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APPALLING WEATHER MOCKS AUSTRALIAN GP

The final round of this year's Formula 1 World Championship hit the headlines again, although this time the action was on track. Well, the water was, while most of the cars weren't. The poor conditions finally dashed Senna's title hopes. 26

REYNARD PLANS FOR 1990

With the 1989 season barely over, Reynard has completed its challenge for next year's Formula 3 championships. David Brabham starts development work next week. 12



SENNA: FIGHTING FOR JUSTICE

The Adelaide result means that Alain Prost is definitely the 1989 World Champion. But Senna and McLaren both announced their intentions to continue to fight that Japanese exclusion. 24 & 50



WHO WILL WIN THE RAC RALLY?

Britain's biggest motorsport event is fast approaching and AUTOSPORT's build up is underway. We've asked the leading runners who's in the best shape—you can hear their answers on the telephone. 18



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Drivers condemn Adelaide start

The start of the Australian Grand Prix resulted in yet more controversy for Formula 1 as several drivers tried to have the start delayed by the race officials.

The rain began shortly after the warm-up ended at 10am, and in the following eight hours, Adelaide was hit by one third of the city's average rain fall for the entire month.

The programme was changed to allow for an extra wet warm-up session. During this, Alessandro Nannini and Nigel Mansell both spun on the straight and hit the wall (both incidents causing the red flag to be shown) while Ayrton Senna survived a 720° spin without hitting anything. Philippe Alliot also had an accident in his Lola-Lamborghini and Alain Prost spun off onto the waterlogged outfield behind the paddock.

With the delays in this session, the race start was put back by half an hour from the published 2pm.

As the starting procedure was in progress, it was clear that many of the drivers were not keen on racing in such conditions and many of them, led by Prost, Gerhard Berger, Thierry Boutsen, Riccardo Patrese, Nelson Piquet and Nannini approached the organisers to have the start put back further until the rain abated.

These suggestions were rejected by race officials but discussions continued between drivers, officials and team managers. At 2.32pm, Senna led the field away on the final parade lap although a number of drivers were still out of their cars when the green flag was waved and there were still team personnel walking on the grid.

Berger, Piercarlo Ghinzani and Eddie Cheever did not set off until long after the incident vehicles had left the grid. As the lights came on, a number of cars, caught out of position, were lined up at the back of the grid.

In those dangerous early minutes the two Ligiers of Rene Arnoux and



Senna heads away the Australian Grand Prix with blinding spray enveloping the field.

Olivier Grouillard were involved in an incident, Stefano Modena had an off in his Brabham and JJ Lehto crashed his Onyx. A red flag was shown on the second lap, but by this time Prost had pitted and climbed out of his car.

The grid reformed, with a new race declared. Spare cars were allowed for those who had been involved in the numerous bumps and brushes in the mists thrown up by the cars ahead.

Some, more sensationalist, sections of the local press suggested that with elections due, the state government was involved with the decision to start the race against the wishes of some of the drivers.

These absurd suggestions were denied by the premier John Bannon, although he was quick to gain political capital from what had happened.

"Adelaide will be in the headlines everywhere," he told the *Adelaide Advertiser*. "It could not come at a better time as far as promoting South Australia is concerned."

Alain Prost

"I cannot understand the sense in people going out there in conditions like that. I am very upset. You've only got one life. It's not good for us, spectators, or anything."

"The track is absolutely undrivable. We've never seen aquaplaning like it, out on the main straight. There was absolutely no reason to start, they could have waited an hour, two hours even, to see if there were fewer puddles on the track."

Nelson Piquet

"I talked to Modena; he said 'If I get out of the car I will never get a drive again in my life'. Everybody had different reasons and that was the problem. We cannot get together and fight."

"At 190mph the visibility is maybe 7ft. There is a difference between being brave and being stupid."

"I'm very pleased to be alive tonight..."

Ayrton Senna

"We are racing drivers, we are here to race and it was clear there was a race to be run."

Derek Warwick

"We shouldn't have raced, but we have television to honour. We're all individuals, we all have our own mind. We could have said 'No'. We tried to make a bit of a protest at the start. What we were trying to say was that if the race carried on from that point there would be accidents."

Nigel Mansell

"This is diabolical and I don't think we should have to go through it."

Thierry Boutsen

"I really believe the organisers should have delayed the first start. By the time of the second one the conditions were better, but they were still worse than in Canada and Belgium this year, where we also had wet races."

Ken Tyrrell

"First they delayed the start for 30 minutes. Myself, Jackie Oliver and Mike Earle went to ask why it had been delayed. The Clerk of the Course said 'For safety reasons...' and then he stopped himself and said, 'No, that's not correct. It is to allow some teams to repair their cars'. That's unheard of!"

"As to the race, they shouldn't have taken any notice of the drivers, they should have just started it – as subsequent events have shown."

Cesare Fiorio (Ferrari)

"I would have had no complaint if Alain Prost was my driver."

Rupert Manwaring (Lotus)

"I would never tell a three-time World Champion whether he could race or not. I wouldn't insult the guy. It was his last race for Lotus and he wanted to give it a shot. Nelson got out of the car to see what was happening then Boutsen and Berger gave him a real ear-bashing. We were sure, that with all the people wandering up and down, that the start would be delayed, then I saw Prost getting into his McLaren and Nelson ran back."



Bernd – leading single car effort?

Schneider to Osella

Bernd Schneider is likely to lead a one-car Osella team in 1990.

The young German, who has had such a rough time this year with Zak-speed, is expected to replace Piercarlo Ghinzani, who is retiring, and Nicola Larini, who is likely to join Ligier.

Backing for the deal is thought to be coming from West and Fondmetal.



End of term in Australia

A controversial Grand Prix season was brought to an end Down Under last weekend, with the drivers gathering for what has become a tradition, their 'end of term photograph'. For some, Eddie Cheever, Piercarlo Ghinzani and Rene Arnoux, the fifth Australian GP was the end of the F1 road. Despite a plucky effort, Cheever was not to finish, while Ghinzani was involved in Piquet's spectacular exit (full report p26). Arnoux, already in civvies (right) doesn't look too unhappy about leaving the class.

McLaren set to fight on

Ron Dennis, managing director of McLaren International, looks set to pursue a civil court action against FISA. Speaking at a press conference called before the Australian Grand Prix, Dennis stated that he could not accept Ayrton Senna's exclusion from the Japanese Grand Prix, and would embark on a course of action aimed at establishing fair play.

Said Dennis: "This, as far as McLaren is concerned, is *not* going to be tucked under the carpet. What took place is wrong, it was done for the wrong reasons. We are going to fight."

"This is ultimately going to touch everyone in motorsport. Somewhere along the line these decisions that are taken, the way they are taken, the methods by which they are taken, must come to a stop. We think it has gone far enough."

"There's nothing wrong with the rules. They have been carefully thought out, they have evolved over a number of years, and every so often they're modified and modernised. They've got to be applied right by people who have the right values."

Senna crossed the line first at Suzuka but was then excluded for alleged infringements following an incident with team mate Prost. When the FIA Court of Appeal sat (see *Pit & Paddock*, November 2), it found itself considering new evidence from FISA, allegedly unseen by McLaren.

The team obviously considers that subtle differences between the documents signed for in Japan, and those subsequently presented to the court in Paris indicate irregularities within the established judicial procedures.

Questions have been posed as to whether FISA was entitled to introduce new material for consideration, and whether in doing so it placed the court in an impossible position. The court had been convened to hear an appeal lodged by McLaren against the decision of the stewards in Japan. But



Ayrton Senna and Creighton Brown put McLaren's case lucidly in Adelaide.

no appeal had been lodged against FISA's later allegations of dangerous driving.

"We don't actually criticise the stewards of the Suzuka meeting," detailed Dennis. "We think with what they had to take those decisions, the decision was understandable."

However, in answering accusations that he had manipulated the Japanese stewards and the Court of Appeal, FISA President Jean-Marie Balestre was outspoken: "The accusation is defamatory and damaging," he said.

"I want to remind you that Article 29 of the FIA statutes gives power to the World Motorsport Council to sanction anybody, be it driver or constructor, 'who has refused to abide by the decisions of the FIA or the FISA' and 'who by words, deeds or writings has inflicted moral injury and loss on the FIA, the FISA, their members and their executive officers'."

Recent years have seen but two civil

actions against FISA, launched by Tyrrell and Peugeot, and both have failed. Balestre issued a statement quoting a declaration of the Paris Court of Justice in one such case: "it does not behove the (civil) judge to interfere with the life of a grouping or association as long as it is normal and in compliance with the statutes."

The FIA's own statement announcing the decision to uphold Senna's exclusion suggests one possible irregularity. It details the names of the four members giving judgement, while in Article 188 (b) of the current FIA Yearbook, there is a stipulation that five members must be in attendance for the court to be valid...

With Balestre threatening that "prestigious heads may risk a fall", and Dennis expecting to "have to take an injunction to maintain McLaren's position in next year's championship", the sport looks set for another major legal confrontation.

Senna vents his anger

Ayrton Senna has expressed his disgust at the penalties imposed upon him by the recent FIA International Court of Appeal.

"I know that deep inside, the situation we have faced in the last few days only motivates me to fight against it, to prove that what I am doing has values. To fight right to the end, at any cost and whatever happens, and maybe once we can bring some justice to the sport."

"What we have in Formula 1, what we had in Suzuka, reflects the present political system in motorsport. People who have credibility must use that credibility to build something positive, instead of destroying and putting people down."

"It (the appeal procedure) is totally wrong in principle. There is no doubt it is very unfair, but that is what they did. That's what they can do at the moment and we have to put up with that."

But why was Ayrton singled out?

"It is simply because I am the one who is fighting for the championship. That's enough reason. What we see today is a true manipulation of the World Championship."

Ayrton felt that someone has been trying to "destabilise his psychology" this season.

"If you follow the World Championship, you will realise that only two people can win the championship. If one is destabilised, the other has a better chance."

"Last year there was no chance for them at all. This year they got a chance. I don't like to be treated like a victim and I don't like to be treated like a criminal, but I just happen to be involved."



Piercarlo - painful farewell.

Escapes in Oz

Alex Caffi and Piercarlo Ghinzani both received minor injuries during the rain-soaked Australian Grand Prix in Adelaide.

Caffi crashed heavily into the wall and, in addition to being very groggy, twisted his wrist.

Ghinzani, in his last Formula 1 race, was hit from the rear by Nelson Piquet and launched into a wall. He was badly bruised and had a reported cracked bone in his foot.

Nelson Piquet was lucky to avoid injury in the incident which saw the Lotus smash under the Osella, a wheel narrowly missing Nelson's head.

AUTOSPORT, NOVEMBER 9, 1989

Honda backs McLaren

Honda has added its support to McLaren's fight against the penalties imposed on Ayrton Senna by the FIA International Court of Appeal.

A statement from Honda McLaren said: "Honda deeply regrets that this year's Japanese Grand Prix ended in such acrimonious and controversial fashion. However, Honda fully supports the subsequent actions of its partner McLaren International; actions which were taken after full consultation between the two partners."

Honda Marlboro McLaren has instructed its legal advisors to consider all channels of appeal against the de-

cision of the FIA Court of Appeal.

"Before we even lodged our appeal at Suzuka," said the statement, "we were very conscious of the political environment in which our sport is conducted and the fact that the FIA International Court of Appeal rarely, if ever, overturns a decision on appeal. We believe that the evidence which we have already presented to the press (see *Pit & Paddock*, November 2) speaks for itself. We have not yet had a chance to consider the court's reasons for its decision."

"We consider the sanction of the court grossly unfair and will continue to fight for fair play."

Kyalami chases date

Bernie Ecclestone has asked Kyalami to put in an application for a Grand Prix date in 1991.

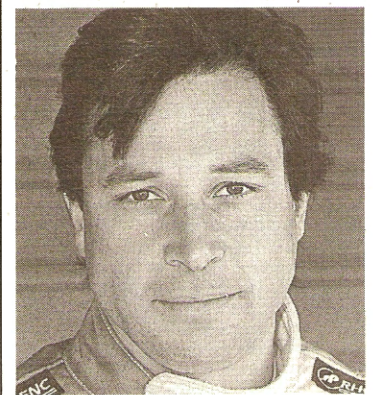
Dave McGregor, chief executive of Motor Racing Enterprises which controls the Kyalami circuit, received the request while attending the recent FIA conference.

"While overseas I took the opportunity to meet with Ecclestone and put to him Kyalami's case for the South Afri-

can GP to be reinstated on the world calendar," he said.

"Ecclestone was impressed by the development of Kyalami and recent events in South Africa, and asked that we submit an application to FOCA."

McGregor added that Ecclestone had confirmed that the teams and drivers were all keen to see South Africa back on the championship calendar.



Philippe - joining Larini?

Alliot to Ligier?

Philippe Alliot is tipped for a drive at Ligier next season, having been dropped by the ESPO Larrousse F1 outfit.

Alliot, who has proved remarkably quick on occasion in the unreliable Lola-Lamborghini, would join Nicola Larini, the pair replacing Rene Arnoux and Olivier Grouillard.

Porsche engine to Onyx

Moneytron Onyx will have the new Porsche Formula 1 engine in 1991, according to a reliable source. The power unit is believed to be much further advanced than originally thought.

Our sources suggest that Moneytron will stay with Onyx next season and that Jean-Pierre Van Rossem's negotiations with Porsche have been successful.

There are suggestions that a complicated deal has been struck, involving the sponsorship by Moneytron of a second Porsche Indycar next year in the United States.

The Onyx team, as usual, was not giving anything away: "Nothing has

been decided," said Mike Earle. "We will run Cosworths next year, but beyond that we are still talking. I am not expecting a decision in the near future."

We expect, however, that the full details of the new engine and the deal with Onyx will emerge within a matter of weeks.

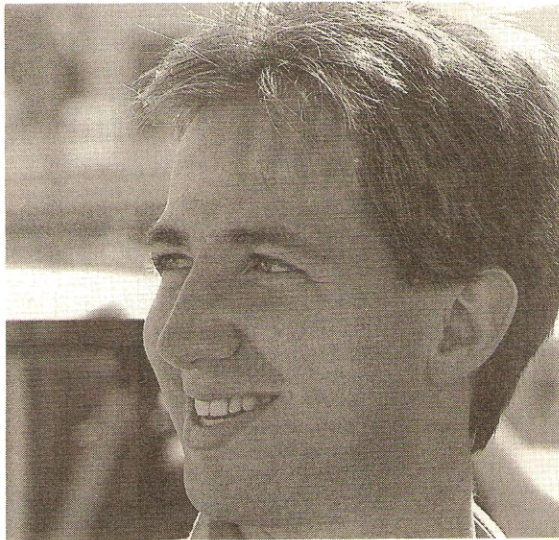
Moneytron supports CART Porsche

John Andretti will team with Teo Fabi in a second March-Porsche 90P Indycar next season. Andretti will contest all CART races and the Indianapolis 500 in a second Porsche entry sponsored by Moneytron.

Rumours of Moneytron's involvement with Porsche's Pennsylvania-based Indycar team have been rife for some time, but the prospect of Andretti driving the car didn't surface until last week. Official confirmation came last Friday.

The 26-year-old Andretti is Mario's nephew. He has raced Indycars for the past two years, driving for Vince Granatelli's Buick team in half of this year's races. He also teamed with Bob Wollek this year in Jim Busby's Porsche 962, winning the Daytona 24 hours.

"I'm really excited about it," enthused John. "With this team I can win races and go after the championship. It's a great opportunity."



John Andretti will join Teo Fabi in a two-car March-Porsche Indycar attack next year.



Rusty - faithful to Beadle.

Wallace stays put

NASCAR championship leader Rusty Wallace is to continue for another year with Raymond Beadle's team, scotching speculation that he would join a new Penske outfit.

The Wallace-Beadle combination finished second in the 1988 NASCAR Winston Cup and looks a likely winner of this year's championship. With Miller's Genuine Draft brand sponsoring the team in 1990, Wallace will once again be a race winner and championship threat.

The announcement stressed that Miller's agreement with team owner Beadle is only for one year, while Wallace has signed a four-year deal with the Miller brewery. "At the end of the year we will evaluate the situation," commented Wallace. What price a Penske/Wallace/Miller combination in NASCAR in '91?

Financial worries for Adelaide

Twenty-eight thousand fewer spectators attended this year's Australian Grand Prix than 1988's estimated 80,000. This could have serious effects on the funding of the race which has

always run to a restricted budget.

The poor attendance was contributed to by the national pilots' strike in Australia and the torrential downpour on race day.

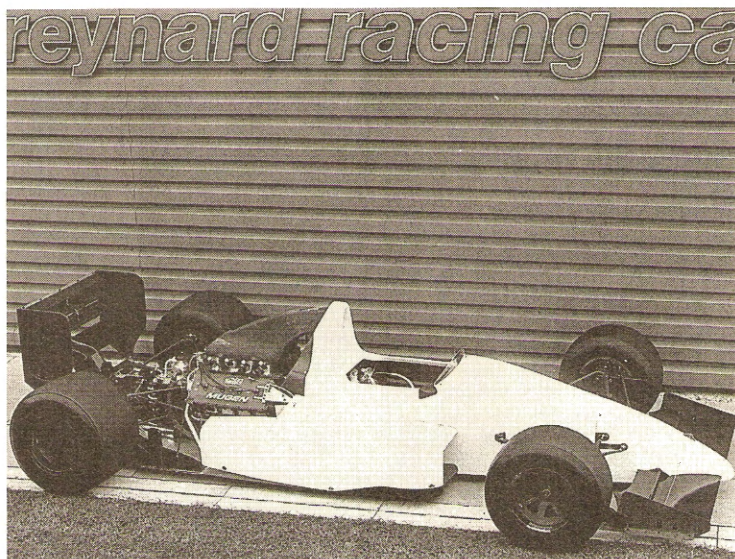
South Australian State Premier John Bannon is to approach the Federal Government in Canberra for AUS\$5million (£2.5 million) to overcome the effects of the strike.



The weather in Adelaide did its best to ensure that this season's final Magnum of Moët & Chandon survived all your attempts to win it.

That, however, was reckoning without the determination of both Thierry Boutsen and Rudiger Scholz of Marburg, West Germany. Herr Scholz figured that the Belgian would claim his second Grand Prix victory of the season for Williams and he turned out to be correct, even if the average speed guesstimate proved a long way out.

Mr Scholz predicted that Boutsen would achieve 101.99mph on the way to the chequer, when in fact the Belgian managed just 81.96mph. That feat, in the circumstances, should be roundly applauded. Even as we write, the bubbly is heading across the North Sea.



Apicella tests F1 Reynard

Reynard's Mugen-powered F1 data acquisition car ran at Suzuka earlier this week with Marco Apicella behind the wheel. Both Adrian Reynard and Malcolm Oastler were in Japan to oversee the car's progress. All that is known of the engine is that it is a 3.5 litre V8 for which there are, apparently no short term aims. The car ran on Bridgestone tyres.

Big screen NASCAR

Paramount Pictures was at the NASCAR race at Phoenix last weekend, shooting footage for a motor racing film starring Tom Cruise.

Days of Thunder, which centres on the NASCAR scene, is to be produced by Don Simpson and Jerry Bruckheimer, who were responsible for Cruise's first big hit, *Top Gun*, and *Beverly Hills Cop*.

