

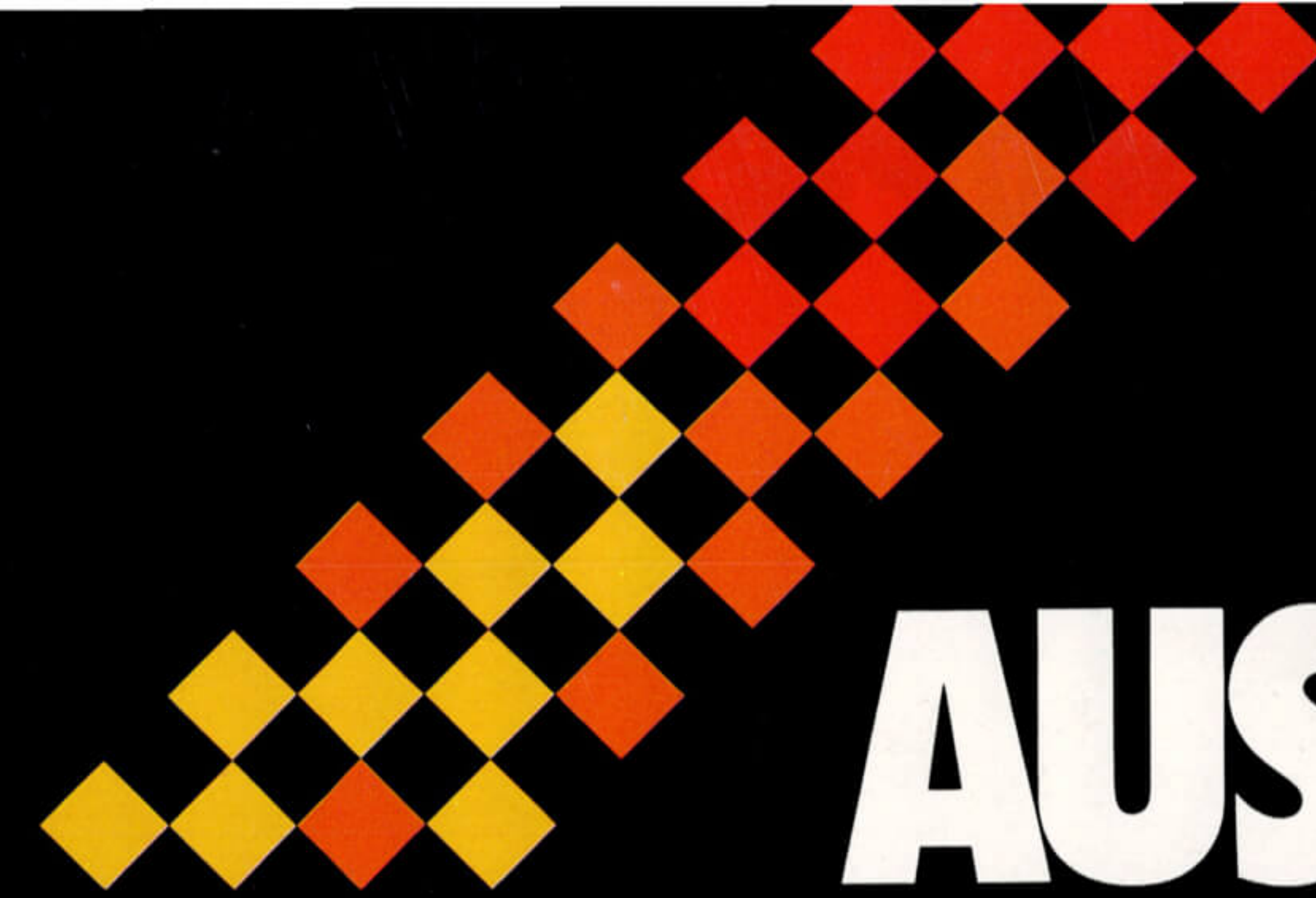
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Printing: Owen King Printers Pty Ltd

This programme of the 48th Australian
Grand Prix was produced by Garry Sparke
& Associates for Calder Park Raceway.

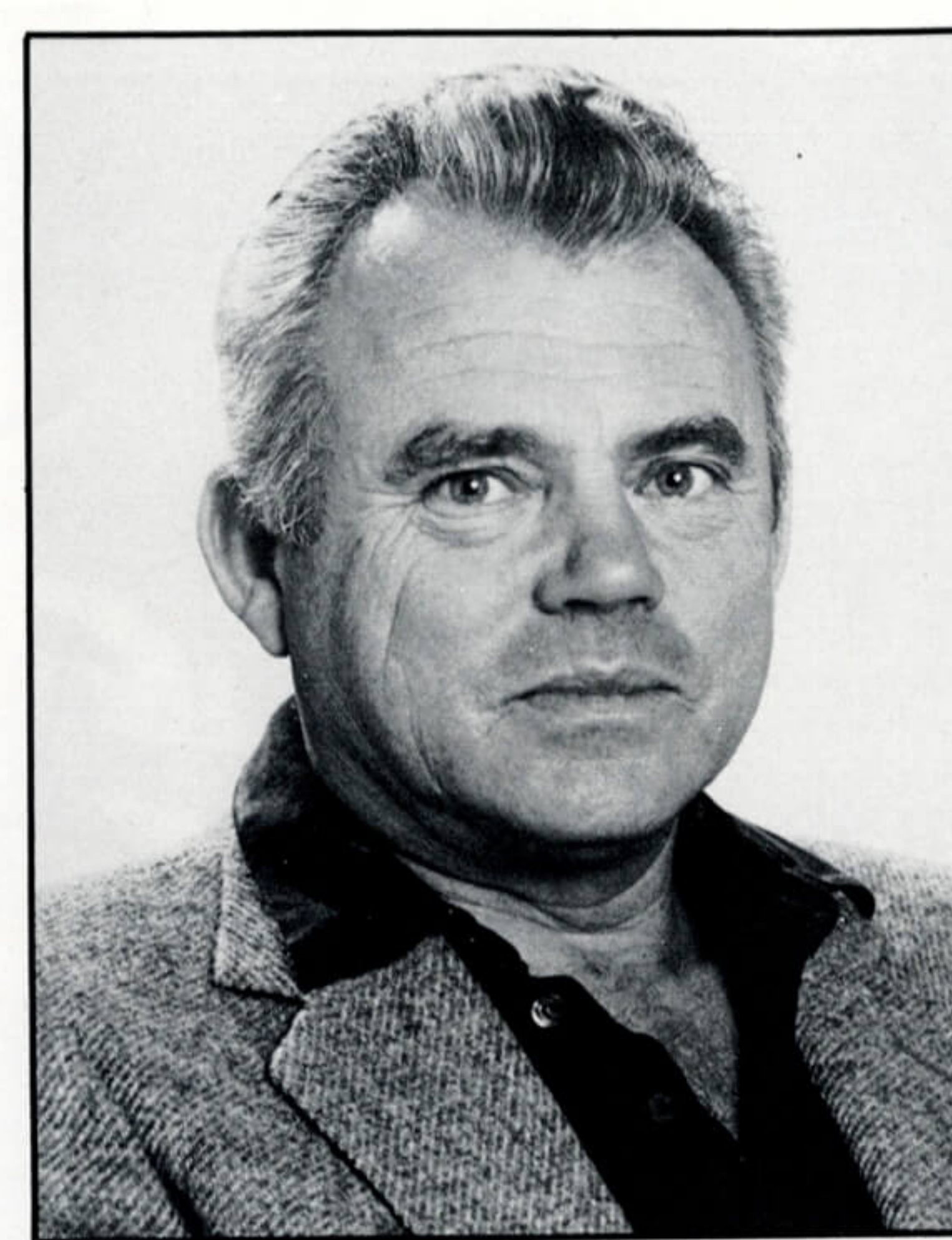
Front cover and centre-spread: The John Sands company have supported the racing activities of Melbourne's Rusty French since 1981. This year French's team has been racing two potent Porsche 935s and a Commodore touring car with great success. French recently won the Australian GT Championship in his John Sands Porsche and will be competing in the car at this weekend's John Sands Australian Grand Prix meeting.



Who was it started out so small...

QANTAS 
The Spirit of Australia

QF X2456



A message from Calder Park

Sands company, which is well known for its greeting cards and related products, commercial and security printing, promotional products and games. I would like to make special thanks to John Sands for its enthusiastic support of the grand prix this year.

It is the support of company's like John Sands which enables motor sport to reach the level of professionalism you will witness this weekend. I strongly recommend the products and services of John Sands and those of other sponsors of motor sport. By supporting them, you support motor sport.

Although this is the first year John Sands has sponsored the Australian Grand Prix, or any other major race, the company is no stranger to motor sport. Since 1981, John Sands has supported Melbourne driver Rusty French, who recently won the 1983 Australian GT Championship in his John Sands Porsche.

This year we have further upgraded the programme by boosting the supporting events to make the weekend a great smorgasbord of top quality motor racing.

The great emphasis in the supports will be on the fast GT cars and the very popular touring cars.

In the GT event we will see the famous Porsche 935s of international visitors John Fitzpatrick and Gianpiero Moretti, competing against the local machinery like the John Sands Porsche 935, my own

Chev Monza to be driven by Bathurst winner Peter Brock and the Alan Hamilton team Porsche 944 turbo.

Peter Brock will also feature in a unique 40 lap touring car race which will include a compulsory pit stop to make it a Bathurst race in miniature. That race will be a unique blend of the speed of drivers and speed of the too often ignored pit crews.

There will also be events for series production cars, sport sedans, Formula Vees and a special celebrity race in which the top drivers from all the various classes will be pitted against each other in standard vehicles.

I particularly commend to you the series production events because this form of cost-effective racing in showroom condition road cars is poised to become the attraction of the near future. It will be a return to the type of exciting touring car racing I was involved with in the 1960s.

My thanks go to the army of officials without who the meeting would not be possible and to those who are providing the amenities. Thanks also to the councillors, municipal officers and people of Keilor, within whose district Calder Park is situated.

I wish all the competitors the best of luck and to the fans, thank you for coming to Calder Park.

Have a great day,

... BOB JANE

The man behind Calder Park

There are three Bob Janes. Bob Jane the racer, Bob Jane the businessman and Bob Jane the race promoter. Since he hung up his helmet, two Bob Janes remain, but the spirit of the racer still shines through.

As a racing driver, Bob Jane accumulated a lasting list of credits. He began his racing career in the early 1950s in a Morris Minor Special, following a period as a professional cyclist.

It wasn't long before the first of the many exotic cars, with which he was to be associated over the years, came Bob's way. The year was 1957 and the car was the classic ex-Jean Behra Maserati 300S sports car.

However, it was in touring cars that Bob Jane became a household name throughout Australia. He won four consecutive Armstrong 400s (1961-64), two at the

original Phillip Island venue plus the first two races held at Bathurst. Harry Firth shared the first three wins with him, while George Reynolds was his co-driver in the 1964 race. The cars were Mercedes 220SE, Ford Falcon and two wins in Cortina GTs, respectively.

Four Australian Touring Car Championships were also added to the Bob Jane list of achievements. He won the single-race 1962 event at Tasmania's Longford circuit in a 3.8-litre Jaguar, and repeated that at Mallala the following year, this time in a 4.1-litre Jaguar.

Bob's last two touring car championship wins were in 1971 and 1972 over a national series and provided some of the best racing this country has seen, when his Chevrolet Camaro battled it out with Allan Moffat's Trans Am Mustang. Bob won both series after final round do-or-die clashes with Moffat.

The same years saw another top driver, John Harvey, notch up more successes for Bob's powerful racing team. Harvey won consecutive Australian Sports Car Championships in the McLaren-Repco in 1971 and 1972.

Since then, Bob Jane and his team drivers have raced several exciting cars, usually Sports Sedans. These include the Chev-Torana, the Monaro and most recently the superb Monza, which was taken over last year by Peter Brock when Bob retired from racing.

The race promotion side of things has become an important part of Bob Jane's business life over recent years, especially since Adelaide International was added to the circuit "stable" in 1981. Specifically, the revitalised Australian Grand Prix which has been Jane's "baby" since the running of our premier open-wheeler race at Calder for the first time in 1980.



Our finest hour

The John Sands Australian Grand Prix at Calder Park this weekend is shaping up to be one of the most hotly contested events in the Australian Grand Prix's 55-year history.

A capacity field of top Australian and international open wheeler drivers will line up on the grid in their Formula Mondial cars on Sunday afternoon to do battle over 100 laps of the 1.6 km circuit.

Leading the entry list is former Australian Grand Prix winners Alan Jones and 23-year-old Brazilian sensation, Roberto Moreno.

It will be the fourth consecutive grand prix for Jones, who won the event in his world championship winning year of 1980, driving his Williams grand prix car. Since Australia's premier open wheeler category switched to the compact 1.6 litre Pacific cars in 1981, Jones has been plagued by bad luck in the event. In 1981 he retired with engine failure while a secure second behind leader Moreno and last year his Ralt's flywheel broke on the warm-up lap. This year will be his first race in Australia since the 1982 Australian Grand Prix.

In this year's event, Jones and Moreno will be team-mates. They will be driving the latest Ralt RT4s for Gould Motorsport, the Los Angeles-based racing team of expatriate Australian Greg 'Pee Wee' Siddle.

Both cars have been prepared in Mel-

bourne for the race by the team's mechanics and will be two of the fastest and best prepared cars in the event.

Jones' mount will be a local car secured for the event by the team. It was stripped and re-built for the AGP, using the latest tub. Moreno's car will be the same one he used last year to make a dramatic drive into third place after stalling on the grid at the start.

Moreno, the 1981 AGP winner in grand style, comes to Australia for his third AGP, in the best possible form. Since last year he has been racing in the U.S., where he was runner-up to Mike Andretti in the American Formula Mondial Championship. Moreno won four races in the championship and could have won the title had he not missed the final, deciding race, which Andretti won.

Only French grand prix stars, Jacques Laffite and 1982 AGP winner Alain Prost had Moreno's measure last year. Had Moreno not lost valuable time by stalling, he might have won his second straight AGP.

Prost, who was runner-up in this year's world championship, was invited to defend his AGP title but commitments with his new grand prix team, McLaren, prevented him making the trip.

His compatriot Laffite will be back this year in the Bob Jane Racing Ralt which Prost used to win last year. This car was clearly one of the quickest last year. Laffite drove it

early in practice for last year's event, as well as his own vehicle which has since been sold, and helped set it up for Prost while Prost made a late dash to Melbourne from Europe.

The wily grand prix veteran Laffite can be expected to be very fast in this car. Last year he got within two seconds of Prost in the race but had to settle for third when the rear anti-roll bar broke on his Gitanes-sponsored Ralt and the brakes began to give in. In true grand prix style, Laffite still managed to maintain his placing to the race end, despite nursing the car along.

Visiting drivers like Laffite and Moreno and other internationals hardened by consistently tough competition, generally have an edge over the Australian drivers, despite lack of local knowledge.

Other visitors like 21-year-old Canadian charger Allen Berg, New Zealander Brett Riley and Geoffrey Brabham have the potential to be just as fast as the other internationals.

Berg proved he has star quality when he made his Australian debut at Calder in February for the international Mondial race. In that race in the New Zealand-based Graeme Lawrence Racing Ralt RT4, Berg lapped the entire field plus some, only to discover that he had been relegated to second place by one minute for jumping the start. The race was awarded to former touring car ace Charlie O'Brien from Queensland.

For such a young driver, Berg has considerable experience in Atlantic racing in the U.S. so is right at home in these cars. Since the Calder race he has been polishing his skills in the cut and thrust world of Formula Three in Britain and according to patron Graeme Lawrence has matured quite a bit as a driver this year. Berg will be driving the same car as in February.

Another British Formula Three exponent is Brett Riley, a New Zealander who moved to England in 1975 to race Atlantics. He followed that up with four years in British Formula Three and wins over such names as Derek Daly, Alain Prost and Nelson Piquet, before they were recruited to Formula One.

Riley scaled down his racing over the last two years because of limited opportunities in that rarified atmosphere but is starting his fightback with the shakedown at Calder this weekend.

His car is sure to be an attraction in itself. It is the latest British Dart, a beautifully engineered and distinctively styled car that he says is superior to the highly favoured Ralt. Riley and the Dart could be a surprise packet if he has enough time to set it up right on his first visit to Australia.

Geoff Brabham needs no introduction. Now 31, he is a seasoned race driver who is much in demand in the U.S., where he has been based for several years. In this brief appearance in Australia, Brabham will drive a Ralt for Teddy Yip's Theodore

Racing Team. Brabham is at ease in this type of class and as he has a well prepared car and is backed up by a professional team, he will be a force.

American Mike Rosen is also making a welcome return to Australia. He was here in February, when he finished fourth behind Berg. Rosen has been a regular in the New Zealand international series. His Ralt cannot be discounted.

While the internationals will steal the lime-light, Melbourne's Alfredo Costanzo and the Alan Hamilton team are planning to upstage them in an all-out assault on the event.

The 1983 Australian Grand Prix is also the final round of the Australian Drivers' Championship, which is always Costanzo's main goal. But this year he has wrapped up the title with one race to go, so he can afford to concentrate all his efforts on winning the AGP for the first time.

Costanzo will debut a brand new model Tiga this weekend which he and patron Hamilton expect to be a little quicker than the older car. As well they will fit the new car with a special 'demon' engine.

If all goes to plan the highly professional Hamilton equipe will be the one to beat on outright performance. But 100 laps is a long way.

Highly ranked Australians John Bowe (Tasmania), John Smith (Sydney), Andrew Miedecke (NSW) and Charlie O'Brien (Queensland) are a few of several locals who are capable of winning the event. All of

Canadian Allen Berg dominated the Mondial race at Calder Park in February. He will be aiming to repeat the performance in the AGP.

them are quick but apart from the determined but luckless Smith, have limited their racing activities this year because of lack of backing.

They have been careful to consolidate their resources for the big effort at the AGP and should be well prepared. O'Brien's win here in February should give him special confidence.

Three New Zealanders have made the trek across the Tasman for the event. They are Ken Smith, David Oxtan and Paul Radisich. Smith and Oxtan are seasoned campaigners who cannot be overlooked while Radisich, who has spent some time racing in Australia this year, is still learning the ropes.

At 19, Radisich is competitive beyond his years. He has been supported in his racing by his family and most recently taken under the wing of Australian Ralt agent, Graham Watson. Obviously he will have the best possible machinery at his disposal and the best of advice. Picking a winner in this event is harder this year than ever before. It could be the year that the internationals don't get it their own way for a change.

Those in the know go for the professional, international stars in such a race. If that is the case this year as well as the last three years the winner would come out of Laffite, Moreno, Brabham and Jones and perhaps Berg and Riley. But the regular local stars will be out to make it difficult for them in Australia's finest hour.

The champ's back!

Remember Alan Jones? He was the man who won the 1980 World Championship and the 1980 Australian Grand Prix.

Well, after a 12-month absence from the local scene, the champ is back with a vengeance and will make a return to open wheeler racing in the 48th Australian Grand Prix at Calder Park this weekend.

Everyone knows he's capable of doing amazing things in racing cars and after a fairly miserable time since returning to take on the Australian motor racing scene, he must be in for a change of luck.

Jones' failures in Australia have been put down to bad luck, bad management and everything in between.

Alan Jones' return to Australian racing began in late 1980 when he and fellow F1 drivers Bruno Giacomelli and Didier Pironi were invited to compete against our local stars in the Australian Grand Prix at Calder. Jones and Giacomelli drove their usual F1 mounts, while Pironi was given a local F5000 to drive.

It was a milestone in Australian sporting history — the newly-crowned World Champion returning to his home country in triumph. Jones had become a true sporting hero and the fact he won that AGP (thus emulating the 1959 win by his famous father, Stan), capped off the return home.

Jones resumed in the world arena in 1981 to defend his crown and ultimately finished third, just four points behind the new champion, Nelson Piquet. It was a season in which Jones drove with even more flair and skill than in 1980, but was let down by a series of niggling reliability problems in a car which had previously displayed impeccable behaviour.

Jones was back in Australia for the 1981 James Hardie 1000, by which time he had decided to retire from F1 and move to Australia. There was one Grand Prix — Las Vegas — remaining after his Bathurst drive, although his second world championship was a mathematical impossibility.

Melbourne Commodore driver Warren Cullen — considered at best an outside chance to win the "Hardie" — secured Jones' services for the race and the massive amount of publicity that went with him. The record book shows the Commodore completed just 48 laps before expiring. Unfortunate was the fact that it chose to come to its steamy end just one lap after the reigning world champion took the helm.

Jones ended his Grand Prix career two weeks later at Las Vegas with a win that was at least as powerful as any of his others. It was a dominant and forceful display of the art and science of Formula One racing. Then, it was back to Australia, and the farm for the relative peace and quiet of retirement.

Jones' first post-F1 drive was in the Australian Grand Prix at Calder in November.

Against such notables as the new world champion Nelson Piquet, F1 star Jacques Laffitte and other stars like Roberto Moreno, Geoff Brabham, Larry Perkins, David Oxton, Ray Mallock and the cream of the local open-wheeler brigade, Jones quali-



fied on the front row of the grid, and was running in second place when the Ralt's transmission gave up just before half distance.

Jones' ambition to compete successfully in touring cars proved much more difficult than he imagined in 1982.

A blaze of publicity surrounded his early announcement that he was to join Sydney-based Camaro driver Ron Dickson. Their partnership lasted just one race at Amaroo where the ill-prepared Camaro Jones was given to drive failed to match the capabilities of the driver.

New deals were struck with RX7 punter Barry Jones and Sydney car builder George Shephard, who prepared a Falcon XE for Bob Morris and Jones. Both cars were to run under the Jones umbrella with Alan to drive one or the other as appropriate. The Falcon project ran into trouble almost from the word go. It proved to be difficult to set up properly and Jones never liked it very much. Against the odds, the Falcon won at its debut appearance in the Oran Park long-distance race with Morris doing all the driving and Jones acting as pit hand!

From there, the Falcon's success was at best, patchy. At Sandown, Morris took it up to sixth before someone else's air lines in the pit lane fouled the gear linkages and put it out. At Bathurst the car showed tremendous potential by qualifying sixth fastest and ahead of the more fancied Dick Johnson Ford.

But disaster was just around the corner — literally — when in the untimed session on Saturday, Morris' co-driver, John Fitzpatrick, was on full song through Forest Elbow. A wheel broke, sending the Falcon into the fencing very hard indeed. Repair in time was impossible, so half the Jones troupe sat on the fence and watched the other team car.

The RX7 also had mixed success. Alan and Barry Jones shared the car in the long-distance races after striking a very much last-minute deal just before the CRC 300 at Amaroo in August. This was after the Falcon failed to appear due to lack of

STEWART WILSON

proper sorting. Again, a first-up win was recorded, giving Alan his first touring car success and Barry his biggest win yet in a long career with Mazdas.

The deals with Morris and Barry Jones lapsed at the end of 1982 in not entirely happy circumstances and although there was talk of another Falcon and a deal with Re-Car/Alan Browne/Allan Grice for 1983, Alan Jones and touring cars parted company this year.

There were, however, flashes of Jones' brilliance during the year like his Australian title driving a Porsche 935 for the Alan Hamilton Porsche Distributors team. Jones was obviously more at home in this professional outfit and went on to win all nine rounds almost as he pleased.

Certainly, the Porsche was the fastest car in the series, but to see Jones balance that difficult machine at its incredibly high limits was a sight to behold.

Jones participated in two Formula Pacific races in 1982. One, the Australian Grand Prix, was a disaster when his Ralt's flywheel broke on the warm-up lap. The other race was the two-heat Winton round of the "Gold Star" a few weeks earlier in which Jones put on probably his best display since returning to Australia.

In that race Jones finished second to Alf Costanzo in both heats. But the first heat provided a brilliant race-long duel in which Jones, the terrier, hounded Costanzo in the hope that the Italian born driver would make a mistake.

In the second heat, Jones and Costanzo looked set for another lengthy struggle until Jones made his own error and slid off the track with John Smith. Jones resumed down in seventh and began an inspired fightback. With ten laps remaining, Jones was eight seconds behind the leader. At the chequered flag he was a car's length in arrears and had recorded a best lap 1.3 seconds under the lap record.

The "Jones is returning to F1" rumours began in earnest again at the beginning of this year, with just about every team being mentioned as possible suitors at some stage.

