

Message from our Sponsor

Castrol Ltd .

It gives Castrol great pleasure to continue sponsorship of Wolverhampton and South Staffs Car Club's National Rally in 1980.

Castrol's close association with the Club began over ten years ago and we are delighted that their principal event has risen in stature over this period to become what is generally regarded as Britain's Premier National Rally. We congratulate the organising team on achieving such a high standard, making the Rally one of the most popular in the calendar.

Recently the event has become well known for attracting overseas stars and this year is again no exception as the top ten contains many of the world's leading drivers. We extend an especially warm welcome to these overseas visitors who will be familiarising themselves with classic Welsh forest conditions prior to the Lombard RAC Rally. It is also the final round of the Castrol/ 'Autosport' National Championship so a close fight for all important final points will be a major feature of an exciting day's sport.

We wish all competitors, officials and spectators alike a very successful and enjoyable Castrol National Rally and thank them for their continued support.

Vic Sallows,
Sales Manager Castrol Limited.

ARI VATANEN

During the 1980 season Ari has been Rothmans Rally Team's main driver and will have competed in five World Rally Championship rounds and in five rallies with the British Open Championship by the end of the season.

Born in Joensuu in 1952, the same town as Mikkola, it was Mikkola who brought the world's attention to Vatanen's incredible speed over the rally tests.

His performance on the Scottish Rally in 1975 attracted the eye of Ford and for 1976 he was given a factory contract. He rewarded the company with wins on the Tour of Britain, Manx, Welsh Rally and finished the year as British Rally Champion.

Ari Vatanen is a dedicated rally driver - he is a keep-fit fanatic and never drinks alcohol. His sole ambition is to win rallies and even his recent marriage has not dulled his competitive edge, in fact he won the 1980 International Welsh Rally within 48 hours of being present at the birth of his first child, a 9½ pound daughter. This dedication does not mean that Ari has lost his sense of humour, he is as quick with a practical joke as the next man. Early in his career Ari Vatanen was a very fast driver and, like all young drivers, a little wild - he is now simply very, very fast.

DAVID RICHARDS

David has been associated with Ari Vatanen, with whom he is co-driving in the 1980 Rothmans Rally Team, since Ari's first appearance in Britain back in 1975. After guiding Ari to his acclaimed result on the Scottish Rally he joined the Opel Team to partner Tony Pond. It was with Pond that he scored his first international success. The year 1976 saw a move to the British Leyland Factory Team competing in the new TR7. In 1977 he competed in European events with Billy Coleman in a Lancia Stratos and Fiat 131. This led to his introduction to the Fiat Motor Company for whom he managed their U.K. rally team in 1978.

Last year saw the reunion of the Vatanen/Richards partnership and during the year their major placings included a third on the New Zealand Motogard Rally, a second on the Finnish 1000 Lakes, a third on the Quebec Rally, Canada, a win on the Rothmans Cyprus Rally and a fourth on the Lombard R.A.C. Rally.

During the 1979 season David Richards combined his co-driving in the Rothmans Rally Team with organising the Rothmans Middle East Rally Challenge and running his own consultancy business. To abandon a career in accountancy for one in rallying was thought by many to be foolhardy. For David the dedication has paid off and the combination of Richards and Vatanen, with age on their side, leaves future success in little doubt.

ROTHMANS ESCORT RS SPECIFICATION

BASIC VEHICLE

Escort RS, 2-door, 2-seater saloon of unitary steel construction.
In rally form the car has a top speed in excess of 115 mph/185 km/h and accelerates from 0 - 60 mph/96.5 km/h in under 7 seconds.

ENGINE

Alloy block, 4-cylinder in-line, 16-valves, water-cooled.