Special cars prepared to full race specs by Rick Hendrick's team will feature in the film. In addition to his regular trio of cars for Darrell Waltrip, Ken Schrader and Geoff Bodine, Hendrick also had three more cars in action at Phoenix, all kitted out with camera equipment. Series debutant Bobby Hamilton, carrying the moniker 'Cole Trickle,' and the more experienced Greg Sacks ('Rowdy Burns') both showed well in the cars. Tommy Ellis was in the third Lumina.

The crew enacted a mock race on Saturday morning. Work will continue at Phoenix and other locations prior to some extensive shooting during the Daytona 500 event next February. The film is due out next summer.

Mears tests at Indy

Rick Mears spent two days at the Indianapolis Motor Speedway last week, testing a Penske PC18 fitted with a 1990-specification underwing which reduces the size of the underwing volume.

Mears baselined the car in 1989 trim and then ran a variety of tests with the car in 1990 trim. His best lap in '90-spec was at 216mph and he was happy with the feel and balance of the car.

"It was a very good test," commented Mears. "You had to roll out of the throttle in Turns 1 and 3 and I liked the feel of the car. I'm sure with a little development and more time we can get back to running flat-out in ideal conditions, but the point is, if we ran 1989 cars next year we'd probably be running laps at 230mph."

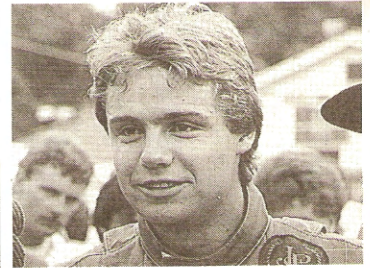
USAC and Indianapolis Motor Speedway officials watched the test and Mears said he thought the results



Rick - happy with '90 revisions.

went down well with them. "They were concerned that the cars would be too unstable with the little wing that CART specifies for next year's rules," said Rick. "But I think they found out that isn't the case. The car felt good and it was pretty easy to get the balance right. I think it's absolutely necessary to run the little wing as well as the reduced underwing. If you are permitted to run a bigger wing you can get the downforce back just by putting the wing up, so it defeats the purpose."

IMS officials were concerned also that CART's new rules would make the cars too slow, perhaps slower than 210mph lap speeds. There was concern that a big drop in speeds would have an adverse effect on ticket sales for next year's practice and qualifying. Mears's test however, seems to have assuaged those fears although USAC has still to announce the rules for next May's 500.



Cheever - so near...

Ross thwarted

Ross Cheever was robbed of the Japanese Formula 3000 Championship just a few corners from the end of the season's final race at Suzuka last weekend.

Cheever's Reynard was running third, needing a top four result to clinch the crown, when he was taken out by Osamu Nakako's Lola on the final lap.

"I couldn't believe it," said Ross. "I could see this guy in my mirror and he just came from nowhere and punted me off." Report, see *Sportscard*.

Three way battle for NASCAR crown

Stock car drivers Rusty Wallace, Mark Martin and Dale Earnhardt go to Atlanta International Raceway on November 19 in the running for the NASCAR Winston Cup Championship.

A finish of 18th or higher will assure

Wallace of his first Winston Cup crown. "There is a lot of pressure. I can still screw up," said Wallace last weekend at Phoenix.

Martin's third-place finish was enough to catapult him between the two most highly-favoured contenders.

Earnhardt, meanwhile, is relaxed about his prospects, even though he has seen a commanding points lead translate into a sizeable deficit. "We've had our share of bad luck lately," said Earnhardt after Sunday's race.

Ford withdraws from GTCC

Ford Germany has withdrawn from the 1990 Deutsche Tourenwagen Meisterschaft.

Three main reasons were given for the decision. The first is that Ford is keen to concentrate on other motor-sports projects, for example its Formula 1 engine project with Benetton and its planned return to the World Rally Championship.

The second is dissatisfaction with the way the RS500 has been treated in the championship rules. Ford has criticised the air restrictor and weight penalties applied to its cars this year.

Thirdly, Ford is concerned that the future of turbos in the championship is uncertain.

Ford stresses that the decision concerns the DTM only and Ford Ger-

many will still be involved in motor-sport (in Formula Ford and Group N.) They will also look at developing new cars when, and if, regulations are changed in the future.

Ford drivers Klaus Niedzwiedz, Armin Hahne and Frank Biela are reputed to be talking to Opel, BMW and MS-Jet-Mercedes, concerning alternative employ.



Mario - chasing 'Stateside deal.

Hytten to IMSA

Swiss driver Mario Hytten is looking to contest the full IMSA Camel GT Championship next year, having obtained a taste for the series driving Rene Herzog's privateer Porsche 962 in a couple of late-season races.

"I thoroughly enjoyed driving the car," said Hytten, "and there's a really good atmosphere in IMSA."

Hytten shone at Tampa with Herzog's Alucraft-sponsored 962, passing Bob Wollek's BF Goodrich car along the way, and is eager to campaign a full 1990 season. "At this stage there's no firm commitment from Rene," said Hytten, "but being a professional, I've got to look for a permanent drive."

Naspetti quick at EJR

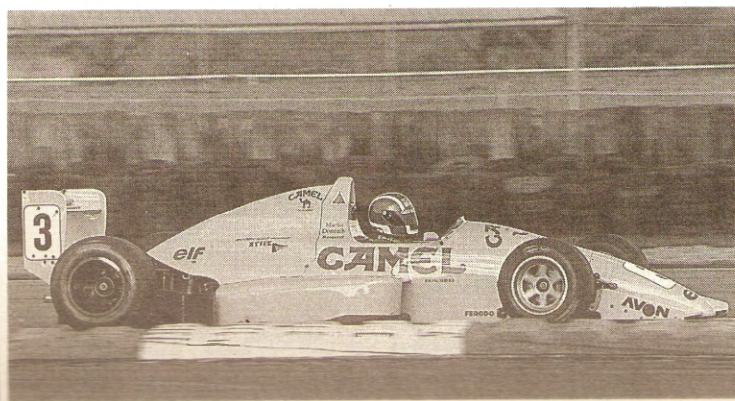
Emanuele Naspetti turned in a highly impressive display at Silverstone last week in a Formula 3000 test with Eddie Jordan Racing.

Naspetti managed a best of 1m18.03s as against the 1m17.65s which Martin Donnelly managed in qualifying for April's International Trophy meeting. "The car felt fantastic," said Naspetti. "The Mugen engine is very quick. All I can say is that I would love to drive it next year."

Regular EJR pilot Donnelly set an early 1m18.7s in damp, gusty conditions, before German Heinz Harald Frentzen completed 62 laps of the Grand Prix circuit setting a best time of 1m19.6s.

The 22-year-old from München-glbadach was having his first experience of Formula 3000 and was confident that he would have gone faster were it not for a gear selector problem and a misfire.

Emanuele Naspetti got to grips with the EJR Reynard 89D in an intensive session.



OBITUARY

KEN SAGAR

Ken 'Biggles' Sagar, Williams Grand Prix Engineering's truckie and one of its longest serving employees, died last Sunday.

He joined Williams in 1978 and continued to work for Frank until he fell ill in the middle of this season. Known as Biggles because of his RAF moustache, Ken was a very popular member of the Grand Prix circus and organised the annual F1 end of term party in Adelaide.

To his wife Marion, stepson Martin and many friends AUTOSPORT offers its sincere condolences.

BRIEFLY

■ The first running of a Lamborghini-powered Lotus 101 is scheduled for next Monday with Derek Warwick slated to do the driving.

■ Ferrari sources indicate that Alain Prost will not be released from his McLaren contract in order to test for the Scuderia. Alain was due to have his first run for Ferrari on Wednesday November 15, but Ron Dennis has declined to release him from his contract unless a financial incentive is forthcoming before then.

■ The Arrows team had 80 terminally ill children visit the team pit on Thursday at Adelaide.

■ The prizegiving for all FIA World Champions will take place on December 8 at the FIA headquarters in the Place de la Concorde in Paris.

■ The FIA issued a statement on Monday from Paris confirming that Alain Prost is the 1989 Formula 1 World Champion. In the same release the organisation confirmed that entries for drivers and entrants will be accepted by FISA from December 1.

■ Benetton, with over 6000 worldwide franchises, has apparently proposed to Bernie Ecclestone that it sells F1 tickets in its shops as well as clothes.

Rouse heads for Germany?

Andy Rouse may enter the Deutsche Tourenwagen Meisterschaft next year. Kaliber, which has sponsored him for the last two years, has withdrawn from motorsport for budgetary reasons.

Rumours on both sides of the channel indicate that Andy is seriously contemplating an assault on the German series. Word is that the cars involved may be Mercedes. In view of Ford's official withdrawal from the German series (see separate story) this seems highly likely.

There is no word on Andy Rouse Engineering's British Touring Car Championship programme. An involvement in the new 2-litre class is known to have been contemplated. ARE's involvement with Labatt's and Laurence Bristow is likely to be resumed.



Andy - rumours of his participation in Germany have been heard on both sides of the Channel.

Mercedes considers junior team

A Mercedes junior team, to be fielded in the German Touring Car Championship, and run by AMG, is under consideration.

The aim would be to further the

careers of up-and-coming young German drivers, and we gather that Jorg Muller, Michael Krumm, Fritz Kreutzpointner and Thomas Winkelhock are favourites to land the seats.

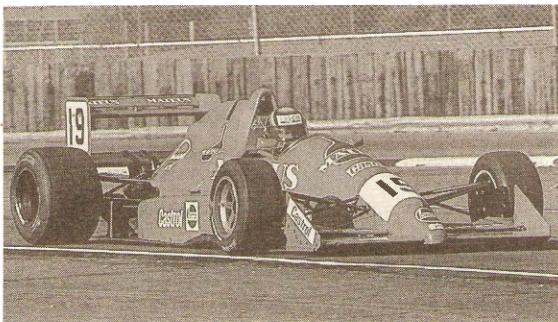
Commenting on the idea, Domingos Piedade of AMG said: "It is a good idea that we would like to follow through and we will make a decision in the near future."

Luby looks to national F3000

Kurt Luby has tested both Cobra Motorsport Reynards at Silverstone.

Luby was conducting some work for Lockheed, getting down to a time in the low 1m21s bracket. Previously a superkarter, Luby had not driven anything more powerful than a Vauxhall Lotus car prior to his Cobra run.

The Bolton lad is keen to contest the national F3000 series next year with a view to the full FIA championship in '91. At the same time, he will run Kurt Luby Motorsport for two drivers - as yet unknown - in the Vauxhall Lotus championship.



Kurt drove both Cobra Reynard 89Ds at Silverstone.



Jonathan - impressive.

McGall's F3 test

Formula Ford frontrunner Jonathan McGall tested a Swallow Racing Reynard 893 at Snetterton last week.

"We were suitably impressed," said Swallow's Colin Essex. "There was no one else there on the day, so comparisons are difficult, but he did a 61.5 seconds on old tyres, which is certainly close to the mark."

"It's the first time I've been out in anything other than a Mondiale," said Jonathan. "and I really enjoyed it. If I don't get a good Formula 3 drive for 1990 I don't know what I'll do."

Calder NASCAR delayed

The International NASCAR 500 scheduled for Calder on December 10 has been postponed, possibly until March next year.

Australia's ongoing domestic air strike is to blame. Calder Thunderdome promoter Bob Jane said: "The country has been at a virtual standstill

over the past months and who knows what will happen?"

Eighteen US NASCAR teams had committed to compete in the 500 and Jane intends to visit the US to negotiate a replacement date with NASCAR authorities, with the Moomba race date of March 4 cited as a possibility.

CDM tries hopefuls

CDM Motorsport tested Perry McCarthy, Gary Ward and Eugene O'Brien at Silverstone last week.

The session was interrupted by an accident to McCarthy when a stub axle reportedly broke as Pel approached Copse. His best lap in the limited running up until then yielded a time of 1m19.6s.

Ward and O'Brien both had a run once repairs had been effected, both lapping in the low 1m21s, a fine effort from the former in particular considering that his stint was limited to half a dozen laps.

For trivia seekers among you, McCarthy thus became the only man this year to have driven all the contemporary F3000 chassis; Reynard, Lola, Leyton March and Footwork.



O'Brien - acclimatised well.

BRIEFLY

■ A pair of Indycar races at Brazilia and Interlagos in Brazil are planned for 1991. FISA approval is being sought.



Andrews - looking at WS-PC.

■ Formula 3000 man Phil Andrews may contest the World Sports car Championship, in addition to the FIA F3000 series, in 1990.

■ With the Miller Brewing Company's announcement that it will sponsor Rusty Wallace in next year's NASCAR Winston Cup series, veteran driver Bobby Allison is now left without a major backer for his new team, which will field a car for Mike Alexander.

■ Swift driver 'Jocko' Cunningham sealed the Toyota Atlantic Championship with a win in the season's finale, the St Petersburg Grand Prix.

■ Alan Docking Racing is intending to expand its Formula 3 operation to two cars for 1990. It will be embarking on a test programme involving two 1989 F3 runners and two newcomers over the coming weeks.

■ There is to be a new UK branch of Dick Johnson Racing. Alan Barnes of Nordic Supply, which is running the outfit, was reluctant to comment on the planned extent of the operation. Sale of parts would seem to be a more likely option than a full UK Dick Johnson race programme.

■ Congratulations to GA Motorsport's Dave Luff who became the father of a 5lb 5oz daughter, Samantha, earlier this week.

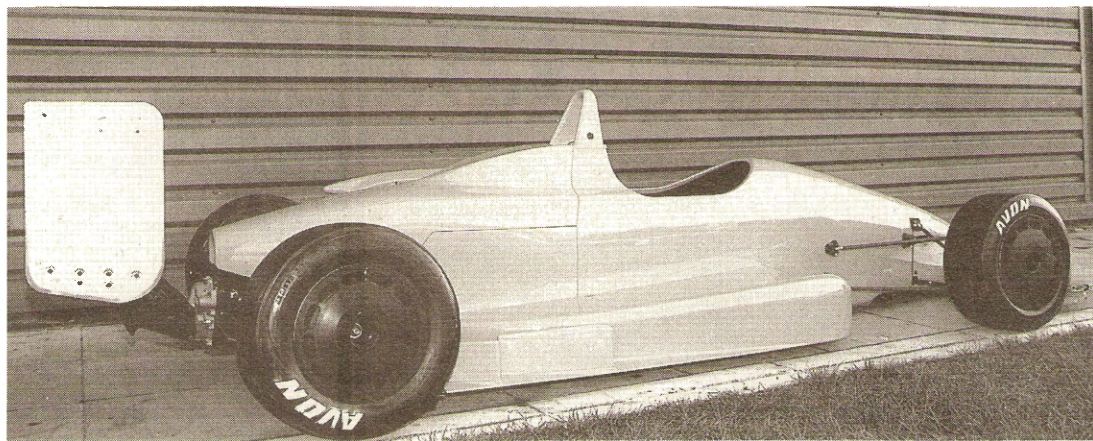
■ Gary Evans also became a father last Sunday, wife Sara presenting him with a boy, James, who weighed in at a healthy 8lbs 12ozs.



Weaver - fast operation.

■ James Weaver was unable to collect his BRDC Silver Star in person last week as he was languishing in hospital. The 1989 British Touring Car Championship runner-up was having a minor operation on his foot. He is expected to be back behind the wheel within the next couple of weeks.

NEW RACING CARS: REYNARD 903



Adrian Reynard's new 903 is the result of six months' wind tunnel work.

Reynard concentrates on aerodynamics

Reynard has revealed its new 903 Formula 3 challenger, after conducting intensive aerodynamic research into the new design.

The monocoque, of one piece autoclaved carbon fibre/kevlar aluminium honeycomb composite, is based on the successful European championship-winning F3000 design and features a sculpted step to the underside of the tub. This forms part of the car's substantially reworked aerodynamic package, which

includes a new floor, diffuser and rear wing assembly.

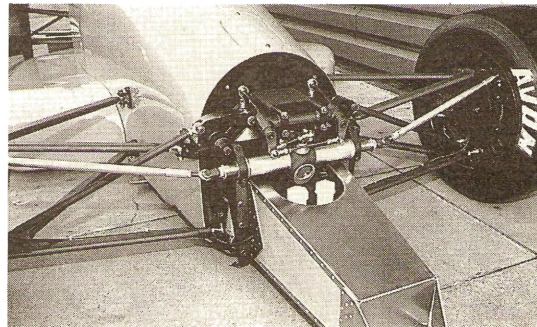
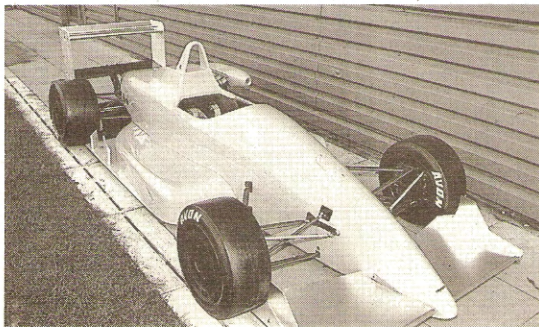
Reynard has concentrated on stiffening the front suspension mounting assembly, using a cast magnesium bulkhead and double sheer alloy plates. The rear suspension, pushrod like the front, is mated to a considerably stiffer gearbox/rear suspension module.

The 903 has undergone a six month aerodynamic gestation period at Southampton University's wind tunnel facility

and Adrian Reynard commented: "We are particularly excited about the 903's wind tunnel evaluation programme. The feeling among our technicians is that the 903 is the most aerodynamically advanced car to come from the Reynard stable and we are very confident of the car's on-track results.

Testing of the 903 is scheduled to begin next week, when it is expected that David Brabham will drive the car in an intensive test programme.

Reynard has concentrated on a stiff suspension mounting assembly, using a cast magnesium bulkhead (right).



Kenny - shared Gold Star.

BRDC awards

The Hon Gerald Lascelles presented the awards at the BRDC's annual Dinner Dance at the London Hilton in Park Lane last Friday

Nigel Mansell's haul included a Gold Star, the Richard Seaman Trophy and the Johnny Wakefield Trophy. As Nigel was in Adelaide, his prizes were collected by his personal assistant Sue Membery. Kenny Acheson was there in person to collect his Gold Star and the Fairfield Trophy. Other awards were presented as follows:

BRDC AWARDS

BRDC Silver Star.....	James Weaver
John Cobb Trophy.....	John Donnelly
Graham Hill Trophy.....	Allan McNish
ERA Club Trophy.....	Nick Adams
Silverstone-Le Mans Challenge Trophy.....	Bob Wollek
Woolf Barnato Trophy.....	Andrew Gilbert-Scott
Bruce McLaren Trophy.....	David Brabham
Nigel Moores Trophy.....	Chamberlain Engineering
Chris Bristow Trophy 1.....	Roland Ratzenberger
Chris Bristow Trophy 2.....	David Coulthard
Earl Howe Trophy.....	Derek Bell

BRIEFLY

■ The German Supercup series is to continue in 1990, sponsored once again by satellite TV company SAT 1.

■ Win Percy is to switch from Holden to Nissan for the forthcoming touring car events at Wellington and Pukekohe in New Zealand. Win, who raced in Adelaide last weekend, is hoping to return to the British Touring Car Championship next season.