As it happened, Jones did two races for the relatively lowly Arrows team. The first was at Long Beach where the slightly overweight and injured Australian (from a horse riding accident) had the eyes of the world on him. His performance in the not very competitive, normally-aspirated Arrows, was impressive enough to satisfy most that he still had what it takes. He qualified 12th and was running in 11th spot before the pain from his hip injury forced his retirement.

To prove the point, Jones took the Arrows to third in the non-championship "Race of Champions" race at Brands Hatch a couple of weeks later. However, with Arrows unable to raise the money necessary to support a former world champion, the deal lapsed.

There is no doubt that given the right team Alan Jones could be world champion once again. Watch him this weekend and you will see the reason why.

Gianpiero Moretti:

THE BIG WHEEL FROM ITALY

by David Hassall

The man they call the fastest pasta maker in America will take on Australia's fastest driver in the GT/Sports Car Challenge at Calder Park on November 13.

Italian-born Gianpiero Moretti, however, is no ordinary pasta maker.

Like most Italians, Moretti knows how to drive fast and his Porsche 935 — one of the most highly-developed GT racers in the world — should be a good match for Peter Brock's Chevy Monza.

Moretti's culinary reputation was earned in the United States after his Italian mechanics complained about the race track food and suggested that their boss cook some genuine Italian pasta for them in the team's transporter.

Before long, word spread about the chef's delights and rival drivers and crews became regular 'customers' for the free lunch, which was usually accompanied by red wine and espresso coffee.

Moretti became hooked on motor racing as a child when he witnessed his first race at the famous Monza circuit, near his home town of Milan.

His parents, however, opposed racing and refused to sign the consent required of a minor in Italy.

Until he turned 21, therefore, Moretti raced motorcycles and then turned to the cars.

At the age of 23, his parents realised he was not about to stop racing or join the family pharmaceutical company, so they cut off his allowance.

This forced him out of racing and Gianpiero spent some idle time building a steering wheel for his car.

Racing friends liked the wheel, ordered replicas and inspired Moretti to turn his hobby into a business.

Momo (the name is a contraction of the first two letters of Moretti and Monza) is now the world's largest supplier of hand-crafted aftermarket steering wheels with factories in Italy and Mexico.

And amongst his most loyal customers is one Peter Brock!

For the past 15 years, Moretti has raced mainly Porsches and can boast international victories at such diverse circuits as Fuji (Japan), Silverstone (Britain) and Daytona (America).

In 1977 he won the Italian GT Championship and, two years later, was victorious in the famous Giro d'Italia road race.

Moretti's racing career and his life almost ended in 1971, however, when a new Lola he was driving flipped at the Zolder circuit in Belgium.

He injured his back, ribs and shoulder, but was more disturbed that the car had landed on top of three track marshalls, who had been standing in an unsafe position away from the protection of the safety barrier.

One of the marshalls was killed instantly with the other two seriously injured and a chicane was later installed at the location to slow the cars.

Although shocked by the accident, Gianpiero escaped from hospital without authorisation and was soon racing again.

For the past five years, 42-year-old Moretti has concentrated his business and racing activities in the United States, where he is a leading competitor in the lucrative IMSA GT Championship.

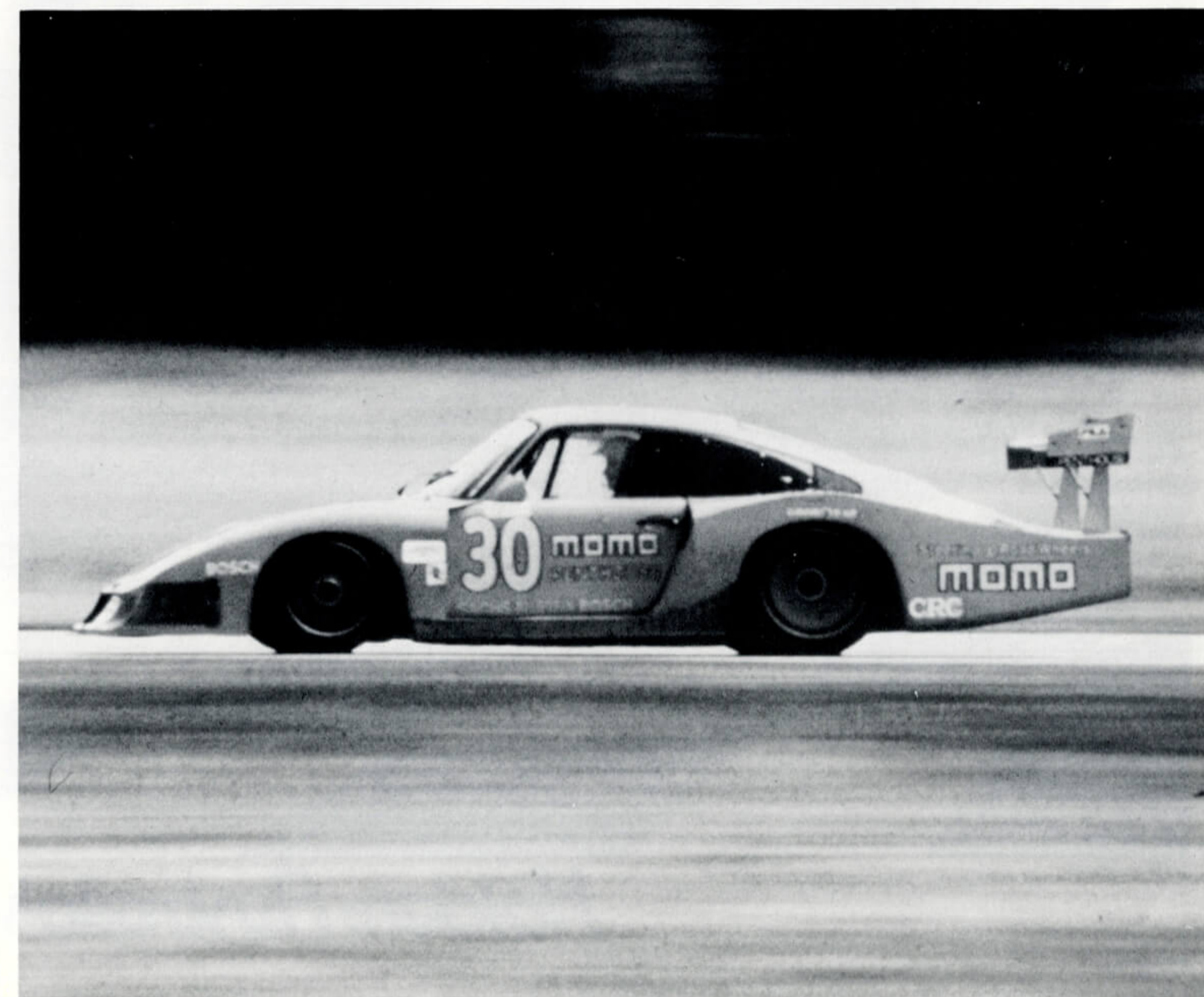
The Porsche he will race at Calder under the Momo Wheels Australia banner, is the last factory-run 935 model and was bought three years ago.

Apart from Brock, Moretti will also have to contend with two more Porsche 935s (being driven by Australian GT Champion, Rusty French, and Alan Browne for the John Sands team), two BMW Turbos (for John Briggs and BMW team driver, Jim Richards), a Porsche 944 driven by Colin Bond and the unique Alfa-Chev of Tony Edmondson.

Many eyes, however, will be on a car of a totally different nature — Bap Romano's Kaditcha-Cosworth.

This Le Mans-type racer has been invited by the Calder promoters to compete against the GTs for the first time and many people are tipping the Italian-born Queenslander to be a serious threat to the likes of Moretti and Brock.

Many other international drivers will also be at Calder Park for the feature race, the John Sands Australian Grand Prix.



COMMODORE BOLTS IT IN.

1ST, 3RD AND 4TH IN BATHURST 1000 KM ENDURANCE RACE.*

Holden Commodore has again won the James Hardie 1000 at Bathurst—for the third time in the past four years.

Driven by John Harvey, Peter Brock and Larry Perkins, the 5 litre V8 completed the distance in record time, at speeds up to 259 km/h (160 mph).

Third and fourth cars home were V8 Commodores driven by Allan Grice/Colin Bond, and Steve Harrington/Garth Wigston.

Nobody's going to kid you that the winning Commodore is just like the one you buy, but it is basically the same strong car. In fact the racing Commodore is a close relative of the normal road-going version—in contrast

to competitors who use turbo-charged, or fuel-injected or V8 engines not available to the public.

Each year Commodore improves because of the things we learn on the racetrack. This year's event has added to our knowledge of how to improve the car's reliability so that you enjoy the rewards in cars like our new Commodore Executive and Vacationer, or the sheer excitement of the Commodore SS.

If you haven't driven a Commodore lately, you're in for a big surprise. There's one waiting at your Holden Dealer now.

HOLDEN COMMODORE

*Subject to official confirmation.

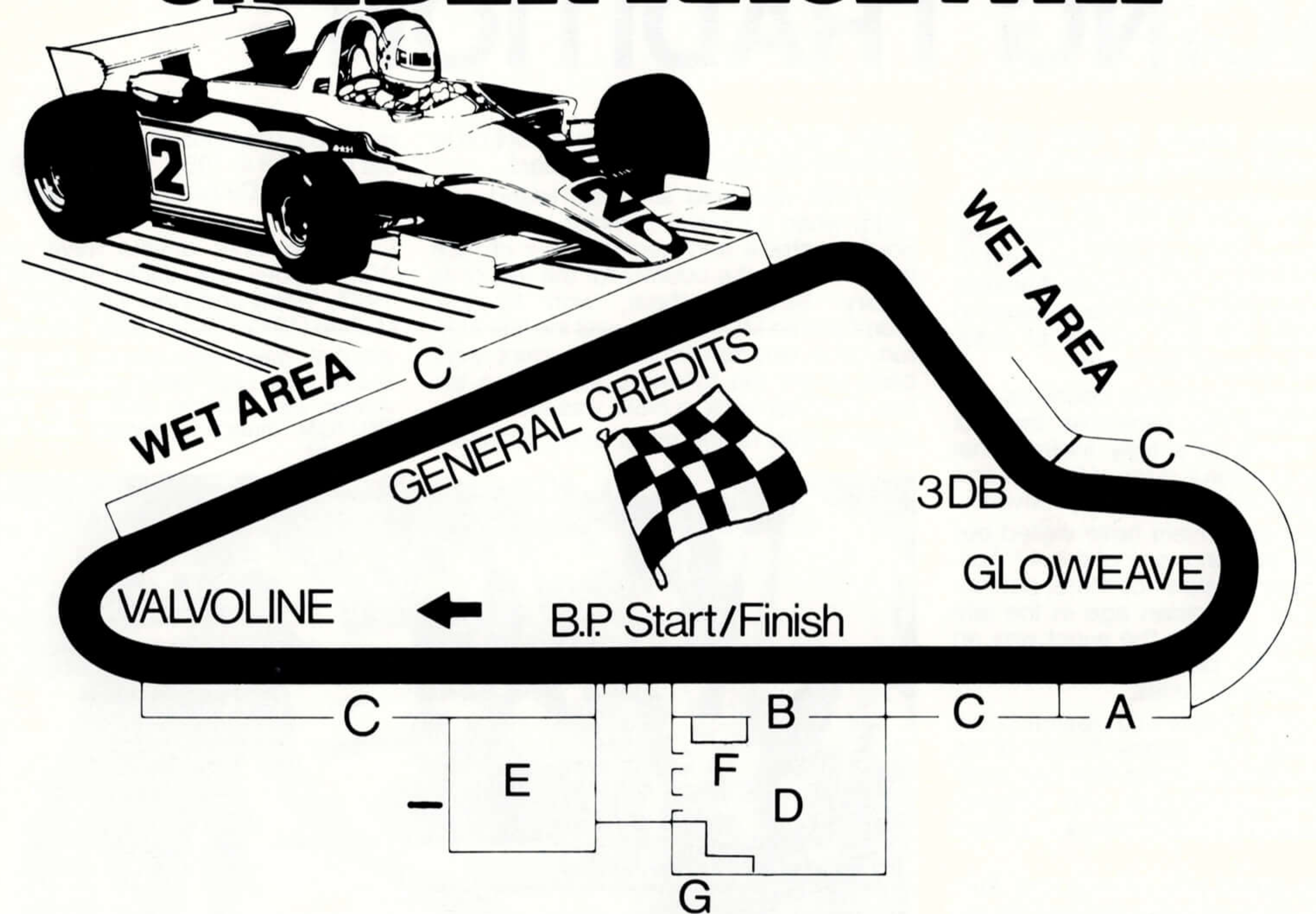


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C SPECTATOR VIEWING MOUNDS

D PITS AND PADDOCK AREA
E VIP CAR PARK
F MEDIA CENTRE
G OFFICE

LAP RECORDS

FORMULA ONE

Alan Jones (Williams) 36.9 secs

FORMULA TWO

Lucio Cesario (Ralt RT3) 42.02secs

FORMULA PACIFIC

Alf Costanzo (Tiga FA81) 39.43secs

FORMULA FORD

Tony Boot (Elfin 600) 47.3 secs

FORMULA VEE

Keith Poole (Elfin) 53.3 secs

GT/SPORTS SEDANS

GT/Sports Sedan Peter Brock (Chev Monza) 40.37secs

3000-4000cc Colin Bond (Porsche 944) 41.48secs

2000-3000cc Jim Richards (BMW 318i) 42.17secs

SPORTS SEDANS

Over 4000cc Tony Edmondson (Alfetta) 41.5 secs

2001-4000cc Allan Grice (BMW 318i) 43.3 secs

1200-2000cc Ken Hastings (Kharman Ghia) 45.1 secs

Under 2000cc M. Monterosso (Escort) 45.25secs

MINI SPORTS SEDANS

Alan Braszell (Morris Cooper S) 48.8 secs

Andy McIntyre (Mini Clubman GT) 48.8 secs

TOURING CARS

Over 3000cc Peter Brock (Commodore) 45.65secs

2001-3000cc George Fury (Datsun Bluebird) 46.20secs

Under 2000cc Peter Williamson (Celica) 49.1 secs

PRODUCTION TOURING CARS (GROUP E)

S. Brook (Mazda RX7) 54.62secs

SPORTS CARS

Over 3000cc Frank Matich (Matich Repco) 41.3 secs

Under 3000cc Henry Mitchell (Elfin) 43.4 secs

The Australian Grand Prix:

47 YEARS OF MOTOR RACING TRADITION

The Australian Grand is one of the world's longest running grands prix.

While the prestigious event has yet to be included in the world championship, the Australian Grand Prix has still managed to reflect the important contribution Australia and its favourite racing sons have made to the more than 100-year history of automobile racing around the world.

Like the grands prix of other countries, the Australian Grand Prix reinforces the fact that motor racing is a truly international sport. It is an event in a class of its own and always brings the best out of top drivers.

The world's great drivers have visited our shores to compete in many of the 47 Australian grands prix held since 1928, particularly in the AGP's golden age in the late 1950s and 1960s when the event was an important bridge between the modern world championship series.

Now with Calder Park's enthusiasm in the promotion of the international flavour of the event, the Australian Grand Prix has commenced a new golden age, with inclusion in the world championship only a few steps away.

Modern day grand prix drivers and Australia's best open wheeler exponents still vie for the honour of winning the Lex Davison trophy — named after the Melbourne driver who won the event an unprecedented four times (1954, 1957-58, 1961) before his tragic death.

On top of that trophy is a silver replica of a 1920s Austin 7. It was the car expatriate Australian Arthur Waite used to win the first official AGP on the dirt track at Phillip Island, near Melbourne in 1928.

Waite was born in South Australia, but after marrying the daughter of Sir Herbert Austin of the British Austin car company, moved to England, where he became a factory racing driver for Austin. He raced Austins at the famous Brooklands track and throughout Europe with some success.

Waite also took over the running of Austin's competition department and soon after was appointed head of Austin's operations in Australia, where export sales were promising.

When the first AGP was announced, Waite had the latest super-charged Austin 7 Super shipped out from Britain to compete in the race. With a top speed of about 120 kmh it was far and above many of the other vehicles, which were basically stripped and slightly modified road-going Austins, Bugattis, Alvises and Morrisises.

One of the fastest cars at that first race was the Bugatti of local driver Arthur Terdich. Crowds eagerly awaited the roar of his and other Bugattis. He went on to win his class that day and was back the following year at the same track to win the event outright.

The legendary driver Bill Thompson won the third AGP, again at Phillip Island, in

1930, also driving a Bugatti and went on to dominate the scene for many years.

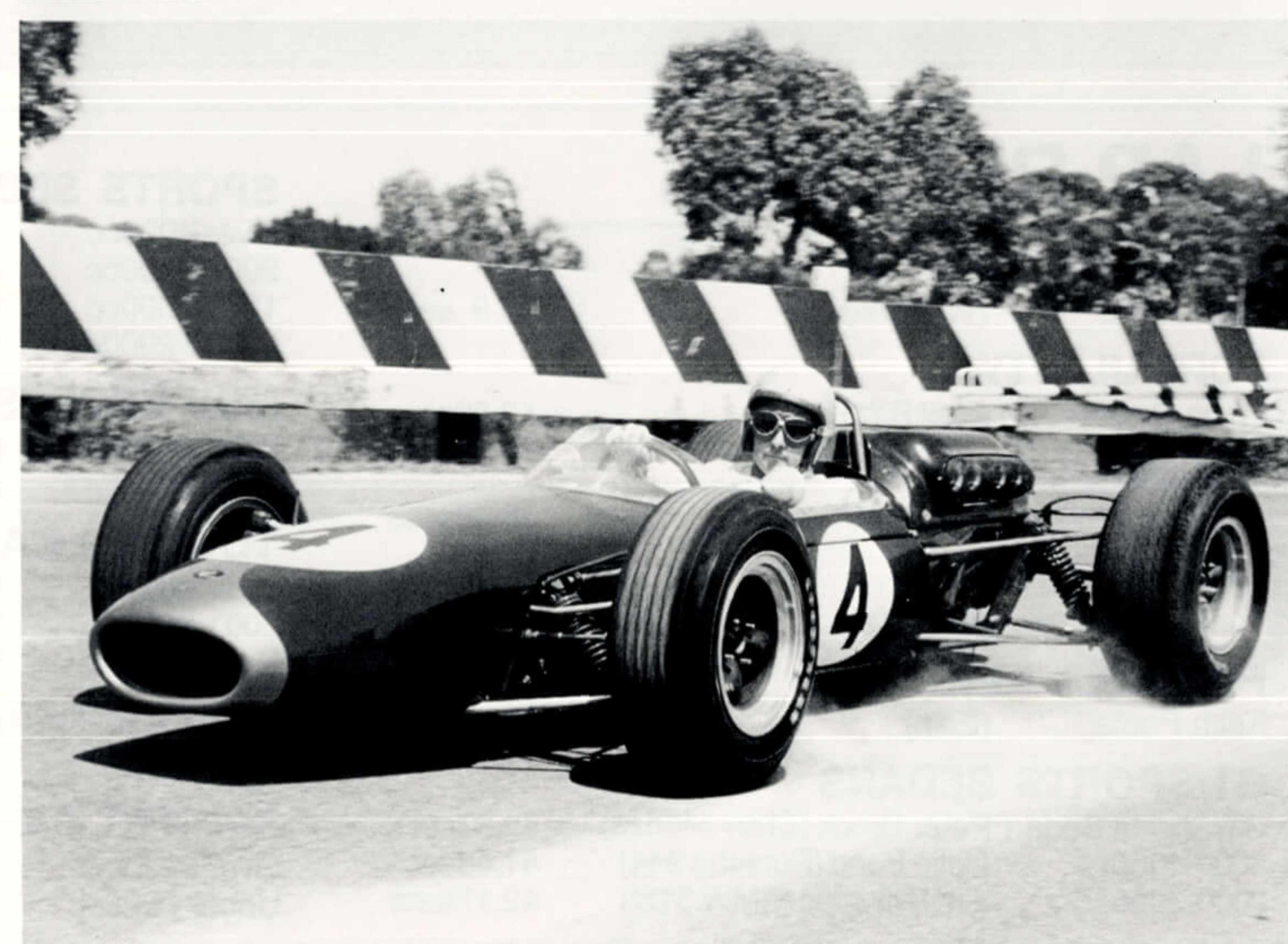
The AGP was held at Phillip Island until 1935, when it moved to Victor Harbour in South Australia and began a tour of race tracks around the country for the rest of its history. Victor Harbour, won by Les Murphy in an MG P-Type, was the first AGP run on a bitumen track. The event went back to dirt the following year when the new Bathurst track in NSW was the venue.

Another local racing great Doug Whiteford

matched Thompson's three wins by taking out the AGP in 1950, 1952 and 1953. Then in 1954 Lex Davison won the first of his four AGPs.

Only two other drivers have won three AGPs. They are Jack Brabham (1955, 1963, 1964) and New Zealander Graham McRae (1972, 1973, 1978). Several drivers

BELOW: Three times winner, Doug Whiteford, seated in his Lago-Talbot, chats with four times winner Lex Davison during a 1950s race. BOTTOM: Three times winner, Jack Brabham in full flight.



The Winners AUSTRALIAN GRAND PRIX

1928	Arthur Waite	Austin 7	Phillip Is., Vic.
1929	Arthur Terdich	Bugatti	Phillip Is., Vic.
1930	Bill Thompson	Bugatti	Phillip Is., Vic.
1931	Carl Junker	Bugatti	Phillip Is., Vic.
1932	Bill Thompson	Bugatti	Phillip Is., Vic.
1933	Bill Thompson	Riley	Phillip Is., Vic.
1934	Bob Lea-Wright	Singer	Phillip Is., Vic.
1935	Les Murphy	MG 'P-Type'	Phillip Is., Vic.
1937	Les Murphy	MG 'P-Type'	Victor Harbour, SA
1938	Peter Whitehead	ERA	Bathurst, NSW
1939	Arthur Tomlinson	MG	Lobethal, SA
1947	Bill Murray	MG	Bathurst, NSW
1948	Frank Pratt	BMW	Point Cook, Vic.
1949	John Crouch	Delahaye	Leyburn, Qld
1950	Doug Whiteford	Ford Spl.	Nuriootpa, SA
1951	Warwick Pratley	Ford Spl.	Narrogin, WA
1952	Doug Whiteford	Lago-Talbot	Bathurst, NSW
1953	Doug Whiteford	Lago-Talbot	Albert Park, Vic.
1954	Lex Davison	HWM Jaguar	Southport, Qld
1955	Jack Brabham	Cooper-Bristol	Port Wakefield, SA
1956	Stirling Moss (Eng.)	Maserati	Albert Park, Vic.
1957	Lex Davison	Ferrari	Caversham, WA
1958	Lex Davison	Ferrari	Bathurst, NSW
1959	Stan Jones	Maserati	Longford, Tas.
1960	Alec Mildren	Cooper-Maserati	Lowood, Qld
1961	Lex Davison	Cooper-Climax	Mallala, SA
1962	Bruce McLaren (NZ)	Cooper-Climax	Caversham, WA
1963	Jack Brabham	Repco-Brabham	Warwick Farm, NSW
1964	Jack Brabham	Repco-Brabham	Sandown Park, Vic.
1965	Bruce McLaren (NZ)	Cooper-Climax	Longford, Tas.
1966	Graham Hill (Eng.)	BRM	Lakeside, Qld
1967	Jackie Stewart (Scot.)	BRM	Warwick Farm, NSW
1968	Jim Clark (Scot.)	Lotus-Ford	Sandown, Vic.
1969	Chris Amon (NZ)	Ferrari	Lakeside, Qld
1970	Frank Matich	McLaren-Repco	Warwick Farm, NSW
1971	Frank Matich	Repco-Matich A50	Warwick Farm, NSW
1972	Graham McRae (NZ)	Leda-Chevrolet	Sandown, Vic.
1973	Graham McRae (NZ)	McRae GM1	Sandown, Vic.
1974	Max Stewart	Lola T330	Oran Park, NSW
1975	Max Stewart	Lola T400	Surfers Paradise, Qld
1976	John Goss	Matich-Repco A53	Sandown, Vic.
1977	Warwick Brown	Lola T430	Oran Park, NSW
1978	Graham McRae (NZ)	McRae GM3	Sandown, Vic.
1979	John Walker	Lola T332	Wanneroo Park, WA
1980	Alan Jones	Williams F-1	Calder, Vic.
1981	Roberto Moreno (Brazil)	Ralt RT-4	Calder, Vic.
1982	Alain Prost (France)	Ralt RT14	Calder, Vic.

have won it twice including New Zealand's Bruce McLaren and local stars Frank Matich and the late Max Stewart.

