

Sponsor's Message

Sponsored by Pace Petroleum Limited, the Farnham-based independent Petrol Company, it is the 8th and last round of the 1981 Castrol/Autosport National Rally Championship.

As sole sponsors of the 1981 Esgair Dafydd Television Rally Sprint and co-sponsors of Russell Brookes (along with Andrews Heat for Hire) Pace Petroleum are no strangers to motorsport.

In 1979 Pace supported Nigel Mansell, helping him through Formula 3 in exchange, for the Pace logo on his helmet and overalls. The fact that Nigel Mansell is now part of the Lotus Formula I team is as much a tribute to Pace's Managing Director Victor Gauntlett's enthusiasm and judgement as it is to the determination of Mansell himself.

This year, Pace's support for Motor Racing has included the British Formula Ford 2000 Championship as well as the BARC Sprint Championship.

With such interests in Motor Racing, it is logical that the Company should lend its name to "The Motor Racing Directory". By the end of 1981 as the Company embarks upon its 10th year of trading, there should be few people in the Country who have not heard the name of Pace Petroleum.

Additional support for today's event has come from Andrews Heat for Hire, whose Chairman, John Andrews, is a life member of Wolverhampton and South Staffordshire Car Club Limited who have organised the event.

Wolverhampton Car Club through this programme would like to thank both Pace Petroleum and Andrews Heat for Hire without whose help, this year, this Rally would never have taken place.

TODAYS EVENT

The PACE PETROLEUM National Rally 1981 is organised by the Wolverhampton & South Staffs Car Club Ltd. and is the final round of the 1981 Castrol Autosport National Rally Championship.

The event is governed by the General Competition Rules of the RAC (Incorporating the provisions of the international Sporting Code of the FIA), the Standing Supplementary Regulations of the RAC and other written instructions issued by the Wolverhampton & South Staffs Car Club Ltd. for the event.

PAST WINNERS OF THE RALLY

1958 Tony Fisher/Jim Thomas	1970 Not Held
1959 Bill Bengry/Peter Roberts	1971
1960 Tom Gold/Stuart Turner	1972 Pat Ryan/Mike Nicholson
1961 Brian Harper/Ron Crellin	1973 Not Held
1962 Pat Moss/David Stone	1974 Tony Drummond/Dave Richards
1963 Tony Fisher/Brian Melia	1975 Tony Foulkes/Brian Harris
1964 Reg McBride/Don Barrow	1976 Russell Brookes/John Brown
1965 David Frizwell/Richard Binns	1977 Pentti Airikkala/John Gittins
1966 Malcolm Gibbs/Randall Morgan	1978 Pentti Airikkala/Mike Nicholson
1967 Tony Chappell/Hywel Thomas	1979 Ari Vatanen/Dave Richards
1968 Colin Malkin/John Brown	1980 Jimmy McRae/Mike Nicholson
1969 John Bloxham/Richard Harper	

MOTOR SPORT IS DANGEROUS

IT IS A CONDITION OF ADMISSION that all persons having any connection with the promotion and/or conduct of the event including the owners of land used, the owners of the vehicles and passengers in the vehicles are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) to spectators or ticket holders howsoever caused.

YOU SPECTATE AT YOUR OWN RISK

The Year to Date ...

ROUND 1 – The Anglesey Scaffolding Gwynedd Rally

The event was won outright by Russell Brookes in his Andrews Heat for Hire Sunbeam Lotus. After setting fastest time on each of the 13 special stages he won by over one and a half minutes from the Birmingham Dentist Malcolm Patrick in his Ascona 400. Donald Heggie was 3rd with Jeff Churchill and Bill Dobie making up the top 5 overall.

In the Group 1 Category Clifford Spencer took maximum points with Graham Evans and Terry Pankhurst finishing 2nd and 3rd.

Talbot Sunbeam II Challenge.

saw Steve Arnold take maximum points with Stuart Robertson and Steve Smith following on.

ROUND 2 – The Rogers Carpets National Forest Rally

Donald Heggie showed his true form by winning this event for the second year in succession. 2nd place went to George Hill and 3rd place to a very "on-form" Francis Tuthill. Early leader Malcolm Wilson retired on the 4th special stage while Malcolm Patrick came in 12th overall after a first stage problem.

Group 1 went to Ian Hughes in the Skip Brown Talbot Avenger with Graham Evans taking 2nd place and Ulster-man Paul Murray taking 3rd.

