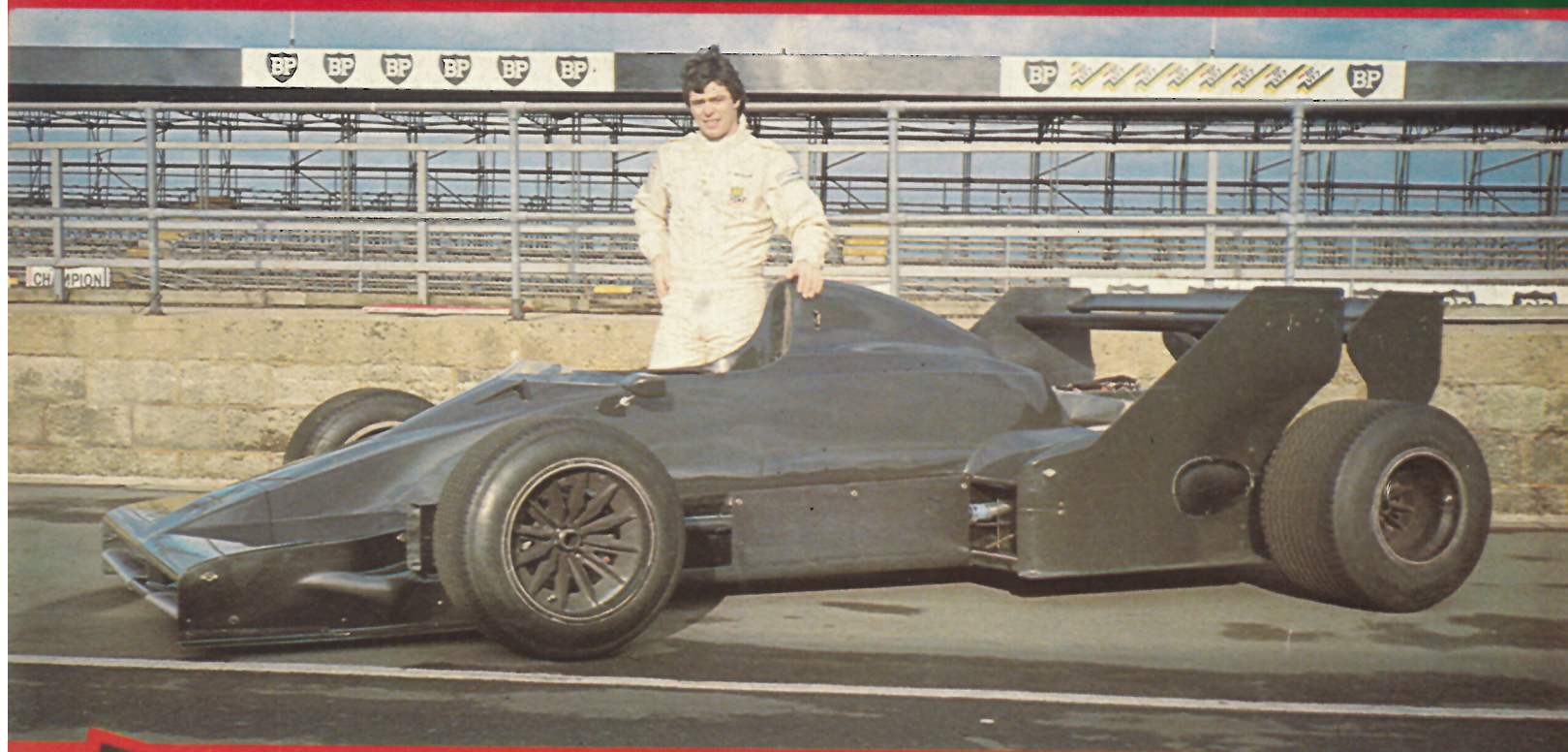


# Autosport

FREE INSIDE  
International  
Racing Calendar 1983

A Haymarket publication

January 27, 1983 60



**Warwick's new Toleman**

**FF2000 Swallow test**

**Monte latest**



**ports racing in the USA**



FRONT COVER

Top: The Toleman team, still searching for a major sponsor for the coming season, has a completely new car for the flat bottom era of Grand Prix racing, but retains Brian Hart's powerful four-cylinder turbo and the services of Derek Warwick. See *Pit & Paddock*. Photo: Chris Witty. Bottom: Although the 1982 IMSA GT Championship was won convincingly by John Paul Junior, strong British interest in America's leading sports car racing category was led by the Porsche 935 driven by John Fitzpatrick and David Hobbs. *Seasonal Survey*: Page 30. Photo: Brian Murphy.

NEXT WEEK

All the major F1 teams are testing this week at Rio, the venue for the first Grand Prix in March: Jeff Hutchinson reports from Brazil — Peter Foubister sends his full report of the Monte Carlo Rally — Bobby Unser on his retirement — National modified sports and saloon racing review — Daytona 24 Hours previewed — Opel Manta 1800 GT/J on test — Plus all our usual news and features.\*

\*These items correct at time of going to press.

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

Annual Subscriptions: Home: £45. Europe: £50. USA/Canada airmail: US\$160. South Africa airmail: £73. USA 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: 454 290.

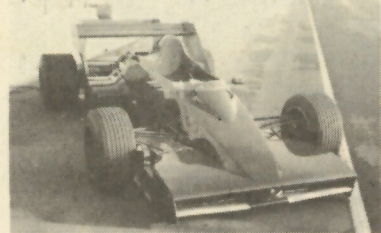
Printed in England by: Alabaster Passmore & Sons Ltd., Tovil Printing Works, Maidstone ME15 6XA. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quickset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

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# Autosport

PIT & PADDOCK 4



Toleman announce details of new bi-winged flat bottomed F1 car — First day of F1 testing at Rio delayed — Renault unveil 1983 F1 challenger — Photographs of the new Osella F1 car — Plus all the latest international racing news.

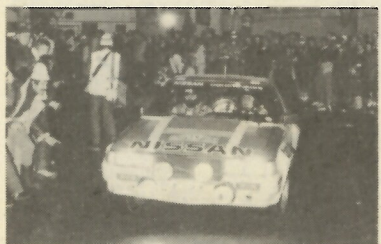
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Our views on one of the major news stories of the week — Your views via the *Correspondence* column — A history lesson with *Then as Now?* looking back 10 and 25 years — And last but not least, *Catchpole*.

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Ian Phillips has been down to Slough to see how Spirit are progressing with their F1 car, and he has found out that since the public announcement of the Spirit-Honda, an entirely new F1 machine is taking shape from the drawing board of Gordon Coppuck under the auspices of John Wickham.

MONTE CARLO RALLY 16



Peter Foubister is our man on the scene to find out just where all the stars of 1982 have gone and who the leading lights of 1983 are turning out to be.

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Lancia's Monte pit stop — Wood gets Rover for Scotland — Toyota Group B debut on Granite City — Kullang's Quattro — Brookes gets his 'B' seed — Latest from the Shell Oils/AUTOSPORT Championship.

PARIS-DAKAR RALLY 21



A unique event in the rally calendar and one that is growing in stature year by year is the Paris-Dakar Rally. More than 200 crews set out on this, one of the toughest of all events, and some never return. Matthew Dickinson has been out there with them and witnessed the rigours of the conditions encountered.

MANFEILD MONDIAL 22

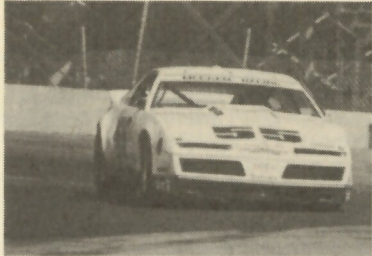
Second round of the FIA World Cup series for Formula Mondial cars resulted in victory for the Australian Charlie O'Brien. David McKinney reports from the picturesque New Zealand circuit.

SWALLOW PILBEAM TEST 24



One of the brightest new names among the British race car manufacturing business is Swallow Cars Ltd who race the chassis that are actually built by Mike Pilbeam, he of hillclimb fame. Their FF2000 car burst on to the scene with marked success earlier in the year so Marcus Pye has been to their base at Donington Park to test the chassis around the attractive Derbyshire circuit.

TRANSAM SURVEY 26



This year the TransAm CRC Chemicals Championship has proved itself to be the best road racing saloon car series in North America. Bill Mitchell reviews a year that saw the veteran Elliott Forbes-Robinson take the title in his Pontiac TransAm.

IMSA SURVEY 30



With no link up between the FISA sports car series and the IMSA series, the US boys were left alone to get on with things in their own way, and that is exactly what they did, producing a cracker of a series that was eventually clinched by John Paul Jnr, with his father annexing the endurance crown at the same time. Steve Potter covers the season.

PRODUCTION CAR RACING 39

The production car racing scene in Britain continues to go from strength to strength each year and 1982 was no exception as Jeremy Shaw's review of last season's racing goes to prove.

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AUTOSPORT's Irish correspondent, Brian Foley, looks back over the last year's racing in the Emerald Isle, he sums up the winners of various championships and looks at some of the wrangles that appeared during 1982.

ROAD CAR 47



John Bolster has been to the launch of Fiat's Metro beater, the Fiat Uno, and gives his impressions thereof — Also on view is a convertible Ferrari 400 — Another Metro option and yet another AC Cobra replica/kit car.

SPORTS EXTRA 50

Aintree: immediate future in doubt — RAC settle Warwick's engine protest — New FF1600 from Japan — Argo on target at Snetterton — FF2000: exclusively Yokohama in Europe.

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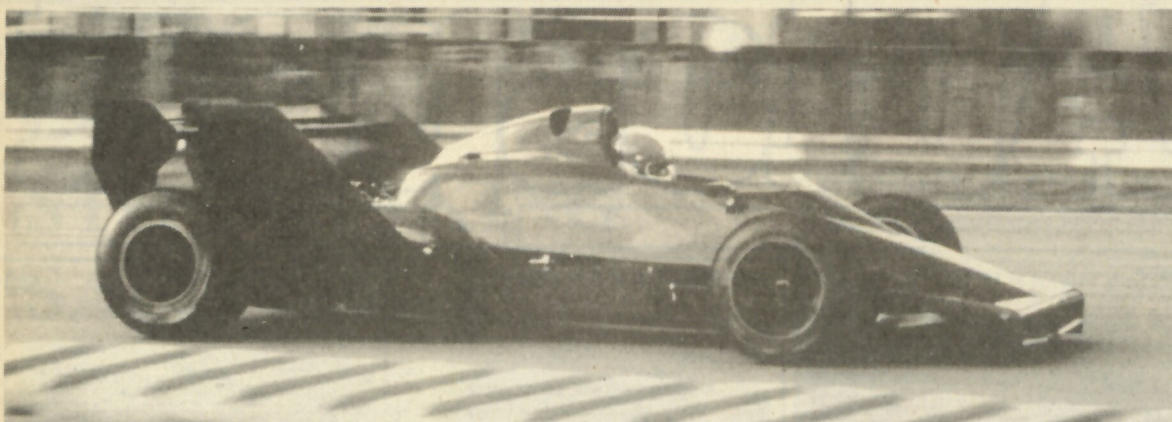
Allen Berg clinches New Zealand Pacific series at Wigram — Jacky Ickx takes the Paris-Dakar — Club rallying round up — John Welch's Brands rallycross comeback — Allan Rawson's first trials win.

INSERT

The first of our series of calendars appears this week. The International racing season is laid out for you to select your venues to find the action.



# Pit & Paddock



Derek Warwick gave the Toleman TG183B a few tentative laps at Silverstone last week.

## Toleman unveil TG183B

Toleman Group Motor Sport could never be accused of being conventional in their approach to Grand Prix racing. While all the flat-bottomed cars shown in public to date have followed a universally conservative approach to reclaiming downforce, Toleman's design team have taken the new regulations to their absolute extremes at the first attempt.

The TG183B is built around the carbon fibre monocoque which Derek Warwick used in the final two Grands Prix last season. However, only the front suspension and the forward part of the monocoque remain the same. Hidden in the pictures by the streamlined rollover

bar cover is the main chassis change which is a lower and longer fuel tank of slightly reduced capacity (future developments on the Hart turbo engine include thirst-reducing electronic management systems).

The rear suspension has been changed to bring it all above the rear undertray which extends from the leading edge of the stubby sidepods to a line parallel with the back of the gearbox.

The most obvious differences of the new car, though, are the aerodynamics. The regulations permit bodywork ahead of the front axle line and the Toleman tray, reminiscent of the last pre-ground

effect Brabham-Alfa in 1978, houses both the oil and water radiators. The section has a fully sculptured underwing profile to produce a venturi system. Its effectiveness has been proved in quarter-scale wind tunnel tests, although Toleman engineer Pat Symonds stressed on Monday that in current form it was experimental and as such was in heavy aluminium construction. The rear end treatment follows roughly what others have tried except for the twin rear wing set-up. Both the forward wing, mounted over the engine, and the rear one, mounted to the extreme of the regulations, are fixed to the fence which forms

the sidepods and are sculptured around the rear wheels to extend all the way to the rear. Although the twin rear wing system does create a fairly high amount of drag, Symonds claims that a single wing to an equal area would develop considerably more.

The lack of an engine cover is an aspect which has pleased engine designer Brian Hart although the decision was based on weight saving. The engine installation is changed considerably and a major change is that the 4-cylinder turbo is now fitted with split air to air intercoolers rather than the previously safe but heavy option of air to water. Because the light alloy block requires more cooling area than an iron block, the new system, with an intercooler mounted neatly in each sidepod, gives the required radiator area without drastically upping the weight.

One aspect which pleased Toleman enormously was that the car weighed in at 540.8kgs, fitted with the heavy nose. Not only is this right on the new minimum weight limit but with the front end treatment the distribution is also good.

Bigger and therefore heavier wheels and Pirelli tyres will be fitted for the proper testing which was due to get under way in Rio at the beginning of this week but Symonds was confident that the overall figure could be kept down despite the usual upward trends of season-long developments.

Derek Warwick gave the car a few shakedown laps at Silverstone last week and reported that he was "optimistic" about the car and the season ahead. If financial circumstances allow, Toleman hope to be able to field a second car by the start of the European season.

## Larrousse highlights Renault plans

Renault have a new car, a turbo engine developing — officially — between 600 and 640 bhp with the fuel consumption of an atmospheric V12, and a number one driver they compare with Stewart or Lauda, backed by a very definite number two, with which to try again for the World Championship in 1983.

But, Renault Sport's Gerard Larrousse told journalists in Paris last week, there is no question of Renault "doing a Le Mans" and pulling out of F1 if they do win the title.

"We hope to have six Renault-engined cars in competition in 1984 — two Renaults, two Lotuses and two Ligiers — and we are definitely in Grand Prix racing until the end of 1985, provided the rules are not changed before then," he said.

Because of the new demands for engines, Renault has modified its internal structure and contracted-out engine building. Internally, Bernard Dudot now becomes the Chief Co-ordinator of the F1 programme reporting directly to Larrousse, while Jean Sage remains Team Manager.

Larrousse has given Patrick Landon almost complete autonomy for the rally programme, which has moved to a separate building. The F1 engine department, under Jean-Pierre Boudy, will be entirely devoted to development. Larrousse said that "We had a lot of problems last year, with the development group being dragged into the day-to-day race problems."

Race engine preparation for Renault's own cars becomes a new separate department under G. Albarea, an ex-Gordini engineer; and other units will handle spare parts for customer engines.

All this means an increase of staff from 170 to 182, only 19 being involved in the rally team, and five of those for customer assistance.

Turning to the drivers, Larrousse said that Alain Prost could have been World Champion this season, and he showed a



The Renault RE40 will be given its debut in April.

slide of the turbo flame-out in Austria that cost Alain the title. The problem caused Prost to be in a bad mood towards the end of the year, said Larrousse.

"Frankly, he's a bad loser — but he's a winner," said Larrousse. He described Prost as "a very good test driver, a driver with a very fluid style like Stewart or Lauda. And it's not just a question of style. He uses less brake pads, less petrol, and finishes a race with his tyres in better shape than his team-mates," he said.

This year, of course, the team-mate will be Eddie Cheever. Larrousse has only got to know him in the last three months, and he said he has been accepted very quickly by the team, particularly the mechanics.

"He loves test driving," said Larrousse. "He panicked when we told him there would be three drivers at the Ricard

testing and we had to explain why we needed three. One day at Ricard, he went out and did 144 laps. I think that's a record," said Larrousse. But he made it clear there would be no repetition of the Prost-Arnoux incident this year. Eddie is the second driver, and knows it.

"He has been assured of equal equipment in practice, but in the races, he will have to cede to Prost if necessary. However, we all hope he will win his first GP soon," Larrousse added diplomatically.

He said the test driving of Philippe Streiff and Alain Ferté had been "completely satisfactory," but that he had taken no decision yet about them. "There will be no formal contract," he said. "We will call on them as needed for test drives."

### The anti-turbo plot

"Flat bottoms," said Larrousse, "are clearly part of an anti-turbo plot by the English to try to give the Cosworth a bit more life." Asked by AUTOSPORT about the safety arguments put forward by everyone except the constructors, Larrousse said he could see extra safety for the spectators, but no more, even less, for the drivers.

If driver safety was involved, he said, why allow the cars to be lighter, allow the removal of side-pod protection and the introducing of cigar chassis, and take off the starter motor, thus meaning if a car spun and stalled in mid-track it cannot restart and has to be pushed away.

Good questions. Larrousse also said it was anti-safety to authorise refuelling, and Renault thought it was dangerous in the pits. He said Renault would be organised for the possibility of refuelling, but would not do it. The only advantage was carrying less fuel, and this, he thought, was outweighed by the hassle for the driver of coming in, refuelling, then getting out into the race again.

Michelin, he added, had told them they could not make tyres "to last half a race. The goal is tyres that will have worn 50 per cent by the end of the race."

Whatever the reasons — and Larrousse pointed out Renault had been fighting against skirts for two years — "we fully accept the technical challenge." He hoped everyone would accept it in the same spirit and that there would be no cheating, like the 1981 skirts, adding he did not think it was possible now.

He did say he thought the removal of the skirts would make for better racing, because "skirts became the main parameter. They worked or they didn't, and the car was a winner or was not."

"Now the drivers will have to work again with adjusting roll bars and shocks, and the better driver will have an



# Lauda returns to form

Niki Lauda reported in fit to McLaren boss Ron Dennis last weekend and is expected to test the Marlboro MP4 in Rio this week.

The Austrian's eye operation appears to have been completely successful, and his personal trainer Willi Dungl flew out to Brazil at the end of last week to initiate a full training schedule.

# Chapman memorial service

A Memorial Service for Colin Chapman is to be held in Norwich Cathedral on Saturday, February 12, at 12 o'clock.

At the request of his widow, Colin's funeral, on December 22, was kept private. Mrs Chapman hopes that this Memorial Service will allow friends, associates and enthusiasts to pay their last respects to her late husband.

A press release from Lotus asks us to point out that, due to the fact that a large attendance is expected, parking near Norwich Cathedral will not be possible.

advantage. Though the suspension will be firm, it will no longer have the blocks at the bottom of the travel that caused the worst of the buffeting."

Overall, says Larrousse, "Turbos will still be ahead and you will need a turbo to win the World Championship, but it may be that in wet conditions the grids will be tighter."

The RE30C that will start the season is a revised version of the 1982 car to meet the new rules. The RE40, a prototype of which is being tested at Rio this week, is hoped to be introduced at the French GP, the first European race on April 17. "If all goes well." Whenever it does start racing, it will be provided for both drivers at the same time, Larrousse said. Because of the development work — and it was stressed that the race version was likely to differ considerably, especially in bodywork, from the prototype — Renault will not go to the Race of Champions the week before the French Grand Prix.

"We will be represented by Lotus," said Larrousse, who apparently thinks the Lotus-Renault will be ready by then.

Renault started modifying the RE30B with several objectives and a handicap over the atmospheric teams. "The others had empty sidepods. We have the extra cooling equipment and it's hard to move the radiators far back. Indeed, as the photos show, both the 30C and the new 40 have full-length side pods."

Renault set out to find reliability in the engines, adapt to the flat bottoms with simple solutions, not changing all the bodywork, and to get down to near the minimum weight. With careful design around the back, they have "a very little downforce," and with big front and rear wings "about the same downforce as the first wing cars without skirts — about one-third of what the 1982 cars had."

They are still looking for more ground effect, and it is "very difficult," but they expect to find some in the months to come.

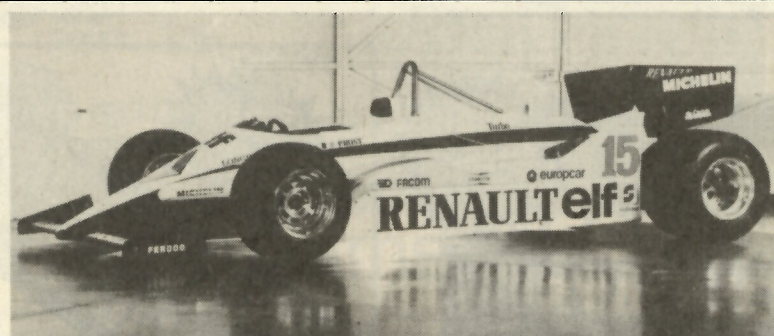
The front and rear uprights were changed for better rigidity and brake



Watson — Rio tests.

# Watson goes back to work

John Watson flew out to Brazil on Monday to test for McLaren International even though he still has not signed a contract. "The situation is as before," said McLaren's Ron Dennis. "There is no contract yet, but John has signed a waiver document which will permit him to drive the car. It may well be that he will race under these circumstances in Rio. We hope to resolve it all soon though; we are all in agreement, but at this moment we don't have the money. However, I am confident of finding it fairly soon."



Renault's interim flat-bottom car, the RE30C.

cooling, and to use new brakes, either AP or Brembo, the Italian brakes being much lighter.

The car is down to 555kgs, said Larrousse, and Dudot said that those massive wings had slowed it by 25 to 30kph on the straight at Ricard — which shows the handicap of someone with a Cosworth and no ground effect.

# The Engine

The biggest changes are in the motor, said Larrousse. They were designed to clean up the "Monaco" type engine with electronic injection, using cast instead of fabricated inlets among other things, and "turning a test engine into a race engine."

"It was a tiny electric motor on the injection that cost us the championship," said Larrousse. This had been a commercially-available motor, but it was too sensitive to vibration, despite considerable modification. Renault now has an aeronautic-standard unit for this tiny motor, and it has held up under intensive testing.

# Water injection

The other big change is the full development of water injection. Ferrari emulsifies the petrol and water. Renault inject the water directly, a completely different system. It will be used depending on circumstances and on track requirements, and "will enable us to fight back if

# Autosport

Due to a printing error, the price on the cover of last week's AUTOSPORT was incorrectly shown as 85p instead of 60p.

This regrettable mistake caused many problems for our wholesalers and retailers and, not surprisingly, led to a great deal of confusion among our readers.

As soon as it was discovered, and while the magazine was being distributed, we contacted every wholesaler throughout the country who handles AUTOSPORT, and made strenuous efforts to ensure that all retailers were advised of the error, so that

readers would be able to purchase the issue at the correct price.

However, we understand that some readers in certain areas of the country were asked to pay the incorrect price. (The error had arisen at our printers because our special Christmas and New Year double issues did carry an 85p cover price.)

We would like to apologise to every reader who was placed in this position, and also to the wholesale and retail distribution trade employees who were asked to carry out extra work in attempting to rectify our printers' mistake.

We would also like to confirm that AUTOSPORT's cover price remains unchanged at 60p.

# The Courtauld connection

Eagle-eyed readers may have noticed the word 'Courtaulds' on the Benetton Tyrrell's rear wing sideplate last week.

An extraordinary new (sic) release from Courtaulds tells us that the company's Carbon Fibres Division has reached agreement with Tyrrell for technical cooperation in the development of composite materials to replace metal structures and components on the car. Particular emphasis will be placed on new and different ways of exploiting the

design latitudes allowed by carbon fibre. To this end, it is envisaged that there will be an increasing emphasis on non-flat shapes, where Courtaulds' involvement in injection moulding will be significant.

It is always good to welcome a major company to motor racing, and we are glad to see the arrival of Courtaulds — notwithstanding this first press release which, among other things, names Tyrrell's number one driver as 'Michele Alboreto'...

France, which has worked for Matra, Dassault and the French Atomic Energy Commission, among others. It has already machined blocks, cylinder heads and conrods for Renault Sport.

Renault will provide all the components, and Mecachrome will test them, build up the engines and run them on a dyno they have bought specially, supplying the finished engines to Renault.

"Thus there will be one specification for engines, which will be the same for Lotus and Ligier as for the Renault works cars," said Larrousse. All mods will be adapted to all engines simultaneously. The first of the Mecachrome engines is due to be delivered on May 15.

The engine program calls for 15 extra engines for Lotus, which means 30 in all.

# The RE40

The RE40 is the first move by Renault into carbon-fibre chassis. It has the same mechanical layout as the RE30C in general terms, though it has the fashionable pullrod suspension, front and rear.

Renault has gone to carbon-fibre to save weight and increase driver protection, said Larrousse. He said tests on pieces of monocoque — not a complete chassis — showed it was one and a half times more rigid than the existing chassis.

The chassis is being built by a French aerospace firm, Hurel-Dubois, which in the past made conventional monocoques for Matra endurance and F2 cars, though this is its first carbon-fibre chassis.

It is a "relatively classic chassis," with the exhausts on each side, rather than down the centre, and a full engine cover. The sidepods are half cut away behind the front wheels to allow for radiator exit air flow.

# Needle

Larrousse couldn't resist throwing in a few statistics about 1982. Renault led 2,060 kilometres of 4,750 kms of racing, he said. Rosberg led 65.

As for reliability, Williams covered 1709 laps, McLaren more than 1500, and Renault was third with 1360.



# Pit & Paddock

## Rio F1 testing delayed

The week of Formula 1 testing at Rio got away to a different start on Monday of this week. Most of the problems centred around Brazilian customs, which contrived to delay everything as much as possible. The consignment of Michelin tyres, for example, had been in Rio for 14 days by Monday — and had still not been cleared.

However, we understand that the time-honoured Latin practice of sprinkling cruzeiros in the right place had miraculously solved most bureaucratic problems by Monday afternoon, at which point the elements took a hand. There was heavy rain at the circuit all afternoon. Only Keke Rosberg's Williams and Michele Alboreto's Tyrrell ventured out before the downpour, the two of them doing only a handful of laps.

The teams represented in Brazil this week are Williams (Rosberg and Laffite), McLaren (Lauda and Watson), Ferrari (Tambay), Lotus (Mansell), Renault (Prost and Cheever) and Toleman (Warwick). Brabham, Alfa Romeo, Ferrari (Arnoux) and Lotus (de Angelis)

are running at Paul Ricard.

Williams have a single car in Rio, this the FW08C tested by Rosberg recently at Willow Springs (see photo story). A good deal of repair work was necessary before the car could run at Rio, for Keke went off the road at the Californian track. "I didn't hit anything," he said, "but the ground is very rocky there, and the underside of the monocoque was damaged. After driving ground effect cars for so long, I can tell you that the car seemed to spin very quickly — and once it started it didn't feel as though it was ever going to stop..."

As at Willow Springs, Patrick Head was in attendance, but he was due to fly back to England, with Rosberg, on Wednesday night, leaving Laffite to do the last three days of testing.

Renault have taken three cars out to Brazil, an RE30 'hack', the RE30C which will be used in the first two races of the year, and the all-new RE40. This last car has so far completed only a few shakedown laps at Montlhéry.

Despite all the doubts of last week,

Niki Lauda is fit to drive his McLaren in the test, and should be joined by John Watson later this week. Our man in Rio reports that the MP4 looks largely unchanged from last year's car (apart from flat monocoque and revised wing), but the front suspension is completely new.

Only one Lotus is in Rio, to be driven by Nigel Mansell. The car has revised suspension at both ends, and Mansell is expected to run some of the time with the electronically-controlled roll bars recently tested by de Angelis.

Patrick Tambay said that the main purpose of his trip was to concentrate on aerodynamics. Ferrari have but a single car in Brazil, with a great many bodywork styles and many wings to try.

Although it was expected that Danny Sullivan would take part in the Tyrrell tests, only Michele Alboreto was present at the start of the week.

Tuesday morning in Rio was hot, sunny and extremely humid. And the weather forecast predicted showers...

### Briefly...

● At his Milan press conference the other week, Ken Tyrrell said he would "have a turbo by the end of the year." A little bird in France tells us that Ken was very recently at the new Matra racing department in Le Buc. Tyrrell and Matra? It's happened before...

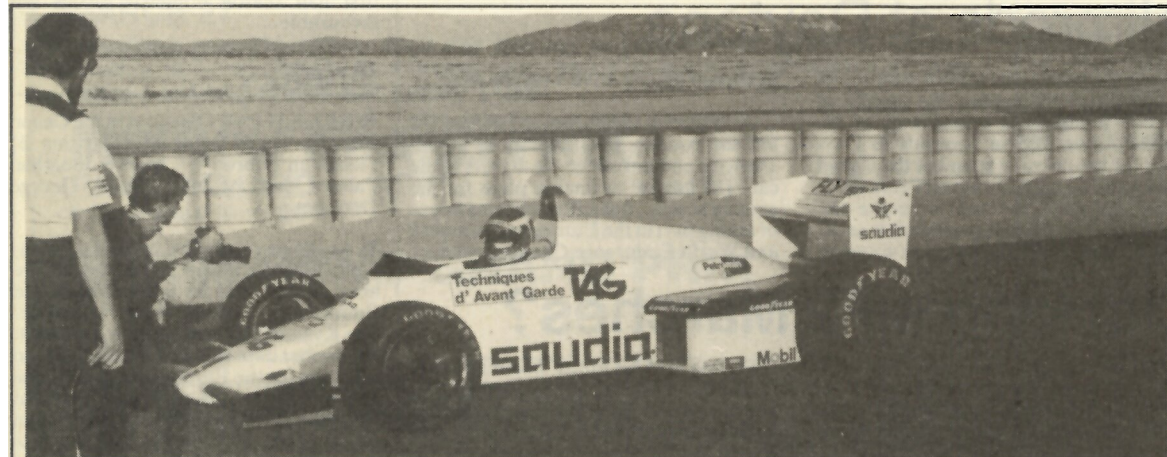
● Fila, says our Italian correspondent, are trying to decide where to put their \$2m of sponsorship money: Brabham or Lotus. This sort of money buys you only secondary sponsorship these days, of course. The betting is on Lotus...

● Euroracing really seem to have their act together at present. On Monday Andrea de Cesaris again shattered the 'flat bottom' Ricard lap record (already his) by taking the turbocharged V8 Alfa round in 1m 03.90s...

● The Lotus-Renault will test for the first time at Paul Ricard on February 10/11, in the hands of Elio de Angelis...

● This week they are saying that Raul Boesel has not concluded a deal to drive the second Ligier this season. The Brazilian remains on the list, it seems, but others under consideration are Oscar Larrauri and Beppe Gabbiani...

● In the last week two Formula 1 luminaries have expressed serious doubts to us that the Detroit, Dutch and New York Grands Prix will take place this year...



## Willow Springs Williams test

The Williams team tested their FW07C at Willow Springs, California, the week before last, with Keke Rosberg doing the driving. The World Champion's best time was around 1m 09.40s, a couple of seconds slower than the best 'ground effect' times of previous years. On hand for the test was Patrick Head, and Keke told our correspondent that he felt a lot of progress had been made. He and Jacques Laffite are now testing the cars at Rio.

## Jones and Brock in IMSA?

Alan Jones and touring car ace Peter Brock were to have teamed up in an all-Australian effort in the inaugural Miami Grand Prix street race on February 27 but we heard at the beginning of this week that Jones has broken a leg in another accident on his farm and will therefore not now be able to take part. They were to have driven a highly-modified, ground-effects Chevrolet Monza GT for Melbourne businessman Daryl Seidel in what was hoped to be the first of a number of IMSA series efforts.

Jones had been named as lead driver with Peter Brock able to share the driving in the long-distance events when they do not clash with his Marlboro-Holden dealer Team commitments in Australia. The car, built by John Riordan, has full monocoque construction, inboard suspension, and has Ford heads on the Chevrolet block.

## Encouraging debut for 832

March's new Formula 2 team manager Mike Earle reported that initial tests of the 832, "were very encouraging and interesting. We just balanced the car and then went through Michelin's programme with the same set-up. Although we had one or two small problems all in all it

was a good session. I was amazed at the fantastic effort Michelin made and also very impressed with Thierry Tassin who drove steadily and sensibly and gave good feedback."

Both March and Maurer will be back at Ricard with Michelin next month.

## ADA buy Fittipaldi

The racing stock of the Fittipaldi Automotive Formula 1 team has been purchased by ADA Engineering, of Shepherd's Bush.

Six Grand Prix cars are included in this, the single F9 raced by Chico Serra towards the end of last season, two F8s, two F7s and one F6. ADA also have the

team's four Cosworth DFV engines (one of which is blown).

Sports car man Ian Harrower, one of the directors of ADA, says that the company will be selling off the cars, but they hope to be able to run one — F9 or F8 — for a customer in the British Open Single Seater Series this season.

## Atlantic dates announced

The BRDC and BRSCC announced the details of their Formula Atlantic championship last week.

The two clubs, who rescued the Formula last season, have finalised a seven round series all of which will count towards the championship. Prize money will be from £300 for first down to £70 for

tenth place. Championship points will be scored on a 9-6...1 basis for the first six with an additional point for fastest lap.

Dates: Apr 10, Silverstone; May 2, Silverstone; May 22, Donington Park; Jun 5, Silverstone; Jun 26, Brands Hatch; Jul 23, Oulton Park; Sep 4, Silverstone.

## For Cole read Brindley J.

Silverstone have announced the appointment of Juliette Brindley as Marketing and Communications Manager from February 1, 1983. Juliette, who has left her post of Publicity Manager at Brands Hatch, will be taking over from Mark Cole, who is leaving Silverstone after three years as Press and Promotions Manager to concentrate on freelance writing and public relations.

## Impressive new Maurer

Although Maurer's testing of their new F2 car at Ricard last week was cut short by a thrust bearing failure, team spokesman Martin Reiss reported that Willy Maurer was very happy with the car's out-of-the-box performance in which Stefan Bellof managed to set a new unofficial Ricard lap record, apparently on race tyres.

Despite its exotic appearance with its carbon-fibre monocoque and pull-rod, rising rate suspension the MM83 is priced at £30,000, the same as this year's March 832. Onlookers were impressed with the amount of downforce the car was generating causing it to drag its bodywork quite legally. The dual springing system is now working so well that they have been able to do away with the controversial locking device seen last year.





Brundle — F3 with Jordan

## Brundle settled

Martin Brundle will be Britain's leading contender for the Marlboro F3 Championship this year.

Eddie Jordan concluded a sponsorship deal last Tuesday which enabled him and Brundle to sign contracts on Wednesday. "I'm delighted to be able to run Martin" said Jordan, "and with a new Ralt and works Toyota engines I believe we've got every chance of winning the series."

## Vince's ETC V8

Vince Woodman will be driving a 5.0-litre North American Ford Mustang in this year's European Touring Car Championship, which, as a result of healthy British interest, looks much more promising than in recent years. Vince has yet to decide who will be his second driver in the Group A races.

Although the car has not yet been run — testing will begin at the end of February — Vince is confident that it will do the job: "I am certain the Mustang will be very competitive. In the past American cars have suffered from a lack of brakes, but under the Group A regulations brake modification is free."

## Pacemaker rescue Weaver's F3 plans

James Weaver, left in the lurch by BP's sudden withdrawal from the projected David Price run European Formula 3 team, has been rescued by Pacemaker Ltd, the European distributors of Yokohama tyres, and Yokohama themselves.

Weaver really put Yokohama on the racing map last year with European race successes in Eddie Jordan's Ralt, scoring

three wins and a second in his four outings, and fully deserves this sponsorship.

For 1983 Weaver will again run a Ralt-Toyota for Jordan's team while Pacemaker and Yokohama will be providing a full tyre service and engineering back-up for all competitors at each meeting.

## Andrettis in England

The Andrettis, *père et fils*, have recently been to the Ralt factory, where Michael had a fitting for the car he is to race in Formula Mondial (North American Cup) this year.

The young Andretti will drive a (works) car entered by Brian Robertson, and will be sponsored by Electrolux. Mike may also take part in some IMSA

and/or Can/Am races, and there is also the chance that he will make his Indy car debut late this season, as team mate to his celebrated parent.

This, however, is dependent on the success of Mario's programme. His Carl Haas-run Lola T770 was due to begin testing last week, but it seems that the car has not yet left for the States . . .