■ Dr Helmut Marko's RSM team will not run with Mercedes in the Deutsche Tourenwagen Meisterschaft in 1990. If Karl Wendlinger raises the budget to run a full Formula 3000 season, the Marko name could disappear from the championship completely.

■ Robb Gravett is set to take part in the Intertech Group A race at Fuji on November 12. He will share a Sundquist Motorsport Sierra with Stig Blomqvist. Meanwhile, his Trakstar team plans to run cars in two rounds of the 1990 Deutsche Tourenwagen Meisterschaft.

■ The prizes in the Springfield Boys Club annual draw this year include a holiday for two in Guernsey, a Rolex watch and a Canon Sureshot camera. Books of five or 10 20p tickets are available from Mrs B Kenlin, 39 Babbacombe Gardens, Redbridge, Essex, IG4 5LZ.



Palhares - rain stopped play.

Brazilians graduate

Hubbard Racing's Ralt Formula 3 cars have been clocking up miles in recent weeks, driven by new faces.

José Cordova, Niko Palhares, Allan McNish and Dominic Chappell have driven the cars in addition to regular pilots Hilton Cowie and Chad Wentzel.

Brazilians Cordova and Palhares both impressed. The Formula Ford 2000 Champion ran smoothly and consistently about 0.5 second down on Cowie's times. Formula Ford Festival winner Palhares, meanwhile, went well until rain curtailed his test, before he could set any representative times.

JQF calls in the receivers

JQF Engineering called in the receivers on November 1.

Michael Scott and Keith Smith, both partners of Grant Thornton of Bedford have been appointed as official receivers and will be trying to sell the assets of the company.

Petrofina had earlier confirmed that

they were no longer sponsoring the team, which fielded a Sierra RS500 in Fina Unleaded colours in the 1989 British Touring Car Championship, and a pair of BMW M3s in the 1988 Uniroyal Production Saloon Championship. JQF boss Jon Fisher was unavailable for comment on Monday.

Carcasci's impressive test

Paulo Carcasci and Mark Peters both tested Madgwick Motorsport's ex-Thomas Danielsson Reynard 89D at Snetterton last week.

Carcasci, who has had several outings in the National F3000 series this year, neared Danielsson's best time at the track with an excellent 54.4 second lap.

Peters, who this year won the inaugural Formula Forward Championship recorded a creditable 55.9 seconds, in spite of greasy conditions and no previous F3000 experience.

Madgwick will continue its testing next week when Italian F3 man Andrea Montermini, German Touring car and Group C driver Manuel Reuter and French F3 pilot Laurent Daumet.



Paulo - quick at Snetterton.

GpN Champion out of RAC

Renault will not be represented at the Lombard RAC Rally. Alain Oreille's Ivory Coast victory clinched the Group N title for the Simon Racing run campaign and the proposed entry for the final round has been cancelled.

Renault never intended to mount a serious attack on the title but mid-season results persuaded the team to make entries in Australia and Ivory Coast.

However, while the new champion will not be on hand to entertain the British fans in his little 5GT Turbo, Mazda Belgium driver, Gregoire de Mevius, has elected to make the trip and defend his 1989 category win. He may have to work for it, however, as Top Run has a strong team of cars. The Italian team should be fielding Gustavo Trelles, Massimo Ercolani, Pascal Gaban and Frederik Skoghag plus the Group A car of Jorge Recalde.

Alain Oreille's historic Group N and overall win in Africa means that he will not be coming to the RAC Rally.



Wilson for Subaru?

Malcolm Wilson could be driving for Subaru next season. The Cumbrian, currently leading the GM Euro Sport team, is one of the drivers being considered by David Richards for the Legacy RS programme in 1990.

"I am talking to a couple of drivers," admitted Richards, "and Malcolm is one of them. However, until we have finalised our programme and budget with the Japanese, I cannot say if we will take on a second driver to Markku Alen or not."

Originally, Marc Duez was scheduled to drive the car but, when Fina took its budget to the Jolly Club, Duez' chance took a plunge.

Richards hopes that Prodrive can finalise its plans sometime next month.

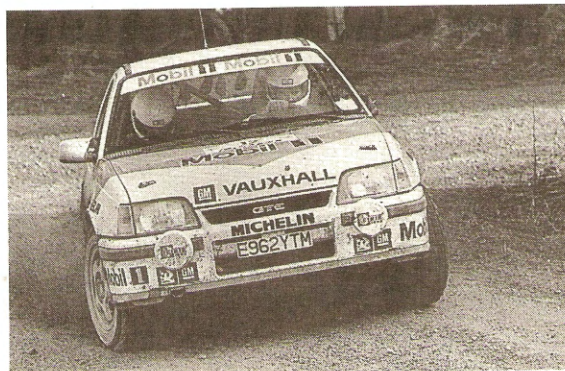
Louise on short list for Monte Carlo

Louise Aitken-Walker could be contesting next year's Monte Carlo Rally. The Scots lass is a 'possible' for the GM Euro Sport team in 1990, although precise details of the squad have yet to be announced.

"We have a few loose ends to tie up," confirmed GMES team manager, Melvyn Hodgson on Monday, "but Louise is one of the possibles for the programme."

Although Malcolm Wilson's name is linked to Subaru for 1990 (see separate story), it is also possible that he will drive for GMES in a twin programme. The team plans are likely to be confirmed in the next week or so, sometime before the British programme is announced by the Vauxhall Dealer Sport arm of the company.

Unfortunately, plans to send Louise to this weekend's San Marino Rally



Louise Aitken-Walker could be off to Monte for GM Euro Sport next season if plans come to fruition.

have been scrapped as the logistics of the operation could not be overcome. Cars are arriving this week from their southern hemisphere campaign (see

page 68) and with the RAC Rally looming, it seems that Louise will lose her European Ladies title lead to Paola de Martini.

Seed moves

The subject of driver seeding is tipped for review at FISA over the coming weeks. It has been suggested that seeded drivers may not suffer for their off-road excursions and that non-seeded drivers will find it easier to step up to the priority lists.

Should an A-seeded driver suffer a lengthy delay after an accident, he or she will be able to restart the following leg immediately after the last 'unaffected' seeded driver still running. This would prevent the dangerous situation which occurs when a top line driver is persistently catching slower cars on subsequent stages.

However, while the safety angle is to be applauded, critics point to the spirit of the sport being undermined.

It has also been suggested that non-seeded drivers who finish in the points scoring positions of a World Championship rally should be given B-priority rating for the next event.

Hot Rod

Rod Millen looked set to clinch the Pacific-Asian Championship in India this week. As we closed for press, the Mazda driver held a clear lead on the Himalayan Rally, over 11 minutes ahead of Georg Fischer's Audi.

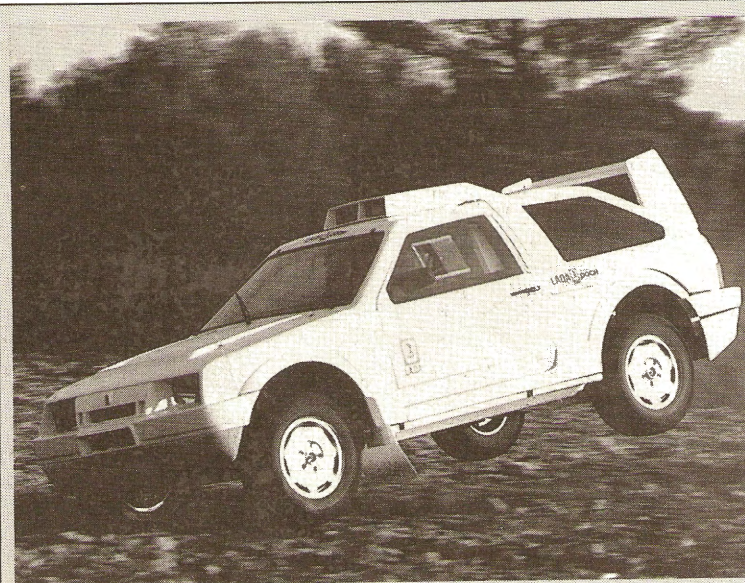
Early leader, Kenjiro Shinozuka, retired with a damaged head gasket. As Mitsubishi had asked Ross Dunkerton not to start the event in order that the full effort could be directed at Shinozuka, Millen only had to finish in the top six to snatch the title from under Mitsubishi's nose.

The event finished yesterday (Wednesday) in Delhi.

King Marc

Marc Duez is the Belgian Rally Champion. When Jean-Pierre Van de Wauwer looked about to win the Ivory Coast Rally, the BMW man appeared to have lost the title.

But when Van de Wauwer's Toyota blew its engine within sight of the finish and failed to add to his score, series leader Duez knew that another title was going to the Prodrive BMW team.



Lada flies in Dakar test

Lada is mounting a serious bid for Paris-Dakar success this Christmas. A three car team, led by Jacky Ickx, is entered with striking 275bhp Samara T3 machines. The multi-tubular spaceframe constructions feature four-wheel drive, 6-speed gearboxes and a Porsche supplied mid-mounted engine within the carbon-fibre/Kevlar body-shell.



NEXT WEEK

Free with next week's AUTOSPORT is our 68-page Lombard RAC Rally Spectator Guide, the most comprehensive look at the big event you will find anywhere. Incisive views and comment on the teams and drivers, plus a detailed pull-out route map combine to improve your in-depth understanding of the event.

The RAC Rally preview issue is always a fast mover so order your copy from your newsagent now. You could be lost without it!

Vatanen joins Lions club

Ari Vatanen was the surprise guest at the Peugeot GTI Rally Club prize-giving on Friday. The factory star turned up to honour the newest recruits to what he described as the "Peugeot family of rally drivers."

Paul Frankland received not only the overall trophy but also the keys to the 309 GTI which he will drive on the RAC Rally. He was also confirmed as a full factory driver for 1990, driving the car on the Shell Open series.

The 1600cc category award went to Clive Wheeler while Ari was delighted to hand over the Henri Toivonen 'Grand Attack' Trophy to Kevin Furber, the lad whose season promised so much but ended in tears despite some fierce driving.

Vatanen (right) joined Des O'Dell (left) and GTI Challenge winner, Paul Frankland at last Friday's prizegiving in Coventry. Peugeot's desert ace was a surprise guest, honouring the new faces of rallying.



Ericsson: flat out

Mikael Ericsson has cause to be grateful to Lancia for the team's RAC Rally withdrawal. He recently aggravated a slipped disc and was forced to return to Sweden for an operation to cure the problem.

He is expected to return home this week and should be fully recovered for his Toyota debut in Monte Carlo. However, testing is out of the question for a while and any hope of an RAC appearance for Lancia would have been dashed.

Ericsson - grounded.



Mary Handley-Page on her way to Monte in 1959. This new event aims to recapture the spirit of those earlier adventures.



On the old road to Monte

The Monte Carlo Challenge is aimed at recreating the spirit of the 1959 event. Currently in the planning stage with Fred Gallagher and Philip Young at the helm, the event is aimed at historic cars, in the same vein as the Pirelli Classic Marathon.

The event from January 28-February 1, starts from Glasgow and

the 60 permitted cars will head for Monte Carlo via a 2000 mile route.

The entry fee is £500, Pirelli is arranging deals on tyres, no competition licences are necessary and the whole affair sounds like a lot of fun. Full details from Philip Young, 85 St Johns Road, Tunbridge Wells. Tel: 0892 24746.



Call the AUTOSPORT phone lines to hear how the stars see their RAC chances.

New lines for RAC phone-in

AUTOSPORT's new-style Rally Lines are now up and running, and during the lead-in to this month's Lombard RAC Rally, we feature interviews with many of the stars who will be competing, to get an insight into their preparation for the event and their hopes for success.

By dialling either of the two new numbers below, you will be able to choose for yourself which of the interviews you wish to listen to; be it Ari Vatanen, Louise Aitken-Walker, Stig Blomqvist or perhaps Andrew Cowan. The list of personalities

already includes Malcolm Wilson, Jimmy McRae, Russell Brookes, Hakan Eriksson, Pentti Airikkala and David Llewellyn. More will be added as we approach the big event.

The regular Rally Line will carry interviews too, and all three lines will be in use to cover the RAC rally, updated regularly to bring you the most recent stage times and positions, interviews with the drivers from the event, and all of the spectator information to help you avoid those horrendous traffic jams.

AUTOSPORT



RALLY LINE

0898 654323

0898 654326

0898 654316

Calls are charged at 25p per minute (cheap rate) and 38p per minute (all other times).

Lancia bonus

Lancia has increased the prize money for its bonus scheme in 1990.

An RAC Rally class win will net £5000, while a similar win on any round of the Shell Open series brings £1200. Class wins on the Mintex National Championship and the BTRDA Gold Star series will bring the driver £600. The awards are open to any British licence holder, driving a Delta Integrale.

BRIEFLY

■ Shell Oils is to continue its support for the Cumbria Rally, penultimate round of next year's Mintex National Championship.

■ Mikael Sundstrom won Finland's Million Mark Cup series from Sebastian Lindholm.

■ This Sunday afternoon, BBC2 will be showing a 50 minutes programme (including previously unseen footage) of the 1988 Lombard RAC Rally.

■ Aylesbury MC is promoting a pre-RAC Rally forum on Monday evening at Weston Turville Golf Club. Andy Dawson and Terry Kaby are on the panel, along with other guests, and admission is free at 9pm.

■ The Q8 Oils Rally Forum on Friday November 17 (after RAC Rally scrutineering at the East Midlands Conference Centre) will be in aid of Children in Need. Entrance is £3.

■ Both Michelin and Dunlop are promising new rubber for their RAC Rally contracted teams. Dunlop has produced softer compound tyres for cold weather and some new snow tyres if the weather turns worse. Michelin is also bringing new rubber; GM, Mazda and Mitsubishi all promised the ATS puncture resistant tyres.

■ BP Oil UK Ltd is to sponsor Ray Cousins' Group A Sierra 4x4 on the RAC Rally.

■ Graham Waite will join the Team CSMA/Frizzell Insurance party on this year's RAC Rally in his self-financed Group N Toyota Corolla GT.

■ Graeme Presswell has secured backing from Compaq and Pericom for his Marlboro Motors Astra on the Lombard RAC Rally.

■ Pentti Airikkala will be carrying personal sponsorship from Lees Tiles Ltd on the RAC Rally. Lees has been a long-time supporter of north eastern club motorsport and this is the company's first venture into top level rallying.

PAUL WEATHERILL

Rallying lost a respected official last week with the sudden death of Paul Weatherill (49). A staunch member of De Lacy MC, Weatherill held many responsible roles in club events, including senior positions within the organising committee of the club's premier event, the Mintex/National Breakdown Rally. He was among the foremost safety officials in recent years, combining a wealth of experience with a wonderful Yorkshire sense of humour. To his wife Anne, and many friends, AUTOSPORT sends its sincere condolences. **KO**

Vision lives at Slington

Slington PHM Racing has bought the manufacturing rights and tooling for Vision sportscars.

The Basingstoke-based concern, which has run three Vision V89s in this year's Vauxhall Finance Sports Championship, finalised the deal a fortnight ago.

"We have made significant progress with the cars towards the end of the

year," asserts Slington chief Keith Runnacles, "and we want to achieve their winning potential."

Slington has acquired all jigs, patterns and moulds from the Vision Racing Cars company, which went into liquidation in June.

As well as offering a full spares and repair service for existing models, Slington will continue to develop the

V89, with Colin Davids in charge of the chassis modification programme.

It is anticipated that an all-new car will be evolved during next year, and put into production for 1991.

Slington PHM Racing will field a pair of V89/90 chassis in its own colours next season, but is keen to talk to drivers about running a third car from the factory.

Frank's 10 grand offer

The winner of next year's Formula Renault UK championship will win a £10,000 bonus – if he or she is driving a new Swift!

The incentive has been pledged by Frank Bradley of Swift Europe, who will also pay out £500 for each race win scored in the series with an FB90.

Swift enjoyed a splendid victory in Sunday's Anglo-French challenge at Donington, works FF1600 driver Dave Coyne doing the business.

PES builds

Performance Engineering Services has reorganised its motorsport division under the PES Racing Team banner.

Steve Deeks is to graduate to Formula Renault with PES, as part of a two-car team, while FF1600 will again be tackled in 1990.

The team is currently running Formula Fords for Australian Shane Hope, and Stuart Dawson (the 22-year-old son of TV comic Les), in the Brands Hatch winter series. Both intend to pursue full championships next year.

Whyte opts for Pilbeam

Audi British Leaders Hillclimb champion John Whyte is switching to single-seaters next season, with a 2.5-litre Pilbeam-Hart MP22 chassis.

The Scottish oil dealer's Ron Hand-built Sunbeam Stiletto-BDH, which also carried Dave Whitehead to the Leaders title in 1986, has been sold to a Japanese Hillclimb Championship contender!

Dempsey's tyre deal

Morgan Dempsey Jr has been named Semperit Scholar of '89 by the Irish-based tyre company.

Dempsey (19) from Mullingar (son of GT driver/constructor Morgan), wrung some mighty results from an 11-year-old Royale RP26 this season.

He will remain in FF1600 next year, with the ex-Vivian Daly Reynard 89FF. Semperit will support the effort.

Forwardline's prize guys

Nigel Greensall and Richard Morgan have won Forwardline's Driver Search competition.

Their prizes are impressive indeed, for each will receive a fully sponsored season with Forwardline's new Formula First team in 1990.

Greensall (25), from Coventry, has already shone in the category. Salisbury man Morgan (23) boasts less experience, but outpointed 18 other finalists.

Graeme Glew's Cadwell Park Racing instructors have been assessing candidates all season, and the final was staged there last Friday.

The Forwardline group, headed by Mike Sturman, has set up its racing

arm in Smethwick, West Midlands. Karl Sturman will run the ambitious Island Products-backed equipe.

Forwardline's '90 First line-up.



Rallycross Bolognese

The organisers of the Bologna Motor Show have replaced their Attilio Bettega Memorial rallysprint with a similar pursuit event for Division 2 rallycross cars.

Billed as the '1st International Rallycross Trophy', the event is scheduled for December 7/8 – just three days after the British Rallycross Grand Prix at Brands Hatch.

Entry for the eight-car event is by invitation only. Will Gollop (Silko-

lene/Piper MG Metro 6R4) and John Welch (Sphere Drake Vauxhall Astra Xtrac) are the Britons who have been approached.

The proximity of the GP, and the poor start money offered – about £800 – makes the participation of either far from certain at present.

Welch concedes, however, that the event's high profile in Italy will probably prove attractive to General Motors.



Steve – no champagne this time.

Bikers bold at Donington

Triple sidecar World Champion Steve Webster had trouble with the extra wheel on his Renault 5 racing debut at Donington on Sunday.

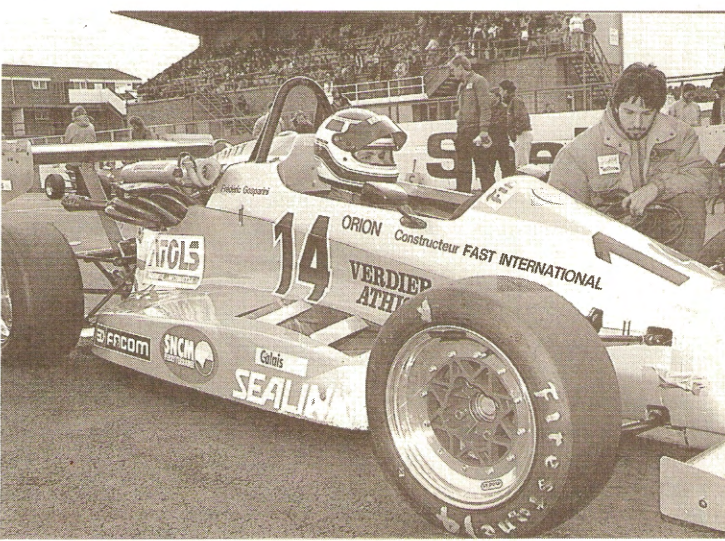
Webster qualified quickest of the 5GT Turbo runners in the Renault versus Honda match race. Without Tony Hewitt to balance David Grimshaw's regular Gerard Motorsport car however, he rolled it on the second lap.

