

RALLY REVIEW

TAP RALLY

GENERAL CLASSIFICATION

1st	S. Lampinen/J. Davenport (1.6 Fulvia)	..	..	7,009
2nd	S. Munari/A. Bernacchini (1.6 Fulvia)	..	..	7,486
3rd	B. Waldegård/H. Thorszelius (Porsche 911S)	..	..	7,929
4th	J. Lampraia/C. Melville (Datsun 160SSS)	..	..	8,786
5th	F. Romaozinho/C. Simoes (Citroën DS21)	..	..	9,121
6th	A. Peixinho/J. Bandeira (Alfa Romeo)	..	..	10,021
7th	A. Nunes/F. Fonseca (Porsche 911S)	..	..	10,041
8th	G. Salvi/J. Arnaud (Porsche 911S)	..	..	10,052
9th	B. Chavan/R. Loyens (Datsun 160SSS)	..	..	10,140
10th	R. Fidler/B. Hughes (Escort TC)	..	..	10,160

134 starters — 22 finishers.

Only other British finisher: J. Barter/D. Kirkham (Escort TC), 11,827, in 17th place.

PORTUGAL'S TAP Rally, sponsored by the country's national airline, has snowballed in four years to become the major Portuguese event, and even a qualifier in the European Rally Championship for Drivers. It has always been tiring, difficult and endowed with a plentiful supply of road surfaces of all descriptions.

Two years ago Tony Fall won the event for Lancia. The following year he did likewise only to be disqualified when he allowed his wife into the car to escape the jostling crowds as he was waiting at the finish for his proper arrival time to come on the clock.

This year Lancia took revenge by getting their two Fulvias into first and second places. The winning car was driven by Simo Lampinen and John Davenport and the runner-up by Sandro Munari and Arnaldo Bernacchini.

The TAP publicity network ensures that the word of the rally is spread well around Europe and the result is a plentiful number from the 12 starting points in various European capitals. Although the TAP Rally is such that a thorough reconnaissance is vital for a chance of success, private entrants do not have the time for such exercises. Consequently the factory teams started from Lisbon whilst the privateers chose the nearest starting point to their homes. The British start was at Crystal Palace, 11 cars starting from there.

Ford sent a solitary Escort for Roger Clark and Jim Porter, the car having a 1.8-litre 16-valve engine producing in excess of 200 b.h.p. Early in the event it retired after a sudden power loss was put down to a broken valve.

Tony Fall and Henry Liddon, two professionals who were going it alone having found their own sponsors, were right up with the leaders for most of the event, but on the last night (whilst in second place) their Escort T-C succumbed to broken rear springs. Both of them fractured at their forward shackles. When the rally was over the same occurred to one rear spring on the Escort of privateers Roy Fidler and Barry Hughes. They finished tenth overall, the highest placed Britishers, and the broken spring only prevented them taking part in the final slalom which was only laid on as a public show anyway.

Björn Waldegård, winner of the last two Monte Carlo Rallies, brought a perfectly standard Porsche 911S, but suffered considerably from navigation errors as he and Hans Thorszelius had not made a complete recce.

The events of 1970, with only 22 cars finishing, have done nothing to detract from the TAP Rally's reputation for toughness. But the organisation needs to be slicker in some respects, particularly with regard to production of results. Thirty hours between finish and posting of results is too long.

THE RAC RALLY OF GREAT BRITAIN

JUST 14 days after this issue of MOTOR SPORT is published the biggest motor sporting event in this country will get under way, and I say that in spite of the certainty that D.S.J. will take me up on it. The truth is that 360 competitors in 180 cars, their attendant mechanics and trade supporters, many hundreds of officials, the various Press, radio and television interests, and the many, many thousands of spectators who throng the forests and time controls each November add up to far more humanity than is ever involved with a Grand Prix.

Without any glamorous side effects, such as sunshine over the Acropolis, wild life in Africa or rolling snow plains in Lapland, the RAC, wet, cold and murky as it is usually is, attracts a generous entry every year. This year the attraction is greater than it has ever been. There are full works teams coming from Lancia, Ford, Porsche, Alpine-Renault, Saab, Datsun, Svenska-Opel, Fiat and Wartburg, with a few supported cars from Skoda for good measure.