## Nimrods at Daytona

Robin Hamilton, the author recently of a vicious attack against the apathy of British industry, is taking two of his works Aston Martin Nimrods to Daytona for the opening round of the Camel IMSA GT Championship on February 6. Since his team has yet to secure the substantial sponsorship which it is seeking for 1983, it will be taking on six yet to

be named paying drivers for the race.

AUTOSPORT track tester Tiff Needell left the country last Monday to test at Daytona and introduce the drivers to the car. Tiff has yet to finalise plans for the coming season, but still entertains hopes of taking part in the European Formula 2 and World Endurance Championships.

## Docking's F2 Marches?

After returning from a brief New Year holiday in his native Australia, Alan Docking reported that "things are not looking too bad", regarding his Formula 2 plans for this year.

Having sold his entire Toleman stock for 2-litre CanAm at the end of last season, Docking is hoping to run a pair of Heidegger-powered Marches this season.

## Luff runs Lee-Davey

Dave Luff, who was responsible for the running of Neil Trundle's Formula 3 team last season and whose wealth of motor racing experience includes the running of Emerson Fittipaldi's McLaren M23 during the Brazilian's second World Championship year, has set up a new preparation business.

His first responsibility will be in running a Ralt RT3 for Tim Lee-Davey in the Marlboro British Formula 3 championship. The car will again be supported by Rizla-Ventaire and with expert preparation assured, the Kentishman is confident of a more successful season than in 1982 when he tried to run his own car.

## Price to run French F3 again

Hoping to repeat their French Formula 3 Championship success with Pierre Petit in 1982, David Price Racing will be running Francois Hesnault in this year's series.

Hesnault showed well towards the end of last season in Mike Reid's Ralt and, having teamed up with Price, is now considered to be the favourite for the title.

Backing for the Ralt-VW comes from UFO Jeans and Elf while control Michelin tyres as specified for the 2-race series will be used.

The championship kicks off at Ledeneon on March 13 but along with the rest of France takes a two and half month rest in mid-season. Price says he may run Hesnault in the British GP supporting race and selected European rounds if the first half season domestic results are favourable.

## Briefly . . .

● Richard Lloyd's partners in the Canon Porsche 924GTR for the Daytona 24 Hours on February 6 will be Jonathan Palmer and Atlanta farmer George Drolsom.

● As shown on the International Calendar published in this issue, there have been several changes to the 1983 World Endurance Championship schedule. The Kyalami 9 Hours has moved from its November date to July 30, while a round counting for the European section of the championship only will take place at Mugello on October 23. The European round at Imola originally scheduled for August is to be moved, and the new date is likely to be July 3.



Patrese — Indianapolis?

● It is rumoured that Riccardo Patrese has been offered a drive in the Indianapolis 500 by George Bignotti . . .

● Laurie Hands, the former Competitions Manager and Chief Engineer at Champion, has retired after 34 years with the spark plug manufacturer. A well-known figure in motor sport, Laurie joined Champion as technical assistant to the Chief Engineer in 1949, becoming Competitions Manager in 1966 and Chief Engineer in 1973.

● After this week's Monte Carlo Rally finishes Henri Toivonen is due at Eddie Jordan's Silverstone base to discuss F3 plans for 1983.

## Weekend Sport

### INTERNATIONAL RACING

Date	Venue	Event/Details
Jan 29	Kyalami, South Africa	Sigma South African Series, round 2 <i>Tony Martin's brand new Maurer MM83 proved to be the class of the field in the opening Sigma round a couple of weeks ago. On the faster Kyalami circuit, however, the Marches of Ian Scheckter and Graham Duxbury may challenge harder.</i>
Feb 5/6 Feb 6 Feb 6	Daytona, USA Calder Park, Australia Madras, India	24 Hour Challenge — IMSA Camel GT Championship, round 1 FIA World Cup Series (South Pacific Region) for Formula Mondial cars, round 3 Madras Grand Prix for Formule Libre cars

### OFF-TRACK

Date	Venue	Event/Details
Jan 30	Lydden Hill, nr Canterbury, Kent	Lydden Winter Rallycross Championship, round 4 (TEAC) <i>Trevor Hopkins has been on excellent form this season with his Hepolite Racing 2-litre Fiesta and now holds a commanding lead in his local championship, bidding to retain the title he won last season. Len Payne (Mini) and Ian Thomson (Fiesta) jointly lead Division 1 after three rounds. Racing will start at 13.15.</i>
Jan 30 Jan 30	Lake District De Lark Farm, St Breward, Cornwall	Armstrong Trial (Northern STCC) — A round of the Northern Trials Championship Camel Vale MC Trial (Camel Vale MC).

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.



## Increasing TV coverage

Rallying has taken huge strides in recent years in terms of both manufacturer and public interest, but this has largely escaped the notice of the media. There are encouraging signs, however, that in 1983 the media, particularly television, will be catching up with the sport's popularity.

While an improvement in national newspaper coverage of the Monte Carlo Rally can be detected this year, of much greater significance is the fact that the BBC will be screening a report on this Saturday's *Grandstand*. The quality of the coverage is assured — thanks to the unfailing excellence of Barrie Hinchliffe's camera work — so we are sure that the response in terms of viewing figures will be sufficient to justify the Corporation's decision to televise six rounds of the World Rally Championship (Portugal, Corsica, Acropolis, 1000 Lakes and Sanremo are also scheduled). Hand in hand with that, ITV's *World of Sport* will again be supplied by Hinchliffe with footage from the RAC Open Rally Championship.

This increase will not be at the expense of the existing motor racing coverage, which, by and large, has been both generous and of good quality. Indeed, with competition between the BBC and the growing number of independent companies becoming more intense, it seems that we can expect more circuit racing on our screens this year. As well as the now traditional *Grand Prix* slot after each World Championship event,



BBC TV will be covering the Monte on *Grandstand*, part of a wider movement to televise more motor sport.

the existing British schedule — highlighted by the British Grand Prix and the Silverstone and Thruxton Formula 2 meetings — looks likely to be joined by live transmissions from the Race of Champions and the Donington Formula 2 race. The latter has already been moved to a Saturday (June 25) so that it can appear on *World of Sport*. In addition, negotiations are in hand, though far from conclusion, to televise occasional rounds of the popular Trimoco British Saloon Car Championship, for which air time has long been a possibility.

In the seven years since the BBC took its own

preventative measures against that well-known family preventative measure, motor sport and television have cultivated, to their mutual benefit, an improving relationship. Since few sports are as technically difficult to televise as motor sport, and particularly rallying, it is most encouraging that more television is planned for the coming season. And no one will be more pleased than the sponsors who will gain more exposure from this increase — in the recession hit 1980s, when sponsors are harder than ever to find at all levels of the sport, this can only be a good thing.

## Correspondence

the Editor is not bound to agree with readers' opinions

### Gathering momentum

As a long time follower of British single-seater racing, and the Ford formulae in particular, I am delighted to deduce from AUTOSPORT's national news coverage this winter that both FF1600 and FF2000 should be wider open in 1983 than in recent seasons.

Over the past couple of years the Formula Ford category in both its forms has been largely dominated by the Van Diemen marque — all praise to Ralph Firman and his design engineer Dave Baldwin for they have worked mighty hard to this end — but in the latter part of last season this very success record seemed to gee up their opposition.

Lola, in FF1600, and Swallow-Pilbeam in the 2-litre class both put in tremendous efforts to restore the status quo and deserve much encouragement while Royale and Reynard were just two of the many manufacturers to reap lesser rewards for their toils.

Competition, at its most intense, invariably brings out the best in any organisation within the sport and this sort of commitment from the smaller operations such as Sparten and Ray will surely earn them greater recognition in time.

Perhaps the new season will also see the emergence of rather more talented British drivers as the wealthy South American lads find greater difficulty in getting their bags of gold to England. Sponsorship is still very hard to find but the determination of our own drivers must win through eventually. Why, even the works Van Diemens are piloted by young Britons — for the first time since 1978 I believe.

So, with strong British representation on the grids — we may be able to pronounce over half the drivers' names this year — and a greater variety of competitive cars than at any time in the past five or six seasons (and it is great to see the Argo marque back in the fray with what appears to be their first fine chassis since the pretty

F3 JM6). I hope you can report a thoroughly competitive, inter-manufacturer battle for supremacy in both formulae during what, almost certainly, will be a truly great year.

May 1983 continue the British tradition of sportsmanship, and safety, in motor sport for which it is renowned throughout the world.

STROUD, GLOUCESTERSHIRE STEVE TRAVERS

### Paul Gerrish

As a competitor I normally make a point of not corresponding with motor sport journals, but the tragic death of my close friend, Paul Gerrish, has forced me to change my mind.

Paul was the first friend that I made through motor racing. We met at the opening round of the 1979 Carlton & Bullen pre-74 series. We were drawn together through a common aim, to climb the motor racing ladder. Paul was an incredibly competitive person and the competition between the two of us was very intense. It was all well meant, however, and we enjoyed many evenings socially, plotting our routes to the top of the sport.

We both graduated to the senior FF1600 category in 1980, Paul enjoying a good deal more success than I in that year. Although we followed different championship trails through that year and during 1981, we kept in touch regularly to tell of our exploits. I remember calling him one Monday morning to tell him, boasting, that I had set the fastest lap at the Esso round that weekend: "Well done," he replied sarcastically, "and I only managed to qualify on pole for the P & O round at Oulton." That was the way we treated each other, but we really enjoyed each other's successes. During 1980 my team and myself shouted ourselves hoarse as Paul fought for that important 10th place in the festival semi-final that would take him into the final.

Each other's successes often drive us through the hard times. Paul was always totally dedicated and worked terribly hard, doing his own midweek preparation, which was possibly the only reason why he did not enjoy even more success.

Our first dream in those pre-74 days of worn tyres, oil leaks and more breakdowns than in a 1958 Ford Prefect was to drive in Formula 3. I was very pleased when Paul agreed to drive the Pilbeam last year while my wrist was in plaster. He took to the task with his usual maturity and confidence and went very well in the short time available to him.

Throughout my career I have always competed neck and neck with Paul Gerrish and when I re-count my racing memories somehow his name always crops up, and always will.

To Karen, his friends and family, my deepest sympathy.

STEVENAGE, HERTS

JOSH WRIGHT

### Hillclimb popularity

I was most interested to read the results of your recent 'Drivers of the Year' competition (December 23/30, 1982), and in particular those of the club motor sport category. Not only did Martin Bolsover, the RAC Hillclimb Champion, win this section outright ahead of deservedly popular luminaries such as Gerry Marshall, but also four hillclimbers featured on the 'leader board'. This must illustrate that the hillclimb and sprint scene holds a good deal of interest for the type of knowledgeable enthusiast who reads AUTOSPORT. Very many of these regular readers would, I am sure, be delighted if a little more space was devoted to this deservedly popular branch of motor sport.

The reasons for its popularity become immediately

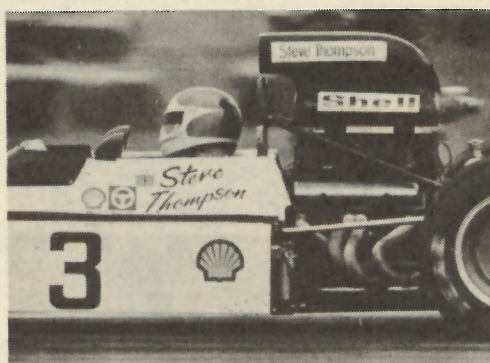
AUTOSPORT, JANUARY 27, 1983



10

Then as now?

25



Thompson and Chevron came third in Christchurch. Ten years ago (AUTOSPORT, January 25 1973) Ken Tyrrell was a very angry man, following the refusal of the Guildford Rural Council to allow him to improve the unpaved yard in which his racing team was situated. Anyone who has recently seen the Tyrrell HQ will know that the decision was eventually reversed...

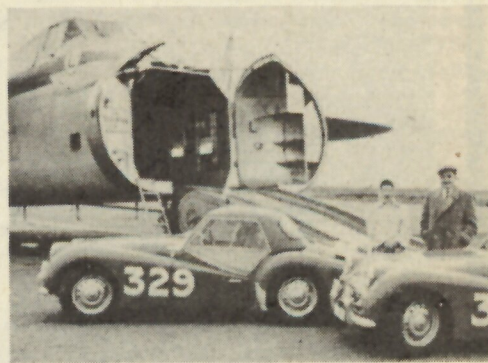
Pit and Paddock also announced a remarkable change in the fortunes of James Hunt. After a very stormy relationship with the March F3 team the previous year, Hunt had seemed to be out in the cold. But the highly-publicised and ultimately tedious saga of Hesketh Racing was getting under way: they were going to sponsor James in a Surtees TS9B at the Race of Champions, this the Englishman's first F1 drive.

In the Lady Wigram Trophy, latest round in the Tasman Cup, Graham McRae's GM1 gave him a third consecutive victory in the event, with Warwick Brown's Lola second and Steve Thompson third.

A preview of the season's opening Grand Prix, in Argentina, tipped Jackie Stewart to win from Emerson Fittipaldi. "Possibly for the first time since he entered Formula 1," said the previewer, "Frank Williams has got enough financial support to be able to run a two-car team as he would like." In fact, Frank was to wait until 1979 before this became reality. For 1973 he had a pair of Iso-Marlbors for Howden Ganley and Nanni Galli.

Elsewhere there were details of the UOP Shadow's first test. This new F1 team had completed their car too late to go to South America, but it was expected that Jack Oliver and George Follmer would debut the ND1s at Kyalami.

From the Monte Carlo Rally, John Davenport reported "Complete chaos as organisation fails." The police, it seems, took a strong interest in one of the special stages, erecting a great many radar speed traps along the way... The leaders at this point were Mikkola Munari and Makinen.



Off to the Continental start of the Monte.

The Editorial 25 years ago this week in AUTOSPORT (January 24, 1958), celebrated the first green cover of 1958 in honour of Stirling Moss winning the Argentine Grand Prix at Buenos Aires in his little 1.96-litre Cooper. "In spite of a slight eye injury, Stirling was on top form and pulled off what most people nowadays would regard as the impossible — the winning of a Grand Epreuve by a privately entered car. All praise then, too, for the courage and persistence of the entrant, Rob Walker, and to his chief mechanic, Alf Francis, now renewing an old — and potent — alliance with Moss."

Apparently, the eye injury was caused by no less than his own wife, who inadvertently stuck one of her digits in her husband's eye while both of them were having a friendly scuffle. With the damaged eye bandaged, Moss caused consternation among his fans, but even though he was unable to focus properly, he decided that he was well enough to drive and took a fine victory some 10secs ahead of Mike Hawthorn.

Although plans for a Russian Grand Prix in 1983 have been shelved, it seems that 25 years ago, the foundations were just being laid... Pit & Paddock featured a story concerning Russian racing drivers that were being invited to Goodwood for the Easter Monday meeting, to that they could gain first-hand experience of racing in this country. Facilities were to be laid on by the BARC for British drivers to take the Russians around the course to get the 'feel' of Goodwood and for them to try out some cars.

Also in the magazine 25 years ago was a report from the New Zealand Grand Prix which was won by Jack Brabham in his Formula 2 Cooper which had been bored out to 2.2-litres for the event and watched by some 50,000 spectators. The Australian won the event at an average of 79.36mph for the 150 mile race, just 0.56 mph faster than Stirling Moss's average in 1956 in his 250F Maserati, Brabham also going on to equal Moss's lap record of 1m 28s.

apparent when one visits a hillclimb. Invariably situated in beautiful countryside, they offer an enthusiast the opportunity to see at very close range the entire spectrum of speed machinery from Vintage right through to specially designed (but lighter and more powerful) F1 and F2 cars. To watch ADO power his mighty 3.6 litre DFV engined Pilbeam through Crossing Bend at Shelsley Walsh mere feet away from where you are spectating in perfect safety is an unforgettable experience. Superb car presentation, total variety, intense competition and friendliness characterise this sport.

Now that you have the statistical evidence, please let's have more space devoted to these aspects of British motor sport next season!

RUGELEY, STAFFS.

BOB DAYSON

One of the bonuses of the poll in which readers voted for the AUTOSPORT Awards 1982 was the information it provided about what people read. One of our conclusions, Mr Dayson, is the same as yours — Ed.

## Catchpoled?

Barry Foley has painted something of a Picasso in his portrayal of the MCD £55 super passes intended for the growing band of high intensity enthusiasts who devote the majority of their leisure time to attending as many car and motorcycle events as possible.

An analysis of the MCD 1983 Fixtures Book will show that of a total of 137 events, from which 70 can be chosen for super pass use, no fewer than 84, including 56 car meetings, are non-clashing. For people with a less ambitious taste, we also offer individual car and motor cycle seasons for each circuit at a cost which works out at a little over £1 per event. I think they compare well with other sports and entertainments in terms of value for money.

With regard to Mr Belisario's letter titled 'Snetterton under threat?' let me hasten to assure everyone that there is no threat whatsoever. Witness the fact that we are currently building a new pits complex which will be ready in time for the start of the season.

Including its many motorcycle events, Snetterton undoubtedly has more meetings than any other circuit in the world and we are more than pleased with it.

This year we are adding Thundersports and the British Open onto its programme, as well as for the first time a round of the prestigious Marlboro Transatlantic motorcycle series. Season ticket sales have almost doubled compared with last year as a result.

Naturally we would have liked to have seen the Mallory Park F3 races transferred to Snetterton, but as the organising clubs concerned have been invited to resume operations at Donington they have naturally opted to share the cake in this direction.

FAWKHAM, KENT

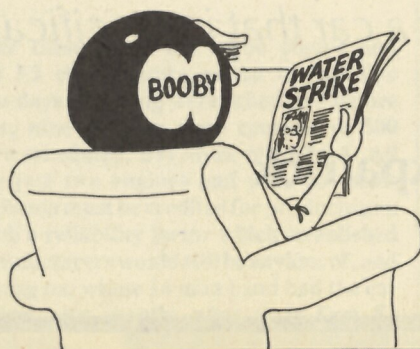
PAUL HARMER

Brands Hatch

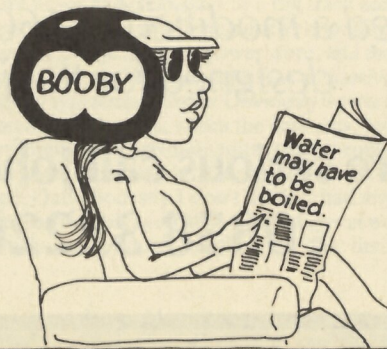
## Catchpole

by Barry Foley

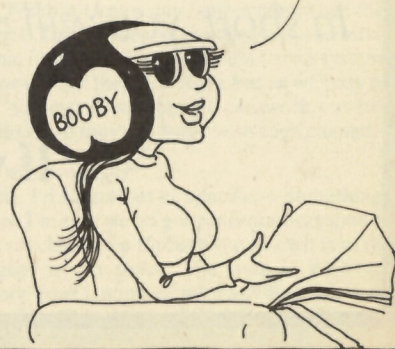
IT'S ALL A MATTER OF MONEY...



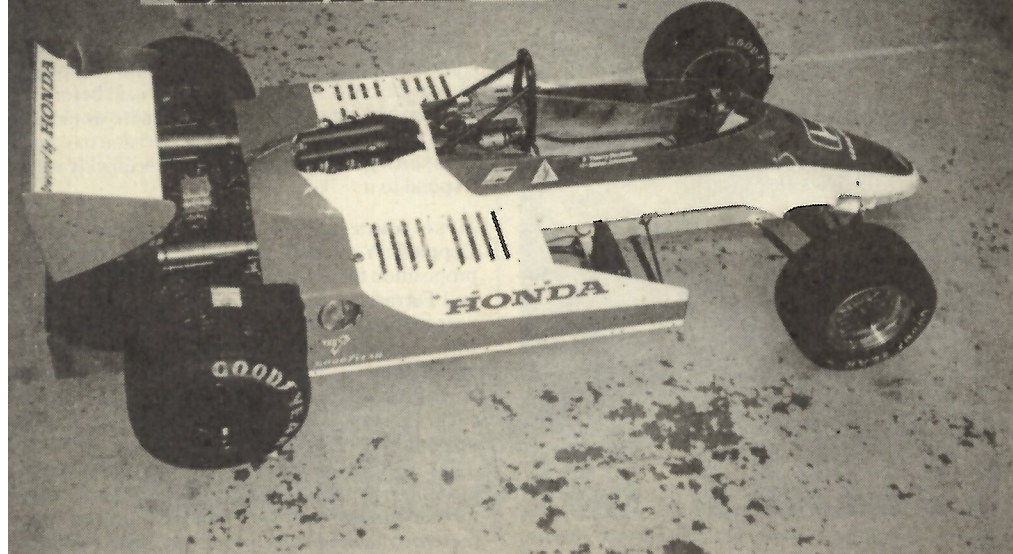
... I WONDER WHO WILL HOLD OUT THE LONGEST ?....



.... THE WATER WORKERS OR JOHN WATSON ?







Content Spirit team contemplate the forthcoming season and their new chassis.

## Tonic for Spirit

PHILLIPS explores the recent progress of the Honda turbo powered Formula 1 car with Spirit's GORDON COPPUCK and JOHN WICKHAM.

Perhaps because there has been so much activity among the Grand Prix regulars, all of whom have had to produce new cars during the off season to comply with the 1983 regulations, the activities of the Honda company without any defined — publicly at least — racing plans have tended to be overlooked. This certainly appears to be the case with the Honda turbo-engined Spirit car.

After the initial excitement of the combination's public debut at Silverstone in November, their activities have been conducted with the minimum of publicity. It's a situation which the naturally reticent Honda company wouldn't swap but there is no escaping the fact that the achievements of the Spirit-Honda turbo combination in the run-up to Christmas are impressive and well worth recording.

Consider these facts: the turbo engine and inverted F2 chassis were mated in just two weeks; ten days of testing were scheduled before Christmas, nine of them were completed; 500 miles were scheduled, 591 were completed. All this using just two engines and with no catastrophes. Honda must be credited for producing an engine with a reliability factor which established turbo manufacturers would still be envious of, and Spirit Racing too whose 14 man band had the car running just nine months after their first F2 chassis first ran.

SPORTS, JANUARY 27, 1983

*Did the initial tests fulfil your expectations?*

Coppuck: I suppose they did really. We set ourselves a target of 500 miles by December 17 and we managed nearly 600. In setting what we thought was being a realistic target, we obviously expected the engine to be reliable.

Wickham: You must remember that the early tests were for engine reliability only. We did try a different exhaust and Honda changed the size of turbo slightly just to gauge a reaction. The drivers felt no great changes throughout, and at all times felt that the engine was strong. Both Thierry Boutsen and Stefan Johansson did pretty much the same mileage.

*Some people say that the cold weather which prevailed at all your tests was an advantage in that it suits the turbo and perhaps masks potential cooling problems.*

Coppuck: I would say we were unlucky with the weather as we never had clear skies or a dry track and when we went to Brands Hatch it was positively muddy. Cold air is an advantage for horsepower, sure, and the cooling system, but at the same time it is a massive disadvantage for tyre temperatures. Obviously we were very interested in engine life, which the cold aids, but we were very interested in lap times too so that we could measure our own direction; in that respect it was a disadvantage. Quite honestly I don't think it had any material effect on the mileage in those early stages as we were obviously not pushing anything to the limit anyway.

*You had an intercooler problem early on?*

Coppuck: Our first problem, and the only one which

caused us to lose a day's running was a leak in a water intercooler which gave us artificial water injection. It was purely a leak, but the way it is plumbed into the air intake to do its job the water then got into the head and we might have done some permanent damage to the head with this extra cooling. Although I must say that its effect was quite an education to us — there was certainly an increase in horsepower.

*Does that mean Honda will be looking towards a Ferrari-style water injection system?*

Wickham: I think that they are looking at everything at the moment. They know what Ferrari do — it's no secret at all, and obviously a good thing...

Coppuck: As an aside, I believe that a lot of the English teams have complained that Ferrari are running an illegal system and out of curiosity I asked FISA why it was considered legal. The specific rule says that gasoline is the only form of oxygen permitted, and some people would consider the addition of water, which is made up of oxygen and hydrogen, constitutes adding oxygen. However, FISA pointed out that the temperatures the water attains in the combustion chamber does not cause it to break down into its separate elements, so it remains H<sub>2</sub>O and is therefore legal. Anyway back to our intercooler problem. It was the only problem which created any demand on us during the testing. Even though it was only a leak caused by a manufacturing problem we decided to change the design completely to overcome it permanently.

Wickham: There was no way of telling if the original had a leak: in future it will be easier to tell.

Coppuck: Initially, of course, it didn't leak: we pressure tested it before it was installed in the car but obviously the vibration and the heat differentials which it had to cope with were too much and it failed. After a bit of heart searching we decided that it would always fail and so we started all over again.

Wickham: The manufacturers said it would be okay in their experience, but Gordon reckoned that the extremes we were putting it through were too much.

Coppuck: We did about 120 miles with the original and the replacement did about 460 miles, so we think that we are on top of the problem — certainly it didn't require any further attention.

*What, if anything, did you do to the chassis?*

Coppuck: Not very much at all. All we were doing was looking at what things were possible with the engine by changing the mixture or finding what things gave better throttle response or more horsepower, or what physically felt like more horsepower.

Wickham: All we did was get the car balanced satisfactorily for Silverstone and Donington with ground effects and just left it at that. Both drivers said it felt really good.

Coppuck: Boutsen in particular found the handling far superior than the F2 and much easier to drive, which we were all surprised at. The engine characteristic makes throttle-on cornering very, very good indeed so when they are in the proper power range they can drive the car through a corner with the throttle open. That's a lot easier with the amount of horsepower we had available — with the F2 you've got to look after the horsepower and try not to scrub it off.

*Do you have any idea of boost pressure you were running, or a horsepower figure?*

Wickham: We have no idea of the boost figure. Honda said that the engine was capable of taking more, that was all. We don't know any figures other than the revs we can get. The engineers take diodes in and out of the electronic ignition, which is Honda's own system. We don't know what they are doing but as we pass on the drivers' comments to them we can work out roughly which direction they are going with each change.

*What is the rev range?*

Coppuck: I'd rather not be specific — something over 3000rpm. I'm sure we've got generous horsepower. As the drivers change up through the gears it is as though every gear is too short. The time in each gear is extremely short compared with any Formula 1 engine I've heard, so the power is obviously good. We honestly



# Interview

## Tonic for Spirit

continued

don't know what it is and are not really interested. What we are interested in is whether it is a racing proposition which, as far as horsepower is concerned, means knowing that it is not slow on the straights. After that we are into the more important aspects such as the throttle lag, engine torque, fuel consumption and, of course, reliability.

*What were the initial feelings about these aspects?*

Coppuck: First of all the drivers were amazed by the obvious power that was there right from the start and while there is throttle lag it is nowhere near as bad as either of them had anticipated. The reliability looks good while the consumption figures were in the ball park — certainly in the region of where they are sensible to race with.

*Was any aspect of the 600 mile programme surprising or disappointing to you?*

Coppuck: The biggest surprise for me, which I commented on earlier, was the driveability of the car in the very difficult conditions we had everywhere. Sometimes the track was almost flooded. The fact that both drivers could drive it spectacularly filled me with great confidence — really that was impressive. It was the sort of sight which journalists have speculated to be what F1 cars will be like without ground effect — only this was with a skirted car! Thierry at Donington was the most spectacular but Silverstone's Woodcote corner was always spectacular and entertaining with either driver.

Wickham: From our point of view there hasn't really been any disappointing aspect about the programme. There has been unreliability from both our side and Honda's, but getting the thing together was bound to take some time. Nothing serious went wrong and if you think about the time that other manufacturers — the number of years — have spent on getting reliability from their engines, we haven't done badly. At the moment we only seem to have small problems in a couple of areas. We have only ever had two engines and Honda switched bits from one to another and did all the maintenance work here in the factory.

Coppuck: We've had none of those catastrophic 80 miles blow-ups, which others appear to have had and frankly we don't expect any. We expect Honda's mechanical reliability to be very good. The next stage is where it starts to get a bit more difficult; when we start trying to perfect throttle response and longevity. We hope to do 1000 miles in California putting 400-odd miles on each engine in a short space of time.

*Isn't this rather ambitious at this stage?*

Wickham: Yes, but we've always found that anything Honda do is well thought out. They don't jump into things without a lot of thought and they don't make a lot of noise about what they are doing. Things just appear and seem to work well. The Electronic Ignition for example. They must have been working on it for at least two years and thinking about it even longer and it didn't give us any problems.

*Have Honda's reactions been favourable so far?*

Wickham: They are seemingly very pleased but they don't give away much. They are very careful, very straight forward and consequently very easy to work with.

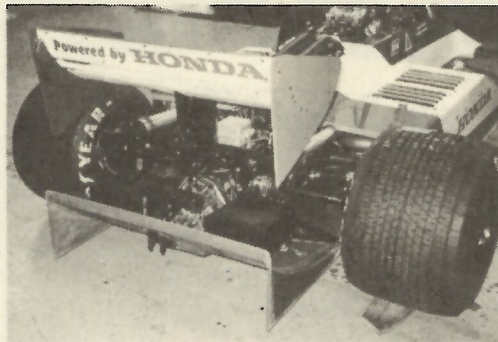
Coppuck: We felt a good degree of mutual trust so that when difficulties arose on our side, there was trust that we were going to sort them out. As it happened nothing took long to sort out but it was nice to feel the trust that they expected us to sort it out without interference or undue pressure. In fact most of the pressure, timewise has been generated by us trying to convince Honda of their potential. We've created our own pressures rather than them wielding the big stick.

*Were you under any pressure to produce a flat bottomed car so quickly?*

Coppuck: From Honda, none at all. If we had decided to go to California with a ground effect car we would have had their absolute support. But, once again,

because we are always thinking about racing we want the information about how a non-ground effect car would work. So again we have created the pressure to build one in the time available. I am sure it will always be a case of us creating the urgency to understand the racing alternatives rather than Honda pressuring us into it. That has been our approach right from Day One.

Wickham: The set-up at Honda is not very big as a racing department. It was sufficient to service three teams in F2 (two in Europe and one in Japan) and they realise that there must be a fairly large expansion to produce a lot of engines for an F1 racing programme. I don't know how many engines other teams take — I've heard that Renault take 20 for two Grands Prix if they are to be away a couple of weeks — at the moment there's no way that we could expect that many, certainly not until the middle of this year. Honda are committed to Ralt for F2 and a programme in Japan so that at the moment, as we understand it, the priority is *not* to go racing in F1 as soon as possible. The priority is to get the engine reliable and then make a decision as to the time and place to go racing.



Rear view of the new F1 car.

*Is your flat bottomed car potentially race worthy?*

Coppuck: It is still physically Stefan's F2 race chassis, 201/4. It would need some further adaption to make it into a racing car but it could probably be raced at two weeks' notice.

Wickham: It is basically legal . . .

Coppuck: Obviously it still only has F2 fuel tankage and so it would be a pit stop car. All it needs is modifying to fit a quick refuelling system. That would obviously be the quickest way to go racing. We could repeat that monocoque very quickly and get it built, but it may not be the best way to go. Obviously if Honda's decision is to do the last few races of the season, we would have to look at building a car for 1984. There is a fuel restriction and a ban on pit stops next year, so we will probably build a car to suit those regulations.

*If there's still no race programme after Willow Springs and Riverside, what will happen?*

Wickham: Testing. There's no pressure until we have a given date from Honda and until we have sufficient money to do it. The time would give Gordon and John Baldwin time to think about the concept they would go for and probably to see what's competitive in the early races. The other teams will learn so much more when they are actually racing that development will be quick. We've got to balance the urgency to build a race car against the sort of experience that we can gain from watching other people and doing a lot of testing ourselves.

*How important is the heat of California going to be to the development programme?*

Coppuck: Obviously very important. The first priority is a total engine and cooling package that is defined. It's not very important in terms of race performance because only Williams have been there (see *Pit & Paddock*), and we don't know if that was in current trim. However, if we find that the engines are reliable and the cooling package ensured correct engine and charge temperatures, then we can start looking at other areas such as weight and start going to Grand Prix circuits and set about establishing some lap times.

Wickham: We can't think about doing that until we have a reliable package, so it's important to us to get that right first. If we went to Paul Ricard now it would probably be fairly cold and we'd be able to run quite

well. But until we've run in the heat, we are not going to find the answers to the most important questions.

*What do you know of rumoured Ferrari style central exhaust heads or V10 Honda configurations?*

Wickham: All we know is that Honda are looking at other projects, but we don't know what they are. We are confident that if we are able to go racing in the middle of this year we will have the configuration we have got now. It is all down to time really; if Honda say one race this year, then they've got more time to play around with the engine in Japan and get it into a more powerful trim if they want to.

*Realistically, what are the chances of your being in a position to race?*

Coppuck: It really depends on whether the reason for going racing was to speed up development. If that was the case then we would do it immediately using the F2 based car and having refuelling stops. If the emphasis was on winning races obviously it would be a longer job to provide a car to do the job. As I said before, if the decision was delayed a long time then we would have to build a car for the 1984 regs. The decision has got to be based on a specific situation and how quickly we could respond to it.

*Would you be happy to start with a pit-stop special?*

Coppuck: You could say that it is a far better racing proposition for us in that form. Brabham did it last year and Ferrari are supposed to be contemplating it this year and we would certainly consider doing it. That's why I say the decision has to be taken in the light of the actual situation. The thing about turbocharged engines is that almost unlimited horsepower is available — really massive numbers — and it has very little to do with internal reliability. So if you choose to build a car for pit stops, you have this virtually unlimited horsepower available. If you build a car that is intended to run without a pit stop you have limited fuel and therefore limited horsepower. It really depends on what the equation is at the time.

*Would you contemplate it purely for the sake of going racing?*

Wickham: It all depends on when the decision is made. We can only do a certain amount in a certain time. There's a combination of things like driver availability, personnel and sponsorship — which we would have to find.

*Would you run just one car?*

Wickham: The answer to that is we don't know; we've talked about having one and two and obviously it would depend on the drivers. Obviously they are looking at other possibilities as we cannot give them a commitment for the season at the moment.

Coppuck: You can't make the decision on a hypothetical situation. You've got to be in command of all the nitty gritty beforehand. Personally I am much in favour of two cars. I look at last year's situation, for example, and look at the times when if we had only one car we would have probably felt quite depressed. But we felt, in fact, that we were always competitive because one or other of the cars, if not both, was up there. Any sport depends on self-confidence and two cars/two drivers gives you a degree of self confidence.

*Given a free choice, presumably you would like to stick with Boutsen and Johansson?*

Wickham: They were a very good combination last year and I don't see why they shouldn't be again. They really are a fantastic pair for keeping the car on the road, while at the same time putting it on pole position or winning races.

*How have they responded to the responsibilities of the test programme?*

Coppuck: Very well indeed. They have both driven very sensibly, and despite the conditions there was only one spin, which was when we were at Brands a couple of days after the circuit had been used for Rallycross! Both of them have provided the right feedback and Stefan's alertness when we had the intercooler leak saved a much bigger disaster. We would be more than happy to keep them both and be given the circumstances to build the team around them. ■





Reigning World Champion, Walter Rohrl leads the rally on his first drive for the Lancia Martini team. This year the conditions are much the same as last.

# Dry Martini . . .

PETER FOUBISTER sends us this interim report from another dry Monte Carlo Rally that is being led by Walter Rohrl.

## MONTE CARLO RALLY

### Classification after 11 stages; Mid-day Tuesday

- 1 Walter Rohrl/Christian Geistdorfer.....(Lancia Martini Rally) 2h46m04s
- 2 Jean-Claude Andruet/'Biche' .....(Lancia Martini Rally) 2h47m33s
- 3 Guy Frequelin/Jean François Fauchille(Opel Ascona 400) ..... 2h48m22s
- 4 Markku Alen/Ilkka Kivimaki.....(Lancia Martini Rally) 2h48m26s
- 5 Stig Blomqvist/Bjorn Cederberg .....(Audi Quattro)..... 2h49m20s
- 6 Henri Toivonen/Fred Gallagher .....(Opel Ascona 400) ..... 2h50m18s
- 7 Hannu Mikkola/Arne Hertz .....(Audi Quattro)..... 2h51m27s
- 8 Ari Vatanen/Terry Harryman .....(Opel Ascona 400) ..... 2h52m46s
- 9 Bruno Saby/Françoise Sappey .....(Renault 5 Turbo)..... 2h52m49s
- 10 Jean Ragnotti/Jean Marc Andrie.....(Renault 5 Turbo)..... 2h53m52s

Timo Salonen is flagged away from the Dover start last Saturday.