BORE

90.4 mm

STROKE	77.62 mm
CUBIC CAPACITY	1,993 cc
COMPRESSION RATIO	11.5: 1
POWER OUTPUT	255 bhp at 8,200 rpm
MAXIMUM TORQUE	177 lb ft
MAXIMUM ENGINESPEED	9,500 rpm
FUEL SUPPLY	Twin 48 DCOE Weber carburettors
GEARBOX	ZF, five forward synchronised ratios.
FIRST	2.3:1
SECOND	1.8:1
THIRD	1.36:1
FOURTH	1.14:1
FIFTH	1.0:1
REAR AXLE RATIO	5.3/5.1:1
BRAKES	Front, 10 ³ / ₈ ins diameter ventilated disc with 4 pot calipers using Ferodo brake pads. Rear 10 ³ / ₈ ins diameter ventilated discs with 2 pot calipers
WHEELS	Minilite 13 ins diameter, rim widths 6,7,8,9 or 10 ins
TYRES	Dunlop Competition tyres
SUSPENSION	190 lb/in coil springs front and 145 lb/in 5 leaf springs rear.
SHOCK ABSORBERS	Bilstein gas-filled 260/60 front and 220/110 rear.
STEERING rim	Rack and pinion, geared turns lock to lock Sports steering wheel with leather rim
REAR AXLE	Fully floating type with twin taper roller bearings
LIGHTS	Carrelo headlamps and auxiliary lamps with quartz halogen bulbs
LUBRICATION	Castrol products are used exclusively
SPARK PLUGS	Champion

TALBOT SUNBEAM LOTUS - THE STORY SO FAR

The story of the Sunbeam Lotus begins in 1977 when Motor Sport Director Des O'Dell was desperately searching for the Talbot rally car of the future, the new Sunbeam model was obviously the correct choice of car.

However, the team needed a suitable engine, which for homologation reasons had to be derived from a production car. Des O'Dell, approached Lotus Cars with a view to using their two-litre alloy engine. Lotus agreed to supply the engine and even suggested stretching it to 2.2 litres in order to obtain extra torque and tract -ability and the small, specialised department eagerly accepted their first prototype rally engine in October 1977. The very first Sunbeam Lotus was built specially for testing and development and carried the registration WRW 30S.

It was now early 1978, and the car was entered on a number of British national rallies in order to learn about the car and constantly improve its technical specification. Scotsman Andrew Cowan was the driver, Tony Pond agreed to drive the Sunbeam on the rough and tough Mille Pistes Rally in southern France. It was a courageous decision to use such a new car on such a difficult rally, but the result could hardly have been more impressive. Pond led the rally, all the way until a puncture over the final two special stages dropped him to second place overall. Pond was ecstatic about the power and handling of the Sunbeam.

The very same prototype car, still with the original engine, then went on to cause another sensation - with a very different driver. O'Dell put Derek Daly, an Irish Grand Prix driver, into the car for a televised Rallysprint event in Ireland. Against some of the world's best rally drivers, Daly finished third despite a spin.

During 1978, the team tried every combination of suspension set-up, while the engine

gradually gave more power and a very impressive torque figure. The prototype car was eventually written off by Pond on an Irish rally.

The car was still being developed during the 1979 season, with Tony Pond taking part in a total of eight events. Homologation into Group Four was granted just prior to the Circuit of Ireland Rally, but Pond was caught out by a deceptive piece of road quite early in the rally. Pond took the Sunbeam to fifth place on the Welsh International, and continued his British season with the Scottish International in June. While leading the rally, Pond was forced to retire with engine trouble.

The team then travelled to the European Championship, Ypres 24 Hours Rally in Belgium, and Pond demonstrated the tremendous tarmac performance of the Sunbeam by leading from the start. But disaster struck again, with an accident preventing the car from winning its first international. The season was a story of being so near, yet so far, as Pond went on to finish second on the Mille Pistes again, fourth on the World Championship San Remo Rally, and forced retirement on the Manx International with engine trouble, while leading yet again. Finally, on the RAC Rally of Great Britain, Pond was running in third place when he rolled and was unable to continue.

Jean-Pierre suffered a very unfortunate season. He retired on the Welsh with a damaged axle, on the Scottish with engine trouble and in Corsica after hitting a wild pig! Nicolas also retired in San Remo but finished fifth on the Mille Pistes despite rolling early on.

This year, the team started afresh with two new drivers. Former French Rally Champion Guy Frequelin was joined by the young Finn, Henri Toivonen, and this partnership is already bringing some fine results.

So far, Frequelin has competed twice in the Sunbeam. In Monte Carlo he retired after spinning into a snow bank, but on the World Championship Portugal Rally, he drove consistently fast and experienced no trouble to finish third overall, and first in Group Two.

More recently, Talbot returned to the Mille Pistes Rally for the third successive year and Frequelin drove to a splendid outright victory.

