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An expatriate driver in an expatriate grand prix – Mario Hytten finished second in the F3 race supporting the Swiss Grand Prix at Dijon last August.



Mario gives "Kathy and Dave" a ride round Thruxton at nearly 115mph in the last round of the 1982

# Mario – the fast man from Geneva

AT last year's British Grand Prix at Brands Hatch, the car that finished 10th in the supporting Formula 3 race had familiar writing down its sides: Swiss Centre Restaurants! (featured in Swiss Observer last September).

Mario Hytten, the 25-year-old driver from Geneva also ended up in 10th position at the final championship count, which featured 22 drivers from 10 countries.

Mario became known for his never-say-die driving style, and his best result with his one-year-old car came at Oulton Park in Cheshire.

He finished fourth, making his Swiss supporters very proud because on his way to the flag he

had overtaken three drivers who were supported by "Racing for Britain", a scheme set up to help the careers of young British prospects in the sport.

There is nothing similar in Switzerland, of course, where circuit racing is banned and consequently Mario has found it difficult to finance his career.

But things have taken a turn for the better now that he is a respected Formula 3 driver. High Speed Music, a record production company whose owner lives on the shores of Lake Geneva, has taken him under its wing and uses his car to promote the names of its up-and-coming artists.

Furthermore, a Geneva

business consultant has developed a scheme in which risk-taking businessmen can invest in Mario's career with the chance of good earnings if he should eventually be hired by one of the top Formula 1 teams.

With such good backing Mario can look forward to a complete season in 1983, when he will certainly be among the favourites for the Marlboro British Formula 3 championship.

His team has bought a 1982 Ralt from Irishman Tommy Byrne, who won last year's championship and went on to Formula driving. That car will be used for winter testing and then as a spare when the new '83 specification car arrives at their

workshops.

Mario, who lives near Oxford during the racing season, will be well looked after by a team of five people, including a qualified engineer.

With a 20-race British Formula 3 championship ahead of him he has a golden chance to get ahead as Formula 1 team managers tend to regard this particular series as the best training ground from which to choose their future stars.

Out of a typical 1982 grand prix starting grid, 13 drivers out of 28 started where Mario is today. So, if you make it to one of his races this year, or if you see him on TV (four races are to be televised), do cheer him on.



ampionship



Mario in the cockpit of his Ralt-Toyota before the start at Oulton Park

● **Mario Hytten's racing schedule in the 1983 Marlboro British Formula 3 championship:**

March 6, Silverstone Club; 13, Thruxton; 19-20, Silverstone GP; 27, Donington.

April 2-4, Thruxton; 24, Silverstone Club.

May 2, Thruxton; 8, Brands Hatch Club; 14, Monaco; 30, Silverstone Club.

June 11-12, Silverstone GP; 19, Cadwell Park.

July 3, Snetterton; 14, 15, 16, Silverstone GP; 24, Donington.

August 6, Oulton Park; 29, Silverstone Club.

September 11, Oulton Park; 25, Brands Hatch.

October 1-2, Silverstone GP; 23, Thruxton.



"Direct Line", the group which was promoted through Mario's car at the Oulton Park race.