Two weeks ago, as snow covered the Monte Carlo route, it seemed that little would stop Audi avenging their shock defeat of last year. When the cars set off into the mountains, however, the snow was melting and apart from some patches of ice the conditions were much the same as in 1982.

This meant, therefore, that Audi would have to work hard to stay in touch and the immediate advantage would lie with the Lancia Martini team with their lightweight racers.

Stig Blomqvist set the early pace but on the first stage of the common run from Monte Carlo, last year's winner, Walter Rohrl — on his first drive for the Lancia Martini team — took the lead. As we closed for press on Tuesday, Lancia held three of the top four places, only the Opel Ascona of Guy Frequelin splitting the Italian marque.

The weather forecast for the rest of the event has given the Italian team a real boost as there would appear to be little change on the way. After a fine showing on the RAC Rally last year, the team were confident of better things in 1983 and so far the master plan appears to be working . . .

Spectators swamp Guy Frequelin's Opel Ascona 400 at a service point.





**WORLD RALLY CHAMPIONSHIP**  
**MONTE CARLO RALLY**

Monte Carlo traditions demand that competitors start from points all round Europe, completing the concentration run of over 1000Kms before gathering in the Alps for the start of the real competition. This year cars set off from Dover, Bad Homburg, Barcelona, Monte Carlo, Paris, London, Lausanne and Rome on Saturday morning for a guided tour of central Europe before arriving in Grenoble some time before lunch on Sunday morning.

First to arrive were the cars from Paris and the thousands of enthusiasts lost no time in demonstrating their support for the French drivers, including Michele Mouton (Audi Quattro), Guy Frequelin (Opel Ascona) and Renault driver, Jean Ragnotti.

Such was their excitement however that they soon brought the entire proceedings to a complete halt. While the early cars pushed into *parc fermé* roughly on schedule, others were delayed considerably.

For some this was a problem as their service time ticked away in the traffic jams. The Blydenstein Racing run Nissan 240RS of Timo Salonen was due for a gearbox change and for a while this was under threat. That was until the organisers scrapped all time penalties at the control and everyone relaxed and turned their attention to getting some sleep before the evening re-start.

From Grenoble the 250 cars faced a relatively easy night of six special stages on the long run south to Monte Carlo arriving around 9.00am. The main topic of discussion in Grenoble was the weather...

Instead of the snow which had covered the area only one week earlier, a thaw had left most of the competitive sections completely clear. There were a few ice patches but as in 1982 this looked like another occasion when the specially developed snow tyres would be left in the wagons. Racers were required.

So the current World Champion, Walter Rohrl finally headed for the first special stage of the 51st Monte Carlo Rally, some 36 hours after he had started the event. Immediately his Lancia Rally Martini was into the attack thrilling the tens of thousands of spectators lining the 44Kms test.

*Stig Blomqvist was an early pace setter but could not stay with the Lancias over the drying roads.*



*Michele Mouton (top) crashed out of the event on Tuesday. (Below) Chris Lord has got off to a good start and leads the Pirelli Challenge while lying in the top thirty.*

Lancia team-mates, Jean-Claude Andruet and Markku Alen were also quick but there was an unexpected start from Jean-Luc Therier who put his Renault 5 Turbo at the top of the list.

Therier was just 1sec ahead of the new recruit to the Rothmans Opel Rally Team, Guy Frequelin. Rohrl followed then Andruet and Blomqvist, but where were the Finns? Mikkola had put his new Group B Audi Quattro into a snow bank on the very first icy section, costing him about 2mins and getting 1983 off to the

sort of start that he must have been praying to avoid.

Toivonen also lost time although neither man was slowed as much as Ragnotti whose Renault slid off into the spectators. Although an ambulance was called and the stage stopped, injuries were light and the solo works Renault was able to continue with a delay of about 4 mins.

On the second stage, Blomqvist made a move to put himself firmly in the lead, being fully 21secs quicker than team

mate Mouton (both these drivers making the right tyre choice) and 23secs faster than Mikkola. About 3kms of the stage had been over hard packed ice and the Audis simply romped away to the extent that the quickest conventional machine — Frequelin's Opel — was nearly 1min slower than Blomqvist.

The Swede maintained pressure over the third stage south of Grenoble with Rohrl second fastest and revelling in ideal conditions for the 305bhp Lancia. Alen underlined the Italian challenge on the fourth stage with fastest time, chased by Rohrl and Therier.

While the Renaults were recording swift times, the two Opel chargers Vatanen and Toivonen could not match their new team-mate. Frequelin was still in second place on an event he loves, although he admitted that he was taking chances, absolutely on the ragged edge in an effort to keep up with the more sophisticated machinery from Audi and Lancia.

The sensational times were really being earned on tyre choice, however, and the ice-note crews were working overtime to advise their drivers of the latest conditions.

By 5am the temperature had dropped further, but on the fifth stage Rohrl was quickest followed by Toivonen and the Audis were rather slow. Mouton had early trouble with her Quattro's fuel injection and was seriously slowed by a stiff gear change mechanism.

The final stage of the first leg should have been just before dawn on Monday but with the police more intent on spectating they did not stop anyone from entering the stage. Yet again the rally was in a state of chaos and the stage had to be cancelled because of the blockage.

Unaffected by this problem, though, was the early leader, Therier as the French Champion had stopped his private Renault in the middle of the fifth test with a broken gearbox. Otherwise none of the other leading cars had serious trouble although on the run to Monte most took the opportunity of a major rebuild in preparation for the tougher common run which started at midnight.

The 200 cars that survived the cut set off on the first part of the common run with five stages between them and Valles Bains. To the delight of the Lancia team the roads were ice free.

The first stage out of Monte Carlo saw Frequelin in trouble as he tried to hold his position. For once the Frenchman gave just that little bit too much effort and spun the Opel. The time lost allowed last year's winner, Walter Rohrl, to storm through and into the lead for the first time on this year's rally.

As in 1982, racing tyres were the order of the day and with the forecast giving little hope to the Audi team, Lancia seemed to hold all the aces. Salonen's Datsun arrived at the end of the eighth stage with front wheel problems but as the sun came up and the temperature rose, all eyes were on the leaders. The little red, white and blue Martini sponsored cars were really flying, using their racing pedigree to the full and continuing to entertain the crowds.

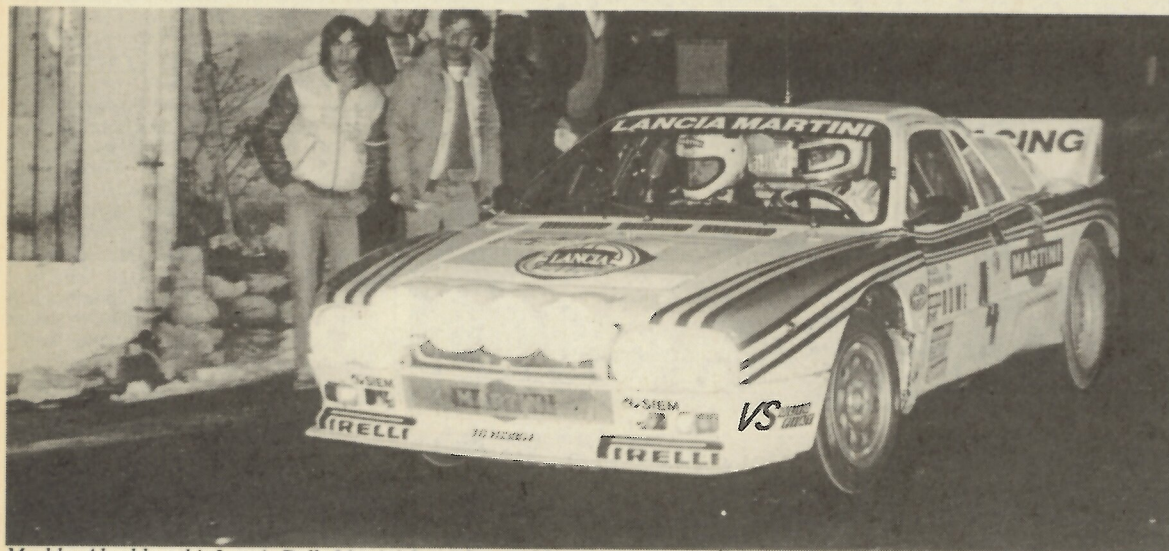
Early leader, Stig Blomqvist, was suffering in the same way as Hannu Mikkola did 12 months ago, with the Quattro unable to keep pace with the conventional racers. He lay in fifth place with all three Lancias and the Opel of Frequelin ahead of him. Rohrl's team-mate, Jean Claude Andruet, continued to press on and by the end of the 11th stage prior to the Val les Bains regrouping halt, had taken second place from Frequelin.

On that final stage, Michele Mouton retired from the rally when her Audi Quattro broke a wheel and left the road. Thankfully it seems that no-one was hurt, but her demise brought Jean Ragnotti into the top 10, fighting back after his earlier excursion.





# Special Stage



Markku Alen blasts his Lancia Rally Martini through one of the early stages. The conditions favour a win for the Italian team.

## Lancia's Monte pit stop

Following the Brabham Formula 1 team's high speed pit stops of last year, the Lancia team tried a similar audacious feat on the second stage of the Monte Carlo Rally. The 26 Kms Pinet-Uriage Les Bains stage saw Giorgio Pianta mastermind a rapid tyre change for all three Lancia Martini cars.

With Opel and Audi running on a variety of different tyre compounds, the Lancias set off with intermediate tarmac racers on the front wheels and specially developed narrow 'Monte Carlo' covers on the rears. These new tyres have hard shoulders and softer centre tread areas, which were ideal for the first four, ice covered kilometres.

Having covered the icy section, Pianta and two mechanics changed the rear tyres on Rohrl's car to the intermediate compound. The process took just over 1min and the German was able to sprint back onto the remaining 22Kms of dry tarmac stage just ahead of Hannu Mikkola. A similar operation was carried out on the cars of Markku Alen and Jean-Claude Andruet.

Pirelli technicians who had driven the stage before the cars went through gave Pianta the go-ahead to try the swap, commenting afterwards: "We felt that the time spent changing the wheels on the stage gave us a significant improvement in our times. More important, it made the

cars much safer over the tarmac than they would have been had they still been running on intermediate tyres."

● The Pirelli Winter Challenge on this year's Monte Carlo Rally is being led by Chris Lord in the Talbot Sunbeam Lotus. Grateful for the relatively dry conditions, Lord lay in 38th place after the classification run. Other British crews were doing well with Louise Aitken (Alfasud) 80th and second in class, John Price (Renault 5 Turbo) 130th, Ruth Hillier (Alfasud) 175th and Phil Williams (Talbot Sunbeam) 225th. Graham Newby's Reliant Kitten failed to reach Monte Carlo.

## Warmbold's Euro HQ

Achim Warmbold, who has entered a pair of Mazda 323 Hatchbacks on the Monte Carlo, is to set up a European headquarters for Mazda in Brussels. In addition to the Group A 323, Warmbold apparently hopes to complete development on the RX-7, with a view to Group B homologation.

That car could make an appearance later in the year, with a 2.6 litre rotary engine, which would give about 300bhp.



Simon Everett has confirmed that he will drive a Nissan 240 RS on rounds of the Belgian Rally Championship. The campaign is being supported by Tuborg and it seems there may actually be two cars for use during the season.

## Wood gets BL Rover 3500

Esso Scottish Rally Champion, Ken Wood will defend his title this year behind the wheel of BL's V8 Rover 3500. The car will be the one used by Tony Pond on the Esgair Daffyd Rallysprint last year. The deal has come about because of the postponement of the Peking-Paris Rally that was scheduled for later this year. ARG (Austin Rover Group) Motorsport, formerly BL Motorsport, found that their budget for the event was now available for other projects and offered the car to Wood who has remained loyal to the British company throughout his career. Last year he drove the Triumph TR7V8 with great flair to take the Scottish title.

Support for the effort this year will again come from Golden Wonder, a sponsor that stepped in last year in answer to hundreds of proposals for

sponsorship sent out by the 33 year old, air traffic controller from Fountainhall near Galashiels.

"Peter Brown and I are confident that we can repeat our 1982 success," commented Wood last week. "I have only driven the car a few miles but it is an impressive machine and will be just as spectacular as the TR7."

The first event for the car will be the Ladbroke Snowman Rally on February 11, where it will receive works support. On later events, the team's own mechanics will take over the servicing. Apart from the Esso Scottish series, it is likely that outings on the Shell Oils/AUTOSPORT National Championship will be included in the schedule, including Wood's usual appearance on the Lindisfarne Rally — an event that sadly had to be missed last year.

## Weatherley for Open

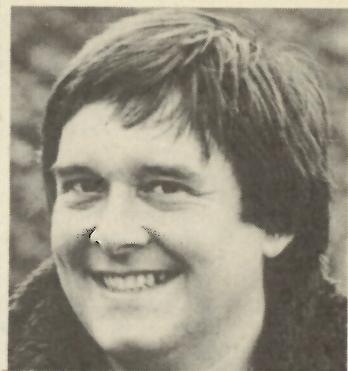
John Weatherley will be joined by Irishman Ronan Morgan in the latest evolution Citroën Visa in the British Open Championship this year. The new car, which should arrive at the team's London headquarters this week, features a 1434cc engine developing over 130bhp, and Weatherley is obviously delighted at a move up the power scale.

"After John's successes in the National championship last year," commented John Atkinson of Citroën GB, "we will be contesting the international series this season. Following their excellent work in 1982 Chris Sclater Automotive will be responsible for preparing the car, while Brian Culcheth will be brought in as a PR

consultant."

While Atkinson is confident that the team will have sufficient funds to contest all the home internationals, including the RAC at the end of the year, he feels that additional finance would be required before the car could contest any European events.

"We would love to go abroad," continued Atkinson, "but there would be no point unless we could do it properly." Citroën in Paris have apparently completed the run of 20 evolution Visa Trophées, and have offered most of them to invited customers. The British car will contest the 1600cc Group B class, and could well prove a class winner again.



Russell Brookes has been given the last remaining 'B' seeding that the RACMSA had available. Now that GM have a Group B car available — although it is not yet clear whether it will be an Opel or a Vauxhall that Brookes drives — the way is clear for him to accept the status and score points in the Open Championship.

## Debut for Group B Toyota

Toyota's new Group B car could make its debut on the Granite City Rally on April 23. Because of the tough tradition of the rally — the third round of the Shell Oils/AUTOSPORT National Championship — Cologne based Team Toyota Europe see the event as an ideal opportunity to put the new car through its paces.

Although still very much under wraps, the car should be a turbocharged version of the Celica Supra. Development work has continued without major disaster and the car's scheduled World Championship debut on the 1000 Lakes Rally in August looks to be in no doubt.

The driver for the Granite City has not yet been named, but Per Eklund is shortly to take out a British licence and would appear the most likely to get the ride, probably with his regular British partner, Dave Whittock, alongside.

## A-seeding for Open winners?

The IRDC have sent a letter to the RACMSA's Rallies Committee with what amounts to a revolutionary suggestion. The letter asks that consideration be given to the top three drivers in the British Open series being given FIA 'A' seeding for the following year.

The suggestion is based on the generally held belief that the British series is a more significant and hotly contested championship than the Euro series, with tougher and higher quality competition.

Until the letter has been discussed by the Rallies Committee, the RACMSA are reluctant to comment on the suggestion. It is, however, clear that the results of last year's series would have made little difference to the seeding list, Jimmy McRae already qualifying for his 'A' seeding through his efforts on the Euro series. This year however the results could be more open than ever before and there must be fears that inexperienced drivers could receive the top grading before they are ready to shoulder the responsibility.

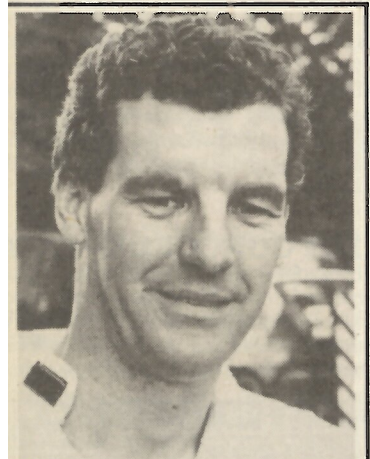


# Kullang's Quattro

Sweden's Anders Kullang looks set to drive a private Audi Quattro this year from the Swedish Rally onwards. He has ordered one of the four-wheel-drive machines from Ingolstadt, and the only tumbling block would appear to be the lack of a firm sponsor. Kullang hoped to have an answer earlier this week but communication problems in Sweden held up the transaction.

The car will be prepared by Kullang himself with assistance from local mechanics. Apart from the Swedish Rally, there should be a few other World Championship events on the cheerful Swede's calendar. Kullang's regular co-driver, Bruno Berglund, is to partner Ola Stromberg this year and no replacement has yet been named.

Despite having no car yet, Kullang has placed a firm entry for his home rally. Over 150 crews have entered, including Jasse Lampi in the David Sutton prepared Quattro used on the RAC Rally. Per Eklund/Ragnar Spjuth are down to drive the Group A Saab Turbo that they shared on the 1982 event.



## Kitney: All change

Welsh Stage Rally Champion, Geoff Kitney has forsaken his trusty Avenger for a new Davrian Dragon. The car, fitted with a mid engine from a Ford Escort RS will be used for an attack on the Esso/BTRDA Championship. There should be five of the lightweight cars in the forests this year.

# Awards from Goodyear

Over £4,000 worth of cash prizes and bonuses are available to Goodyear shod competitors in the major 1983 championships.

Ford Escort Turbo competitors on the Shell Oils/AUTOSPORT series will receive awards while the Esso/BTRDA Championship is also set to receive substantial assistance. With the first, second and third placed crews in the two smaller engine capacity classes receiving six, four and two tyres respectively, the large engined class will receive eight, six and four tyres. Escort Turbo competitors can also compete for the top award of ten

tyres and £100.

A similar prize is scheduled for the Esso Scottish series. The top crew in each class will receive 10 tyres and £100 with the second placed crews receiving half that amount.

The *Motoring News*/BTRDA road rally series is not forgotten, as the highest placed Goodyear user will receive 15 tyres, second 10; and the third five. In announcing the awards, Goodyear's Harry Gee explained that the company learns a lot from the sport and "Feels it only right that something should be put back into it."

## ... and from Pirelli

An award scheme worth almost £1,000 has been set up for the Esso Scottish Rally Championship by Pirelli and Sprint Tyres of East Kilbride.

A £40 voucher for the best Pirelli shod car on each round and a further £25 to the best car in the Newcomers category has been offered with the respective awards

being £100 and £40 for the Arnold Clark Scottish Rally.

With further awards offered for outright victory in each category and bonuses for the overall positions at the end of the season, there could be a greater number of contenders on Pirelli rubber during the coming year.

# Haspengouw plans

Despite its promotion to coefficient 2 in the European Rally Championship, the Haspengouw Rally on May 13/15 retains its traditional format. From the total route of 850Kms, there will be 450Kms of special stages. During the three days of the rally, the 14 different tests will be visited twice.

With the rally starting at 5.00pm on May 13, the rally runs until 10.00pm before an overnight halt. Restart on Saturday, May 14 will be at 9.00am with the competition continuing until 9.30pm.

The final day sees the crews start at 8.00am and continue until 3.00pm. Prize-giving will take place later that night.

As the rally again counts towards the West Euro Cup and the Belgian Championship, there should be the usual top class entry. Last year the rally was won by Guy Colsoul from the Chevette HSR of Britain's Russell Brookes.

The British contact is David Booth, Little Hollow, Lower Farm Road, Postcombe, Oxfordshire. Tel: 084 428269.



With continued support from Ladbroke Hotels, the Snowman Rally opens the Esso Scottish Rally Championship in optimistic style. Entries are already up on last year with many of the 1982 contenders returning, including reigning champion Ken Wood in the ARG Motorsport/Golden Wonder Rover 3500 (see separate story). The picture shows Clerk of the Course John Findlayson (left), receiving the sponsorship cheque from Alistair MacPherson, manager of the Mercury Hotel (centre).



## Overalls on offer

With a similar deal to that offered last year, Jaybrand are producing a special run of overalls for the National Championship. A black, one piece overall set with red and yellow trim (the Shell Oils colours) and Shell badge are offered for just £88 against the usual price of £110. Interested parties should contact Jaybrand at Highbury Street, Lincoln Road, Peterborough. Tel: 0733 68247.

## Manx news

This year's Rothmans Manx Stages will retain the same format as in previous years. The 200 mile tarmac route will include 130 miles of stages (a 24 mile increase from last year) split into 11 tests.

This year the prize fund has risen to over £2000, with £250 going to the winner. With the entry fee held at £70 this represents a significant improvement and one that should prove tempting to mainland crews in search of valuable tarmac experience. Regulations for the event will be available in early March.

● Once again the results for the Shell Oils/AUTOSPORT National Championship will be calculated by Martin Liddle's very efficient Tynemouth Computer Services. To help them in their work they will be provided with copiers, kindly loaned to the events in the series by Nashua Sport.

## For your diary . . .

**Llandegla Forest Stages, February 12:** A single venue event with 30 stage miles. The Welsh Border CC event takes place in a private forest, North of Llangollen, Clwyd. Regulations are available from Mrs V Evison, 47 Artillery Road, Park Hall, Oswestry, Shropshire. Tel: 0691 2399.

**Red Garages Cambrian Rally, February 19:** One of the most popular of the Welsh clubmans rallies, the Cambrian will retain the successful format of previous years. Approximately 140 miles of prime forestry is available for £85. The event is a round of the *Rally Sport*, Welsh, ANWCC and Lada Challenge series. Details from Paul Moreton, 1 Sunningdale Avenue, Colwyn Bay, Clwyd.

**Twister Rally, February 19/20:** The second round of the LCAMC/Autolec Road Rally Championship, a 170 mile route in Cambridgeshire and Northamptonshire. The rally has changed its start venue to the Alconbury Motel, near Huntingdon. Further details are available from Graeme Presswell, 18 Orchard Close, Meppershall, Bedfordshire. Tel: 0462 813614.

**Nightmare Rally, March 12/13:** The 130 mile event will start from Ashburton. This is the third event of the ASWMC series and the entry fee will be £15. Details from Peter Hayford, Bearscombe Farm, Halwell, Totnes, Devon. Tel: Gara Bridge 212.

**Goodyear Lakeland Stages, March 19:** Round three of the Esso/BTRDA Rally Championship. This 50 stage mile event has an entry fee of £89.50. The rally is also a round of the Ford Escort Turbo and Astra Challenge series as well as the ANECCC championship. Regulations are available from Mrs V Sandham, 35 Cyprus Road, Heysham, Lancashire. Tel: 0524 51586.

**AGBO Rally, March 19/20:** The AGBO returns to the *Motoring News*/BTRDA series after an absence of two years. A 180-mile route with a start and finish in Newtown has been planned by Owen MC and Streetley MC for an entry fee of just £23. Further details from Jill Pollitt, Milestone House, 138 Aldridge Road, Little Aston, Aldridge, West Midlands. Tel: 021-353 1068.

# Weekend Sport

## INTERNATIONAL RALLYING

Date	Venue	Event/Details
Jan 28/30	Finland	Arctic Rally. European Rally Championship, round 2 (co-eff 1). <i>While the world's top teams and drivers contest the classic Monte Carlo Rally, the 'second division' take to the snow for the next round of the long chase for Euro honours.</i>
Feb 4/6	Belgium	Boucles de Spa. European Rally Championship, round 3 (co-eff 3). <i>The popular Belgian event marks the start of the high scoring rounds of the Euro series. With Marc Duez, Patrick Snyers, Guy Colsoul and several British drivers expected, this should be one of the quality events of the series</i>

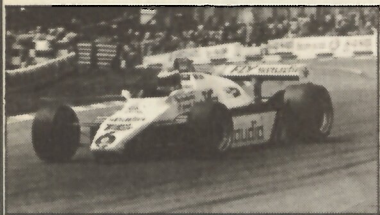
## NATIONAL RALLYING

Jan 29/30	Hatton, Derbys.	Eastwood Rally (Eastwood & DMC). <i>The lanes of Derbyshire form the basis of this event which starts at the Salt Box Cafe, Hatton.</i>
Jan 30	Fulbeck Airfield, nr Newark, Notts.	Ystra Single Venue Stages (Dukeries MC). <i>As the name implies, Fulbeck Airfield is the centre of attention for this single venue event which starts at 9.30am.</i>



## GOODWOOD RACING IN 1983

Motor sport tour specialists Goodwood Travel have just published their 1983 brochure containing 52 tours to international race and rally events. This go-ahead company firmly established themselves last season as operators of quality tours and holidays at prices to suit everyone, and their attention to personal service and the desire to offer the best possible value were appreciated by many who travelled with them. Those who book in 1983 can expect to receive the same service.



Prices range from £24.00 for the 'Petit Prix' tour to the Belgian Grand Prix to £659 for a luxury nine day holiday staying in Monte Carlo for the Monaco Grand Prix.

The highlight of the programme is their flight by Concorde to the Monaco Grand Prix, and they are repeating the extremely successful Goodwood V.I.P. Club Flights to Le Mans, which they introduced last season. In addition, there are Goodwood Mini-Cruises, Goodwood Jets, an enthusiasts' holiday and a racing school holiday. On the majority of tours Goodwood will be using luxury coaches equipped with video, and, on the longer tours, with W.C. and washroom.

## WHERE? WHEN? HOW MUCH

### Grands Prix

French GP	
April 15	From £89
San Marino	
May 1	From £93
Monaco GP	
May 15	From £93
Belgian GP	
May 22	From £24.00
Swiss GP	
July 10	From £36.95
German GP	
August 7	From £33.00
Austrian GP	
August 14	From £79
Dutch GP	
August 28	From £26.00
Italian GP	
September 11	From £93

### Endurance Races

Nurburgring 1000 kms	
May 29	£89
Le Mans 24 hours	
June 18/19	From £33
Spa 1000 kms	
September 4	From £56

### Rallies

Ypres 24 Hours	
June 24/25	£55
Junsrueck Rally	
July 15/16	£43
Belgian Rallycross	
August 13	£34
Dutch Rallycross	
August 20	
1000 Lakes Rally	
August 26-28	£399
Manx International	
September 15-17	From £93

## ADVERTISEMENT



## FLY CONCORDE TO MONACO

In conjunction with 'Autosport' magazine, Goodwood Travel have organised what must be one of the most sensational Grand Prix tours ever. Flying at twice the speed of sound in the world's fastest passenger aircraft to see the fastest cars and drivers compete on the most glamorous circuit is unique and surely irresistible. It is the opportunity of a lifetime to enjoy an extravaganza of speed and spectacle.

The tour begins with a champagne reception and private check-in at the Heathrow Penta Hotel. Coaches will then take you to Terminal 1 where you board Goodwood's British Airways Concorde.

The flight to Nice is south to the Bay of Biscay, reaching a speed of over 1300 miles an hour at Mach 2, and then eastwards to the Cote d'Azur. Champagne and refreshments will be served in-flight.

On arrival luxury coaches will be waiting to take you along the Riviera coast to Monaco. Race programmes and first-class lunch trays with wine will be given to you here and you are then free to enjoy the race-day atmosphere of the principality before taking your seat for the Grand Prix. Tickets for K Grandstand are included in the price.

At the end of the day's racing the coaches will take you back to Nice Airport for the return Concorde flight during which champagne and refreshments will again be served, and you will be given a special certificate to commemorate your supersonic flight.

As an optional extra, you may book a room at the Heathrow Penta Hotel on the nights before and/or after the tour, and free car parking at the hotel is available to all members of the party. Goodwood Travel's experienced couriers will naturally accompany the tour throughout.

Places are limited to 96 and Goodwood recommend early booking.

## GOODWOOD MINI- CRUISES

To make the usually boring business of travelling more enjoyable, Goodwood feature many mini-cruises. Using the highly successful and luxurious service of Olau-Line from Sheerness to Vlissingen, these will provide comfortable economy or superior cabin accommodation on board the 'Olau Hollandia', launched in 1981, and her brand-new sister ship, 'Olau Britannia'. These 15,000 ton vessels are much more than just ferries. They offer a taste of cruise-liner sophistication unrivalled by any other cross-channel service. All superior cabins have shower and W.C., there's an excellent restaurant, a self-service cafeteria, spacious lounge bar with music for dancing, a disco on 'Olau Britannia', casino, heated pool and sauna, and a duty-free shop, perfumery and supermarket with an extensive choice at really low prices.

Just £33 is all it costs for a tour, for example, to the Belgian Grand Prix, which includes two overnight sailings with all the on-board entertainment, an economy cabin (it's just an extra £6 return for a superior cabin), luxury coach throughout and the services of an experienced courier. This must be the best value in motor sport!

## GOODWOOD VIP CLUB

Goodwood Travel introduced these tours in 1982 to satisfy the needs of those who had little time to spare and wanted to get to the circuit as quickly as possible, but with the maximum comfort. The use of private aircraft to take enthusiasts right to the trackside at Le Mans and the provision of complementary champagne and grandstand tickets for the race proved extremely popular and no fewer than seven Goodwood aircraft made the flight! For 1983, there will be flights from many airports in the British Isles to Le Mans, and in addition, new flights to the Belgian Grand Prix and the Spa 1000 kms. Just another example of the new

and exciting ideas which Goodwood have introduced to the world of motor sport travel.

## HOTEL ACCOMMODATION

To add to the comfort of their travelling Goodwood have included rooms with bath or shower and W.C. in the price of all tours where hotels are used. The facilities are increasingly in demand and you should bear this in mind when comparing prices and calculating your tour price.

## ENTHUSIASTS HOLIDAY

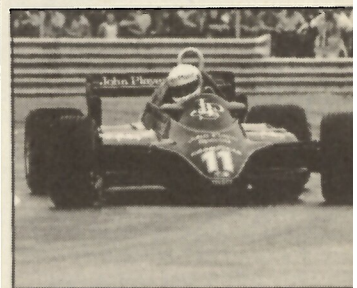
With the German and Austrian Grand Prix only one week apart, Goodwood have taken the opportunity to plan superb two-week summer holiday for enthusiasts. In addition to the racing there will be a visit to the Mercedes Museum in Stuttgart, visits to Spa and the Nurburgring and stays in the Austrian Alps and on the Rhine. The price of £259 includes mini-cruise sailings on Olau-Line, luxury coach with W.C. and washroom, eleven nights' hotel accommodation in rooms with bath or shower, and half board accommodation in Austria.

## GOODWOOD JETS

Goodwood's tours by air to select Grands Prix and Rally events in 1982 proved so popular that they are offering flights to many more next season. You can fly to San Marino, Monaco, Belgium, Germany, Austria, Holland and Italy and to the rally of the 1000 Lakes.

## FLY CONCORDE - FREE

Everyone who books a Goodwood tour before January 31 will be asked to enter a free competition for which the prize is the Concorde trip to Monaco. What better reason to book early!



## FREE BROCHURE

Everyone who intends to travel abroad for their racing or rallying in 1983 should send for Goodwood's new 36-page brochure by sending the coupon below to Goodwood Travel Ltd., St. James' House, Castle Street, Canterbury, Kent CT1 2QZ, or by calling Canterbury (0227) 65967 or quoting reference CSC1/83.

Please send me my free copy of the 1983 Goodwood Brochure.

Name .....

Address .....

ATOL 1569

AS/3





Paris-Dakar winner Jacky Ickx takes time out for a little sun bathing somewhere in the Sahara Desert.

# Turn right at the skeleton . . .

The Paris-Dakar Rally is a unique event in which no less than 800 people challenge the elements of the Sahara. MATT DICKINSON reports.

According to the official road book, the Paris-Dakar Rally is easy. "Take a sharp right turn," it advises, "just after the skeleton of the camel at kilometre stage 582, and then keep to left of burned out lorry to avoid large hole."

Unfortunately the reality of desert driving is something different. Unpredictability is the only thing one can rely on. A sudden sandstorm can wipe out all trace of the vehicle in front whose tracks you have been following. A pot hole several feet deep can destroy your suspension, or a rocky section of razor sharp stones can rip all four tyres to shreds instantly. In an average year, the 200 or so crews that leave Paris on New Year's Day are whittled down to about 40 who can hope to experience the relief and pleasure of driving down the beach into Dakar at the end of the 20 days.

The rest suffer the frustration of accident, breakdown, injury or even death in this, the hardest and most punishing of the long endurance rallies. Only the French could come up with an idea of this sort . . .

As witnessed by the fiasco of Mark Thatcher's adventure last year, the rally is not very well organised. The main body of the rally officials travel from one desert landing strip to another in a beaten up and very ancient Dakota aircraft. They set up checkpoints in the middle of nowhere and then penalise competitors who cross them the wrong way . . . that's perfectly acceptable but no one, including the rally organisers, knows where the next checkpoint is going to be!

The rally is open to anyone who can afford the entrance fee. This is one of its attractions but also a pitfall, since the division between professional and amateur is painfully clear. The professionals enter in works teams, with the back-up and assistance of several other vehicles and often a light aircraft, all carrying the



A 4wd Mercedes tackles the problem.

necessary spares, welding gear and mechanics. The Paris-Dakar is one of the most expensive of all rallies for a works team since the logistics of maintaining the team for three weeks away from anything even remotely resembling a garage are enormous. But the prestige to be gained in Europe if you cross the finishing line of the Paris-Dakar in time and in one piece is enormous.

The amateurs are a law unto themselves. They enter the Paris-Dakar in anything from a home-made buggy or a *Deux Chevaux* to a Rolls Royce shell on a Range Rover chassis. Attracted by the instant fame that results in France from merely signing the entry forms, they spend a long year preparing the vehicle, suffering financially from lack of sponsorship, only to find that

after two days on the punishing tracks of the Sahara Desert their vehicle falls apart from the strain, or is piloted tactlessly into a major disaster area . . . known in the Paris-Dakar routebook merely as a 'large hole'.

I spoke to two Italian amateurs in a Mercedes 280GE who had broken down on the third day of the rally on a gruelling 600kms stage over the sand dunes of northern Algeria. "We're shattered," they said. "A year's preparation has been for nothing. We even gave up our jobs. Our problem came on the morning of the third day . . . we turned up at a local petrol station to refill and they filled our machine with diesel!" Within yards they had ground to a halt, and one look at the engine confirmed the worst . . . their rally was over.

This type of disaster is typical of the Paris-Dakar, although mechanical problems are the main reason for withdrawal. The main problems seem to be from brakes, suspension, carburettor and cooling system, but in the midday heat of the Sahara, even changing a flat tyre becomes a major chore.

## Disillusionment

Like many endurance rallies, the Paris-Dakar is so arduous that many competitors become disillusioned with the whole affair. I saw one driver pull into the night stop on the 12th day. It was the centre of the Sahara Desert. His eyes were red with too much dust and not enough sleep. He climbed from his Lada Niva and couldn't summon the energy even to close the door. He spat out a mouthful of sand, yawned widely and then collapsed into the shade of his car in a coma-like sleep. The next morning at dawn he was still there, in the same position, and only just made it to the startline in time for another day long trial of 800kms. There would be another 12 hour day on desert tracks beneath the sun, and the constant fear of getting lost, something that has become known to Paris-Dakar pundits as 'doing a Thatcher'.

Vehicles need careful handling to survive the course, and the later stages are the most lethal, for then comes real exhaustion — the sort of long distance fatigue that dulls a man's ability to make split second decisions. A minute hesitation or a tiny error of judgement can cause the car to hit a boulder at full speed, or slew its backside into a ditch as deep as a man. Neither are recommended for happy motoring.

## Four-Wheel-Drive

The choice of vehicle is critical and depends normally on a combination of personal preference and proven success. The machines that have traditionally finished high in desert marathons are Range Rover, Toyota Landcruiser, Lada Niva and Mercedes. Now, with the four-wheel-drive market blown wide open in Europe, the Paris-Dakar sports almost every single one of the various 4wd models, and each year newcomers try their luck. This year there was a Mitsubishi entered, piloted by one of the very few Britons on the rally, Andrew Cowan.

Others among the more obscure entrants are Subaru, Peugeot Dangels, VW Iltis and even a Rover 3500 converted to four-wheel-drive. There are several two-wheel-drive machines on the rally, but although these score marks on simplicity they lack the traction.