RUSSELL BROOKES

Russell Brookes has climbed the rallying ladder the hard way. His first rally was in an Austin Westminster in 1963 - he rolled! Brookes then went on to gain vital experience by driving a Sprite on race circuits and competing in autotests, sprints and autocross. By 1966, Russell had turned to navigating, and then returned to the driving seat on the 1968 Gulf London Rally. Despite crashing three times, Brookes decided that he wanted to be a rally driver and built up an 850 Mini.

The first event for the Mini was the RAC Rally and for the first time Brookes began to display a degree of talent by leading the class until mechanical problems intervened. The following year, 1969, he began to rack up a few results with a class win on the Welsh and second in class on the RAC.

For 1970, the engine capacity of the Mini was increased to 998cc and this brought another class win on the Welsh. Brookes also drove a Skoda on the Scottish and then converted his Mini to Cooper S specification for the Sherry Rally in Spain. He was disqualified from 10th place and a Group One win! Accompanied by ace-navigator Martin Holmes, Russell turned to the Motoring News Rally Championship for 1971 but there were only two highlights in an otherwise disappointing year. Brookes returned to the Sherry Rally to finish seventh overall and first in Group One and then set some fantastic stage times on the RAC, but went off the road several times.

When just about to retire from rallying, Russell Brookes was approached by Brooklyn Motors to drive their Escort in the late lamented Mexico Series, and this proved to be a turning point in his career. With John Brown reading the maps (an RAC Rally and Motoring News series winner) Brookes finished fourth in the Mexico series but, more importantly, took his first outright victory on the Taunton Rally. The Sherry Rally was also tacked again and considerable publicity resulted from sixth place overall and another win in the Group One category.

Brookes rally came good in 1973. Again in the Mexico, his performances were good enough to gain him a 'works' drive in an Escort on the Jim Clark Rally. He came second overall and was only beaten by Roger Clark! Brookes drove in 32 rallies that year and ended the season with another works Ford drive on the RAC having secured coverage from a TV company. The resulting accident made excellent television!

After a brief period driving a Group One Opel Ascona, Russell's long and fruitful association with Andrews Heat for Hire began in 1974. In an Escort RS2000, Brookes

won the Castrol/Autosport Group One Championship and finished second in the RAC Group One series. Offers of drives with other top teams soon came flooding in but Brookes stuck with the RS2000 to take fifth place overall on the Circuit of Ireland and then went on to a Group Two Escort with continued support from Andrews and the Birmingham Post.

Russell's cars were now being supplied by Ford and in 1975 he finished second on the Scottish and followed this with a win the following year. The Circuit of Ireland, Granite City and Jim Clark Rallies also fell to Russell and success continued into 1978 with wins on the Circuit, the Motogard in New Zealand and the Tulip in Holland. He also finished in the top three of the RAC Rally three times, including a second place last year. The Mopar Manx International was also won by Russell last year and this gave him second place in the Sedan Open Championship.

Recognising the potential of the Talbot Sunbeam Lotus, Russell transferred his allegiance to Talbot at the beginning of the year and has obviously taken to his new car. Still in Andrews colours, Russell took third place overall and victory in the Group Two Category of the Welsh International and was leading Group Two on the Scottish until the final stage when he retired with engine trouble.

ANDREWS HEAT FOR 4 HIRE Group - TALBOT SUNBEAM LOTUS

ENGINE

240 bhp at 7,000 rpm

184 ft/lbs torque at 6,000 rpm

Cylinder Capacity - 2174 c.c.

Bore - 95.3 mm

Stroke - 76.2 mm

4 Valve twin cam, dry sump unit

Twin 2DH LA-48 mm Dellorto Carburettors

GEARBOX

ZF Five Speed

Rally Ratios -1st 2.30 2nd 1.80 3rd 1.36 4th 1.14 5th 1.00

AXLE

Heavy duty rear axle, ratios available 4.55, 4.89, 5.38

BRAKES

Disc brakes all round. Vented discs and 4 pot caliper on front. Hydraulic handbrake plus standard operated cables.

SUSPENSION

Standard layout with heavy duty gas filled struts and dampers, spherical bearings replace rubber in some suspension locations.

SPECIAL FEATURES

Full rollover cage.

Rubber foam filled safety petrol tank.

Built-in Fire Extinguisher System activated inside and outside car.

24 Volt (Starting only) electrical system.

4 additional 100 w Iodine driving lamps. 65 amp Alternator.

THE CLIFFORD SUNBEAM

The success of the Clifford Sunbeam Rally Team and crew, John Weatherley and Rick Smith, during 1980 has been evident for all to see, however, what has gone on behind the scenes?