In spite of the fact that Australia's isolation and conflicting seasons has contributed to keeping the Australian Grand Prix out of the world championship, we have had our share of world champions on the winner's rostrum. Brabham of course won his first grand prix four years before he won his first of three world championships. He won his last world championship two years after his third Australian Grand Prix win.

Brabham's 1955 Australian Grand Prix win at Port Wakefield in South Australia was a milestone in the history of the event. In that event Brabham brought out a Cooper Bristol sports car from England and it became the first rear-engined machine to win the AGP. It ended the line which began with spindly, slab sided, open wheeled roadsters and had moved into the sports car era. And it opened the way for the low slung, open wheeled, rear engined racing cars which are the norm today.

The late Graham Hill came to Australia in his familiar BRM in 1966 and won the event four years after winning his first world title. Two years later he was world champion again.

Three times world champion Jackie Stewart won the AGP in 1967 driving a BRM. Two years later he was world champion for the first time and well on the way to dominating international grand prix racing to his retirement at the top in 1973.

Following the win by world champion Jim Clark in the 1968 AGP at Sandown, driving a Lotus Ford, it was more than a decade before the next world champion, Alan Jones, brought his world beating Williams to Calder to win the 1980 Australian Grand Prix.

Jones was followed out to Australia in 1981 by reigning world champion Nelson Piquet, who finished second to Roberto Moreno at Calder that year.

The AGP winners' list records the names of many great drivers who never won a world championship despite trying hard and some Australian greats who never had the opportunity. The obvious name there is Stirling Moss (AGP winner 1956 at Albert Park), New Zealand's Chris Amon (1969) and local stars Stan Jones (1959), the father of Alan, Alec Mildren (1960), Frank Matich (1970, 1971), Max Stewart (1974, 1975), John Goss (1976) and Warwick Brown (1977).

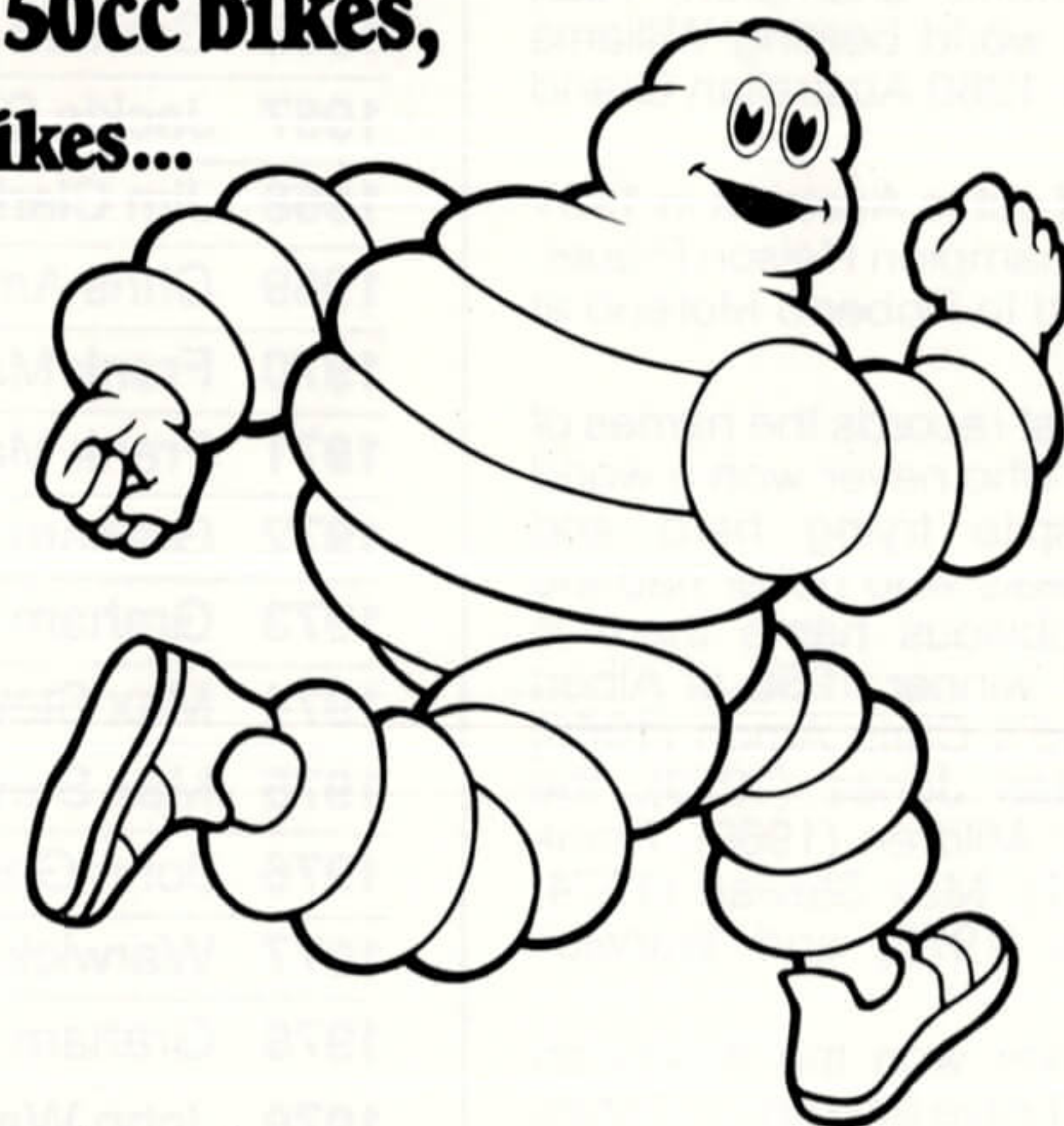
Yet many stars never won the Australian Grand Prix despite brave attempts. Jochen Rindt, Piers Courage, John Surtees and Denny Hulme were all defeated along with a long list of Australian stars.

That fact makes a win in the Australian Grand Prix that much more rewarding today.

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trial bikes...



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ALFREDO COSTANZO:

The Great Australian Hope

by *Barry Naismith*

Hometown favourite Alfredo Costanzo may have dominated open wheeler racing in Australia for much of the last six years, but for one reason or another, the Australian Grand Prix has eluded him.

That situation could change this year because with Costanzo's fourth consecutive Australian Drivers' Championship wrapped up ahead of time, he and the Alan Hamilton team will be all out to take out the AGP for the first time.

Costanzo's championship-winning Tiga FA81 was pushed to the corner of the Hamilton team's Noble Park, Melbourne workshop, soon after the Winton round of the Australian Drivers' Championship on October 16, so that every waking moment could be spent on preparing Costanzo's brand new Tiga FA83 for the AGP.

In the previous AGPs at Calder, Costanzo has been forced to race conservatively in order to stay in the event and secure just enough points in the combined AGP-final round of the Australian championship, to take out the title.

"It will be a do or die effort at the AGP," Costanzo said after equalling Bib Stillwell's records of four straight championships.

"I hope I can do enough laps of the track in the AGP to be up front and have a chance to win," he added modestly.

Costanzo finished fifth behind winner Alain Prost of France in last year's 47th AGP and despite an equally strong field this year, Costanzo considers he will have a better chance this time.

"With the same drivers this year, Prost will be the one to beat on last year's performance but he won't have it his own way," he said.

"It is difficult to say that I could blow him off as he and the other overseas drivers are so bloody good, but I think we should be even — in theory.

"I know the track better and my car will be a bit quicker. They don't do a lot of testing and will have to adapt for the race.

"I won the championship again this year and I have had enough drives and have been racing competitively enough to be very confident this year and be more confident in the car."

The difference this year will be Costanzo's new machine. The FA83 was to debut at Sandown in the fourth round of the championship but maintenance and testing required to keep the older car going, didn't leave chief mechanic Jim Hardman and assistant Bob Gorman much time to work on the new car.

The FA83 will be unique. It arrived in Melbourne from the Tiga factory in the UK, earlier this year, but as a new tub and suspension components only. It was left up to the Hamilton team to design a whole new car from that.

Those advanced new components alone were enough to produce a faster Tiga but the team has worked on changing the weight balance, relocating the driving position and fabricating a radically new, aerodynamic skin. In fact, the car will be tailor-made to the jockey-sized Costanzo.

According to Costanzo, the front of the new car will be considerably narrower and the

rear a bit fatter. The fibreglass bodywork is all enveloping at the rear and has an air box for the first time.

Designing the bodywork here created a few headaches for the team. Hamilton did much of the designing, but it was basically a co-operative effort with the team members throwing in ideas. The design sessions were certainly interesting with polystyrene sheeting draped over the tub and attacked with cutting knives to determine the shape of the panels.

"The body was giving us a lot of trouble," Costanzo said. "The front was done but the rear gave us a lot of trouble but we have it right now.

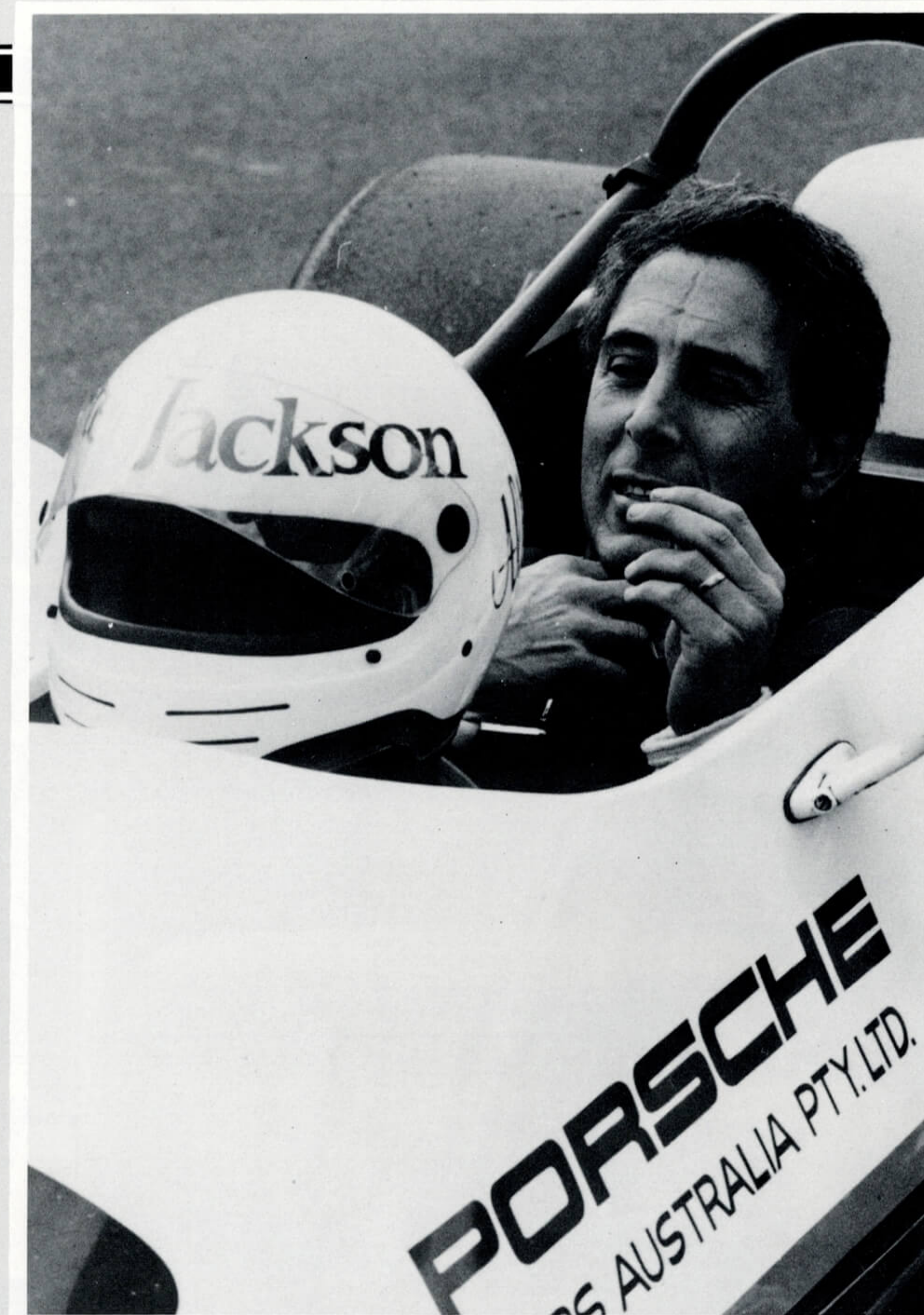
"It is an interesting and unusual shape. We don't know if there is any benefit, but it certainly looks different," he said.

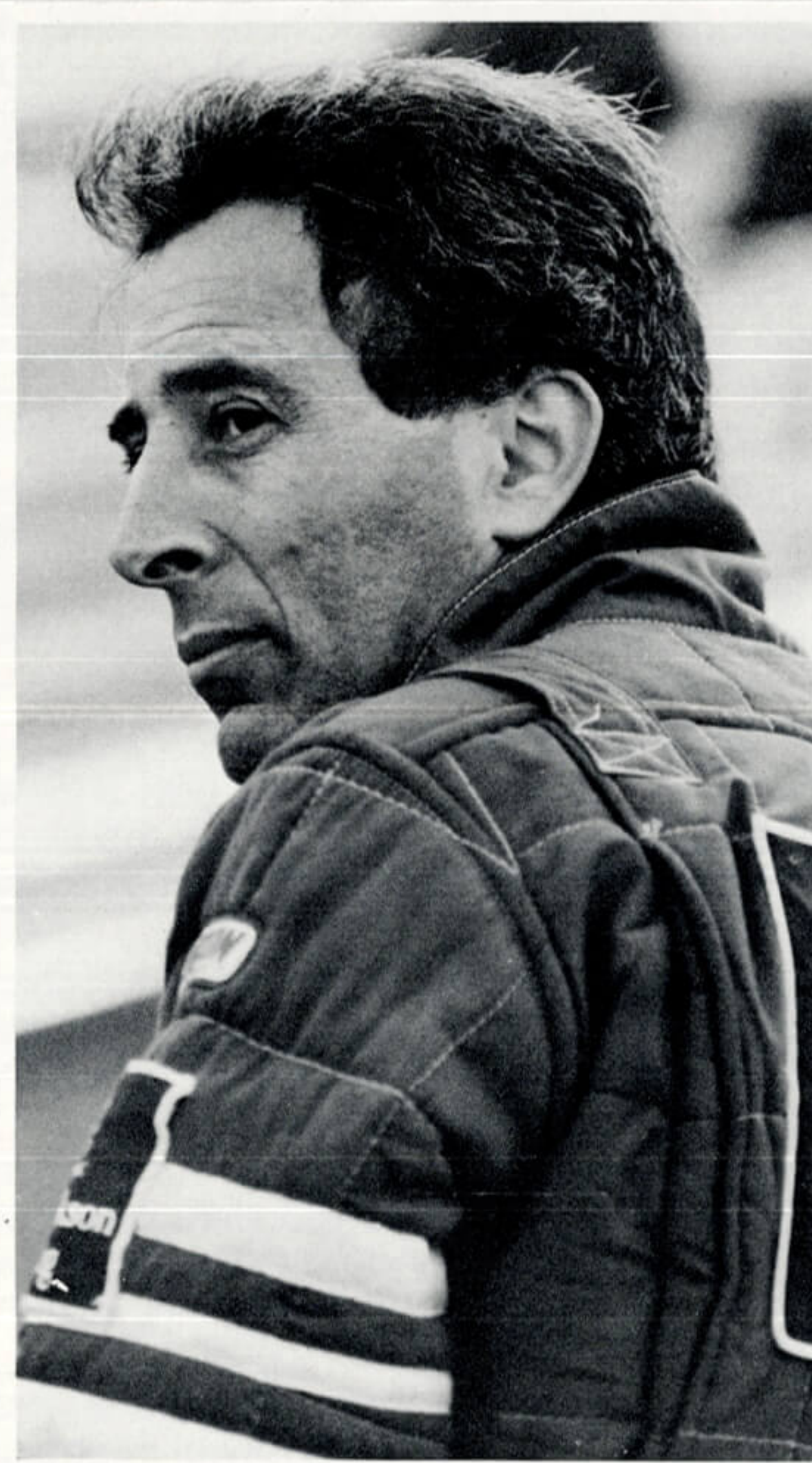
The new car has been fitted with a new gearbox for the AGP. It has a modified engine and locally designed exhaust system.

The main change in the engine is a higher compression ratio giving a little more power. However the team is unsure how this will affect reliability.

The stronger, lighter tub, new suspension design, new body and modified and updated mechanicals should be worth a few tenths of a second over the old car, according to Costanzo.

"A lot of testing will have to be done and that depends on the availability of the track





and what is the result of the testing," he said.
 "I expect the car to be not that much different although it could be a lot better in the front suspension, more solid and stiffer, and we will be able to change around the suspension now. If we have a couple of good days, we can do all that.
 "But we are only looking for a few tenths," Costanzo said.
 The new car incorporates many of the lessons from the previous five championship races.
 "Last year we had a lot of drama with the car and it was not running properly. Bet-

ween the car and driver we had a few problems. We carried on this year and the car was a little bit stronger and I got used to it," Costanzo said.
 In this year's championship opener at Adelaide the Tiga's front suspension began to collapse. This was caused by the rocker arm mounting bolts pulling out of the tub.
 The problem didn't stop Costanzo winning, but for the next race at Lakeside, Jim Hardman reinforced the mountings and used stronger shafts. This was doubly necessary as the tight, undulating Lakeside track required the Tiga to be set up with the

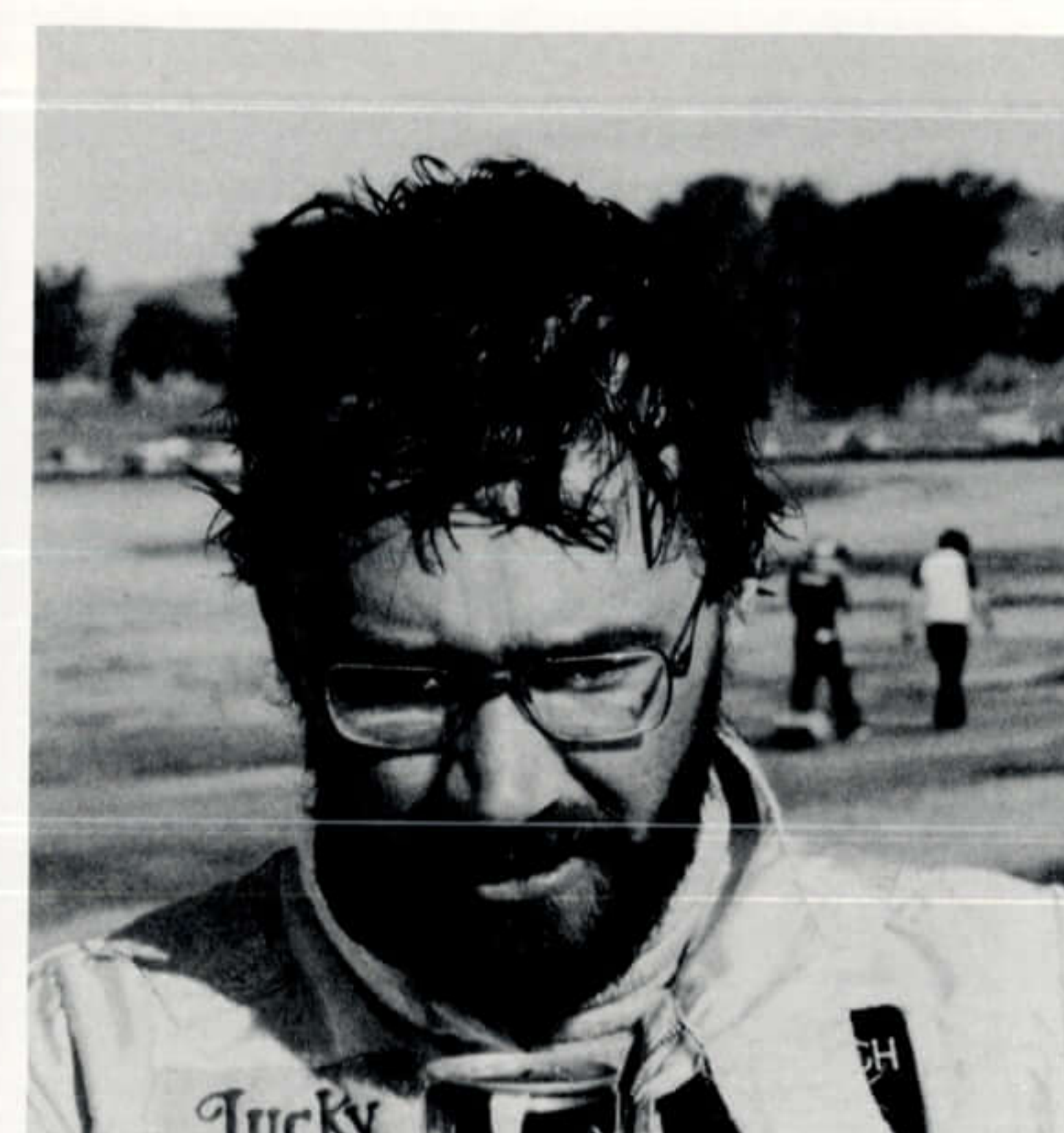


suspension almost on the bumps stops. Running the car like that on the rough Brisbane track further stressed the car and Costanzo came in second, after recovering from a first corner altercation, with the tub fractured near the front suspension pick-ups.
 The team's spare tub was hastily assembled for the third round at Oran Park. It was not surprising then, that while in the lead the Tiga wing mounting came loose and turned the car into a spectacular over-steerer.
 "Andrew Miedecke was catching me over the last 10 laps," said Costanzo. "It was my

most difficult race and I had to drive very hard."
 In round four at Sandown, Costanzo dominated. He felt that his competition failed to come to grips with the slippery track conditions. In particular, he said there was water flowing across the track in the esses which required the driver to pick a new line. It was necessary to do that, Costanzo said, as the cars are hard onto the brakes there and there was a danger of locking up on the wet patch.
 Costanzo experimented with more wing at Winton, round five, and came up with a winning combination to clinch the title.

The team had three different noses for the car for the championship trail, to help set up the Tiga for each circuit. At Adelaide, they used a Williams-style nose, back to the standard one for Oran Park, and a brand new one for Sandown, which Costanzo said was worth an extra 200 revs.
 "This year we haven't won any races from luck and at each track we were quicker than the previous year," he said.
 It should be a good shakedown for hotter competition at the AGP.

The Drivers — 48th AGP



● Jacques Laffite

● John Smith

● John Bowe

JOHN BOWE — The 30-year-old Tasmanian 'devil' rocketed to stardom from nowhere a few years ago, but has been spending more time at his Tasmanian car dealership than racing this year due to lack of backing. Hard-charging Bowe caught the racing bug from his racing father, Brian. John appeared at low-key local events until he contested the 1980 F2 title in a new Elf. The following year he was also driving a potent Elf MR8 F5000 for the factory team in the Gold Star. He ditched F5000 in favour of Pacific and has been a leading contender in his Ralt ever since. Finished second in last year's Gold Star.

and truly in Formula Two driving a unique Hardman which was designed and built locally by racing mechanic Jim Hardman. The Hardman won in the 1980 F2 title in grand style with Richard at the wheel. He switched to Pacific last year, but since then has raced in selected events only because of commitments with the family business in Melbourne.

ALAN JONES — Returned triumphantly to Australia in 1980 as the world champion and took out the Australian Grand Prix that year in his championship winning Williams. Son of racing great Stan Jones, Alan left Australia in 1969 to climb the ladder to the world championship after dabbling in karts, club sprints, hillclimbs and the odd race. He proved his ability in Formula Three but was really noticed during some great drives in Formula Atlantic in 1974. Made his F1 debut with Hesketh in 1975 and then shuffled between the second string F1 team and F5000 in the U.S., until notching up a win in the 1977 Australian Grand Prix, with the Shadow team. He signed with Williams the following year when the British team was reaching its strongest. He left the team at the end of 1981 to return to Australia for the odd race in Pacifics, touring cars and GTs, but is still getting offers from grand prix teams.