## Ickx in Mercedes

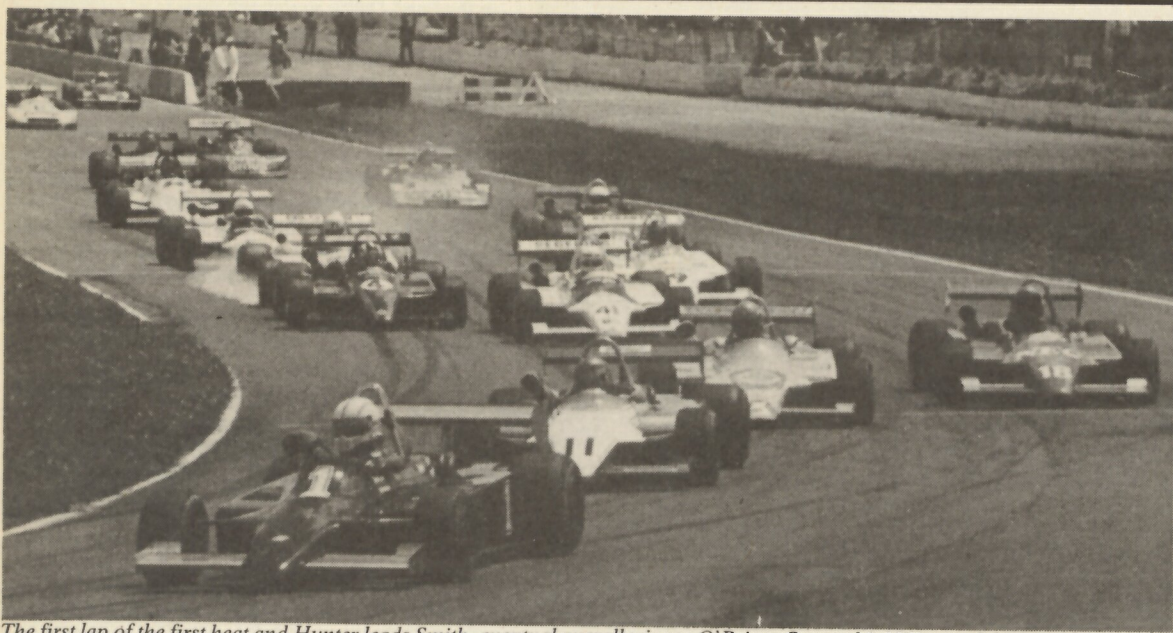
Jacky Ickx has had a long but unhappy history with the Paris-Dakar. The number one slot has three times eluded him, last year due to an incredibly harsh time penalty of 15 hours for crossing a check-point the wrong way, and other years due to mechanical problems.

This year he chose a Mercedes 280GE for the event and had it specially finished in Paris down to the last detail . . . including a more aerodynamic body and reinforced suspension. His co-driver, Claude Brasseur, has worked often with Ickx on the African rallies and, as a part of their preparation, Ickx and Brasseur covered every single kilometre of the route beforehand . . . taking note of the terrain and supplementing the rather scant details in the rally routebook with more accurate information.

The presence of professional racing drivers like Ickx gives the rally credibility, and calms down the many critics of the event (who include the French Prime Minister, one of the better known International rally federations and the governments of just about every African country the rally passes through), who claim the rally is too dangerous. Last year there were three deaths, and this year one, plus a multitude of minor and serious injuries. I flew back from the halfway stage in a plane carrying 40 or so injured men.

Funnily enough, though, you can bet those same men will be back next year with a mended leg and a new machine, ready for 20 more days against the desert. ■





The first lap of the first heat and Hunter leads Smith, eventual overall winner O'Brien, Oxtan, McMillan and the rest of the field.

# Right Charlie

Charlie O'Brien wins exciting encounter — Hunter classified fourth after winning first heat —  
Report: DAVID MCKINNEY — Photograph: LINEAR PHOTOGRAPHS.

In some of the closest and most exciting top-level racing seen in New Zealand for years, Australian Charlie O'Brien won the second round of the 1983 Tasman Cup at Manfeild on January 16.

Californian Norm Hunter in another Ralt RT4 won the first 27-lap (50 miles) heat, but O'Brien was the star. The taciturn Queenslander fought tooth and nail against Dave Oxtan before settling for fourth place.

In the second race, O'Brien triumphed after Hunter's engine gave out during the second half, leaving Ken Smith to fend off Oxtan for second place.

With Oxtan not registered for the World Cup, O'Brien took the points lead in the FIA Formula Mondial qualifying series with two of the four races run.

## ENTRY & PRACTICE

Seventeen Formula Mondial cars took part in the races at this meeting, with all cars running again after the previous weekend's disasters at the New Zealand Grand Prix.

Hardest-working crew between Pukekohe and Manfeild had been that of Mike Rosen. Following the American's GP accident they had taken over a tub damaged by Hunter at Bay Park, and after that had been straightened by rebuild wizard Graham Watson, had built a new car around it. Rosen himself was, however, still feeling the effects of his accident, and was not on the pace all weekend.

Blustery conditions at Manfeild in testing during the week before the race meant Roberto Moreno's lap record of 1m 04.38s was not approached. McMillan got closest with an unofficially timed lap of 1m 05.7s, before crashing when a stub-axle broke at around 100mph. The rear wheel shot high into the air while the car slid sideways into an earth bank, fortunately inflicting little damage on itself.

The first official timed session was dominated by the Down Under contingent, with McMillan, Oxtan and Smith being joined by O'Brien. At the end of the session all ended up on 1m 05.5s, and even with official timing to the hundredth of a second, the first two — Smith and O'Brien — couldn't be separated. They were both given 1m 05.47s, Oxtan 1m 05.49s and McMillan 1m 05.50s. With four cars covered by 0.03sec, close racing was guaranteed.

Christian Danner recorded fifth fastest time, followed by Paul Radisich and Graham Watson, all driving Ralt RT4s.

## FIA WORLD CUP SERIES MANFEILD

Berg was only ninth fastest and frustrated by his inability to get the car to handle properly, also coping with a brake problem, but at least he was faster than the rest of the North American contingent. Hunter completed only about half the session before the car was wheeled away to have its engine changed, a head-gasket having apparently blown. Rosen had still not settled in after his accident, and Phipps, in spite of throwing the Tigo around with great gusto, was still just not fast enough.

The four pace-setters mysteriously couldn't match their times in the second session, but others went faster. Notably Hunter who, with new rubber and a fresh engine, absolutely demoralised the opposition with a string of fast laps, the best being a stirring 1m 05.28s. Graham Watson also improved his starting position, being second fastest in the session, and Berg also improved.

## RACE 1

The wind was still blowing up the main straight as the cars completed their 10-mins warm-up session on race-morning, after which Oxtan was among the happiest, having changed the front of the car overnight and now being able to get around the tight corner leading into the long back straight much better than on the previous day.

When the lights switched from red to green, the field was all off to a clean start. Smith tried to out-accelerate pole-man Hunter but slotted in behind when he

realised he couldn't, making sure no-one else took the gap.

Around the first corner Hunter and Smith were followed by O'Brien and Oxtan with Berg up to fifth after a great start which had seen him tear up the inside of the field. Into the Esses, the five leaders were followed by McMillan, Danner, Watson, Radisich, and a fast-starting Phipps, although at the end of the second lap came the first major change of position when Kenny Smith peeled off into the pits. The engine was cutting out.

Hunter was already making his break, and with three laps down was already 2.7secs clear of O'Brien, Oxtan and the stream of cars following.

But although the black Ralt had opened an early lead, it didn't grow, as O'Brien struggled to bridge the gap, always with Oxtan and Berg breathing down his neck.

On the infield straight on lap 14 — at exactly the halfway mark — Oxtan's continued efforts at trying to get past O'Brien looked as if they might be paying off, as the two cars raced side by side. The yellow car held him out that time but then the two cars ran nose-to-tail down the pit straight and Oxtan got alongside between the next two corners, and finally got through.

This thrilling battle then took on a new slant as the duo were joined again by Berg, whose pressure on O'Brien finally paid off on lap 18 when the Canadian slipped through into third place on the straight.

Hunter at this stage was well in control, leading by some 3secs over Oxtan with Berg less than 1sec back and still being pressed by O'Brien. Meanwhile, McMillan closed up on this battle after the attentions of Danner faded along with his electrics and on lap 22 found a way past O'Brien. The North American champion looked set to have a go at Berg until gear selection troubles set in and he was left to battle hard with O'Brien until the end of the race. After a desperate duel, the Queenslander just took the verdict on the line.

O'Brien had also been slightly troubled by his car skipping out of top gear on occasion, while Berg had lost a skirt in

clipping a kerb and was also worried by rising engine temperature and the return of a slight misfire.

Paul Radisich suffered worse when his engine failed completely, while Watson pulled off with the combination of broken exhaust and no fourth gear.

## RACE 2

There was plenty to keep the teams busy between races. The Lawrence team changed the head gasket in Berg's car for the third time that weekend, while Radisich was busy fitting a new engine and several others were fixing up their gearboxes.

Hunter again shot to the front, while O'Brien slotted into second momentarily before Smith took it back. At the end of the standing lap Hunter already had a break on Smith and O'Brien, who were clear of Oxtan and McMillan, with Watson, Berg, Phipps, Danner, Radisich, Rosen, Cameron and Campbell following in line astern.

Radisich and Cameron were soon in the pits with a sparkplug electrode down a cylinder and a loose air-box respectively but out front Hunter was still racing away.

With 11 of the 27 laps run Oxtan had dropped 2secs behind the battle for second, but was now clear of McMillan, who was finding difficulty pulling cleanly out of some of the tighter corners, and now had Berg and Danner closing.

O'Brien had been displaying the same fighting spirit he had shown in the first race, and when Smith missed a change going into the back straight on lap 12, it was enough to let the Australian driver through to second.

At the end of lap 16, Hunter's lead was down to 1sec. Something was clearly wrong, and sure enough, at the end of the pit straight the race leader pulled off the circuit and stopped, the engine having lost power. A blown head-gasket or broken valve-spring was suspected.

The gaps between the leading cars varied according to how they made out lapping the tail-enders, but O'Brien established a solid gap over Smith, who was unable to shake off Oxtan. The latter's pressure almost brought a change right at the end when Smith got a bit sideways coming out of the Hairpin lapping Batchelor. He caught it, but in the confusion Oxtan and Batchelor collided, Oxtan continuing with a bent nose-wing and having to be content with third place behind his fellow-Aucklanders.

Behind them Danner had continued his assault on Berg, finally slipping through at the Hairpin on lap 24 and holding his adversary off by 0.5s at the flag.

## MANFEILD (NZ)

Jan 16  
FIA World Cup Series, round 2  
Just Juice International  
Formula Pacific  
Championship, round 3  
2 x 27 lap heats — 97.2 miles

### Overall:

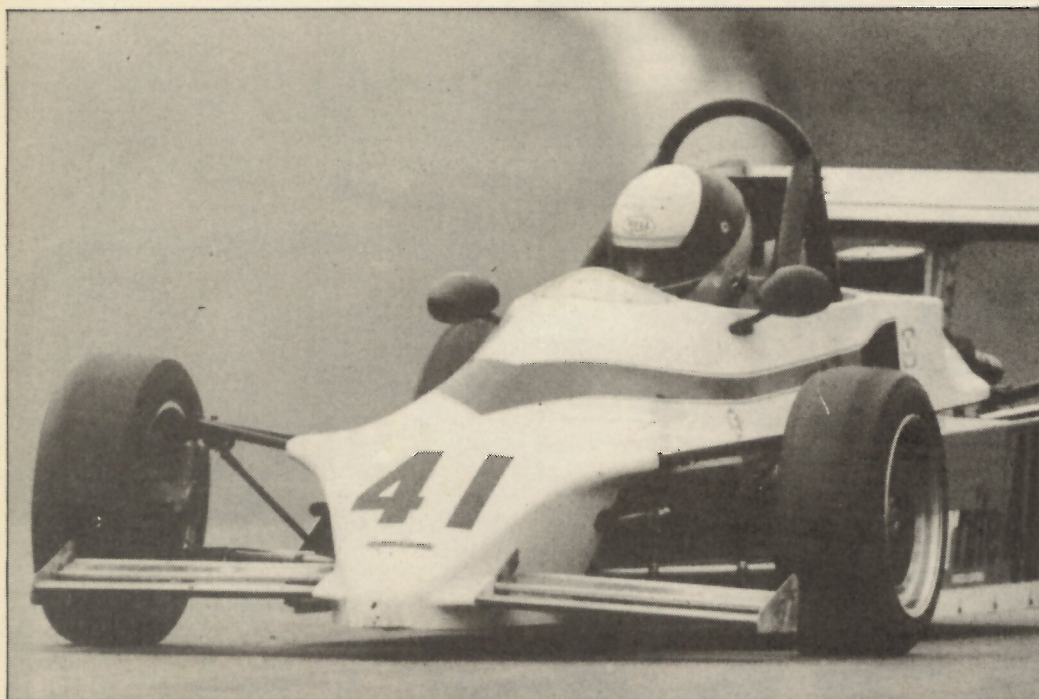
- 1, Charlie O'Brien (Ralt RT4), 30pts;
- 2, David Oxtan (Ralt RT4), 27pts;
- 3, Allen Berg (Ralt RT4), 20pts;
- 4, Norm Hunter (Ralt RT4), 20pts;
- 5, Kenny Smith (Ralt RT4), 15pts;
- 6, Dave McMillan (Ralt RT4), 11pts;
- 7, Grant Campbell (Ralt RT4), 10pts;
- 8, Christian Danner (Ralt RT4), 10pts;
- 9, Mike Rosen (Ralt RT4), 7pts;
- 10, Hubert Phipps (Tiga FA82), 6pts; etc.

Heat 1 (27 laps): 1, Hunter, 29m 56.45s, 97.39mph; 2, Oxtan, 29m 58.74s; 3, Berg, 30m 02.72s; 4, O'Brien, 30m 04.23s; 5, McMillan, 30m 04.92s; 6, Phipps, 30m 21.60s; etc. Fastest lap: Oxtan, 1m 05.73s, 98.58mph.

Heat 2 (27 laps): 1, O'Brien, 29m 51.01s, 97.69mph; 2, Smith, 29m 54.09s; 3, Oxtan, 29m 54.79s; 4, Danner, 30m 03.66s; 5, Berg, 30m 04.14s; 6, Campbell, 30m 13.68s; etc. Fastest lap: Berg, 1m 05.59s, 100.65mph.



# Track Test



The Swallow-Pilbeam on home ground but with an unusual pilot aboard in the form of Marcus Pye.

## The little flier

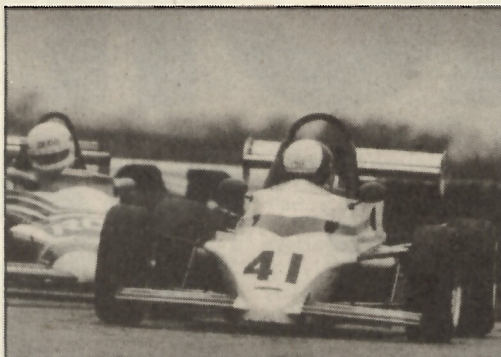
An impressive first year in competition by the Swallow-Pilbeam team encouraged MARCUS PYE to track test their attractive FF2000 car at Donington Park.

Establishing an all-new team in the mainstream of British championship motor racing is, one would have thought, a sufficiently daunting task without the seemingly insurmountable problems of running and developing a viable high technology single-seater concurrently, and on a sound commercial basis. Few companies, anywhere in the world, could fulfil both these objectives within a year of the project's formation; fewer still without limitless financial resources. The exception to these generalisations is Swallow Cars Ltd, a compact operation based within the grounds of the marvellous Donington Park facility, whose motives are every bit as progressive as those of its landlord, Tom Wheatcroft.

Swallow Racing was formed in October 1981 by Julian Gerard — cousin of the great Leicester driver 'Mr Bob' Gerard and sometime competitor himself — Tim Stakes, head of the Rugby Finance company and mentor of John Bright in his FF1600 and F3 days; and Sue Bray who combines her business acumen (running Swallow Finance from the team's base) with boundless enthusiasm for the sport. The partners' common aim, to field their own car in the fast-expanding and tremendously competitive FF2000 category, was immediately given impetus when Mike Pilbeam accepted their brief to design and build the first chassis. The former Surtees, BRM and LEC F1 designer, subsequently renowned for his highly specialised hillclimb cars, responded magnificently to Swallow's challenge, completing the advanced SP1 car in six weeks flat!

**November 7, 1981:** Following a couple of very encouraging test sessions — the car had already lapped the Silverstone GP circuit beneath the class record — the Swallow-Pilbeam SP1, looking curiously angular with its pre-production bodywork, was given its race debut at Thruxton in the hands of Kurt Thiim, the rapid Danish driver having been recruited from Bob Gerard's F3 team. Hampered by the legacy of a practice incident the SP1 charged impressively through the field to an eventual ninth place. Clearly, with its suspension realigned, the car could be a force to be reckoned with.

Suitably encouraged, Swallow Racing's continuous



Pye pressured by Danner and F2 March.

programme of testing made the team's pair of development SP2 chassis thoroughly competitive during the car's first season due, to a large extent, to the expertise of New Zealander Rob Wilson as a test driver-cum-development engineer. Rob, it should be remembered, persisted with Ron Tauranac's Ralt RT3 when others were despondent as to its future. His tenacity and perseverance gradually transformed 'the Rat' into the classic chassis of its era — with, surprisingly, little personal recognition. Wilson's credentials were thus ideally suited to the sorting of the Swallow cars which, by mid-season, sported attractive new bodywork in the striking black and white corporate identity of Stakes's organisation.

**October 10, 1982:** Rob was, alas, not to be rewarded with the first Swallow-Pilbeam victory, despite some excellent showings in the revised SP2, this honour belonging to Yorkshireman Russell Spence — already confirmed as Donington FF2000 champion — who was drafted into the 'number one' seat for the Radio Trent series finale. Having qualified on pole position, with an extraordinary lap 0.8sec inside Ayrton da Silva's record, 'Red' had little difficulty in maintaining his 100 per cent record in the championship. The Swallow-Pilbeam, fractionally outside the record in the race itself, had well-and-truly arrived and the hard-working team celebrated long into the night.

A couple of weeks later the Spence/SP2 combination ventured abroad for the first time, to Hockenheim, where it again emerged victorious, this time over Calvin

Fish's Van Diemen (apparently with carburettor problems) although Russell was ably backed up by German and European FF1600 champion Volk Weidler who hustled the second Swallow Racing car into third place on his FF2000 debut!

The intervening year between first race and first victory was, the team readily admit, devoted to learn as much as possible about FF2000 and the Pilbeam penned car. Fraught with frustration, cautious optimism then greater disappointment the 1982 season brought that vital strength of character into the whole Swallow team as they strove, single-mindedly, to achieve their goal.

In the endless quest for time, in its fractions on circuit, time, on a grand scale, waits for no-one. Not was the resilience of Gerard's men more severely tested than at their home circuit in August when a second car was fielded for the first time...

## Embarrassing retirement

Promising FF1600 graduate Harry Goodman to the wheel of the brand new, Freepaper Advertising supported car for the Radio Trent 'super round' and following invaluable advice from Rob Wilson, qualified alongside Australian Colin Jack in the original car on row 3 of the grid. Eager to create a better impression in the race both men made fast getaway but, just 150 yards on, contact with the sideways Argentine Carlos Costilla sent the entire Swallow team into abrupt retirement against the barriers. Although their drivers scrambled out uninjured both cars were a sorry state, but with Mike Pilbeam himself working overtime to straighten one chassis, and Swallow's own mechanics Colin Essex and John Scannell burning much midnight oil on the other, an immaculate pair of SP2s were on the Mallory Park grid a mere week later and after mid-week testing!

From the moment the cars were available, the arduous task of refining the product into a race-winning machine became easier as Wilson undertook back-to-back testing to finalise settings having worked previously with the myriad spring, damper and roll bar rates, plus aerodynamic trimming on the prototype car. Rob's remarkable aptitude for this time consuming process and sensitivity to minute alterations within the package was undoubtedly as great an asset to Swallow Cars as their progressive management policy and financial independence.

Perhaps the most difficult aspect of marketing a new car, particularly within the Ford formulae where choice abounds, trends alter every couple of years and reputations are often long-established, is convincing potential customers that the product is at least as good as the most successful chassis in the formula, that comprehensive spares and service back-up is available and that development of the car is continuing.

Reaction to the Swallow-Pilbeam's solitary race at the end of 1981 was favourable but prompted no sale position which Gerard was prepared for and knew would only be rectified by a strong works showing in the 1982 season. Even running two cars the Swallow marque was often outnumbered by more than 10-to-1 by the opposition's representatives. Sheer weight numbers counted heavily against the Donington team but, by the end of the season, the SP2 cars were a match for the best Van Diemen chassis — the top-selling (and not surprisingly, most successful) FF2000 of the year.

Competing against more than a dozen of Ralt Firman's cars at most races, the compact Swallow team's victories were all the more commendable. Always on the pace after mid-season revision customer interest was quickly aroused.

Shortly after the Swallow-Pilbeam marque's dominant performance in the Radio Trent FF2000 finale where Neil Myers looked likely to make it an 800 one-two behind champion Spence until he damaged his nose fin in a wheel-to-wheel battle — Julian Gerard invited me to try the car during one of the team's frequent development sessions at Donington. On arrival the Swallow workshops were bustling with activity, Colin Essex being in the raceprep workshop setting-up the chassis at our disposal while John Scannell was hard at work next door stripping the Spence car following an unfortunate testing incident.



he wet at Mallory Park the previous morning. Torrential rain in the Midlands drenched Donington too, although the splendid drainage system had coped well. By the time threatening dark clouds had lifted, the Swallow had been reset to dry weather configuration and a sparkling set of Dunlop-shod Pilbeam/Compomotive split-rim wheels fitted in place of the anticipated grooved rubber. Rob Wilson, who was to be my development engineer for the session, took the car out for a few laps initially, confirming that everything was in order and the circuit was now dry.

The sleek inboard-suspended SP2, still sporting the attractive orange livery of TNT Overnite Express (as run to good effect by Harry Goodman at the end of the season) was absolutely immaculately presented, a tribute to Swallow Racing's dedicated crew. This perfectionist attitude, I was later to find, stretched far beyond the mere cosmetics of the Swallow-Pilbeam.

Securely harnessed in the slim, but deceptively spacious, cockpit I was immediately impressed by the driving position which allowed not only a comfortable, relaxed, posture behind the wheel but also excellent visibility, both of the circuit ahead and of the instrument panel, dominated by the central tachometer. The gear lever seemed ideally positioned while stationary and pedal operation and positioning felt good too, despite my very wide feet!

The Swallow team have relied on Neil Brown's fine 2-litre engines all season, each unit being rebuilt at the Spalding builder's specified 800-mile intervals. Julian affirmed, indeed apologised for, the fact that the engine in the test car was going for a rebuild after the session which I eagerly awaited to commence.

Although I competed — most unsuccessfully it must be added — in my first serious motor race at Donington in 1981 I had, regrettably, only sampled the wonderful Wheatcroft entity on three other occasions, completing about 90 laps in total. I was delighted, therefore, to be able to follow former Donington FF1600 champion John Booth for the first few laps in the Swallow-Pilbeam — to refresh my memory and pick up a few tips from a local expert. Having reported many FF2000 races at the track I was looking, initially, for a time in the 1m 17-18 secs bracket which I reckoned should be fairly easily attainable as Ayrton da Silva's lap record stood at 1m 14.28s.

Having acclimatised myself to the circuit and warmed the slicks I pulled away from my impromptu teacher's Formula Ford and began to make the car (and driver!) work for its living. A remarkable feature of the SP2 — instantly apparent — is the lightness of its controls. The steering in particular is beautifully responsive — light but with plenty of feel — while the gear change has obviously been the subject of much thought, silky smooth and precise, if the lever itself was a fraction too long for my liking, once the car was on the move.

Narrow sidepods house the oil and water radiators and incorporate full-length venturi tunnels, although manufacturers still disagree over the merits of 'ground effect' in relatively underpowered formulae such as FF2000. Under 130bhp is available to propel the chassis, but the Pilbeam's pods have been trimmed painstakingly to generate sufficient downforce without hampering straight-line speed.

The sensational swoop downhill through the testing Craner Curves has always been one of the major attractions of Donington. An FF2000 car on the limit over the camber change into the left-hander looks terrifyingly fast even to seasoned spectators until they have seen an F2 car hurtle through 20mph faster. Prior to driving the Swallow-Pilbeam I had never plucked the courage to go through 'flat' in anything but the SP2 inspired so much confidence that, by about my sixth lap, I was 'on the boards' with a deep breath.

## Confidence inspired

After half-a-dozen more tries, having experimented with a slightly later turing in point, the operation became second nature at 6500 rpm in top every lap. Even on the wrong line — when Christian Danner's F2 March powered by over the hump — the SP2 clung to the track where many older, pre-ground effect chassis would, I suspect have skipped irrevocably out of line and onto the grass had its driver lifted off sharply mid-corner. The Swallow appeared immune to this treatment as the German whistled past, 60 yards earlier than I had allowed for . . .

Having sorted one of the most difficult parts of the track out in my own mind I concentrated on putting a few smooth laps in before the lunch break to set a bogey time for the afternoon and was pleased to get into the high 1m 16s without problem.

Everything about the car took the strain out of a prolonged session. The Pilbeam's ride is not at all harsh like that of many cars in its category. The driver remains free from buffeting as the cockpit cover directs the air over and around him while the car's stability and forgiving circuit manners take much of the 'clenched fists' drama out of hard lappery. These qualities combined to make the task of lapping consistently as simple as possible, despite having to negotiate the fleet of MG Metros (being prepared for the Rallysprint), and watch the panoramic mirrors for Theodore's Ralt Formula Atlantic and the March 822 which out-braked me simultaneously into Coppice on one memorable occasion.

As I started to make deeper approaches to the major corners in an effort to apex later and get the power on earlier I found the car understeered just a little too much so I pitted to consult with Wilson who softened

the front anti-roll bar initially. Oversteer this time so back in to stiffen it a touch. The car responded to adjustment very well, it being evident inside a couple of laps (the first to get the tyres warm again) whether progress had been made. We dropped the wing angle as I grew more confident of the Pilbeam's exemplary performance, soon finding with Rob's expert guidance, a compromise which suited me better. The benefit of a top driver's experience in sorting a car would save the average club driver a fortune in needless testing expenses — it is not to be underestimated in this instance!

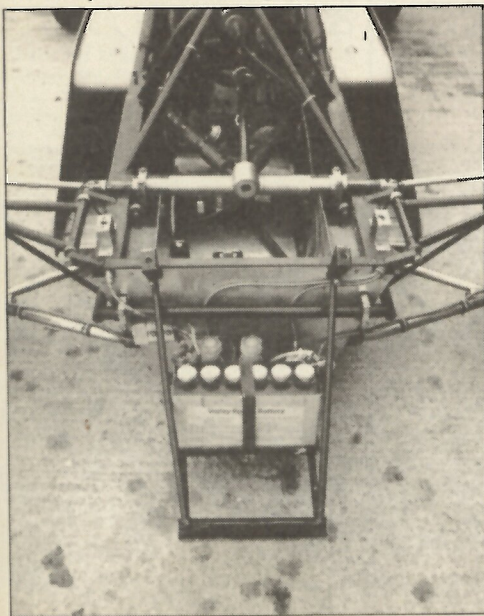
For my final stint at the wheel I had to put everything I had learned into practice. The Swallow-Pilbeam's general handling is superb and it could be turned unbelievably hard into the double-apex Redgate corner and similarly at the Old Hairpin without upsetting its natural balance. Once I had convinced myself that its limits of traction were phenomenally high — and I did not overstep them — it was most rewarding to stamp on the power through each of the corners in the knowledge that the chassis was not about to take you by surprise.

The last real challenge before seeing the pit-board was, of course, the Park Chicane into which the Pilbeam's brakes (outboards all round) were nothing short of amazing. Having retarded the car fairly gingerly for most of the day I was instructed by Rob to brake later and much harder before turning sharply into the tight right-left complex and getting back on the throttle as soon as possible. Gradually I shortened the braking area to around 70 yards (from approximately 130 mph) and, try as hard as I dared, I could not lock the wheels on the grippy surface.

I was enjoying the car so much that Julian and Colin would have had trouble getting me in had the 'testing' tyres not started to peel after a hard day's work. Having watched this happen at the Old Hairpin for a couple of laps (I had to be sure that the stop was really necessary) I reluctantly reported back to the Swallow crew; beaming to a man. The car had run perfectly, oil pressure and temperatures rock steady at all times, the engine pulling as strongly after 80 laps as it had at the start of the day. Rob's advice has brought immediate improvements to my lap times, my best of 1m 15s being good enough for a second row grid position at the last Donington FF2000 race, a fortnight earlier.

The SP2 was an absolute joy to drive; agile, responsive and downright fast! It says a great deal for Mike Pilbeam's design, the commitment shown by Swallow Racing and Rob Wilson's development work — particularly in the early days — that I lapped unspectacularly within 1.5 secs of the class lap record — the closest I've ever been in an ultra-competitive formula. So having emerged in 12 months to challenge, and beat, the establishment the Swallow-Pilbeams deserve to soar this year!

Front suspension and steering layout.



### SWALLOW-PILBEAM SP2/3 FF2000

#### Specification

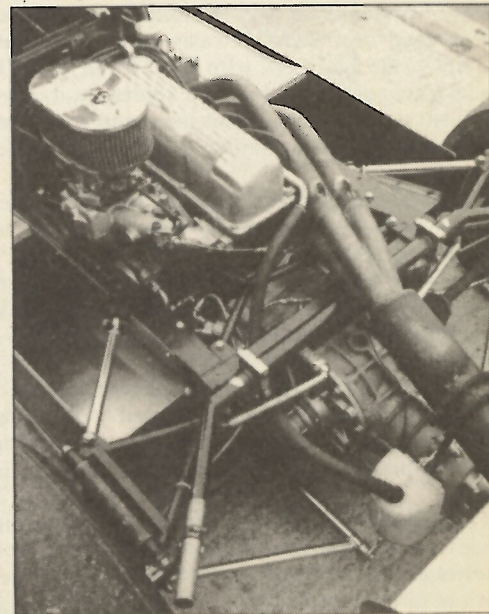
Chassis .....	triangulated tubular steel spaceframe with NS4 alloy undertray and bulkhead
Engine .....	Ford 2-litre OHC Pinto
Transmission .....	Hewland Mk9 transaxle with 10:31 cwp
Steering .....	rack and pinion
Brakes .....	AP Lockheed outboard discs all round
Wheels .....	Compomotive split-rim, Pilbeam centres
Tyres .....	Dunlop, M & H or Yokohama per regulations
Suspension (front) .....	Inboard Armstrong spring/damper units, pull rod operation, double wishbones, fabricated uprights, inboard anti-roll bar
Suspension (rear) .....	Inboard Armstrong spring/damper units, pull-rod operation, wide-based lower wishbone, reversed upper wishbone/rocker, cast magnesium uprights, inboard anti-roll bar

Price, complete car less engine ..... £8,700 plus VAT

#### Sole concessionaires:

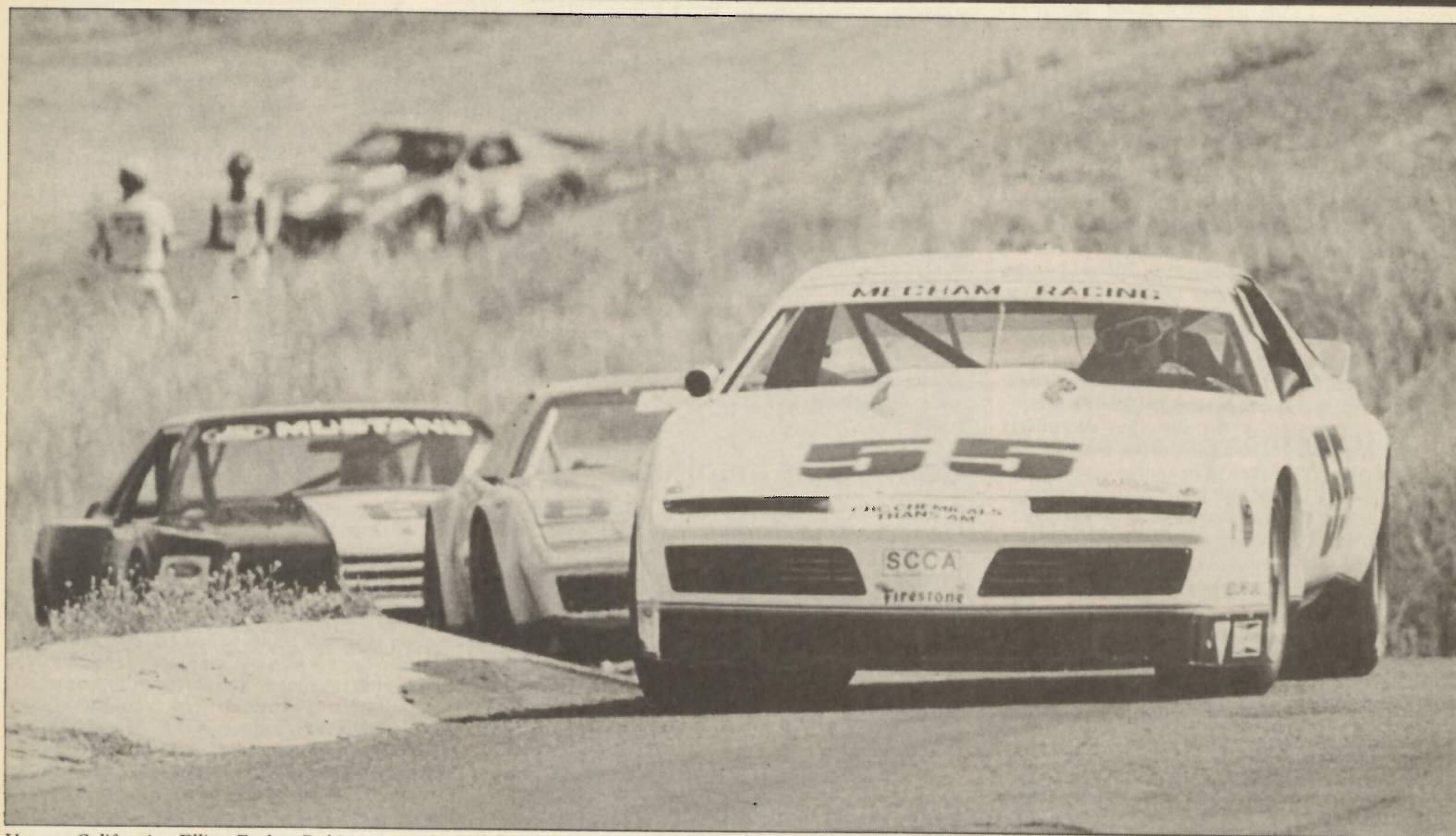
Swallow Cars Ltd,  
Units 1 and 2,  
Donington Park Race Circuit,  
Castle Donington, Derbys.  
Tel: Derby (0332) 850094.  
Contact: Julian Gerard/Sue Bray

The very neat and tidy rear end of the Swallow.





# Seasonal Survey



Veteran Californian Elliott Forbes-Robinson was the undoubted star of the TransAm season, winning four races in his Joe Huffaker-prepared, Mecham Racing Pontiac.

## Pontiac's TransAm

BILL MITCHELL reviews the 1982 TransAm series which proved to be the best saloon championship in North America.

Elliott Forbes-Robinson dominated the 1982 CRC Chemicals TransAm series with four wins in his Mecham/Huffaker Pontiac MSE TransAm. By the conclusion of the 10 race series, that domination seemed only natural. But team owner Dennis Mecham brought together a disparate group who had individually been long absent from 'victory circle'. Forbes-Robinson, the veteran of CanAm, Formula 5000 and NASCAR, hadn't won a race since the 1979 CanAm at Trois-Rivières or a series championship since the 1974 Super-Vee season. Huffaker Engineering, who built the team cars on behalf of Mecham Racing, were highly respected as the long-time West Coast British racing representative with the Triumph TR7 and TR8, the MGB, Jaguar XK-E, and the Jensen-Healey. But their last SCCA national club championship had been with the TR7 in 1979. Pontiac, whose TransAm model was named after America's oldest road racing series, had only one win in 17 years. And Firestone took its second TransAm of the last three years but 1982 was the first year they had mounted a broad and successful challenge to Goodyear.

Five manufacturers won races in the 10-event season, a record for TransAm. Doc Bundy brought the Porsche Carrera 924 Turbo a pair of early season victories on consecutive weekends at Sears Point and Portland, but the 2-litre turbo benefitted mainly from Bundy's careful sense of pace and the quality of the Holbert Racing chassis designed by Lee Dysktra. Attempts by other Porsche entrants to match the power of the V-8s led to severe reliability problems.

Club driver Jerry Hansen made a rare foray into pro racing and brought the Chevrolet Corvette wins at the Road Atlanta opener and at Road America. While Tom Gloy once again won the Sears Point finale in his Lane Sports Ford Mustang, but otherwise had about three years of misfortune crowded into one season.