The Talbot Sunbeam TI Class - went to the experienced Bernard Manning with a second place for Steve Arnold.

ROUND 3 – The John Clark BMW Granite City Rally.

This Rally gave competitors in the Championship their first taste of driving on snow and ice.

On the second stage while taking evasive action to avoid a stranded George Hill, Malcolm Patrick fought back from 65th place overall to win the event by less than a minute from Bill Dobie in his Escort. Graham Elsmore despite problems on the first two rounds came back with a fine 3rd and Donald Heggie came home 4th.

In the Group 1 battle Ian Hughes once again took maximum points with Terry Pankhurst in his RS 2000 and Andy Miers in a similar car finishing 2nd and 3rd.

In the TI Challenge, Steve Smith took 14th place overall and 1st in class with Steve King and Steve Arnold having to settle for second and third places.

ROUND 4 – The Rothmans Manx Stages National Rally

From the first stage it was quite obvious that Terry Kaby in his Taunus Chevette HSR was going to be the man to beat. However, the surprise of the event came from Graham Elsmore, who, with no proper recce prior to the event and using his Escort on Forest suspension managed to take second place ahead of Cyril Bolton in his TR7 V8. Championship leader Malcolm Patrick in his Ascona could only manage 4th place after a time consuming puncture on the last stage.

Group 1 went to Mike Stewart in his RS 2000, using the event for some pre-Manx

International acclimatization. Paul Murray from Northern Ireland took 2nd place while Terry Pankhurst took 3rd. In the TI Challenge Steve Smith was 1st, Steve Arnold 2nd, and Derek Pickup 3rd.

ROUND 5 – The Peter Russek Manuals Rally

After two months the Championship resumed, this time based in the South Wales town of Swansea. The all forestry stages used for the first time on the 1980 event proved to be more than a match for some of the competitors. The first stage of the event, a twenty-four miler, decided the fate and fortunes of most of the competitors. Early retirements, such as Elsmore and Tuthill along with Richard Iliffe left the top seeds fairly thin on the ground.

It was Malcolm Patrick who survived the day to take a narrow victory over Andy Dawson in his Datsun who was using the day for testing and development. After a consistently good run Reg Millinger in his Escort took 14 valuable points and his best result to date. Close behind was Jeff Churchill who after the event moved into 2nd place in the Championship.

Maximum Group 1 points went to Andy Miers with Kevin Curran and Stanley Orr, from Northern Ireland, enjoying their best scores of the championship to date.

In the Talbot TI Challenge, Steve Arnold took maximum points with Steve King 2nd and David Palmby 3rd.

After the five rounds Steve Arnold had a six point lead over Steve Smith with Stuart Robertson 3rd on 11 points.

ROUND 6 — The Europa Lodge Lindisfarne Rally

After leading the event for the first 10 stages Malcolm Patrick retired his Ascona 400 with a blown head gasket leaving Malcolm Wilson to inherit the lead until an accident forced him in to retirement. However, in the wings ready to snatch victory was one of the stalwarts of the Castrol/Autosport Championship George Hill in his Vauxhall Chevette HS. George finished almost two minutes ahead of Robin Eyre-Maunsell, co-driven on the Lindisfarne by none other than Russell Brookes. 3rd place and 14 points went to Bill Dobie while Jeff Churchill came in 4th and Rene Livingstone 5th.

Terry Pankhurst although second to Ivor Clark in Group 1 took maximum Championship points with Andy Miers, still the most consistent of all the Group 1 drivers, took 14 points and Clifford Spencer in his RS 2000 took 13.

In the Group 1 Championship after six rounds, Jeff Stewart in his Mazda RX7 after consistently scoring on all rounds of the Championship to date was in second place with 59 points to Miers 73. Pankhurst stood at 55 while Ian Hughes, even though he retired with mechanical problems was still on 53 points.

Steve King came to form taking maximum points in the Talbot Sunbeam TI Challenge with Michael Rackham second and Gwynne Thomas 3rd.

ROUND 7 — The Pirelli Tour of Cumbria

Run in the most atrocious weather through the classic Kielder stages, this was certainly a round of attrition. Many top ten seeds never even saw the lunch halt at Pirelli's factory in Carlisle, after Kielder had taken its toll. Andy Dawson retired after rolling his hired Escort and Malcolm Patrick who slid wide on a corner on the 4th stage spent the rest of his rally extricating his Ascona. Mastering the conditions was Russell Brookes, chased very hard by John Buffum from the United States. After going off the road at the end of the first stage, Buffum fought back through the field to finish less than a minute behind Brookes.

