500 — and had his best season since winning 10 races in a lone season with Junior Johnson back in 1972!

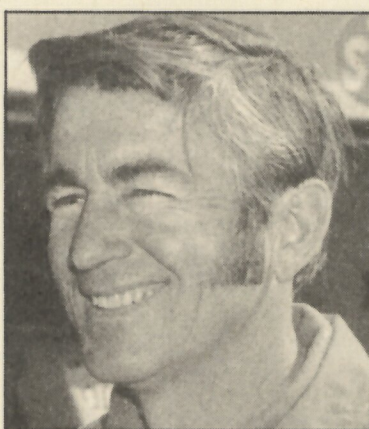
A 17-year veteran of Grand National racing, Allison is a typical American-style, grass-roots racer who has spent as much time building cars as racing them. He has run his own cars in many Grand National races at a variety of different times during his career, scoring 14 of his 73 GN victories with his own machinery. In addition to running the full Winston Cup Grand National schedule, Allison also habitually enters 20 or 30 other races around the country each year, sometimes driving his own Late Model Sportsman chassis and other times "guesting" in locally-built cars.

An extremely sensitive driver and a very independent personality, Allison has driven for at least 10 different teams and has now finished second in the championship on five occasions, the first coming in 1970. After spending three years (1978-80) in Bud Moore's Fords,



his most recent moves took him into Harry Ranier's team for 1981 where he fell out with crew chief Waddell Wilson, and thence to the DiGard team where he seems to have found at least a temporary home in partnership with crew chief Gary Nelson. Team boss Bill Gardner gave Allison a fairly free hand in determining set-ups and race strategy and the veteran driver and Nelson quickly developed a good rapport. The combination continues in good harmony for 1983 and there is no question that Allison will be anything other than Waltrip's biggest rival once again. His hopes of winning that still-elusive first championship remain as strong as ever.

Third in the championship was 26 year old **Terry Labonte**, who had his most successful season of Grand National racing since becoming a regular competitor in 1977. Quiet and unassuming, Labonte has driven for Billy Hagan (he of Le Mans fame) since his first GN race in



1978 and in the past two years he has often been a leading frontrunner. Consistency and reliability have always been strong points for Labonte and Hagan's team, and despite failing to win a race last year the young Texan did put together a string of six second place finishes as well as winning more than \$360,000. Former Petty crew chief Dale Inman joins Hagan's team for the new year in which we should see Labonte establish himself as a racewinner.

Harry Gant's second season with the Reynolds/Needham team saw him break into the winners' circle at last with his first GN win scored on the Martinsville, VA half-mile in April. Later in the year Gant won the National 500 at Charlotte and though he finished one place lower in the final standings than he had in 1981 his pair of wins must have made for a more satisfying season. After a long career in the Late Model Sportsman category, Gant is now an established star of GN

racing, while his team — run by ex-Junior Johnson man Travis Carter — is similarly well-established.

For only the second time in his career (1978 being the other year) **Richard Petty** failed to win a race last season. Going into the new year, the 45 year old Petty is caught in the longest winless streak of his life, 16 months and 40 races having passed since his most recent win. For the past two years the Petty team has run Pontiacs (with Chevy engines, of course) but they have plainly been overtaxed by attempting to run a second car in all races for 22 year old **Kyle Petty**. The team seems also to have lost something to the departure in early 1981 of Richard's cousin and longtime crew chief (since 1958!), Dale Inman.

Petty ran at or near the front in most races last year but he was never quite able to squeeze a victory. He was also plagued by engine problems, completing about 2,000 miles less than usual although his five second place results helped him to fifth in the final points tally, three places better than the seven-time champion finished in 1981. Richard's second start of 1983, incidentally, will be his 900th Grand National race . . .

Kyle Petty's cars were even less reliable than his father's last year — in fact he had the worst finishing record of any regular runner — although he was more competitive than ever, scoring his best result yet on the Dover mile in September where he finished a fighting second to Waltrip. Through the middle of the season Kyle was farmed out to Hoss Ellington's team for the superspeedway races, but the relationship did not work well and was dissolved before the year was out. In 1983 the Petty outfit will try again to run two cars, this time attempting to keep father and son's teams as

separate units while Kyle tries to improve on his 15th place finish in the points standings.

Independent driver/owner **Dave Marcis** finished sixth in the point standings and won his first race in six years in a rain-shortened game of tactics at Richmond in February. Marcis otherwise hung in there with good reliability for his best overall season in three or four years. Another independent to benefit from solid reliability was Chrysler-equipped veteran **Buddy Arrington**. The only Chrysler driver in most races, Arrington's best results were a pair of thirds although he completed more miles than anyone save Waltrip, and wound up seventh in the final tally as well as winning almost \$180,000.

The 1981 Rookie of the Year, **Ron Bouchard**, had a fair 1982 season, finishing eighth in the points although he failed to win a race as he had managed to do the previous year at Talladega. Yankee Bouchard was often fast but never a factor over the course of a race and in an effort to find form his Buick-equipped employers (Race Hill Farms) moved south from Connecticut to Charlotte (homebase for most teams and suppliers) at the end of the season.

Ricky Rudd, aged 26, finished ninth in the championship, three places lower than in 1981 when he drove for the DiGard team. That was the best opportunity the 1977 Rookie of the Year has had so far although he continued to show well last season at the wheel of Richard Childress's Pontiac. Sponsored by Piedmont Airlines, the new combination were able to take two pole positions and run near the front in most races although Rudd—who has yet to win a GN race—produced only a trio of fourth place finishes.

The 1980 Late Model Sportsman champ, **Morgan Shepherd**, established himself in GN racing in 1981 with some strong drives and a good win scored on the Martinsville half-mile. In 1982 Shepherd continued to go well, qualifying on the pole a couple of times and doing his share of leading. A single fourth place and a string of fifths were all the results he could point to, as well as tenth place in the point standings.

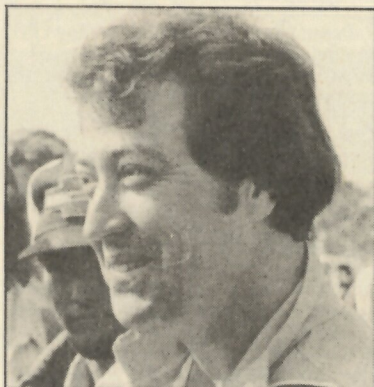
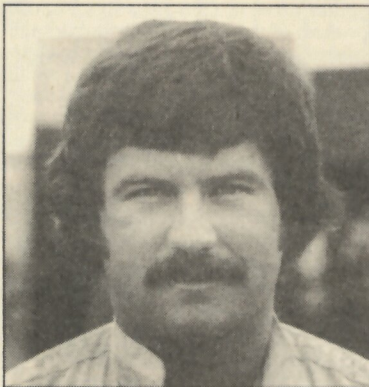
Consistency counts for everything in NASCAR's point system, of course, with a win netting 175 points (plus five bonus points if you lead the race and five more points if you lead the most laps) and the points count down in order (with similar bonus points available); 170 for second, 165 for third and so on down to 134 pts for tenth and 103 pts for 20th. Thirtieth place nets you 73 pts while 40th (just about the maximum field) brings 43 pts. All this helped **Jimmy "Smut" Means** finish 11th in the points standings as he started all 30 races and plugged on doggedly, usually making it home in something like 12th place. Nonetheless he broke into the top ten in two races last year and took home almost \$150,000 in prize money.

Of the remaining GM-equipped teams only **J.D. McDuffie** and **Lake Speed** started all 30 races. Most successful of those that didn't mount a full-season effort was **Cale Yarborough** the 1976, 1977 and 1978 Grand National champion who was often extremely fast in construction magnate M.C. Anderson's Junior Johnson-style cars. Yarborough was usually right on the pace and he won three of the 16 races he started as well as giving Waltrip a couple of "lean jobs" during the year, just to let the current champ know that Cale is still around... and you can correctly believe that the personal rivalry between Yarborough and Waltrip is particularly intense!

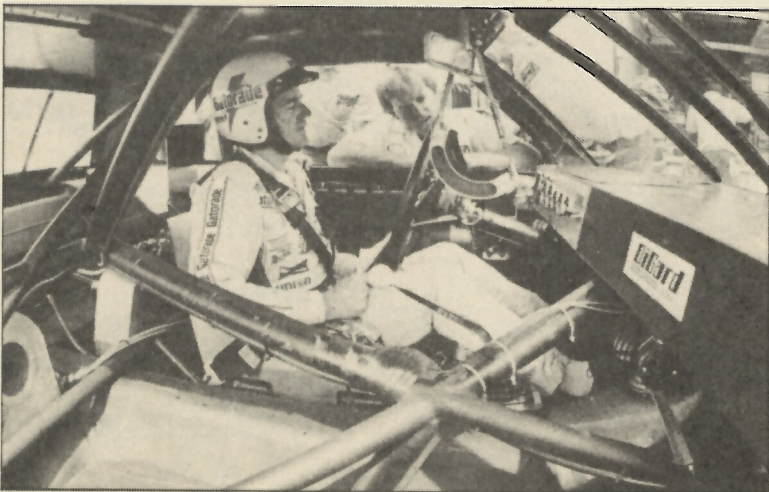
In the final months of the season, Yarborough found himself on the job market when M.C. Anderson suddenly decided to disband his team. Anderson



Allison, Yarborough, Parsons, Labonte, Marcis and Foyt in close formation at Daytona. Below left: Terry Labonte. Below right: Harry Gant.



Bobby Allison's 'office' during the 12,000 miles Winston Cup season.



had been talking to Yarborough, trying to convince his driver to run the full schedule in a championship attack for 1983. Yarborough remained adamant, however, about his choice never again to run for the championship and Anderson—disheartened, his great dream of winning the GN title with his hero Cale never to be realised—announced in October that he was releasing Yarborough from his contract for 1983 and would sell his team after the Atlanta 500 in November.

Anderson started his Grand National team in 1977 and steadily moved up the ladder, eventually hiring Yarborough for the 1981 season and then luring Junior Johnson's chief mechanic and engine man to his team for 1982. Yarborough moved into coal miner Harry Ranier's team for more selected appearances in 1983 while chief mechanic Tim Brewer, engine man Harold Elliott and Anderson's equipment have gone to a new team to be run by drag racing ace Raymond Beadle with Tim Richmond in the cockpit.