Perhaps the best-reported TransAm race in the last decade occurred at Brainerd where Paul Newman gave Datsun its first TransAm victory with the Budweiser/Pioneer/Canon 280ZX Turbo. It was Newman's first professional win and saw him charge from seventh qualifying position to take the lead by the first turn.

Dennis Mecham is the team owner who assembled the winning combination for 1982. It was not the first racing team he has assembled. In 1981 he put together the Ford Mustang programme which culminated in Tom Gloy winning the Sears Point finale and giving Ford its first TransAm victory in nine years.

For 1982 Mecham conceived the idea of building 2,500 Motor Sports Edition TransAm street cars. The MSE cars featured suspension changes, a modest rear wing, and a Huffaker "Git Kit" for the engine. The street cars would be publicised by a race team. Mecham sold Pontiac on the idea, contracted for Joe Huffaker to build and run a two-car

team, and signed Elliott Forbes-Robinson and ex-Formula Atlantic underdog Steve Saleen as drivers. Firestone became tyre supplier for both the race and street cars.

Chevrolet Motor Division supplies the V-8 motors for both the TransAm and Camaro as well as other General Motors cars. But Pontiac and Chevrolet have completely separate sales and marketing organisations. The decision to race a Pontiac permitted the use of proven Chevrolet performance parts and the years of development of the Camaro.

The Mecham/Huffaker team missed the cross-country tow to the season opener at Road Atlanta but debuted two

Loren St Lawrence represented Mercedes with the Michelob backed 380SL.





new cars at Sears Point. EFR's car had completed one brief test session while Saleen's was completed the night before. The biggest problem was with steering racks: they were either too heavy or too slow. But EFR brought his car home in second place behind Doc Bundy. Saleen was fourth. Portland was one week later and EFR again finished second to Bundy. A two week interval followed which permitted a test session. And on the last lap of qualifying at Laguna Seca he claimed the pole. Huffaker cars led every lap of the next three races. EFR won at Laguna Seca but Saleen suffered an engine problem while running second. At Seattle EFR and Saleen qualified one-two. EFR led until losing a cylinder. Saleen then took the lead and began to steadily open his lead, but he was balked lapping a Corvette, missed a shift, and over-revved the engine. His retirement put EFR back into the lead. EFR was working his V-7 hard but no one could challenge and he took his second consecutive win.

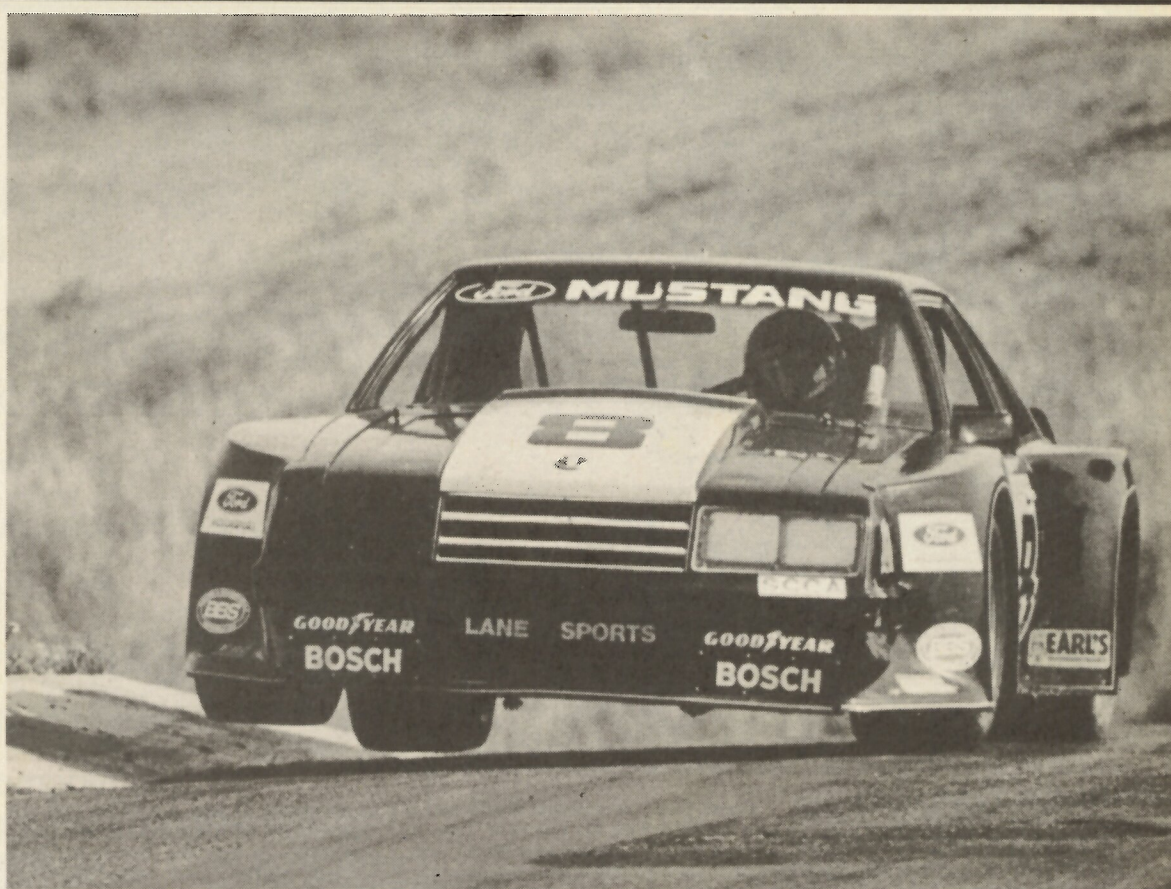
Mid-Ohio saw the third win and EFR securely atop the points standings. At Road America Saleen out-qualified EFR who took the lead from Jerry Hansen only to lose a motor on the same lap. Saleen resigned from the team after he crashed on oil and totally destroyed the car in a series of flips. EFR clinched the championship with a fine win at Trois-Rivières. He completed the season with five Michelob Pole-Sitter Awards, four wins, two seconds, one championship, and \$52,700.

Gordy Oftedahl ran a race-hire team of Pontiac TransAms and was one of only two teams to enter every race. Eighteen-year-old **Darin Brassfield** began the season brilliantly and led each of the first three professional races he started. But at Road Atlanta, Sears Point, and Portland, spins dropped him out of the lead. His amazing raw talent and car control would carry him to the front but he didn't have the consistency to stay there. Gordy Oftedahl's qualifying strategy minimised Darin's track time while preserving the car. It was a perfect strategy for Niki Lauda at Ferrari but not for an 18-year-old driver in his first professional season and seeing most tracks for the first time. Darin did win the Rookie of the Year Award and finished fifth in the points with a pair of fourths.

As the season wore on, eternal optimist Oftedahl shifted his interest to newer drivers. The second car was driven by seven drivers, but the most promising was Darin's instructor at the Jim Russell School: **Richard Spenard**.

Herb Adams must have been pleased and frustrated with the swing to Pontiac. He has been the lone Pontiac entrant for years. **Milt Minter** drove Herb's car to Pontiac's first TransAm win in 1972. Adams had an innovative Escort Trans-

*Phil Currin had a fabulous series in his outdated Corvette taking third place.*



Tom Gloy headed Ford's return to the racing scene with his Lane Spots Mustang.

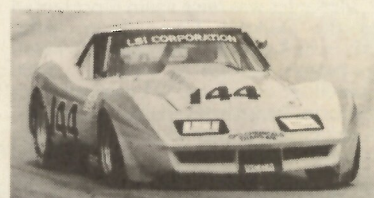


Tim Evans's TransAm finished 10th.

Am with offset motor and ground effect frame rails (honest). Minter is still a dramatic driver and fascinating storyteller of the old TransAm, but misfortune dogged his path this year. **Joe Varde** drove the car at the Sears Point finale while Minter was in Japan and dived with EFR and Tom Gloy early in the race before suffering a steering failure.

Former CanAm Under-2-litre champion **Tim Evans** only entered four races but finished 10th in the points in the Klain Auto Racing TransAm. This interesting design was built in a garage by former Penske crewman Greg Syfert.

Chevrolet took second in the Manu-



Jerry Hansen took two race wins.

facter's Championship with **Jerry Hansen** winning two races in his LSI Corvette. Because he only entered three races, he had a winning percentage of 67 per cent. This was bettered only by **Paul Newman's** 100 per cent. At the Road Atlanta opener he came from a lowly 10th qualifying position to win after the leading trio ran into problems. It was a strange opening round as many of the leading teams missed the event and others ran into mechanical problems.

**Phil Currin** finished third in the points with his Full-Time Racing Corvette. A second at Laguna Seca and three thirds were his best results in the seven races he entered. Phil had a very competitive season in the small team for which he serves as driver, crew chief, and even truckie. Currin was the leading McCreary type entrant. Only a tie-breaker following the last race, which Phil watched form the pits, let Doc Bundy edge Currin for second in the series.

**Greg Pickett** debuted a new trick Corvette at Sears Point, took the pole at Portland, and then withdrew from the series after a DNF at Laguna Seca.

**Les Lindley** was the only driver to campaign a 1982 Camaro all season and he had five finishes in the points. **Roy Woods** drove an older Camaro to second at Mid-Ohio in one of only two starts. **Tom Nehl** also took a second at Road Atlanta in an old style Camaro.

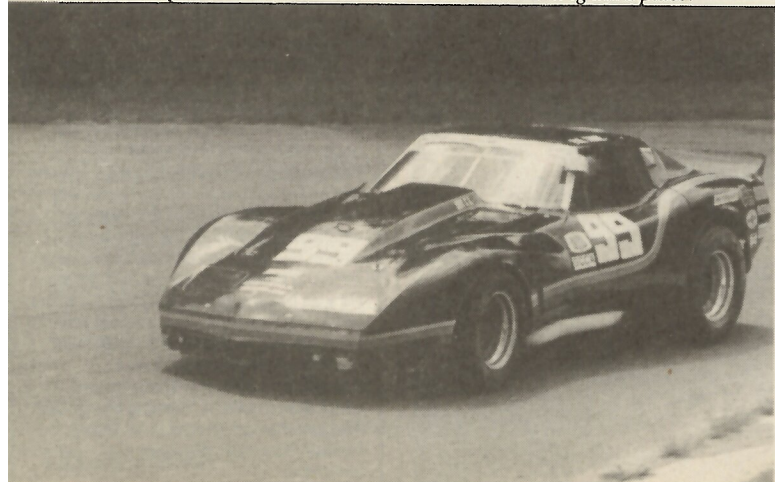
Porsche finished third in the Manufacturers Championship with **Doc Bundy** taking his first two professional victories on consecutive weekends at Sears Point and Portland. For the first time the Porsche Carrera version of the 924 Turbo

was the dominant vehicle rather than the 911SC or the 930 Turbo. But even a mid-season weight break couldn't compensate for the horsepower deficiency against the 305 to 350 V-8s or even the Datsun 280ZX Turbo. Doc Bundy edged Phil Currin for second in the season points and is quickly maturing as a driver in only his second season of professional racing. A man to watch.

Bayside Disposal began the season with an ambitious two-car team with a strong engine development programme. They screwed up the boost to the point necessary to run with the V-8s. That strategy proved disastrous as **Hurley Haywood** failed to finish any of the five races he entered. **Bruce Leven** took a seventh and a ninth in the second Bayside Disposal car before withdrawing from the series after the Seattle race.

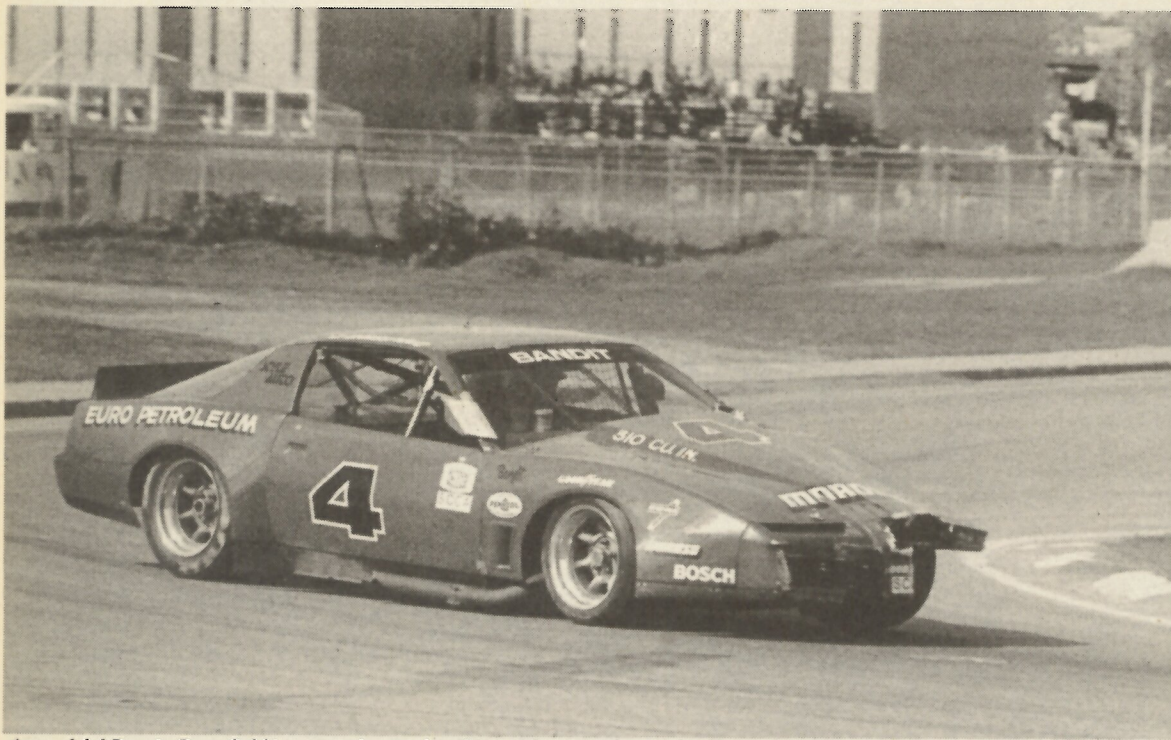
**Paul Miller** joined the series with his Herman & Miller car after LeMans. Running only the final four races he finished ninth in the points. **Bob Bergstrom** ran Tom Winters' ProMotion 924 Turbo part of the season, scoring a sixth at Laguna Seca. A late season development programme produced a reported 450 horsepower and a 300lbs lighter car. But their potential remains unproven.

Ford Motor Company continued its road racing resurgence with Tom Gloy leading the way in his Lane Sports Mustang. An innovative new car was built over the winter and unveiled at the Road Atlanta opener. The Lane Sports team had an excellent driver, good car, fine team, and the worst luck of the year. They lost three motors before qualifying even began at Road Atlanta. At Sears Point they broke a rear axle while leading with just over one lap remaining. At Mid-Ohio they captured the Michelob Pole-Sitter Award only to discover cracked front hubs and had to withdraw. The team missed Trois-Rivières after Gloy broke his shoulder while pushing a Formula Atlantic car in the pits at Westwood. Gloy did win the season finale at Sears Point and finished fourth





# Seasonal Survey



A youthful Darrin Brassfield impressed many but this incident was the result of being forced into the wall at Trois Rivières.

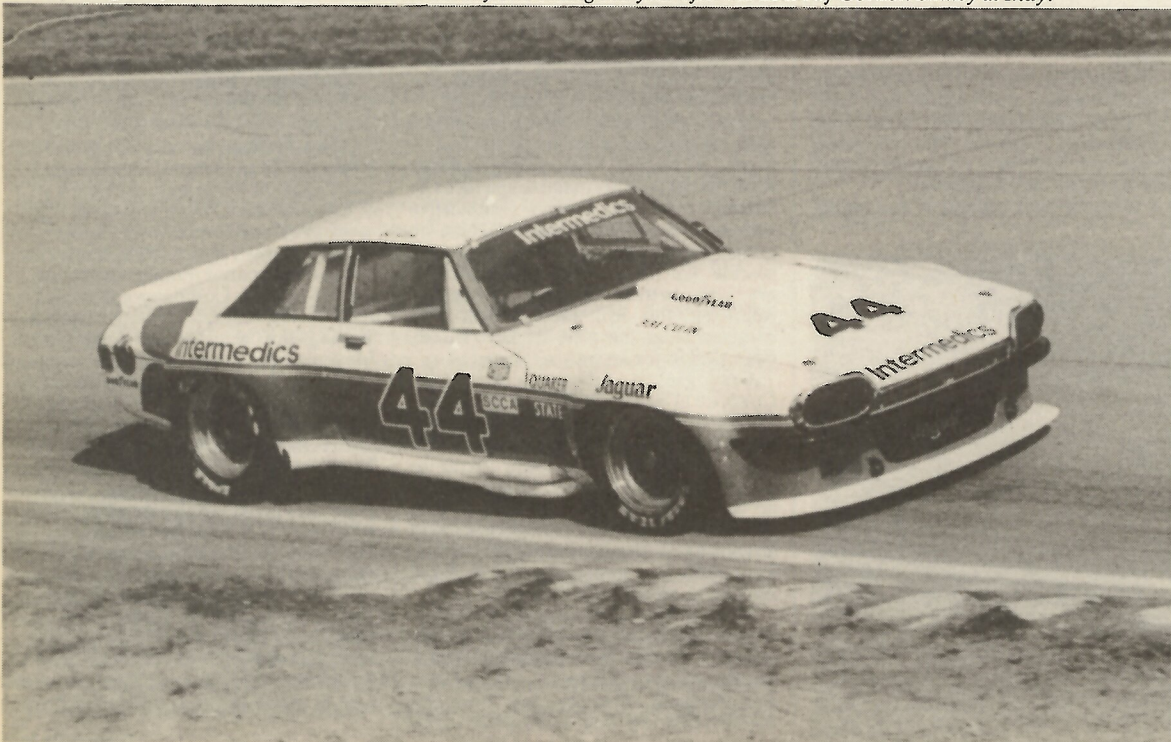
## Pontiac's TransAm continued

in the championship. Gloy has already announced plans to build three Mercury Capris for the 1983 TransAm season.

Rob McFarlin was an unexpected campaigner in his Kontrolle Mustang. The car was built for the Kelly American Series but IMSA's technical inspectors decided it was a TransAm car. So McFarlin joined the TransAm and finished sixth in the points.

Datsun became the first Japanese manufacturer to win a TransAm race when Paul Newman took the Pioneer/Budweiser/Canon Datsun 280ZX Turbo to victory at Brainerd in his only TransAm race of the year. The Bob Sharp crew came to test the water in the TransAm prior to a 1983 effort. They found a light sprinkle just before the race and cool, damp conditions benefitted their Gene Crowe-built turbo perfectly.

Usually a regular front runner, Bob Tullius made only one outing this year after the death of Gordon Smiley at Indy.



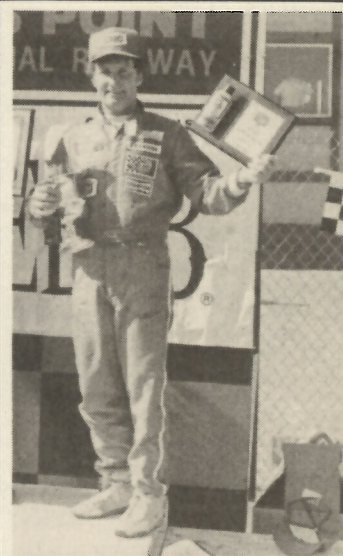
Frank Leary scored one fourth and a pair of fifths with his Peterson Tractor Datsun 280ZX Turbo in four West Coast events. He finished 12th in the points in his multi-purpose TransAm/GT-1-GTO car.

Mercedes was once again represented by the DeAtley Competition 380SL driven by Loren St Lawrence. Michelob sponsored this car as well as a \$500 Pole-Sitter award and St Lawrence kept the series awash in his sponsor's product. A new chassis and a mid-year switch from the 450SL motor to the 380SL powerplant (expanded to 4.5-litres) allowed the team to run free carburetors. The team made the Mercedes competitive with all but the best V-8s but late-race incidents twice kept St Lawrence off the victory stand.

The Group 44 Jaguar XJ-S appeared only once, at the Road Atlanta opener, with Bob Tullius at the wheel and a DNF

as its result. It was a terribly difficult weekend for all concerned as the driver contracted to race the Jaguar in 1982, Gordon Smiley, had been killed at Indianapolis only a week before. Sponsor Intermedics chose not to continue its TransAm programme and the Jaguar never reappeared.

The 1982 season easily equalled the success of 1981, but early-season events eliminated some competitive teams. For greater success in 1983 the TransAm needs to retain the leading teams and drivers while adding new faces. Neither 1979 champion John Paul nor 1980 champion John Bauer or 1981 winner Eppie Wietzes have won races since their championship seasons. The success of CART and NASCAR has been built upon having the same names year after year. The TransAm needs this to realise its potential as the best road racing saloon series in North America.



## EFR: master of technique

If you wanted to teach a young driver how to drive a TransAm car, the first step would be to take him to a corner, point out the number 55 Pontiac TransAm of Elliott Forbes-Robinson, and tell him to watch very carefully. The car and driver combination are remarkable for how undramatic they appear. In this pairing there is none of the wheel-spinning oversteer or constant steering corrections of so many cars. With over 500 horsepower on 10 inch rims, TransAm cars are very twitchy.

Elliott makes his Huffaker Engineering TransAm look like a Formula Atlantic car as it tracks through a turn. Upon entry it takes a single set and then continues through the turn without correction. It isn't difficult to be smooth in a TransAm car, it isn't very difficult to throw the car around and be fairly quick, but it is very difficult to be smooth and fast. EFR had five pole positions in 1982; no other driver had more than one.

Elliott Forbes-Robinson also maintains a smooth style in the pits. Not for him is the silk shirt and gold chains. He doesn't carry an airline guide in his pocket as he rushes between planes. He travels the TransAm circuit in a motorhome with his family. After the race when many drivers would be still accepting the congratulations of admirers, Elliott is atop his motorhome preparing for a sight-seeing route to the next race. His demeanor is more akin to the relaxed style of NASCAR than the frantic nonsense of F1.

Elliott's relaxed style is maintained until he gets in the car. At Portland he nearly missed the start because he was watching a motocross race on TV. But once in the car he is a skilled professional. His championship-clinching win at Trois-Rivières was an excellent example. He knew tyres and brakes would be marginal on the tight street circuit. He was content to fall as far back as fourth in the early portion of the race. He was braking about 30ft early for some turns. But when the race got near the finish he was capable of running faster than he had at any time. It was beautifully judged in a TransAm car, which Elliott calls "A Thinking Man's Car". And just the sort of vehicle for Elliott Forbes-Robinson, the master of technique.



# Seasonal Survey



Danny Ongais (left) and John Paul Jr started their Lola T600s from the front row at Laguna Seca in May with Paul winning the contest in typically fine style.

## Junior comes of age

John Paul Junior took last year's IMSA Camel GT crown. STEVE POTTER recounts the Georgia success story.

The 1982 International Motor Sports Association Camel GT series provided the opportunity for John Paul Jr to demonstrate his maturity as a race driver. And he made the best of that opportunity, winning an even half of the 18 races on the circuit.

It was also a year for IMSA to go it alone with its GTP formula, which used a lengthy set of engine specifications to handicap the performance of a wide variety of power plants, while racers in Europe focused their attention on FISA's new fuel consumption based Group C.

As a result of the inability of FISA and IMSA to reach a common set of rules for governing sports car racing, there were no World Championship sports car events in North America in 1982. While the cream at the top of IMSA's traditionally huge fields was sometimes thin, no races ever had to be cancelled or postponed because of weak fields. By the end of the season Porsche had agreed to lend technical support to teams that wanted to install the German manufacturer's engines in existing GTP chassis, and it was clear that John Bishop's gamble had paid off. He could run his series with his own rules if accommodation with the rulemaking hierarchy at the Place de la Concorde continued to be impossible.

Paul, 22, who had shown great promise in three prior years of Formula Ford and Camel GT competition, used cars built to both GTP and GTX (the latter IMSA's liberal development of the old Group 5) to become the series's youngest champion.

Meanwhile, Paul's father, a two-time FISA World Endurance Driver Championship winner who was the new GT titlist's usual co-driver in long distance races, won the Camel Endurance Championship, a title IMSA created over the winter when it became clear that there would be no IMSA participation in the FISA series. The older Paul won the title in the last race of the year, hitching a ride in a Pontiac Firebird after his son suffered a flat tyre and crashed the family Porsche on Daytona's tall banking.

The JLP team's season started with triumph at Daytona. After winning the last two races of the 1981 season, Junior pipping season champion Brian Redman in both, they brought Rolf Stommelen aboard for the 24 Hours Pepsi Challenge. Driving JLP-3, a space frame version of

JLP-4, which substituted pure race car suspension for the modified stock layout that 935s have traditionally used, wouldn't be race ready until the middle of the summer. In the interim, Paul Jr drove the Lola again in sprint races at Mid-Ohio and Lime Rock, where he finished fourth and second respectively.

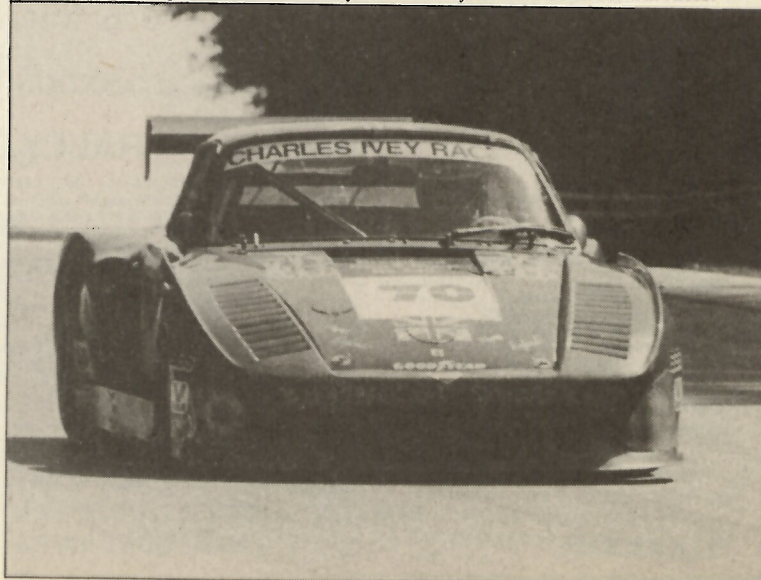
He was fourth again at the midsummer midnight Daytona 250 miler in JLP-3, before taking the wheel of JLP-4 for its debut at Brainerd in the wilds of Minnesota. He was first there after pole winner Danny Ongais lost the gamble that he could run the entire race at a reduced pace and eliminate his pit stop. Paul, who started the race on the outside of the first row, stopped for fuel and still returned to the track with a margin over his competitor.

Sears Point was a DNF, but the next

week up in Portland, Oregon Junior guided JLP-4 to its second win. For the Hours race at Mosport later in August he and his dad brought the old car back out and notched another endurance triumph while JLP-4 was being carefully converted to endurance racing spec. With Mauricio de Narvaez as his co-driver, Paul Jr was second at Elkhart Lake, and then he clinched the championship at the series return to Mid-Ohio in September.

Maybe it wasn't the way Paul might have liked to capture the championship sitting by the side of the road repairing an electrical fault when the Interscope crashed out of the race and denied Te Field his last chance at the title. But the title was his, and for the autumn Road Atlanta endurance round JLP brought out the new car once again.

Britons John Cooper and Paul Smith fielded their familiar 935 in several races.





During pre-race testing the wing flew off as Senior was navigating the undulating high-speed section of track that passes for Road Atlanta's back stretch, and JLP-4 was virtually written off. Back in JLP-3 once again, the Pauls were victorious. That win and the second place at Pocono's 500 miler were more than icing on the cake though. The Pauls were locked in a battle for the Endurance Championship with M.L. Speer and Terry Wolters, who had rented JLP-2, the first of the Paul's homebuilt Porsches, for the 10 long-distance races. With \$25,000 and some amount of prestige going to the Endurance Champion, JLP Racing wasn't about to sit back and rest on its laurels.

Paul Jr had come into the final race at Daytona leading the Endurance points standings, by virtue of his second place at Elkhart Lake while his father, driving with Hurley Haywood, finished back in the points. Unfortunately the new GT champ had a tyre burst on the banking early in the race. He was uninjured, but under IMSA rules a driver can only score points in the first car he drives in a race, and Junior was destined to get no points. He was overhauled by Speer and Wolters, who finished ninth in the race. But Senior was able to pick up a ride in a GTO class Pontiac Firebird, and, with a seventh place overall finish, clinched the long distance racing title.

For Interscope Racing, 1982 started out much as 1980 and 1981 had been, full of blinding speed and misfortune. Danny Ongais was still recovering from his Indianapolis accident as the season began at Daytona in January, and Bill Whittington joined the team as a third driver. Neither Ongais nor Whittington ever got behind the wheel at Daytona, and the Interscope was an early retirement at Sebring as well.

But back on the West Coast, in the shop in Costa Mesa, Interscope had a pair of Lola-Chevrolet T600s, which Field had ordered a year earlier, shortly after Redman had introduced the model with a win at Laguna Seca. After Ongais had been disabled at Indy, Field experimented briefly with the Lola, but never felt comfortable enough in the car to run it in a race.

It was clear at Road Atlanta that the newly delivered K4 wasn't going to be a competitive car. Ongais finished second behind John Paul Jr, while Field took fourth after several pit stops in the largely undeveloped Lola. At that point Ongais and Field began development work on the GTP cars. His Indycar schedule prevented him from racing at Riverside, which was unfortunate because that was where, with Whittington again sharing the driving, the Interscope team scored its first victory of any sort since Daytona three years before.

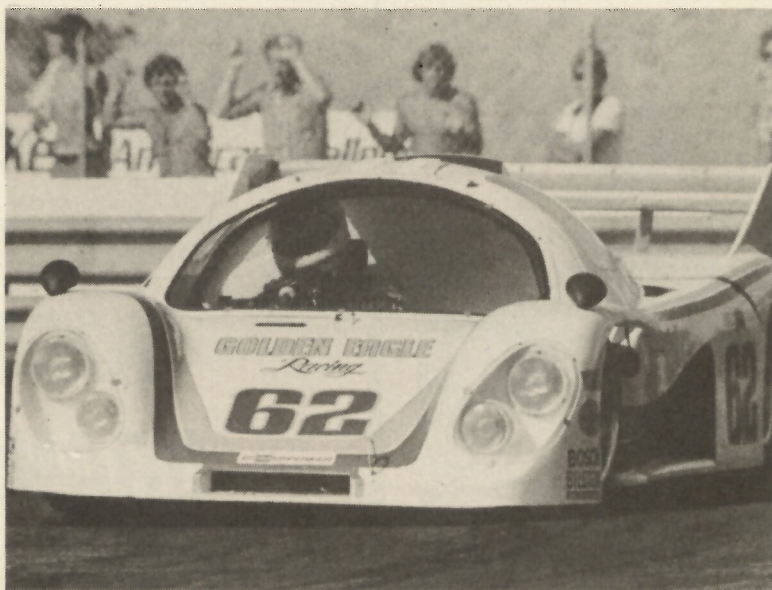
Ongais nabbed second again at Laguna, behind the JLP Lola, with Field once again fourth. It looked like they had a lock on the race at Charlotte until Ongais got squeezed into the wall by a lapped car. After a hasty patching job on the tub, Ongais finished second at Mid-Ohio, followed again by Field, who was third. Field took another third at Lime Rock, one place ahead of Ongais.

The repaired chassis brought the Interscope driver a convincing victory at Daytona's night July 250 mile race, and then they finished second and third (Ongais, then Field) at the Brainerd sprint after the miscalculated non-stop strategy referred to above. Ongais was second at Sears Point and Field the runner-up at Portland, but those results were followed by a pair of DNFs coming into the last two races of the season.

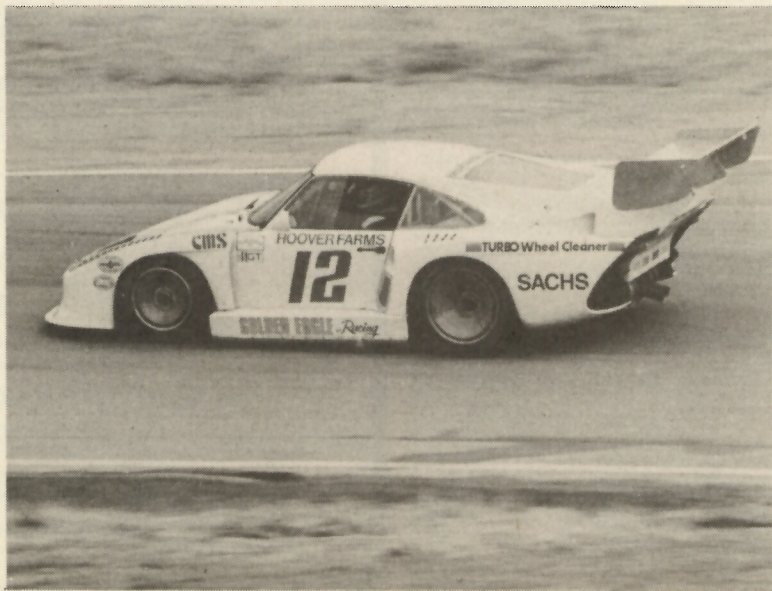
At Pocono, the very track where the Pauls had begun their remarkable streak a year earlier, Interscope raced JLP head to head — and won. And back in



BF Goodrich again ran a pair of Porsche 924 Carrera Turbos in selected events, including the 24 Hours of Daytona.



Above: Skeeter McKitterick co-drove Bill Koll's interesting Rondeau-Chevrolet with a best result of third at Pocono. Below: David Hobbs shared Fitzpatrick's 935.



California, Ryan Falconer, a man with close connections to Chevrolet's engineering department, was working hard on a twin turbocharged version of the 3.2-litre Chevy V6. It was reported to make more than 700 bhp on the brake, and in the six weeks between Pocono and the finale at Daytona in November a V6 was fitted to one of the three Interscope Lolas.

Ongais qualified on the outside of the front row, and led the race until a flat tyre caused damage to an oil cooler and eventual retirement. Field had crashed his normally aspirated V8 in practice — also due to a flat tyre — and started the race in the well used back-up car, the Riverside and Daytona summer race winner. Coming from behind in the last half of the three hour race to overtake John Fitzpatrick, David Hobbs and Bob Wollek, Ongais brought the old faithful patched-up chassis home to another victory. No doubt Interscope will be the team to beat in 1983 with their factory Chevy engines in well developed Lola chassis.

Former IMSA champion John Fitzpatrick was the next most successful team owner. In fact, his four wins are one more than Field achieved. After serving as his own team manager in 1981, Fitzpatrick brought Tim Schenken aboard so that he could look after driving and leave the mechanical aspects to someone else. Driving the first of the Kremer K4s, suitably modified for the IMSA rules, and sponsored by financier Jerry Dominelli, Fitzpatrick had an awful start to his season. The car retired early at Daytona, and then flipped in the opening laps at Sebring.

The expatriate Englishman didn't get on the winning trail until Mid-Ohio in May, beating Ongais, Field and Paul Jr. He won again at Lime Rock then endured another dry spell through the middle of the season before coming back to take a pair of endurance races — Mid-Ohio again and Road America — with Hobbs as his co-driver. Sharing his car with Porsche Cup aspirant Wollek, Fitzpatrick finished second in the last race at Daytona.

There was just one other overall race winner in IMSA in 1982, and that was German driving ace Klaus Ludwig, who



# Seasonal Survey

## Junior comes of age continued

a brilliant drive duplicated his 1981 winning feat at Sears Point in the Lakespeed Mustang. He was without a really proper tool to do the job, for racing boss Michael Kranefuss realised that the Lakespeed car was developed for the short sprints that characterise the German Championship, and that it was too agile for the rigours of IMSA's longer races.

A proper vehicle is being developed for 1983, but last year Ford chose to make only occasional appearances, with a pair of cars driven by Penske Indy drivers Rick Mears and Kevin Cogan, and on occasion Ludwig. A car freshly built over the winter was burned out in a testing accident with Cogan at the wheel before it could appear in a race, and Ford was forced to bring an old chassis out of retirement. Aerodynamic development helped the cars achieve top speeds that were remarkable considering the short supply of power to be gleaned, even with a turbocharger, from the tiny 1.8-litre engine.

Bob Akin hired Derek Bell to partner him in the 10 race endurance series. After a second place finish with the old Bremer K3 in the Daytona 24 Hours, Akin commissioned Chuck Gaa to build a monocoque GTX car with 935 engine, timing gear and bodywork, and a Lola 500 nose. The car, called an L1, proved to be difficult to sort, and just as the car was getting down to competitive times it crashed it thoroughly at the Daytona finale. At last report Akin had decided to take the GTP route with a March-Porsche G in 1983.

