

WINNER OF "P.S."

"GOLDEN STEERING  
WHEEL" PRIZE

-BLAZEJ KRUPA.

PRZEGLĄD  
SPORTOWY

SPORTS REVIEW Special To The POST EAGLE

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Blazej Krupa has only the other day won the 1979 "Przegląd Sportowy" Ranking Contest for the year's Best Rally Driver, and so he was awarded the "Golden Steering Wheel" Prize. For some years now Blazej Krupa's been teamed up with Piotr Mystkowski, while the car in which they had won the year's Polish Title was Renault-Alpine 5. So far Blazej Krupa can boast two successive Titles of Champion of Socialist Countries while as many as seven times he had snatched the Polish Title.

--How would you say your last season ought to be rated?

--Well, pretty good, by and large. I've been driving a brand new car and a well tuned one to that, so all the rallies I've entered for have never ended in disappointment. As a matter of fact, I had to withdraw from the Polish Rally owing to a serious fault in my brand-new-engine - actually, a part cracked in my engine that could have never been expected to, and so I had to give up already at a point some 100 km away from the starting point. Neither did I manage to do well at the Stomil Rally on account of exactly the same defect. However, the Renault factory knew well what sort of conclusions to draw from my mishaps; they improved on the somewhat faulty design and everything was quite all-right afterwards. I did win three Rallies counted for the Polish Championships - the "Edelweiss Rally," the "Elmot" and the "Vistula" events, while I was second at the Polski Fiat Warsaw Rally. In the only foreign rally I entered for last year - the Spanish Rally counted for the European Championship Title - I was fifth.

--Surely you must know by now what events you will enter for this season? I mean the 1980 season, of course.

--Sure I do. In the first place, I shall be driving in all the Polish rally events, next to those staged in all Socialist countries: the Polish Rally, the Warsaw Rally, the Golden Sands Rally in Bulgaria, the Danube Rally in Rumania and Yugoslavia. Besides, three or four fixtures in the West of Europe,

including two in Spain. --Why have you actually picked on Spain?

--Well, you've got to realize that there are certain motor fixtures virtually impossible for a Polishman to win. In quite a few rallies, though they may even be counted as qualifying fixtures for the European Title there are chiefly factory teams fielded, such as Ford, Fiat, Abarth, Opel and so on. The rally business constitutes an enormous machine and tremendous organization; I could quote the example of Jock Kleint, who drove Opel cars, the Kadet and the Ascona models; he won the European Title for 1979 and he happened to have entered for the Spanish Rally where we ran as well. To service just himself, there were three lorries come from Germany loaded high with spare parts, road wheels complete with tyres, and so on. All in all, the Champion had more than 200 wheels to choose from according to the sort of road surface he was to negotiate at a given time. Furthermore, there were no fewer than four special servicing trucks, ten expert fitters and mechanics, plus a few fast-moving cars, known as special-purpose vehicles. As to myself I only had Peter, as co-driver, pilot, chum and mechanic - all in one.

--I daresay, that the Renault factory could well afford to give you some sort of assistance in rallies, seeing they have endorsed your sporting plans. Indeed they could well provide you with the sort of service you think would be necessary.

--Well, no, because their sport organization has not so far been planning to enter the European Championships. I am going to get the car, all the most essential spare parts, some tires, but hardly as many service men I'd like to have. Certain fixtures in Poland or in other Socialist countries have been serviced as far as the Renault-sponsored entries been concerned; all that is in line with their preconceived factory plans. It may be a new thing for our motor fans to learn about, but the Sport Division of the Renault employs just 127 people. In their 1980 plans they have the





**B. KRUPA**

World Title in the Formula One racing and some hundred people of their personnel are quite busy ensuring that, leaving only the rest - some 20 odd men - to look after the rally sport.

--Who else is going to drive the new Renault Turbo this season?

--Well, next to myself, there is Jean Ragnotti, the only factory driver. He is to enter for the French Championships and for a few fixtures under the World Championship scheme. The New Turbo models are to be offered to the normal buyer, albeit not exactly so well tuned as our rally vehicles. The Renault contemplate snatching the World Rally Title already this season.

--Don't you think that the new model with its legendary power of up to 250 HP and its very small overall weight might be somewhat dangerous to drive?. Besides it is a short chassis and fairly wide at that....

--Well, in the first place, the car is not as short as it looks. At certain speeds it is perfectly irrelevant whether you drive a small Fiat model, a Renault or a Mercedes, for that matter...

Now, what about the 1980 Polish Championship scheme?

--Well, I shall give it a go by. But, providing I can make time, I mean to enter some mountain races and certain purely racing fixtures - if not for anything else than at least because such events seem to be best suited for having one's vehicle properly tested. I have for six years been driving a front-drive car..and now I am suddenly to change over to the conventional rear-drive again.

--Well, what is your age at present?

--Oh, I am still thirty-three.

--Do you think your driving skill has in any way changed now in comparison to the previous seasons?

--Sure..I am now driving far more cautiously...

--...and much faster...

--Well, that is true, too...

--Now, what would you perhaps like to tell the novices in the motor sport or all the devotees, in a way of advice or tip?

--Well, I'd start my driver's career doing racing, if I were them. Racing is by far cheaper and less time-consuming than

rallies. Except the few in the know, very few people fully realize what sort of hard drudge the rallying business actually is. Those days are absolutely over now when one could use one's private car in town all the week, then take it round the rally itinerary in just one day... and eventually win the fixture..

Any day-dreams?

--Oh, yes...to drive in the Safari...

**interviewer: Jerzy Jankiewicz**

## **BRICK POINTING CLASS AT FORT DELAWARE BY C. KILCZEWSKI**

**DELAWARE** - The 3rd season for the brick pointing class is being formed at Fort Delaware State Park. The course will start May 24, through August 16, 1980 at 10 a.m. to 4 p.m.

The course is FREE (what one learns is never forgotten). The art of brick pointing and restoration, etc. will be taught be Charles J. Kilczewski. Students in previous classes are in business for themselves or wanted to know how to fix their own properties, beside helping in the restoration of Fort Delaware. If interested call before February 28, 1980.

For further information call or write to: Ramon B. Armstrong, 834-7941, P.O. Box 170, Delaware City, Delaware 19706. Or Charles J. Kilczewski, 764-4694, 247 Philadelphia Pike, Wilmington, Delaware 19809.



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