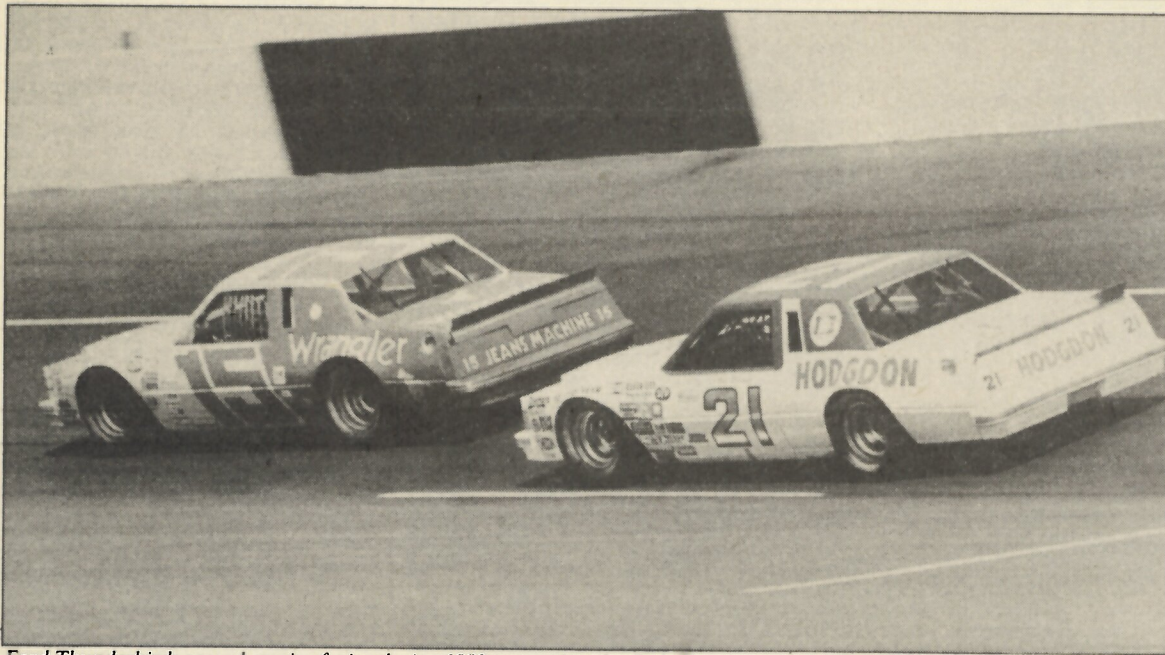
Harry Ranier is an immaculately-styled Kentuckian who has run some very fast and well-presented cars in the past five years. In 1980 Buddy Baker set records at both Daytona and Talladega, in Ranier's cars and in 1981 Bobby Allison threatened for the championship in the team's controversial Pontiac Le Mans. Last year Ranier continued with his Pontiacs and hired 1973 GN champion **Benny Parsons** to drive for him. Parsons put the car on the pole at Daytona and ran with the leaders in most early-season races although in the middle of the season—disappointed with the lack of any real results—Ranier replaced Parsons with **Buddy Baker**. The latter had started the season with Hoss Ellington's team and though he finished the year with Ranier he was considerably less successful than Parsons.

One of the stories of the year in NASCAR surrounded J. D. Stacy, who ran a team of Buicks first for **Joe Ruttman** and later for **Tim Richmond**. Stacy deals in coal mining equipment and after running various odd GN cars over the years he bought the Osterlund team and driver Dale Earnhardt after their 1980 championship-winning year. With Dale Inman joining Stacy early in 1981 things looked good, but Earnhardt and some of the crew split from Stacy in the middle of the year. Highly-rated former USAC stock car champion Joe Ruttman was hired to replace Earnhardt and he continued with Stacy into the 1982 season.

At the same time Stacy was making deals to sponsor as many as six other cars—including Harry Ranier's team, Terry Labonte, Ron Bouchard and Dave Marcis—and it wasn't long before Stacy's bubble began to deflate. After a series of poor results (very competitive but never reliable), Ruttman quit in the spring and then Stacy's name disappeared first from Labonte's car and then from Ranier's. Tim Richmond found Stacy at the right time and drove his cars in the last half of the season, winning both Riverside road races. For 1983 the maturing Richmond moves into Raymond Beadle's new team while Dale Inman has also deserted the apparently financially-troubled Stacy ship.

A couple of GM-equipped drivers of note to make infrequent appearances last year were **David Pearson** and **Butch Lindley**. Veteran Pearson ranks second only to Richard Petty in GN wins (he won 105 races between 1961-80) but has raced only occasionally in GN events over the past four years. He started his own Buick in five races last season, qualifying on the pole once and scoring his best finish—a good third—at Charlotte in October. Lindley is a first-rate Late Model Sportsman driver (champion of the ►

Seasonal Survey



Ford Thunderbirds scored a pair of wins during 1982, one apiece for Dale Earnhardt (15) and Neil Bonnett (21).

The dreaded Darrell continued

category in 1977 and 1978) who has made occasional GN starts in his own cars. Last year he started four short track races and was a real contender in two of those starts, taking an excellent second behind Harry Gant at Martinsville in April.

Ford frustration

Ford's 1982 assault was led by Dale Earnhardt, who spent a classically fast but fragile first year with Bud Moore's team. The 1980 Thunderbird bodyshape used by the few Ford teams in 1982 was just too big and boxy to make for a properly competitive combination, but Earnhardt made up for the deficiency with aggressive driving in the Waltrip-Yarborough class. Dale led more than 1,000 laps during the year but he rarely had a troublefree race and won only once, at Darlington in April. Perhaps because of the hard use the 351 cu ins. Ford V8s took in the struggle to keep up, engine reliability was terrible.

Earnhardt showed his personal mettle by walking away from a huge crash at Pocono in June and racing the following weekend despite a chipped bone in one leg. Sponsored for the second year by Wrangler Jeans, the 30 year old Earnhardt is very much an established star of Grand National racing and his 12th place finish in last year's points table has been forgotten amid the hopes hanging on the

new 1983 Thunderbird. By all accounts the Ford V8 has the ability to do the job if only the permitted bodyshape will give it the chance.

The other primary Ford-equipped team continues to be the Virginia-based Wood Brothers who again ran Neil Bonnett last year. Sponsored for the third year by Warner Hodgdon, the team ran a few more races than usual, although still not tackling the complete schedule. Bonnett is a fast, smart driver and in all he was as competitive as Earnhardt, but unfortunately the Woods Bros finishing record was likewise all-too-similar to Bud Moore's bleak performance. Bonnett could only duplicate Earnhardt's record on one pole position and one win.

For the 1983 season, Buddy Baker will move into the Wood Bros new T-Bird with Valvoline sponsorship while Bonnett moves with sponsor Hodgdon to the Rahmoc team, who will be running GM equipment in a full-schedule effort. The following year Bonnett will move to Junior Johnson's team with Hodgdon's backing.

The remaining Ford driver of note in 1982 was Bill Elliott who mounted his first proper GN effort, starting 21 races in a family-prepared T-Bird sponsored by the Melling Tool Company. The 27 year old Elliott ran at the front in most races he started and he took a trio each of second and third place results. While Elliott has become a Ford-blessed driver, his team — run by brother Ernie — won the 'National Pit Crew Championship' which measures time spent in the pits in eight

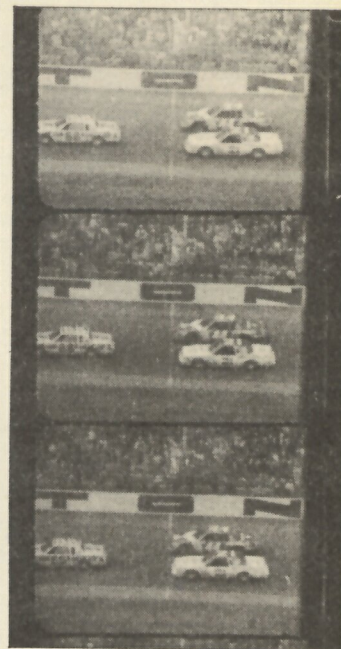
different races. Sponsored by tool company Ingersoll-Rand, the championship paid a \$25,000 bonus which was taken by Elliott's crew who had their car in the pits for the least amount of time in four of the eight point-counting races.

Other Ford-mounted regulars last year were Jody Ridley and Tommy Gale. Ridley started all 30 races in Junie Donlavey's car without much success, while part-timer Gale was a regular spear-carrier in most races.

Rookies

Winner of the year's Rookie award (sponsored by the Champion Spark Plug Co) was Modified graduate Geoff Bodine who moved to Charlotte a few years ago in an effort to establish himself as a GN driver. The 33 year old Bodine landed a regular drive in Cliff Stewart's Pontiac for most of the 1982 season and despite some grumbles about his in-the-draft driving techniques he often ran well. Bodine took a pair of mid-summer poles at Daytona and Talladega, and put together a series of top five finishes to defeat soundly Mark Martin for Rookie of the Year honours.

Young Martin, a triple ASA Champ who leaped to national prominence in his teens, had a hard time adapting to the ways of Grand National racing. Nevertheless he showed a lot of basic ability and persistence and will continue next year. Other Rookies to show promise in 1982 included Jim Sauter, Brad Teague and Rodney Combs.



A close finish. NASCAR style!

NASCAR STATISTICS

Laps led

Darrell Waltrip	3,054	(27)
Bobby Allison	2,511	(24)
Dale Earnhardt	1,062	(18)
Harry Gant	420	(17)
Neil Bonnett	412	(12)
Cale Yarborough	380	(12)
Richard Petty	354	(18)
Tim Richmond	320	(13)
Terry Labonte	266	(17)
Benny Parsons	253	(8)
Morgan Shepherd	211	(12)
Joe Ruttman	178	(6)
Butch Lindley	165	(2)
Bill Elliott	154	(10)
Ricky Rudd	139	(7)

10,107 laps in the season
Number of races led in brackets

LAPS FINISHED

Darrell Waltrip	9,445
Buddy Arrington	9,336
Bobby Allison	9,204
Terry Labonte	8,928
Jimmy Means	8,836
Harry Gant	8,443
Dave Marcis	8,370
Ron Bouchard	8,048
Jody Ridley	7,982
Richard Petty	7,834
Ricky Rudd	7,753
Morgan Shepherd	7,708
Tommy Gale	7,566
Mark Martin	7,450
Joe Ruttman	7,354

10,107 laps in season

WINS

Darrell Waltrip	12
Bobby Allison	8
Cale Yarborough	3
Harry Gant	2
Tim Richmond	2
Dale Earnhardt	1
Neil Bonnett	1
Dave Marcis	1

POLES

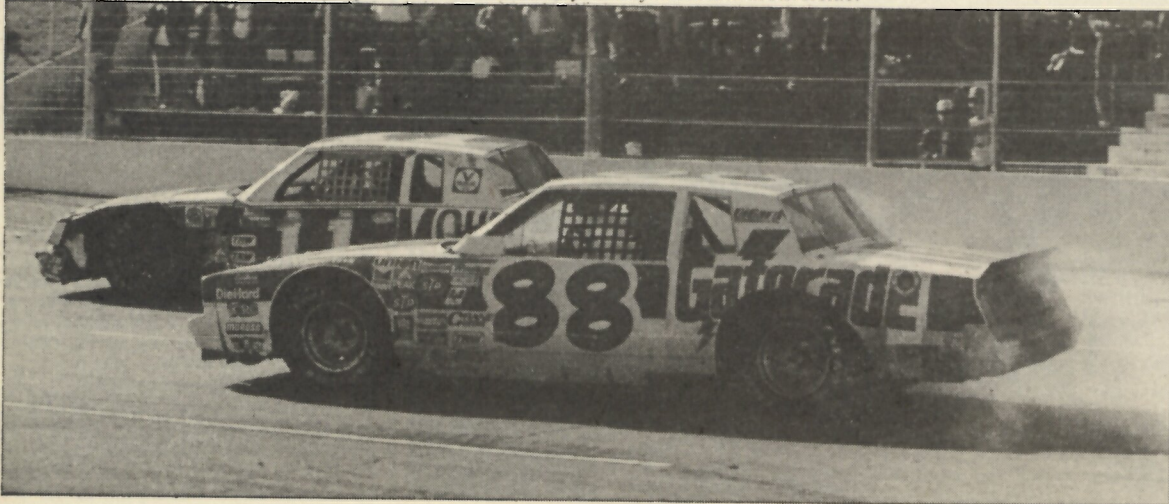
Darrell Waltrip	7
Benny Parsons	3
Terry Labonte	2
Geoff Bodine	2
David Pearson	2
Ricky Rudd	2
Cale Yarborough	2
Morgan Shepherd	2
Dale Earnhardt	1
Buddy Baker	1
Ron Bouchard	1
Bill Elliott	1
Tim Richmond	1
Bobby Allison	1
Harry Gant	1

Manufacturers Championship

Buick	243	(25)
Pontiac	93	(0)
Ford	79	(2)
Chevrolet	77	(3)
Chrysler	1	(0)

Number of wins in brackets

Bobby Allison (88) and Darrell Waltrip battled hard all the way to the final round at Riverside.