Solo biker Niall Mackenzie started alongside Steve on row three, and led the field into Redgate (!) before spinning Anthony Pownall's machine.

Doubling up

John Welch is likely to add a Vauxhall Nova Challenge string to his rallycross bow next season.

"The Astra Xtrac is starting to go really well, and obviously my main aim is to get it 100 per cent," commented the Hampshireman last week. "Running a Nova is one of the other options that we are looking at now. Yes, we will probably do one as well."



Frederic Gasparini's vitesse in the FAST International Orion was a revelation.

Gasparini: Orion's better

Frederic Gasparini raised a few eyebrows by qualifying his Orion on the pole for Sunday's International Formula Renault race at Donington.

The 19-year-old Frenchman, whose best result at home has been a second

place, was quickest by 0.55s in the Marc Borgetto-designed car.

Alas a first corner tangle with compatriot Michel Ligonnet eliminated the very promising young charger, and an emerging machine.

O'Rourke's RS legal

Frank O'Rourke's Ford Escort RS Turbo has been found to be legal by the RIAC's Technical Commission.

Protests lodged at Mondello Park in September have not, therefore, been upheld. O'Rourke's class win in the Dunlop Motorsport Production Saloon Championship is confirmed.

Nova stars

The prototype of Vauxhall's Nova Rallycross Challenger was debuted at Cadwell Park on Sunday.

Rallycross novice Graham Parkinson did a sterling job at the wheel, bringing it home second in the Formula C A final.

The car was equipped with a more powerful engine than challenge rules will allow, but was not fitted with the full suspension kit.

General feeling was that its speed in this form would be representative of the 1990 cars' potential. Interest among teams continues to run high.

Renault's 200!

At least 30 new chassis are currently being laid down for next year's Formula Renault UK Championship.

"Interest among potential competitors is astounding," reported Renault UK's Tim Jackson on Monday. "We are getting a dozen new phone calls a day, and have already sent details to over 200 drivers and team reps."

Following Sunday's match race at

Donington, several of the French Formula Renault contingent - who set their chassis to the British 4cm ride-height regulations, and ran control Firestone tyres - stated their intention to take in British events next year.

Also present were a host of chassis manufacturers from both sides of the channel, and most of the French engine tuners seeking business.



Stone - nurturing Sports 2000.

SRDC boost

Much improved prize money is set to continue the resurgence of Sports 2000 racing in Britain next year.

The Sports Racing Drivers' Club, under the direction of Martin Stone, has relieved BHL of the championship's administration, and registered the prize fund with the RACMSA.

Support from FAST, which will supply S2000 control tyres for the next three seasons, has enabled the SRDC to offer £250 for a race win (£100 in '89), with £175 and £100 for second and third places.

Negotiations with a potential sponsor for the series are well advanced, with a view to doubling the new fund...

Hoppy's hybrid

Adrian Hopkins is designing his own hillclimb chassis for 1990.

Having eked the maximum performance from his Sark-BDA, the former Midland Championship winner is moving into the 2-litre class.

'Hoppy' has acquired a brand new Ralt RT4 tub, and a Hewland FGC transaxle casing to build around.

"It's like a grown-up's mind-boggling Meccano kit just now," reports the optician, who has a full-race, atmospheric Ford Sierra Cosworth power unit on the stocks...

Dublin show a fixture

The Dublin Motorsports Show is to become a biannual exhibition.

Over 20,000 people (more than four times the organiser's projected number) visited last month's inaugural event, which was backed by Allied Irish Finance.

Planning has already begun for the autumn 1991 event.

Maasmechelen to get GP?

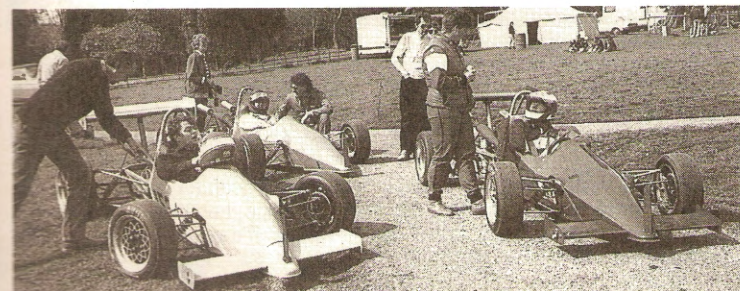
Britain's Rallycross Grand Prix lead looks set to be followed by Belgium and Germany.

Maasmechelen circuit is bidding to upstage rival venues by proposing the biggest rallycross event ever on Belgian soil next year.

A meeting of similar status at the

Nurburgring has also been discussed. Its adoption would depend largely on the future of the Michele Mouton-promoted 'Race of Champions'.

Should the rally challenge move away from the 'Ring, the German Rallycross GP is tipped to fill its late-season calendar slot.



A trio of Jedis at Wiscombe. Next year Phoenix Challengers can go racing.

Phoenix 500s go racing

The Phoenix Foods Challenge for 500cc racing cars will include circuit racing for the first time next season.

As many as six BARC-run races are expected to combine with hillclimbs and sprints to form what Phoenix boss

David Tearle regards as a "proper multi-discipline challenge."

Twelve circuit options are currently on the table. Classes for both modern and traditional cars will be run. Details from Tearle on (0536) 200101.

BRIEFLY

Michael Shield added the BDRA National Rallycross title to his RAC British crown at Cadwell Park on Sunday. Formulae A, B & C went to Steve Palmer, Tony Proctor and Pete Rucroft respectively. Rucroft also won the Sphere Drake Clubmans Championship, with Aidan Creegan, John Pearson and Dave Ward emerging atop the classes.

While Dick Whittington was lowering the Brands road saloon lap record in a Ford Escort RS2000 last Sunday, its owner Mark Smith was running the New York Marathon for charity. Mark was hoping to raise £2500 for Whizz Kids, and thus be able to provide 12-year-old muscular dystrophy sufferer Navdeep Gill of Hounslow with an electric wheelchair.

The Motor Racing Safety Fund has received £135 from the BRSCC Brands Hatch Centre, the proceeds of its Formula Ford Festival Sweepstake.

Harvey Gillanders made his Formula Renault debut at Donington last weekend. The Scot fought hard for sixth place in the Sunday's International, having been stranded on the line in the previous day's finale.

David Coulthard had his first taste of Vauxhall Lotus at Silverstone on Tuesday. The young Scot managed over 30 laps with Peter Thompson's team in wet conditions, recording a best of 47.3 seconds. Coulthard has a few offers for FVL next season, and is expected to move up from FF1600. Also running with PTM was impressive Portuguese driver Diogo Castro Santos who raced with Derek Bell Racing last year.

The second annual Brands Hatch versus Silverstone marshals' karting challenge takes place at Playscape's Clapham venue this Saturday. In an effort to avenge last year's defeat, Jeff Allam, Gary Ayles, Dave Cox, Chris Hall and John Welch will bolster the Kentish side. Silverstone's officials also have some aces up their sleeve. Action is from 10am.



Wallace - winning potential.

Paul Wallace, younger brother of Jaguar sports car pilot Andy, is planning to return to racing. The former Pre-'74 FF1600 frontrunner was to have joined First Time Racing's Formula First attack at Brands last weekend, but both parties decided that they should concentrate on finding next season's budget.

Hillclimber Dave Whitehead is currently recovering from a broken jaw, sustained while 'bouncing' for Bob Dayson on a Sporting Trial. The Birmingham printer will be wired up for a few weeks, so wife Lynne is getting some peace! On behalf of his many racing friends, AUTOSPORT wishes Dave a very speedy recovery.

The works/McKinnon & Clarke Jamun FF1600 of Chris Hall has recently switched to Auriga power.

Richard Homer has bought Adrian Hopkins' all-conquering Sark-BDA hillclimb car. His ex-Charles Barter Delta-Imp has found a new home with Mike Adlington, who shared Bob Dayson's Caterham 7 this season.

Congratulations to AUTOSPORT readers Lisa Thorpe, Tim Jenner and David Trotman, who will take part in a special Labatt's RAC 'Be a Better Driver' weekend at Brands Hatch. A total of 20 entrants have been invited, following the Canadian Lager company's BTCC-related summer promotional campaign.

WEEKEND SPORT

NATIONAL RACING

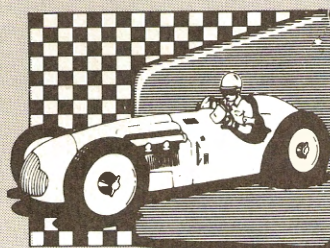
NOV 12, TAMPA (USA)

Camel IMSA/GTP Series.

A non-championship, but still hotly-contested event, should see an end of season showdown between Nissan and Jaguar.

NOV 12, FUJI (J)

All Japan Touring Car Championship. Final round for the Japanese tin-tops.



ON TV

BBC1

Saturday, Nov 11: Grandstand, 1230, Mobil 1 Rally Challenge, round 5; 1345, Grandstand Formula Forwards from Brands Hatch.

BBC2

Thursday, Nov 9: 2030, Top Gear - this week the Pirelli Classic Marathon.

Friday, Nov 10: 1415, Sport on Friday - Review of the World Rally Championship plus coverage of the San Remo Rally. Sunday, Nov 12: 1610, highlights from last year's RAC Rally, including some unseen footage.

LWT

Monday, Nov 13: 0235, Indycar World Series.

SCREENSPORT

Thursday, Nov 9: 0700, Powersports International. Friday, Nov 10: 1700, Powersports International; 2130, NASCAR Checker 500. Saturday, Nov 11: 1000, NASCAR-Checker 500; 1830, Powersports International. Sunday, Nov 12: 0030, NASCAR-Checker 500; 1415, NASCAR-Checker 500; 2200, Ivory Coast Rally; 0000, Drag Racing. Monday, Nov 13: 1000, Ivory Coast Rally; 1100, Powersports International; 1200, NASCAR-Checker 500. Tuesday, Nov 14: 0900, Drag Racing.

EUROSPORT

Friday, Nov 10: 0900, Mobil Motor Sport News. Saturday, Nov 11: 0930, Mobil 1 Rally Challenge. Tuesday, Nov 14: 0900, International Motor Sport.

Profit before safety?

FISA has a problem. It must decide whether the promotional wing is the real power behind the organisation, or whether its sporting responsibilities should, indeed, come first.

The decision to plough on with the Australian Grand Prix indicates that the FISA holds no more respect for the drivers' lives than those in charge of the Roman gladiators – pushing them into combat against ridiculous odds and charged with entertaining the masses.

Hardened businessmen within FISA will probably be quite proud of the television exposure gained by the antics in Adelaide: no one was hurt, and there was plenty of excitement to push the race onto mainline news bulletins.

AUTOSPORT accepts that the appalling conditions meant that speeds were relatively slow, but the violence of certain accidents – especially those multi-car collisions – leaves us in no doubt that it was a miracle the season did not end on a tragic note.

The danger is that the stewards will consider that they made the right decision, that those in a similar position in the future will remember Adelaide 1989 as just a wet race with a few accidents.

The facts are that the race should not have started. Twenty-six drivers took the first start, 14 subsequently had accidents which led to retirement and one withdrew. Why did one man have to make his own stand against the authorities?

The answer is that the officials charged with the correct conduct of the meeting ducked out of their responsibilities. FISA has used the word 'safety' many times in recent weeks, but when they bowed to commercial pressures last weekend – there can have been no other reason for the green light – they underlined that their concern for the safety of drivers is little more than a pretence.

AUTOSPORT is relieved that everyone emerged unscathed from the last Formula 1 race of the decade. Had a man lost his life in that rain-sodden episode, even the businessmen might now be reconsidering the price of entertainment.



NEXT WEEK

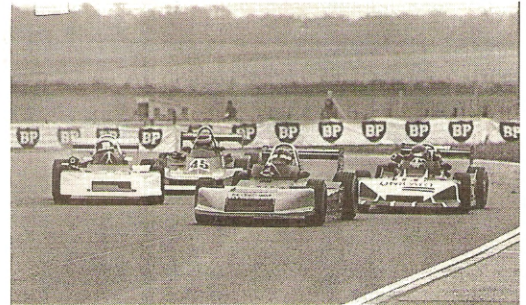
Your full colour preview to Britain's biggest motorsport event, the **Lombard RAC Rally – Production saloon Seasonal Survey** – the **History of Macau** – **Rallycross** from Lydden Hill – Plus all our usual news and features.

* Items correct at press time.

10

Ten years ago this week (AUTOSPORT, November 8, 1979), Donald Macleod sailed away – literally – from the young hotshoes of the Formula Ford world to win his second Festival gold. The Scot's feat, at Brands, aboard the good ship Sark (of his own construction) has yet to be matched.

Macleod's precision, and the car's amazing traction, in the torrential rain, left the best of the rest reeling in their wake. And Terry Gray (Van Diemen), Rick Morris (PRS), British champion David Sears (Royale) and Richard Morgan (Crossle), who chased in vain, were not slouches...



20

Twenty years ago this week (AUTOSPORT, November 6, 1969), the mainstream racing season was all but over. The Malaysian International GP at Batu Tiga, Kuala Lumpur, however, resulted in a nine-lap victory for Tony Maw in his Elfin-Ford.

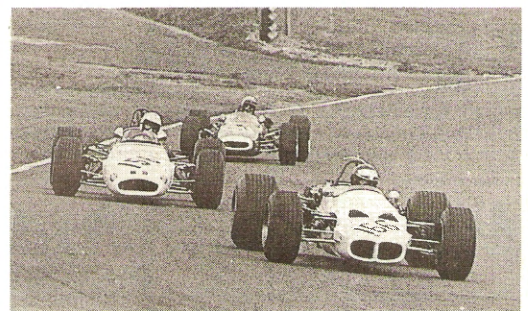
Arranged at short notice, the event failed to attract the usual aces from Australia and New Zealand, and was initially a three-horse race. When reigning champion Hengkie Iriawan of Indonesia (Elfin-FVA) and local hero Jan Bussell (Brabham) hit mechanical dramas, Maw was untroubled.

Back at home, current Formula 1

photo-journalist Jeff Hutchinson was our scribe at a thrilling Brands clubbie, the highlight of which was Ian Ashley's narrow Formule Libre victory in a borrowed Lotus 59B (pictured).

Big banger sports cars ruled the roost in the weekend's domestic sprints, Ian Richardson (AC Cobra) and David Render (Ginetta-Buick G12) setting BTDs at Silverstone and Snetterton.

Simon Taylor, meanwhile, looked every inch the racing driver as he sampled the very purposeful-looking new Fuchs FVee car at Hockenheim.



30

Thirty years ago this week (AUTOSPORT, November 6, 1959), Formula 1 World Champion Jack Brabham was pictured on the cover – completing the Brighton Run in Lord Montagu's 1904 Sunbeam!

David Brown of Aston Martin produced the week's big news, however, by celebrating his marque's World Sportscar Constructors' Championship crown, and promptly renouncing the discipline in favour of F1 for the following season.

Numerous Grand Prix drivers enjoyed a day's karting at Brands Hatch, at the behest of one Albert Zains. Graham Hill,

Bruce McLaren, Chris Bristow (pictured) and Les Leston sampled a wide range of early machines on a 300 yard track marked out with straw bales...

Among the Irish aces at Kirkistown were John Crossle, Malcolm Templeton (Lotus), John Pollock (Healey) and Tommy Reid (Triumph) – the last of whom is still competing regularly with his wonderful stable of cars.

And Chris Nixon profiled Masten Gregory, the 'laid back' yet versatile young American F1 driver who, at 22 years of age, had been invited to join Enzo Ferrari's sportscar team.



Call it a day

Thank you Thierry Boutsen for putting the World Championship out of reach of the courtroom wrangles. No matter what is decided about the Japanese GP fiasco, Alain Prost is the champion any way you care to look at it.

Never mind the rights and wrongs of decisions made and overturned, let us put this whole sorry season behind us and look forward to 1990. McLaren should drop its court case and, instead, use the close season to instigate discussions between the teams and the rule makers. In this way, rules can be tightened and the manner of their application made more professional.

If McLaren persists, it could be this time next year before order is restored and that would be a hammer blow to Formula 1 from which it may never recover.

ALAN KING
SOUTHAMPTON

The bans play on

Congratulations to Thierry Boutsen for his superbly controlled drive in Adelaide. But I am left wondering if Senna's six-month ban should not be transferred to the hierarchy of FISA.

The race should not have been allowed to take place (let alone run for 2 hours) in such dangerous conditions.

JEFF PORTER
VERWOOD, DORSET

You cannot be serious

How can the FIA and Jean-Marie Balestre expect to be taken seriously when a court of appeal, headed by a Frenchman in Paris impartially decides the outcome of the championship between a French and a Brazilian driver? Or when a man who runs across a circuit with cars travelling at 150mph accuses the said Brazilian of being dangerous?

Or what about when that same Brazilian is given a six-month suspended ban for colliding with a Frenchman at 50mph having had no action taken against him for driving into an Englishman at 150mph?

I suggest that some animals native to Australia are brought back to preside

at future appeals in order to maintain the current standards...

P J FERMER
HAYWARDS HEATH, W SUSSEX

The sun shines...

It is not the recent fines or disqualifications that will stick in my mind, but the suggestion by Jean-Marie Balestre that Senna was receiving his suspended sentence for 'excessive speed'.

To suggest that a racing driver is penalised for going too fast is a headline worthy of the *Sun* if ever I saw one.

Was he also in charge of the lighting rules for the 1966 Monte Carlo Rally?

IAN MENDONCA
WEMBLEY, MIDDLESEX

Is it sport?

How can motor sport, now a serious rival in television terms to soccer, honestly expect to be taken seriously in future discussions with sponsors and the media, if the rule makers cannot come up with more efficient ways of dealing with legitimate protests?

To have Grand Prix racing sullied by the same on-going squabbles that are currently rife in F3000, British F3 and the BTCC, makes you wonder if the word 'sport' should be banished from motor racing.

SANDY MURDOCH
LONDON E8

Did I see?

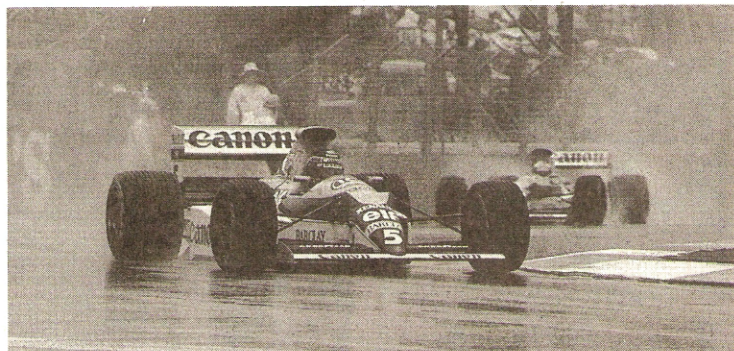
Was it my eyes deceiving me, or did I spot someone with a pair of binoculars watching Alain Prost and Ayrton Senna in Japan. I wonder if that explains the sudden swerve of the new World Champion...