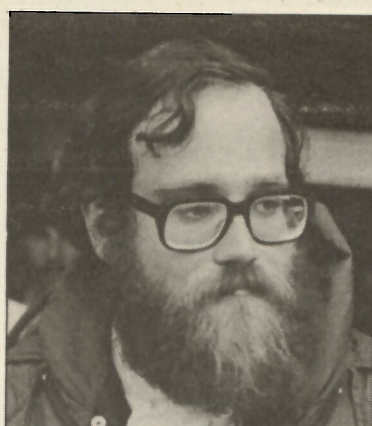
Jaguar, through its US sales arm, funded the development of a new V12 powered GTP Group C car, the XJR5, a sleek machine built by long time BL racer Bob Tullius from plans drawn by the prolific Lee Dykstra, the same man who signed the Pauls' JLP-4. The car was beautifully turned out, but considerably overweight and behind schedule. Tullius and Canadian Bill Adam made a promising first appearance at Elkhart Lake, bringing the car home third.

Nothing went right after that. Tullius crashed heavily during practice for Mid-Ohio, then the usually bulletproof L2 swallowed something it didn't like atcono. Finally Tullius became one of the flat tyre victims at the Daytona finale. David Cowart and Kenper Miller kept away their GTO class competitors with a BMW M1 in 1981. This past season they tried the normally aspirated BMW in a March GTP chassis. And they discovered that they were over 100 horsepower shy of a competitive level. Second at Charlotte was the best that they could do. Mechanical problems wrought havoc at the autumn Road Atlanta endurance race, and that event looked like theirs until the ignition kicked up, demoting them to third.

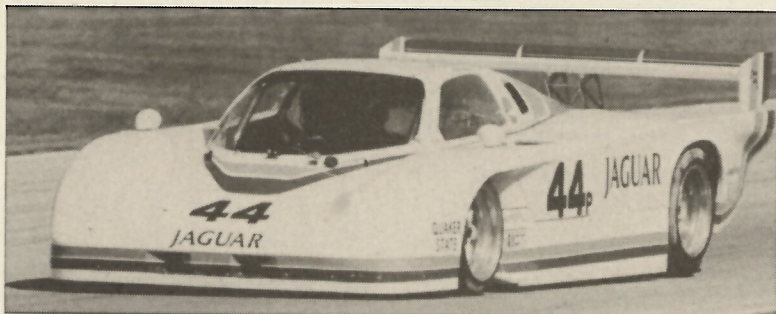
Bill Koll and Skeeter McKitterick ran Chevrolet-powered Rondeau in the endurance events, but they enjoyed little success. Preston Henn ran several 935s and the occasional Ferrari 512 under his Rap Shop banner, always with enthusiasm, if not always with success. The highlight of Henn's season was an excellent second place with the estimable Doc Bundy at Road Atlanta in the autumn. Marty Hinze bought the ex-story March-Chevy 83G, and he and Andy Lanier achieved some top five placings with it at the end of the season. The last few races saw a small influx of European entries, including the Charles de Villota 935, class winner at Le Mans in the past two years, for John Cooper and Paul Smith. Without making a full range of modifications permitted



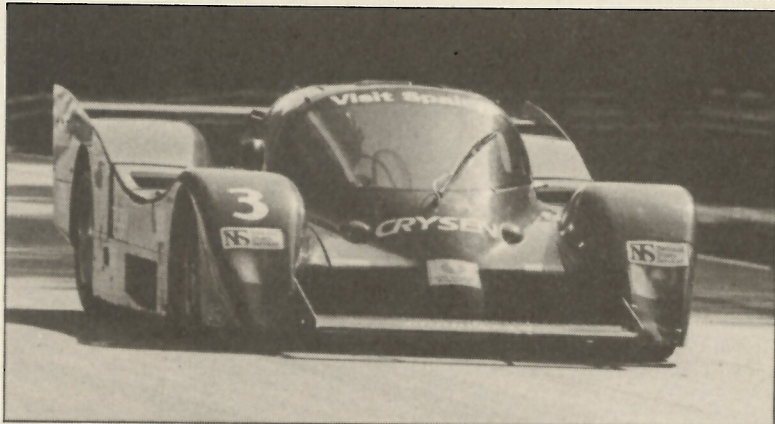
John Paul Jr.



Ted Field.



Above: the new Lee Dykstra-designed Jaguar GTP car aroused much interest. Below: Emilio de Villota underlined the potential of the neat Grid-Plaza but was short on luck.



Below: The Electramotive Datsun ZX Turbo was always among the GTO runners.



John Paul Sr.

John Fitzpatrick



under IMSA rules, it was hard for Cooper and Smith to keep up, but they reportedly plan to come back to IMSA in 1983 with a more competitive effort.

Ian Dawson's GRID team also plans to be back. The sweet handling car was driven at times by Desiré Wilson, Emilio de Villota, Fred Stiff, and Don Whittington, who all discovered that the Cosworth DFL was shy of both power and reliability. Dawson's next car will be Porsche-powered, and should be ultra-competitive.

Bruce Leven's Bayside Disposal team made only sporadic appearances with its ageing 935, while concentrating on the SCCA's TransAm series with a pair of uncompetitive Porsche 924 Turbos. It's a full return to IMSA for the 1983 season as Bayside is preparing a Porsche-powered Lola T600 for all but the early season Daytona and Sebring rounds, where the old 935 will be hauled back into service.

## GTO

IMSA's GTO category is based on the old FISA Group 4 class, for production cars with limited modifications. What it has come to mean in IMSA is space frame cars with stock engine location and suspension type. Coachwork is required to be stock, but flaring of fenders and the addition of spoilers is permitted. Naturally this leads to some fairly wild machinery.

The dominant car in the class was the Datsun 280 ZX Turbo, sponsored by the Nissan importing company. Designed and developed by Electramotive, a team headed by Don Devendorf and John Knepp, the 2.8-litre production based six-cylinder produced over 600 bhp with moderate boost. The 1982 car was a successor to a more powerful and more complicated car from the season before. This time (relative) simplicity proved the better means to the end.

With Devendorf, a brilliant electronics engineer and a former IMSA champion in the RS and GTU classes, in the cockpit, the team scored six victories, one of them in the Mid-Ohio long distance round where Devendorf was partnered by Tony Adamowicz. Lack of sufficient budget and a late start meant that the Electramotive team missed seven rounds altogether, so Devendorf didn't clinch the championship until the last race at Daytona, where he and Adamowicz finished second in class after a fire seriously damaged the car during qualifying.

Devendorf's chief competition came from the Miami based T&R Racing team of René Rodriguez and Tico Almeida. They began the season strongly in the ageing pair of Porsche Carreras they had campaigned the year before, and then switched to a Corvette and a Mustang respectively. Almeida, pairing with Ernesto Soto, won at Riverside in his Porsche, and then took the Brainerd round with his Holman & Moody Mustang. Rodriguez and John Greenwood captured the Road Atlanta endurance race in the Greenwood prepared 'Vette.

Chet Vincentz purchased the 1980 Daytona 24 Hours winning Jöst 935 from Gianpiero Moretti and converted it to 934 spec. When Wayne Baker and the Electrodyne crew had finally debugged it, the car was worthy competition for the Datsun Turbo. Vincentz and Baker won two of the seven races they entered.

Billy Hagan entered 11 events with his Camaro, winning two of them while co-driving with Gene Felton. Dennis Aase won an early round at Road Atlanta in a BMW M1 before dropping out of the series. Mazda captured the class at the Daytona 24 Hour with a big-engined factory RX-7 and a team of drivers headed by Katayama, while Diego



# Seasonal Survey

## Junior comes of age continued

Montoya of Columbia won the summer race at the superspeedway with the ex-Cowart/Miller M1. The Puerto Rican Porsche Carrera of Febles/Ferrer/Soldevila won at Sebring and the Raub/Gleason Firebird took the Road America round.

## GTU

This is where the Japanese car builders square off one another, importer sponsored teams fighting it out all season long. Unlike GTO, where most of the competitors take part in selected races, in GTU there were almost a dozen teams participating in virtually all the rounds.

Mazda won the manufacturers' title for the third year in a row, although they could hardly be accused of having the dominant car. Jim Downing, who won the RS title in 1981 in a Mazda RX-3, won the GTU driver's title in 1982, edging out his former RS competitors and fellow Mazda drivers Roger Mandeville and Joe Varde.

Downing won only three of the 19 GTU tests, but, ably supported by co-driver John Maffucci, the Haynes-Manuals RX-7 finished out of the points only once, and out of the top five four times. Downing's conservative strategy, almost backfired. Winning four races along the way, Mandeville (with Amos Johnson co-driving) had closed the gap on Downing, and took the points lead with two races left. But victories by Downing and Maffucci in both of those events put the title on ice for the tall Atlantan.

Joe Varde was the quickest, if not the most consistent, Mazda driver. He took over the seat of John Casey's Trinity Racing car a quarter of the way into the season, and (with strong co-driving from Jeff Kline in the endurance tests) won five of the last 15 races.

Logan Blackburn was the top placing Datsun driver, and had he run the whole season he might well have won the championship. As it was he won five of the 12 rounds he entered. He and fellow Datsun man George Alderman shared each others' cars in the long-distance races. Alderman got shares of two victories, but was disqualified from a third after IMSA officials discovered that he had an oversize engine at Portland.

Jim Mullen and Jim Cook paired up to win the Riverside round, while Lee Mueller/Kathy Rude/Allan Moffatt won the first race at Daytona in Dave Kent's 1981 championship winning RX-7.

Daytona was the only bright spot for Kent's men (and woman) all year. They switched camps to Toyota thereafter, and despite a Herculean effort were unable to win another race. Part of the problem was too ambitious a task, as Kent attempted to develop the existing cars he had inherited from George Follmer while simultaneously building a pair of very radical new-style Celicas. At the end of the year Kent's contract with Toyota wasn't renewed, the deal going to Dan Gurney's All-American Racers.

## Champion Spark Plug Challenge

IMSA introduced front-wheel-drive to the RS class in a serious fashion in 1982, creating the special ProFormance class, with purse incentives for the new cars. As it turned out, the best of the new cars, the Renault 5s of the Minnesota brother team of Bobby and Tommy Archer, were fully competitive with the older, and supposedly quicker, Mazda RX-3 rotaries and AMC six-cylinder Spirits at all but the very fastest tracks.

Bobby Archer won four races, and his brother one, which was enough to give the manufacturers' title to Renault, since,



John Greenwood has remained faithful to the Chevrolet marque for many years now and continues to campaign a Corvette.

## 1982 IMSA CAMEL GT CHAMPIONSHIP

1982 IMSA CAMEL GT CHAMPIONSHIP			Jan 30/31 Daytona	Mar 19 Sebring	Apr 4 Road Atlanta	Apr 25 Riverside	May 2 Laguna Seca	May 16 Charlotte	May 22 Mid-Ohio	May 31 Lime Rock	Jul 3 Daytona	Jul 11 Brainerd	Jul 25 Sears Point	Aug 1 Portland	Aug 15 Mosport Park	Aug 22 Elkhart Lake	Sep 5 Mid-Ohio	Sep 12 Road Atlanta	Sep 26 Pocono	Nov 28 Daytona	Total points
1	John Paul Jnr (USA)	Porsche 935 tc/Lola T600	20	20	20	—	20	20	10	15 (10)	20	—	20	20	15	—	—	20	15	—	235
2	Ted Field (USA)	Lola T600/Porsche 935 tc	—	4	10	20	10	3	12	12	20	12	(2)	15	3	—	—	6	20	20	167
3	John Paul Snr (USA)	Porsche 935 tc	20	20	—	—	—	20	—	8 (10)	—	—	—	—	20	2	—	20	15	—	125
4	John Fitzpatrick (GB)	Porsche 935 tc	—	—	8	—	12	—	20	20	—	—	10	—	—	20	20	—	—	15	125
5	Danny Ongais (USA)	Lola T600/Porsche 935	—	4	15	—	15	3	15	10	20	15	15	—	3	—	—	6	—	—	118
6	Terry Wolters (USA)	Porsche 935 tc	—	12	—	12	—	8	—	—	15	—	—	—	8	3	6	10	10	8	92
7	ML Speer (USA)	Porsche 935 tc	—	12	—	12	—	8	—	—	—	—	—	—	8	3	6	10	10	8	77
8	Bob Akin (USA)	Porsche 935 tc	15	6	—	10	—	12	—	—	—	—	—	—	10	—	10	8	—	—	71
9	Derek Bell (GB)	Porsche 935 tc	15	6	—	10	—	—	—	—	—	—	—	—	10	—	—	8	—	12	61
10	Dave Cowart (USA)	March-BMW 82G	—	—	—	6	—	15	—	—	—	—	—	—	4	8	3	12	—	6	54
	Kenper Miller (USA)	March-BMW 82G	—	—	—	6	—	15	—	—	—	—	—	—	4	8	3	12	—	6	54

## 1982 IMSA CAMEL GT ENDURANCE CHAMPIONSHIP

1 John Paul Snr (USA) Porsche 935 tc	20	20	—	20	20	12	—	20	19	15	146
2 M.L. Speer (USA)..... Porsche 935 tc	6	18	18	16	16	13	14	17	10	12	140
Terry Wolters (USA) Porsche 935 tc	6	18	18	16	16	13	14	17	10	12	140
4 John Paul Jnr (USA) Porsche 935 tc	20	20	—	20	20	19	—	20	19	—	138
5 Bob Akin (USA)..... Porsche 935 tc	19	9	17	18	18	17	—	17	14	—	111
6 Derek Bell (GB)..... Porsche 935 tc	19	9	17	—	—	17	—	14	—	18	94
Jim Downing (USA) Mazda RX-7	9	10	11	13	13	12	—	14	14	11	94
John Maffucci (USA) Mazda RX-7	9	10	11	13	13	12	—	14	14	11	94
9 Mandeville (USA)..... Mazda RX-7	13	17	—	—	—	16	—	3	17	10	80
A Johnson (USA)..... Mazda RX-7	13	17	—	—	—	16	—	3	17	10	80

only the new ProFormance cars were eligible for points and the French challenger was a development of the car that had been running since 1977. Mazda and Datsun got into the battle, but their front-drivers weren't sufficiently developed to be completely competitive in 1982.

Actually, Mazda's old RX-3 was the most successful car. Besides the Archers' Renault victories, four wins for Irv Pearce's AMC Spirit, and a solo win by Richard Gordon's Volvo, all the races were won by the little rotaries. Series Champion Chuck Ulinski, the most consistent of the drivers, won two races in addition to his string of high finishes. So did 1981 champ Jim Downing and oval track veteran Danny Smith, who entered just a few races each. Dave Lemon scored one win, but ran a consistent season and was just edged out for the driver's championship by Ulinski.

## Renault Cup

The Renault Cup, which has played a part in France's development of so many

Formula 1 drivers, came to the United States in 1982. Contested by Renault 5s with stock powertrains and Group 2 suspension, IMSA sanctioned a six race series on the East Coast, with the top three finishers participating at the World Finals at Paul Ricard.

The series is designed to be a training ground, and it attracted 70 drivers in its first season. But in its first year there were also a number of veteran participants, including the top three finishers, James Reeve, Don Knowles and Dennis Shaw, all of whom have been racing for the better part of a decade. For 1983 the East Coast series will be continued, and on the West Coast a series begun for the Alliance, America's version of the Renault 9.

## Kelly American Challenge

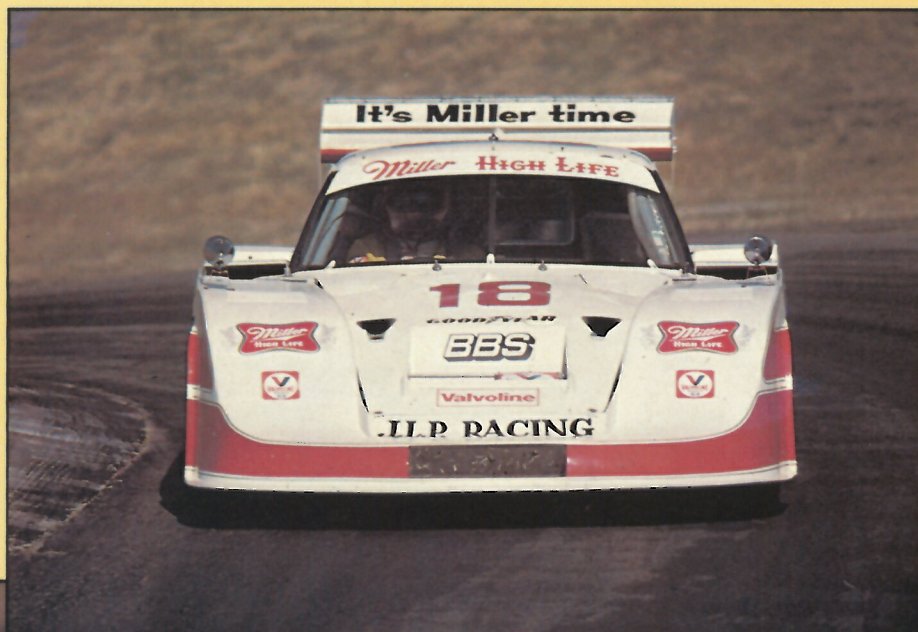
Restricted to American built cars, the IMSA rulemakers have encouraged the participation of cars powered by smaller

V6 engines, restricting the carburation of the big V8s and giving the V6s lighter minimum weights. It had the desired effect, as competition was dominated by V6 powered Camaros.

Craig Carter was the first to get his new car debugged, and he won six of the first nine races and won the championship handily. Gene Felton, who owned the class for the first four years of its existence, had a new Camaro whipped up by ace oval short track builder Ray Dillon, and he used it to win the penultimate round. Earlier in the season he had won two races with his old V8 powered car, but only after Carter encountered problems.

IMSA has never been sure that they liked seeing Camaros and other 'sporty' cars in this class, and they gave a weight break to conventional sedans that sent everyone scrambling back to their shops to re-skin existing designs. Tommy Riggins clinched second in the point standings with a win at the last race of the season at Daytona in his new Chevy Monte Carlo after winning an earlier contest in a Camaro.





Left: John Paul Jnr dominated the 1982 IMSA GT racing, winning no fewer than nine events. He is pictured at the wheel of the advanced JLP Racing twin-turbo Porsche 935 'wing-car'.



Above: Klaus Ludwig flames out the works Zakspeed built Ford Mustang turbo as he heads for the win at Sears Point. Right: Striking a double-blow for the breathless stockblock, Interscope Racing's Ted Field took his Lola-Chevrolet T600 into the winner's circle at the final two events on the long IMSA schedule. Photos: Brian Murphy.





# Seasonal Survey



Above: There is no shortage of variety in Donington Production GT events. Below: Marshall and Scarborough in typical prodsaloon pose. Bottom: Patrick Watts took second in the Metro Challenge.

## Change of emphasis

Production car racing seems to be going through something of a transitional period at the moment. JEREMY SHAW takes a look back on the 1982 season and also assesses likely future trends.



The sphere of production car racing has witnessed a period of great change in recent seasons. The once popular production saloon and production sports categories have steadily declined in support, while the proliferation of 'one-make' series — championships catering for one specific model — have, by contrast, grown rapidly in stature.

One of the reasons for this switch in emphasis is that of cost. A new saloon or sports car bought direct from a dealer's showroom is not cheap, while the added expense of 'blue-printing' and keeping up with latest tyre technology all goes to ensure that a season's racing can cost a pretty penny; with very little reward.

Several car manufacturers, however, have spotted a way in which both they and potential competitors can benefit. Renault, Ford and BL now offer a variety of incentives for aspiring saloon competitors to race their wares and these carrots have, in particular, attracted competitors away from the 'formule libre' prodsaloon series and more than ever towards one-make categories.

From a spectator's point-of-view, this development has probably made little difference in terms of close racing but there is certainly less variety than was evident just a couple of years ago. With one notable exception. The Donington Racing Club have experimented with a novel Production GT Championship, which catered for both saloon and sports cars at the same time. Furthermore, this series allowed in *any production* car irrespective of whether it was still being produced by the manufacturer. The result was a fully subscribed entry for each round and plenty of interesting dicing throughout the four-class field. Perhaps the BARC and BRSCC should take note.



## Production saloons

During 1982, as in seasons past, both the BRSCC and BARC ran championships open to properly homologated, currently manufactured, production cars. Neither could purport during 1982 to be at all well supported in terms of numbers of entries although it must be said that the small fields regularly produced some most exciting motor sport.

It must be a sign of the times, though, that even such a doyen of prodsaloon racers, **Gerry Marshall**, was unable to find any sponsorship for his attack on both championships with a new 2.8 Injection Ford Capri. Gerry had made up his mind at the end of the previous year to replace his successful 3-litre example with Ford's latest sports coupé and, despite a minimum of funds, not to mention a slight deficit in power when compared to the older and slightly larger car, he soon found himself properly competitive. His battles with the 3-litre Capri of **Graham Scarborough** undoubtedly provided one of the highlights of the production racing season and it was fitting that in the end they were able to share honours with one championship title apiece.

Marshall's came in the BARC's 18-round series, which was again backed by Monroe Shock Absorbers, and this represented the big man's sixth title in five seasons. But he certainly had to work hard for this one. Time and again Gerry would have Scarborough's Ralph Davis-supported, ex-Marshall-prepared 3-litre alongside him on the grid and on several occasions they must have spent at least half of the race distance in side-by-side formation. Their battles were intense in the extreme yet only rarely were there any incidents between them. Neither man gave nor asked any quarter and the ensuing fun — and fun is what prodsaloon racing should be all about — left spectators thrilled at virtually every round.

Agricultural engineer Scarborough gained revenge over his more experienced adversary by taking the BRSCC's unsponsored 12-race championship and in fact his total tally of race victories gained during the year read 14 to the 10 of Marshall.

The only regular challenges to this pair came in the BRSCC series, where **David Yates** renewed his rivalry from 1980 with Marshall (when both drove Dolomite Sprints). The Cheshire man also cam-



Norris Miles's lovely Alfetta GTV6 heads the 1500cc 'Sud Veloce' of Andrew Thorpe.

aigned a new Ford Capri 2.8 Injection and rapidly showed that he had lost none of his form despite a year's absence from the circuits, although victory eluded him and he had to be content with third position overall in the series.

Londoner **Malcolm Prior** also returned to the fray with another Capri, this one a 3-litre, and was always on the pace, while the only other major opposition came, infrequently, from **Tony Lanfranchi's** lovely, Monorep-prepared Opel Monza, which also appeared in several other drivers' hands when Big-Tone's clashing Tricentrol commitments precluded his attendance, and the interesting Alfa Romeo GTV6 of former Opel man **Norris Miles**.

It was a shame that the Oxford-domiciled New Zealander was unable to race more often than he did for his gorgeous Alfa brought welcome variety to the scene. Miles scored his only victory of the year at Snetterton in May but he was able to challenge the Capris each time he appeared and in one memorable race at Silverstone led both Marshall and

Lanfranchi for a while before finishing third in a race that saw Lanfranchi's only success with the Opel. **Barrie Williams** also scored a wet victory for the Opel in the final BRSCC meeting at Brands Hatch, while Scottish Opel dealer **John Cleland** was another to show good pace while guesting in the car.

**Colin Davids** was the only other A-class driver to win during the year — on a rare outing with the MacMillan Publishing BMW 323i at Silverstone in June — although C-class man **John Llewellyn** took advantage of the absence of some of the leading runners due to a clashing date to guide his ex-Lanfranchi Volkswagen Scirocco GLi to a fine overall victory at Oulton Park. In a quite inspired performance, John equalled Lanfranchi's class lap record in the process of defeating Prior's Capri. Usually, Llewellyn had his class division well sewn up, at least in the Monroe series where only **John Cooper's** Renault 5 Gordini was a regular, if ineffectual, competitor, although former Classic saloon exponent (with a Borgward



Gerry Marshall — Monroe champion.

Isabella) **Steven McHale** offered more stern resistance with another Scirocco in the BRSCC's series and actually led Llewellyn home as many times as the reverse. The 1600cc class was sadly short of entries at most rounds, so it was a shame that **Nick Baughn** and **Andrew Thorpe** didn't bring out their respective Scirocco and Alfasud Veloce on more than a couple of occasions apiece.

The B-class, for cars between 1600cc and 2-litres, was, as usual, dominated in numbers by a selection of ageing Triumph Dolomite Sprints, although **Martin Williams** emerged on top with his Toyota Celica, the Llantwit Major garage proprietor enjoying his most successful season to date. Williams frequently indulged in some close battles with the Letchworth Roofing Dolomite shared by **Pete Walters** (in the Monroe) and **Ken Crofton** (in the BRSCC), as well as the similar cars of **Richard Jenkins**, **David Scriven** and father and son **John** and **Henry Rice**. Loughborough's **Roger Turner** preferred to race in the Donington events but did campaign his Fiat 131 Sport a couple of times in the national prodsaloon races, which included one fine win at Mallory Park.

As was the case in 1981, only the Monroe championship catered for cars of up to 1300cc, this class having been dropped completely by the BRSCC, so it came as no surprise to see only sporadic support this year. **Sharon Nicholson** was indeed the only regular entrant with her pretty Opel Kadett, although **Tim Driver** provided some opposition on occasion with his Honda Civic.

The premier event on the prodsaloon calendar, of course, was the Willhire 24 Hour race at Snetterton. This was the third running of the race and the BRSCC decided to alter the format slightly this time and allow only single-car teams. They reasoned that if the race was to become a major feature on the British scene then this was the only way it could go. As before either sports or saloon cars could enter, although perhaps rising costs and the increasing professionalism that had been displayed during the 1981 race frightened some competitors away.

The result was that only 20 cars came under starter's orders. Happily, retirements were again few although the race was never as exciting as the two previous runnings had been and, ostensibly, the 'works' Morgan Plus 8 of **Rob Wells/Chris Alford/Malcolm Paul** — the clear pre-race favourite — emerged to complete some 11 laps more than the **Gerry Marshall/Hamish Irvine/Andrew Jeffries/John Clark** BMW 323i. A subsequent eligibility check, however, saw both these cars excluded from the results, so it was the Carrolls Transport/ICS Opel team of **Pete Hall/Martin Carroll/Andy Rouse/Phil Dowsett/Syd Fox** who therefore inherited a surprise victory and thereby scored a magnificent hat-trick in the event.





# Seasonal Survey

## Change of emphasis continued

Steven McHale regained some pride by sharing his Scirocco with **Jock Robertson** to record a fine, class-winning second place ahead of Llewellyn's similar car, which was co-driven by **John Trevelyan** and **John Cotton**.

Willhire, whose Managing Director **Roger Williams** again took part in the race despite rolling his Capri during practice the day before, have confirmed that they will be lending their support to the event once more in 1983 and the BRSCC are hoping to introduce a few regulation changes in an effort to bolster the size of the entry.

## Production sports

The exclusion of the Morgan from the results of the Willhire 24 Hour race rather summed up a disappointing season for prodsports racing. It had been nice to report this time last year that the previous season had been harmonious and with a marked lack of bitchy protests but, sad to say, these made something of a come-back in 1982.

Out of it all, however, **Steve Cole** emerged a worthy champion, having driven his Lyster Oils-backed Morgan Plus 8 with flair and consistency throughout the season.

**Malcolm Paul** was able to match the Liverpoolian on his day but never frequently enough to challenge Cole for the Lucas CAV title, while **Tony Lanfranchi** competed in only a handful of races. Firstly with a Porsche 911 SC Sport and then one of the German company's latest 924 Carrera GTs. Both were entered by AFN but, sadly, neither was properly competitive with the well-sorted Plus 8 until the final race where Tony made full use of his talents on a wet track. Another new car on the scene was the Lotus Esprit Turbo, which ICS boss **Pete Hall** and former CAV champion **Trevor Lewis** campaigned without ever really having the car properly developed, while **Colin Blower** at least entertained the crowds with his superbly enthusiastic handling of an under-powered TVR Tasmin.

The middle class, for cars between 1500 and 2500cc, witnessed some excellent battles between the Caterham Super 7s of **John Stenning**, **Gary White**, **John Mayne** and **Maynard 'Duke' Soares**, although, unfortunately, those of Mayne and White disappeared from the series by mid-season and it was left for newcomer **Richard Marrant** to challenge the Caterhams with some confident handling of his Paradigm Engineering Triumph TR6.

The man who came closest to usurping Cole for overall honours, however, was **Ian Jacobs**, who forsook his old MG Midget in favour of a new Matra Simca Bagheera. Ian's season could not have begun in worse fashion, for he rolled the car badly during tests at Brands Hatch, but he soon reappeared and reeled off a string of victories, easily out-pacing the Midgets of **Nick Emmony** and **Peter Hiley**, his nearest regular challengers, and the fast-on-its-day 1500cc Fiat X1/9 of **Bruce Kennedy**.

In general, though, grids for the Lucas CAV series have been pitifully thin on occasion, so it is to be hoped that the BRSCC's decision to run alongside their prodsaloon series in 1983 will pay off. The club emphasise that they will continue to run separate races for sports and saloon cars but with new and promised enthusiastic support for Uniroyal Tyres, together with the idea of promoting an overall British Production Car Champion at the end of the season, it may be that some interest will be revived.

Sports cars in near-standard trim are



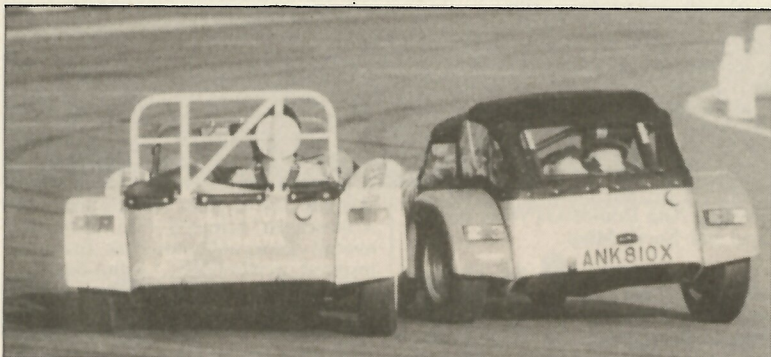
Scarborough — BRSCC champion.



Cole — successful Morgan exploits.



Above: Colin Blower revelled in the handling of his TVR Tasmin. Below: The Caterham Super 7 battles were one of the features of Production Sports car events.



Above: Peter Felix tries all he knows to keep ahead of Bob Buttery's Alfasud at Donington. Below: You can go prodsaloon racing in virtually any type of car.



raced also in the Donington Production GT series (see below) and also in the 750 Motor Club's interesting Garelli Sports Car Championship, which has been run this year over 13 rounds in association with Sportsworld Clothing. The classes were slightly re-organised for this year, catering for three road-going divisions, split at 1300cc and 1600cc, and two more for modified cars, divided at 1500cc. As in 1981, the Garelli series earned tremendous support from competitors, no fewer than 111 drivers scoring points at one time or another!

Kentish dentist **Peter Garrod** eventually took major honours with his well-prepared Lotus Europa Special, although he had a tough time for most of the year in seeing off **Richard Casswell's** rapid Morgan 4/4. The smaller standard section was mainly the province of Ginetta G15s, which are (controversially) no longer eligible for the 'Group 3' national prodsports series, and it was **Roger Bowden** who scored most often to defeat **Reg Dixon's** similar example. The largest class remained open, theoretically, until the final round when **Bill Taylor** (Porsche Carrera) was content to follow home **Grahame Bryant's** MGB GT V8 and therefore scoop enough points to demote **Fred Campbell's** Morgan Plus 8.

## Production GT

When the Donington Racing Club launched their new Production GT Championship at the start of the 1981 season, they purposefully trod a path in the opposite direction to that followed by the other organising clubs. They were quick to realise that the new regulations that were being brought into force elsewhere would render many cars obsolete for racing purposes overnight and correctly reasoned that many competitors could simply not afford to go straight out and buy a new car to meet the new rules. So they founded a series of races that would cater for any car whether currently homologated or not.

It was an immediate success. Grids were over-subscribed more often than not and the racing close in most of the classes. Moreover, the DRC soon became alerted to the fact that rear-engined sports cars were tending to dominate the classes and so decided upon a class re-structure for 1982. There remained four divisions according to engine size but a new rule decreed that rear-engined cars must race in the class above that in which they would otherwise have been eligible. With me? Well, one of the most noticeable changes that this brought about was a re-emergence in competitiveness of the MG Midget which no longer had to strive against the Ginetta G15s in the smallest category.

The racing, as it had been the year before, was close and interesting, mainly due to a huge variation in machinery that was used. TVRs, Lotus Esprits, Europas and even a Lotus-Cortina (driven by **Ervin Machalica**), a Saab 99 Turbo, various Triumph TRs, Midgets, Alfads; all were there in abundance during the year and virtually every car you could think of, including **Graham Richardson's** glorious Chevrolet Corvette.

The front of the field saw several fine scraps between a variety of TVRs and Morgan Plus 8s, **Steve Cole's** trio of wins eventually securing him the class spoils, although Lancastrian **John Kent** was unlucky that the newly turbocharged engine in his familiar red and white-liveried TVR let him down on several occasions. The Lotus Esprit Turbos of **Pete Hall** and **Trevor Lewis** looked good but only really came into their own towards the end of the year when the vastly experienced **Andy Rouse** took over the helm of Hall's ICS car, which, incidentally, Andy prepared at his Southam base. Rouse scored a brace of



wins, seeing off the Morgans in the process and boding well for some more Lotus success in the coming season.

Class B saw honours generally shared between **Colin Blower's** ever-sideways TVR Tasmin and the Lotus Europas of **Chris Meek** and **Peter Taylor**, although the impressive **Henry Tombs** was always on hand and pressing hard in his delightful Triumph TR3A. In the end, uncharacteristic mistakes and mechanical troubles denied Meek the class spoils, which were gratefully accepted by Taylor. It was in this class that perhaps the most variety was seen, other points scorers including an Alfa Romeo GTV6 (Norris Miles), BMW 323i (Adam Mac-Millan), Saab 99 Turbo (Mike Bennion), BMW 2800 (Simon Riley) and a Triumph TR5 (Michael Hughes).

The battle for the outright series title was fought out between the two leading competitors in the smaller classes: **Gary White** (Caterham Super 7) and **Robert Nettleton** (MG Midget). Radlett accountant Gary White looked favourite to take the spoils before the final round, having scored a clean sweep in previous races, although the battle was thrown wide open when his car let him down in that final race. Nettleton, whose only previous defeat came when he had to make a pitstop when one of his door's fell off (!), had only to win his class in the last race to take the crown but he too failed to finish, this time after team-mate **Peter Felix** spun in front of him and caused him to take violent (and damaging) evasive action. Nettleton's retirement left the well-driven Alfasud of **Bob Buttery** to claim a deserved first class win, having frequently pushed the Midget very hard indeed, while this also ensured White of the overall title.

Sadly, the likes of Tombs's TR3A will no longer be eligible this year as a new regulation demands that cars must be built after December 1971 but the series has been expanded to include a round apiece at both Oulton Park and Snetterton, so it should prove even more popular with competitors.

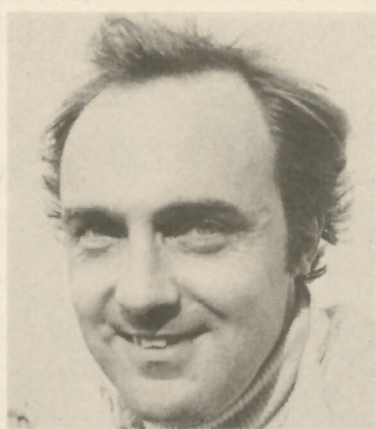
## Fiesta Challenge

The categories which seem to have undergone most expansion in recent times have been those catering for single production car models. The advent of real interest on behalf of manufacturers, allied to some strong promotion work has resulted in good fields, sensible prize money and, above all, close racing.

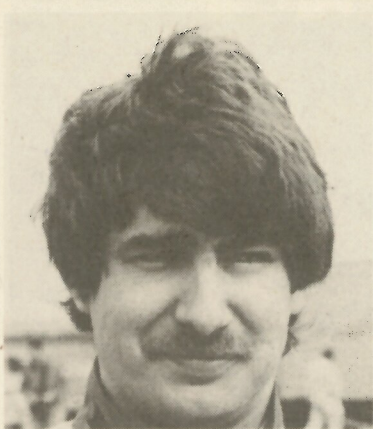
Furthermore, the level of interest displayed by competitors has had a knock-on effect to the extent that horizons are being broadened and some races even planned overseas.