The new Prisma is of a conventional three-box design, although Lancia have opted for front wheel drive.

the 1600, equivalent to 47.74 mpg and 44.06 mpg respectively. These are manufacturer's claims.

Road impressions

I went to Rome for the announcement of the Lancia Prisma and took over a 1500 for my test drive. My experience of Lancias goes right back to the Lambda, of evergreen memory, and perhaps it would not be unkind to say that this, and many later models, did not number silence among their abundant virtues. I was therefore delighted to find that the Prisma is by far the quietest Lancia that I have driven.

'My' 1500 proved to be a lively car in the traffic of Rome and the brakes had plenty of bite when I was avoiding the suicidal antics of the local brand of would-be Nuvolaris. Out on the Autostrada, the little machine was soon humming along at an indicated 100 mph, which was equivalent to 4500 rpm, if I remember rightly, on the overdrive fifth gear. After Civitavecchia I took the winding road to Tarquinia and Tuscania and I was able to enjoy the excellent gearchange and the well-balanced behaviour on corners. The Prisma is typical of the new generation of front-drive cars and seldom shows any tendency to understeer, while there is very little roll.

The steering is light and responsive, self-centring pleasantly after corners, and the ride is comfortable, though the suspension is not particularly soft. My co-driver would have preferred a longer seat cushion to give more support under the legs, but this did not worry me.

It is sad to have to criticise a car that has so many admirable features, but it must be admitted that the Prisma has the Italian disease. By this I mean that the heating and ventilation are hopelessly intermingled, so that hot air comes out of the breathing apertures if you warm your feet. I wonder whether or not the Italians realise how many sales they lose in Great Britain because of this ridiculous fault.

Nevertheless, the Lancia Prisma is an excellent car, remarkably effortless for a machine of only 1500cc and delightful on any sort of road.

JOHN BOLSTER

Prismatic perfection

The new Lancia Prisma is a four-door saloon of three-box configuration, with a separate boot. It slots into the range just above the Delta, which is a hatchback. In spite of the practical advantages of this construction, there is an increasing demand for the older design with an independent luggage boot, and the customer is always right. However, the rear seats are divided and can be folded to give additional space for the carriage of bulky objects, an arrangement more often found in hatchbacks.

There are three alternative engine sizes, 1300, 1500, and 1600, the latter a twin-cam unit. The 1300 has dimensions of 86.4 x 55.5 mm (1301 cc) and develops 78 bhp at 5800 rpm on a compression ratio of 9.5:1. Like the smaller unit, the 1500 has a single belt-driven overhead camshaft. With dimensions of 86.4 x 63.9 mm (1498 cc), it produces 85 bhp at the same crankshaft speed on a 9.2:1 compression ratio. The 1600 has bore and stroke measurements of 84 x 71.5 mm (1585 cc) and gives 105bhp on a 9.3:1 compression ratio.

Five-speed gearboxes are standard, that for the two smaller engines giving the maximum speed on fourth, as fifth is a cruising and economy gear. The twin-cam engine is mated with a 'box that has a different set of ratios, the maximum speed being produced on fifth. In addition, the 1500 may be ordered with a three-speed automatic transmission. In every case, the primary shaft of the gearbox is in line with the crankshaft, eliminating power-wasting step-down gears. The final drive is by helical spur gears and a short intermediate shaft on the right permits the articulated drive-shafts to be of equal length.

Strut-type suspension is used front and rear, with anti-roll bars at both ends. The rear suspension has long, lower transverse links in pairs, which are almost half the track width in length, plus trailing arms to give fore and aft location. The servo-assisted brakes are on a diagonally split circuit, the usual disc/drum layout being replaced by discs all round on the 1600.

The body has a somewhat individual

appearance because the boot lid is higher than the top of the bonnet. A theoretical explanation of the aerodynamics is given in the press pack, but it states that, 'the front end is slanted to conform with the shape of the spindle', which is too technical for me. The interior is styled with typical Italian flair and the instruments are very legible. Extremely thorough anti-corrosion measures are taken and thick-coat cataphoresis is used in finishing the bodies, to give them the utmost protection. The smaller-engined cars are fitted with 165/70 SR 13 tyres and the 1600 with the 165/65 SR 14 size.

Performance

Claimed maximum speeds are: 1300 99.4 mph, 1500 102.5 mph, and 1600 110.6 mph, with 0-62 mph acceleration in 14.3 secs, 12 secs, and 10.2 secs respectively. Unfortunately, official fuel consumption figures have not yet been released, but at a steady 120 km/h (74.56 mph) the petrol consumption is 16.9 km/litre for the 1300 and 15.6 km/litre for

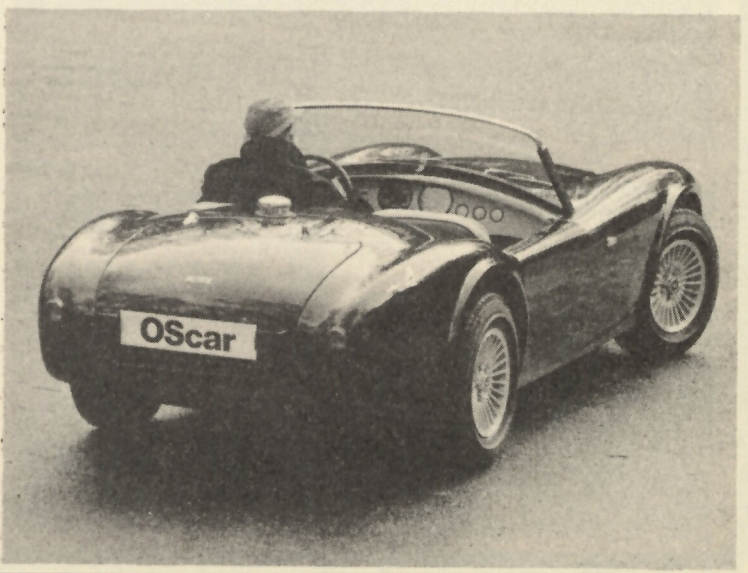


A smaller Mercedes in the autumn

The elegant new 190/190E Mercedes, the German manufacturer's innovative small car, will go on sale in this country in the autumn of this year. Mercedes claims that the car breaks new ground for the quality of its ride and handling compared with the existing cars in its class. Of particular note is a new multi-link rear independent rear suspension, and an automatic transmission with two programmes, for normal and economical operation. The front-engined, rear-drive arrangement has been kept, and the 2-litre four-cylinder engine is available in 90bhp carburettor or 122bhp fuel injection forms. The classic Mercedes family resemblance is retained in the wind-cheating, light-weight, low drag bodyshell.

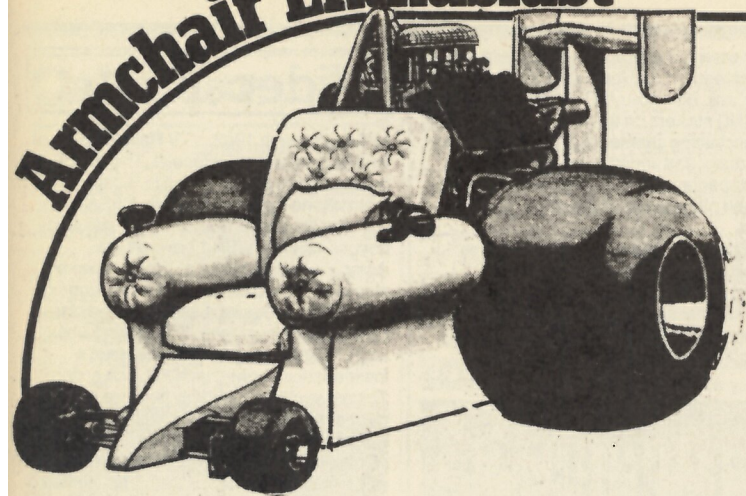
Danish debutante

These are the first pictures of a new sports car called an OScar, a Danish design from Ole Sommer. The car's chassis is built in Denmark, fitted with a Volvo B23 engine tuned to 140bhp by Volvo Rallye Sport of Gothenburg, and topped by an AC Ace lookalike body made in Britain. The Sommer OScar makes its first public appearance at the Danish Motor Show at Copenhagen's 'Bella Center' this weekend.



Armchair Enthusiast

edited by Peter Hyde



Books

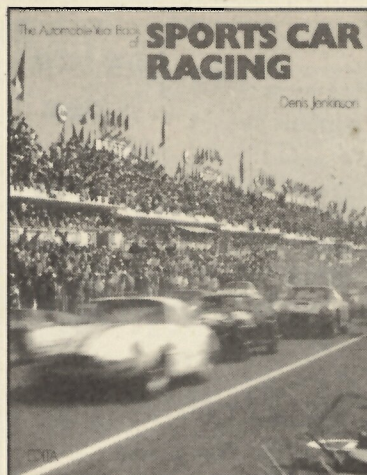
AUTOMOBILE YEAR BOOK OF SPORTS CAR RACING. By Denis Jenkinson. Published by Edita Lausanne. Hardback, 244pp, £19.95. Distributed by Patrick Stevens Ltd.

A sister volume to *Photo Formula 1*, the pictorial record of World Championship Grand Prix racing compiled from the files of *Automobile Year*, this new book salutes the greatest era of sports car racing. The *Automobile Year* editors selected 237 of their best monochrome photographs and 62 stunning colour shots, and then invited Denis Jenkinson to write his entertaining and expert captions.

'Jenks' was a wise choice, for in the introduction he spells out why this great era from 1953 to 1972 holds such fascination for him. As *Motor Sport's* reporter at the vast majority of these races, he is qualified to comment authoritatively. What is more, his eye for the unusual draws one's attention to much of the forgotten atmosphere of racing in happier days.

The most memorable pictures illustrate the wildness of road racing classics like the Dundrod Tourist Trophy, the Mille Miglia and the Targa Florio. The vividness of the personalities depicted constantly recalls days when sports car racing was as prestigious as Grand Prix racing, drawing names like Stirling Moss and Juan Manuel Fangio, who lived a hectic life, racing in a Grand Prix one weekend and a sports car race the next.