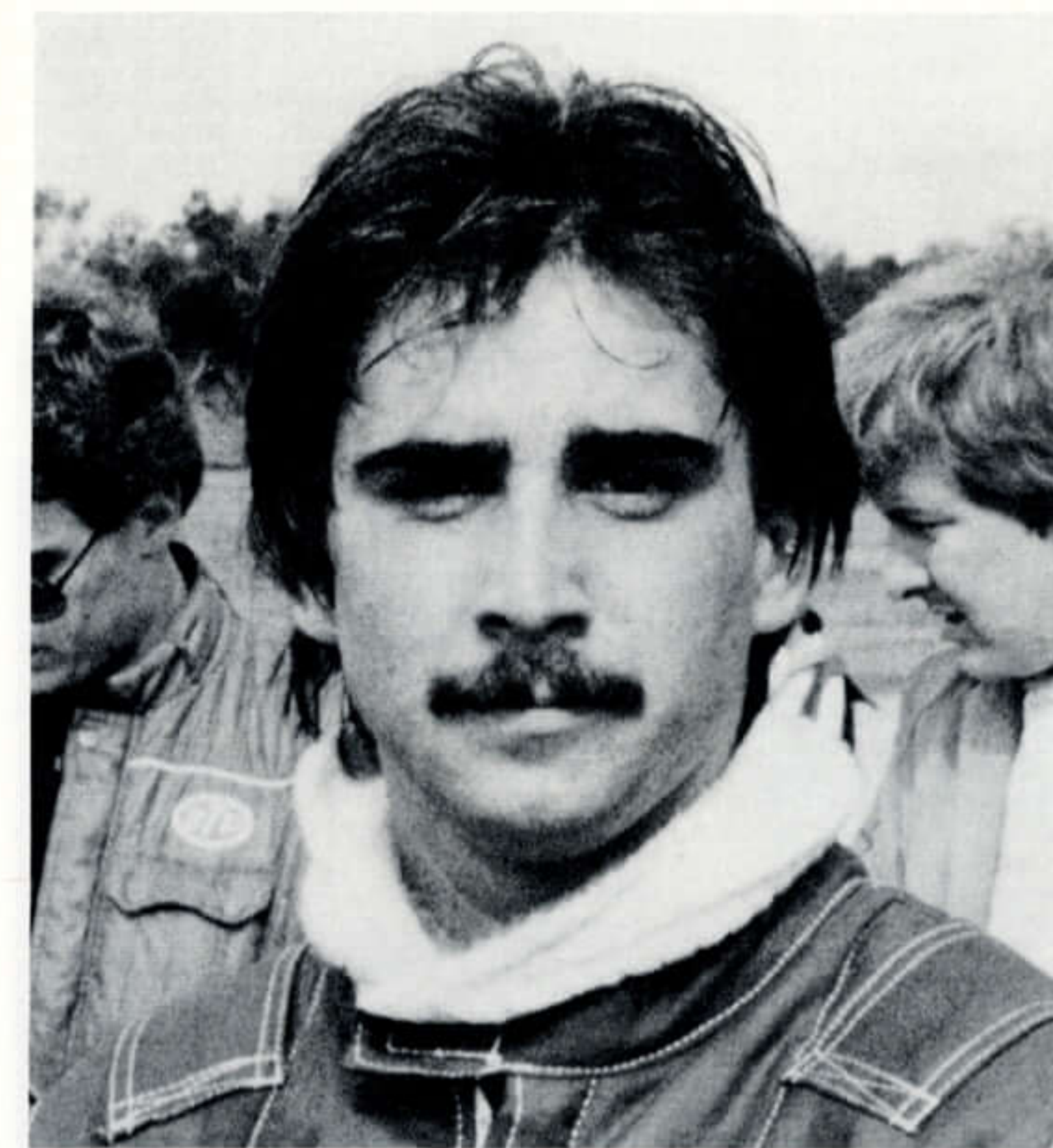
JACQUES LAFFITE — Happy-go-lucky French grand prix veteran, who at 39 can still mix it with the younger hotshots. Was second to Alain Prost in last year's Australian Grand Prix. Laffite only started racing in 1969. He won the Formula Renault championship in 1972, went Formula Three racing in 1973, got a top Formula Two drive and was then signed by the new Williams grand prix team in late 1975 after winning the

European F2 title. Switched to Ligier in 1976 and won his first grand prix — the Swedish — with the team the following year. Returned to the Williams fold this year to partner 1982 world champion Keke Rosberg.

ANDREW MIEDECKE — Until the last few years, Andrew Miedecke did much of his racing overseas, including South-east Asia and New Zealand. The reason for that is the 35-year-old car dealer and businessman from Port Macquarie, NSW, has long been a strong advocate of an international Formula like Pacific-Mondial in this country. It wasn't until Pacific replaced F5000 in Australia in 1981 that Miedecke has been a very successful regular in his red Ralt RT4. Miedecke purchased the ex-Kevin Bartlett Lynx in 1968 to start in the sport, moved into Formula Ford and up into F2 where he found prominence. He tried England without luck and from contacts there took part in some highly competitive racing in South-east Asia before coming home to the local formula change.

ROBERTO MORENO — Little known in Australia until he blasted away the opposition to win the 1981 Australian Grand Prix. The diminutive 23-year-old Brazilian returned last year to defend his crown but lost any chance of winning two AGPs in a row when he stalled his Ralt on the grid. His fight back to third spot was the highlight of last year's race. No doubt his experience in this type of formula overseas helped him become competitive here. Moreno, like his friend Nelson Piquet, started in karts and moved his way up to do battle with the scores of other young hopefuls in Europe. Has been talked of as a grand prix star of the future, but has yet to secure the big drive.

The Drivers — 48th AGP



● Paul Radisich

● Andrew Miedecke

● Allen Berg

CHARLIE O'BRIEN — After three successful years in Pacific/Mondial the burly 30-year-old Queenslander is now fading from memory as a touring car ace of the late '70s and a former driver with the Marlboro Holden Dealer Team. O'Brien played with speedway and rally cars years before he bought a Torana XU-1 from Dick Johnson and went circuit racing. He was at Bathurst in 1975 and back again the following year with the MHDT to finish fourth. Some of his best touring car drives came later with privately backed teams and with his own car, particularly in sprint races. Pacific beckoned and this purer form of racing exposed the ability trapped inside a touring car for so long.

PAUL RADISICH — 21-year-old son of well-known New Zealand driver Frank. Paul found his way into circuit racing via motocross. He made his track debut in the 1980 Benson & Hedges touring car enduro, driving a Mazda with his brother Chris. Paul and his father combined the following year to contest the same race and the other races in the enduro series. Paul was bought a Ralt RT4 Pacific last year in which he gave the experienced locals and some internationals a fright in the New Zealander international series. With family support, Paul brought the car to Australia last year for several races but took it easy. This year he has been putting in some strong performances in Australia and with support from Ralt Australia, is a man to watch.

BRETT RILEY — New Zealander who moved to England in 1975 to race in Formula Atlantic after cutting his teeth in New Zealand Formula Ford. Did reasonably well in Atlantic and then switched to British Formula Three where he concentrated his activities until 1980. In 1977 he won

the celebrated Donnington F3 race from Derek Daly. Returned home briefly in 1978 to contest the international series in an Atlantic, but broke a leg in the fourth round. Back in England that year took out the Grovewood Award. In 1979 he finished second in the New Zealand Atlantic series behind Teo Fabi, beat Alain Prost in winning the Donnington F3 race and finished fifth in the British title. Continued in F3 through 1980 with similar success, but wound down his racing activities due to lack of opportunities. On the way back now.

PHILLIP REVELL — A member of the famous Sydney speedway family. Phillip, 25, does have a few circuit racers in the family tree, so he was not breaking any family tradition when he began racing in Formula Vees in 1979. In 1981, he won the Formula Ford Driver to Europe series at his first try. It was a launching pad to something faster, so Phillip took the jump by purchasing the Ralt RT4 Roberto Moreno used to win the 1981 AGP. Encountered problems getting the car right and has not been able to get on the pace to date, but obviously he has the potential to do well in such a competitive category with the right advice and support.

JOHN SMITH — A 31-year-old Sydney real estate valuer and car dealer with immense natural driving ability. Smith has been thwarted from achieving great things in the sport by incredible bad luck and unfortunate budget-sapping crashes. He began racing in Formula Vee in 1974. He won the Formula Ford Driver to Europe series in 1977 and stepped up into a Galloway F2 the following year in an association with car dealer David McKay. He soon switched to McKay's Ralt which he alternated between F2 and Formula One by swapping engines. He was runner-up in the 1980 F2 championship and

entertained the crowds by snapping at the exhausts of the Formula 5000s. When Pacific replaced F5000 in 1981, Smith took delivery of a new Ralt Pacific and has been up the front of the grid since then. But wins elude him.

GEOFF BRABHAM — Son of Jack and now firmly established as a top driver in U.S. Now 31, Geoff was born in Sydney but spent much of his early life in Britain where his father was based while accumulating three world championships. After the family returned to Australia young Geoff picked up where his father left off by racing a Formula Ford in Sydney. With his father's support, he progressed to F2 in 1975 where he proved his ability by taking off the Australian championship that year. He saw little prospect of advancing his racing career in Australia so turned his attention to the U.S. and Europe. He has found his slot in such indigenous American classes as Can-Am and Indy car and has become a regular at the Indianapolis 500.

ALLEN BERG — sensational 21-year-old Canadian who put on a great driving display in the introductory Formula Mondial race at Calder in February. Berg dominated the race in his Graeme Lawrence team Ralt but was penalised for jumping the start and relegated to second place. An international star of the future, Berg is best known for his exploits in Formula Atlantic in the U.S. where he competed in the national championship for Atlantic. Berg competed in the New Zealand international series before having his first drive in Australia in February. Following that race he went straight to England where he has been based all this year while campaigning in British and European Formula Three, where he has picked up some regular placings.

CALDER'S "MINI BATHURST"

by Stewart Wilson



There will be a touring car race with a difference over this weekend's racing at Calder.

The 40-lap "Berri Fruit Juice Touring Car Trophy" has all the ingredients normally associated with this class of racing — a strong field of Commodores, RX7s, Falcons and Nissans — but with a compulsory pit stop at some time during the race!

It will work like this; all teams will be given a time or lap number on which they have to make their pit stop. The only work required to be done will be to change two wheels (plus fix whatever bits may have broken!). It could have the effect of putting a whole new complexion on the race after the stops have been completed and will mean that even if a particular car has a substantial lead early on, it could lose it by sloppy work in the pits.

The possibilities are many, especially in such a short race where the pressure is

really on and time lost from a bad stop cannot be got back like in a long distance race. A stuck wheel nut, or a jack caught under the car could make for a very exciting charge in the latter stages of the race.

Twenty-three hopefuls will face the starter for the event including nine Commodores, three Falcons, two Mazda RX7s, two Escorts and single examples of a Bluebird Turbo, BMW 635CSi, Datsun Pulsar EXA, Capri, Gemini and Alfa Romeo GTV.

Bathurst winner Peter Brock and Garry Rogers will lead the Commodore contingent.

For the Calder race Brock will opt for John Harvey's No. 25 Commodore, the car which he commandeered at the Castrol 400 and then Bathurst, when his brand new '05' expired. Brock has now DFNed three times in the new car and will have it thoroughly checked over in the workshop before taking it to Adelaide for the final round of Australian Endurance Championship, shortly after this AGP meeting.

Bathurst winner Peter Brock will be back in John Harvey's Commodore for the Calder touring car support.

There are plenty of other Commodores to keep the General's fans happy, many of which are in with a chance. These include Rusty French, Jim Keogh, Allan Grice's team-mate Stephen Harrington and Warren Cullen.

For the Ford fans there will be an XE for young Steve Masterton, whose team is overdue for a big win after a disappointing season in the big Ford. Garry Willington, the Sydney charger, and Bathurst rookie Andrew Harris will back Masterton up in their Fords.

The 'dark horse', Jim Richards, will be challenging the V8s, turbos and rotaries in the beautiful black BMW 635CSi. This car, in its 24-valve form, has scared the living day-lights out of many a leading team after its scintillating performance in practice at Bathurst. A key factor in this unique race



Controversial Sydney driver Steve Masterton will lead the Ford challenge.



Murray Carter has been very successful since switching to the Mazda camp. It will be his first race in the car at Calder.

will be the BMW's single "knock off" wheel nut, which makes tyre changing faster than the conventional four or five nut system. In other words, the BMW is tailor-made for this event.

Without the Allan Moffat team, there is a rather small entry from the RX7 brigade with cars from Tasmanian John Walker and Melbourne's perennial favourite, Murray Carter. Both have great potential if all goes well.

The strong Nissan team will be in with two cars, a Bluebird Turbo for George Fury and the new Pulsar EXA turbo for Christine Gibson, one of several under-three litre cars in the race. The EXA has shown its speed in the three long distance races it's appeared in so far (Sandown, Bathurst and Surfers Paradise) but has so far been unable to put in enough racing laps to show what it's really capable of. The shorter trophy race should be a little kinder to the reliability record of this still unsorted car.

Picking a winner is not easy, but it is worth noting that the Marlboro Holden Dealer Team is equally as fast out on the track as it is in the pits. If they are true to their Bathurst

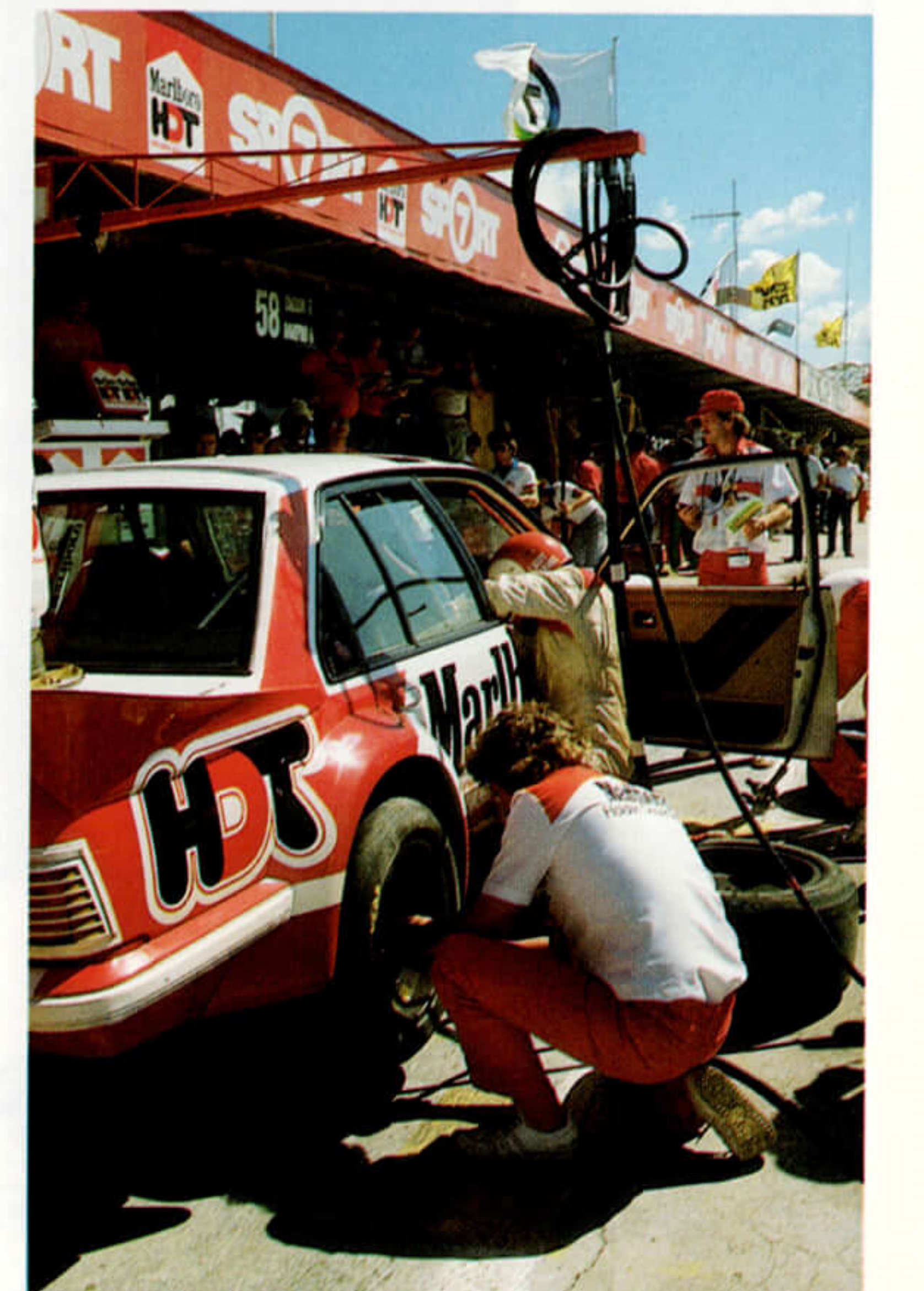
pit form, they will be hard to toss, even if the JPS team has less work to do at their pit stop.

The only other team with a reputation for slick pit stops is the rally hardened Nissan team.

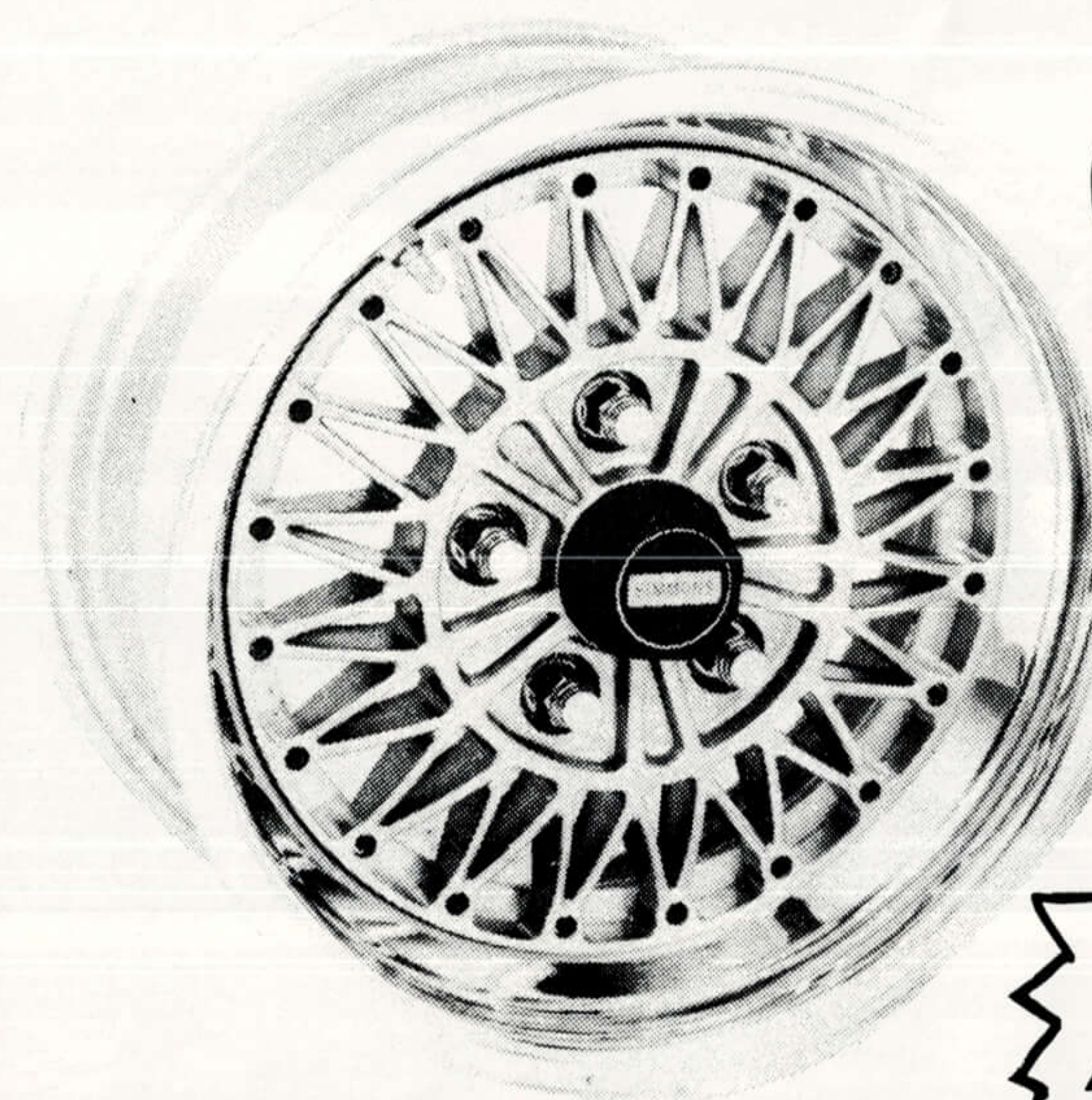
While the "big boys" are enjoying themselves at the head of the field, the smaller-capacity tourers will be having their own battle a little further back. Apart from the EXA there's a Capri for Lawrie Nelson, an Alfa Romeo GTV for Peter Barr, Escorts for Ray Cutchie and Brian Bolwell and Michael Freeman's Gemini.

The event is an interesting experiment in a new area of potential excitement in shorter races, reminding us of the late 1960s and early 1970s when "novelty" twists (reverse grids, handicaps, match races, etc.) were a regular feature of most meetings. The fact they succeeded in entertaining the crowds before things got really serious augurs well for this type of feature event.

The Marlboro Holden Dealer Team pit crew is one of the best drilled in the country. They will have some hot opposition in the 'Mini Bathurst' race.



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SHOOTING TO WIN

Getting that good action is not as hard as you think — if you follow some simple tips. Experienced motor sport photographer, David G. Segal explains . . .

For any amateur or professional motor-sport photographer capturing a shot that is exceptional can often be like the fisherman's tale — the one that got away.

By taking a few points into consideration, that shot will not be quite so elusive.

Choice of film depends on the desired finished result (slides or prints), personal preference and not infrequently, the weather. Just remember that the faster the speed of the film, the grainier the photo, especially with colour film.

Having some type of auto-winder attachment is a definite advantage. Not only is the film advanced automatically, but you can watch every moment of the action through the camera whilst shooting smoothly and rapidly. All without the inconvenience, distraction, and delay of having to manually wind on the film.

A lens in the 200 to 300mm focal length range is normally adequate for motor-racing, particularly here at Calder. Lenses over 300mm are often quite difficult to hand-hold because tripods and motor-racing really are not compatible. A zoom lens is ideal, as it allows you the flexibility to come in tight for one-car shots, or go wider for groups.

In preparation for shooting, it's important to know as much as possible about the performance characteristics of the car you are photographing.

Watch for where the driver normally starts his braking into a corner and also listen for the change in engine noise when he lifts off to start braking.

Any difference in these, beyond the points you have observed, could give you a good shot, and make for a few interesting moments for the driver. Watch for consistent wheel lifting or the car drifting

through corners, twitching under brakes on entry into a corner or oversteering on the exit. And don't concentrate solely on the fastest cars or your favourites, the not-so-fast cars are racing too, and should also be watched carefully.