Pre-season aims were to win the Castrol/Autosport Championship and to feature well on the all tarmac International rallies in Ypres and the Isle of Man. These aims were coupled with the objectives of the Talbot Motor company, to be competitive with a 'club' specification Sunbeam Lotus. The 'club' car differs from 'works' vehicles in certain respects. It does not feature a dry-sump engine, utilises a lightweight Avenger type back axle and develops approximately 185 bhp. It was, however, estimated that this specification would be competitive enough for the Castrol/Autosport Championship, unfortunately this has not been so. The power output has been a distinct disadvantage when paralleled with the 'works' specification Ford Escort RS1800 and the Vauxhall Chevette HS. Additionally, the back axle was not strong enough to cope with the rigours of forest rallying. In an effort to compensate for the deficiencies, during the season the Team have developed a wet-sump engine producing approximately 210 bhp, in association with Dave Smith and oil surge has been partially overcome, with assistance from Talbot, by fabricating a swing baffle sump. A Salisbury axle has also been fitted to the car. Further development is continuing with the manufacture of a dry-sump unit to fit the standard Lotus block, thus giving a small increase in power, but a big increase in reliability when using the engine to its maximum so preventing further failures as experienced on the Manx National Rally. It must be stressed that the demise of the engine on the Peter Russek Manuals Rally was not caused by oil surge, the oil pressure unit blew from the block and the design of the electrical system was such that when the unit is detached from the block it earths and gives a maximum reading - a sure sign of disaster, with all the lubricant being pumped out all over the road.

The Team have endeavoured during the year to acquire from Talbot Competitions a true 'works' engine, pressure of work within that department has meant that this has not been possible. Far from being despondent Clifford & Company are well pleased with the performance of the car, although disappointed that they cannot compete on equal terms with other competitors in the national championship.

Roger Clifford, Managing Director of Cliffords, said "I have every confidence in the Sunbeam that our Team have developed, my respect for John Weatherley and Rick Smith has grown throughout the season, and I am only sorry that we cannot provide the ultimate car for them, so that they can prove just what a force they are in British rallying."

The Sunbeam is now as far forward with development as resources will allow. The support received from Talbot, Mopar and Mobil Oil has contributed greatly to the level of success achieved. With hopes of outright victory in the Castrol/Autosport Championship receding, the aim of the Clifford Sunbeam Team will, as always, be to compete for the love of the sport and to further the exposure of Clifford & Company and the Talbot range of car

JOHN WEATHERLEY

Motor sport success began in 1974 when he was British Kart Champion, and was a member of the British European Team in the following two years. He began rallying in 1977 with the aid of a £1,000 Kart development contract and his wife's wages. Towards the end of the year he got Talbot dealer, Clifford and Company, in Sidcup, interested in rallying, starting a very successful partnership. In 1978, driving a 1300 cc Sunbeam, he scored seven class victories and was runner-up in the Team Mopar Championship. Last year he scored more class wins and finished eleventh overall on the Manx Trophy Rally, having had a well publicised accident the previous year. This season he has concentrated on the Castrol/ 'Autosport' series and despite a power deficit compared with the leading Chevettes and Escorts, he has taken the Clifford & Co. Sunbeam Lotus to three top six placings and currently lies fifth in the series.

John is 29, a director of the family business which makes parts of the Sonic intercom system used by many competitors, among many other things. He is married, has a baby girl, and lives in Strood in Kent. His hobby is psittacology - the study of parrots.

BRIEF SPECIFICATION OF JOHN WEATHER LEY'S TEAM MOPAR TALBOT SUNBEAM LOTUS

CAR	Talbot Sunbeam Lotus, prepared to Group Two specification. Fully strengthened bodyshell with integral safety roll cage.
ENGINE	Lotus all alloy Straight four cylinder 2,172cc. Twin overhead

camshafts with four valves per cylinder. Two twin choke Dellorto 2DHLA 48mm carburettors. Wet sump lubrication. Produces over 200bhp at more than 7,000 rpm.