A good proportion of the photographs are



from Le Mans. We see the changing nature of those famous starts where the drivers sprinted across the track to their cars when the flag fell, and crowds even larger than those of today swamping the track in humanity at the end of a race.

Above all, though, the Targa Florio had the greatest atmosphere. One shot shows a Shelby Cobra driven by Masten Gregory weaving through the streets of Campofelice while a Sicilian *mamma* busies herself with the housework through the open windows of a first floor apartment! There is a poster listing *i piloti* which prints almost unknown local names far more prominently than established stars like Jo Bonnier and Lorenzo Bandini. Others show daredevil spectators vying for attention with the incongruous Ferrari 312P and Porsche 908 of the early 1970s.

This is a splendid document of endless

fascination, and owes its existence to the talent of photographers like Geoff Goddard, Yves Debraine, Bernard Cahier and Louis Klementaski.

Although publication is not due until January 31, sports car enthusiasts can save themselves a fiver by ordering a copy at £14.95 direct from the publishers, Patrick Stevens Limited, or from any bookshop. Apparently it will save your bookshop a great deal of inconvenience if you quote the ISBN number of 2-8001-129-9.

MJH



DER RALLYESPORT 82/83
By Reinhard Klein. Published by Druckhaus Rudolf Müller. 152pp. Hardback. £15 plus £1.60 postage and packing.

The format of this book is simple. Take 116 of the most beautiful colour photographs you can find, add a further 70 monochrome examples, write captions and some appropriate text and then bind it all together into a coffee table volume *par excellence*.

For several years Reinhard Klein has been among the world's top rally photographers, his calendar being one of the most sought after. *Der Rallyesport 82/83* is the third such book and for the first time the current issue is available with an English text. The

GRAND PRIX ENTERPRISES.

With an Irish driver who doesn't know where the front of the car is and Moslem mechanics who can't decide where Mecca is, I think the team needs a revised sense of direction.

Richard Walton of Barwick in Elmet, Leeds.

So, that's what Teddy Mayer meant when he said that Tommy wasn't backward at being forward.

Gus Young of Shielhill, Tealing, Dundee.

It was handling OK, until it swapped ends at Paddock.

Richard Jeffrey of Bearsted, Maidstone, Kent.

It's no use looking again, that's the way it said to build it on on the box.

Royston Bing of Camberly, Surrey.

Yes, they do reach the floor, all you need to do now is peddle.

Ian Rose of Aylesbury, Bucks.

Yeah, OK Tommy, you've proved your point, the belts are a bit slack.

Ian Aldon of Stockton-on-Tees, Cleveland.

With my continually adjustable roll bar I can set negative lap times.

S H Grace of Charlescombe, Bath.

Hey Tommy, what's that peeping out of the exhaust?

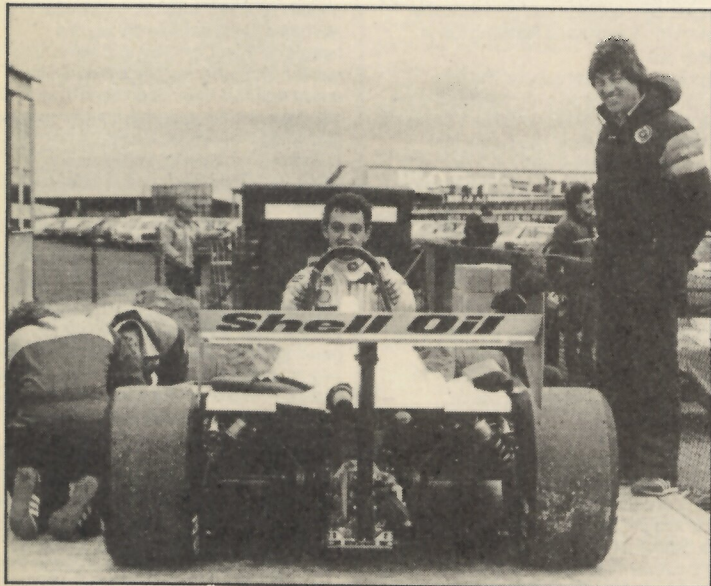
Phil Keegan of Ashton-in-Makerfield, Wigan, Lancs.

Murray, the '83 regs may allow passengers, but I'm sure rear view mirrors would be lighter and more practical.

Ian Catt of Wollaton Park, Nottingham.

DECEMBER CAPTION COMPETITION

Don't just stand there laughing, help us find his contact lenses.



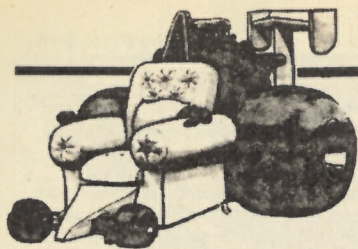
Robert Paxford of Farringdon, Oxon.

JANUARY CAPTION COMPETITION

Robert Paxford wins himself a fabulous Grand Prix Enterprises racing/rally jacket for his victorious caption. Grand Prix Enterprises have generously offered a similar prize for this month's competition.



DETAILS OVERLEAF



continued

photographs truly capture the atmosphere of world rallying with close up action photographs being discarded in favour of sunsets in the Sahara, morning mists in New Zealand and breathtaking shots from high cliffs in Corsica.

It is a personal book, written more as a diary than as a text book. There is a 'different' interview with the currently unpopular World Champion, Walter Rohrl. The Paris-Dakar Rally is laid bare in a terrifying way and for the technical buffs there is an article on the development of the Audi Quattro—all written in Klein's easy style. As with any book translated from one language to another, there are some amusing spellings but having apologised in the forward one can easily forgive the author.

Der Rallyesport 82/83 is the first of the new annuals to become available and could well prove to be the best. As with the previous year's offerings—printed in German but no less worthwhile—the volume is available from Rally Navigation Services, 42 Long Street, Devizes, Wiltshire. SN10 1NP.

KO

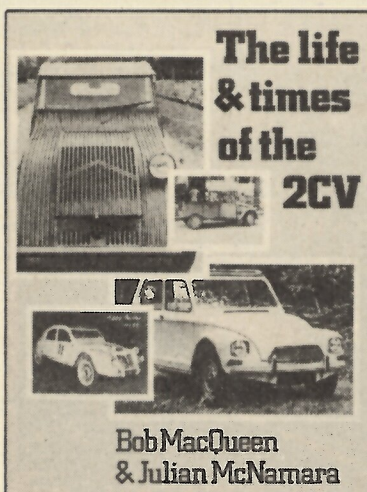
The Life and Times of the 2CV.

By Bob MacQueen & Julian McNamara.

Published by Great Ouse Press.
Hardback, 159pp. £7.95

"Only the French could make a car to look like an upturned corrugated tram . . . and sell it to the British." That is how Jasper Carrott described the Citroën 2CV. Authors of this book I think might not agree wholeheartedly with him.

MacQueen and McNamara have compiled a super illustrative history of this charismatic machine with a great deal of love and affection. Tracing it from its shock announcement at the 1948 Paris Motor



Show backwards to its 1938 development programme (thwarted during the war years when the Luftwaffe made a determined effort to flatten the Citroën factory) through to the present day.

"This small abortion in metallic grey" was how one Paris newspaper described the car on its Paris launch. There have been many such attempts to describe the vehicle, some not as complimentary. But the authors' obvious passion for this extraordinary little car comes shining through.

The book is mostly pictorial, relying to a great extent on the excellent collection of photographs to tell the story for them. There are many illustrations from the archives that have not previously been published, showing just how ugly this little car was at certain stages of its development.

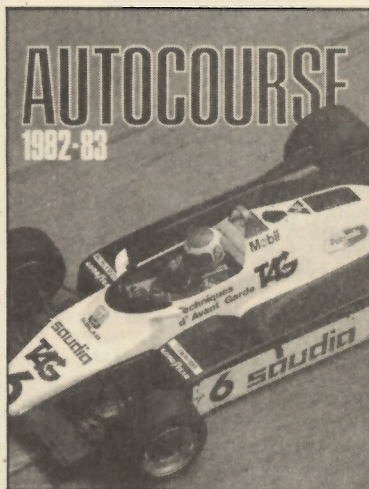
The book then continues with the spread of the little car's popularity throughout Europe. When the right hand drive version was finally released in Britain in 1953 it was not greeted with as much enthusiasm as Citroën might have hoped. *Motor* described the vehicle thus: "A vehicle with almost every virtue except speed, silence and good looks." What less could a man ask? Nonetheless, Citroën persevered until the car was ultimately accepted as part of the

British scene, due in no small measure to the enthusiasm showed for the car in the 'flower power' era. How many 2CVs have you seen with CND stickers on them?

A fascinating chapter of pictures is devoted to the many and varied types of 2CV that have appeared over the years including both boat and plane adaptations of the curious device.

Suffice to say that this book is of immense use to the 2CV fanatic and fascinating reading to the interested passer by. It is a fact of life that any hardback book is going to cost one more than a fiver these days, but this book is certainly worth its cover price.

PJH



AUTOCOURSE

Edited by Maurice Hamilton.

Published by Hazleton Publishing.
Hardback 270pp, £14.95

Delays at the printers meant that *Autocourse* arrived just too late to be reviewed for the last edition of *Armchair Enthusiast* (December 9, 1982), but, as ever, it was worth waiting for.

The recipe is unchanged, the meat of the book being provided by Editor Maurice Hamilton's excellent reports, backed up by magnificent photographs. There is a particularly memorable colour shot by Nigel Snowden of the wheel of Derek Daly's Williams parting company with the car. As usual, the choice of photographs captures all the atmosphere off the track as well as the action on it.

Once again, Hamilton has rated the top ten Grand Prix drivers, but, in a departure from the usual practice, the number one position has been left vacant. Tradition dictates that the *Autocourse* Top Ten should include only drivers who have done a complete season, which sadly ruled out all four Ferrari drivers. It is a pity that the rule could not have been changed, but Hamilton has got round the problem by putting Keke Rosberg top at number two.

The features which support the race reports are as good as ever, particularly the three personality pieces on Gilles Villeneuve (by AUTOSPORT's Nigel Roebuck), Niki Lauda (by Alan Henry) and Keke Rosberg (by Mike Doodson). The technical aspects of 1982—the last year of the ground effect generation—are well covered by Denis Jenkins' assessment of the significance of turbocharging, and Doug Nye's technical analysis.

The other branches of international racing are covered in further chapters towards the end of the book. The rise of Group C is acknowledged by AUTOSPORT's Quentin Spurring. The familiar results pages conclude the book.

For many years *Autocourse* has been unrivalled as the best of the motor racing annuals, not only because it looks so good but also because editorially it is superb. The task of keeping up the standard must get more difficult as the years go by, but this year's edition must be one of the best. Highly recommended . . . if you can still get one.