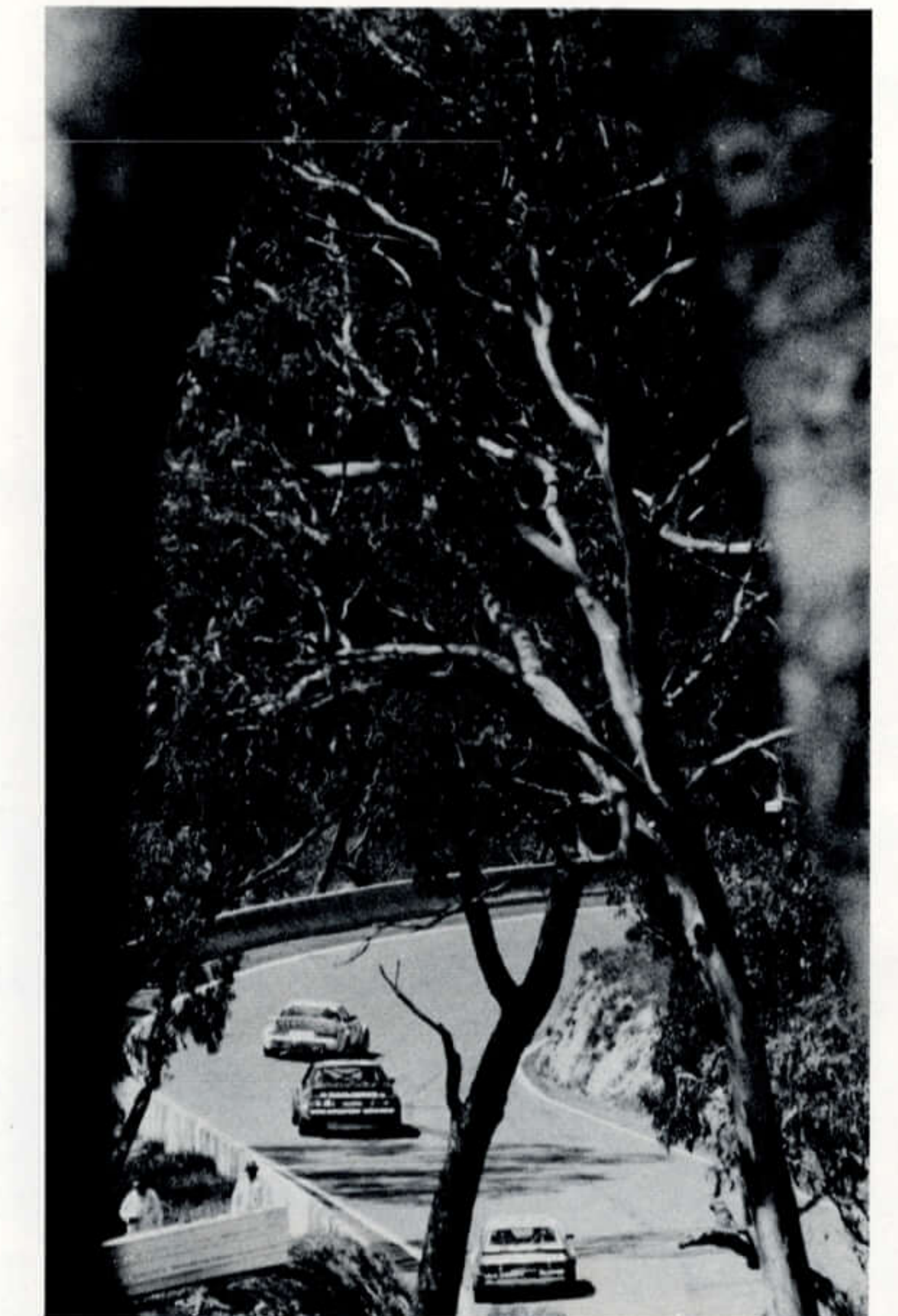
Once you have chosen the part of the track where you want to catch the car, rather than try and focus on the car as it gets there, focus on an area or mark on the track surface or on the edge of the track. Follow the car upto your mark and shoot as it goes through. If possible, move around, as often just a few feet either way can make a considerable difference to a shot.

If you are trying some panning shots, vary your shutter-speeds for effect, but be sure to make a note of the shutter-speed for each shot. It's all very well to get a nice

1 Peter Brock grabs the wheel to turn in at Sandown. By focusing on the track where he grabs the wheel, it was then a matter of shooting as he passed over that point.

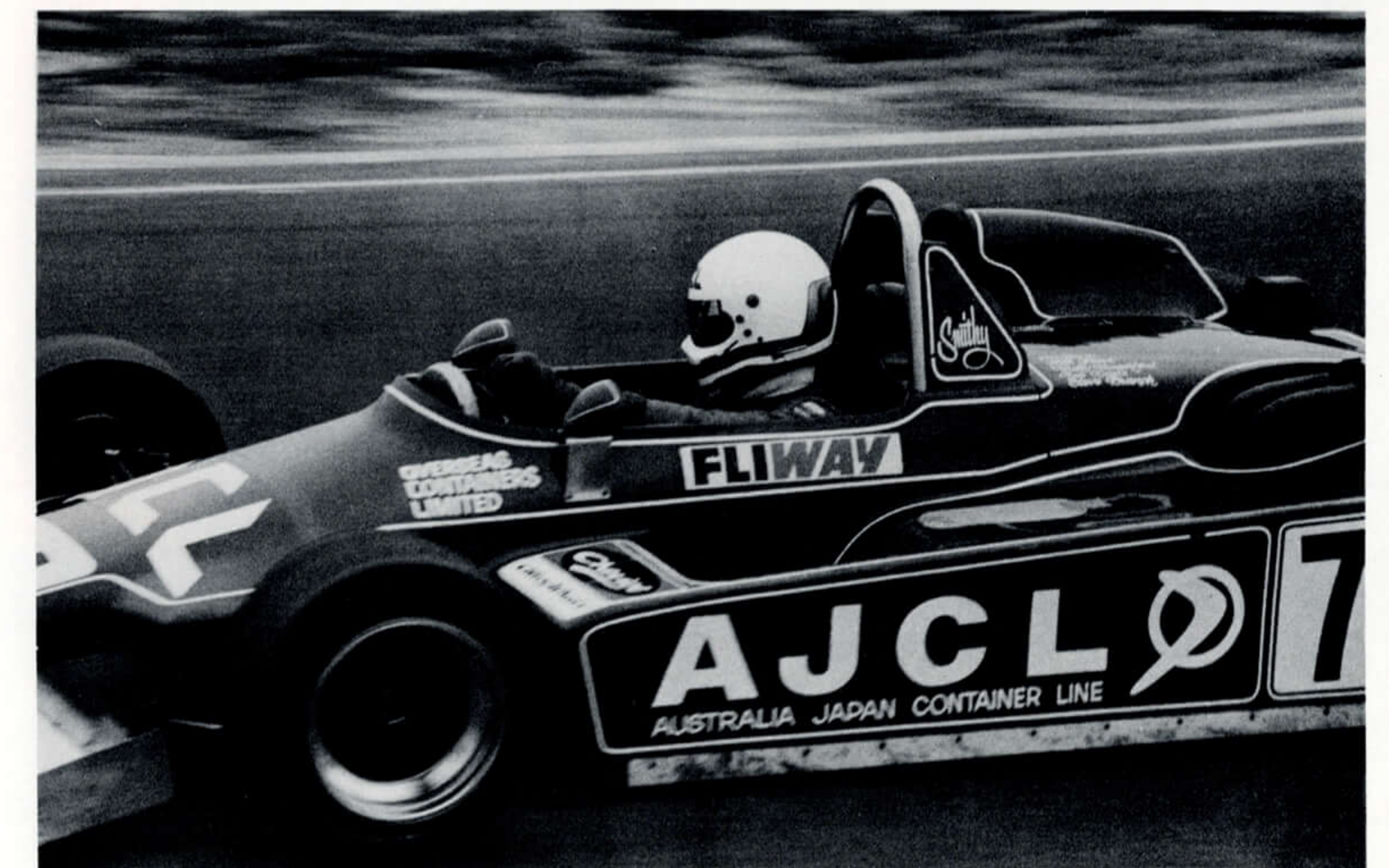
2 Taken from the spectator area atop Mt Panorama, this vertical composition captures the track's unique setting. Getting the cars in the right place requires patience and a few frames.

3 This shot of John Smith entering the Calder straight is an example of a tight zoom combined with a well executed pan.



shot, it's better to know how you did. See how a vertical shot looks too, as they can also work well.

Be prepared to shoot a few rolls of film. For-saking a few extra shots because it means starting another roll (of film) is simply false economy. If you have gone to the expense of buying the necessary equipment and taken the time to practise your photography, one more roll of film is insignificant. It all helps you catch that exceptional shot.



RUSTY FRENCH



PART OF THE WINNING JOHN SANDS TEAM

R. FRENCH. 1983 AUSTRALIAN GT CHAMPION

A New Formula for Speed



Not so long ago there was no substitute for cubic inches in Australian Formula One.

Today, Australia's premier racing formula is all about speed from high technology and meticulous engineering and from lightweight, aerodynamics and efficiency.

Formula Mondial (nee Pacific) is in its third year. Since it replaced the ancient Formula 5000 stock-block V8 class, the new class has vindicated its promotion to top machine by impressive fields in the last two Australian grands prix.

It has achieved what it was meant to — to give Australia viable internationally recognised formula for close, crowd-pleasing racing. It has opened the way for international drivers to come here and for Australians to take their machinery overseas without the worry and expense of modifying their cars to fit conflicting regulations. For around \$50,000 an Australian driver can land a ready-built, high-tech Formula Mondial in Australia or have one built here without any confusion about regulations.

The nimble, compact, half-sized open wheeler Mondial cars are a bit like grand prix cars in miniature and that is no accident as they are meant to be a testing ground for the ultimate.

The Australian Formula One cars do not employ the prohibitively expensive space-age materials and super technology nor do they have the neck-snapping power from 600 hp turbo-charged 1.6 litre engines of the grand prix machines. But the smaller, more practical machines do much the same thing on the track. Squint a bit, use your imagination a lot and you could be at a world championship grand prix.

The ancestors of the modern Mondial racer were the old 1.5 litre racing machine seen in major international open wheeler events held around Australia during the 1960s.

The next step in the evolution was the Australian Formula Two cars of the 1970s, most of which used four cylinder, normally aspirated British Ford production based engine.

An engine in a related form was developed from the standard Ford four by Lotus. In twin-cam specification, it was fitted to the limited-run Lotus Cortinas and Lotus' own Elan model of that era. That standard engine was lucky to produce 120 hp, but versions specially modified for racing, such as Cosworth's FVA of 1960 were popular for the smaller four-cylinder open wheeler formulas.

Cosworth Engineering, whose V8 engine is still used in grand prix racing, modified a

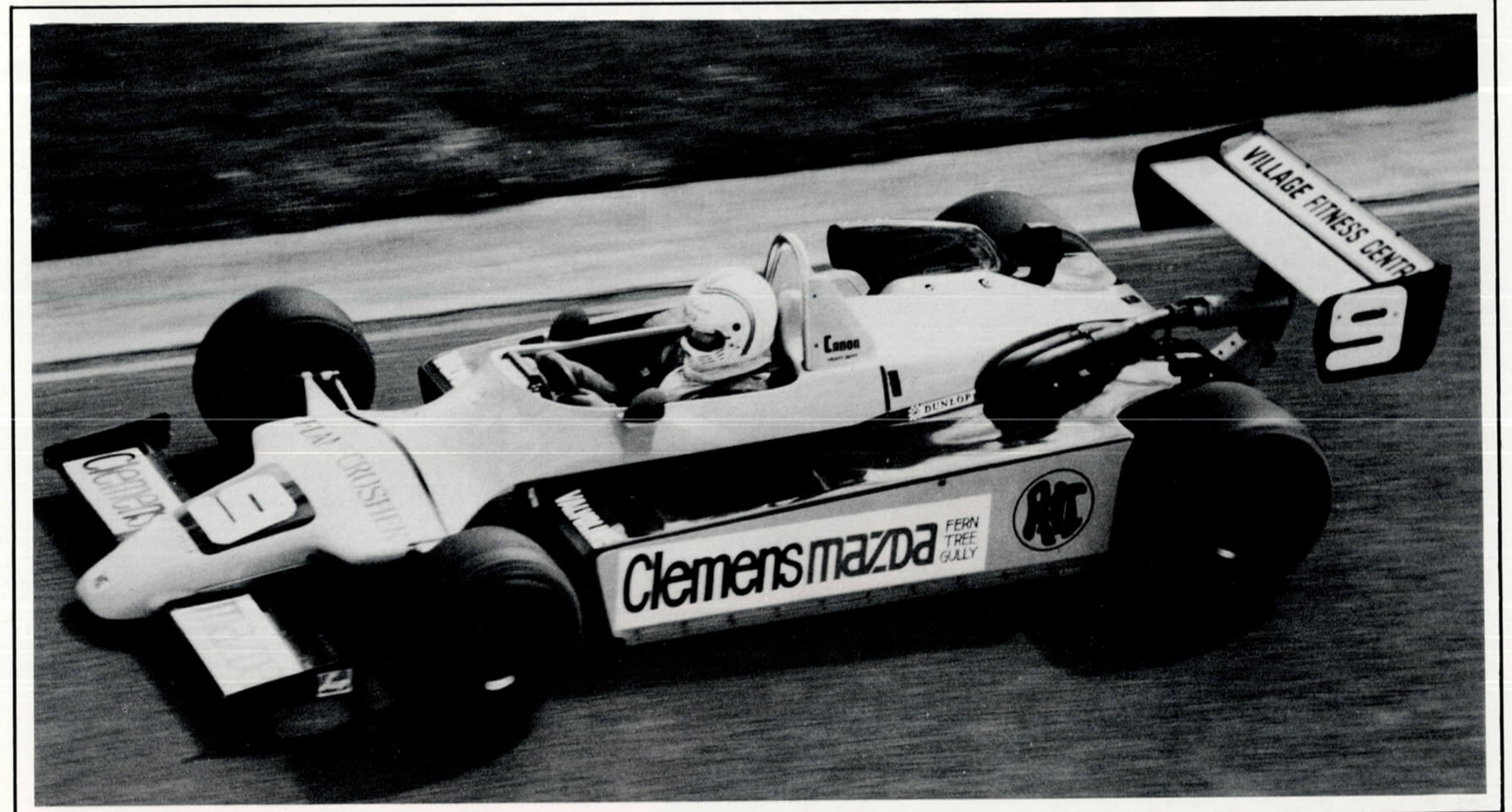
Roberto Moreno tries out the seating in his Ralt at last year's AGP meeting. Note the high-sided tub fabricated out of aluminium sheeting and side-pods with their ducting.

newer Ford for release in the potent Escort RS1600 of 1970. It was meant to be a production version of a racing engine like the FVA and quickly became the engine to use in all sorts of small capacity motor sport.

The engine has changed little from then. It has twin valves per cylinder, twin overhead belt-driven cams, dry sumping and is usually fitted with twin, double choked 45 or 48 Weber racing carburetors. With the benefits of some tough racing specification internals replacing standard pistons, crankshaft, conrods, camshafts and timing gear, the engine usually puts out a reliable 210 hp at and revs to 9000 rpm without concern. Perhaps 230 tops if carefully built by somebody in the know.

Promoters in the UK adopted it as an ideal engine for a cost effective new Formula Two-style formula. Formula Atlantic for want of another name, was launched. It quickly caught on as an alternative class throughout Europe and spread to North America.

In 1976, the controlling motor sport bodies of Pacific region nations, Australia, New



Zealand, Canada and Japan, met to consider adopting Atlantic as a common class. The concession was the allowance of Japanese four cylinder engines to compete with the Ford donk. The logical name of Pacific was adopted for this new regional class.

New Zealand took Pacific up enthusiastically with international series in 1977 and 1978, both won by Finn Keke Rosberg who went on to graduate to Formula One and win the world championship.

The first Pacific race in Australia was at Calder in 1978 and soon more drivers were considering switching to the new class to take on the aging Formula 5000 cars, before CAMS officially axed Formula 5000 in favour of Pacific in 1981.

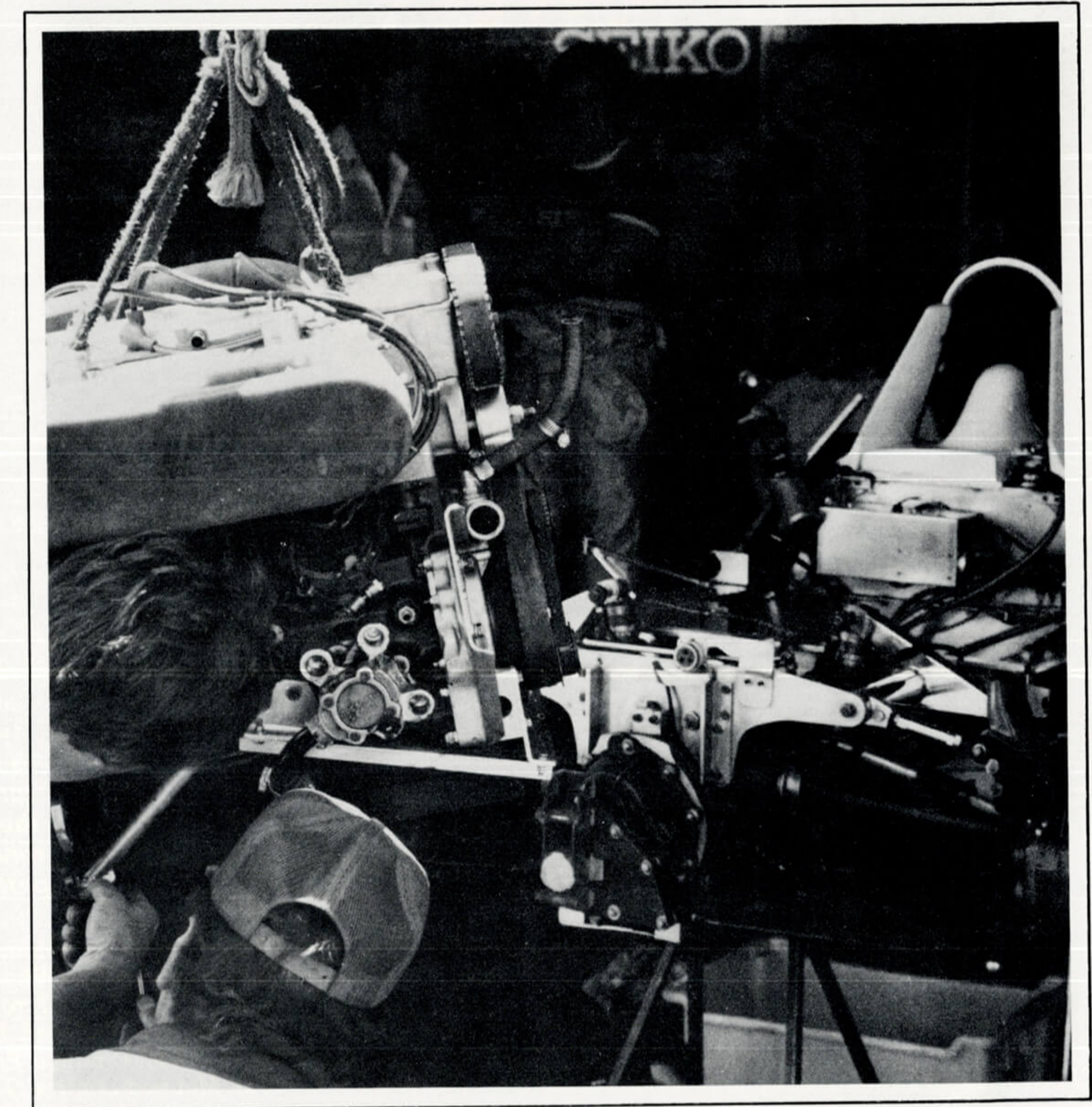
The British Ralt marque, actively promoted in Australia from the late 1970s, has been the most popular Pacific model here. The Ron Tauranac design, while not necessarily the fastest chassis, is practical and effective for its cost. It has maintained its competitiveness in Australia largely by weight of numbers. Of the 300 or so Ralts built from RT-1 to the latest 1983 version of the RT-4, about 20 are in the hands of local Australia, which makes Australian Ralt agent Graham Watson a very happy man.

The Ralt, like the other cars in the class, is based around a narrow monocoque chassis, formed from carefully folded and riveted aluminium sheeting. Attached to that are the wide side pods which include the ducting for ground effects. The engine-gearbox unit is fitted to the rear of the chassis or 'tub', with the aid of tubing connected to the tub. The latest racing suspension and brakes are part of the design. Fibreglass panels, a gigantic rear wing and small front trim tabs finish off the speed package.

The Mondial tag was adopted this year to replace the Pacific name and bring the

class in line with the changes in other countries, which have been made to maintain close racing. Mondial basically means a restriction of engine to the Ford unit, the lifting of the controversial side 'skirts' which reduces cornering speeds, and the introduction of a control racing tyre.

ABOVE: The British Ralt, here being driven by New Zealander Paul Radisich, is the most numerous of the Mondial marques. BELOW: A new engine is installed in Alan Jones' car at last year's AGP. The Ford BDA four is the control engine for Mondial.



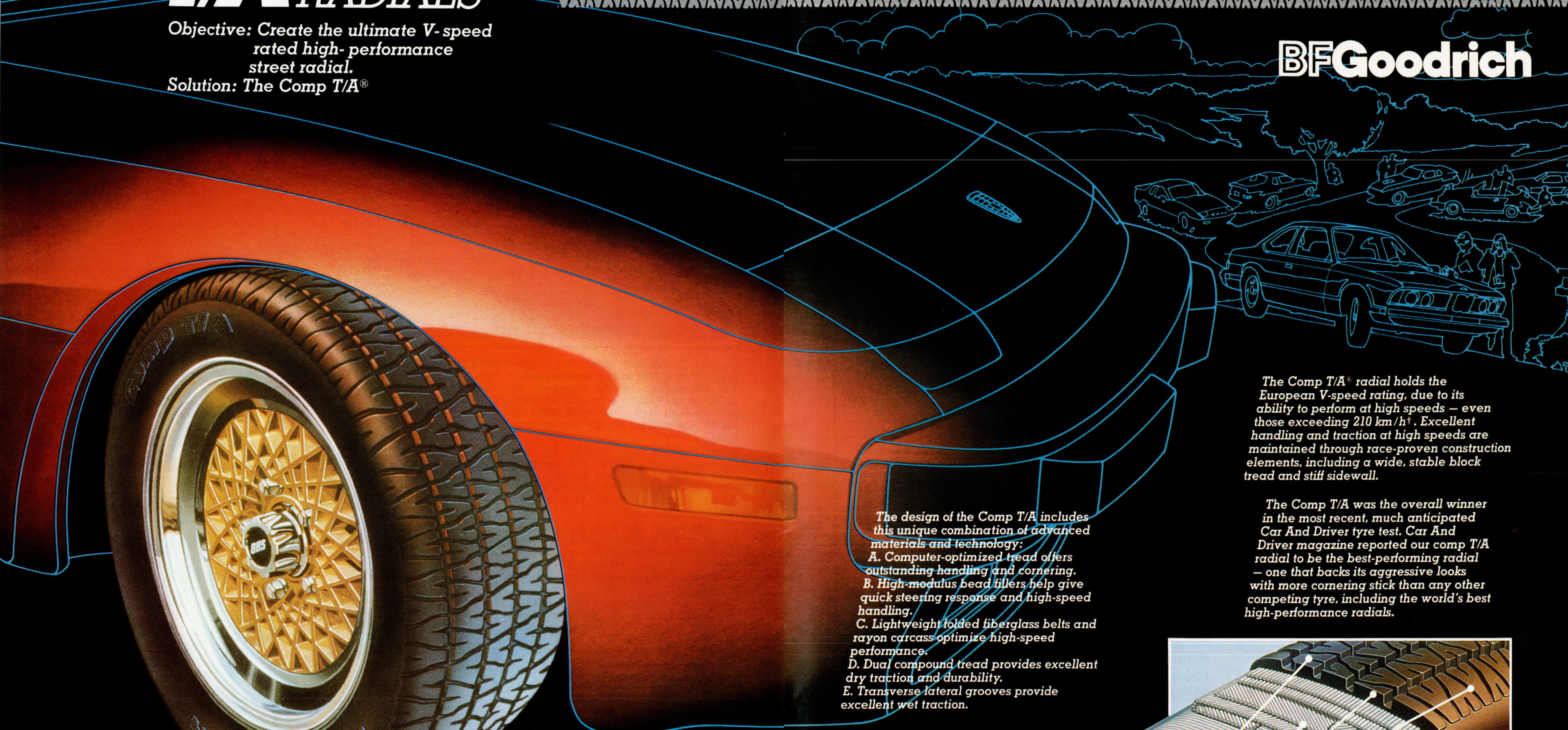
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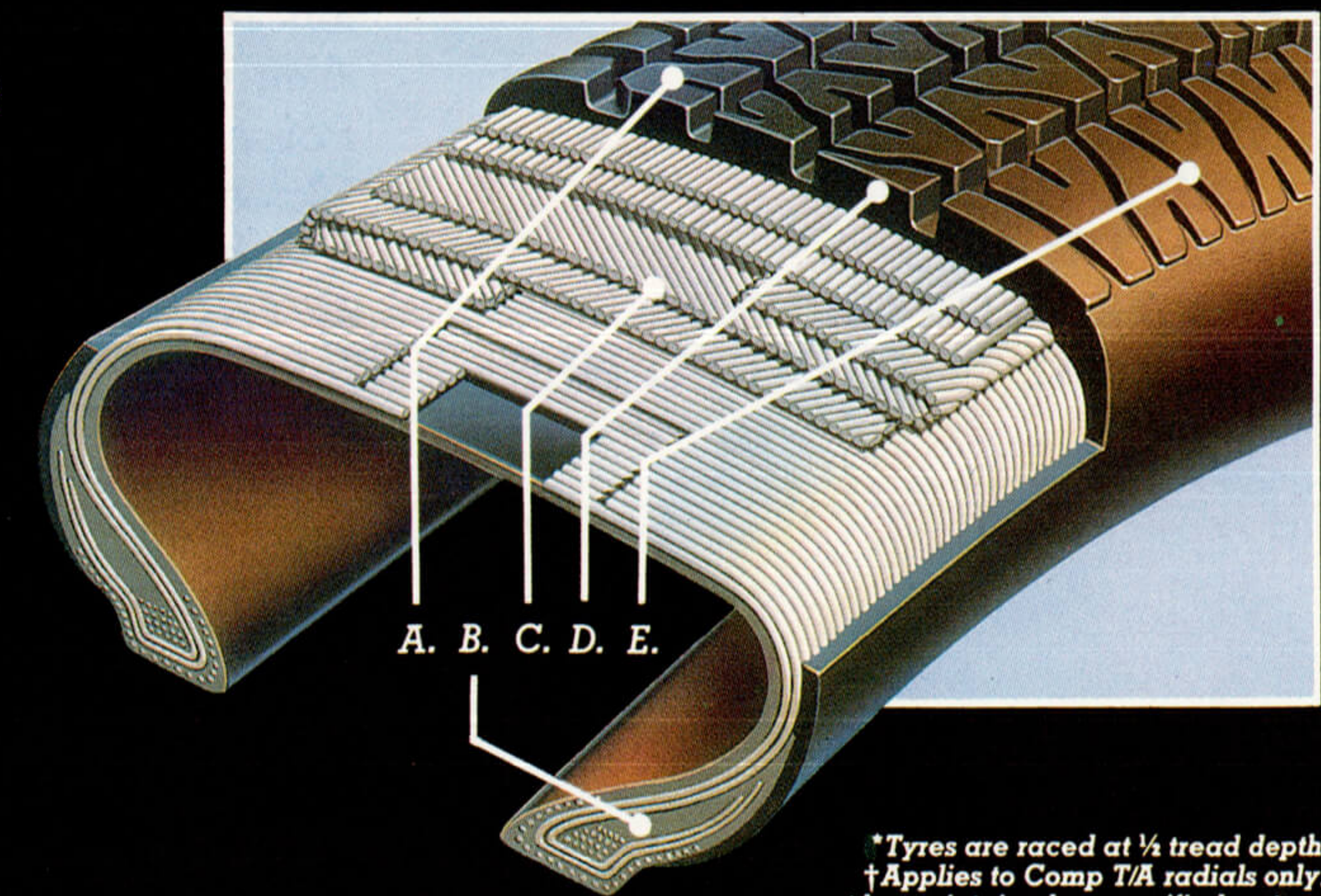
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Melbourne International Raceway
CALDER PARK
INTERNATIONAL OPEN MEETING

SUNDAY, NOVEMBER 13, 1983

The meeting will be held under the International Sporting Code of the F.I.A. and the National Competition Rules of the Confederation of Australian Motor Sport.