The leader in this field is the Ford Fiesta Challenge, which for last year was backed, in name, by the *Daily Mirror*. A total of 15 rounds were held — the same as in 1981 — but this time three races (as opposed to two) were held on the continent; at the Nürburgring, Zandvoort and Zolder. The event at the 'Ring was, admittedly, held only on the short 'loop' circuit but series co-ordinator Stuart McCrudden recently announced that the 1983 race will take place on the 'full' circuit (we will have to wait and see what is meant by this because some of the 'old' track has already been ripped up as part of the major re-construction taking place at the German venue). The opportunity to compete abroad obviously proves very popular, especially as a tie-up with Townsend Thoresen assists in the provision of cut-price channel crossings. It is, in all, a most tempting package and one that had been imitated for 1983 by Austin-Rover in their promotion of the new MG Metro Challenge. Read on.

The Ford Motor Company, through the efforts of occasional competitor



Gary White — Donington winner.



Rob Hall — second Fiesta title.



Above: Phil Wight (1) tries to oust Steve Hine at Brands Hatch and presumably has family support for his racing. Below: It always helps if you have a sponsor.



Metro Challenge winner David Carvell leads holds off Patrick Watts at Silverstone. Below: Rob Hall spares no effort in his chase of Charles Tippet.



McCrudden, do a fine job in promoting the Fiesta series and it has been rumoured that Radio 1 disc-jockey **Peter Powell** may be taking part in some of the races next year.

If Powell does take up the challenge, however, he will come across some stiff opposition. Prime among them will be Stafford's **Rob Hall**, who recently tied up his second successive championship and with it took home a brand new, Y-registered, road-going Fiesta XR2.

The talented Hall began the year in magnificent style, winning seven of the first eight races on the road, although the fifth of these, at Cadwell Park, was continued into the Stewards' Room, whereupon Hall was excluded after being found guilty of 'dangerous driving', following a controversial incident with **Nick Adams**. Undeterred, and always declaring his innocence, Hall maintained his pace, notching up a further three victories in his Lloyds of Stafford car and emerging once again as a worthy champion.

However, Rob was always made to work hard for his reward. The Gordon Spice-liveried car of **Charles Tippet** matched him virtually yard for yard in the opening races, setting fastest lap in each of the first four races but just being edged out in the final reckoning, while young **Lionel Abbott**, in his first season of racing, developed as a most exciting prospect as the season unfolded.

The Coventry man finished a fine second at Silverstone in the fourth race of the year, also recording fastest lap, and then repeated this result in the next round at Cadwell. His first victory came, of all places, at the Nürburgring and thereafter he was a consistently fast contender, ending the year placed second only to Hall in the points table.

The other men to win during the year were former Atlantic/Clubmans driver **Nick Adams**, who eventually withdrew from the scene, dismayed, he said, at the needless amount of bodily contact that took place during the racing, and another newcomer, **Graham Churchill**. Graham also made quite an impression at the wheel of one of a pair of Gerry Marshall Racing-prepared cars, the other being handled equally impressively by Syresham publican **Martin Sharpe**. This man's efforts were remarkable in that he has the use of only one leg, following a motor cycle racing accident and operated the car by means of some ingenious hand controls. Seven top six positions (his best a third at Donington) plus two pole positions and one fastest lap speak for his determination.

**Stuart Cole** claimed fourth place in the series after some very consistent scoring, while **Dave Loudoun** was unlucky not to win a race, as his tally of four runner-up positions will testify. Fellow former Renault 5 racer **Jim Edwards** and ex-Mini man **Anthony Pownall** were other regular contenders.

## Metro Challenge

Consistency counts for a great deal in these closely-contested one-make series. The limited number of modifications allowed on the cars determine that close racing shall be the order of the day, while points scoring systems in each category (10-9-8-7, down to 10th place) differentiate only marginally between places and ensure that consistently high finishes will earn more reward in the long run than a string of wins interspersed with unreliability.

Birmingham's **Paul Taft** knows all about this! His striking Dunnett/Klaxon-liveried Metro won a sequence of seven Unipart Metro Challenge races during the summer, most of them by thoroughly convincing margins, although he still wound up placed only third in the



# Seasonal Survey

## Change of emphasis

continued

end-of-season awards list. After a poor start to the year, Paul did still have an outside chance of winning the series before the final two races but a spin at Thruxton after qualifying on pole position left him only fourth at the finish, while an unfortunate incident at the last Silverstone GP round left his car firmly embedded in the chicane barriers.

Thus, with victory in that final race, former Vandervell Novices champion at the same circuit, **David Carvell**, claimed the title by a scant two points over early season leader **Patrick Watts**. The eventual champion, who finished runner-up in last year's Mini 1000 contest, again owed much to the marvellous reliability of his Richard Longman-tuned, Simon Martyn Associates-sponsored car, witnessed by his remarkable record of two wins, three seconds, eight thirds, one fourth and a sixth from the 15 rounds.

It was a constant source of irritation to the driver that he managed only a pair of race wins but he nevertheless drove well during the season as a whole and therefore deserved his prize of a new MG Metro.

Patrick Watts again proved unlucky during his second season of Metro racing, this time claiming second place overall, but he was always a major contender with his Dutton Forshaw/Link 51 car and might have been rewarded with the final spoils had Lady Luck smiled on him a little more kindly.

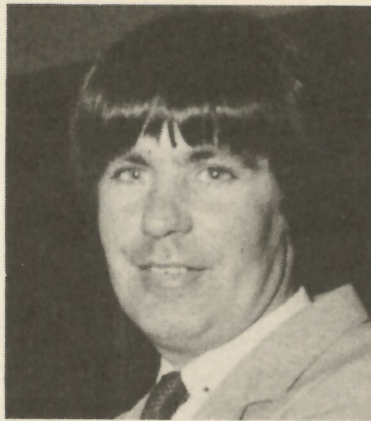
**Peter Baldwin's** Metro season began disastrously when his ex-Steve Soper, 1981 series-winning car strayed onto the grass at Woodcote, spun and was T-boned by **Alison Davis's** Melitta Coffee car. Nevertheless, Baldwin was soon back on the road, claiming a win on the series' return to the Northamptonshire track a month later, although some inconsistency meant that he could manage only fourth in the standings, despite a couple of helicopter commuter trips between tracks when he was also scheduled to drive his Shell-backed Special Saloon Mini elsewhere.

**Malcolm Harrison's** distinctive candy-striped Metro, **Richard Belcher's** John Jeffries Steam Hire example and the Universal Shoe Machine car of **Russell Grady** were other rapid contenders during the year, although it must be said that, in general, most races failed to live up to expectations in terms of close racing. For some reason — some say that the cars are difficult to drive consistently on the limit — fields often tended to become spaced out and the level of competitiveness rarely matched that seen in the old days of the 1275GT Challenge.

Maybe some of the regulation changes planned for 1983 will have some effect. For a start, larger wheels and tyres should make for faster cornering still, while the addition of the new MG Metro spoiler will also make a significant difference. Most important, though, the BRDC-managed series will take in three international dates — the British GP meeting as well as supporting events for the World Endurance Championship rounds at Spa Francorchamps and the Nürburgring — while additional prize money will also make the series more attractive for potential competitors.

## Renault 5 Challenge

The third one-make championship to be backed by a major manufacturer is the Staw Elf Renault 5 Challenge. About to commence its 10th season, the Renault 5 series continues to attract huge fields, often with reserve entries, and never fails to provide exciting, if relatively slow-speed, racing.



David Carvell — Metro champion.

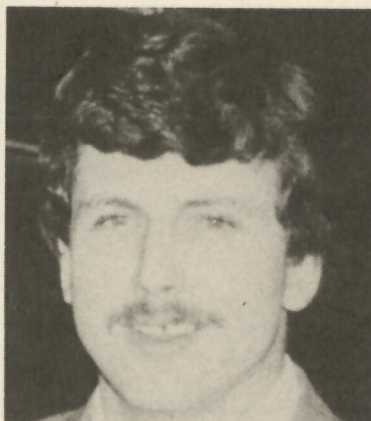
The provision of generous start money totalling £75 per race, plus discount on many parts, together with extensive dealer involvement and a host of secondary awards, has brought about a very successful series and one that looks like continuing for a long time to come.

The wide open nature of this year's contest can be ascertained when one discovers that five different winners emanated from the 14 races and that the top three in the final classification were separated by a scant two points.

A run of four victories in the late-middle part of the season eventually proved to be the decider for 22-year old **Paul Longfield**, such that a conservative fifth place finish in the final round was enough to clinch the title at his second attempt. The Venetian Flooring-backed car did become involved in several incidents during the year but in general Longfield drove well and was a deserved winner.

Second and third places went to **Brian Farminer** and **Steve Hine**, who scored two and four wins respectively. Farminer's efforts are perhaps particularly noteworthy, for his STS was a genuine road car used regularly for commuting to and from work in Hampshire. Brian began the year in fine style, finishing in the top two positions in each of the first six events but then the pace heated up a little and his tired car was probably not quite up to the task.

Victory at the final round could possibly have brought the overall crown to Farminer but third place was not quite enough. Tonbridge printer **Steve Hine**



Paul Longfield — Renault 5 winner.

was the third man to have a chance of claiming the honours at that final race, held on the Brands Hatch GP circuit, and he outshone everyone to win but steady drives from the other two protagonists left Steve with only third in the table. This goes with his runner-up placing in 1981 and fourth overall in 1980. Perhaps his chance will come in 1983?

**David Salter** with two wins and **David Gordon**, who claimed a lap record at Snetterton, were the other two winners during the season, although former Classic saloon man **Phil Wight**, **Russell Martin**, **Stephen Smith**, **Bob Murray** (a convert from prodaloon Alfasud racing), **John Craddock** and **Rob Morgan** were others who featured from time to time.

## Mini racing

Longest-established of all the one-make series, however, by a long chalk, are the two Mini Challenges, one for 1000cc (Miglia) cars, which began in 1970, and the other for 850cc Mini Se7ens, which has been going strong since 1966. The competition for these evergreen championships was as intense as ever during 1982 with totals of 55 and 62 competitors scoring points in the respective national championships.

For competitiveness, the Mini Se7en series still reigns supreme and a total of eight different winners were seen during the 15-round series. Hastings brothers **Stephen** and **Gary Hall** have been stalwarts of Mini racing for many seasons now and it is a further credit to them that



Chris Lewis — narrow Mini victor.

this year's winner, **Gerald Dale**, served an effective apprenticeship under them. Like Gary, who began the year as reigning champion with a fine Brands Hatch victory before being content to race only occasionally, Gerald also ran one of the Sussex built Funneltune Minis and when he finished was always in the top three. Four victories for Dale finally brought him the title by a clear margin, although the runner-up slot was closely contested right until the bitter end when **Nigel Gaymer** just clung on ahead of **Peter Allen**. **Christopher Gould** also made an impression in the latter part of the season, winning the final two rounds, although fourth place was his final reward, one point ahead of **Dick Robinson**. Gould, however, took the TEAC Se7en Challenge, narrowly pipping Gaymer and **Peter Lawton** at the final round.

**Derek Miller**, in yet another Funneltune Mini, was placed sixth, the highest placed driver not to win a race during the year, while **Johnny Thorne**, **Graham Woskett** and the aforementioned **Gary Hall** were other race winners. Of the newcomers, **Barbara Cowell** posted some useful results, while **Ralph Budd** also proved fast but fragile. Keep an eye on these two next year.

The Miglia series featured a fine three-way battle for honours that lasted the entire season. **Chris Lewis**, **Mike Fry** and **Chris Hampshire** quite simply dominated the proceedings, this trio filling the top three positions in eight out of the 16 races. Last year's runner-up Fry held the upper hand in the early going with his Steve Harris-tuned car but before long it was the Findus-sponsored, Howley-prepared car of Lewis that took up the running. Incredibly, the final six races all finished in the order Lewis first, Fry second, but usually there was little to choose between the pair, thus making Lewis's final victory — and the championship — even more meritorious. His total of nine victories left him one short of a maximum possible total of 100 points from the best 10 to count regulation. A fine effort.

**Tony Edmonds** was the only other driver to break into the winner's circle, eventually claiming fourth place after a string of consistent finishes, while **Peter Calver** also scored on a regular basis. No-one else really had a look in. **Jonathan Lewis**, Chris's brother, appeared for a few races at the beginning of the year but never really looked like recapturing the form that brought him the 1980 Mini Se7en championship, while **Martin Guidery** showed pace in between retirements and **Miles Johnston** scored some promising results in his first season.

The TEAC Miglia Challenge brought welcome reward for **Jim McDougall**, who runs his car on the proverbial shoe-string and took the honours ahead of **Keith Padmore** and **Steve Hall**, who competed only rarely but was always a leading runner.



Above: Chris Hampshire, Mike Fry and Chris Lewis spent most of the season as close as this in their Mini 1000s. Below: He's in there somewhere!





From Our

Irish

Correspondent

# Mondello continues

Mondello Park has not changed hands, and after some months of intensive talks with several 'interested' parties Stuart Cosgrave reports a no sale situation. However, Stuart is going it virtually alone for the coming season, for his fellow Motor Racing Circuits Ltd director, Bosco O'Brien, is not very active in the business due to ill health. Applications for season tickets, paddock spaces etc. are now being accepted, and the opening meeting is scheduled for February 27. This is by way of a season opener, run by the Co. Kildare MC in aid of the Motor Racing Marshals Club of Ireland equipment fund. Recently the MRMCI received the keys of a new Mercedes-Benz Diesel Ambulance, which is being offered on loan by Motor Distributors Ltd for use at weekends during the forthcoming season.

After a year sponsoring the prodsaloon championships, Arthur Collier has pulled out in favour of making a personal racing comeback; and the tin tops will be sponsored this year by Ashmore Ryder Ltd, the well known Dublin specialists in crash repair work, panel beating and spray painting. Irish Nationwide Building Society will again sponsor the top FF1600 Championship, a national series; and Irish Shell will back the 'B' class, the Shell Oils Club Championship.

No news at the moment about other sponsorship and with the season proper starting on St Patrick's Day (March 17) it does not look good for decent sponsorship of Formula Atlantic, FF2000 and the new GT class.

## Formula Atlantic or Mondial?

Ulster drivers dominated the 1982 Formula Atlantic scene, with Trevor Templeton winning the championship on 99 points. Gary Gibson was second on 73, followed by Colin Lees 56, Tom O'Leary 53 and Bill Gowdy 46. Templeton changed his ex-F3 Ralt RT1 for a new RT4 and may campaign this car in the British series this year. Gibson had his Chevron B53 totalled by a Chevron director Robin Smith in a Kirkistown mishap. He then took over the latest B56, a car that looked great but was not sufficiently developed to offer an effective challenge to the RT4. The adventurous Gibson then took himself off to the Far East for a drive in the Macau Grand Prix and finished a creditable seventh.

What happens this year is anybody's guess, but on the frosty face of a cold January there is nothing to betray even a hint of hope for Atlantic racing in the Irish context. Maybe the answer is in Mondial, with just three or four really good such feature races shared between Mondello, Phoenix Park and Kirkistown. Such races would undoubtedly attract the crowds (plus media and sponsorship interest), provided good entries were attracted from England and the races properly promoted. It has to be the only sensible alternative.

AUTOSPORT, JANUARY 27, 1983



Irish Formula Ford 2000 champion Joey Greenan leads Kris Nissen, Calvin Fish and Pat Duffy, at Mondello.

## FF2000 comes of age

FF2000 really came of age in Ireland in 1982. Grids were full for practically all races, and the superbly organised and promoted televised Benson & Hedges Leinster Trophy at Mondello Park (won by European and Pace British Champion, Ayrton Senna da Silva of Brazil) was the highlight of a great season. Following meetings with the IMRC and the RIAC, a plea by the IRDA (Irish Racing Drivers' Association) and an extraordinary general meeting of Irish Motor Racing Club (and the resignation of Brian Palfrey and David Byers from the Board of IMRC), Leinster MC got back their traditional mid-September date and confirm that EFDA's penultimate round of the 1983 Euro Super Ford series will be staged at Mondello on September 10/11. Also the IMRC's Phoenix Park road races revert to the end of August date.

Joey Greenan won the All-Ireland Championship with a total of 110 points. Pat Duffy was second on 69 and emerged as the only driver consistently capable of challenging Greenan.

## No real stars in FF1600

FF1600 provided lots of the action, but somehow the three (Southern) championship classes failed to produce any new stars in the same mould as such previous Fordsters as Derek Daly, David Kennedy, Michael Roe, Bernard Devaney, Eddie Jordan, Kenneth Acheson and Tommy Byrne, all of whom made their mark in FF1600 on British circuits and some going on to greater things. Paul Bishop was Ireland's only representative in British club racing, but he had little to show for all his undoubted talent. Perhaps his biggest drawback, apart from the perennial one of sheer lack of funds, is just being too nice a bloke.

Anthony Murray won the Irish Nationwide Building Society Championship (a lengthy title indeed, especially with FF 1600 Class 'A' thrown in to complete the official jargon) driving a Crosslé 40F. He set out to go for finishes and points, and the wins came as well with two at Mondello and one at Kirkistown. Murray started in 27 races, including the Festival meeting at Brands, and finished every one. That just has to be an unique record.

Eighteen-year-old Martin Donnelly has tremendous support from his parents, and after he crashed his new Van Diemen RF82 at Kirkistown Ralph Firman came over to Mondello to do some sorting for him. The immediate result was victory in the B+I FF 1600 Festival.

Whether Donnelly makes it in British racing remains to be seen. Peter McAleer looked very spectacular but he proved maybe too much so for his own good, for his Crosslé 50F was all too often spun out of contention. Ciaran Lowe (PRS) won the Shell 'B' class, from Hugh Wilhaire and John Murphy, and the Kelly/Necam 'C' division went to Simon Waugh (Crosslé 30F).

## New GT rules

The GT class, a mixed bag of modified 1300 Spridgets and Minis, plus George Frayne's Ritmo and some Imps, lacked lustre and is to be revised (and hopefully

revitalised) for '83. John Keaney was the dominant modsports driver in Liam Plower's well prepared Midget and Frayne took the saloon class from Mini man John Hayes. The new GT class is for up to 1601, with twin valve per cylinder heads and this includes the Lotus t/c. Tony Lavin is looking after the regs recently agreed by the GT drivers and awaiting ratification by the RIAC. He expects grids of such makes as Davrian, Lotus Elan, Midget-Lotus t/c, Maguire Mini/Stiletto, Robinson Escorts and perhaps some other eligible makes, and with 185bhp on tap, lap times of under 60 secs could be on the cards for Mondello. There will also be a concurrently run class for the evergreen Midgets and Sprites, up to 1350cc.

## Prodsaloon problems

The big hassle of the year was in production saloon racing. It came to a head when Pat Murphy protested Frank O'Rourke's Opel Kadett SR, and O'Rourke in turn protested Murphy's Ford Fiesta Supersport and Derek Shortall's Ford Capri 3000. The scrutineers deemed that Murphy's car did not conform to the regulations regarding ride height and he was duly excused from the results of the one meeting in question. Shortall was eventually exonerated and declared winner of the prestigious RIAC/Dunlop Sexton Trophy Championship and overall winner of the Colliers Production Saloons Championship.

O'Rourke's car was stripped (in his own garage) and a number of modifications were considered to be illegal. Eventually Mike Almond issued the following on behalf of Dealer Team Opel, from General Motors Distribution Ireland Ltd:

Recently, comments have been made in the Press regarding the objections and subsequent decisions made regarding the Opel Kadett SR driven by Frank O'Rourke at the MEC (Rathdrum) meeting at Mondello on October 23, 1982.

The car was deemed ineligible on three points:

1. Oversize primary inlet venturi in carburettor.
  2. The fitting of a limited slip differential.
  3. Camshaft measurement differed from spec' sheet.
- Since September, 1982 General Motors Distribution Ireland has marketed, through its dealers, a Kadett SR Sport model which has a limited slip differential as standard. In early October, Frank O'Rourke's Kadett SR was up-graded to the specification of the SR Sport in preparation for the MEC Meeting at Mondello.

The rules covering production saloon racing specifically list the models eligible for each season, which are as listed on the trade price list of the October before the respective following season. This is to minimise cost by ruling out any new and/or special models that might become available during a racing season, and which might make existing models no longer competitive.

Thus, O'Rourke was not allowed to up-date his 1981 spec Opel Kadett SR to the same specification as the Kadett SR Sport that was introduced practically a year later. He was later banned for 12 months from the IRDA and also penalised by RIAC, so promoting Ivan Thompson to the head of the 1300cc prodsaloon class. ■

BRIAN FOLEY





An impressive sight as a number of Unos come off the banking at Fiat's test track in Italy.

## Ssschh . . . Uno what

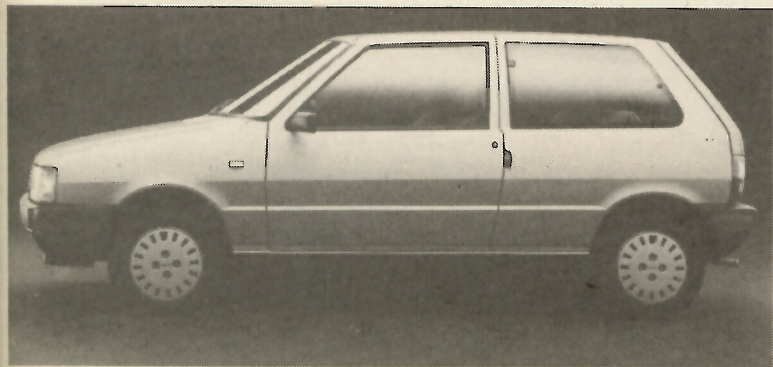
The Fiat Uno is a very important car. The 127 has had a long and honourable career, always around the top of the European sales charts in a category which accounts for 20 per cent of all car registrations. Now, the Uno has gone into production as a direct competitor, and eventual replacement, for this phenomenally successful model.

It is no secret that Fiat have come through a recent crisis in which many factors, notably labour relations and political obstruction, have been involved. Now, the great Italian firm, reorganised and revitalised with a slimmer but more effective work force, is making its bid to return to the dominant position it once held. With the Uno, it has signalled that intention, and over a thousand billion lire has been invested in this one project over the last four years. For Fiat, this is the big one and the Uno has got to succeed.

The Uno is a two-box hatchback, available in 3-door or 5-door forms. A drag coefficient of only 0.34 has been achieved and although Giugiaro has played his part in the styling, this is above all a functional design in which the computer and the wind tunnel have dictated the main shape. The result is all the more remarkable because a short car does not usually produce good Cd figures and the Uno is less than 12ft long. Furthermore, a special ES (Energy Saving) version has an even lower Cd figure of 0.33, obtained by fitting flat discs to the road wheels and a pair of deflectors just ahead of the rear arches, plus a sealing gasket between the front grille and the bonnet.

There are three engine sizes, of which

*Billed as a Metro beater it almost looks like one.*



the smallest is a 3-bearing pushrod unit developing 45bhp. The models are described by their power outputs; thus the 903cc car is Uno 45 or, if it is the Super version with special equipment, Uno 45S. The basic 45 has a 4-speed gearbox but the 45S may have a 5-speed 'box as an optional extra.

The Uno 55 has a 5-bearing engine, with a belt-driven overhead-camshaft, of 1116cc, its name again denoting the power output. This one has a 4-speed gearbox but the Uno 55S has the extra fifth speed. The Uno 70S has a larger overhead-camshaft unit of 1301cc and a 5-speed gearbox which, as with the other models, gives the maximum speed on fourth gear, fifth being an economical overdrive for effortless cruising.

This nomenclature is not followed in the case of the ES, mentioned above. The engine is a special version of the pushrod motor used in the Uno 45. It has a raised compression ratio of 9.7:1, which can be tolerated because of the highly sophisticated Digiplex electronic ignition system. This cannot be fully described here but suffice it to say that the engine has instant access to a multiplicity of different advance curves and the ability to select the best, which keeps the fuel consumption at the lowest possible level without running into detonation. Another feature of this engine is the fuel cut-off valve, which stops any fuel from reaching the jets when the car is on the overrun, thus making the carburettor the equal of some fuel injection systems.

This engine is in unit with a specially high-g geared version of the 5-speed transmission, having an overall fifth speed ratio of 3.379:1 compared with

3.925:1 for the Uno 45. However, on fourth gear it reaches its maximum speed of 87mph, which is the same as that of the standard 45. The petrol-saving character of the engine, coupled with the reduced revolutions brought about by the high gearing, are reinforced by instrumentation that helps the driver to make the best use of these advantages. An electronic fuel consumption meter indicates how much fuel is actually being used and a yellow light flashes whenever an upward

gearchange would be advisable.

The result of all this, as expressed in the official fuel consumption figures, is 65.7mpg at 56mph, 48.7mpg at 75mph, and 44.1mpg on the urban cycle. These are spectacular results, but the other models of the range are also notably economical. The high-performance 70S, for example, has a maximum speed of 102.5mph, with official figures of 56.5mpg at 56mph, 43.5mpg at 75mph, and 34.5mpg for the urban cycle.

The transverse engine location permits this short car to provide interior space for five persons and the rear hatch opens right down to floor level for easy loading. The polypropylene bumpers follow the body shape closely, to the benefit of aerodynamics. The front suspension is on the MacPherson principle and the rear trailing arms are united halfway along their length by a torsion beam. In addition to the more elaborate equipment of the S models, there is a list of extras which includes such things as electrically-operated windows and central door locking.

Uno sales have already begun in Italy at prices ranging from 6,120,000 to 7,425,000 Lire, to which must be added a 20% tax. When the car comes to the UK in June, one might perhaps guess a price range of £3,400 to £4,000.

### Road & Track Impressions

I was invited to drive the Uno in Florida, both on the roads and on the Daytona Speedway. The roads were, of course, subject to the blanket USA speed limit of 55mph and as fines start at £50 one ignores this at one's peril. The Florida roads are smooth, flat and straight for the most part, so they are not ideal for testing. At the Speedway, on the other hand, we were not condemned to thrashing our Unos round the high bankings but some additional corners ►



Tickford have applied their own particular style to the MG Metro.

## MG Tickford

The opulence of the original Tickford Metro, launched at the 1981 Motorfair, has been succeeded by the new MG Tickford, an up-market Metro at a much more reasonable cost. The total price of the new car is £7505, which is £4000 less than the leather-trimmed Tickford Metro.

Tickford found from the many enquiries received about their Metro that there is a market for a less well-equipped car which nonetheless offers more luxury than BL's regular models. The result, then, is an eye-catching small car offering a very high level of equipment at a modest price.

The new car, like the original Tickford

Metro, has extra GRP panels all round and a deep nose spoiler with four driving lamps. The interior treatment consists of a new leather-trimmed wrap-around dashboard incorporating extra instruments and a powerful micro stacking stereo system. Triple speakers are accommodated in leather panels in the rear of the car. Electrically operated windows and aerial, and a glass sunroof, are also included in the specification, but other extras like a full leather interior, air conditioning and a complete respray are available at extra cost.

The changes are all cosmetic, but you get a great deal for £2352 (plus VAT) more than the standard MG Metro.



## Sssch . . . Uno what

continued

and short straights had been added for our amusement.

I drove both the ES and 55S and found them to be lively little cars, quieter and more refined than previous small Fiats. They both had 5-speed gearboxes, which worked beautifully on the 55S, but tended to haul a little going into fifth on the fuel economy model — no doubt due to newness. The acceleration of the ES was almost incredible for a car of only 903cc and fuel is certainly not saved at the expense of performance.

The handling is typical of the new wave of Italian front-wheel drive cars. Suffice it to say that there is no excessive

understeer and fast cornering is easy and enjoyable. I was unable to find any really bad roads to test the suspension but the ride seemed very comfortable. The driving position is not particularly 'Italian' and it is easy to enter the rear seats because the front ones fold out of the way in the 3-door models.

A very important improvement concerns the heating and ventilation systems, which are separate and can give plenty of cool breathing air while the feet are comfortably toasted. At last Fiat have got the message! The instruments are attractively arranged and easy to read.

I have shared many miles with a 127, of which I am a great admirer. The Uno is a worthy successor and may well be another best-seller for Fiat in a highly competitive sector of the market.



The convertible edition of the Ferrari 400 should appeal to all open air enthusiasts.

## Ferrari 400 convertible is Côte d'Azur cruiser

German coachwork specialists Coerper Auto Exclusiv of Düsseldorf have recently completed a magnificent drop-head conversion for the Ferrari 365/400 series; a transformation which will appeal to fresh air-loving enthusiasts of the Maranello marque, starved of true convertible motoring since the very limited edition Daytona spyder.

Painstakingly engineered by Rolf Schaffrath and his team at CAE, the open Ferrari is finished to a very high standard using only the finest materials. The cost of the conversion is, on the face of it, high at around £12,000 but this figure does account for major chassis strengthening to compensate for the roof's contribution to torsional rigidity.

Substantial rectangular steel side-members are added to the Ferrari's sills and cross-braced, after which a sturdy tubular subframe — detachable for maintenance purposes is bolted underneath the chassis prior to the roof being removed. The windscreen surround is retained and capped before the ingenious electro-hydraulic hood system is installed.

Cleverly designed to follow the original roof contours, the hood glides silently into a compartment forward of the boot, concealed by a neat fibreglass cover. Hood retraction — operated by one button set in the driver's door surround — took a year to develop alone! The hood is available in four colours, the top quality material housing a bonded plastic rear screen.

Rear quarterlights have been given electric operation to match the front windows by dint of some skilful juggling with the inner wheel arches and the use of perspex rather than glass units at present. These windows are rather shorter than those of the saloon and the overall effect, hood raised or open, is sensational!

Schaffrath's prototype car was in Britain last week *en route* to the USA (where its timeless elegance will be thoroughly appreciated in California's more hospitable climate, not to say by the many tycoons) and although this is based on a five-year-old machine, it was superbly turned out.

Noise levels inside the Ferrari are certainly little greater than in the original saloon and wind intrusion has virtually been eradicated. CAE will undertake conversions on new or used cars and also offer complete re-trimming (about £3000 in Connolly leather) in addition to engine and chassis work.

Three customer cars are already under construction, Rolf envisaging a run of 20-25 conversions per year. Delivery of the finished Spyder is quoted at six to eight weeks from receipt of the base car and one-third of the payment.

David Piper and Andrew West are the British concessionaires for the stunning project — surely even more attractive than the original 365 or 400. Enquiries for the fabulous V12 convertible, the ultimate machine for touring the Côte d'Azur? should be directed to David on Bagshot 74450.



## Peugeot's economical baby

Last week Peugeot unveiled their new small car for the 1980s. The 205, which will make its public debut at the Geneva Motor Show in March, will become available in Britain by late summer. Good aerodynamics and light weight combine to give the 205 the excellent economy so essential in the competitive small car market these days, but there will be a 1360cc GT version offering a top speed of 106mph and 79bhp. Peugeot claim that the small, 954cc engined model will do 65mpg.



Classic lines of the AC Cobra are revived by Donington-based BRA.

## AC Cobra revived by replicar — kit car

New replicas of the AC Cobra are almost two a penny in the United States, or so it seems from the number of press releases we receive. Some of these cars — like the Stallion which World Champion Keke Rosberg drives — are as good as or better than the real thing, but all are extremely expensive.

Beribo Replica Automobiles of Castle Donington, however, have produced the first all-British Cobra replica, and it has been designed specifically with the British market in mind. BRA provide a complete bodywork and chassis kit costing £2450 plus VAT, while the customer provides all the mechanicals needed to make up the complete car. Power is provided by the Rover V8 engine (which can be easily tweaked to produce more than 200bhp), and the engine is mated to an overdrive MGB or

Rover gearbox. According to BRA's estimates, this specification in a car weighing only 16½cwt gives excellent performance and a top speed of around 135mph.

BRA are not in a position to supply complete cars, but they can build a complete rolling chassis. The chassis is jig-built and MIG welded, with steering and suspension of MGB origin. The finished chassis is sufficiently rigid to mean that the hand-made GRP body takes no torsional stresses.

A smaller engined version is also available, the chassis being designed to accept an 1800cc MGB engine and transmission. Further details about BRA are available from the designers, John Berry and Peter Ibbotson (Tel: 0302 23325 or 0332 810862).

A Rover V8 nestles under the replicar bodywork that certainly looks the part.





## Aintree Circuit Club: Racing unlikely before mid-season

The Aintree Circuit Club has been asked to advise the manager of the Aintree Racecourse Co Ltd, the present owners of the Liverpool venue, to submit a list of dates upon which motor racing might be run at Aintree in 1983 although the holding company is not able to make any commitments after May 1 until the Trustees of the Jockey Club's Aintree Appeal Fund have purchased the facility. The present company has, however, renewed the ACC's licence to use the

clubhouse which, therefore, will be open between 8pm and 10.30pm each Tuesday.

Clive Goldthorp, Hon Secretary of the ACC has, however, consulted the racecourse manager and the BRSCC Northern Centre who have agreed that the race meetings scheduled in the RACMSA Yearbook for April 9 and June 4 cannot take place. The Grand National has been confirmed for the former date while a charity function is pencilled in for the latter, should the Racecourse Company

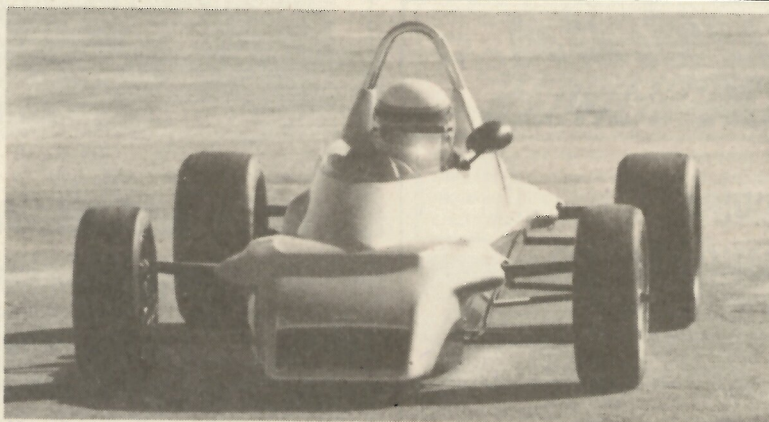
still be responsible for the management of Aintree at the time.

Further racing dates included in the RAC document; 750MC promotions on August 13 and September 10 plus a BRSCC event on August 27 will now only take place if Aintree Racecourse Co Ltd remains in control after May 1, the ACC can renew its lease with the owners and the RAC renew its Track Licence. An inspection by Robert Langford is to be arranged shortly.

## RAC settle Warwick fiasco . . .

The longest-running farago of the 1982 British championship racing season — when Wally Warwick (running illegally) protested six other engines in a Donington FF1600 championship round — was finally resolved by the Stewards of the RAC in London on January 17.

The Stewards, under the chairmanship of Lord Shawcross, convened to hear Warwick's appeal against the decision of the RAC MSA Appeal Court which confirmed that all the engines were eligible for the Formula. They rejected Warwick's appeal completely, ordering him to pay the costs of stripping and rebuilding the engines, plus costs.



Hayashi Racing tested their FF1600 at Willow Springs.

## Hayashi's new Ford

Japan's only racing car constructor, the Hayashi company based within the Suzuka circuit complex, has sent its new FF1600 chassis to the USA where SCCA champion Bob Lobenberg undertook initial development work at the West Palm Beach circuit in Florida.

The neat, inboard-suspended

machine, looking rather similar to the 1982 PRS, was powered by one of Arnie Loyning's Viking engines for the session and lapped close to the class record 'straight out of the box'. Lobenberg and Jim Oster will continue to test the car prior to next weekend's meeting at Dick Moroso's super circuit.

## Snetterton activity

Several of the top FF1600 teams were out at Snetterton last week, making the most of some useful dry — if very cold — days' testing in their efforts to shake down their 1983 cars. Mark Peters and Mark Newby ran RF82 and the latest Van Diemens,

lapping in the 1m 11secs bracket while quicker still was Andrew Gilbert-Scott in a Pegasus Lola. Gilbert-Scott reportedly dipped beneath Julian Bailey's lap record on Thursday, with a best of 1m 10.7s.



Anthony Reid — rapid in Argo.

## All systems Argo for JK Racing

John Kirkpatrick's prototype Argo JM14 FF2000 chassis was given its first run in dry conditions at Snetterton last week, with Anthony Reid at the wheel, the combination immediately serving notice that it will be very competitive indeed in championship events.

Despite the fact that the Jo Marquart-designed chassis was powered by one of JK Racing's well-used S2000 units and it was shod with old Dunlop tyres, the young Scot was able to lap consistently in the 67secs bracket and set a best of 66.75s — just outside the class lap record — before the day was out.