MJH

Video

Midway through 1982, VTV Rally Reports of Bradford underwent a facelift. The title of their products was changed to Video International Sport Automobile (VISA) as a sign that they were branching out into fields beyond rallying. VISA 1 covered the Acropolis and 24 Hours of Ypres rallies but also included action from the Silverstone 6 Hours Endurance race as well as the classic Le Mans 24 Hour Race. The rallying was of an acceptable standard but the team's inexperience showed with the race action. Things would undoubtedly improve as time progressed as indeed they had with the Acropolis Rally. This was one of the best offerings so far and highlighted just how much more adventurous the company had become.

VISA 2 expanded racing further with a look at the British Formula 1 scene at Donington and showed action from last year's exciting Tricentrol Group 1 championship. The selling points of the film though were the two rallies that were included. Britain provided the Manx International—one of the fastest events in the calendar—while Finland was the setting for what was the official film of the World Championship 1000 Lakes Rally. The Finnish Grand Prix—as the rally is often known—never fails to provide some breathtaking jumping shots and the VISA crews capture this excellently.

In the early days of their efforts, the company struggled to be recognised as legitimate members of the press but here in Finland they were accepted totally and as such obtained much better camera locations than ever before. The video still lacked a musical sound track to break up the action and the picture quality of our review copy was less than perfect but a new commentator gave a more professional edge to the tape.

The third video to carry the VISA name is solely devoted to rallying but rarely can two events so different in concept and terrain ever have been spliced together onto a single tape. The Himalaya Rally must have been one of the hardest events to cover but the country provides enough interest and humour to fill the gaps between the action. Perhaps some would say that too much time is spent on an event where the cars are seen very rarely but there is more to rallying than just hard action. It is a sport that encompasses differing terrain and cultures, therefore there is a place for this type of film particularly when the event is one that received little publicity outside of India itself.

But the attraction of VISA 3 is our own Lombard RAC Rally. It is always difficult to find a different angle on an event that has already received saturation coverage in the specialist press but with the aid of a helicopter from Colt Cars and some 'different' camera locations, the film shows some action that has never been seen before. At last the video has music dubbed on and the picture quality is much better.

Generally speaking, 1982 was a year when VTV Rally Reports and VISA came of age. They improved considerably throughout the year and as they become more widely accepted by organisers—as indeed they should—the quality will undoubtedly continue to improve. Perhaps they will always have to live in the shadow of Barrie Hincliffe but with their one hour films retailing at just £29.95 they offer a realistic way of building up a library for home or motor club use. To round off the year VISA 4 is a review of the best action from 1982 and—although I have not yet seen a copy of the tape, I would assume it to be a worthwhile 'annual' for a belated Christmas present.

VTV Rally Reports and the VISA range of tapes are available from Motor Sport Video Productions Ltd, 35 Petergate, Bradford, West Yorkshire. They are produced in VHS or Beta format.

KO

GRAND PRIX ENTERPRISES.

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

MY CAPTION IS:

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.....
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NAME

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ADDRESS

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Cut out the completed coupon and send it to Grand Prix Enterprises Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Friday February 4.

Calendars

Along with all the Christmas cards that flood into the AUTOSPORT office over the festive season are a number of calendars. Over the years the number has increased dramatically, so we thought that it was about time to have a good look at the state of the art and work out which ones are really worth collecting.

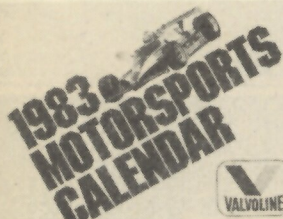
It has become apparent that they fall into roughly three categories: motor racing, formal and garage wall (or the ones that you wouldn't let your granny see).



The Magard/Bilstein calendar.

Starting at the top, there are a number of old favourites that are always worth having on your wall. These are the Autocourse calendar, the Goodyear version, and the Magard calendar. All these are first rate motor sport calendars and functional to boot. Always full of excellent colour photographs, no serious motor sport enthusiast should be seen without one of these products hanging on the wall.

Some good motor racing examples to appear this year are the Renault calendar, which has 12 superb colour shots of the F1 cars, the type of pictures that cannot be faulted on both technical merit and atmosphere. Whether this calendar is on public sale or simply available to Renault dealers and the like is not clear, but if you can lay your hands on one you will be the envy of this reviewer. One word of warning, though, this is not a functional calendar, more a wall decoration.



The Valvoline calendar.

A good calendar that we have seen for the first time this year was the Valvoline example. Taking the same format as Goodyear have in the past, this calendar should become established as one of the very best motor sport wall calendars.



The Renault Sport calendar.

Rallycross is represented this year by a calendar sponsored by a number of companies involved in the sport. A good one if you are into rallycross, but to me the cars are all too clean!

A company by the name of Payen International have attempted to take the calendar market by storm this year. They have produced a motor racing calendar that

AUTOSPORT, JANUARY 13, 1983

takes the Goodyear format, but to my mind cheats by placing two months on each page, therefore one only gets six pictures instead of the usual 12. They have also produced a wall chart calendar depicting Didier Pironi which is rather disappointing, particularly the overall design, which is far from delicate.

Payen have done exactly the same thing in the garage wall category. The only saving grace being that the photographs they have produced of young ladies in 'artistic poses' are infinitely more exciting than the ones they have used of racing cars.

Another one that you wouldn't want granny to see is the Neil Tools wall chart. This is an almost life size picture of an attractive young thing reclining in her silk undies. Suffice to say that this may well end up on my garage wall this year.

There were a few others in this category but they really don't merit a mention, mostly because they are rather cheaply produced on poor quality paper and the models used do not even come up to page three standards, let alone calendar quality. Where are you now Pirelli?

Pirelli may not be in the calendar business any more but their place has been well and truly taken by Mintex and Unipart. Both these are well established now as the *crème de la crème* of the calendar business and this year they have come up with the goods again.

The Unipart example has been produced from the lens of Lord Lichfield again, in his usual impeccable style. The theme this year is soft focus 'Victoriana'. Extremely tasteful.

Finally onto the formal category. We are surprised this year to receive a selection of boating paintings from Michelin. This is rather disappointing considering their considerable involvement in the sport.

Similarly Ferodo, who have been heavily involved in motor racing for a very long time, have come up with a rather stuffy collection of old masters, tasteful it may be but extremely boring it certainly is.

No doubt there are more on the market, but these are the ones that tumbled through our letter box this year. So which ones will be on my wall? The Renault racing calendar in the house, the Neil Tools wall chart in the garage and the Unipart and Michelin calendars will alternate on my office wall depending on whether granny is coming to visit or not.

PJH

Holidays

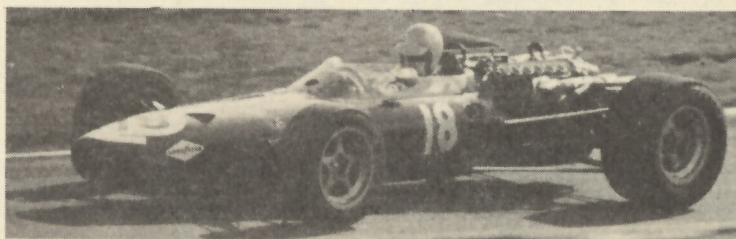
Now that the new year has dawned and the Christmas advertisements on the television have finally given way to their more regular counterparts, have you noticed which particular advertisements dominate the screen? Holiday ads.

You simply cannot turn on the TV without having semi naked beauties thrust into your living room. Awful isn't it? Perhaps this is the reason for the high post-Christmas TV ratings? Along with the regular travel companies, the specialist travel agents are also advertising and releasing their colourful brochures to the sun seeking public and the motor racing fanatic alike.

The first to hit the AUTOSPORT Editorial office this year (as usual) was the **Page & Moy** brochure. Page & Moy are the grand old men of motor racing travel. They have been in the business for a long time and they know all the ins and outs of travel as well as motor racing. This year their booklet contains details of trips to all Grands Prix as well as their excursions to Daytona in February and Le Mans in June, as well as an end of season trip to the Pacific to take in the Macau GP. Most of the AUTOSPORT staff members have travelled with Page & Moy at least once and any of them will recommend this experienced company to you. The great thing about them is that you can never foil them with changes of plan, they always have an answer to your

Who, What, Where, When?

PAGE & MOY LTD



More recent Formula 1 pictures seem to encourage more entries in the *Who? What? Where? When?* competition, and to this effect, we had a truly bumper entry for the December round with entries coming from many parts of Europe. The correct solution is as follows:

Who: Renzo Zorzi.

What: Charles Clowes/Grid Racing Arrows A1/B Cosworth.

Where: 22nd Gran Premio di Monza.

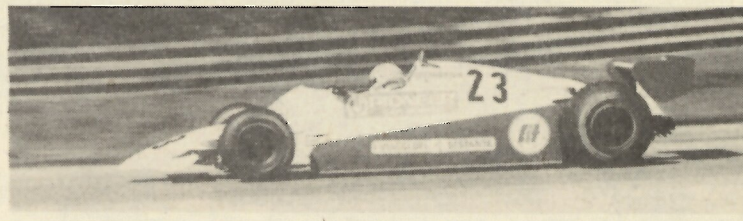
When: June 29, 1980, round 6 of the Aurora AFX Championship.

It must be written somewhere that Zorzi is now employed by Pirelli as a tyre technician, because nearly every single entry passed on this fascinating piece of information to us. Nearly everyone who got the answer right also informed us that the good Renzo's most famous race victory was in the 1975 Monaco

F3 race. One or two of you must have taken the trouble to refer back to your old AUTOSPORTS, because you told us that Zorzi rented this car only five minutes before practice was due to start. He qualified eighth for the race and was dicing with Brancatelli for fifth place when both cars touched at the second chicane after Zorzi encountered brake problems. Both cars retired.

Renzo Zorzi made a brief race appearance in this country early this year, but in a boat not in a car, when he participated in the World Off-Shore Powerboating championships on the south coast.

And so on to January's competition: it's F1 again, but we think this one's a little more difficult. Answers on postcards only please to reach the AUTOSPORT Editorial office no later than Friday February 4. Surely you know the address by now? (If you don't it's in the front of the magazine.)



GOODWOOD TRAVEL 1983



problems and this year it would be well worth travelling with them if you haven't before.