PERMIT NO.: A83/138

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PIARC, with assistance from Mini Car Club, MUCC, SOCV, CAMS Scrutiny Panel, CAMS Medical Panel, and Vic. Flag Marshalling Team

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Ian Mayberry, Don Martin

CLERK OF COURSE ASSIST.

Kevin Francis

STARTER

John Mosdenyi

JUDGES OF FACT

Ian Mayberry, Don Martin, John Mosdenyi, Bill Rogan

COURSE MARSHAL

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MEETING SECRETARY

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JOHN SANDS AUSTRALIAN
GRAND PRIX 1983
RACE AND QUALIFYING PROGRAMME

SATURDAY, NOVEMBER 12

QUALIFYING

Approx. time	Vehicles
9.00- 9.20am	Sports Sedans
9.30-10.00am	Formula Vee
10.10-10.40am	AUSTRALIAN GRAND PRIX
10.45-11.15am	Touring Cars (Group N)
11.25-11.55am	Touring Cars (Group C)
12.05-12.25pm	Series Production Cars (Group E)
12.30- 1.00pm	GT/Group A Sports Cars
1.10- 1.40pm	AUSTRALIAN GRAND PRIX
3.05- 3.20pm	Touring Cars (Group C)
3.25- 3.45pm	AUSTRALIAN GRAND PRIX

RACING — SATURDAY, NOVEMBER 12

Event Time		Laps
1. 1.50pm	Formula Vee — Preliminary	8
2. 2.10pm	Sports Sedans	5
3. 2.25pm	Series Production — Heat 1	10
4. 2.45pm	Formula Vee — Preliminary	8
5. 3.50pm	Touring Cars (Group N)	8
6. 4.05pm	Stafford Ellison Challenge — Heat 1	15
7. 4.25pm	Victorian Formula Vee Championship	15
8. 4.45pm	Nissan Turbo Super Challenge (Practice)	8
9. 5.05pm	Sports Sedans	5
10. 5.15pm	Formula Vee — Consolation	8

RACING — SUNDAY, NOVEMBER 13

Event Time		Laps
11. 11.00am	Discretionary Practice	
11. 11.25am	Touring Cars (Group N)	5
12. 11.35am	Sports Sedans	5
11.45am	LUNCHBREAK — Grand Prix Parade	
12.30pm	JOHN SANDS AUSTRALIAN GRAND PRIX — Untimed Practice (10 mins)	
13. 12.45pm	Sports Sedans	10
14. 1.05pm	Nissan Turbo Super Challenge	
15. 1.20pm	Touring Cars (Group N)	5
16. 1.35pm	Stafford Ellison Challenge — Heat 2	15
17. 1.55pm	Series Production — Heat 2	10
18. 2.15pm	Berri Fruit Juice Touring Trophy	40
19. 3.00pm	Sports Sedans	5
20. 3.35pm	JOHN SANDS AUSTRALIAN GRAND PRIX	100

SATURDAY, NOVEMBER 12

EVENT NO. 1: Formula Vee — Preliminary. Approx. start time: 1.50pm. 8 laps. For entrants in this event, see Event No. 7.

EVENT NO. 2: Sports Sedans. Approx. start time: 2.10pm. 5 laps. For entrants in this event, see Event No. 13.

EVENT NO. 3

Approx. start time: 2.25pm

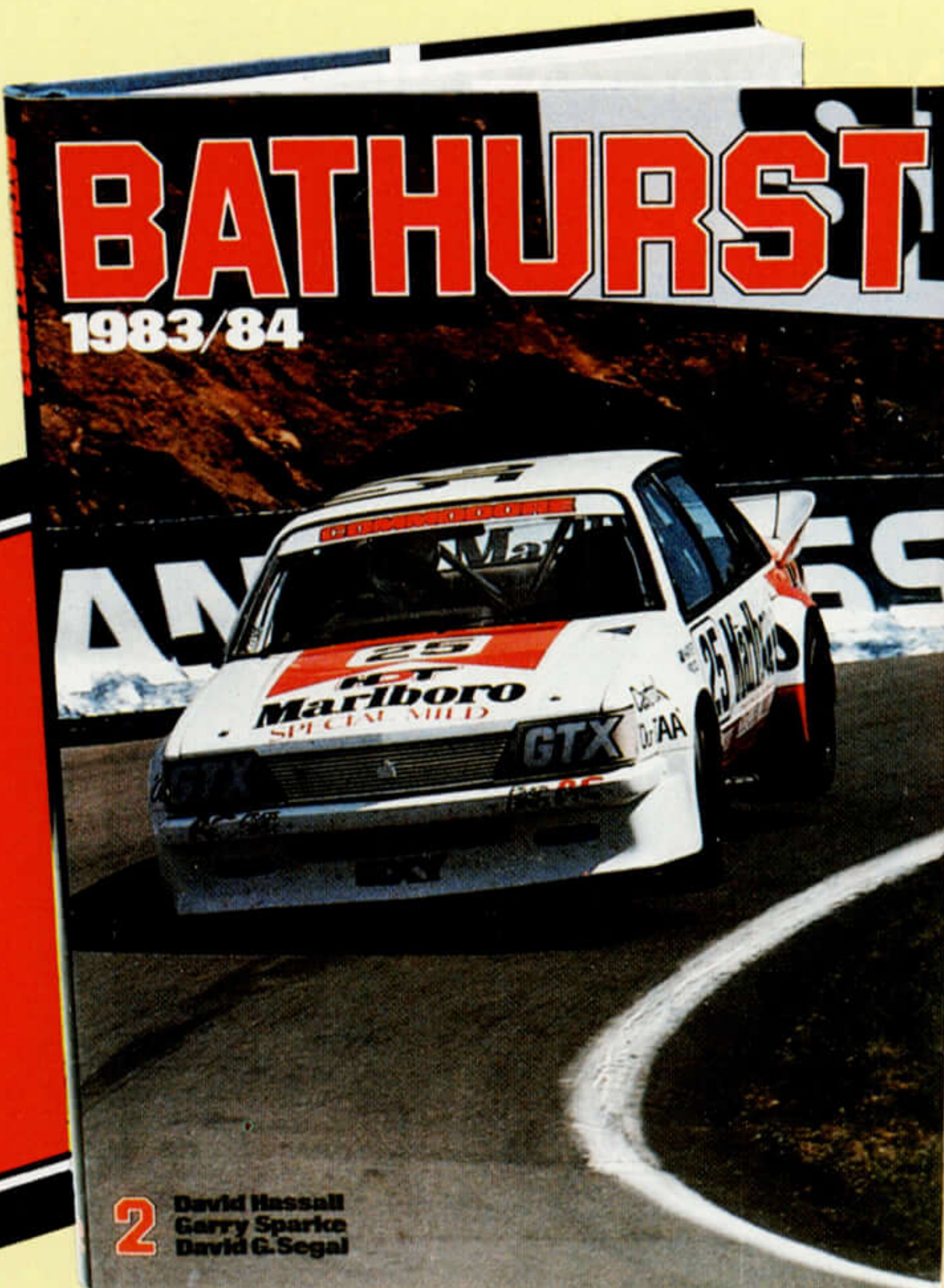
**SERIES PRODUCTION — Heat 1
10 laps**

Car No.	ENTRANT/Driver	Car	Color	c.c.
2	PERRIER RACING, Stephen Brook	Mazda RX7	White	
3	PALCOLOR PHOTO SERVICES, Peter Fitzgerald	Mazda RX7	White	2292
4	N.S.W. NISSAN NETWORK DEALER RACING TEAM, John Giddings	Nissan 2807X	Black	2800
6	N.S.W. NISSAN NETWORK DEALER RACING TEAM, David Seldon	Nissan 2807X	Black	2753
7	G.E. Burns, Glen Burns	Commodore	Black	4200
9	B. GLAZIER, Peter Granger	Ford Fairmont	Grey	
10	BENINCA MOTORS, Joseph Beninca	Alfasud	Ivory	1490
11	G. COOKE, Gary Cooke	Alfasud	Red/green	1500
12	ALFA CITY PTY. LTD., Frank Porter	Alfasud	White	1490
16	FENDER SIGNS PTY. LTD., Allen F. Fender	Mazda RX7	White	2292
20	A.C. SPRINGETT, Allan Springett	Commodore	White	4142
22	G. NEWTON, Geoff Newton	Ford Falcon	White	4100
64	D. GIBBS, Des Gibbs	Ford Falcon	Red	4100
67	R. GULSON, Raymond Gulson	Alfa Romeo		
71	J. PETRIDIS, Jim Petridis	Mazda RX7	Silver	2292
86	GILL GORDON ALFA GEELONG, Graham Harrison	Alfasud	White	1599
88	M. PICKETT, Mark Pickett	Ford Fairmont	White	4900

EVENT NO. 4: Formula Vee — Preliminary. Approx. start time: 2.45pm. 8 laps. For entrants in this event, see Event No. 7.

EVENT NO. 5: Group 'N' Touring Cars. Approx. start time: 3.50pm. 8 laps. For entrants in this event, see Event No. 15.

EVENT NO. 6: Stafford Ellison Challenge — Heat 1. Approx. start time: 4.05pm. 15 laps. For entrants in this event, see Event No. 16.



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EVENT NO. 7

Approx. start time: 4.25pm

VICTORIAN FORMULA VEE CHAMPIONSHIP
15 laps

Car No.	ENTRANT/Driver	Car	Color	c.c.
1	F. KLEINIG, Frank Kleining	Mako	Yellow	1192
3	R.C. REID, Bob Reid	Spectre	Yellow	1192
4	G. TAYLOR, Graham Taylor	Elfin N.G.	Red	1192
5	K. DODGE, Ken Dodge	Spectre	Blue	1192
6	P. MILES, Peter Miles	Spectre	Blue	1192
7	FORD FOUR CAR CLUB, Mary Martin	Nimbus	Orange	1192
8	I. EDGAR, Ian Edgar	Malmark Elfin	Blue	1192
9	P. WARD, Peter Ward	Spectre	Red	1192
10	V. RAYMOND, Vince Raymond	Spectre	Red/white/blue	1192
11	R. SUTHERLAND, Ron Sutherland	N.G. Elfin	Green/gold	1192
12	D. RIDGEWAY, Damian Ridgeway	CMS	Orange	1192
13	M. FORDHAM, Paul Fordham	Phantom Mk III	Black	1192
14	W. McDONALD, Wayne McDonald	Spectre	Silver/black	1192
15	R. CARMICHAEL, Roderick Carmichael	Elfin	Red	1198
16	M. WILKINSON, Mal Wilkinson	Elfin	Yellow	1192
17	P. STRATMANN, P. Stratmann	Stag	White	1192
18	F. HAIRE, Frank Haire	F/Vee		1200
19	A. CLIFFORD, Andrew Clifford	Spectre	Red	1198
20	PRESTON MOTORS, Glenn Corrigan	Elfin	Blue	1192
21	D. TURNBULL, David Turnbull	N.G. Elfin	Red	1192
22	D. EYRE-WALKER, David Eyre-Walker	Spectre	Green	1192
23	M.P. BISSET, Mark Bisset	Venon Mk II	Red	1192
24	A. McALISTER, Allan McAlister	Stirling	Red/blue/silver	1192
25	J. GRACIE, Jim Gracie	Generation Elfin	Cream	
26	D. SALA, David Sala	Spectre	Black/red	1200
28	G. NICHOLAS, Gary Nicholas	Nimbus	White	1192
29	G. PASTURA, Gerard Pastura	F/Vee	Blue	1200
32	T.J. WOOD, Tim Wood	Spectre	Green	1192
33	FORD FOUR CAR CLUB, Gusty Martin	Perkins	Orange	1192
34	A. FISCHER, Andy Fischer	King Fischer	Blue/white	1192
35	M. COBB, Max Cobb	Spectre	Yellow	1192
40	R. BENNETT, Robert Bennett	Kingfischer R.B.	White	1192
42	V. McNAIR, Vin McNair	Squarebird	Red	1198
44	E. MARSH, Eric Marsh	Daveric Mk 3	White	1200
55	G. SCHADE, Grant Schade	Elfin	White/blue	1192
56	G. CARACOUDIS, George Caracoudis	Venom	Blue	1198
58	N. BULL, Noel Bull	Elfin	White/brown	1192
60	R. CHADWICK, Robert Chadwick	Manta	Blue/silver	1200
61	D.A. MURRAY, Douglas Murray	CMS	White	1192
66	P. BARTOLO, Peter Bartolo	Elfin	Blue	1192
67	N. DOSSER, Neville Dossier	Spectre	Black/gold	1200
69	M. FENTON, Mark Fenton	Lamco N.G.	Green/yellow	1192
71	H. ROBERTS, Harold Roberts	Nimbus	Red	1192
78	K. CARTER, Fred Carter	Nimbus Mk II	Red	1192
88	D. COATH, David Coath	Red	CMS	1200
90	W. LANGFORD, Wayne Langford	F/Vee	Red	1192
97	I. WELLS, Ian Wells	CMS	Red	1197

EVENT NO. 8: Nissan Turbo Super Challenge. Approx. start time: 4.45pm. Featuring celebrity drivers.

EVENT NO. 9: Sports Sedans. Approx. start time: 5.05pm. 5 laps. For entrants in this event, see Event No. 13.

EVENT NO. 10: Formula Vee — Consolation. Approx. start time: 5.15pm. For entrants in this event: See Event No. 7.

SUNDAY, NOVEMBER 13

EVENT NO. 11: Touring Cars — Group 'N'. Approx. start time: 11.25am. 5 laps. For entrants in this event, see Event No. 15.

EVENT NO. 12: Sports Sedans. Approx. start time: 11.35am. 5 laps. For entrants in this event, see Event No. 13.

EVENT NO. 13

Approx. start time: 12.45pm

SPORTS SEDAN CHALLENGE
10 laps

Car No.	ENTRANT/Driver	Car	Color	c.c.
2	R.W. GILL, Bob Gill	Ford Mustang	White/red	4998
3	R.P. MULDOON, Rex Muldoon	Mazda RX3	White	
4	I. BENSON, Andrew Babb	Datsun Stanza	White	2380
5	G. REDMAN, Greg Redman	Capri	Black	3200
7	JAGPARTS, John Watson	Jaquar (SPL)	Yellow	4800
9	G. WATSON, Geoff Watson	Toyota Corolla	Red	2000
10	OUTDOOR DESIGN SONCEPTS, Gary Arandt	VW Sports	Yellow/red	
11	I. PIATRANESI, Ivan Piatranesi	Hillman Imp	Orange/blue	2400
12	G.J. SLOPER, Mick Monterosso	Ford Escort	White	1995
13	J. SERES, John Seres	Datsun	Silver	3430
17	R. ELLIS, Ray Ellis	Torana	Orange/white	5000
18	R. DOHERTY, Robin Doherty	Torana H/back	White/green	5000
20	WHITEHORSE TRUCKS, Bill Emeny	Torana XU1	Orange/yellow	3310
21	AUSTRALIAN SPORTS SEDAN ASSOC., Bernie Watt	Camaro	Red	5800
25	R. SHORT, Ray Short	EH Turbo	Black	3048
28	AUSTRALIAN SPORTS SEDAN ASSOC., Michael Jacobson	Ford Escort	Blue/white	2616
29	AUSTRALIAN SPORTS SEDAN ASSOC., Paul Stuart	Mazda RX2	Blue	2292
32	J. TESORIERO, John Tesoriero	Volvo	White	4990
34	J. HORTON, John Horton	Torana XU1	White	3400
42	C. MILNER, Charles Milner	Torana	Red	5000
44	LUSTY ENGINEERING PTY. LTD., Ken Lusty	Torana	Red	5000
47	AUSTRALIAN SPORTS SEDAN ASSOC., John Chambers	Gemini	Yellow	2616
51	PAKENHAM AUTO CLUB, Stephen Craig	Capri	Green	4343
53	J. ANDERSON, John Anderson	Datsun 120Y	White	2600
56	B. YOULDEN, Brett Youlden	Torana XU1	Silver/maroon	3310
62	R. NOBLE, Russell Noble	Ford Escort	Blue	2000
65	G. SMITH, Graham Smith	Torana	White/yellow	3300
72	J.M. GROVES, Jeff Groves	Ford Escort	Red/white	1979
75	G. JORDAN, Greg Jordan	Torana XU1	Purple	3310
85	T. LEO, Tino Leo	Holden Monaro	Gold/orange	5840
86	I. JONES, Ian Jones	Torana XU1	Red	3300
88	J. WOODWARD, John Woodward	Gemini	Red	1584
90	L. KOGGE, Larry Kogge	Mazda RX3	Yellow/black	2616
91	L. STOOPMAN, Lou Stoopman	BMW	White	1990
94	L. & M. HARPER, Maurice Harper	Toyota Corolla	White	1300
95	D. SAUNDERS, Dennis Saunders	Torana	Orange	3048
96	P.W. MCKENZIE, Peter McKenzie	HR Holden	White	3996
99	L. STOOPMAN, Peter Stoopman	Holden	Red	3300

EVENT NO. 14: Nissan Turbo Super Challenge. Approx. start time: 1.05pm. Featuring celebrity drivers.



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EVENT NO. 15

Approx. start time: 1.20pm

**GROUP 'N' TOURING CARS
5 laps**

Car No.	ENTRANT/Driver	Car	Color	c.c.
1	BARRY JUPP, Greg Jupp	Lotus Cortina	Green	1598
2	P. TREVETHAN, Paul Trevethan	Lotus Cortina	White/green	1598
3	K. ZINNER, Ken Zinner	Holden 48-215	Blue	2450
4	GAVIN J. SALA, Peter G. Janson	Holden	Blue/white	3500
5	BARRY JUPP, Harry Firth	Chev Nova	Green	5470
6	R. JAMIESON, Rob Jamieson	Holden FX	White	2596
7	BARRY JUPP, Barry Jupp	Ford Mustang	Green	4760
8	K. ANKER, Kevin Anker	Jaguar	Green	3800
9	GRAHAM N. SLATER, Graham Slater	Zephyr Mk III	Monza Red	2583
10	P. ROACH, Peter Roach	Cortina	White	1498
11	J. BASSETT, John Bassett	Super Anglia	White/red	1300
12	L. SIEBLER, Lindsey Siebler	Morris Cooper S	Yellow	1299
13	L. READ, Len Read	Morris Cooper S	Green	1299
14	J. VIRGO, John Virgo	Ford Mustang	Red/gold	4727
15	V.R. HUDSON, Ross Hudson	Morris Cooper S	Green/white	1293
16	L.B. ALLEN, Bruce Allen	Morris Cooper S	White	1293
17	F. BREWSTER, Frank Brewster	EH Holden	Green/white	2998
18	D. GREEN, Don Green	Jaguar		3800
24	K. GRINDROD, Ken Grindrod	EH Holden	Red	2998
25	APPENDIX J ASSOC. OF N.S.W., Roland Hill	EH Holden	Black/gold	2998
26	E. MARTINEZ, Ernest Martinez	BMW Ti	White	1773
34	G. ROGERS, Garry Rogers	Ford Mustang	White	289ci
38	B. BATAGOL, Barry Batagol	Jaguar 3.8 Mk II	Green	3870
39	H. GRIEVE, Hugh Grieve	EH Holden	Beige/white	2980
42	T. BREWSTER, Ted Brewster	Morris Cooper S	Green/yellow	1293
52	P. WINTER, Peter Winter	EH Holden	Grey	2933
54	J. MANN, John Mann	Ford Mustang	White	4727
59	JAGPARTS PTY. LTD., John Watson	Jaguar	Green	3800
65	K. MATHEWS, Ken Mathews	Ford Mustang	White/green	4727
66	T. HUNTER, Tony Hunter	Cortina	Black	1600
67	W. TICE, Warren Tice	Ford Mustang	Blue	4700
73	H. DRAPER, Henry Draper	Morris Cooper S	Red/white	1275
88	G. TOEPFER, Greg Toepfer	EH Holden	Brown/white	2990
89	MANLY WARRINGAH SPORTING CAR CLUB, Steven Williams	EH Holden	Beige	2999
90	APPENDIX J ASSOCIATION, Ray Bailey	EH Holden	Grey/white	2990
96	C. RALPH, Chris Ralph	Ford Cortina GT	Blue/white	1598
99	APPENDIX J ASSOC. OF N.S.W., Peter V. Lisle	EH Holden	Red/white/blue	2990