RICHARD TOOGOOD
LONDON SW19

One girl's view

Having sat spellbound watching the 1989 Formula 1 season, I offer the following review:

1. FISA has recently found its paying-in book for its bank account.
2. Nigel Mansell got the holiday he wanted after Portugal.
3. Ayrton Senna is colour-blind.
4. Gerflard Berger actually won in



Splashing to victory - Boutsen ends the troubled Formula 1 season.

Portugal - though nobody noticed.

5. Sandro Nannini won in Japan but came second and won anyway...

6. Mauricio Gugelmin is eligible to join the Red Arrows after Paul Ricard and Riccardo Patrese passed the first test at Silverstone.

7. Open top F1 cars aren't much good at Spa but umbrellas are.

8. Ferraris have reverse gears.

9. Camels are not Michele Alboreto's favourite animal.

10. Nigel Roebuck has written some great *Fifth Columns* this season.

JANE WOODAGE
ASHAMPSTEAD, BERKS

Birch them!

Here on the Isle of Man, we still have the birch on our statute. FISA should move its headquarters to Douglas and then, if drivers misbehave, they could be flogged instead of fined. How much would the TV rights be worth?

J KNIVETON
ONCHAN, ISLE OF MAN

Timely reply

Being the chief timekeeper at the Formula Ford Festival, lambasted in last week's *Correspondence* by 'Disgusted of Surrey', I feel that I must put the other side of the story.

The driver in question, Mr Garry Woodcock, and his mechanic visited the timekeepers' box to query our fastest lap for their car. After checking their times against ours it was obvious a problem existed, especially as we had more times than they did. For the next 45 minutes I patiently explained to them about the electronic timing equipment that we were using and how there were three independent checks

to see that the times and numbers of laps were correct.

Unfortunately, they refused to concede that the evidence was wholly against them; indeed if what they claimed was true, *nine* independent clocks would have had to go wrong by the same amount each time their car passed the line and then correct themselves for all the other cars on the track!

When it was obvious that, no matter what evidence was shown to them, they would not concede the point, I admit I had had enough - wouldn't you? Contrary to their letter, they were not reported to the stewards but merely to the officials in Race Control for a 'ticking off'.

ROY WILLIAMS
CHIEF TIMEKEEPER
FORMULA FORD FESTIVAL

Crash tests

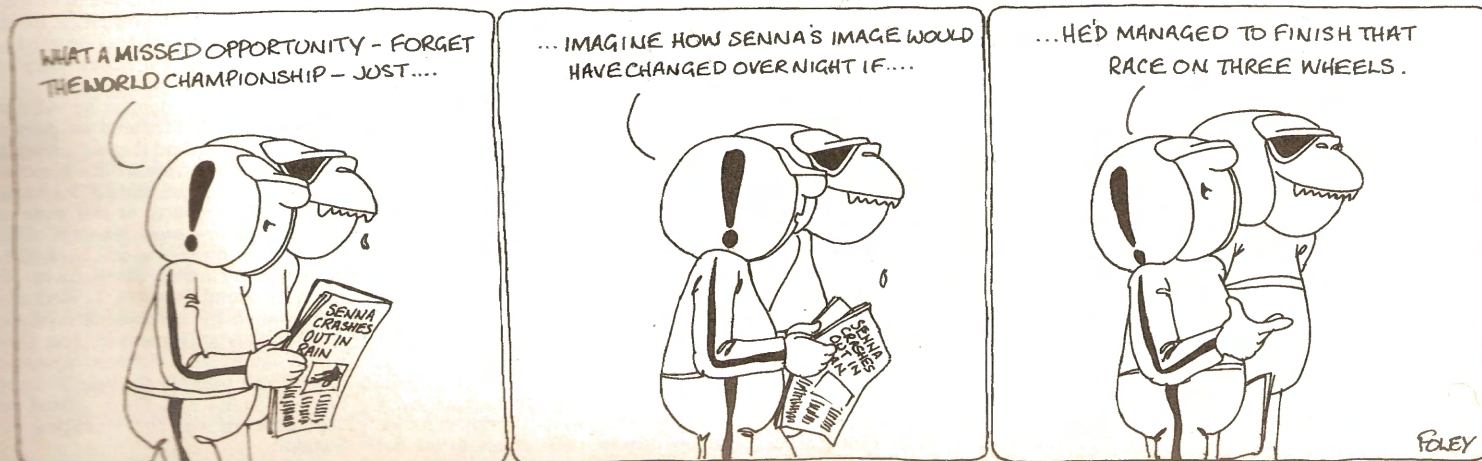
I would like to express my thanks to the many marshals and St John Ambulance Brigade members who took time off from their work to attend the recent well organised test sessions at Brands Hatch.

After my unscheduled crash test of Van Diemen's amazingly strong chassis, it was a relief to be in the hands of such experienced people as they extracted me from the remnants of my car and packed me off to Sidcup hospital with the minimum amount of fuss.

BOB BAILEY
HEXHAM, NORTHUMBERLAND

CATCHPOLE

By BARRY FOLEY



TH
COLUMN

Too much too late

It is enough, frankly, to make you despair. For the third time in as many weeks, I find myself beginning a column concerned with the Suzuka Affair, its aftermath and implications.

A few days ago I bemoaned the attitude of officials in general, and FISA in particular, to Ayrton Senna, suggested that the Brazilian led a charmed existence when it came to punishments, the avoidance of.

In London, preparatory to setting out for Adelaide, Ron Dennis gave a press conference to present the case for Senna's reinstatement as winner of the Japanese Grand Prix. Much of the time was given over to footage of previous misdemeanours – missing chicanes, going off the road after making a mistake, and so on – by other drivers, which had gone unpunished. It was extremely elaborate, in the McLaren International tradition. So far as I know, David Lean didn't direct it, but he might have done.

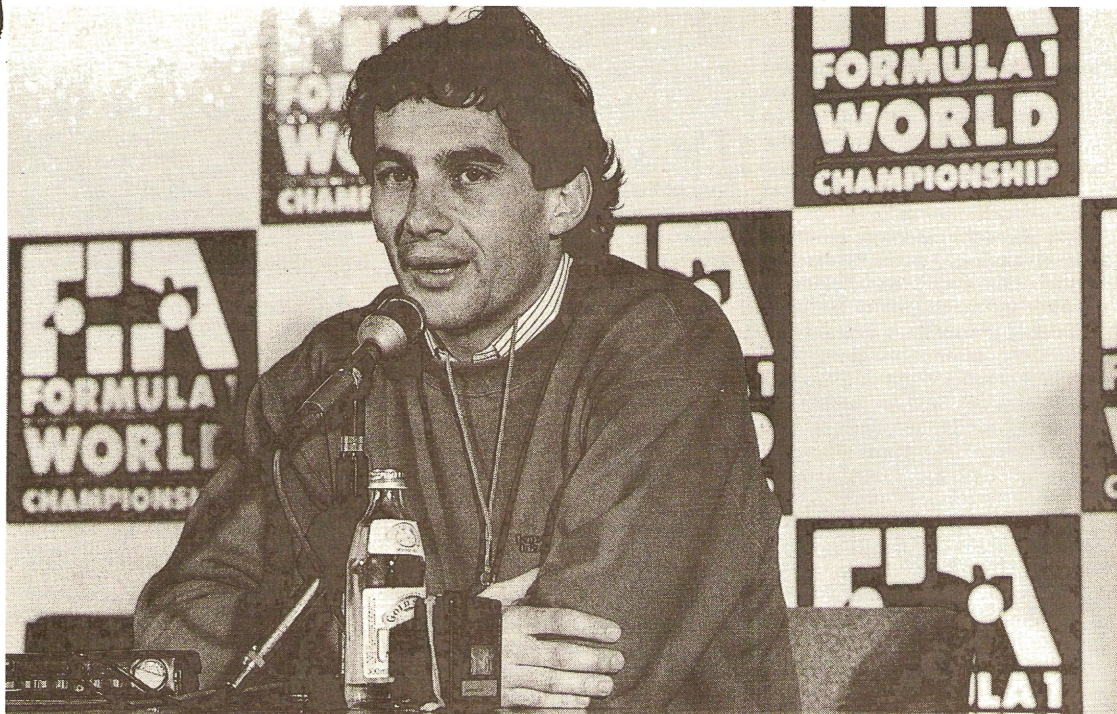
The following day we had the reconvening of the FIA Court of Appeal. Given previous ditherings from Paris, I expected another deferred decision, anticipated we would go to Adelaide not knowing if this were a World Championship decider or not.

I was wrong. We not only had a decision on Suzuka, and its implications for the World Championship, but also a dissection of Senna's recent career in a manner not only unacceptable, but also irrelevant. The only sure guarantee you have from any major decision from the governing body is that it will not be balanced. Having perhaps on occasion dealt too leniently with Ayrton in the past, it has now overreacted, sought to bury him.

Right away let me reiterate I agree with his disqualification from Suzuka – although not for the reason officially cited. The stewards in Japan made a major mistake in singling out his bypassing of the chicane as grounds for their action. It didn't surprise me that Dennis and his people went to town on this with their videos *et al.* In my estimation, the circumstances were somewhat different from those in which drivers have gone off the road, missed chicanes or whatever, simply as the consequence of a mistake, but you couldn't blame Ron for picking up on it.

If Senna, though, had got away with it on these grounds, I feel he would have escaped on a technicality, survived because of the incompetence of the stewards. It might strictly have made him the winner of the Japanese Grand Prix, but not morally so. To my mind, as soon as he received the second push start (in the escape road), he was out of the game, and quite why this was not cited by the stewards as grounds for his disqualification is beyond me.

This is only my opinion, however,



Ayrton Senna held court for 90 minutes at the Adelaide press conference, impressing many of those present.

and doubtless there will be arguments on the matter for as long as cars are raced. More disturbing by far was that FISA's report of the matter dredged up incidents from Senna's past, incidents which had no relevance to the matter at hand. Cynics might suggest this was a smokescreen to disguise Suzuka's stewards' incompetence, and they would receive no argument from me.

It is surely fundamentally unacceptable to punish someone – be he a racing driver, pickpocket, flasher or whatever – retrospectively, for offences which went unpunished at the time. The FISA report listed six 'serious errors' by Senna, five of which had nothing to do with the events at Suzuka, supposedly the only matter under consideration by the Court of Appeal.

"You're guilty of the Japanese thing," the report appeared to say, "and while we're about it, we're going to take you to the cleaners on everything else we can think of. That'll be a hundred and twenty-eight grand, please".

As I suggested at the time of the Mansell fine, the money, in itself, is an irrelevance. In a day Ayrton Senna makes as much as most people in a 12-month. But the principle involved is not to be tolerated.

If FISA is now claiming Senna to be guilty of all these offences, can they tell us why no action against him was taken at the time?

In itself, the list contains glaring inaccuracies, among them Senna's "failure to respect the red flag giving the order to stop the race" at Jerez a few weeks ago. The incident, of course, took place in qualifying, not in the race.

Ayrton's action that day I thought inexcusable, for he also ignored eight black flags after Gregor Foitek's accident; and, coming as it did, on the heels of Mansell's one-race ban for ignoring the black flag at Estoril, the offence should have drawn from FISA a degree of consistency. As it was, Senna was merely fined.

Now, however, is not the time for them to rake it all up again, for it has no relevance to a discussion supposedly concerned with Suzuka alone. Retrospective punishment is not on.

Perhaps the most astonishing aspect of this catalogue of misdemeanours by

Senna is that, while it fatuously includes "dangerous change of direction at the start of the 1989 French Grand Prix" (when Ayrton was without drive!), it makes no mention whatsoever of his swerving at Prost in Estoril last year, perhaps the most blatantly perilous manoeuvre anyone has seen in Formula 1 for many years.

In Adelaide the whole matter was hashed and dished at a variety of press conferences. Ron Dennis laid on a repeat performance of his London lecture, and several drivers also gave their comments. Thierry Boutsen said Senna was no more dangerous than any other driver, and Nigel Mansell said Boutsen was talking like Senna's PR officer. Alain Prost, clearly weary of the whole business, said he really

ability.

The Australian journalists were most impressed by Ayrton at his press conference, and I wasn't surprised: so was I. He stayed for nearly an hour and a half, which was remarkable for one not renowned for loquaciousness with journalists. He was emotional, very lucid and plausible in his excellent English. It was impossible not to be impressed; impossible, too, I'm afraid, not to think that for once Ayrton Senna needed us. "Go to McLaren's press conference at breakfast tomorrow," he implored us time and again, "and you will see..."

He felt he had been treated like a criminal, he said, and you couldn't blame him for that. Not only had Suzuka – and therefore any chance of retaining his title – been taken away from him; there was also the suspended six-month ban, which would presumably be put into effect if he transgressed in any way.

This is no way for Grand Prix racing to proceed. Yet again FISA has been guilty of overkill; too much, too late. On occasion I have felt in the past some action against Senna would have been appropriate, yet none was taken; now they have unreasonably brought the building down on him.

How does a driver race in these circumstances? Is FISA telling him, in effect, to play follow-my-leader for six months? "I will not change my way of driving," said Ayrton firmly, and we would have expected no other response from him. No one would wish all that flair to be lost to Formula 1. He is, as all his rivals say, too good to need to do some of the things he does. They've been saying that for five years.

Ron Dennis is adamant he will not let the matter lie; McLaren will pursue this to the end. And the suggestion is that FISA has threatened the removal of his team's licence, should Dennis go to the French courts. If this were to happen, I believe most, if not all, of his fellow team owners would back him, perhaps hand in their own licences – in effect, suspend Formula 1. Recently their animosity towards Jean-Marie Balestre has mushroomed, and they would like to see a different occupant in the FISA president's chair. It could be that Senna and Prost started an avalanche when they tangled at Suzuka.

If Senna is guilty of these offences why was no action taken at the time

didn't want to get into all that again, but reiterated his opinion that "Ayrton will not accept to be passed – and will not accept when he cannot pass." And finally the man himself appeared.

Regular readers of this column may have cottoned on that my feelings about Senna are equivocal. Ayrton on a qualifying lap is a sight irresistibly awesome; there is genius in the way he sews it together, and you have the impression of an artist at his absolute zenith – it couldn't be done better than this.

In part, he is aided by a quite uncanny ability to find a clear lap in the midst of a crowded session: it's as if the Red Sea parts for him. Sometimes, though, the picture is disturbed, and he'll find traffic, like all the rest; and what I dislike is the way he will sometimes bully his way through, behave as if the track were for his use alone. "Senna operates on a different level," some people are fond of saying; "Senna's a special case." Well, perhaps, but I see that as no excuse for what looks like a lack of respect for his fellow drivers, most of whom are not even in his firmament when it comes to



As in Canada, Thierry Boutsen thrived in the wet. With a fine display of finesse and control, he took the FW13 to its first victory and claimed his second this year.

Slip sliding away

About the best you could say was that no one got hurt. Conditions at the Australian Grand Prix were worse than any of the drivers could remember, and most of them didn't want to start. Commercial pressures meant that they did, however, and in a race disfigured by accidents, Ayrton Senna lost the remnants of his tentative claim to the World Championship, crashing out of a dominant lead. Which left Thierry Boutsen to give a fine display of finesse and control amid the wrecker's yard of Adelaide.

QUALIFYING

PALMER: "You can't put a feeling like this into words"

In the days after the Japanese Grand Prix, the Formula 1 circus exploded in different directions: the sponsor-hunters went to Tokyo for the Motor Show; the smart cookies to the exclusive beaches of Bali and Phuket; the gregarious to Queensland (where one particular resort boasted 15 drivers "getting away from racing"); and the immoral to the Philippines. The workaholics went to England and the aggrieved to Paris. The mechanics?

AUTOSPORT, NOVEMBER 9, 1989



Left: Thierry Boutsen probably wishes he could have used his toy in Sunday's appalling conditions. No matter though, the Belgian didn't put a foot wrong to score his second victory. Below: Ayrton Senna walked on water in the early stages. Lapping brought about his downfall, running through the spray into Martin Brundle. Below: Alain Prost ended his season in the pits. The new World Champion felt the race shouldn't be started, and withdrew prior to the restart.

of the F1 journalists had blood coming out of their ears.

After months during which the media have been treated with disdain by some in Formula 1, suddenly everyone was asking for the support of the pressmen in the quest for what was right and fair.

It was all a bit much... "There is truth," said a cynical local hack, "there is perception and there are good quotes. I prefer good quotes!" There were plenty.

Still, when all else fails, you can always say "G'day sport" for, lest we forget, this is what running fast cars round in circles is supposed to be about. There are times when one could willingly throttle most people in Formula 1.

On Thursday Ron Dennis was on several hit lists. After 15 race meetings during which one had to get up early for Friday morning's pre-qualifying, the wonderful folk of Adelaide had decided that, as their's was a four-day meeting, pre-qualifying should take place on Thursday afternoon. What a fine idea. For once Friday morning would not be quite such a struggle. Then Ron called a press breakfast at 7.30am and it was billed to be as exciting as *Batman*.

Thankfully, Dennis and his drivers decided after this that all matters relating to the Suzuka business would not be discussed in public. Everyone breathed a huge sigh of relief and put



Many went straight to Adelaide... All would ultimately regroup, but in Australia just now, going from A to B is not easy. There is an airline strike. So the "BPs" (the local Aussie expression for Beautiful People) came to Adelaide by car, after many hundreds of miles driving. Some came by Australia Air Force Hercules, the lucky were crammed into oversubscribed passenger jets.

Of course, no matter how one ar-

rived, everyone wanted to be in Adelaide. It's the best Grand Prix of the year and a fun town at Grand Prix time. The weather is lovely and one can get into all manner of glorious 'trouble' with the local Sheilas. It is where the F1 term comes to an end and is always that little bit more relaxed than other races.

Or it was. Not this year. There was the messy business of the McLaren appeal and the absurd FIA punish-

ment for Senna.

Those who disappeared to sunny places, where even the bush telegraph fails to reach, were in for a shock when they arrived in Adelaide. A rather token appeal had been turned into a major crisis.

The entire sordid dispute tainted the early days of the meeting, took the edge off the usually magnificent event. After the first couple of days of listening to what everyone had to say, most

their heads down to get on with serious sport and serious partying.

Pre-qualifying was low-key, as it turned out, not quite the scramble we have come to expect. Nicola Larini made it, Philippe Alliot too. Nothing new in that.

There were surprises: Piercarlo Ghinzani, going into his last Grand Prix, was also in, while Stefan Johansson was pushed out in the dying seconds, by his own team mate, young JJ Lehto.

Michele Alboreto was out too. A broken diff' leaving his set of race tyres stranded out on the track. Michele was left with an unsorted spare car and a set of qualifiers. He did not make it.

Tyres were the major talking point for the streets of Adelaide were having a curious effect. Qualifiers did not seem to work. Sure, the track was dirty and was always slippery, but it looked like this time things were out of control.

"I had a set of soft qualifiers," said Pirelli man Nicola Larini. "They lasted for 11 laps!"