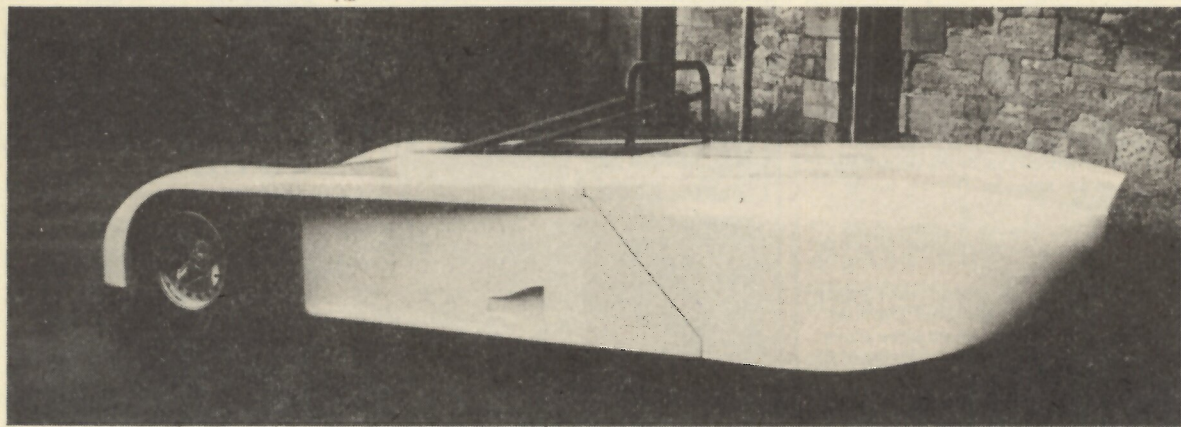
Goodwood Travel is one of the more recent additions to the travel business but they have certainly broken into the market in confident fashion. Their brochure has been published on attractive buff paper with sepia print photographs, rather than the all colour version of Page & Moy. The greatest difference in their business is that Goodwood concentrates its attention on the European scene, whereas Page & Moy travel world wide, but Goodwood take in sports car racing as well as the Formula 1 circuits and also selected rallies and rallycross events on the continent. Goodwood's biggest deal of all is in association with AUTOSPORT when

Concorde will be chartered to take the lucky few who have managed to get a seat to Monaco and back, faster than anyone has ever been before. For this reason alone, Goodwood score.

Circuit Travel have been on the scene for nearly 12 years now, and their programme has matured with age. In many ways they offer one of the most varied series of tours, not only covering the European GP season but also taking into account three endurance races (Le Mans, Spa and Nürburgring) and three F2 races (Spa, Nürburgring and Hockenheim). Added interest is shown by Circuit Travel's tours to two of the European Beer Festivals, a must for some British enthusiasts.

A new name to the motor racing tour business this year is **Team Travel**. This is a subsidiary of Bob Warren Travel, a name well known to those who make their living in motor racing. Although their itinerary is not as large as some, we feel that the experience of the personnel in this company will ensure a thorough and satisfactory service to the motor racing fan on holiday. Team Travel will be covering most of the European GP events plus Le Mans and the Long Beach, Las Vegas and South African GPs.

A few years ago there was just Page & Moy on the motor racing travel scene. The numbers now seem to increase each year, along with the demands of the British motor racing fans who are obviously keen to travel and broaden their experience on this scale, so we do not wish to claim one company to be better at their business than another. All we would like to do is to stress that there are now many different companies offering their services and these services are wide and varied. So you pays your money and you takes your choice.



Above: Longer, sleeker Protoco bodywork clothes the revised B60. Below right: New duct feeds custom-built radiator.

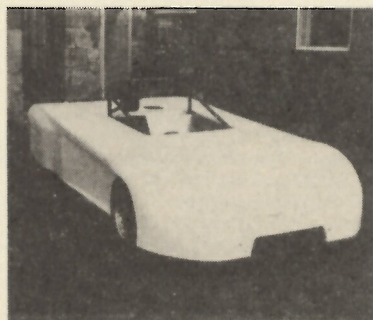
New Chevron B60

Chevron Cars (Scotland) Ltd, the company run by Robin Smith, launched their 1983 Sports 2000 chassis, designated B60, last week and have already received orders for six of the cars, four of which are destined for the USA.

The first B60 will be run in the British championship in Plygrange Racing's two-car team. The experienced Richard Morgan will be at the helm. Long-time Chevron S2000 drivers Jim Brown and

Fred Knowles will campaign the pair of chassis which Smith has despatched to the States to date. Richard Gough will drive Plygrange's second B60, to be delivered in February.

The new car features a revised engine bay, enabling a range of engines to be fitted for other formulae, and sleeker, Protoco-moulded bodywork. Essex Racing have been appointed to offer sales and service in the USA.



Newby and Peters in works RF83s

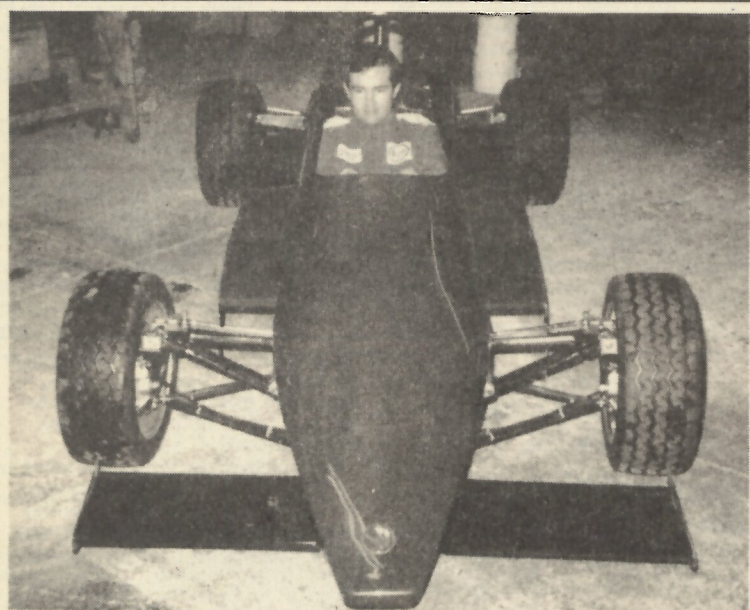
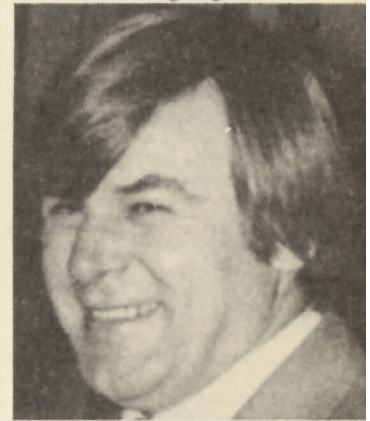
Ralph Firman's Van Diemen International works FF1600 team for 1983 will be composed exclusively of British drivers. Donington champion Mark Peters and BP Superfind title holder Mark Newby having availed themselves of the 'plun factory drives.

Van Diemen's distinctive RF83 range of chassis was launched successfully at the Motor Sports Show in London last week and, as expected, demand for the Norfolk-built cars is heavy.

Both Peters and Newby, 24 and 21-years-old respectively, have tested the RF83 prototype/development chassis at Snetterton and pre-season practice will start in earnest shortly.

"It has been some years since we have run an English driver", says Firman "but both 1983 drivers won National championships in their first year of FF1600 (Peters being BARC Junior champion in '81) and we are pleased to be running them".

Firman — running English drivers.



The new Argo JM 14 FF2000 car has recently been completed and under-went its first tests in the wet at Silverstone last week. John Kirkpatrick Racing will be contesting the British FF2000 series with a two-car team headed by Anthony Reid.

FF2000 function

Invariably the best racing get-together of the quiet season, Frank Bradley's FF2000 dinner dance takes place this year at the Crest Hotel, Heathrow on Saturday, February 19. Reception is at 7pm with dinner at 7.30pm and dancing 'till 2am. Tickets, at £13.50 each, are available from Frank on 01-890 4352 or Val Adaway (0933 677705). Concessionary rates for accommodation (£18 double) are bookable at the hotel on 01-759 2400 and a great night out is guaranteed.

PRS on the ascendant

Motorsport International, the racing division of the Hollman brothers' PRS concern, moved into spacious new premises last week as part of a major reorganisation and expansion of the Hertfordshire company.

The move could not have come at a more appropriate time, for recent testing of the Sergio Rinland-designed 83SF FF2000 chassis at Zolder netted five orders for the car, including the purchase of the works prototype!

Steve Hollman, who runs Motorsport International, will be in charge of sales, chassis assembly and race and development work at his own base — 19, Dicker Mill, Hertford; Tel: 0992 52167 — while brother Vic will concentrate on the fabrication side of the business through his GVA Engineering firm.

An initial batch of 10 FF2000 cars has been laid down (seven customer chassis

and three for the works team) while a new FF1600 model, based on the 2-litre machine, is under development. Changes from last year's design have been made to all aspects of the car.

Glew's team Board game

Graeme Glew's Team Touraco operation which ran Mark Peters's BARC Junior series-winning Lola in 1981 and helped Mark Newby towards the same title last year has announced plans to run a singleton car in both novice championships this year.

Kent driver Glenn Board, is to drive the Team Touraco-prepared Van Diemen RF83.



AUTOSPORT Editor Mark Hughes presents the Dunlop Trophy to John Penfold.

BRSCC champions

The BRSCC's annual championship presentations were made last Saturday evening during the club's Motor Sport Show Supper Ball at the Royal Lancaster Hotel in London's West End.

Among the competitors to receive their awards at the function, attended by 500 people, were Alo Lawler (Formula Atlantic), John Penfold (Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600), Julian Bailey (Townsend Thoresen FF1600) and the respective champions of Brands, Mallory Park, Oulton Park and Snetterton; Andy Ackerley, Don Hardman, Richard Peacock and Simon Davey. The club's

sports and saloon car prizes were also presented while marshal John Baker received a special award for his outstanding services to the club.

F1 champion Jim Crawford receives his trophy from Angela Webb of MCD.





The Knight brothers with celebrated pupils who went on to greater things . . .

Pace-Winfield schools

Mike and Richard Knight, owners of the highly successful Winfield Racing Driver Schools in France, have concluded a special deal with Pace Petroleum. Britain's largest independent petrol supplier, to sponsor four intensive training courses at Magny Cours during 1983.

The courses, one per month from April to July, will each cater for 18 pupils the best of whom will receive a Pace-Winfield Trophy. Recipients will have the choice of finishing the full Winfield course — all expenses paid — or an immediate test session and race in the Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship.

Winfield have assembled a package deal for scholars comprising the course, luxury travel, accommodation and meals

which represents fabulous value for money at just £369 (April, May) or £389 for the summer dates. Full details from Mike Knight at PO Box 311, Ascot SL5 9JB. Tel: (0990) 26524.

Salisbury in power

Successful F2-turned FF2000 entrant Bob Salisbury has joined forces with Richard Muston to form BSR Power Ltd. a new company whose initial aims are to supply and rebuild FF1600 and FF2000 engines.

Salisbury will continue to run Victor Rosso in FF2000 this year but has taken premises at Loughborough for the engine project, to be overseen by former Rolls-Royce employee Mick Parker. Enquiries for BSR Power are welcomed on (0509) 262282.

More S2000 for Taylor

Double British Sports 2000 champion Ian Taylor will contest the entire 1983 British S2000 championship in a new Nelson-powered Tiga SC83 chassis. Although his sponsorship details have yet to be announced it seems likely that Ian's long association with Queensgate will continue.

Taylor, winner of the title in 1979 and 1980, will undoubtedly start among the favourites for honours this year although Mike O'Brien in an Aquila, Richard Morgan (Chevron B60) and Simon Kirkby (probably in a Richard Dutton-Royale) will obviously have other ideas . . .

The Sports Racing Drivers Club reports increased interest in S2000 this year, particularly among owners of older cars, lured by the introduction of separate awards for Pre-1980 cars.

Ian Taylor will continue to run a team of Tiga chassis himself, in pursuit of his company's fifth successive S2000 title.