TRANSMISSION	Competition ZF gearbox with five forward speeds plus reverse. Heavy duty limited slip differential.
STEERING AND SUSPENSION	High ratio steering rack. Bilstein gas filled struts and dampers, adjustable rose jointed axle location.
BRAKES	Four pot ventilated discs at the front, solid discs at the rear, assisted by servos. Hydraulic and mechanically operated handbrake. Adjustable brake balance control.
WHEELS AND TYRES	Dunlop tyres. For forest stages, six inch wheels at the front and seven inch at the rear. For tarmac stages, eight inch wheels at the front and nine inch at the rear.
LUBRICATION	Mobil SHC Oil
OTHER EQUIPMENT	Fire extinguishers, electronic clock and mileage recorder, driver / co-driver intercom system. Full harness seat belts. 24 volt (starting only) electrical systems. Cibie headlamps and four 100 watt Bosch auxilliary lamps.

JIMMY McRAE

Born 28.10.43, Scotland. Lives in Lanark. Married to Margaret with three sons. Started rallying in 1974 after 13 years motor cycle sport. Won the 'Challengers' section of the 'Scotsman' Rally Championship in his first season. Joined the SMT rally team in 1976 and, driving the production class Magnum, won many Group One awards. Jimmy joined DTV to drive the Group Four Chevette in 1978 in British Internationals and also campaigned the SMT single cam Clubman Chevette in National rallies. Results include 2nd place on the Circuit of Ireland (1978), Manx and Ulster (1979) and wins on the 1979 Gwynedd and Lindisfarne national events. Runner-up Castrol Autosport National Rally Championship 1978 and 1979.

VAUXHALL CHEVETTE 2300 HSR GROUP FOUR

CHASSIS	Chevette hatchback body. Integral Safety Devices roll cage. Sump guard and underbody protection.
ENGINE	Slant back, 4-cylinder 2279cc (139.2 cu in) engine fitted with aluminium twin overhead camshaft, 16 valve cylinder head. Engine tuned from standard and fitted with twin 48mm Dellorto carburettors Dry sump lubrication. Power: 240 bhp at 7,000 rpm. Torque: 190 lbs/ft at 6,000 rpm.
TRANSMISSION	Getrag five speed gearbox driving through an AP twin plate clutch to heavy duty rear axle, fitted with limited slip differential. Alternative axle ratios: 4.55, 4.63, 4.89, 5.14 and 5.38.
FRONT SUSPENSION	Independent coil spring/wishbone assembly with Bilstein gas filled shock absorbers. Anti-roll bar.
REAR SUSPENSION	Four link system with sideways location by Panhard rod and coil springs. Bilstein gas filled shock absorbers. Anti-roll bar.
BRAKES	Dual circuit system. Lockhead ventilated front discs operated by alloy 4 pot calipers. Ventiladed rear discs. Brake balance adjustable front to rear. Mintex and Ferodo friction materials.
STEERING	High ratio rack and pinion steering 2.5 turns lock to lock operated by leather bound steering wheel.
WHEEL & TYRES	6J, 7J, 8J, 9J and 11J Minilite wheels. Tyres in various patterns to suit conditions.
ELECTRICS	Twelve volt negative earth system with competition heavy duty alternator, Lucas competition wiring. Cibie headlights and auxiliary lamps.
INTERIOR	Corbeau driver and navigator's seats, full harness safety belts, full instrumentation, Terratrip navigational aids, dash mounted stop watches and co-driver's map light.

Provision for two spare wheels mounted in rear of the car. Thirteen gallon safety tank located below load platform.

WEIGHT

Fully equipped without fuel and crew - 980 kg.

The Story so far

THE 1980 CASTROL/'AUTOSPORT' NATIONAL CHAMPIONSHIP

The 1980 series has been notable for introducing a number of new faces to the forefront of national rallying - Malcolm Patrick, Bill Dobie and John Weatherley. But experience at this demanding level has proved to be the most necessary attribute. At the time of writing, after the Europa Lodge Lindisfarne Rally, Terry Kaby from Northamptonshire, driving his Toleman/Castrol/SMT Vauxhall Chevette, has scored maximum points on four successive rounds. Nobody, not even Malcolm Wilson, has managed such consistency, and he holds a commanding lead at the head of the table.

Terry has been a regular contender since winning the Group One title in 1977 and is firm favourite to add the overall title and become the first driver to win both. The probable runner-up is also a former champion, George Hill, who won the overall title in 1975 in a Martin Group Vauxhall Magnum. He has remained faithful to both sponsor and manufacturer in the intervening years, usually in contention for the title, and 1980 has been his most successful since.