It was all a bit confusing. Yet whatever the rubber, it was obvious from early on that hardly any of it could grip itself to Adelaide tarmac. Walls and kerbs were assaulted willy-nilly, notably by Olivier Grouillard who had three goes at smashing cars to bits in the very first session, the final effort coming *after* the chequered flag. Olivier has had better days.

▶▶ This was Spin City from which Senna, naturally, emerged quickest. Pierluigi Martini's Minardi was second fastest (but this no longer amazes as it did a few months ago) and Mansell's Ferrari was third. The only indication that all was not as normal was that Prost was ninth, the victim of brake and gear selection troubles.

In the warm and pleasant afternoon, the spins continued (yes, Olivier did it again) and Martini set the pace. It took 31 minutes before Alain Prost could topple Pierluigi. Within moments Senna had toppled Prost. With 5 minutes to go Prost toppled Senna. (Are you getting the picture?) Senna went for a run and was held up in traffic. What kind of traffic? "A Ferrari and a McLaren," said Senna darkly.

Thierry Boutsen was the big surprise for the Williams-Renault FW13s have never looked this competitive. Thierry was 0.38 second from Prost's best and reckoned he could have had overnight pole.

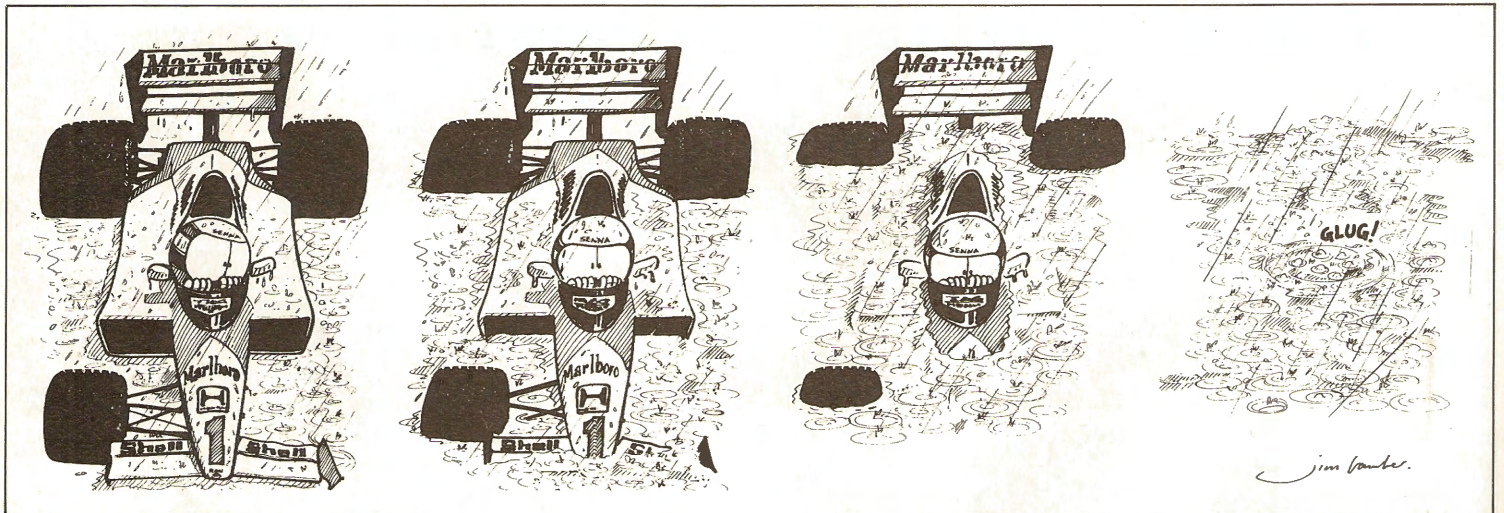
"It was quite a good lap except for two corners. I was behind Alliot who didn't see me," he explained.

Martini wound up fourth and was, in true Minardi tradition, ecstatic. Sandro Nannini's Benetton was right in the hunt as well.

Significantly, however, five of the top 10 were Pirelli runners. And Ferrari? Yes. Ferrari was in something of



Left: Conditions were atrocious, with visibility down to a matter of feet. Many drivers felt the race shouldn't have started. Bottom: Grouillard shelters from the rain while the marshals move his stranded Ligier. Facing page - Right: The Prost v Senna battle continued at the start of the aborted race. Prost withdrew at the end of the lap. Below and right: Martini qualified third, but the wet Pirellis were no match for Boutsen's Goodyears. Arnoux's long GP career came to an end in the wall.



a shambles. Berger managed 10 laps to take 11th and (whisper it) Mansell was down in 16th. They could only improve - both set-up and tyre choice.

The following day, the usually cheery face of Berger was even more depressed than before.

"The end should not be like this," he said. "They are fighting for second place in the Constructors' Championship and putting one driver aside. I'm not upset with Ferrari, but someone is trying to do something very clever and it will all fall on his head."

Someone? Well, look at it this way, when Gerhard's gearbox broke after two laps on Saturday morning he returned to the pits and was not allowed to get in the spare; it had a new development engine and Berger, of course, is going to McLaren next year.

There is a sweet irony in all this. Neither Prost nor Berger enjoyed one minute at Adelaide. Next year they will be standing in each others' shoes... and presumably everything will be rosy.

"Ron (Dennis) came to me and asked me if I wanted a car," said Berger with a small smile. "He said he had four."

Nigel Mansell wasn't particularly happy either, for his morning's practice involved an assault from the rear

from his old 'chum' Nelson Piquet.

"I was on a quick lap," explained Nelson, "and Nigel was running slowly in the middle of the road ahead of me. I was sure he was going into the pits, but he didn't."

For the first 75 minutes of the session Alliot was the fast man, but in the dying minutes there was the usual rush of times. Patrese knocked him off the top, Nannini knocked Riccardo down and then in the dying seconds Prost went quickest. The sensation, the joy, of that glorious hot Saturday morning was the performance of JJ Lehto. He was a mightily impressive sixth. And Stefano Modena's Brabham was hardly slouching along with fourth. The top eight were covered by 0.77 second. These included three pre-qualifiers: Lehto, Alliot and Larini.

Senna was down in 11th place. He was working on a race setting.

And so to the showdown on what had become a blistering afternoon. For a while, the drivers sat around and watched the early chargers and then after 20 minutes Senna went out and round the track in the quickest lap ever to take pole. Eight minutes later Prost had a go, but it was not enough.

Ten minutes later Senna was on the war path again with his final set and all eyes watched. This, after all, was what



they were going to tell their grandchildren about.

"It was better than yesterday's," said Senna. "That was as much as I could do. If anyone had been able to go faster, then so be it."

It had been spectacular, but not a classic by his high standards. It was, however, 0.73 second quicker than Prost's Friday time...

Moments later Martini did one of his fliers to set the second quickest time of the session and to take third on the grid.

"This afternoon is fantastic," he said

later. Nannini and Patrese had both done well too and Mansell had dragged himself up to seventh.

It was getting into the happy hour by this stage as drivers tried everything they knew to pull out a quick one.

Berger's appalling time continued. His car stopped out on the track with engine failure and, having been kindly lent Mansell's race car, he missed his qualifying lap when, somehow or other, an onboard fire extinguisher was triggered. Gerhard would line up 14th.

FOSTER'S FOSTER



1 Senna McLaren-Honda

Had two chassis and both Spec 4 and Spec 5 Honda engines. Easily quickest on Friday morning, but complained of traffic in the afternoon. Second to Prost overnight. Produced another startling qualifying run on Saturday to take his 42nd pole position. Fastest in the warm-up but had a wild double-spin in the wet warm-up. Came close to colliding with Prost at the first start and in the lead when red flag came out. Had an 8.7 second lead after the first lap of restart. He pulled out a lead of 30 seconds but ran into the back of Brundle on lap 14. Three-wheeled to the pits.

2 Prost McLaren-Honda

No real problems on Friday and provisional pole man, despite the lack of grip on the track. Car was less easy to handle on Saturday and Alain failed to improve his time, although he held onto second on the grid. Went off in the wet warm-up and very unhappy about racing in the dreadful conditions. Did one lap in the aborted race then pulled into the pits and climbed out of his car. Did not take the second start.

3 Palmer Tyrrell-DFR

Suffering an overheating problem on Friday morning. This caused his engine to be down on power in qualifying. Jonathan was 24th overnight. Engine was changed and Jonathan was 12th on Saturday morning. In the afternoon he waited until the end of the session to run his qualifying rubber. His first run was not as good as he hoped and his second was ruined when the red flag ended the session early. Jonathan failed to qualify, his first such failure this season.

4 Alesi Tyrrell-DFR

First time in Adelaide and looking for a balance on Friday. Sixth quickest on Friday morning, but managed only 14th in the afternoon. Unwell on Saturday and could not make the best of his qualifiers. Took part in the chaotic first start, but car would not start in the second. Pushed into the pits and joined the race five laps down. Car was misfiring and he had a spin before retiring with his misfire after five laps.

5 Boutsen Williams-Renault

Had three different engine evolutions to try. Used the evolution 4 on Friday and struggling to find a balance. Problem tracked to corner-weights and things improved in the afternoon. Thierry reckoned he might have had pole position but for traffic. Third overnight. Suffered an engine failure on Saturday morning so used the evolution 3 in the afternoon. Lost out on his quick lap when Cheever crashed so dropped to fifth on the grid. Not keen to race in the wet conditions but moved up to second in the second race and took the lead when Senna crashed. Led for the rest of the race to score his second GP victory, despite a slight gearbox problem close to the finish.

6 Patrese Williams-Renault

Used the evolution 5 engine throughout qualifying but not happy with handling nor

with his gearbox. Sixth overnight. Improved his time slightly on Saturday, but felt he could have done better. Retained sixth on the grid. Unhappy that start was not delayed. Moved to second in the race but spun on lap 15. Promoted back to third when Mansell retired and held on to the position, chased home by Nakajima.

7 Brundle Brabham-Judd

Happy on Friday despite having to use T-car when his engine died after just four laps. Ran into traffic in the afternoon and disappointed to be 10th overnight. Saturday morning saw just three laps with clutch and engine problems and then a high-speed spin as he tried to set a time. In the afternoon the team was perplexed by a lack of performance which saw Martin fail to improve and slip down to 12th on the grid. Pirelli wet tyres proved very difficult and Martin had a big spin on the second lap of the race. He kept going but was hit by Senna on lap 13 and retired.

8 Modena Brabham-Judd

Quickly into the groove on Friday despite a spin in the morning. Switched to T-car in the afternoon and set seventh best overnight. Fourth fastest on Saturday morning but confused by a lack of performance in the afternoon and had a spin. Slipped to eighth on the grid. Had a brief off in the aborted race and struggled with Pirelli wets. Opted to take it easy in the race, running at the tail of the field, hoping to pick up places. Finished eighth.

9 Warwick Arrows-DFR

Crashed heavily on Friday morning after brake trouble so used spare in the afternoon to take 18th overnight, finding the car hard to balance. Happy with the car on full tanks on Saturday morning, but qualifiers again did not work. Slipped to 20th on the grid. Derek made rapid progress in the race to run seventh, despite a misfire. Caught out by this on lap 8 and crashed.

10 Cheever Arrows-DFR

Similar problems to Warwick with a couple of spins on Friday morning. Lost time in traffic in the afternoon and 21st overnight. Crashed heavily on his final run on Saturday afternoon, bringing out the red flag. Slipped to 22nd on the grid. Was fifth by lap 16. Picked up debris in his sidepod and troubled by a misfire which caught him out on lap 43. He spun and the engine stalled.

11 Piquet Lotus-Judd

Worked on balance of the car throughout Friday, setting 15th best time overnight. On Saturday morning his engine overheated so he switched to the spare and ran into Mansell. Not happy with race car in the afternoon so used repaired spare and failed to improve. Eighteenth on the grid. Wanted race to be delayed. Had a big spin on lap 6, then climbed back to run eighth when he hit Ghinzani on lap 20.

12 Nakajima Lotus-Judd

Working to improve the car on Friday and lost time in the afternoon with an under-tray problem. Only 22nd overnight. Tried various set-ups on Saturday but failed to

improve and slipped to 23rd on the grid. Hit during aborted race so changed front wing. Then was hit by a Ligier at second start. Was 10th by lap 11 and fifth by lap 18. Moved to fourth and chased Patrese, setting several fastest laps, but had to settle for fourth.

15 Gugelmin March-Judd

Friday morning was spent improving the handling, but the afternoon saw a big spin which ruined his qualifiers. Only 23rd overnight. Car was better on Saturday morning. His engine was changed for the afternoon but the new unit was down on power. Slipped to 25th on the grid. Drove a careful race to finish a lonely seventh.

16 Capelli March-Judd

Used an updated version of the Judd EV engine. Friday afternoon saw a vapour lock problem and then a spin, but he took 12th overnight. Crashed heavily on Saturday morning. Took the spare, but this stopped out on the track with engine failure. Had a clear run in the afternoon but lacking in confidence. He took 16th on the grid. Spun in the warm-up and stranded out on the track. Debris from Warwick's accident holed his radiator and he retired on lap 13.

17 Larini Osella-DFR

The star of the show in pre-qualifying once more, with a time which would have been good enough for third on the 1988 grid. Qualified well despite a spin on Friday afternoon, taking 13th overnight and setting eighth best time on Saturday morning. Improved to take 11th on the grid. Failed to take the second start when his engine cut out.

18 Ghinzani Osella-DFR

His last F1 race. Made it through pre-qualifying without dramas and, after a quiet Friday morning, he qualified 19th overnight. Suffered engine failure after just two laps on Saturday morning and with no spare he was forced to sit out the session. Slipped to 21st on the grid in the afternoon. Ran near the back of the field until hit by from behind by Piquet on lap 19. Cracked a bone in his foot in the accident.

19 Nannini Benetton-DFR

Both Benetton drivers used the new Ford development engines in practice. Worked on settings throughout Friday and happy with fifth overnight. Car felt a lot better on Saturday and Sandro improved to take fourth on the grid. Crashed heavily in the wet warm-up session, having spun on the straight. Switched to spare for the race. Not keen to start in the bad conditions, but gave his best moving up to chase Boutsen for the lead. Exhaust broke near the end but he still finished second.

20 Pirro Benetton-DFR

First visit to Adelaide and spent Friday getting to know the track and setting up the car. The afternoon was disrupted by a misfire and he was 20th overnight. Gradually improved the car on Saturday to take 13th on the grid. Switched to

standard engines for the race. Drove over a piece of driveshaft during the aborted race and car handled strangely for much of the second race. Emanuele spun on lap 9 but rejoined. Held up Boutsen unintentionally but kept the car on the island to take fifth.

21 Caffi BMS Dallara-DFR

Spun early on Friday morning, but rejoined to set seventh time in the session, despite running out of fuel in the final moments of the session. In the afternoon he had another spin and a further excursion. Ninth overnight. Had a clutch problem on Saturday morning. Tried four qualifying runs in the afternoon and matched his Friday time to take 10th on the grid. Retired with a heavy accident on lap 14. Badly dazed.

22 De Cesaris BMS Dallara-DFR

Wiped the nose off his car on Friday morning, but had a good afternoon with Pirelli qualifiers working well. Eighth overnight. Had another spin on Saturday morning and failed to improve in the afternoon so slipped to ninth on the grid. Fourth in the warm-up, but could do little in the rain with Pirelli rubber. Spun twice early in the race and on lap 15 pirouetted again and was left stranded on a kerb.

23 Martini Minardi-DFR

Rib injury was better and Pierluigi was immediately on the pace, setting second quickest time on Friday morning. Matched that lap in the afternoon after four qualifying runs, but slipped to fourth overnight. Worked on a race set-up on Saturday morning and then improved his qualifying in the afternoon to move to third on the grid. Pirelli race rubber was no match for Goodyear and he drifted back in the race, but continued to tread gingerly to finish sixth.

24 Sala Minardi-DFR

Luis was off the pace of Martini throughout qualifying, in trouble with a major imbalance which he could not cure. Progress was not helped by an oil pressure problem on Friday morning. Failed to qualify.

25 Arnoux Ligier-DFR

Rene's last F1 race. Working to improve the balance of his car throughout Friday, but only 27th overnight. A big improvement saw him 17th on Saturday morning and 22nd in the afternoon, which sneaked him into the race in the final grid slot. Second quickest in the wet weather warm-up, but involved in a spin with Grouillard in the aborted race. Fighting with Eddie Cheever when he spun on lap 3. Rejoined but his engine cut out a lap later.

26 Grouillard Ligier-DFR

A wild time in qualifying, with five separate incidents. On Friday morning he spun over the chicane and suffered a brake fire. Had a second spin later and then hit the wall at the end of the session - after the chequered flag. He repeated the incident in the afternoon and was 28th overnight.

Shown improvement on Saturday morning but hit the wall again. In the afternoon he improved to take 24th on the grid. Involved in an incident with Arnoux during the aborted race. Spun on lap 17 without damage but hit the wall heavily six laps later.

27 Mansell
Ferrari

Had an experimental engine in the spare car which was reserved for his use. Unable to use qualifiers effectively on Friday and lacking grip. Only 16th overnight. Saturday morning was ruined when Piquet ran into the back of him, but he was still fifth in the session. Improved to take seventh in the afternoon, but still unhappy. Had gearbox problems with the spare in the warm-up and spun with his race car. Crashed in the wet weather warm-up. Unhappy about starting in the wet conditions. Moved up to third in the early laps of the second race, despite a double-spin on lap 11. Spun again on lap 18 and hit the wall.

28 Berger
Ferrari

A miserable weekend. Friday saw problems with grip and Gerhard was unable to gain anything from qualifiers. Still lacking in grip and ran into traffic in the afternoon so 11th overnight. On Saturday morning his car broke its gearbox after a couple of laps and the team would not give him the spare, so he sat out the session. In the afternoon his car broke its engine. He took Mansell's race car, but failed to set a time when fire extinguisher went off. Quick in the warm-up, but not happy with handling. Did not want to start the race given the conditions. Spun early in the race and then collided with Alliot after six laps.

29 Alboreto
LC Lola-Lamborghini

Ran with race tyres in the early part of pre-qualifying. Michele then suffered diff failure, which left him with the unsorted spare car and only a set of qualifiers. Could not pre-qualify.

30 Alliot
LC Lola-Lamborghini

Made it through pre-qualifying despite a clutch problem. On Friday morning he had both clutch and brake problems, so he switched to Alboreto's car and spun. Spun again in the afternoon - using race tyres. Added extra downforce and (using race tyres again) set 17th overnight. Car was improved overnight with Philippe setting seventh quickest time despite a couple of spins. In the afternoon he had a huge double-spin on his first set and lost his second set when the red flag came out after Cheever's accident. Qualified 19th. Twelfth in the warm-up, but damaged his car in the extra session. Had brake troubles in the reconnaissance laps and started the aborted race from the pitlane. Retook his place on the grid for the second race, but collided with Berger on lap 7.

31 Moreno
Coloni-DFR

Lost the clutch early in the pre-qualifying session and then troubled by a misfire. Engine was also down-on-power. Roberto tried hard, having a big spin, but failed to pre-qualify.

32 Bertaglia
Coloni-DFR

Damaged the front wing of his car in pre-qualifying, the wing damaging his set of tyres. Left with a set of qualifiers and no set-up or experience. Failed to make it.