AUTOSPORT, JANUARY 13, 1983



Having finished third in last year's Pace British FF2000 championship with his Rushen Green Racing-prepared Esselte Dymo Van Diemen RF82, Kenny Andrews is looking to capitalise on his experience in the formula for a run at the title this season. Our spies at Snetterton recently noticed 'secret' tweaks to Kenny's car in the quest for greater traction!

Briefly . . .

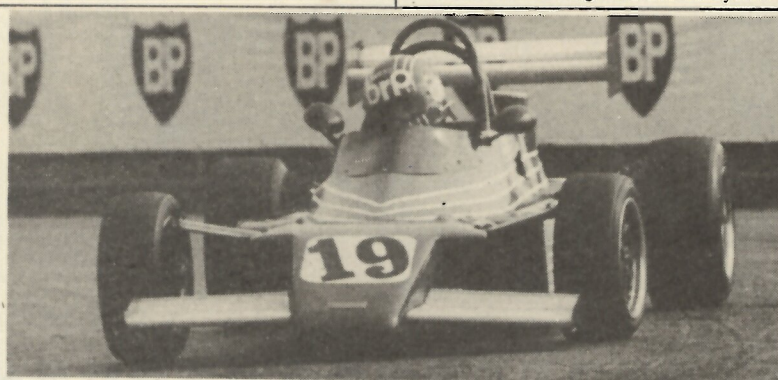
● Promising young Scot Lance Gauld, son of Ingliston director Graham, is to forsake his ancient but effective Lotus 51 FF1600 chassis for the ex-Alex MacDonald/Reflex Racing PRS 81F this year.

● At the AGM of the Sports Racing Drivers Club it was decided that Dunlop tyres should continue to be the control rubber for British S2000 racing in 1983 whereas Dunlop, Yokohama and M&H tyres were all declared eligible for FF2000 by the RAC MSA after October 1, 1982.

● Dutchman Allard Kalff will lead Mike Baker's two-car Racefax Sparton team in the major FF1600 championships this season. David Dobie, son of DART Racing founder Denis, will also campaign one of the Surrey-built cars privately as will Roger Algar, a seasoned exponent of the marque.

● The Nurburgring round of the 1983 Ford Credit Fiesta Championship has been confirmed this week as being five laps of the "long, long" Eifel circuit by series organiser Stuart McCrudden. The race will be a supporter to the ETC event. Interest in the championship is currently running at 200 enquiries!

● The structure of the BARC's Wendy Woods special saloon championship has been revised for 1983 to incorporate only three classes. These will cater for 1-litre, 1001-1300cc and 1301-2500cc machinery. Increased prize money is on offer with equal money in each class.



Neil McGuigan hopes to graduate, with BRP, from FF2000 to F3 this season.

Expansion for BRP

British Racing Prospects, the image-conscious Silverstone-based team run by former Jim Russell School luminaries Gerry Corbett and Alan Mitchell, is well represented at the Motor Sports Show where one of the equipe's immaculate Van Diemens is featured on the circuit's large stand.

Formed only at the beginning of 1982, the ambitious company guided young

Andy Wallace to second place in the Esso FF1600 series and is planning to run cars in F3 and FF2000 as well this year.

Team BRP drivers Wallace and Neil McGuigan are both looking for F3 backing at present although the team has ordered a pair of Van Diemen RF83 FF2000s and some new FF1600 derivatives in response to their other drivers' proposals.

RAC presentations

The RAC MSA Ltd presented its annual motor sporting awards just before Christmas at the RAC Club in Pall Mall. Drivers from all branches of the sport received RAC championship trophies, many of which were presented by World Champion Keke Rosberg. As well as circuit racing honours, the RAC hill-

climb spoils were presented to Martin Bolsover. Ken Ayers took the sprint title. Keith Ripp earned rallycross honours and Sylvia Hauser another drag racing championship. Sporting trials and karting were not forgotten, nor were successful competitors from the rallying world.

RAC Sprint champion Ken Ayers flanked by John Meredith (left) and Nigel Bigwood.



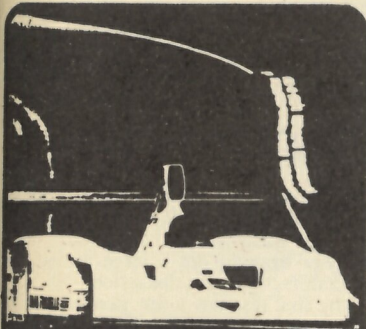
Down come the Snetterton pits . . .

● Snetterton circuit's old pit complex is to be renewed this season and indeed the JCBs have been busy demolishing the existing structure in recent weeks. New buildings should be completed well before the new season opens in March.

DOUG COPELAND

We regret to announce the death of rapid Formula Vee competitor Doug Copeland who lost his brave fight against leukaemia on Christmas Eve. Copeland, aged 39, an insurance broker from Norwich, started FVee racing in 1980 with the unique Hawk chassis and won his first race, at Mallory Park, the following year. Ill health forced Doug to miss much of the 1982 season but, with typical tenacity, he won his first two races on his return, claiming third place in the Autocavan championship for the third successive season in the process.

Doug leaves a wife, Sharman, whom he married only in September. It is her wish that Doug's many friends in racing might make donations in his memory to Leukaemia Research. To Doug's family and friends AUTOSPORT extends its sincere condolences.



International Races

PUKEKOHE PACIFIC

Ambition achieved

Reigning New Zealand International Formula Pacific Champion David Oxtan achieved a life-long ambition last weekend when he won his home country's premier motor race, the New Zealand Grand Prix at Pukekohe. Oxtan finished second to fellow countryman Dave McMillan in the first 30-lap heat and was again following the 1982 North American Atlantic Champion in the second leg when ignition problems slowed McMillan's Ralt RT4.

Auckland Oxtan went on to win the race and the overall GP title in his hired Ralt — the same car that Alain Prost had used to win last month's Australian GP — while the rather complicated points system of determining the overall results on aggregate saw 20-year old local driver Paul Radisich claim second ahead of the unlucky McMillan and Aussie Graeme Watson. First round winner Allen Berg maintained his lead in the Just Juice-sponsored series by being classified sixth behind West German Christian Danner.

A field of 14 cars turned up for what was to be the second round of the New Zealand International Pacific series and also the opening race in the FIA World Cup Series, South Pacific Region. Of these, all bar four were Ralt RT4s, the exceptions being Eric Morgan's older Ralt RT1, the lone Tiga FA82 of Hubert Phipps, which had been repaired from its crash in the first race at Bay Park, and a pair of ageing Chevrolets for Steve Cameron and Charlie Thomasen.

McMillan overcame his poor showing at Bay Park to show scintillating form during qualifying, claiming pole position with a time fully 0.68sec below Steve Millen's lap record, while David Oxtan, Allen Berg and Norm Hunter also lapped below the old mark.

The track was drying out after a heavy shower when the field lined up for the first heat but McMillan found his RT4 sitting in one of the few remaining puddles and excessive wheelspin at the start enabled Oxtan to lead into the first corner. McMillan nevertheless held second place at the end of lap 1 to be closely followed by Berg, fellow North American Norm Hunter and Radisich. Mike Rosen, Australian Charlie O'Brien and Kenny Smith were also in close attendance.

Drama struck on lap 3, however, just beyond the start-finish grandstand and the large crowd had a fine view of one of the most spectacular if not serious accidents in Pukekohe's 30-year history.

Radisich had just taken Hunter when the latter lost control of his RT4 on the very fast right-hander and the car immediately started to gyrate. Rosen, who was very close behind, provoked his car into a spin to avoid his compatriot, while an unsighted Smith did likewise in his ex-Laffite RT4. Rosen was the only one to make contact with anything solid, his car hitting the tyre barrier quite hard and causing the driver to sustain a sprained wrist, neck whip-lash and some bruising, but the other two were also put out of contention.

The demise of this trio left McMillan and Oxtan to dispute the leading positions, McMillan clawing his way to the front on lap 13, although it was Oxtan who was credited with a new lap record of 57.57s. McMillan finally took the flag some 6secs ahead of Oxtan, who suffered gear selection problems, while Radisich failed by less than 1sec to demote Berg. Danner plugged on gamely with a down-on-power engine to claim sixth behind O'Brien, with Kenny Smith fighting back through the field after his early delay to claim seventh.

From the start, the second heat looked promising. McMillan made full use this time of a dry line to lead from Oxtan, Berg and Radisich, these three soon establishing a slight lead over Smith, O'Brien and Danner.

McMillan and Oxtan then started to pull away from the rest, maintaining very close station until McMillan's ignition problem reared its head on lap 7. Oxtan immediately took over the lead, McMillan slipping back through the field before retiring to the pits on lap 14.

Berg, who had a new engine fitted between the heats, had the new one go sour on him and went out one lap earlier, while Smith was beset by similar trouble and retired at half-distance. O'Brien was another to suffer engine failure in what was rapidly becoming a race of attrition.

So it was that Hunter found himself elevated to second place behind a delighted Oxtan, although Radisich then put in a fine charge that saw him catch and pass the Californian on lap 16 when Hunter made a bad mistake at Railway Bend. By the time he had sorted himself out, Radisich was away down the long back straight into second place and Hunter had to make do with third, well clear of Watson, Grant Campbell and Danner, who soldiered on after a pit-stop.

PETER GREENSLADE

PUKEKOHE (NZ)
Jan 10
New Zealand Grand Prix
Just Juice International
F Pacific Championship,
round 2/FIA World Cup Series,
South Pacific Region, round 1
2 x 30 lap heats — 105 miles

Overall:
1, David Oxtan (Ralt RT4), 35pts;
2, Paul Radisich (Ralt RT4), 25 pts;
3, Dave McMillan (Ralt RT4), 20pts;
4, Graeme Watson (Ralt RT4), 13pts;
5, Christian Danner (Ralt RT4), 12pts;
6, Allen Berg (Ralt RT4), 12pts;
7, Norm Hunter (Ralt RT4), 12 pts; 8, Grant Campbell (Ralt RT4), 8pts; 9, Charlie O'Brien (Ralt RT4), 8pts; 10, Charlie Thomasen (Chevron B49), 4pts.
Heat 1 (30 laps): 1, McMillan, 29m 24.06s, 108.247mph; 2, Oxtan, 29m 30.88s; 3, Berg, 29m 33.70s; 4, Radisich, 29m 34.60s; 5, O'Brien, 29m 46.99s; 6, Danner, 30m 06.67s; etc. Fastest lap: Oxtan, 57.57s, 109.432mph (record).
Heat 2 (30 laps): 1, Oxtan, 29m 28.50s, 106.870mph; 2, Radisich, 29m 37.47s; 5, Hunter, 29m 47.95s; 4, Watson, 30m 04.24s; 5, Campbell, 30m 10.48s; 6, Danner, 29laps; etc. Fastest lap: Hunter, 57.68s, 109.223mph.
Just Juice championship points: 1, Berg, 26; 2, Radisich, 21; 3, Danner and Oxtan, 20; 5, McMillan, 16; 6, Mike Rosen (Ralt RT4), 15; etc.
Next round: January 16, Manfield.