In Group One - always a major feature of the Castrol/'Autosport' series - experience has again triumphed. Last year Mike Stuart from Chester, driving his Quicks for Ford/Castrol Ford Escort RS 2000, came third but more significantly was voted Most Promising Young Driver in the series. He decided to remain in Group One for this year and has justified the decision by leading throughout the year and is hot favourite to win the title. However, he has been closely challenged, and sometimes beaten, by another young driver with a promising future, Rene Livingstone. Living in Plymouth, he is probably the furthest travelled of any championship contender.

A welcome addition to the 1980 series has been the Talbot Sunbeam TI Challenge. Youth and experience has again blended together to bring a close battle between the experienced Steve Smith and Stewart Robertson, who have withstood the challenges offered by the talented Ian Hughes and Kevin Stones. Bill Barton and Steve Arnold have shown consistency and the title could still go to any of these drivers. One of them must also be in the running to be offered a Group Two Sunbeam Lotus for 1980.

Returning to the beginning of the year The first round was the Gwynedd Rally in North Wales which was surprisingly won by Peter Clarke from Skipton, who has since retired from rallying due to lack of sponsorship, ahead of promising newcomer to the series Bill Dobie and Scotsman Donald Heggie, all driving Ford Escorts. The opening round was tinged with sadness when 1976 Champion David Stokes had a violent accident which will keep him out of rallying for most of the year.

Heggie, contesting the Championship for the first time, opened up an early lead with a clear win on York Motor Club's Rodgers Carpets Rally. Second was local ace Steve Bannister two seconds ahead of Championship stalwart George Hill and Tim Brise driving the John Taylor Motorsport entered Ford Fiesta. Fifth and showing signs of excellent performances to come was Midlands dentist Malcolm Patrick. He was a leading road rally competitor in the early 1970's before retiring from the sport, returning last year for a few events and regaining top form this year.

In April the Championship made its annual visit to Scotland for the CP Granite City Rally. The event had never been won by a Scot although they started favourite. However, series leader Donald Heggie crashed on the first stage leaving fellow Scot Drew Gallacher to make history. Bill Dobie again drove enthusiastically, to score another second place and share the series lead with Heggie. Andy Dawson gave the Group 4 Datsun Violet GTS a promising debut with third place.

In view of his previous Championship experience, many people expected Terry Kaby to dominate the series but a quiet familiarisation run with his new Vauxhall Chevette - considerably different to the TR7 V8 on the Gwynedd followed by retirement in Yorkshire, left him with considerable leeway to make up. His class began to show on the Granite City with a confident drive to fourth place.

Round four was eagerly anticipated being a brand new event, the Rothmans Manx Stages, held entirely on the closed public roads of the Isle of Man. Tony Pond was using the event as practice for the international in September and was never challenged. Terry Kaby justified the faith of his supporters with a masterly drive to second place ahead of local star Ian Corkill. Malcolm Patrick showed that he hadn't lost his road rallying skills, finishing fourth.

Round five took competitors to the daunting wastes of Otterburn army ranges and Kielder Forest for the Jim Clark Memorial Rally. This is always a tough event calling for the utmost skill and determination to win, Terry Kaby scored his first national victory to extend his series lead. George Hill finished second again, demonstrating the application necessary to succeed in Kielder. John Weatherley scored his best result, picking up a useful 13 points which could have been more without delays due to a puncture. The Jim Clark is also a round of the Scottish Championship and attracts many drivers from north of the border and the first of these was regular

leading Scot, Drew Gallacher from Ayrshire.

A month later competitors were again on the army ranges but this time on Epynt in South Wales. Kaby has always driven well on the tarmac roads of the ranges but for the second year in succession he was unable to match the speed of Graham Elsmore who scored a comfortable win over Andy Dawson who proved the speed of the Datsun Violet 160J previously driven by Steve Ward. The Peter Russek Manuals Rally was notable for using some excellent forests close to Swansea which has not been used for rallying for several years. Hopefully they will become a regular feature of national rallies in South Wales. A high retirement rate enabled Group One winner Rene Livingstone to achieve an excellent fourth overall ahead of the amazing Volkswagen Beetle of Francis Tuthill - surely the most popular car with spectators this year.

At the end of August the series returned to Kielder for the Europa Lodge Lindisfarne Rally where Terry Kaby and George Hill again showed their expertise in this area, finishing ahead of Bill Dobie who regained some of his early season form. Rene Livingstone again beat Mike Stuart in Group One to ensure a close finish to the title.