Maximum Championship points however went to Bill Dobie in his Escort with George Hill in 4th place and Jeff Churchill 5th.

In Group 1 the most impressive drive came from Ian Hughes in his Talbot Avenger, earning him the coveted Man of the Rally Trophy.

7th overall and 2nd in Group 1 was Ivor Clarke co-driven by Dilys Rogers in his Avenger. 3rd place Group 1 man was Terry Pankhurst who finished 9th overall.

In the Sunbeam TI Challenge Steve Smith took maximum points after both Steve King and Steve Arnold became victims of the atrocious weather conditions.

With the Pace National, the final round in this year's Championship, anyone of four drivers could take the overall drivers category. With only one point separating Jeff Churchill and Bill Dobie and with George Hill only two points behind Dobie, then it is certainly going to be a hard fought event.

Malcolm Patrick currently fourth in the Championship after two consecutive retirements, on 62 points, still can technically win the Championship, but it is going to be hard work for him throughout the 8 stage 100 stage mile event.

In Group 1 the situation is exactly the same as in the overall category, Andy Miers currently leading after seven rounds, Ian Hughes second Terry Pankhurst third, the latter two, both on 68 points are closely pursued by Jeff Stewart on 59 points. Again the odds are slightly in favour of Andy Miers, but he cannot be complacent on the last round, as certainly, Hughes, Pankhurst and Stewart will be trying their very best to take maximum points and the Group 1 win..

As with overall and the Group 1 categories, the Talbot Sunbeam TI Challenge is also wide open.

Any one of the three Steves, Arnold, Smith or King could take the TI Challenge. Arnold has 57 points, Smith has 50 points and Kings has 49 points.

If nothing else, it is a unique Championship in as much as the last round will decide the three main categories and with it being so open, it should make for a most exciting climax to this year's Championship.

**PACE PETROLEUM NATIONAL RALLY SPECTATOR INFORMATION Friday,
16th October 1981**

Scrutineering at Charles Clarke's Garage, Park Avenue, Aberystwyth 4.00 p.m. — 10.00 p.m.

Forum/Film Show Commodore Cinema, Bath Street. 7.30 p.m. — 10.30 p.m.
Admission £1.25 per person.

Saturday, 17th October 1981

Rally Start 8.00 a.m. Municipal Car Park, Park Avenue.

Spectator Stages Pace Petroleum 1 (Ystwyth)

8.15 a.m. Approach from 84340 or B4343. Car Parking
£1.00 (inc. programme)

Andrews "Heat for Hire" (Dyfi Main)

12.00 a.m. Approach from A470 through Aberangell from Cemmaes Road
or Mallwyd.

Car Parking £1.00 (inc. programme)

Pace Petroleum 2 (Ystwyth 2)

15.45 p.m. Approach from 84340 or B4343. Car
Parking £1.00 (inc. programme)

Service Area at Dyliffe, map Ref. 136/863940. Competing cars visit twice. 10.00 a.m. and
1.30 p.m. Service time 30 mins. each visit.

Finish on Marine Terrace outside Belle Vue Royal Hotel **for first 10** cars only at 4.30 p.m.

Film Show/Prizegiving Aberystwyth Pier. Doors open 8.00 p.m. Admission
£1.00 Prizegiving 10.30 p.m. Pier Bar closes 11.30 p.m. Pier Bar closes 12.00
a.m.

DO'S & DON'TS

The Wolverhampton & South Staffs Car Club request the co-operation of all spectators to
ensure that the event proceeds as smoothly as possible, with only the minimum of
disturbance.

Do not visit non-spectator areas.

Do not park your cars where they will cause obstruction or annoyance.

Do not use minor roads which are being used by rally traffic. Do
not use more lights at night than are necessary. Do not obstruct
competitors at controls or service areas. Do not cause annoyance
by driving in a dangerous manner. Treat all local residents with
consideration and courtesy.

The future of rallying depends as much on the responsible behaviour of spectators as
competitors. Please remember that competing cars will be reaching speeds in excess of
100mph. On forest surfaces at such speeds the margins of error for the drivers are very
small. Follow these simple rules and do not cut these margins still further and put lives,
possibly your own, at risk....