National Rallies

VIRGO RALLY

Stuart goes clear

Opening stages blanketed in fog presented the competitors on the Schreider Suspension Zenith Motor Sport Virgo Rally, the opening round of the Welsh Stage Championship, with an even more daunting prospect, but the winning combination of Mal Stuart/Geoff Powell in the Sunbeam set the pace throughout, their task made easier by the absence of Bob Fowden's TR7 V8, a non starter due to last minute engine problems.

The first of 15 stages around the demanding Epynt stages in South Wales took crews from Dixies Corner and over the leap in the less conventional direction. This proved rather too testing for several drivers and bodysheils, Evans and Edwards in their Escort RS2000 being very lucky to escape an enormous accident on the fast brow and giving rescue facilities an efficient 'scramble'. Stuart immediately showed his form, taking fastest time from a much improved Mark Lovell, some 22 secs in arrears, while rapid local crew Geoff Kitney/Alan McCann retired at Cope with gearbox failure. The TR7 V8 of Hugh Jenkins left the road spectacularly and gave officials a 'moment', the car shrouded in smoke on the grass, having ignited a discarded smoke flare with a spinning wheel!

Next came the long Burma Road stage

with the short Drovers blast following. Tim Duffee in the local Davrian Mk 7A and Colin Short were fighting for second, the lead even more firmly in the hands of the flying Sunbeam of Stuart. After petrol, crews returned to the inner circuit, the fog lifting and speeds increasing, the stage again seemingly inevitably going to the Sunbeam, although Duffee and Short were again closely matched, 1 sec apart, with Lovell coming back into contention. The roads were still very slippery and waiting for the unwary.

With stages alternating between the inner roads and Burma-Drovers to the North, and the weather improving all the time, there was no stopping the domination of Stuart, the Cardiff driver increasing his lead with every stage. Duffee retired the Davrian on stage 9, a badly smoking motor indicating the end for him after a good drive. Lovell was waiting in the wings, consistent times allowing him to improve his position, helped by retirements, and his prospects were greater as the long 'split' stages using all the available inner roads provided the sting in the tail.

The final long stage saw Mal Stuart missing from the head of the field, although the crew were to finally take second fastest from the on form Lovell, the Escort driver beating the Sunbeam by 9secs and securing a well deserved second overall. First place however was never really in doubt, barring mechanical problems, such had been Stuart's domination of the event. The final stage, however, saw the winning crew in trouble, having punctured both rear tyres. They had been forced to borrow a spare from a road car at Four Ways Bridge to complete the final stage, and take victory, with some relief no doubt, as with darkness having fallen on the ranges, it was no place to have a last minute hitch!

ROGER GALE

VIRGO RALLY
Jan 2
Welsh Stage Championship,
round 1

- 1, Mal Stuart/Geoff Powell (Talbot Sunbeam), 87m 04s;
- 2, Mark Lovell/Peter Davis (Ford Escort RS2000), 91m 25s;
- 3, David Stark/Richard Phillips (Ford Escort), 92m 06s;
- 4, Tom Green/Steve Jones (Talbot Avenger), 92m 13s;
- 5, Brian Jones/Ian Pritchard (Ford Escort), 93m 42s;
- 6, Glyn Jones/Howell Evans (Vauxhall Chevette), 94m 04s.

Mal Stuart slides to victory on the Virgo Rally at the wheel of his Talbot Sunbeam.





Off-Track

LYDDEN HILL

Trio for Trevor

The current Lydden champion, Trevor Hopkins, raced his 1840cc Haynes Hepolite-Glacier Fiesta to its third successive victory in the Winter Rallycross Championship at Lydden Hill on Sunday, January 2.

So far this season the plant hire operator from Egerton, Kent has totally dominated his rivals, but at last he was faced with strong opposition from Rob Gibson, who is enjoying a new lease of life with his recently-acquired 3-litre Porsche 911, Will Gollop, whose 2.1-litre Saab-Cosworth Vega is proving much more reliable than the turbocharged unit, and Keith Ripp, whose 2-litre Fiesta seems to have an abundance of torque, manageable power.

For once the sun shone brilliantly, although the chalky parts of the track remained treacherously greasy throughout the afternoon. Using the 'pre-gridded' system, with points for places, Hopkins predictably sailed through to the semi-final with a 16-point maximum from his two heat wins, while Gibson was another who won both his heats, defeating Ivan Moakes (2.1 Escort) and Brian Sanham (2.6 Chevette). Sanham is showing well in his first season and seems to have taken to the ex-Pete Gray car like a duck to water.

Gollop's 16-valver was narrowly beaten by Ripp in the first leg, but the Saab dealer turned the tables next time out and kept the Fiesta back in second place.

Of the under 1600cc cars, the Fiestas of Ian Thomson and Barry Crump had things all their own way until Crump lost control chasing Thomson over the line during their semi-final. His car hit the bank hard and flipped over onto its roof, but fortunately the driver was not hurt.

Len Payne proved very consistent with the ex-David Potter 1500cc Mini and recorded two straight wins, but when it came to the final he could only trail in third behind Thomson, who was a comfortable winner, and Dave Ling (Mini) another newcomer to rallycross who drove very well. Ling, of course, is the current ASEM autocross champion.

But the main interest centred, as always, on the over 1600cc category. Ripp provided a shock when he soundly beat Hopkins in the first semi-final, and Gollop received a welcome fillip to his confidence when he took the Saab to a comfortable win over Gibson and



Trevor Hopkins's Fiesta heads the Porsche of John Greasley in the heats.

Moakes in the second.

So variety was the theme of the over 1600cc final as Gollop's Saab faced the Fiestas of Ripp and Hopkins, Gibson's Porsche, Sanham (Chevette) and the Escorts of Moakes and John Cross. When the starting lights blinked to green it was Gibson's bright yellow Porsche which led Gollop into the first corner. Hopkins and Ripp hammered across the meadow disputing third place until Ripp spun harmlessly onto the infield after being forced to give best to the local driver.

On the second lap Hopkins surged past Gollop as they accelerated up Hairy Hill, and then as they raced down from the Hairpin Hopkins forced his way inside Gibson to take the lead. As the Porsche drifted wide into the loose Gollop also managed to squeeze past. The leading three then maintained their positions until the finish, with Moakes crossing the line in fourth place.

The first four cars from each category then contested the superfinal. For once Hopkins was out-foxed as Gollop made a superb start from the second row, jinked around the Fiesta and went straight into the lead but the Lydden champion hurled the Fiesta sideways into the first corner and slid around the outside to head the field.

Gollop's race ended at the next corner

when Gibson charged off the meadow with a surplus of grip and torpedoed the Saab smack in the centre of its boot, the black car spinning off amid a shower of fibreglass. Gibson continued, apparently unabashed, until the marshals put out the black flag to exclude him for dangerous driving.

From then on Hopkins steadily consolidated his lead. Gibson's demise promoted Ian Thomson to second place with Len Payne third. Dave Ling was the only other finisher, although Gollop was classified fifth and Moakes sixth for championship points.

KERRY DUNLOP

LYDDEN HILL (GB)

Jan 2

Lydden Winter Rallycross Championship, round 3

Superfinal: 1, Trevor Hopkins (1.8 Ford Fiesta); 2, Ian Thomson (1.6 Ford Fiesta); 3, Len Payne (1.5 Mini); 4, Dave Ling (1.5 Mini); no other finishers.

Under 1600cc Final: 1, Thomson; 2, Ling; 3, Payne; 4, Nigel Humphrey (1.3 Mini); 5, Colin Slaughter (1.2 Skoda); 6, Robert Morris (1.6 Ford Escort).

Over 1600cc Final: 1, Hopkins; 2, Will Gollop (2.1 Saab 99); 3, Rob Gibson (3.0 Porsche 911); 4, Ian Moakes (2.1 Ford Escort); 5, John Cross (2.2 Ford Escort); 6, Brian Sanham (2.6 Vauxhall Chevette).

The Italian ski resort of Sestriere in the Dolomites was the venue for some winter motorsport last weekend, when many leading drivers attended an ice race meeting. Leo Garin won the promotion race screened live on Italian television, after an impressive effort which kept him clear of some dramatic driving by Frenchman François Chauche in a Peugeot 104ZS.



BOXING DAY AUTOTEST

Reid at Redcar

The annual Normanby & DMC Boxing Day Autotest at Redcar attracted another good entry, and the mild weather brought out a large crowd of spectators to witness the action.

The first test saw a few people make mistakes and Dave Buchan (1275GT) took the lead with Colin Brown (Magenta LSR) and Neil Cummins (Metro) leading their classes. Buchan and Cummins then incurred 20secs penalties on the second test which moved Ian Reid (Wentworth Mini 1275) into the lead while Chris Langan (Ewart Parsor Escort) moved ahead in the saloon class.

Reid kept ahead with some very tight driving, winning by 8.3secs from Whitt driver Colin Brown who put in a great performance to take the sports car class. Chris Langan shook off a strong challenge from Leslie Hobson, whose Escort's handbrake was giving problems. Langan finished in third place and won the saloon class by 12.4secs, while Dave Buchan took the Mini class award to make it three out of four awards for Hartlepool & DMC drivers.

BOXING DAY AUTOTEST

Dec 26

Overall: 1, Ian Reid (Mini 1275GT), 250.4 pens; 2, Colin Brown (Magenta LSR), 258.7; 3, Chris Langan (Ford Escort), 286.6; 4, Dave Buchan (Mini 1275GT), 293.4; 5, Leslie Hobson (Ford Escort), 299.0; 6, Keith Fowle (Magenta), 313.0; etc.

WARCO CUP TRIAL

Fine Rimes

Local man Richard Rimes won the Peterborough MC Warco Cup Trial at Kingscliffe on January 9. It was his first win in a trial and he certainly picked a bone to do it with the trial having one of the largest entries of all. He took the lead from the start with two rounds of 10 points in the mud which made low scores the order of the day with the first 27 finishers being under the 50 mark. But even a low of 10 points on the final round was not sufficient to deprive him of the lead.

After that, it got even closer with single points and tie deciders being necessary to sort out the minor placings. In the end it was Geoff Rawson who clinched fourth and Alan Rawson, who enlivened the proceedings by turning over the fifth. The Fack twins were sixth after the slightest caress of a six marker in the morning deprived them of a high placing.

So, Richard Rimes took an immediate lead in the British Trials Championship as this was the first round. The trial also qualified for the Five Ways Tyre BT&RDA Championship, but it is early days in this league as well.

PAUL SHELDON

WARCO CUP TRIAL

Jan 9

1, Richard Rimes/Julia Rimes (Concord), 12pts; 2, Stuart Butterfield/Graham Hoyle (SRB), 14pts; 3, Simon Durling/Charlotte Durling (SRB), 16pts; 4, Geoff Rawson/John Doyle (Facksimile), 17pts; 5, Alan Rawson/Richard Murgatroyd (Facksimile), 18pts; 6, John Fack/Jeremy Fack (Impunity), 20pts.

1st PLACE FIRST CHOICE



Jimmy McRae
British Open Rally Champion 1981/2

By choice he drives an Opel Manta.



VAUXHALL-OPEL BRITISH OPEN RALLY CHAMPION MANUFACTURERS 1981/2

THE WINNING TEAM

Wadding