"The tests went better than we could have hoped, first time out," enthused Kirkpatrick on Monday, "and we still have a minor problem to sort out. It's going to be very quick, for sure . . ."



Rob Wilson — testing talent.

## Swallow's flier

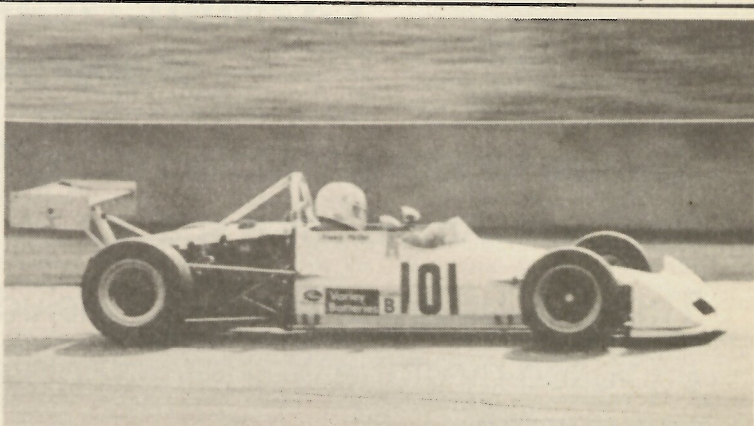
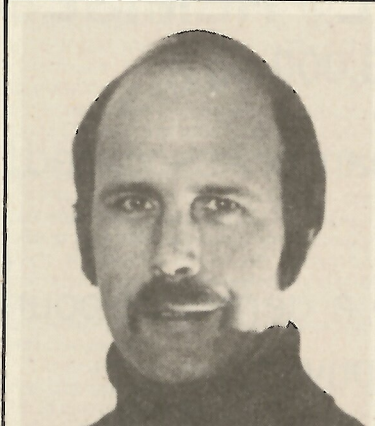
The Swallow Racing organisation has been hard at work with Mike Pilbeam in recent weeks to further refine their productionised SP3 FF2000 chassis. Following the latest batch of tweaks, chief test driver Rob Wilson took the car to Silverstone last Friday where, to the team's delight, he clipped nearly half a second from the Swallow-Pilbeam's previous best lap time.

Team manager Julian Gerard, having sold four cars to date for the coming season, is now more convinced than ever that the sleek car is capable of beating the strongest opposition in the formula. Russell Spence is due to have his first outing in the latest chassis at Snetterton this week and Harry Goodman is also expected to take his turn at the wheel prior to his programme of races.

## Fiestas to Le Mans?

Having arranged rounds of the Ford Motor Credit Company-backed Fiesta challenge at Zolder and the Nürburgring, series co-ordinator Stuart McCrudden is currently finalising a Zandvoort fixture for the 1983 season.

Plans are even afoot to incorporate a qualifying race on the programme at Le Mans in June — hardly a gripping precursor to the 24-hour spectacular?



## Mono champion into FF2000?

Although the emphasis within the Monoposto Club's Gates-Varley Mono championship has always been on the modified class machinery which run for outright victory in the qualifying rounds, a strong FF1600-engined class has now existed within the series for several years. Although Kenny Stone was hailed as the 1982 Monoposto champion in our comprehensive review of the seasonal single-seater championships, Class B victor Francis Phillips accrued more points than the top 'modified' man and thus is rightfully the overall champion with his self-modified Supernova BH3, powered by an Aldon engine. The Kidderminster electrical engineering manager is aiming to compete in FF2000 this year so his ultra-reliable car (which also won the FF1600 section in 1981) has been advertised for sale. Finance is being sought for the 2-litre programme "which will be undertaken in a new chassis".



# Advan-Yokohama is Euro Pacemaker

Pacemaker Ltd, the European distributors of the excellent Japanese Yokohama racing tyres, have won the lucrative EFDA contract to supply competitors in European FF2000 competition for the next three seasons.

Daniel Partel's European Formula Drivers Association staged a number of tyre tests recently at Donington Park, Zolder and Zandvoort to determine the control tyre regulations for Europe until December 31, 1985. Five drivers took part in the tests including Britons James

Weaver and Kenny Andrews and rubber from Dunlop and Avon was evaluated alongside the Yokohamas. The various types of tyre were tried on Van Diemen, Delta and Reynard chassis before Christmas.

Pacemaker, of Bobbington, will service the EFDA Euroseries, Golden Lion Trophy, Benelux and Nordic Cup series as well as national championships in Germany, Belgium and Holland. Austrian, Swiss and Swedish series will all be "exclusively Yokohama" when they start!



Neville Marriner has resurrected his famous MGB for 1983.

## Marriner's works 'B'

Long-time MGB racing enthusiast Neville Marriner, a top *Daily Mail* photographer, has acquired an ex-works development 'B' to run in MGCC events this year. The car, registered 2 GLL, enjoyed its finest moment back in 1966 when Roger Enever and Alec Poole took it to third place in the Ilford Films 500 at Brands Hatch.

Heavy rain favoured the MG duo during the six-hour event — only the 7-litre AC Cobras of David Piper/Bob Bondurant and Peter Sutcliffe/Eric Liddell finishing ahead of the gallant 'works hack' chassis!

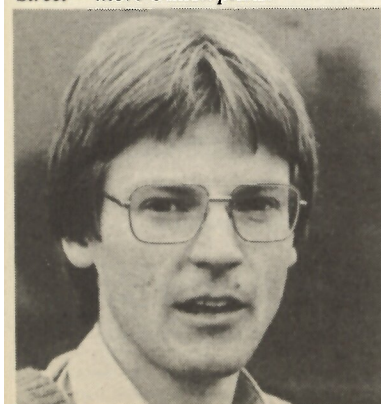
Neville will run the car in the popular MGB/C/GT/V8 championship and historic events throughout the season.

## Royale on the Street

Richard Street of Meirion Mill Racing in Wrexham will continue his allegiance to Royale Racing and Minister engines in 1983, having ordered a new RP33M FF1600 car from Alan Cornock.

Street has sold his RP31M to former Saracen driver, Merchant Navy engineer David Carson, while his older RP26 will be seen in the hands of student Tommy Roberts. All three men will contest the Champion of Oulton series which Street narrowly failed to win last year. Further support for his car will come from Electro Galvanising of Runcorn.

Street — more Oulton plans.



## Murray's Motormind

Ford's very well supported Motorcraft Motormind Quiz, which involved representatives from over 450 RAC affiliated motor clubs, reached its finale at the Motor Sports Show in London earlier this month where 15 regional champions faced a barrage of motoring and motor sporting questions from Graham Robson.

Bristolians Tim Murray and Martin Collyer emerged at the top of the table after the nerve-wracking two-round final, 32-year-old aero technology engineer Murray setting the pace from the outset. Having answered 50 tough oral, audio and film questions the top five finalists

were subjected to a further 'solo spot' in the Motormind chair.

Graeme Sutherland (Scottish Sporting CC), Hampton & District MC's Tony Rees and Atlantic/Supersports preparation man Adam Going (East Grinstead MC) joined Murray (Bristol Aeroplane Co MC) and Collyer of the White Horse MC at the last hurdle.

Having amassed a total of 57½ points — from a possible 70 — Champion of Champions Murray received a special trophy and £500 worth of equipment for his club. Each of the competitors in the finals was presented with a cheque for £100 from Ford Public Affairs.



## Speeding Scots

Awards for the annual Scottish Speed championship and Five Steps Scottish sprint series were presented recently by Allan Simpson, Hon President of the championships, at Fishers Hotel, Pitlochry. Pictured is Davrian driver Harry Simpson (right) receiving his Speed series winner's trophy from Allan (centre). Championship secretary Joe Manattini looks on.

## Increased speed for Taylor's Tiga SC83

Initial testing of the prototype Tiga SC83 S2000 car at Goodwood has shown the low-line machine to have enhanced straight line speed over its successful predecessors, Ian Taylor having bettered the unofficial 'lap record' at the Sussex proving facility. A batch of the new cars is also to be built under licence in South Africa this year!

● Simon Davey, the inaugural FF1600 Champion of Snetterton, has replaced his elderly but effective Van Diemen RF78/79 with the later RF81 in which David Harper finished fourth in the same series under the Pine City Racing banner.



Morris — Van Diemen chance.

● Rick Morris to get his big FF2000 break? Rumours this week suggest that the experienced Hertford driver will join Frank Bradley's Uniroyal Van Diemen team for '83!

● Historic racer Allan Miles is offering a unique racehire service within the Seldon Classic sports car, AMOC Thoroughbred and Gates-Varley Formula Junior series this season. His company, MDE Racing and Restoration, can cater for a complete season or one-off events or prepare customer cars. Allan can be contacted on (0202) 476975 (evenings).

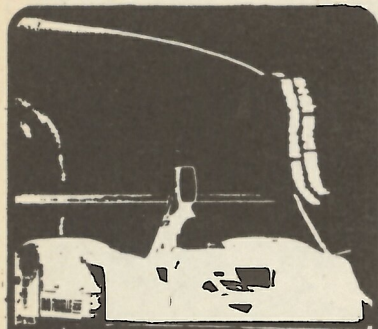
● Guernsey hillclimbers Ron and Deb Le Page are hoping to field a new Pilbeam chassis alongside their ex-Ayers March this year. Both will continue to run in the 1600cc class, probably with Hart motivation instead of their shared BDA.

● Former superkart driver Rae Davis is to contest the MG Metro challenge in 1983 in a Moto-Build prepared car. The MGOC, insurance agents Richardson Hick and Car Colours are backing the project.

Davis's Metro challenger.







## International Races

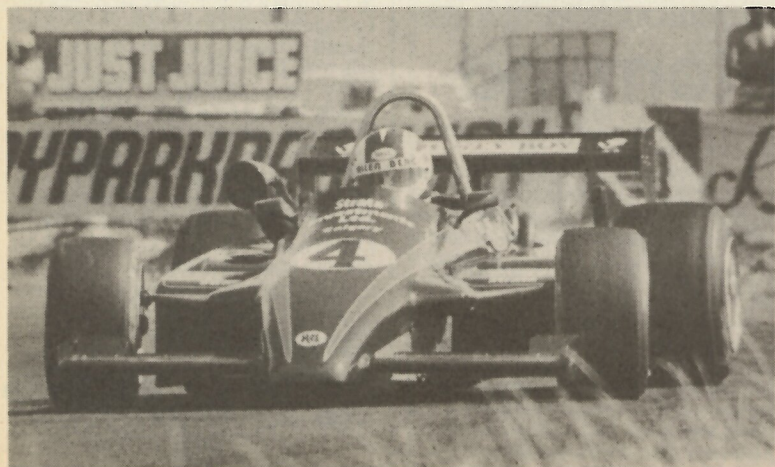
### LADY WIGRAM TROPHY

## Finished as he started

Canadian Allen Berg rounded off the New Zealand International Formula Pacific Series just as he started it when he won the Lady Wigram Trophy at Christchurch on Sunday. In doing so he took the 8-race Just Juice Championship, which has been sponsored by the New Zealand Apple and Pear Board. Berg, who led the series right from the start when he won the opening race at Bay Park at the beginning of the month, convincingly won the first race at Wigram and was then content to finish third in the second race, some way behind David Oxtan, who had been sidelined in the first leg after failing to avoid a spinning Norm Hunter. This had effectively ruined the Aucklanders' chances of retaining the championship.



Above: Kenny Smith's ex-Jacques Laffite Ralt RT4 holds off Mike Rosen's similar car. Below: Allen Berg on his way to victory in the Just Juice International Series.



### Qualifying

Norm Hunter	Ralt RT4	1:10.40
Dave McMillan (NZ)	Ralt RT4	1:10.56
David Oxtan (NZ)	Ralt RT4	1:10.64
Allen Berg (CDN)	Ralt RT4	1:10.80
Mike Rosen (USA)	Ralt RT4	1:11.03
Ken Smith (NZ)	Ralt RT4	1:11.24
Graham Watson (AUS)	Ralt RT4	1:12.10
Hubert Phipps (USA)	Tiga FA82	1:12.56
Eric Morgan (NZ)	Ralt RT1	1:13.04
Christian Danner (D)	Ralt RT4	1:13.20
Grant Campbell (NZ)	Ralt RT4	1:14.00
Tony Bachelor (NZ)	March 74B	1:16.60
Steve Cameron (NZ)	March 77B	1:18.73

The first of the 24-lap races on Sunday saw the hard-charging American, Hunter, who had again been the fastest qualifier in his Allan McCall-tended, Lane Sports Ralt RT4, take control and lead from Oxtan, Berg and Dave McMillan. On the fifth lap, however, his Ralt took over control as he dived through the fast sweeping corner that leads onto the airfield circuit's back straight. Hunter's car careered across the track, shedding a wheel as it spun and leaving a trail of debris behind it. Hunter was unhurt in the incident — not his first in the series — but his car looked decidedly second-hand.

A close-following Oxtan was forced to spin his car in avoidance and this enabled Berg's Graeme Lawrence Racing Team Ralt RT4, sponsored by Strata Investments, to assume a lead which he held comfortably for the rest of the race.

Ken Smith, who had been following Dave McMillan in fifth place, had the misfortune to pick up a piece of the rubbish left behind by Hunter — a mutilated front wing became lodged in his RT4's sidepod — but the diminutive Aucklander grittily held on to finish third behind McMillan. Meanwhile, Oxtan made quite a good recovery after his spin until being sidelined when one of his car's venturi finally became dislodged. This was his first race retirement in six years and certainly cost him the chances of winning both the trophy and the series.

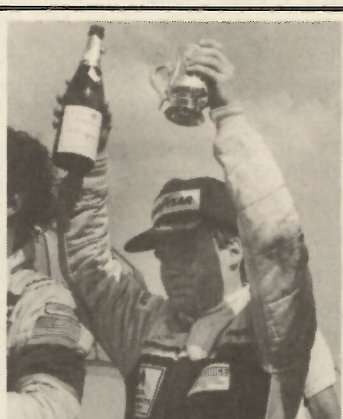


Briton Chris Lambden has scored several wins in Superkart events run alongside the Pacific series.

With Hunter out of the contest, McMillan grabbed a narrow lead from Oxtan in the second race, while Smith tucked in close behind. The two leaders remained in very close order for the first 13 laps before Oxtan managed to get the better of their cut and thrust tussle. McMillan held him close for another six laps but then a valve seat went on his engine and he went out, elevating Smith into second spot. In his brave effort to gather in Oxtan, Smith established a new lap record for the 2.131 mile track as he closed to within 0.5sec at the finish of an exciting race.

This time the North Americans had been out-classed. Berg and Mike Rosen disputed third place for a time before the Canadian came out on top and thereby assured himself of both the aggregate race victory and a deserved championship title. Also in the field was West German Christian Danner, although his Ralt was again afflicted with the electrical trouble that has dogged him throughout the series and he was never in contention.

PETER GREENSLADE



Berg with the winner's spoils.

### WIGRAM (NZ)

Jan 23

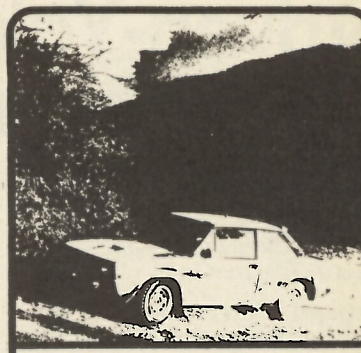
**Lady Wigram Trophy  
Just Juice New Zealand  
International Formula Pacific  
Championship, round 4  
2x24 lap races — 102.28 miles**

#### Overall:

- 1, Allen Berg (Ralt RT4), 32pts;
- 2, Kenny Smith (Ralt RT4), 27pts;
- 3, Mike Rosen (Ralt RT4), 20pts;
- 4, David Oxtan (Ralt RT4), 20pts;
- 5, Hubert Phipps (Tiga FA82), 16pts;
- 6, Dave McMillan (Ralt RT4), 15pts;
- 7, Grant Campbell (Ralt RT4), 12pts; 8, Eric Morgan (Ralt RT1), 8pts; 9, Steve Cameron (March 77B), 3pts; 10, Tony Bachelor, 3pts; etc.

**Race 1 (24 laps):** 1, Berg, 28m 49.17s, 106.422mph; 2, McMillan, 28m 52.79s; 3, Smith, 29m 07.70s; 4, Rosen, 29m 09.70s; 5, Phipps, 29m 18.89s; 6, Campbell, 29m 29.27s; etc. **Fastest lap:** Oxtan, 1m 10.70s, 108.509mph (equals record).

**Race 2 (24 laps):** 1, Oxtan, 28m 32.20s, 107.478mph; 2, Smith 28m 32.63s; 3, Berg, 28m 58.02s; 4, Rosen, 28m 59.40s; 5, Phipps, 29m 15.94s; 6, Campbell, 29m 19.60s; etc. **Fastest lap:** Smith, 1m 10.01s, 109.578mph (record). **Final championship positions:** 1, Berg, 58pts; 2, Oxtan, 45; 3, Smith, 33; 4, Charlie O'Brien (Ralt RT4), 30; 5, Rosen, 29; 6, McMillan, 28; etc.



## International Rallies

### QATAR RALLY

## Fairytale win

The Qatar International Rally ended in traditional fairytale style with victory going to its own national hero, Rothman Opel driver Saeed Al Hajri. As the winning car rounded the final bend on the last stage of this short but gruelling 650 kilometre event, Al Hajri was greeted by the welcoming sight of hundreds of local people cheering him on.

It was Al Hajri's first victory in four outings as a member of the Rothmans Opel Rally Team. Second placed Michel Saleh of Kuwait in a Toyota was still nearly 9mins behind, having driven furiously in an effort to catch up after picking up a puncture in the early stages of the event.

Chris Walles and co-driver Steve McCormack, whose Datsun 160J had rear suspension problems on the final stage, finished third. They were more than 20mins adrift. Fourth was Oman's Saleh Gharib in a Daihatsu Charmant while Dubai's David Evans in a Datsun 160J drove well to take fifth place. Bahrain-based Joyce Lee and Sally Fassen, in a similar car, were delighted with the women's prize and sixth place overall.

This was the first international rally staged in the country for five years. Clerk of the Course David Richards said: "The police and army co-operation was tremendous. It's all been a great success for Qatar and the Qatar Motor Sports Club."

Naturally, there were a number of sad faces among the happy crowds, particularly the Toyota Team who had seen their star drivers, the world-class European Leif Asterhag and the highly talented Abdullah Omar of Dubai, both go out on the first day with mechanical failure.

Saeed Khalfan, who finished third in the Dubai Rally also had to retire early in the event when his Datsun 160J overheated. Of the 30 starters, only 12 completed the course.

### QATAR RALLY (UAE)

Jan 13/14

**Gulf Rally  
Challenge, round 3**

- 1, Saeed Al Hajri (Opel Ascona), 3h 37m 17s;
- 2, Michel Saleh (Toyota Celica), 3h 45m 00s;
- 3, Chris Walles (Datsun Silvia), 3h 57m 33s;
- 4, Saleh Charib (Daihatsu Charmant), 4h 04m 57s;
- 5, David Evans (Datsun 160J), 4h 15m 00s;
- 6, Joyce Lee (Datsun 160J), 4h 30m 34s.





Guy Colsoul thoroughly enjoyed the Paris-Dakar and plans to run his Opel next year.

## PARIS-DAKAR RALLY

# With a little help

The fifth Paris-Dakar Rally started after nerve-racking negotiations with Algeria and the Ivory Coast, was hastily rebaptised Paris-Algiers-Dakar, cost the life of a motorcyclist, and ended in recriminations.

Jacky Ickx and French film star Claude Brasseur won the automobile section in a Mercedes 280 GE cross-country vehicle after cannibalising team-mate Jean-Pierre Jaussaud's rear axle, and having a friendly mechanic from René Metge's rival team repair a front axle failure close to home which otherwise would have cost them the race.

Organiser Thierry Sabine ran into major problems in the run-up to the rally. The Algerian authorities, who claim not to have been adequately reimbursed, or even thanked, for their big search effort looking for mark Thatcher last year, turned tough.

Authorisation was suddenly held back, and when it came it was accompanied by demands for large deposits.

Sabine finally smoothed things out, and some 400 cars and motor cycles set out from the Place de la Concorde in Paris on New Year's Day. The competitors were largely French, but included veteran long-distance Britons Andrew Cowan and Colin Malkin, who were to finish 11th overall in their Mitsubishi. British journalist Tony Howard's 'From-age Anglais' car made up 70 places in the first long Algerian stage but dropped out later with engine and gearbox problems.

The early leader in Algeria was the Range Rover of Pierre Latargue/Patrick Destailants, who were to finish third. But Ickx/Brasseur and the second works Mercedes 280GE of Jaussaud and Jean da Silva took the overall lead on the fifth day of the 20-day event when they won the 239kms special section from Ouarga to El Golea in the northern Sahara.

On their heels was the Lada Poch 2121 of André Trossat/Eric Briavione, who were to dog them throughout and finally protest, unsuccessfully, the victory.

In the event, the rally was thrown into chaos in the fearsome Tenere Desert of Niger, when a sandstorm with 80mph winds rolled over the competitors. Ickx had a major engine problem on the stage, with one cylinder down on compression, diagnosed as the failure of two valves. The Mercedes mechanics, therefore, swapped the motor with that from Jaussaud's car, for Jaussaud had already dropped to fifth after spending four hours bogged in sand.

On the bitumen stretch to Ouagadougou, the capital of Upper Volta,

French motor cyclist Jean-Noel Pineau was found lying unconscious beside his machine, apparently having been struck by another vehicle. He died in hospital.

It was on the night of Jan 17-18, on the stage through southern Mauretania, within sight of home, that Ickx and Brasseur hit more serious trouble. The rear axle broke. The two men jacked up the Mercedes and did their best to strap in the axle with belts and various other lash-ups, but they broke 26kms further on. Then the real spirit of the event showed.

The service crew of the rival VSD-Kappa Team of René Metge drove up. "Seeing how bad the damage was, the driver, Jean-Claude Avoyné, didn't hesitate for a second," said Brasseur. "He immediately stopped, got out the generator and his welding gear and repaired the axle."

As *L'Equipe* said, Ickx and Brasseur have charmed everyone, even the Range Rover men repairing their Mercedes. At the time, Metge was lying third overall, about two and a half hours behind Ickx and less than an hour behind Trossat.

As it was, Ickx checked into the control only 7mins inside the 15-hour limit for the stage, having lost more than four hours. "We could never have done it without him," he said. At the next halt, Jaussaud's rear axle was given to Ickx, and a new axle fitted to Jaussaud's car.

The quick result was disqualification for the other Le Mans winner because of the fitting of the new unit.

Sabine is already hinting that there will be a 1984 event, probably somewhat shorter than the gruelling run this year. Of 400 starters, 45 cars, 28 motor cycles and four trucks got through to Dakar — one sixth of the entry.

After verification in *Parc Fermé* at Dakar, Ickx's axle casing and engine block were found to have the correct stamps. This proved that only the internals had been cannibalised.

PAUL TREUTHARDT

## PARIS-DAKAR RALLY Jan 1/20

- 1, Jacky Ickx/Claude Brasseur (Mercedes 280GE), 13h07m49s;
- 2, André Trossat/Eric Briavione (Lada), 13h57m58s;
- 3, Pierre Lartigue/Patrick Destailants (Range Rover), 18h16m48s;
- 4, Gérard Sarrazin/Pierre Bouille (Range Rover), 19h21m37s;
- 5, Médéric Simbille/Annick Simbille (Mercedes 280 GE), 20h12m00s;
- 6, Guy Colsoul/Alain Lopez (Mercedes 280GE), 23h51m13s;
- 7, Jean-Jacques Ratet/Danielle Jacquemart (Toyota FJ45), 24h25m08s; 8, Gérard Clanson/M. Clanson (Mercedes 280GE), 24h31m05s; 9, Bernard Marreau/Claude Marreau (Renault 18 4WD), 24h35m36s; 10, Jean-Pierre Kurrer/Pierre Zanone (Portaro 260), 25h09m12s; 11, Andrew Cowan/Colin Malkin (Mitsubishi), 25h40m05s.



## SNOWBALL RALLY

# Peugeot picking

A clear cold night saw 23 cars start the Bournemouth MC's Snowball Rally last weekend. Disaster struck for Dean Lea and Stephen James when their Fiat 131 rolled out of the rally within seven miles of the start while the Toomey/Watsonson Chevette was driven well before retiring with a persistent misfire.

At halfway the Peugeot 504 of John Hodge and Brian Bailey was leading by 5mins over Gary Clifford and Vaughan Richards (Chevette), who were being closely followed by the Sunbeam of Paul Seaman and Erich Wheeler.

The second half was less eventful. Howard Barron/Roy Chappell and Trevor Hadley/Nick Kennedy being joint fastest, while Seaman had a less successful second half, dropping four places and leaving Hodge to take a clear victory.

CARL DALE

## SNOWBALL RALLY Jan 22/23

- 1, John Hodge/Brian Bailey (Peugeot 504), 31m37s;
- 2, Trevor Hadley/Nick Kennedy (Alfa Sud), 36m44s;
- 3, Gary Clifford/Vaughan Richards (Vauxhall Chevette), 39m02s;
- 4, Pete Seels/John Billelt (Talbot Sunbeam), 39m09s.

Local favourite Theo Bengry (Opel) was a leading contender on the Ross Traders Trophy Rally but, disastrously, ran out of petrol near the end. Report on page 54.



## STOCKTONIAN RALLY

# Saddington's Stocktonian

The Swallow Hotel in Stockton saw 51 crews gather for the opening round of the 1983 ANECCC Road Rally Championship, the Hometune Stocktonian Rally. First away in an RS2000 was the first time pairing of 1973 ANECCC Champion, John Heward and John Millington. Favourite Tony Saddington with Mick Millane and Chris Thompson with Trevor Coulson started at five and six respectively but spectator interest centred on the XR3 of John Robinson and Paul Watts.

Selective one saw the retirement of Hewitt with alternator failure and the rally then became a two horse race between Saddington and Thompson. Saddington took petrol after four selectives with 23 secs over Thompson, with these two 1min ahead of the rest of the field. Two adjacent fords on the sixth selective caught many crews including Saddington (who drowned out and then caught fire but continued) and John Mennell who, distracted by the drama, failed to spot the next corner into the second ford and landed in the river.

Second petrol saw Thompson and Coulson 12secs ahead of Saddington and they extended their lead to 1min over the next section. Saddington however fought back, his Klebers almost down to the canvas, and took 19secs off Thompson on the final selective to take victory by just 0.25 secs after 195 miles over the demanding north Yorkshire moors.

IAN WHITE

## STOCKTONIAN RALLY Jan 15/16

- 1, Tony Saddington/Mick Millane (Ford Escort RS2000), 1020s;
- 2, Chris Thompson/Trevor Coulson (Ford Escort RS2000), 1024s;
- 3, John Mennell/Roy Jarvis (Talbot Sunbeam Ti), 1429s;
- 4, Colin Stainthorpe/Mike Corner (Ford Escort TC), 1737s;
- 5, John Robinson/Paul Watts (Ford Escort XR3), 1759s;
- 6, Alan Hughes/Peter Farren (Ford Escort RS2000), 1920s;



### Escorts in excess

Ross & DMSC had a full entry of 75 cars for the 1983 Traders Rally which for once had no snow covered roads. With this being a round of the WMAMC and Welsh Road Rally Championships, plus the Welsh 1300cc series, there were many crews seeking early points. The run to TCI was only a few miles, whereupon the crews faced a maze of white and yellow roads, leading to the first three selectives, the second of which was covered in ice and depleted the entry considerably.

At halfway the leaders were Davies and Jones (Ford Escort) — the eventual winners — from the similar car of Middleton and Grist. Pre-event favourite Theo Bengry was to suffer the embarrassing fate of running out of petrol three miles from the final time control.

The last half of the event proved the undoing for many of the remaining crews but Davies held on to take the win by just 53secs from Middleton after a tricky event that had tested the skills of the competitors to the full.

ROB BALDWIN

#### ROSS TRADERS RALLY

Jan 22/23

1. S. Davies/P. Jones (Ford Escort), 16m38s;
2. G. Middleton/N. Grist (Ford Escort), 17m31s;
3. D. Arnold/A. Woodbridge (Ford Escort), 18m41s;
4. W. Morris/M. Kidd (Ford Escort), 19m11s;
5. W. Pardoe/R. Hardy (Ford Escort), 19m55s.

#### MORNING STAR RALLY

### Perfectly Judged

Shaun Judge and Jonty Bolsover took a fine win in the recent Morning Star Trophy Rally, organised by Border MC. On a windy, but thankfully frost free night, 54 crews gathered to tackle the 130 mile route through Yorkshire lanes. Unfortunately one crew, Bill Clifford and Tom Pearson retired literally on the start line when their alternator failed.

The early pace was very fast with Bob Brookes and Dave Harrison the early leaders ahead of Judge and the TR7 of Chris Oxby. The second half of the event took crews toward Cliffe and North Duffield where Brookes's rally ended with an over revved engine. After a hectic final section that saw Cliff Stringman throw away a top three placing, 34 crews arrived at the finish with Judge the winner ahead of the surprising Hillman Hunter of John Pearson and Anthony Windle.

#### MORNING STAR TROPHY RALLY

Jan 15/16

1. Shaun Judge/Jonty Bolsover (Ford Escort), 12m44s;
2. John Pearson/Anthony Windle (Hillman Hunter), 13m04s;
3. Peter Wells/John Berrisford (Ford Escort RS2000), 13m48s;
4. Steve Dodd/Peter Halkyard (Vauxhall Magnum), 14m02s;
5. Mike Widdop/Dave Barratt (Talbot Sunbeam), 14m39s;
6. Chris Oxby/Mick Wakelin (Triumph TR7), 14m54s.



Off-Track

#### WHITE ROSE TRIAL

### Rawson's first

The Yorkshire SCC put on their annual White Rose Trial at Haworth on Sunday. It was a qualifying round in the Northern Trials Championship and proved to be the occasion for Alan Rawson's first trialling win after a couple of years in the sport driving the ex-Keith Butterfield Facksimile. But despite this win it is still Stuart Butterfield who holds a convincing lead in the Championship from David Morris, who was second in this event.

The six sections were made thoroughly greasy by a steady drizzle so that the ground became very slippery on the last round and made the draw of paramount importance. Alan Rawson had only been joint fifth at lunchtime but made full use of a favourable draw which saw him first on several of the sections that were still grassy and therefore grippy as he came through to a two point lead over David Morris, who was ably assisted by Mark Sheldon.

Stuart Butterfield was an unconvincing third but still beat Lol Hurt and Betty Sheldon by a moderate margin. The top six was completed by the talented brother of winner Alan — Geoff Rawson — but he was not too far in front of Colin Thwaites and Tim Tyrer.

PAUL SHELDON



A fine win for Alan Rawson.

#### WHITE ROSE TRIAL

Jan 16

#### Northern Trials Championship round

1. Alan Rawson/Richard Murgatroyd (Facksimile), 108pts;
2. David Morris/Mark Sheldon (SRB), 110pts;
3. Stuart Butterfield/Margaret Butterfield (SRB), 112pts;
4. Lol Hurt/Eric Eadon (Special), 121pts;
5. Betty Sheldon/Nicola Dyer (SRB), 129pts;
6. Geoff Rawson/John Doyle (Facksimile), 151pts.

## BRANDS RALLYCROSS

### Persistence rewarded

Despite suffering setbacks for most of the meeting, including an engine bay fire, Hampshire driver John Welch nevertheless staged a deserved come-back to the winner's rostrum with a fine display of determination and driving skill that netted him first place in both his class 'A' Final and the all-important Superfinal at Brands Hatch last Sunday. Right on Welch's tail for both races, though, during this second round of the Brands Rallycross championship, was previous winner Trevor Hopkins, who simply couldn't wring that little bit extra out of his Fiesta to take the lead from the Escort driver and eventually had to settle for second place.

Former British champion Graham Hathaway debuted his much rumoured new class 2 Fiesta but retired during practice with head gasket problems and Keith Ripp, carrying the number 'GB1' for the first time on his Fiesta, was also forced to retire during the early morning warm up when his gearbox failed at the very first corner. Ripp, however, was to play a part in getting Welch onto the winner's rostrum, which says a lot for the camaraderie of rallycross.

During qualifying, class 1 settled into the now familiar pattern of Fiestas to the fore with Barry Hathaway holding a fastest time out of the two runs from the similar car of Peter Booker and Ian Thomson, with newly voted best class 1 newcomer Paul Bailey (Escort) fourth. In class 2, also, it was Hopkins who led after the first runs in his Hepolite Racing Fiesta on 2m 52.7s. But then the action really started. A very dejected Welch had been forced to coax his Car Colours Escort through practice with continued distributor problems and even when the offending unit had been changed, the starter motor then failed, causing further headaches. As the team push-started the car, the engine suddenly backfired through the inlets and up went the injection system in flames! The ever-ready marshals were quick off the mark and emptied the contents of their extinguishers over the engine, much to Welch's horror, but just when all looked lost, Ripp appeared with the offer of spare pipes and the two teams set to work getting the Escort running again.

Welch missed the first runs but all was together just in time for the second heat and he stopped the clock on 2m 49.1s to take pole position for the 'A' Final and rocket straight back into contention with BTD!

Rob Gibson (Porsche) also improved to slot just in front of Hopkins, with Bill Riddle fourth fastest in his Escort.

Malcolm Laines (Fiesta) and Mark Reddison (Escort) made it a northern victory in the class 1 'B' race as they took first and second places ahead of Tony Bibb's Alfassud, while John Hay (Escort) won the class 2 race from Terry Briggs (Chevette) and the VW Golf of Peter Gray. Barry Hathaway lived up to his title of Division 1 champion and extended his lead in the Brands Championship overall by taking yet another class 1 'A' Final victory, closely followed by Thomson, Bailey, Tony Brant (Escort) and Steve Caines (Fiesta), while Welch succeeded in keeping ahead of Hopkins for just long enough to take the class 2 'A' Final win despite Barry Squibb having crossed the line first only to find himself with a 10 secs penalty and demoted to third place ahead of Bill Riddle.

The Superfinal provided a continuation of the previous Welch/Hopkins duel, which really had everyone on their toes. But even with Hopkins drawing level on occasions, Welch just had the edge to run out a very deserving winner.

The Shell Oils Minicross round saw Denny Baldwin score a fine flag-to-flag victory, thereby moving him up to second place in the series behind Ivor James, who took the runner-up position this time out. Reigning champion Mick Hall followed close behind in third place, just ahead of Tony Jenkins, who had earlier lent his car to AUTOSPORT correspondent Paul Harmer, who promptly won his heat.

#### BRANDS HATCH (GB)

Jan 23

#### Shell Oils Brands Rallycross Championship, round 2

Superfinal:

1. John Welch (Ford Escort), 4m 54.1s;
2. Trevor Hopkins (Ford Fiesta), 4m 54.8s;
3. Bill Riddle (Ford Escort), 5m 03.8s;
4. Barry Hathaway (Ford Fiesta), 5m 06.6s;
5. Tony Brant (Ford Escort), 5m 14.8s;
6. Paul Bailey (Ford Escort), 5m 23.2s (including 10secs penalty); etc.

Division 1, 'A' Final: 1. Hathaway, 5m 08.1s; 2. Ian Thomson (Ford Fiesta), 5m 12.8s; 3. Bailey, 5m 16.5s; 4. Brant, 5m 18.2s; Steve Caines (Ford Fiesta), 5m 35.2s; no further finishers.

Division 1, 'B' Final: 1. Malcolm Laines (Ford Fiesta), 5m 34.5s; 2. Mark Rennison (Ford Escort), 5m 34.8s; 3. Tony Bibb (Alfa Romeo Alfassud), 5m 38.2s; 4. Stan Booty (Ford Escort), 5m 39.0s; etc.

Division 2, 'A' Final: 1. Welch, 4m 54.7s; 2. Hopkins, 4m 58.9s; 3. Barry Squibb (Ford Escort), 4m 59.0s; 4. Rob Gibson (Porsche 911), 5m 06.3s; 5. Riddle 5m 08.1s; 6. Terry Panrucker (Ford Escort), 5m 20.4s; etc.

Division 2, 'B' Final: 1. John Hay (Ford Escort), 5m 29.2s; 2. Terry Briggs (Vauxhall Chevette), 5m 31.5s; 3. Peter Gray (VW Golf GTI), 5m 39.5s; 4. Dave Davies (Ford Escort), 5m 49.0s; etc.

Barry Hathaway increased his championship lead with another Division 1 victory.







**Rob Hall – Winner of the 1982 Ford Fiesta Challenge  
Racing with Lloyds of Stafford and Aldon Automotive**

*Rob Hall*