PLEASE

DO NOT — Stand on the outside corners.

Walk along the track when competing cars are approaching. Go
into prohibited areas.

Pull down or damage fences, gates, trees, etc.

DO Comply with marshals requests. They are for your safety. Drive
carefully on leaving the stage.

Take your litter home.

Have a good day's sport, and ARRIVE EARLY at spectator stages.

Driver Profiles

HENRI TOIVONEN THE RAC'S YOUNGEST WINNER

Born in the famous Finnish rallying town of Jyvaskyla, on August 25, 1956, Henri Toivonen was a relatively unknown name to British rally enthusiasts until he emerged with a bang by taking ninth place overall and third in the Group Two category on the 1978 Lombard RAC Rally.

In 1979, he took third place on the Mintex International and led the tough Scottish International before retirement.

Driving for Talbot's work's team in 1980 he brought his team an international win on the ice and snow of the Arctic Rally, while he added to his list of major successes by winning the 1980 Jyvaskyla Rally in Finland and, finishing fourth overall and second in Group Two on the Welsh International as well as taking victory in Group Two on the Scottish.

Toivonen scored his first world championship points on the 1980 Sanremo Rally. He took his Sunbeam Lotus to fifth place and second in Group Two. But the highlight of the year for Henri and Talbot came on the Lombard RAC Rally last November. Showing great maturity coupled with outright speed, Henri drove his Sunbeam to victory over the world's best rally teams and drivers.

This year had started well. On his first attempt at the Monte Carlo Rally, Henri recovered after early trouble to finish fifth and then flew immediately to the Arctic Rally where he again had trouble, but fought his way back up to third position.

More recently Toivonen has contributed greatly to Talbot's leading position in the World Rally Championship by finishing second overall and first in Group Two in the Port Wine Rally of Portugal.

ANDERS KULLANG

Anders began rallying in 1962, driving a Volvo 544. Since then he has driven for B.M.C. (Mini Cooper), Glas and Opel. He has also competed in Autocross, driving a Porsche and a Vauxhall Chevette.

His rallying experience covers over 30 International events as well as many National events. He has been Swedish National Rally Champion 3 times since 1970.

His first event in the U.K. was the Circuit of Ireland in 1969, driving an Opel Kadett. In 1972 he drove an Ascona, co-driven by 'Motoring News' Rally Editor, Geraint Phillips on the Scottish Rally. His best R.A.C. Rally result out of the 8 he has entered up to 1980 was 3rd overall on the 1972 event.

1980 was one of his most successful years. He finished 4th overall in Monte Carlo and won outright the Swedish International Rally.

After the 1981 Safari, which he lead (until a herd of cows crossed his path!) he joined Mitsubishi to drive their new Colt 2000 Turbo.

JIMMY McRAE

Began Rallying in 1974 after 13 years of competing in Motor Cycle Trials and Scrambles. In 1975, his first full season in Rallying, he won the "Challenges" category of the "Scotsman" Scottish Rally Championship.

Joined S.M.T. Rally Team in 1975, Drove 'Group I' Magnums for SMT and DTV during 1976-77. 1978 saw his DTV contract renewed to drive Group 4 Chevette on British International Rallies. On the National Castrol/Autosport Championship he drove for SMT this time in a development "Single-Cam" Chevette. At the end of 1978 he finished 2nd overall in the Championship, a result he was to repeat at the end of 1979.

1980 was an exceptional year. Outright wins on the Galway, Circuit, Donegal and Cork International Rallies gave him the Irish Tarmac Championship Title, while consistent results in the Sedan Products/ Open Rally Championship earned him 3rd place overall and best "British"

Joined Dealer Opel Team on 1st January 1981.

In the same month he received the Jim Clark Trophy for his outstanding services to Scottish Motorsport.

After a 100% finishing record in the Rothmans British Open Championship he is the 1981 Open and Irish Tarmac Rally Champion.

His most recent result was an outright win on the Rallye du Vin in Switzerland.

RUSSELL BROOKES

Russell Brookes has climbed the rallying ladder the hard way. His first rally was in an Austin Westminster in 1963. 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, 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 of the Mini was increased to 998cc and this brought another class win on the Welsh. Accompanied by ace-navigator Martin Holmes, Russell turned to the Motoring News Rally Championship for 1971

In 1972, with John Brown reading the maps, Brookes finished fourth in the Mexico series but, more importantly, took his first outright victory on the Taunton Rally. The Sherry Rally was also tackled again with a sixth place overall and another win in the Group One category.