33 Larrauri
EuroBrun-Judd

Suffered a broken gearbox on one car and bad chassis bottoming problems in the spare. Failed to pre-qualify.

34 Schneider
Zakspeed-Yamaha

Ran without problems in pre-qualifying, but held up by Larrauri on his fastest lap. Failed to make the cut.

35 Suzuki
Zakspeed-Yamaha

Damaged a nose cone in the course of pre-qualifying and lost valuable time. Failed to make the cut. The only man with a 100% record of not pre-qualifying.

36 Johansson
Onyx-DFR

Happy with his car in pre-qualifying, but balked by Larini on his fastest lap. Bumped from the top four in the dying seconds of the session - by JJ Lehto.

37 Lehto
Onyx-DFR

Took the fourth spot in pre-qualifying at the very last minute and 13th fastest on Friday morning, using all three Onyxs. Slipped to 26th in the afternoon. Made a big step forward on Saturday morning to set sixth fastest time, but could not match that effort in the afternoon, making several small mistakes on his flying lap. Seventeenth on the grid. Eleventh fastest in the warm-up. Crashed during first aborted race, bringing out the red flag. Switched to T-car for the restart and had driven through to fifth place when his engine cut out on lap 28.

38 Raphanel
Rial-DFR

Pierre-Henri gave his all, spinning backwards into a wall on a wild qualifying run on Friday afternoon. Similarly spectacular on Saturday, but failed to qualify.

39 Gachot
Rial-DFR

Bertrand tried his hardest, but the Rial was not up to it. Not helped by an electrical failure on Saturday morning after just three laps. Did not qualify.

40 Tarquini
AGS-DFR

Spun on his qualifying run in pre-qualifying and failed to get through.

41 Dalmas
AGS-DFR

Had an oil leak early in pre-qualifying and then damaged the front wing of his car. Failed to pre-qualify.



But there were sadder stories: when Eddie Cheever came belting around the last corner on his final flier and lost it on pit straight, smashing his Arrows to bits, he put paid to the aspirations of others. Even as he was throwing his steering wheel across the track in anger ("Did I do that?" he asked later) and getting out faster than is possible for a tall man in a small car, and even as the officials were reaching for the red flag, others were on their last-chance fliers. Eddie's accident sliced off the all-important final 30 seconds of the session.

There were plenty of human interest stories: Piercarlo Ghinzani made it in for what would be his last Grand Prix. It was one of his best performances for the Osella team, to which he has been such a friend. Another future F1 exile Rene Arnoux made it by the proverbial skin-of-his-teeth. He was 26th on the grid by 0.37 second.

And Olivier Grouillard, with five incidents behind him, made it too. It was nice to see since he always gave his all. So too did the Rial men (perhaps that should be Real men). If medals were being distributed, both Pierre-Henri Raphanel and Bertrand Gachot would certainly have been in line for them since they were only 1.3 seconds behind the slowest opponent. That was down to sheer guts rather than to technical improvement.

"Raphanel's right off the planet," said the commentator as Pierre-Henri gave his all in those dying minutes. It didn't make any difference. A Rial and a big heart do not a McLaren make.

Also out were Luis Sala who gave an inexplicable performance compared with that of Martini. His Minardi had been unbalanced all weekend, Luis was not. "Tomorrow is another day," he said with a pale smile. "It's another day - without me."

The saddest story, however was that of Jonathan Palmer, caught out by the stoppage, failing to make the cut for the first time this year, in his last race for Tyrrell.

"I did a 19.3 this morning," he said, looking shocked - Fleet Street would say, 'guttled'. "You can't put a feeling like this into words," muttered Jonathan.

It was a truly bitter-sweet end to a season of struggles.

Still, said the optimists, the sun is shining. The pessimists said it would rain on Sunday.

In recent weeks in F1, when it has rained, it has poured.

RACE

MANSELL: "I was a passenger when I hit that puddle"

There must be something of this 'greenhouse effect'; the world's weather patterns seem these days to be in some chaos. A fine and balmy summer in England - and now torrential rain at the Australian Grand Prix. Two glorious days for qualifying were forgotten on Sunday morning, when we awoke to leaden skies. That maddening fellow with the bow tie on breakfast time TV had been right, after all. Up to a point, anyway. Showers, he had said...

It was still dry, however, for the morning warm-up, in which Senna was fastest, followed by Berger. In the much cooler conditions, everyone found markedly less grip than in qualifying, but it was considerably

more than they were to get next time they ventured out. By mid-morning it was raining hard, and an extra half-hour of practice was scheduled, to allow some acclimatisation to the revised elements.

This session gave some clue as to what lay ahead. Conditions, the drivers reported, were frankly impossible. Mansell's Ferrari spun in a straight line, simply because Nigel hit a puddle he couldn't see. The car made quite heavy contact with the wall, and the driver was left with a sore neck. A little earlier Nannini had had a similar incident, and his Benetton was wrecked.

In its own way, though, the most remarkable sight was that of Senna, *regenmeister* and all that, in a lurid spin. The McLaren went through 360 degrees in the time it takes you to blink, emerging in the direction of the track, having hit not a thing. If this were a portent of Ayrton's luck, victory looked a foregone conclusion.

At the end of the session Prost also spun, finishing up in the mud at the outside of the last turn, a car undamaged. That brought out another red flag, and the drivers went off for a bit of a think.

As they did so, the rain continued to beat down; gloomily they kept looking to the dreary sky. Aeroplanes in the region reported that the weather pattern was set for a good few hours; there would be no respite from the rain, no hope the track might eventually start to dry out.

What to do? Most considered a race in these conditions out of the question. "You can't believe how bad it is," Mansell said. "Believe me, I was a passenger when I hit that puddle, nothing more. And that was in a straight!"

It was the straights, actually, which were causing most of the concern. The majority of Adelaide's corners are slow, in any case, but the real worry was the long Brabham Straight. "It undulates quite a lot," explained Mansell, "so that puddles form everywhere - and you can't see them. The aquaplaning is worse than I can ever remember. Quite honestly, I just don't think it's on to start the race in conditions like these. And to think that yesterday I was hoping for a wet race, because I thought we'd be more competitive than in the dry..."

As two o'clock, the scheduled start time, approached, there was little sign of any activity. Some of the drivers, including Prost, Berger and Patrese, had been round the circuit with officials, and a half-hour delay had been agreed. "The problem," Alain explained, "was that going round slowly in a road car gives you no idea of how bad things are. But at least we had another half-hour to see if maybe the rain would stop..."

It didn't. By 2.30pm another delay had been requested, and this time refused. "I didn't think that was a very... kind move," Patrese said. "OK, I know TV was waiting, but our lives were at stake..."

Nelson Piquet thought track conditions were the worst he had seen in 11 years of Formula 1. "I am very scared," he admitted. "Only an idiot would not be. My car feels fantastic in the wet, actually, but I am back in 20th position on the grid. It's one of those days where, if you don't have an accident yourself, you get involved in someone else's. I don't think we should start - and I'm sure if Jean-Marie Balestre were here, we would not be starting..."

While his rivals debated the matter, however, one man stayed firmly put in his cockpit. More than anyone else,

Ayrton Senna wanted the Australian Grand Prix to go ahead; unless it was run, and unless he won it, any hope of keeping his World Championship was gone. Later he would confide to a friend that he, too, thought conditions unacceptably bad; for now, though, he was keeping quiet, and doubtless Bernie Ecclestone loved him for it.

Two camps, then, as always in these circumstances. On the one hand, you had those who pontificated that racing drivers earn a fortune, that the show had to go on, and if someone was killed because he couldn't see where he was going, well, that was all part of the game, wasn't it? What were these men or mice? And then there were the more rational, who suggested that Grand Prix drivers get top dollars for their skill rather than a willingness to die unnecessarily.

When the three-minute board was shown, such as Mansell and Piquet had not yet donned their helmets, but eventually all 26 drivers climbed aboard, and set off on a ragged parade lap, not all in correct order. When they got back to the start, the green light flashed before some cars had taken up their grid positions; Cheever, late away, was still far from the end of his lap. So much for sticking to procedure.

Prost got the better of Senna on initial acceleration, but into the first turn Ayrton nosed ahead. The two McLarens didn't quite touch, but they nearly did. At the end of the first lap, Senna led by a sizeable margin, but second-placed Prost headed for pit lane, stopped, climbed out.

"He did the right thing," Senna commented later. "There was nothing for him to gain by racing - he wasn't going to win the race, and he couldn't add anything to his championship score. In his circumstances, it was the right decision."

Then, a minute later, out came the red flag. Lehto had spun his Onyx, come to rest with a dead engine, and in a dangerous spot. Everyone halted at the end of the lap, and now the talk began again in earnest.

"I've made my decision," Prost said, "and it's mine alone. I respect other people's right to do as they wish, but I was surprised when they got back in their cars - a lot of them had said no way would they race."

Later, Berger was especially livid. "I shouldn't have started, I know it. We agreed we wouldn't, but then the pressure began, from team managers, officials and so on. In conditions like this, it really shouldn't be up to the drivers to choose whether or not to race; the FISA stewards should have said it was too dangerous. FISA punish Senna because they say he's dangerous - and then they let us race in weather like this, which is a hundred times more dangerous than any driver could ever be. The guy who let this race restart should be put in the electric chair. This is worse than Spa, worse than Silverstone last year, worse than any race I've seen. The drivers are the losers today, we're hopeless, can't stick to anything we agree..."

On the grid Bernie Ecclestone was in conversation with several drivers, including Piquet, his former Brabham team leader. It was a heated debate, and Bernie also spoke to Prost. "He told me it was OK to start," Alain said, "because they had cleared all the puddles. Ha! It was raining hard while we were talking..."

No way for Prost, then. His decision was taken. But everyone else came out for the restart, save Alesi, who would start from pit lane, his Tyrrell having been unwilling to fire up.

Martini made a fine getaway this time, but Senna wasn't to be denied,



Left: Ghinzani passes a tow truck and black flags at the end of the abandoned race. It was also the Italian's last GP. Facing page - Right: Nakajima starred in the conditions, setting fastest lap after fastest lap on his way to a creditable fourth place.

and his opening lap was breathtaking. Very well, the Minardi was on Pirellis, which were scarcely the equal of Goodyears, but that was far from the whole story: Senna's first lap required 1m47.217s of his time; Martini, next up, went round in 1m55.923s. Ayrton was pulling out more than 3 seconds a mile. If he kept out of trouble, this would be a demonstration.

His team mate, meantime, was in the McLaren cabin, changing into jeans and sweatshirt: "I will tell you now, while Ayrton is leading, if we had been fighting for the World Championship today, I would have made the same decision not to race."

However, you watched Senna, and you marvelled. A day earlier he had sincerely expressed the belief that God was taking care of him, and you recalled that Pedro Rodriguez had said the same. Could this be some explanation of apparent fearlessness in terrifying conditions?

After 10 laps the Brazilian led by more than half a minute, despite cutting his pace by a couple of seconds a lap. Boutsen and Patrese had dealt finally with Martini, and were now scrapping between themselves - indeed, Riccardo got by his team mate briefly, only to lose the place again when he went off, without damage.

In Patrese's mind very much in Adelaide was beating Mansell to third place in the championship, and to that end he slowed a little after his excursion, let Boutsen go his own way, before long, he probably regretted it.

On lap 11 Senna almost threw it away, the McLaren spinning top-like three times. But he kept the engine running, and calmly rejoined, losing only 4 seconds of his lead in the process!

Others had been less fortunate. As early as lap 3, a spin by Berger dropped the Ferrari down to 23rd place, and Gerhard then did the thing properly by tangling with Alliot's Lola, which put both cars out immediately. Still angry with himself for starting at all, the Austrian walked back to the pits, his Ferrari career over.

Arnoux, though, was through with Formula 1 for good. His last race ended on lap 5, when he was helped into a spin by Cheever, another man who may not be seen in a Grand Prix car again. Arrows team mate Warwick crashed when his throttle jammed open, and de Cesaris had the first of innumerable spins. Mansell, going well in fifth place, survived a looping spin without hitting anything, but Caffi was less lucky, making solid contact with a wall, and bruising his legs.

On lap 14 we knew, at last, that Alain Prost was the World Champion of 1989. Out of the mire came Senna's McLaren, its left front wheel absent, suspension shattered; and we saw, too, Brundle's Brabham without its rear wing. On the straight Ayrton had cannoned into it.

"I never saw him," he said. "I was lapping Piquet, who was over on the right, and just felt an impact. I was in fifth, at maybe 220kph, just about to change up to sixth, and I never saw Brundle. I was just driving into spray."

"After I was out," Senna went on, "I cannot understand why they didn't stop the race. Nothing could happen any more which would affect the championship, and it would have been better to stop it, rather than continue to risk everyone out there..."

PIQUET: "I'm very scared. Only an idiot would not be"

He drove the McLaren back to the pits on three wheels at impressive lick, even then declining immediately to alight. But the mechanics took one quick glance, and waved him out of the cockpit. In the circumstances, Ayrton was remarkably philosophical. "It was crazy of the FISA stewards to let the race start, but if they say there's a race, you have to race."

"I'm going home to Brazil now," he said, adding enigmatically, "to decide what I'm going to do..." Some of his countrymen believe this may have been Senna's last race, but they said that a year ago, when he became World Champion.

"I just felt a whack," Brundle commented on the shunt, "and then Ayrton came by me on three wheels! He was lucky, actually. If his front wheel had hit my rear, it could have been like Pironi's accident at Hockenheim all those years ago - it would have launched him over me."

Pironi crashed after hitting the back of Prost's car; the image of that Ferrari, tumbling over the top of him at 150mph, is one which made a deep impression on Alain, and explains much of his attitude to racing in the rain. And Senna had crashed for precisely the reason Prost finds unacceptable: he hadn't been able to see.

Boutsen was now securely in the lead, and there he was to remain for the balance of the race. For a time Nannini looked like giving him a serious run, but Thierry was able to respond to the Benetton's advances, and never looked seriously threatened. The Belgian, perhaps not the greatest pure racer in the business, excels in conditions like this, putting his delicate touch to work, not needing to fight with anyone. To the end of the race he made no mistake.

Lap 20: another terrifying accident, very similar in nature to Senna's. This time it was Piquet's Lotus, which

smashed into Ghinzani's Osella. The impact was hard, under braking at the end of the Brabham Straight, and again it was simply explained: Nelson never saw him.

"It was a complete lottery, this race," he said. "There we were, doing maybe 160mph, and the visibility was maybe seven feet. There's a difference between being brave and being stupid."

A couple of laps earlier Mansell's dreadful day had ended finally against a wall. Nigel had been running well, up in third place, 4 seconds behind Nannini and catching him. "I crashed," he explained, "because I literally couldn't see the corner until it was too late."

It was with astonishment that we began to realise this thing was not to be stopped early, that the stewards were going to let it run out to the full two hours. And, in truth, there wasn't a whole lot to watch from then on - apart, that is, from the remarkable Nakajima, who appeared not to, notice it was raining. This, his final appearance for the Lotus slot, was immeasurably his best.

On lap 24 he passed Cheever for fourth place, and he then began a remarkable pursuit of Patrese, setting a succession of fastest laps in the process. It was astonishing; this man who is ordinarily a drone in Formula 1, a likeable man whose sponsors pay his way, suddenly began to drive like an ace. It may never happen again, but in Adelaide he was inspired, gaining more than half a minute on the Williams. In the late stages he got to within a second and a bit of Riccardo, but the Italian had it in hand.

It was the same with Boutsen and Nannini. Once in a while the Benetton would perceptibly gain, but Thierry would immediately go away again, leaving Sandro no cause for hope.

Afterwards he admitted he had not wanted to race - indeed, had been one of the militants among the drivers. And he never wanted to drive again in conditions so awful. But probably he will. Almost certainly he will.

They gave him the flag after two hours, after 70 treacherous laps. Nannini was almost half a minute behind, then Patrese, the astonishing Nakasans, Pirro and Martini. Gugelmin and Modena were the only other finishers.

Afterwards we remembered Senna's blinding early laps, and saluted them, even if we hadn't understood quite why he had gone so quickly, apparently without need. He was fortunate to come out of his accident without injury. To be brutal, though, most rejoiced that he didn't win, simply because his failure so to do inevitably takes some of the heat out of the Suzuka controversy, which shapes up like a winter of discontent. On Sunday evening in Adelaide, it was enough that no one got hurt. That was luck, nothing else, and don't let anyone tell you different.



STARTING GRID

11	Senna	1:16.665	2	Prost	1:17.403
23	Martini	1:17.623	19	Nannini	1:17.762
5	Boutsen	1:17.791	6	Patrese	1:17.827
27	Mansell	1:18.313	8	Modena	1:18.750
22	De Cesaris	1:18.828	22	Caffi	1:18.857
17	Larini	1:19.110	7	Brundle	1:19.136
20	Pirro	1:19.217	28	Berger	1:19.238
4	Alesi	1:19.259	16	Capelli	1:19.269
37	Lehto	1:19.309	11	Piquet	1:19.392
30	Alliot	1:19.568	9	Warwick	1:19.599
18	Ghinzani	1:19.691	10	Cheever	1:19.922
12	Nakajima	1:20.066	26	Grouillard	1:20.073
15	Gugelmin	1:20.191	25	Arnoux	1:20.391
NQ...3	Palmer	1:20.428			
NQ...24	Sala	1:20.633			
NQ...39	Gachot	1:22.267			
NQ...38	Raphanel	1:22.305			

RESULTS - 70 LAPS

Pos	No	Driver	Car	Laps	Time/Retirement
1	5	Boutsen	Williams-Renault	70	2h00m17.421s
2	19	Nannini	Benetton-Ford	70	2h00m46.079s
3	6	Patrese	Williams-Renault	70	2h00m55.104s
4	12	Nakajima	Lotus-Judd	70	2h00m59.752s
5	20	Pirro	Benetton-Ford	68	
6	23	Martini	Minardi-DFR	67	
7	15	Gugelmin	March-Judd	66	
8	8	Modena	Brabham-Judd	64	
R	10	Cheever	Arrows-DFR	42	accident
R	37	Lehto	Onyx-DFR	27	engine
R	26	Grouillard	Ligier-DFR	22	accident
R	11	Piquet	Lotus-Judd	19	accident
R	18	Ghinzani	Osella-DFR	18	accident
R	27	Mansell	Ferrari	17	accident
R	1	Senna	McLaren-Honda	13	accident
R	21	Caffi	Dallara-DFR	13	accident
R	16	Capelli	March-Judd	13	radiator damage
R	22	De Cesaris	Dallara-DFR	12	accident
R	7	Brundle	Brabham-Judd	12	accident
R	9	Warwick	Arrows-DFR	7	accident
R	30	Alliot	Lotus-Lamborghini	6	accident
R	28	Berger	Ferrari	6	accident
R	4	Alesi	Tyrrell-DFR	5	misfire
R	25	Arnoux	Ligier-DFR	4	engine cut
DNS	17	Larini	Osella-DFR	-	electrics
DNS	2	Prost	McLaren-Honda	-	driver withdrew