After seven rounds Kaby has opened a 17 point lead over George Hill who has been second Championship contender home on three occasions but a maximum score still eludes him. Third, with a mathematical but hardly strong chance of the title, is Midlands dentist Malcolm Patrick. He has had a remarkable season as he currently leads the BTRDA series.

The Group One battle is usually close due to the leading contenders reliability. Mike Stuart, Kevin Curran and Geoff Stewart have scored on all rounds to date and are in close contention with Rene Livingstone who retired in Scotland. All the questions will be answered on today's Castrol National Rally with all titles decided at the end of this most popular rally.

MALCOLM WILSONS' TRIUMPHANT RETURN

Malcolm Wilson from Cumbria made a brilliant return to national rallying by winning the Pirelli tour of Cumbria last Saturday. He proved his fitness, fourteen weeks after breaking both ankles, by taking the lead over the demanding Kielder Forest stages and pulling out a two minute lead on his pursuers.

Second place went to Tony Pond who was experimenting with various suspension settings on his Triumph TR7 V8 in preparation for the Lombard RAC Rally in November. George Hill from Oldham had his best drive of the year and was rewarded with third place and maximum Castrol/'Autosport' championship points. Current championship leader Terry Kaby lost a high placing by incurring road penalties for leaving a control early. The title will now be decided on the Castrol National Rally.

The group one title was settled in Cumbria however and has been won by Mike Stuart from Chester in the Quicks for Ford/Castrol Ford Escort. He scored his fourth class win last weekend beating close rival Rene Livingstone by nearly two minutes. The Talbot Sunbeam TI Challenge is still wide open with five drivers still able to win. Previous leader Stewart Robertson crashed and Ian Hughes scored a comfortable victory and moves into a one point lead.

The Pirelli tour of Cumbria was run in mainly dry weather in Kielder Forest and the Lake District. Most of the leading entries were among the 55 finishers but a disappointment for local enthusiasts was the early retirement of Bill Dobie from Maryport with head gasket failure. However apart from Malcolm Wilson they were able to applaud a very promising drive from young Graham Walker, who works for Malcolm. He won his class and was 21st overall on his first ever forest Rally.

THE TOP TEN FINISHERS WERE:

1. M. Wilson/T. Harryman	Ford Escort RS	80M 11S
1. T. Pond/F. Gallagher	Triumph TR7 V8	81M 55S
2. G. Hill/R. Varley	Vauxhall Chevette	83M 20S
3. A. Dawson/Miss J. Francis-Lucy	Datsun Violet	83M 38S
4. D. Heggie/G. Dean	Ford Escort RS	84M 03S
5. J. Weatherley/R. Smith	Talbot Sunbeam Lotus	84M 24S
6. M. Patrick/R. Jones	Ford Escort RS	84M 52S
7. P. Clarke/B. Clark	Ford Escort RS	35M 06S
8. R. Eyre-Maunsell/P. White	Talbot Sunbeam Lotus	85M 56S
9. M. Stuart/F. Rowlands	Ford Escort	36M 34S

AFTER EIGHT ROUNDS OF THE CASTROL/'AUTOSPORT' CHAMPIONSHIP THE LEADERS ARE:-

DRIVERS CATEGORIES

Overall		Group One	
1. T. Kaby	85 points	1. M. Stuart	102 points
2. G. Hill	79 points	2. R. Livingstone	97 points
3. M. Patrick	64 points	3. K. Curran	84 points
4. J. Weatherley	59 points	4. G. Stewart	75 points
5. M. Stuart	54 points	5. B. Gwynne	65 points
6. D. Heggie	42 points	6. R. Close	38 points
7. B. Dobie	42 points	7. J. Holloway	36 points
8. R. Livingstone	35 points	8. R. Jelley	30 points
9. D. Gallacher	33 points	9. C. Spencer	26 points
10. F. Tuthill	33 points	10. T. Bradley	22 points

CO-DRIVERS CATEGORIES

1. B. Rainbow	85 points	1. F. Rowlands	102 points
2. R. Varley	79 points	2. J. Leighton	97 points
3. R. Jones	64 points	3. S. France	75 points
4. R. Smith	59 points	4. T. Wheatley	70 points
5. F. Rowlands	54 points	5. A. Roberts	65 points

CLASS ONE (GROUP ONE UP TO 1600 CC)