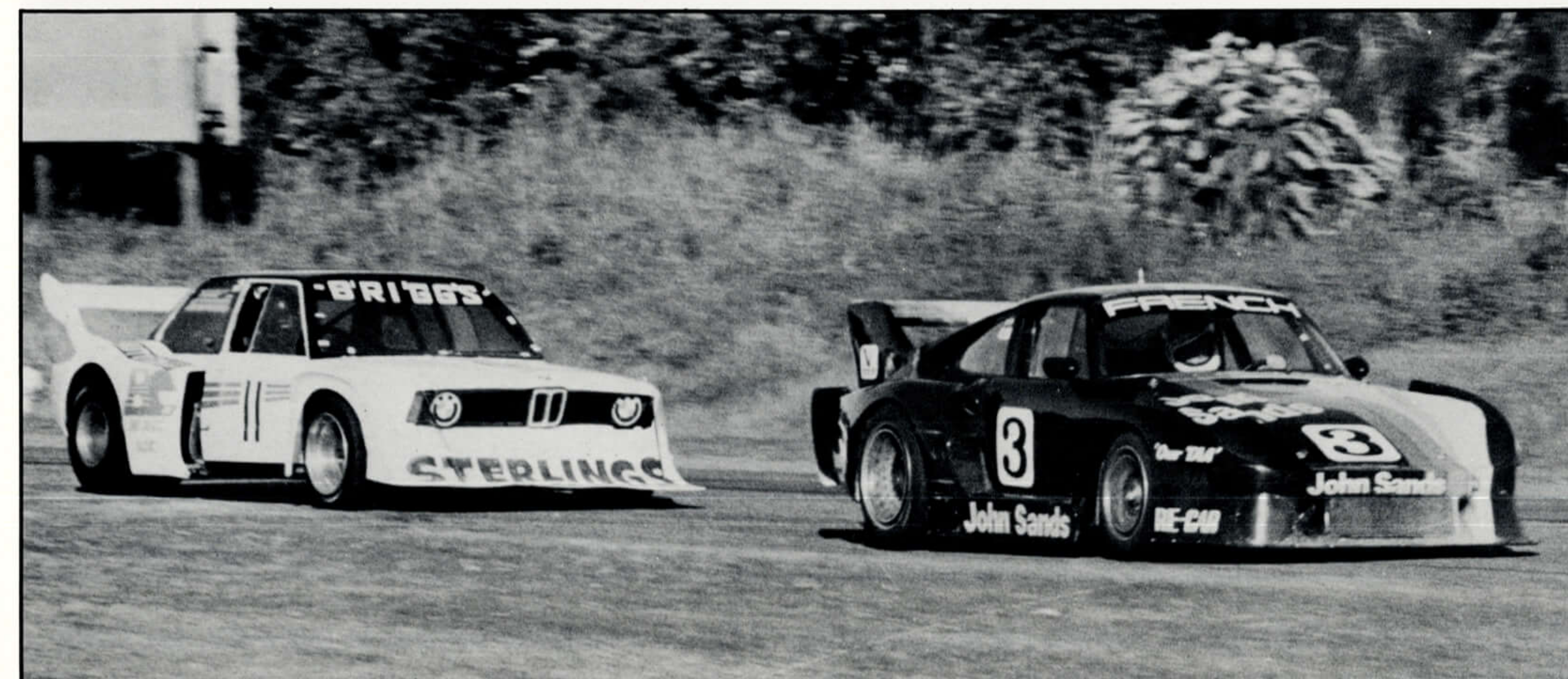
EVENT NO. 16

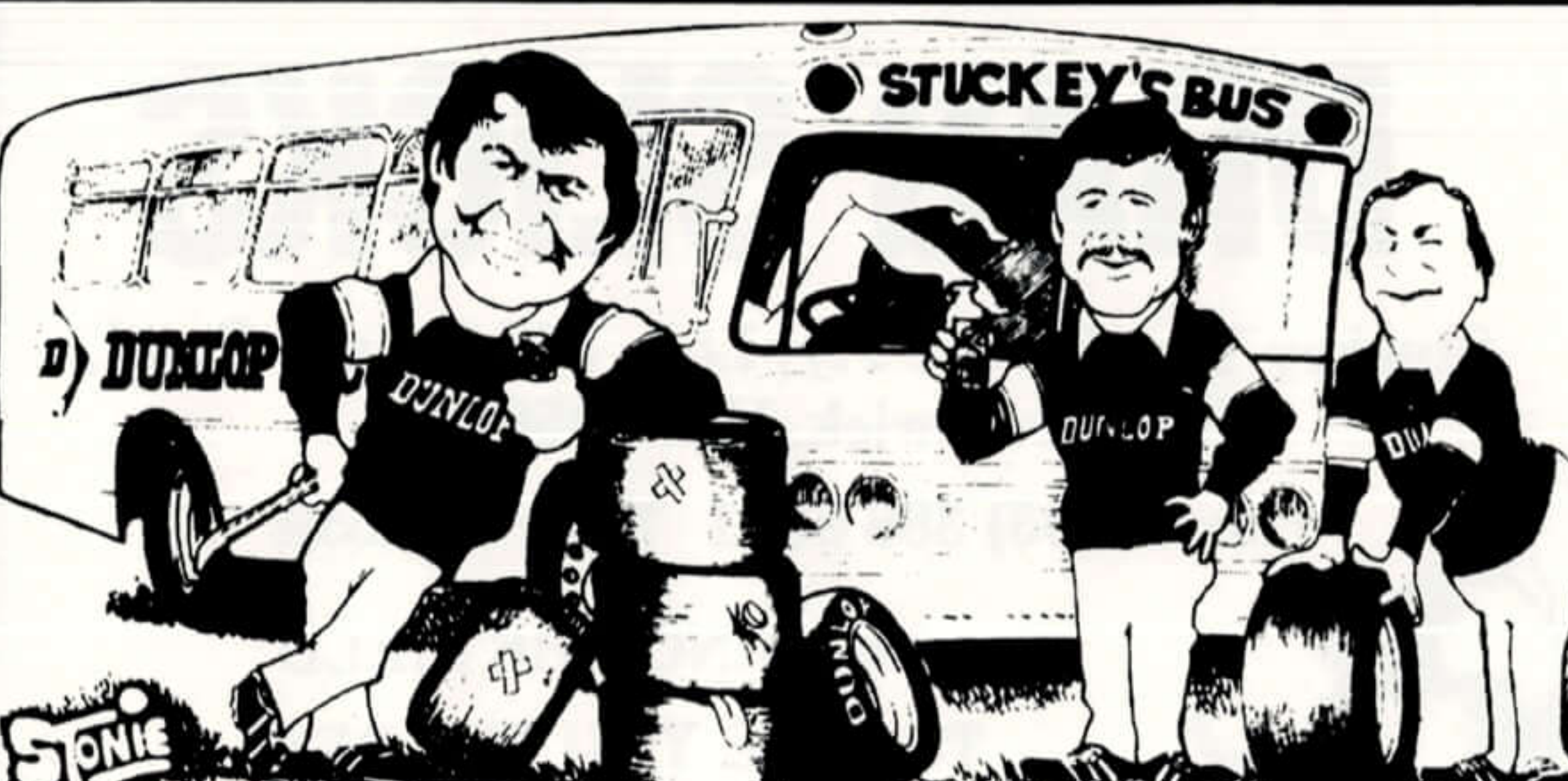
Approx. start time: 1.35pm

**STAFFORD SPORTS CHALLENGE
for GT/SPORTS CARS
15 laps**

Car No.	ENTRANT/Driver	Car	Color	c.c.
3	JOHN SANDS RACING, Rusty French	Porsche 935	Black	4500
4	JOHN SANDS RACING, t.b.n.	Porsche 935	Black	4500
5	STANILITE ELECTRONICS, Peter Fitzgerald	Porsche	White/blue	
6	J. GOURLAY, John Gourlay	Bolwell	Black	6000
7	BOB JANE T-MARTS, Peter Brock	Chev Monza	Orange	6000
8	BAP RAMANO RACING, Bap Ramano	Katitcha K583	White	2993
9	E. ELLIOTT, Tony Edmondson	Alfa Romeo	White	5980
10	J.G. BRIGGS, John Briggs	BMW	White	1998
11	JPS TEAM BMW, Jim Richards	BMW 318i	Black/gold	1995
12	BOB JOLLY RACING, Bob Jolly	Commodore	Black	
15	T. HUBBARD, Tony Hubbard	XC Falcon	Red/blue	6000
17	P.F. MOTOR RACING, Bryan Thomson	Mercedes Benz	Red	4200
18	R. DOHERTY, Robin Doherty	Torana H/back	White/green	5000
24	R. HANGAR, Ray Hangar	Rennmax	Blue	1600
27	J. FITZPATRICK, t.b.n.	Porsche 935	t.b.n.	4500
28	PORSCHE CARS AUST. PTY. LTD., Colin Bond	Porsche 944	White	3500
30	MOMO WHEELS AUSTRALIA, G. Morreti	Porsche 935	Red	4500
32	J. TESORIERO, John Tesoriero	Volvo	White	4990
39	VICTORIAN CONCRETE SERVICES P/L., Geoff Munday	Chev Monza	Red/blue	5840
44	LUSTY ENGINEERING PTY. LTD., John Lusty	Toyota Celica	Red	6000
49	B. TINDAL, Bob Tindal	Torana	White	5000
85	T. LEO, Tino Leo	Holden Monaro	Gold/orange	5840
90	L. KOGGE, Larry Kogge	Mazda RX3	Yellow/black	2616

EVENT NO. 17: Series Production — Heat 2. Approx. start time: 1.35pm. 10 laps. For entrants in this event, see Event No. 3.





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EVENT NO. 18

Approx. start time: 2.15pm

BERRI FRUIT JUICES TOURING TROPHY

for GROUP C CARS

40 laps

Car No.	ENTRANT/Driver	Car	Color	c.c.
2	MASTERTON HOMES PTY. LTD., Steve Masterton	Ford Falcon	White	5760
4	JOHN SANDS RACING, Rusty French	Commodore	Black	5047
5	MARLBORO HOLDEN DEALER TEAM, Peter Brock	Commodore	White/red	5044
8	G. WILMINGTON, Gary Wilmington	XD Falcon	Blue	5760
9	A. HARRIS, Andrew Harris	Falcon XE	White/blue	5760
12	TEAM TOSHIBA, Jim Keogh	Commodore	White	5037
14	STP ROADWAYS RACING, Steven Harrington	Commodore	Red/blue	5047
15	NISSAN MOTOR CO. AUST. P/L., George Fury	Bluebird Turbo	White	1770
18	VALENTINE GREETINGS, Murray Carter	Mazda RX7	White	
22	K-MART AUTO RACING, Warren Cullen	Commodore	Red/white/blue	5047
24	SCOTTY TAYLOR RACING, Scotty Taylor	Commodore	Red/white	5047
25	MARLBORO HOLDEN DEALER TEAM, t.b.n.	Commodore	White/red	5044
28	B. BOLWELL, Brian Bolwell	Ford Escort	White/blue	1993
29	C. SPENCER, Michael Freeman	Izusu PF60	White	1817
30	C. ASHBY, Colin Ashby	Torana SLR	Red/white	5000
31	JPS TEAM BMW, Jim Richards	BMW 635CSi	Black/gold	3453
32	J. WALKER, John Walker	Mazda RX7	White/bl./orange	
34	G. ROGERS, Garry Rogers	Commodore	Black	5047
49	M.J. IMRIE, Graeme Treasure	XD Falcon	White	5760
58	BOB HOLDEN MOTORS MANLY VALE, Ray Cutchie	Ford Escort	Red/white	1993
59	CAPRI COMPONENTS, Lawrie Nelson	Ford Capri III	Blue/silver	2994
60	NISSAN MOTOR CO. AUST. P/L., Christine Gibson	Pulsar EXA	White	1498
69	P. BARR, Peter Barr	Alfetta GTV	Ivory	1962
70	BAYSWATER WRECKING, Colin Campbell	Commodore	Red	5047



EVENT NO. 19: Sports Sedans. Approx. start time: 3.00pm. 5 laps. For entrants in this event, see Event No. 13.

EVENT NO. 20


Approx. start time: 3.35pm

JOHN SANDS AUSTRALIAN GRAND PRIX

100 laps

Car No.	ENTRANT/Driver	Car	Color	c.c.
1	PORSCHE CARS AUST. PTY. LTD., Alfredo Costanzo	Tiga FA 83	Blue/white	1600
2	A. MIEDECKE, Andrew Miedecke	Ralt RT 4	Red	1600
3	C. O'BRIEN, Charlie O'Brien (Qld)	Ralt RT 4	Yellow	1600
4	CHRIS LEACH ENTERPRISES, John Bowe (Tas.)	Ralt RT 4	White	1600
5	MELBOURNE INTERNATIONAL RACEWAY, G Brabham	Ralt RT 4	t.b.n.	1600
6	CLIVE MILLIS MOTORS, Richard Davison (Vic.)	Ralt RT 4	Black	1600
7	P. WILLIAMSON, Peter Williamson (N.S.W.)	Toleman Toyota	Red	1600
8	WATSON MOTOR RACING, t.b.n.	Ralt RT 4	t.b.n.	1600
9	WATSON MOTOR RACING, Paul Radisich (N.Z.)	Ralt RT 4		1600
10	GRAEME LAWRENCE RACING, Allen Berg (Canada)	Ralt RT 4	Blue	1600
11	K. SMITH, Ken Smith (N.Z.)	Ralt RT 4	Blue	1600
12	D.M. MacARTHUR, Doug MacArthur (N.S.W.)	Ralt RT 4	Green	1600
13	P. LISTON, Brett Fisher (N.S.W.)	Liston	Black	1600
14	RE-CAR RACING, David Oxtan (N.Z.)	Ralt RT 4	t.b.n.	1600
15	MELBOURNE INTERNATIONAL RACEWAY, Jacques Laffite	Ralt RT 4	Red	1600
16	R.W. CREASY, Bob Creasy (W.A.)	Ralt RT 4	Blue	1598
17	DART RACING, Brett Riley (U.K.)	Dart 83	t.b.n.	1600
19	GOOLD MOTORSPORT, Roberto Moreno (Brazil)	Ralt RT 4	t.b.n.	1600
20	GARVIN BROWN RACING, Mike Rosen (U.S.A.)	Ralt RT 4	t.b.n.	1600
22	S. WEBB, Peter Hopwood (N.S.W.)	Ralt RT 4	White/bl./green	1600
25	P. MACROW, Peter Macrow (Vic.)	Cheetah	Green	1598
27	GOOLD MOTORSPORT, Alan Jones	Ralt RT 4	Blue	1600
64	A. REVELL, Phillip Revell	Ralt RT 4	White	1598
68	KADITCHA RACING TEAM, Ian Bland	Kaditcha FM83A	Blue	1600
71	J. SMITH, John Smith (N.S.W.)	Ralt RT 4	Red	1600
74	C. HOCKING, Chris Hocking (Vic.)	Cheetah MK 8	Orange	1600
78	SPECO THOMAS, Brian Sampson (Vic.)	Cheetah MK 8	Blue	1600






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LEADING THE FIELD TO GIVE YOU THE BEST

John Sands computes

It should come as no great surprise to motor racing fans that John Sands emerged as the sponsor of this year's Australian Grand Prix.

The company has been associated with the sport for several years and currently sponsors the Rusty French 935 Porsche that won the 1983 Australian GT Championship, the car featured on our cover.

As Australia's largest independent commercial printers and manufacturers of games, greeting cards and related products, John Sands has an outstanding track record spanning nearly 150 years providing entertainment to Australian families.

Managing director, David Baird said he considered it to be a natural move for his company to sponsor the AGP.

"Motor racing, apart from being a great sport, is also great entertainment and that's the business we have been in for many years," he said.

"However, to be blatantly honest about this sponsorship, our decision was based more on the commercial benefits to us than the emotional," he added.

The Australian Grand Prix coincided with the public launch of a new personal computer the company is introducing to the market, and the opportunity to secure a mammoth promotional support program was too good to pass up.

The AGP provided an ideal launch pad to expose the John Sands Sega SC3000 Personal Computer to an Australia-wide audience through the HSV-7 Sports Network, as well as the patrons at the track.

Mr. Baird said the SC3000 Personal Computer was the first of several products his company's new division, John Sands Electronics, plans to introduce.

The SC3000 is the most versatile computer in its class, according to Keith Marshall who heads John Sands Electronics.

The buyer of the new John Sands Sega SC3000 Personal Computer will quickly realise that it is the ideal first computer for the family because it will provide everyone with a positive education into the fundamental operations and capabilities of a computer and not be used solely as a games or entertainment machine.

When compared to any of the other makes available, it will compute, perform and function better than anything in its price range.

With a retail price of around \$300, the SC3000 represents the best value for money for any personal computer under \$500, Mr. Marshall said.

It has a 32K-byte ROM memory, a 32K-byte RAM memory and understands an extensive use of BASIC computer language. Through its in-built interface connections a standard data cassette recorder, a printer and a floppy disk attachment can be added.

The keyboard of the SC3000 is presented in standard typewriter layout with unique rubberised surface keys and offers a total of 200 alpha-numeric characters.

In technical terms, the screen display is 38 character columns by 24 lines. In the



graphic mode, an extremely high resolution image of 256 x 192 dot matrix or pixels is achieved with the flexibility of mixing text with graphics simultaneously.

The SC3000 also has in-built 32 planes of graphic sprites which enables shapes or symbols to be created and moved around the screen to produce very real three-dimensional effects.

The John Sands Sega SC3000 Personal Computer understands the most commonly used microcomputer language called BASIC. Sega's BASIC language has a complete set of commands, statements and functions and this is why it will compute, perform and function better than anything in its class, Mr. Marshall said.

It also has full on-screen editing facilities and the capacity of RENUM (automatic re-numbering of program statements), COLOUR (keyboard selection of 16 colours), HCOPY (allowing total screen text to be printed with one statement), CALL (for access to sub-routines), PATTERN (for the creation of your own characters), LINE and CIRCLE (for the creation of geometrical shapes) and PAINT (easy use of the available 16 colours).

Many of these functions can be made to happen at the touch of a single key.

It is a true home entertainment centre that will provide hours of enjoyment and education for all members of the family.

Apart from offering a wide range of new video games and the capacity to program home management budgets, the SC3000 has the incredible ability to produce high resolution graphics and mix text simultaneously — a feature usually found on much more expensive computers.

A music cartridge simply plugged into the machine also provides a valuable teaching aid by allowing the operator to compose even the most complex of tunes. The composer can play tunes with up to three parts, over a range of five octaves at any tempo or rhythm.

Mr. Marshall said it was a natural development for a company that is the largest indoor games manufacturer in the country to expand into the computer business, particularly in view of the general interest in computer and video games.

The keyboard of the 4MHz Z80A micro-processor, the heart of the John Sands SC3000 Personal Computer, is presented in standard typewriter layout and features unique rubberised surface keys.

"We had the structure and distribution network to become part of this electronic world, so we set about finding the most appropriate machine we could market at a price that would be immediately attractive to consumers.

"It was equally necessary to have a product with the technical capacity to take it beyond being considered as a toy and something that would appeal to the entire family," he added.

John Sands entered into negotiations with Sega Enterprises Ltd of Japan, the world's third largest manufacturer of arcade games, and the SC3000 was available.

Australia is now the first country outside Japan to market the SC3000.

The first shipment arrived in Australia at the beginning of this month and most major department stores and specialised computer outlets have the SC3000 in stock.

Apart from today's major launch at the AGP, John Sands has commenced a national television, print and radio advertising campaign to support its new product.

The theme of the advertising campaign is: "Now, there's no need to wait until tomorrow. Sega's technology is here today".

Later this month a comprehensive package of educational software, written locally by Trevor Yann of the John Sands Electronics team, will be released on the market.

The software includes a series of tutor programs for primary school level on mathematics including addition, subtraction, multiplication and division. Other programs include a spelling tutor, an Australian geography tutor and an Australian general knowledge tutor.

For the pre-schoolers, Trevor has also written a program entitled "Learning to Count", which is expected to create widespread interest.

Brock's back in the rocket

by Barry Naismith

Peter Brock makes no bones about it. The Bob Jane Monza is an absolute rocket.

It is the quickest thing he has driven in his long racing career and Brock believes the home-grown monster has more left in it.

The Holden ace had his first outing in the Monza almost 18 months ago at the Adelaide round of the 1982 Australian GT championship. Brock's appearances in the car have been as rare as those of the now retired Bob Jane. But every time Brock has stepped out of his Marlboro Holden Dealer Team Commodore and into the sleek Monza the result has been sensational.

In terms of race wins, Brock and the Monza haven't had a very good record due to the vehicle's unreliability. Still, the sight of Brock winding the Monza up on the long straights of fast tracks like Adelaide and Sandown, has earned the combination a place in motor racing folklore.

The combination will be back on the track this weekend in the Stafford Ellinson Sports Challenge — the first race for the car since its spectacular start line crash at Adelaide in July.

It will be joined by another Adelaide casualty — the JPS BMW 318i turbo of Jim Richards. Both cars have been totally rebuilt since the multi-car Adelaide pile-up.

They will be part of one of the strongest and fastest fields seen since the inception of the GT class in this country two years ago.

The calibre of the entry for the two heat challenge has been boosted for the first time by two of the fastest Porsche 935 turbos in the world. They are the John Fitzpatrick car to be driven at Calder by Alan Jones and Italy's Gianpiero Moretti, in a sister car bristling with the latest 935 hot bits.

To add even more interest Calder Park has slotted in Bap Romano's sleek Cosworth V8 powered Kaditcha sports car to create a Le Mans type race. The Queensland-based machine and driver will really put the pressure on the local and overseas GT cars as the regulations under which it was built offer considerably more mechanical freedoms than the GTs.

It will be the first time the Kaditcha has appeared in Melbourne since its practice crash at Sandown in April.

Driver Romano says it will be unfortunate that at Calder the Kaditcha will be fitted with the small three litre Cosworth only, instead of the newly acquired 3.9 litre DFL. The smaller engine in endurance specification only puts out 380 hp compared with the 650 of the Chev. powerplants and the 730 of the 935s.

"We will have our work cut out for us but obviously we intend to win," says Romano, who wants to take the Kaditcha to Le Mans to race.

"In race times we and the Pacifics are five secs faster than the GTs, but at Calder the



Monza will be faster because, after all, Calder is nothing more than a big drag strip.

"We depend on momentum out of the corners, but in any case we intend to put on a really good show."

This year the rapidly improving Romano and the Kaditcha have burst onto the scene. Romano is not well known down south but has had a lot of racing experience in his home state. A former top rugby league and union player, surf lifesaver and world-class hang glider, Romano started racing with John French in the BMC team in 1968. After racing an MGA with great success, he took a break from racing until 1976, during which time he built up his business interests. Before taking over the Kaditcha, he was a strong force in Queensland speedway racing.

The Kaditcha is the latest creation of former McLaren grand prix engineer, Barry Lock, now resident in Brisbane. Lock, a former clubman racer, returned to Australia in 1976 to set up an engineering business and father the Kaditcha line of race cars.

The Romano car utilises the latest Formula One and Le Mans type engineering and technology. Many of the components in suspension for instance are of Tyrrell F1 specification.

Brock however is confident that he can keep the 320 kmh Kaditcha behind him despite its more exotic engineering and ground effects.

"It should have the advantage in aerodynamics and it will be very competitive," Brock concedes.

JPS BMW team manager, Frank Gardner doesn't agree. He thinks the Cosworth engine in such a state of the art vehicle combined with ground effects could be too much for the BMW turbo and the Brock Monza.

Brock's bluster about the Kaditcha partly springs from the fact that several suspension and chassis improvements have been incorporated into the Monza during its three-month re-build by designer Pat Purcell.

Purcell, the former Bob Jane Racing Team chief mechanic built the Monza for Jane in 1979. When it debuted at Sandown later that year it was hailed as a super-car. Purcell made many changes to improve the car over time and these latest changes made during his secondment from the Masterton touring car team, should quicken it further.

Brock has no hesitation in getting back into the car after the Adelaide crash.

"Certainly I will be trying to sense it out," Brock says. "You have got to treat it with respect after a re-build to see if everything is right. But knowing Pat, I'm sure everything will be right."

So far, Brock has treated his outings in the car with a degree of casualness. But with some hot competition last year from Alan Jones in the Alan Hamilton team Porsche

935, Brock admits that things got "sort of serious" once he had helped the Jane team sort out the Monza's overheating problems and work out how to beef up the suspension without upsetting the handling. He also did some testing to help Purcell fine tune the vehicle.

Before the offer came from the Jane team to drive the Monza, Brock had watched the car in awe like any other race fan. He had filled in for Jane before on the track and it was obvious that he would be a candidate for a seat in the Monza when Jane's business commitments prevented him from competing at key meetings. The offer came a month before the Adelaide meeting.

Brock relished the opportunity and in a memorable first up performance, led Jones a merry dance until the Monza's tyres went off.

Brock obviously gets a lot of pleasure from unleashing this beast.