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!

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.

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 in 1979. The Mopar Manx International was also won by Russell that year and this gave him second place in the Sedan Open Championship.

Russell transferred his allegiance to Talbot at the beginning of 1980. 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.

To round off the year, Russell provided the 'works' Talbot team with great support on the Lombard RAC Rally by taking fourth place, immediately behind the Sunbeam of Guy Frequelin and the victorious Sunbeam of Henri Toivonen.

Russell has started this season on a promising note. With continued support from Andrews Heat for Hire and additional help from Pace Petroleum — he has already taken victory in Group Two on the Mintex Rally and proved stiff opposition to Jimmy McRae on the Circuit of Ireland, eventually finishing third. Brookes also took his Sunbeam to victory on the Gwynedd Rally, the first round of the Castrol/Autosport National Rally Championship.

His most recent results include 2nd overall on the Lindisfarne Rally (co-driving with Robin Eyre — Maunsell.) and first overall on the Pirelli Tour of Cumbria.

DRIVER PROFILES CONTIUED

Roger Clark, certainly the best British rally driver in the 1960 and 1970's, makes his first appearance in the Castrol/Autosport national championship at the wheel of an RS 1800 provided by MCD, the Lancashire based car delivery firm, Albert, as he's now affectionately known, will be accompanied by Chris Searle of the BBC TV programme "That's Life" who is researching a programme for next year on rallying and which will include the RAC Rally next month.

Whatever success he may achieve at the wheel of his Escort - and there has been precious little unfortunately this year - Francis Tuthill will long be remembered for his driving in his now very venerable VW Beetle which he occasionally dusts off and uses on local events. Best result this year championship wise was third on the York National in April. He's a garage owner and lives in Banbury.

Name that car and Yorkshireman **Chris Lord** has probably driven it! The Leeds plastic king is currently back with Ford having used Vauxhall and Talbot Sunbeam in recent times. Does not think much of the month of October - three years in succession he suffered big rolls. Enjoyed himself on the Manx Stages in May where he finished fourth championship contender. Won Group I of the series way back in 1976.

Three drivers who could win the closely contested Group I Championship are **Andy Miers, Ian Hughes** and **Terry Pankhurst**.

Miers won the Castrol TV Times Rally Challenge last year and with some of the prize money bought an RS 2000 which has taken him to top place in the series with 73 pts. A motor mechanic in Bridgwater, he has a remarkable record of finishing rallies. He has only retired three times in championship events in three years. His career began with a Hillman Imp then he switched to a Ford Mexico to win the South West Stages Championship in 1978. Two years later he won the Clubmans section of the Esso/BTRDA series.

Ian Hughes is a softly spoken Welshman from Colwyn Bay who has 10 years experience starting his first event when he was only 17. He has rallied a number of vehicles with a modicum of success when he managed to keep them on the road during his formative years. He won the Central Tyres Championship in 1977 and took a class win on the Manx the same year. He was fourth in the Escort Sport series the following year. In his Avenger this year he has scored three wins in five finishes and is joint second with 68 pts, five behind Miers.

Equal second place is held by the Runcorn technician Terry Pankhurst who works in the quality control laboratory at Ford's Halewood plant. He finished runner-up to Miers in the Castrol TV Times Challenge a year ago and has been running his Escort in virtually the same form for the past two seasons. Pankhurst has progressed from the Escort 1300 series in 1978 through the Clubmans section of the BTRDA series where he finished second last season. He did the RAC Rally last November and finished 23rd. His one Group I victory this year was on the Lindisfarne Rally in August but he has a second and three thirds as well.

Third Castrol TV Times Rally contender on the event is **Graham Walker**, the 21 year old motor mechanic who works for Malcolm Wilson's company in Cumbria. After servicing for Wilson on a number of events Walker made his debut in rallying 15 months ago. He took his Escort TC to class wins on the Tyneside and Peak Revs for starters and then added his third class victory when finishing 21st on the Pirelli Tour of Cumbria a year ago. In addition he was seventh on the Galloway Hills Rally in a 1300 Escort.

Best result this year in his RS 2000 was fourth Group I on the Granite City Rally in April and he is being carefully brought along by Ken Wilson, father of Malcolm who has been co-driving for six years.