1. T. Bradley 14, 2. J. Aitken, P. Clayton, R. Lane, J. Midgley 5.

CLASS TWO (GROUP ONE OVER 1600 CC)

1. M. Stuart 32, 2. R. Livingstone 27, 3. B. Gwynne 15.

CLASS THREE (OTHERS UP TO 1300 CC)

1. A. Conley 24, 2. M. May 20, 3. P. Messer 11.

CLASS FOUR (OTHERS 1301 TO 1600 CC)

1. S. Smith 21, 2. I. Hughes 18, 3. S. Robertson 18.

CLASS FIVE (OTHERS OVER 1600 CC)

1. S. Kaby 23, 2. G. Hill 22, 3. D. Heggie 12.

TALBOT SUNBEAM T CHALLENGE

1. I. Hughes 48, 2. W. Barton 47, 3. S. Smith 46, 4. S. Robertson 44. 5. S. Arnold 41, 6. B. Banning 33.

The final round of the series is Wolverhampton and South Staffs Car Club's Castrol National Rally where all titles will be decided.

DRIVER PROFILES

MALCOLM PATRICK

Malcolm entered road rallying in 1972 after contesting some sprints and hillclimbs. He won a few rounds of the 'Motoring News' series but did not contest all the events. His greatest success in that first year was fourth overall on the Manx Trophy Rally in an Escort. On the same event the following year, driving a Porsche Carrera, he was lying second before rolling the car dropped him to fifth. After this experience he went back to dentistry.

His resistance to the sport weakened last year when he returned with a Vauxhall Chevette on stage events. After reacclimatising himself he switched to an Escort this year with backing from Industrial Air Power, and with MCD responsible for all the work on the car, it has proved very reliable. He has tackled both the Esso/ BTRDA series which he leads, and the Castrol/ 'Autosport' series where he is third. He has also fitted in a couple of Sedan rounds, finishing seventh on the Welsh.

TERRY KABY

Terry Kaby entered motor sport by sharing an autocross Mini with older brother Ralph. His first taste of rallying was as mechanic and later co-driver for his neighbour Bob Freeborough.

He built and prepared several rally cars from his small garage business in Towcester but it was not until 1974 when he teamed up with former school friend Brian Rainbow that he made a real

impression in rallying. In 1975 he owned an indecently fast Mini with which he won the Pirelli/Cars and Car Conversions Championship. His sponsors for this successful season, BL dealer Dunham & Haines, stayed with him for another three years during which time he developed the Triumph Dolomite Sprint into a highly effective Group One car, winning that category of the Castrol/ 'Autosport' Championship in 1978.

For 1979 BL took a closer interest in Terry's activities and provided a Triumph TR7 V8 for the national series. This gave him invaluable experience in handling a powerful car but found it a difficult car to drive. He was therefore delighted to accept Vauxhall's support this year, enabling him to launch a two-pronged attack on the Sedan and Castrol/ 'Autosport' Championships. After a steady start he is dominating the national series in the Castrol/Toleman SMT car and looks certain to be crowned national champion after the Castrol National Rally.

MIKE STUART

Mike Stuart is a 25 year old car salesman, working for his sponsor Quicks for Ford in Chester. Regular co-driver Frank Rowlands also works for Quicks and is a near neighbour and close friend of Mike.

In 1978 Mike won the Pirelli/Cars and Car Conversions Championship, as Terry Kaby had three years earlier, and decided to contest the Castrol/ 'Autosport' series with a Group One Escort RS 2000 the following year. After a season-long battle he finished third in the category behind Ivor Clark and Julian Raymond, and was voted 'Most Promising Young Driver' in the Championship.

This year he decided to capitalise on the experience of 1979 and try to win the National Group One title. By finishing first or second on every round to date he has built up a clear lead and looks set to realise his aims.

GEORGE HILL

George Hill is probably the most experienced driver in the Castrol/ 'Autosport' National Championship, being a contender since its inception in 1974. His successes as a rally driver go back ten years to when he was a leading road rally driver, winning the 'Motoring News' Championship in 1971 and 1974. As today he was sponsored by the Martin Group, a chain of over twenty motor dealers in the North of England, and he has always remained faithful to Vauxhall.

In 1974 he combined road and stage events but concentrated on the forests in 1975, winning the Castrol/ 'Autosport' Championship. He has been a regular front runner ever since, finishing fourth last year and currently lying second in 1980.