"Simply put, it is a car that makes a lot of sense in the way it feels and it has the ability to get near the limit," he says.

Brock says there is no way you can really compare it with the Commodore because the Monza is a purpose built race car.

"It's more like driving something like a Ralt because its limits of adhesion, turn in characteristics and brakes are in the open wheeler class."

On top of that is the "sheer raw power" that it develops from its six litre Chevrolet V8.

"It handles it all so well that you want to go faster, but it has got more than enough power," Brock says.

He predicts that the Porsches of Fitzpatrick and Moretti will be a real threat. Both are very quick, he says. He saw the Fitzpatrick competing on his trip to the U.S. earlier this year and says it is more advanced than the Jones car now being run by Melbourne's Rusty French. The Moretti Porsche is in much the same form as the Fitzpatrick car he says.

Apart from the BMW turbo of Richards and French's dual championship winning John Sands Porsche 935, Brock will have some very strong local GT opposition to worry about. Entries have been received from the



always fast Tony Edmondson in the Don Elliot Alfetta Chev, Colin Bond in the Alan Hamilton team Porsche 944 turbo and Adelaide's John Briggs in the former JPS team BMW turbo. All will be fast.

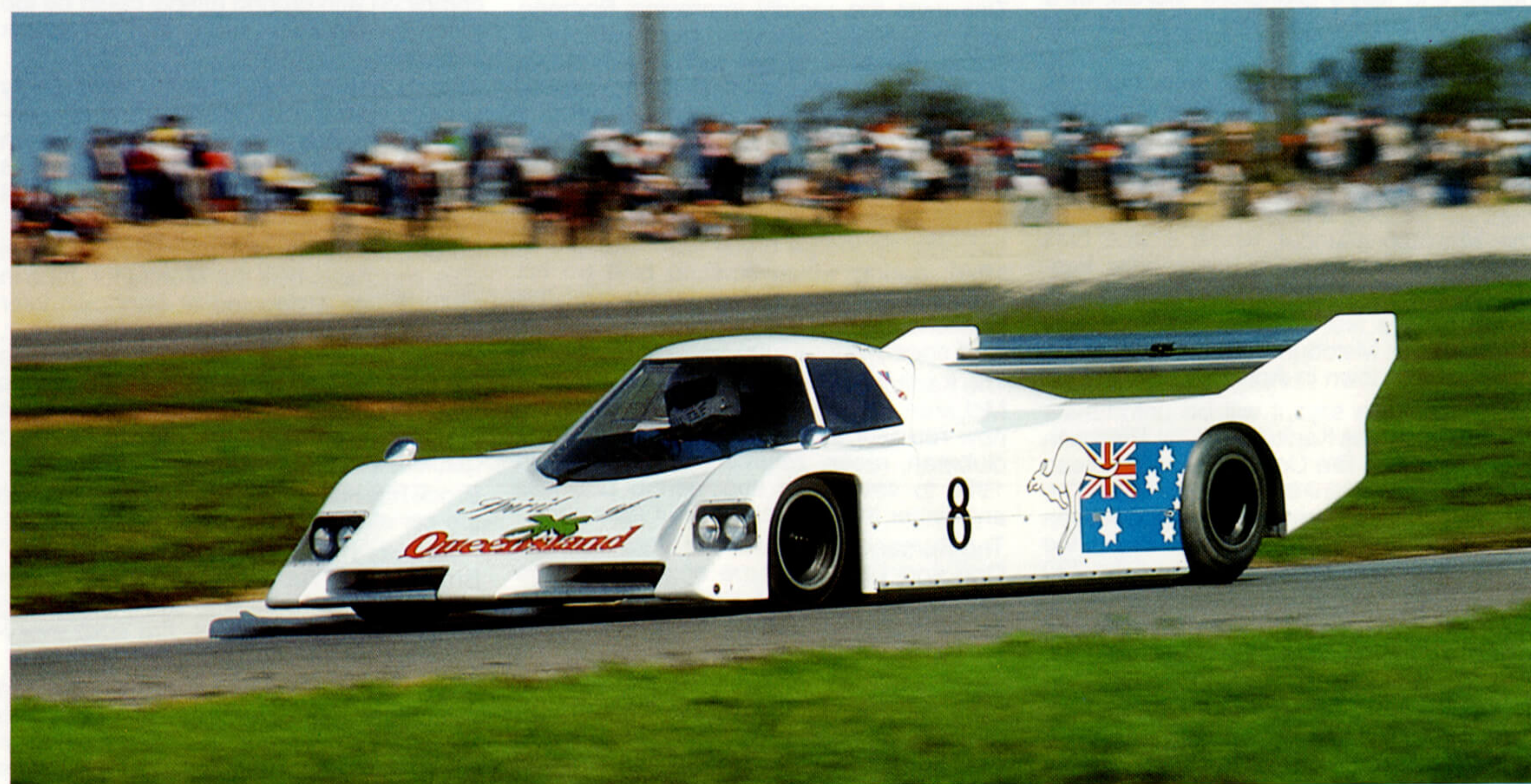
Gardner has been testing the re-built JPS BMW and expects it to be just as competitive as at its last race when Richards left the French Porsche for dead.

"The only car to beat it has been the Brock Monza and then we are usually right back into it near the end when the Monza's tyres go off," Gardner says.

Bob Jane's Monza has been fully repaired since the Adelaide pile-up. Peter Brock will be at the wheel of the beast once again.

Brock leads the Porsche 935 of Rusty French and Jim Richards in the BMW turbo. They will be part of the strongest GT line-up so far seen in this country.

The spectacular Kaditcha sports car of Queensland's Bap Romano will take on the GT cars for the first time.



THE PROST SHOW

The skills of the modern day grand prix driver were plainly evident in last year's Australian Grand Prix at Calder Park when Frenchman Alain Prost dominated the event from practice to race end.

Prost virtually stepped straight out of his 600 hp Renault turbo, following the final round of the world championship, and into his borrowed 200 hp Ralt RT4. Without delay he was lapping the strange 1.6 m circuit at record breaking pace. It was impressive as the race was still three days away!

While he was winging his way to Australia for the first time, compatriot Jacques Laffite was making Prost's job a little bit easier by setting up the Ralts both were down to drive in the race. It allowed 27-year-old Prost a short time to recover from his European flight, and indeed his dash from Tullamarine to Calder on the Thursday, while he was fitted for Ralt No. 15.

Before long he was 0.16s under Alfredo Costanzo's Pacific record and setting the standard for the other celebrated internationals and the best the locals had to offer. It was a standard that no other driver could attain.

The Renault star and grand prix veteran Laffite were part of a very impressive list of internationals signed up by Calder for the 1982 Australian Grand Prix. Brazilians Nelson Piquet and 1981 AGP sensation Roberto Moreno were back for the second year in a row to do battle with the French pair. Former world champion Alan Jones had abandoned his experience with touring cars to take part, Dave McMillan from New Zealand was there in his Ralt and expatriate Australian and Tiga Cars shareholder Neil Craig attracted attention by turning up in the latest 1982 model Tiga.

The list of overseas competitors was to be large but problems with grand prix testing schedules and other negotiation hurdles prevented drivers like world champion Keke Rosberg and McLaren ace John Watson making it Downunder. But with everything going Prost's way, it was doubtful anybody could have bettered him. Prost was even faster in Friday practice and eventually in workmanlike style put the ex-Teddy Yip Ralt around the track in a stunning 38.18s to take pole position for the race.

Laffite did well to record second fastest time of 39.42s to just edge out the fastest Australian, Alfredo Costanzo. The Italian-



born Australian's 39.59s in the much modified Hamilton team Tiga FA81, was fast but still outside his track record of 39.43s. Costanzo would have liked to improve on that but he could be pleased with that performance, because he was quicker than his major Australian championship rival, John Bowe, beside him on the second row and behind him on the next row was former world champion Piquet and the previous year's AGP winner, Moreno.

The Brazilians were handicapped to some degree by the newness of their 1983 model RT4s and just couldn't get their machines to lap near the pace of the older cars used by the French pair. If Piquet and Moreno had a lot of time and a few preliminary races to sort out their cars, they would have obviously found some sort of advantage in the long run.

Moreno complained of his engine being down on power. He also decided to opt for a lighter single plate clutch for the race, instead of the usual twin-plate set-up.

The disappointment of qualifying was former world champ Alan Jones. Only two weeks before Jones had given his ex-Graham Watson Ralt RT4 a shakedown at Winton. It was no shame to finish second to Costanzo in that race and his AGP qualifying time of 39.81s was good enough for fourth row on the grid behind Piquet and Moreno. But Jones was expecting a lot more from his machine, particularly the engine, which like Moreno's powerplant, appeared to be down on power compared with the units of Prost, Laffite and Costanzo. Jones had a brand new engine fitted to his white Ralt for qualifying but contemplated switching to an older engine for the race in an effort to find a few more horses.

Apart from Costanzo, Bowe (fourth fastest and the same grid position as the previous year) and Jones, the rest of the Australians had their fair share of problems.

Normally quick Charlie O'Brien (40.36s) and Sydney hope John Smith (39.89s) were really in the wars. O'Brien's new Ralt

just wouldn't go around corners and even had ex-Jones grand prix mechanic Wayne Eckersley scratching his head. As for Smith, he went through his two engines in qualifying and had to borrow a spare from the Hamilton team to make the race.

Other leading Australians, Andrew Miedecke and Richard Davison both suffered from persistent misfires robbing their cars of performance. Also uncharacteristically down the grid was hard charging youngster Lucio Cesario. His problem was simply lack of financial support, resulting in a low key effort, and a time of 40.09s.

It was not so surprising that Prost, Laffite, Costanzo, Bowe, Piquet, Moreno and Jones made up the top seven qualifiers but it was surprising that so many top ranked drivers were pushed so far back. A careful examination of the gaps between qualifying times, did however show-up only hundredths of a second difference in many cases — a situation that is not often in qualifying for an Australian race. It proved the calibre of the field.

On the grid

Twenty-five cars drove out onto the grid on raceday. Jones had decided to make his engine change after all and seemed more confident as the field prepared for three warm-up laps. But on the second warm-up lap it was all over for Jones when the flywheel let go from the freshly installed powerplant.

That was not the only pre-start drama though. As the competitors formed up on the grid to await the start, title holder Moreno signalled his engine had stalled,

no doubt the problem was the change of clutch.

The field managed to find its way around the stranded Moreno without incident. He was quickly push started and off in pursuit but in a hopeless position with drivers like Prost, Laffite and Piquet a half a lap in front. Still, there was 100 laps to go.

Prost and Laffite made full use of their front row slots to fill first and second places respectively, with Costanzo close behind in third. Prost in the lead unchallenged, Laffite comfortably holding second a few seconds behind and Costanzo, seemingly happy with third, was how the placings remained for the first third of the event.

Most of the action was happening back in the field where Moreno had fought his way back gallantly to be eighth place by lap 30. Five laps later all hell broke loose up the end of the back straight when lowly placed Peter Williamson in the sole Toleman moved over to let Piquet through. The veteran driver's polite act backfired when he bumped Graham Watson's Ralt. Smith, right behind went for the infield and was back on the track safely, but the fast closing Piquet, with nowhere to go, drove over the top of the Toleman. Piquet, Watson and Williamson were out of the race.

With the added worry of securing enough points to win his third Australian Drivers Championship, Costanzo took on a conservative view of the event. It was not long then before Moreno had picked off a few more drivers and was snapping at Costanzo's exhaust. On lap 57 Moreno was third, but with little chance of catching Laffite and race leader Prost. The Renault

No. 1 was well in the groove and showed no signs of surrendering a win. Laffite too was lapping consistently quick and in fact recorded the fastest lap of the race of 39.65s before his rear roll bar broke and his brakes went off towards the end of the event. Those problems caused him to slow slightly after getting within 2.3s of Prost halfway through the race.

Bowe, in sixth place on lap 65 was the only possible threat to fourth placed Costanzo, in Australian championship terms, but the Tasmanian threw it away that lap at Glowave when he spun. His Ralt was undamaged and he was able to resume in seventh just behind Miedecke.

It was Prost, Laffite, Moreno, Costanzo in the top four in the race's closing stages. New Zealand darkhorse Dave McMillan had claimed fifth. Then it was Miedecke and Bowe.

Positions remained static until five laps from home when a rare miscue by Costanzo resulted in a spin in the esses and the loss of fourth place to the consistent McMillan.

When the flag fell Prost, Laffite and Moreno had lapped the field as proof of their superiority on the day.

RESULTS: 47th Australian Grand Prix, November 7, 1982. 1. Alain Prost (France), 2. Jacques Laffite (France), 3. Roberto Moreno (Brazil), 4. Dave McMillan (NZ), 5. Alfredo Costanzo (Vic.), 6. Andrew Miedecke (NSW), 7. John Bowe (Tas.), 8. Robert Handford (Qld), 9. John Smith (NSW), 10. Phillip Revell (NSW).



Frenchman Alain Prost comfortably in the lead during last year's Australian Grand Prix at Calder Park. He won as he liked. INSERT: The highlight of the race was 1981 AGP winner Roberto Moreno charging through the field. Here he prepares to take fifth place.

WHAT THE FLAGS MEAN

Flag marshals are one of the oldest institutions in the almost 100 years of motor racing history. Flags were used from the earliest years to signal information to drivers, and about the only real advance in this simple but effective system since its inception has been the use of lights in various places.

All the flags mean something, and drivers must obey the message. The flag marshals — and the fire safety marshals and observers at every flag point — are volunteer enthusiasts who while getting a great view of the racing, also put a lot of time into training. They bear a heavy responsibility for the drivers' lives, and in fact have to be aware of an element of danger to themselves, because they are the most exposed people on a race track.

These are the various flags used:

NATIONAL FLAG: Normally used for the race start, but replaced at Calder by "traffic" lights.

BLUE (held still): Another car is close behind you.

BLUE (waved): Another car is close behind or is trying to overtake.

YELLOW (held still): Caution, danger or obstruction on the track ahead.

YELLOW (waved): Danger, track is partly blocked, driver must slow down and prepare to stop. No overtaking.

YELLOW (two flags waved): Track completely blocked, slow down immediately, prepare to stop. No overtaking.

YELLOW WITH RED STRIPES (waved): Oil has been dropped on the track from this point.

YELLOW WITH RED STRIPES (held still): Oil is still on the track.

GREEN: Track is now restored to original stage.

WHITE: Ambulance or other service vehicle on the circuit.

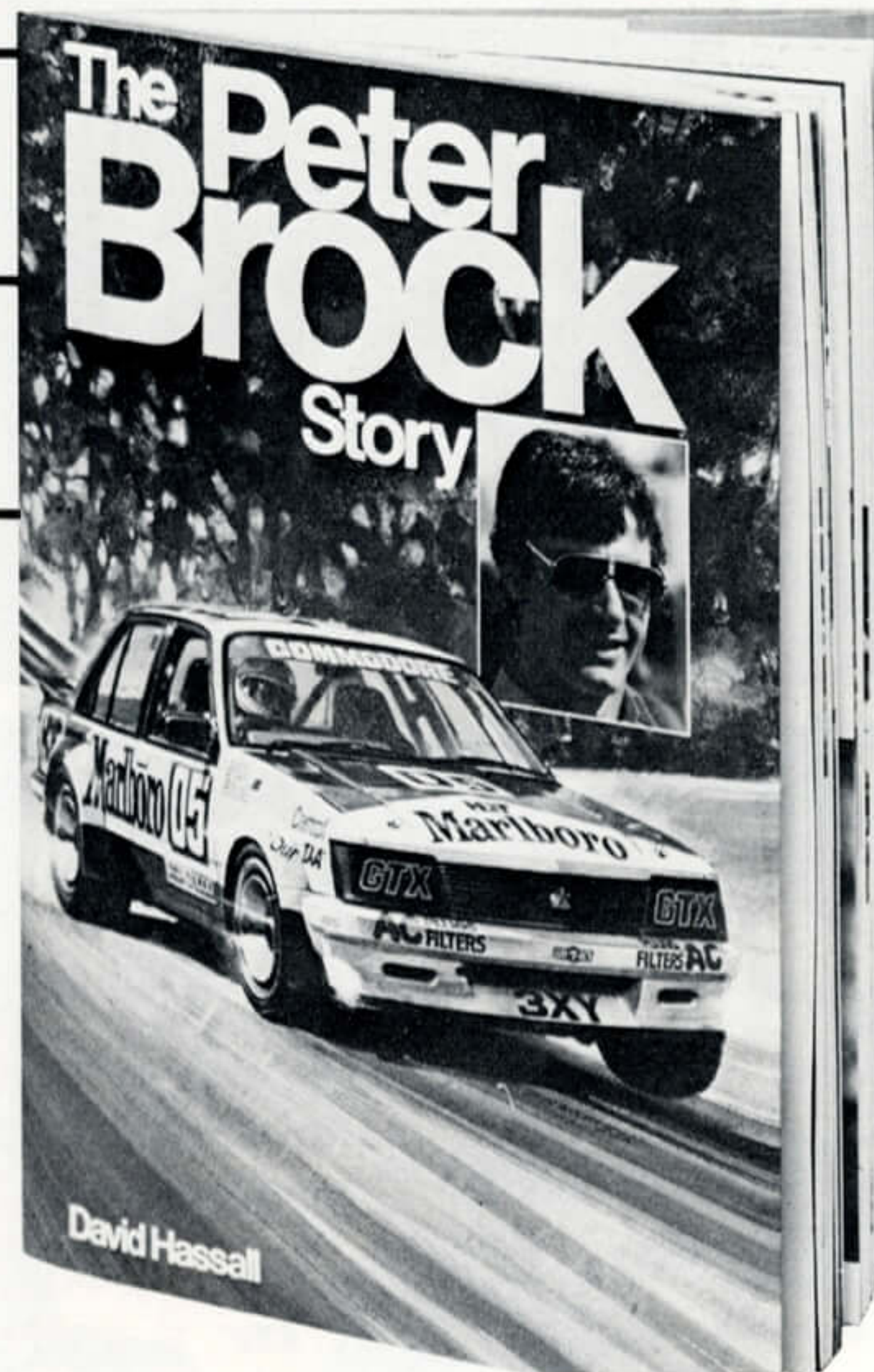
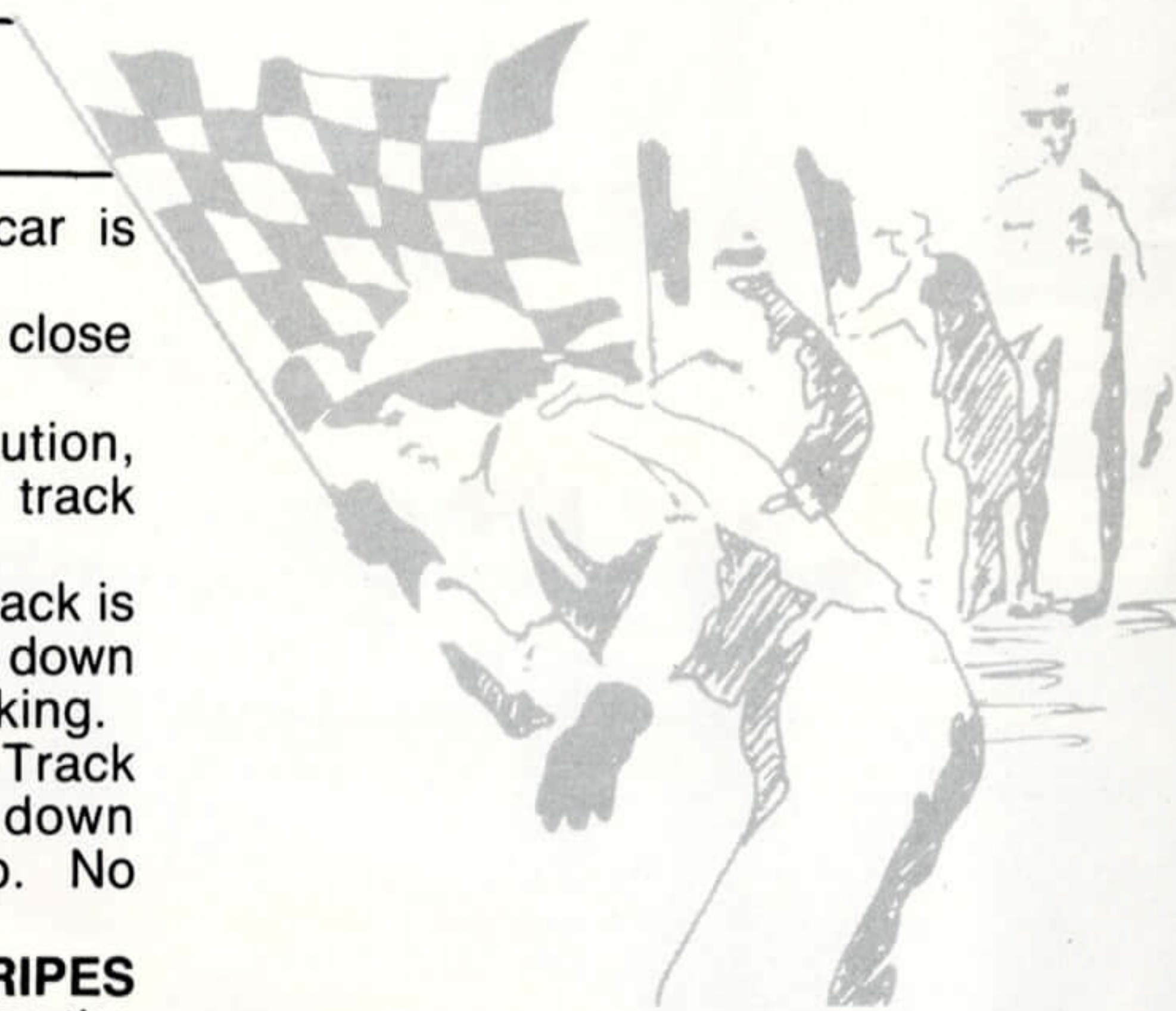
RED (at start-finish line): All cars must stop at once.

BLACK AND WHITE TRIANGLE

(shown with car number): Warning that a second breach of driving regulations may bring a black flag.

BLACK (shown with car number): Driver must stop at his pits on the next lap because of a driving breach or because the car is unsafe.

BLACK AND WHITE CHECKS (at start-finish line): Waved for the finish of a race, or to end practice sessions.



BROCK BOOK WAS WORTH THE WAIT

He made his valuable time available to provide information for the book and read the manuscript, not to do any censoring, but to corroborate the historical information.

The book, published in Melbourne by sporting book specialist, Garry Sparke and Associates, is presented in a manner that lends itself to the subject.

It is a high quality coffee-table type book, packed with heaps of colour and black and white photos of Brock at work. Many of the photos have been published for the first time in the book.

The 96 page book commences with a revealing chapter about the man, his views, the people in his life and what he does when he is not racing. It is followed by nine further chapters detailing Brock's racing activities in a colourful fashion. The final chapter brings Brock devotees right up to date and ends with photos of Brock's latest Commodore in its new colour scheme.

At \$12.95 the book represents great value and not just for Brock fans. It is a show-piece as well as a book to read and keep as a record to settle motor racing arguments.

— BARRY NAISMITH

Australia's top motor sport journalists and friend of Brock, Hassall, a former editor of Australian Auto Action and founding editor of Australian Motor Racing, first met Brock in the early 1970s, so nobody was better placed to do justice to a Brock biography. To Hassall's credit, he hasn't allowed his friendship with Brock let him fall into the trap of adulation that is reserved for the army of one-eyed Brock fans. This book is a warts and all account, although there are not many warts on Peter Brock. The book paints the picture of Brock the man, not the god, and that's how Peter Brock wanted it. In fact Brock has fully endorsed the book.

It seems that Peter Brock has been around forever and still has a lifetime of motor racing ahead of him.

It is unusual then that a comprehensive biography of this great driver hasn't seen the light of day — until now.

"The Peter Brock Story" was well worth the wait. It was released prior to the Castrol 400 in September at a special Marlboro Holden Dealer Team function and has since received high acclaim as a comprehensive and eminently readable account of the man's racing career.

Author of the book is David Hassall, one of

Available at all major newsagents and bookshops.

Chasing the flag or beating the clock..



George Fury, Nissan Motor Co. (Aust.)



Jim Richards, JPS Team-BMW.



Nelson Piquet, Formula One Brabham-BMW.



Peter Brock, Marlboro Holden Dealer Team.

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