At the moment Porsche leads the International Championship for Constructors. Only three points behind is Alpine. Naturally both teams are coming in strength to defend and challenge respectively. From Britain the only factory team is from Ford, with three Escorts. The Opel team does not really signify the entry of General Motors into sporting activities. The team is run from Sweden, where the GM Dealer Association has had a competitions department for many years. Nowadays the factory in Germany has an interest and the Swedish team's manager, Ragnar Ekelund, now has responsibilities throughout Europe on behalf of the factory.

The only time the Swedish Opels have been seen in Britain was in 1966 when a team of Rekords came for the RAC Rally of that year and a private entrant came for the London Rally of that year. They have learned a lot since then, and the 2-litre Rallye Kadetts which they now use are certainly not sluggards.

The Saab team is the most faithful of all the overseas outfits. Indeed, in the past decade they haven't missed one—and they have the best success record, too, with three consecutive wins to Carlsson's credit. The Datsuns are coming for the second year. In 1969 they had three 1600SSS saloons which were lacking in the power necessary for a winning effort, but were so incredibly reliable that they ran faultlessly and picked up the Manufacturers' Team Prize.

Rather than provide one of their saloons with more power Nissan-Datsun decided this year to send three of their 2.5-litre sports cars, the 240-Z. They are fast and handle in much the same way as the splendid Big Healeys. But their reliability is an unknown quantity, and notwithstanding Datsun's general reputation for ruggedness their ability must remain to be seen.

The Lancia team has had a pretty bad year, having experienced retirement after retirement, particularly in the early months. But they did win the rally last year with Harry Källström becoming European Champion, so they have a definite goal to aim at. Furthermore their last rally was Portugal's TAP Rally, and winning that must have blown away the despondency of the past year and put them in the right frame of mind for November.

The Alpine-Renaults, the ultra-lightweight rear-engined cars from Dieppe, represent an unknown quantity just like the Datsuns. In past years they have always been regarded as cars for tarmac rallies and that is how their team administrators treated them. But this year they won both Acropolis and Sanremo rallies, neither of which can be regarded as smooth by any standards. But 20-odd special stages in Greek sunshine do not match up to nearly 80 through the rough, stony tracks of Britain's State Forests.

The RAC is harder on cars than most events and the speculation at the moment concerns the ability of the Alpines to stay screwed together whilst going fast enough to challenge the Porsches. Alpines have already been across the Channel in order to have experience of rough British roads and their first visit resulted in a few broken pieces here and there. Since then they have made one or two trips back to Dieppe and they now appear to be satisfied that their cars are strong enough. With plastic bodyshells chances can't be taken.

To assist readers with the identification of factory cars as they travel around the country between November 14th and November 18th appended below is a list showing cars and drivers entered officially by factories. Of course, last-minute changes are not impossible.—G. P.

HF Squadra Corse Lancia			
14	H. Källström/G. Häggbom	28	S. Munari/T. Nash
21	S. Lampinen/J. Davenport	35	S. Barbasio/A. N. Other
Ford of Britain			
15	H. Mikkola/G. Palm	29	T. Mäkinen/H. Liddon
22	R. Clark/J. Porter		
Porsche System Engineering			
16	B. Waldegård/L. Helmér	30	G. Larrousse/M. Wood
23	A. Andersson/B. Thorszelius	37	C. Haldi/G. Chappuis
Saab-Scania			
17	H. Lindberg/A. N. Other	31	C. Orrenius/L. Persson
18	S. Blomqvist/B. Reinicke	38	T. Trana/S. Andreasson
Nissan-Datsun			
18	R. Aaltonen/P. Easter	32	E. Herrman/H. Schuller
25	T. Fall/G. Phillips		
Alpine-Renault			
19	O. Andersson/Mrs. E. Andersson	33	J-P. Nicolas/D. Stone
26	J-L. Therier/M. Callewert		
Svenska-Opel			
20	O. Eriksson/H. Johansson	40	L-B. Nasenius/B. Cederberg
27	A. Kulläng/D. Karlsson	44	G. Blomqvist/Mrs. I. Blomqvist
34	J. Henriksson/L-E. Carlström		
Fiat			
Paganelli and Trombotto will each drive a 124 Spider.			
Wartburg			
Three works cars have been entered.			