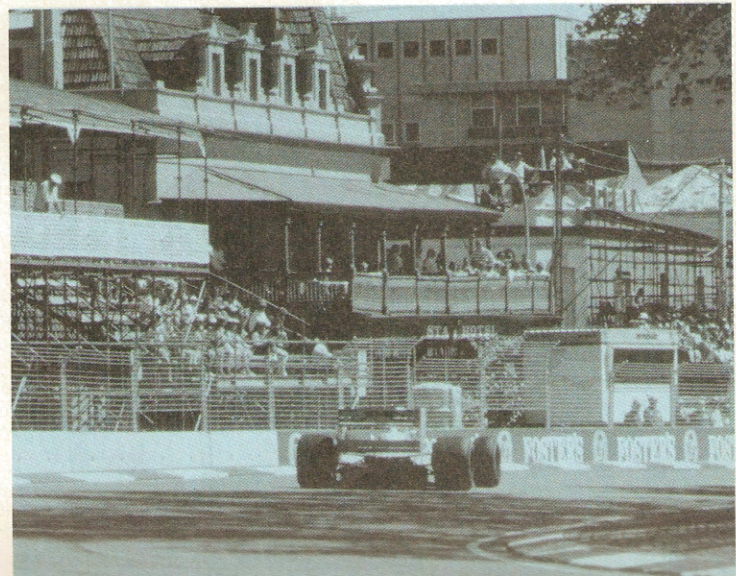
CHAMPIONSHIP POSITIONS

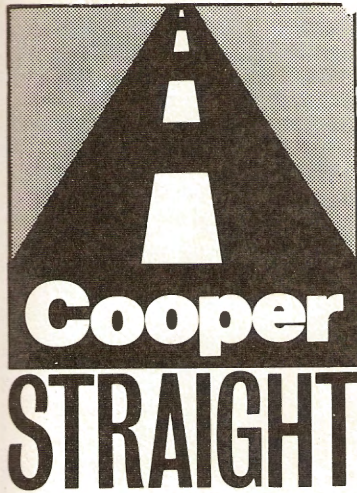
DRIVERS	POINTS	CONSTRUCTORS	POINTS
1 Prost	76	1 McLaren-Honda	141
2 Senna	60	2 Williams-Renault	77
3 Patrese	60	3 Ferrari	59
4 Mansell	38	4 Benetton-Ford	39
5 Boutsen	37	5 Tyrrell-DFR	16
6 Nannini	32	6 Lotus-Judd	15
7 Berger	21	7 Arrows-DFR	13
8 Piquet	12	8 Dallara-DFR	8
9 Alesi	8	Brabham-Judd	8
10 Warwick	7	10 Onyx-DFR	6
11 Johansson	6	Minardi-DFR	6
12 Aliboreto	6	12 March-Judd	4
Cheever	6	13 Rial-DFR	3
14 Herbert	5	Ligier-DFR	3
Martini	5	15 AGS-DFR	1
16 De Cesaris	4	Lola-Lamborghini	1
Gugelmin	4		
Modena	4		
Caffi	4		
Brundle	4		
21 Danner	3		
Nakajima	3		
23 Arnoux	2		
Pirro	2		
Palmer	2		
26 Tarquini	1		
Alliot	1		
Grouillard	1		
Sala	1		

LAP TIMES

PRE-QUALIFYING	FRIDAY	SATURDAY	WARM-UP	RACE
Cool, overcast	Warm, sunny	Hot, sunny	Cool, wet	Cool, wet
1 Larini 1:18.379	Prost 1:17.403	Senna 1:16.665	Senna 1:45.494	Nakajima 1:38.480
2 Alliot 1:18.523	Senna 1:17.712	Martini 1:17.623	Arnoux 1:46.276	Patrese 1:38.685
3 Ghinzani 1:19.153	Boutsen 1:17.791	Prost 1:17.624	Nannini 1:48.710	Nannini 1:40.336
4 Lehto 1:19.442	Martini 1:18.043	Nannini 1:17.762	Alesi 1:48.989	Boutsen 1:40.380
5 Johansson 1:19.539	Nannini 1:18.271	Patrese 1:17.827	Lehto 1:49.351	Lehto 1:41.159
6 Aliboreto 1:20.129	Patrese 1:18.636	Mansell 1:18.313	Piquet 1:49.535	Mansell 1:42.406
7 Schneider 1:20.179	Modena 1:18.750	Boutsen 1:18.586	Cheever 1:50.113	Lehto 1:42.509
8 Moreno 1:20.183	De Cesaris 1:18.828	Caffi 1:18.899	Larini 1:50.668	Pirro 1:43.144
9 Larrauri 1:20.750	Caffi 1:18.857	Larini 1:19.110	Warwick 1:51.623	Piquet 1:44.277
10 Suzuki 1:21.012	Brundle 1:19.136	Pirro 1:19.217	Nakajima 1:51.784	Cheever 1:44.305
11 Dalmas 1:21.022	Berger 1:19.238	Alesi 1:19.259	Berger 1:51.799	Gugelmin 1:44.734
12 Tarquini 1:21.600	Capelli 1:19.269	Capelli 1:19.294	Grouillard 1:56.382	Alesi 1:44.900
13 Bertaggia 1:24.081	Larini 1:19.305	Lehto 1:19.309	Mansell 1:56.433	Warwick 1:45.700
14	Alesi 1:19.363	Brundle 1:19.428	Prost 1:56.586	Martini 1:46.189
15	Piquet 1:19.392	De Cesaris 1:19.487	Gugelmin 1:56.831	Berger 1:46.911
16	Mansell 1:19.525	Alliot 1:19.579	De Cesaris 1:58.339	Grouillard 1:46.973
17	Alliot 1:19.568	Warwick 1:19.622	Pirro 1:58.738	Caffi 1:47.255
18	Warwick 1:19.599	Grouillard 1:20.073	Martini 1:59.314	De Cesaris 1:47.525
19	Ghinzani 1:19.691	Modena 1:20.076	Caffi 1:59.658	Modena 1:48.171
20	Pirro 1:19.710	Gugelmin 1:20.260	Capelli 2:00.626	Brundle 1:48.366
21	Cheever 1:19.922	Nakajima 1:20.333	Brundle 2:03.384	Capelli 1:48.521
22	Nakajima 1:20.066	Arnoux 1:20.391	Boutsen 2:05.181	Alliot 1:49.251
23	Gugelmin 1:20.191	Palmer 1:20.451	Modena 2:10.324	Arnoux 1:50.375
24	Palmer 1:20.428	Berger 1:20.615	Patrese 7:41.273	Ghinzani 1:51.975
25	Sala 1:20.633	Piquet 1:20.622	Alliot 22:01.834	
26	Lehto 1:20.767	Ghinzani 1:20.718		
27	Arnoux 1:20.872	Sala 1:20.866		
28	Grouillard 1:21.882	Cheever 1:21.206		
29	Gachot 1:22.267	Raphanel 1:22.391		
30	Raphanel 1:22.305	Gachot 1:24.913		

45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
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20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
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Cooper STRAIGHT

World class?

Perhaps the most significant feature of last weekend's WS-PC race in Mexico City was that it was one of the first signs that the series could become a true World Championship, on a similar global scale to Formula 1, instead of a European series with a Japanese trip thrown in.

In the past, when FISA people have made claims about the WS-PC's expansion, my argument has been that even supposing Group C gets the same level of TV coverage as F1, you are not going to interest the millions of people in countries like Brazil who tune in once a fortnight to watch Senna do battle with Prost. No one really expects – in the short term at least – that the WS-PC will attain the same sort of public interest which GP racing has built up over many decades, but at least Mexico proved that, if managed properly, the series can go a long way.

TV is what sportscar racing is all about

Considering that the whole event was put together in around four months, the organisers did an excellent job. Group C was very new to them, and the only reference point they had was their own Grand Prix, and it was to F1 standards that they put the show on the road. Despite the extra headaches caused by this being a trans-continental event, run out of freight containers, everything was to schedule, and there were few complaints from teams. And the little bonuses were much appreciated; where else do you get traditional folk dancing in the paddock, or live music to match the enthusiasm of the *mariachis*!

You only had to remember the poor efforts of most European organisers, where you can drive past the main gate on race morning and still not know that there was anything going on inside to realise that the Mexicans were trying very hard.

Of course, Mexico has its own place in sportscar racing folklore, having hosted the legendary Carrera Panamericana, one of the great road races, and provided us with Pedro Rodriguez, one of the finest sportscar drivers of all time. But to most people, modern sports-prototype racing was something very distant, of little relevance to the country.

No problem. The media, and in particular the TV company which was



Above: When Kenny Acheson left the circuit, wrecking his Sauber-Mercedes (below) Jean-Louis Schlesser became World Champion. Group C was sold well to the Mexicans and the crowd knew exactly what the scrap, and the subsequent celebration, was all about.

covering the event, did an amazing job of building up interest in the category. In the week before the race, there was an hour of sportscar racing on every night at 7pm, with driver interviews, film of this season's races, and an explanation of it all. By Sunday, everybody knew who Schlesser and Baldi were, and why they were fighting.

Interest in the event was helped by the participation of local drivers and sponsors, something which, outside Europe, Grand Prix racing only really provides in Brazil and Japan.

With C2 disappearing next year, and the level of professionalism among the teams rising all the time, there will be fewer opportunities to step into the series than this time, but sportscar racing will always be more accessible than F1. Take Bernard Jourdain, the best and most experienced of the Mexican rent-a-drivers. He enjoyed his ride in the Spice so much that he was talking seriously about a full WS-PC programme for next year. He could base his promotional efforts around his local race, and then help ensure that Mexico takes an interest in the rest of the series by justifying TV coverage, which in turn justifies his sponsors. And everyone involved in Group C gets air time in a country they might otherwise not have reached.

The time is right?

Of course, TV is what the new age of sportscar racing is all about, and it has helped determine what format the races take from 1991, when the 3.5-litre formula is compulsory. The powers that be have decided that the ideal race length is four hours. I mentioned this to champion elect Schlesser on Friday night, and he was not impressed by the prospect: "Four hours is too long, it will be boring for everybody. You agree? Why don't you write that in your magazine!"

Well, the very important people have decreed that that's the way to go, because it suits the manufacturers. It helps to differentiate Group C from F1's sprint races, and it will discourage teams from running single drivers in what has always been a team or car rather than star driver formula. Most importantly, it seems that it will help sell the series to TV, because the races can be 'packaged'; you get the start and finish live, with the highlights of the bit in the middle. Logical, isn't it; to create more of a TV spectacle, you make the races longer?

It's true that there have been great six hour or 1000kms races in the past, and endurance is what this branch of the sport has always been about, but in

all honesty you could probably name just two British journalists and perhaps two team managers who had any idea of what was really going on. Surely the series demands shorter, snappier races?

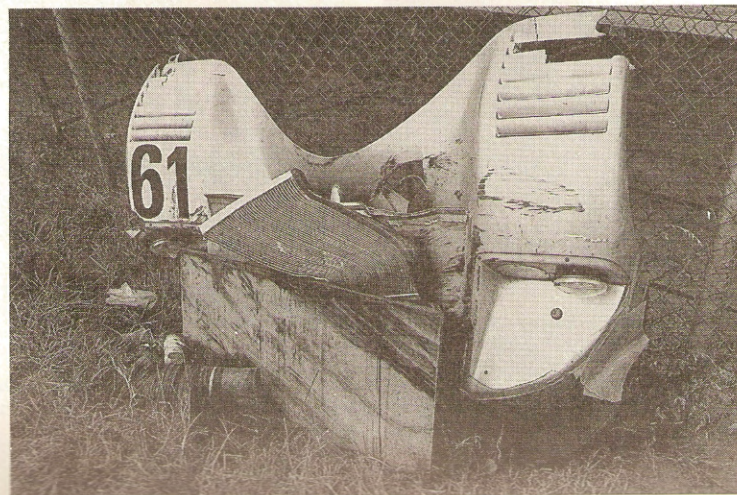
The good news is that FISA plans to include a couple of two-hour street races on the schedule. Presumably, these will be at new venues in Australia or the United States, countries where GpC could do with a high profile 'take it to the people' city centre event, and anyone who saw the fabulous Norising WS-PC races in 1987-88, or who has been to one of IMSA's better street races, will rejoice in the thought of sportscars round-the-houses. Significantly, there is a provision for a further change for 1992, should the four-hour races not work out. Don't retire yet, Jean-Louis...

Silver memories

The one thing which is really going to make sportscar racing big is the increased participation of the major manufacturers, and the publicity which they can generate. But, as far as PR goes, nobody can hold a candle to Mercedes. Because Mercedes has a *history*, which they know how to exploit.

Despite the fact that its road cars are a rarity in Mexico, Mercedes made a huge promotional effort, and it wasn't all aimed at selling trucks locally. A whole bunch of German and American journalists had been flown in, along with three valuable motor cars. There was a new 500SL, which acted as a pace car, and a couple of old Silver Arrows, namely a 300SLR – the actual Moss/Jenkinson Mille Miglia car – and a Gullwing 300SL. These gorgeous machines have been brought out before, so I didn't take much interest in them when I saw them parked in the Mercedes tent the day before practice.

Then somebody came up and said



▶▶ that the cars would be running round the track at lunchtime, and Juan Manuel Fangio and Karl Kling would be taking journalists with them...

I don't know whether it was sunstroke or jet lag, but somehow I didn't quite grasp just what I'd been offered here. Thus I didn't sprint to the start-line, from where these circuit rides began, and by the time I got there I was very low on the entry list, behind some of those invited guests and assorted local VIPs. I shall regret that for a long time, because well before my turn, Fangio decided that he was getting too far into the groove with the 300SLR.

And did he go quickly! *El Chueco* was told by the Mercedes mechanic who looks after the priceless (that's an understatement!) cars to stick at 6000rpm. When he came round the first time, it was evident from the knee trembling sound of the engine and the expression on the mechanic's face that Fangio was using rather more revolutions than he'd been invited to. It was also evident that he was not going to stop on the grid and pick up another guest just yet.

Instead he headed straight for the crowd of would-be passengers and hangers-on, which somehow parted, Red Sea-like, to let the glorious machine through at some incredible speed.

Only a handful of people were treated to the Fangio magic, among them American broadcaster Chris Economaki (almost lost for words) and J-LS.

"I tell you, I nearly cried when I was driving with him," smiled Schless. "For me, it was so nice, incredible, he was sliding and everything. I watched him race when I was just a baby; I went with my father to Reims!"

After Fangio himself opted out, it

Right and below right: Group C turned up at Mexico for the final blast of the season and gave strong hints that it is about to become a fully global series on an F1 scale. Below left: J-LS conjured up memories, taking the wheel of the 1955 Moss/Jenkinson Mille Miglia 300SLR.



was Jean-Louis who took over the wheel of the 300SLR, and gave me a lap of Hermanos Rodriguez. I didn't have the sense to wear shades, so I spent most of the lap simply attempting to stop my eyes from being blown out of the back of my head. But I do remember enough to tell you that this was indeed a wondrous experience, and I won't easily forget J-LS playing with throttle and steering wheel through that awesome banked turn before the pits.

And the following day, I managed to get to speak to the man who won Mercedes' first World title, before Schlessers. "I can't help it," Juan Manuel said. "Whenever I get in that car I have to drive it fast..."

Grave situation

Another man who was reminiscing in Mexico was TOM'S Toyota team manager Dave 'Beaky' Sims. He'd last been there with Gold Leaf Team Lotus in 1968, when Graham Hill clinched the title for Colin Chapman. "The old man gave us £200 bonus money for winning the world championship, and it got pinched from the safe in the hotel!"

Apart from the money, Beaky recalled that little had changed, although the graveyard had disappeared. Graveyard? Yes, up until 1986, when Grand Prix racing returned to Mexico, there had been a graveyard behind the pits. But F1 is F1, and the area was

paved over to provide FISA-standard paddock space. It now houses the row of teams' meeting rooms, and the aircraft hangar-like customs shed, where the cars and spares are unloaded from the airport.

At the time of the rebuilding work, it was said that all the bodies had been removed to a suitable resting place elsewhere. But you never know. Although the race took place a couple of days before halloween, there were obviously a few ghoulies at work. Even before the race, the customs shed was littered with the sorry remains of three Porsches which had come to grief in practice. A cemetery for £250,000 motor cars...

ADAM COOPER





1989 JAPANESE F3000 CHAMPIONSHIP WINNER



CONGRATULATIONS TO HITOSHI OGAWA AND THE AUTO BEAUREX TEAM ON WINNING THE 1989 JAPANESE FORMULA 3000 CHAMPIONSHIP



JAPANESE F3000 CHAMPIONSHIP FINAL ROUND – SUZUKA – 5th NOVEMBER

Race Winner	– Masanori Haseami	Speed Star Lola T89/50 – Mugen
3rd Position	– Jeff Krosnoff	Speed Star Lola T89/50 – Mugen
Pole Position	– Hitoshi Ogawa	Auto Beauxex Lola T89/50 – Mugen
Fastest lap	– Kazuyoshi Hoshino	Cerumo Lola T89/50 – Mugen

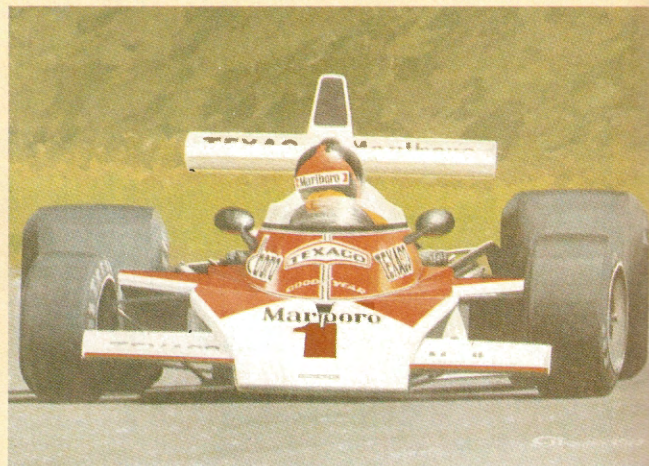
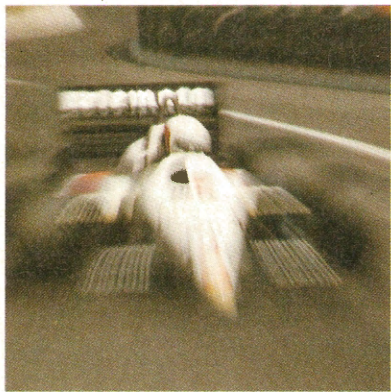
**THIS RESULT BRINGS LOLA'S RACE TOTAL IN JAPAN IN 1989 TO:
FIVE WINS EIGHT POLE POSITIONS SEVEN FASTEST LAPS**

LOLA CARS would like to acknowledge the efforts and co-operation of all Lola teams, drivers and sponsors in Japanese F. 3000, and the support of the engine, tyre and equipment suppliers, the promoters, organisers, course workers and all involved in making this such a competitive but enjoyable Championship.

We wish everyone a safe and successful season for 1990.

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ART OF THE STATE

UK's best

As promised last month, we're pleased to feature more work by the British Guild of Motoring Artists that appeared at the Lime Rock Vintage Fall Festival in the US. The Guild was astounded by the response which received wide press coverage in the States. This month's offerings show the 4½-litre Blower Bentley at Brooklands in watercolour by Michael Wright (top right of facing page), Emerson Fittipaldi in the McLaren M23 by Charles Thompson (above right) and Peter Hearsey's painting of Le Mans in 1952, these latter two both in oils. The Guild's activities are many and varied and those interested should contact the Secretary, Richard Wheatland, on (0293) 885430.

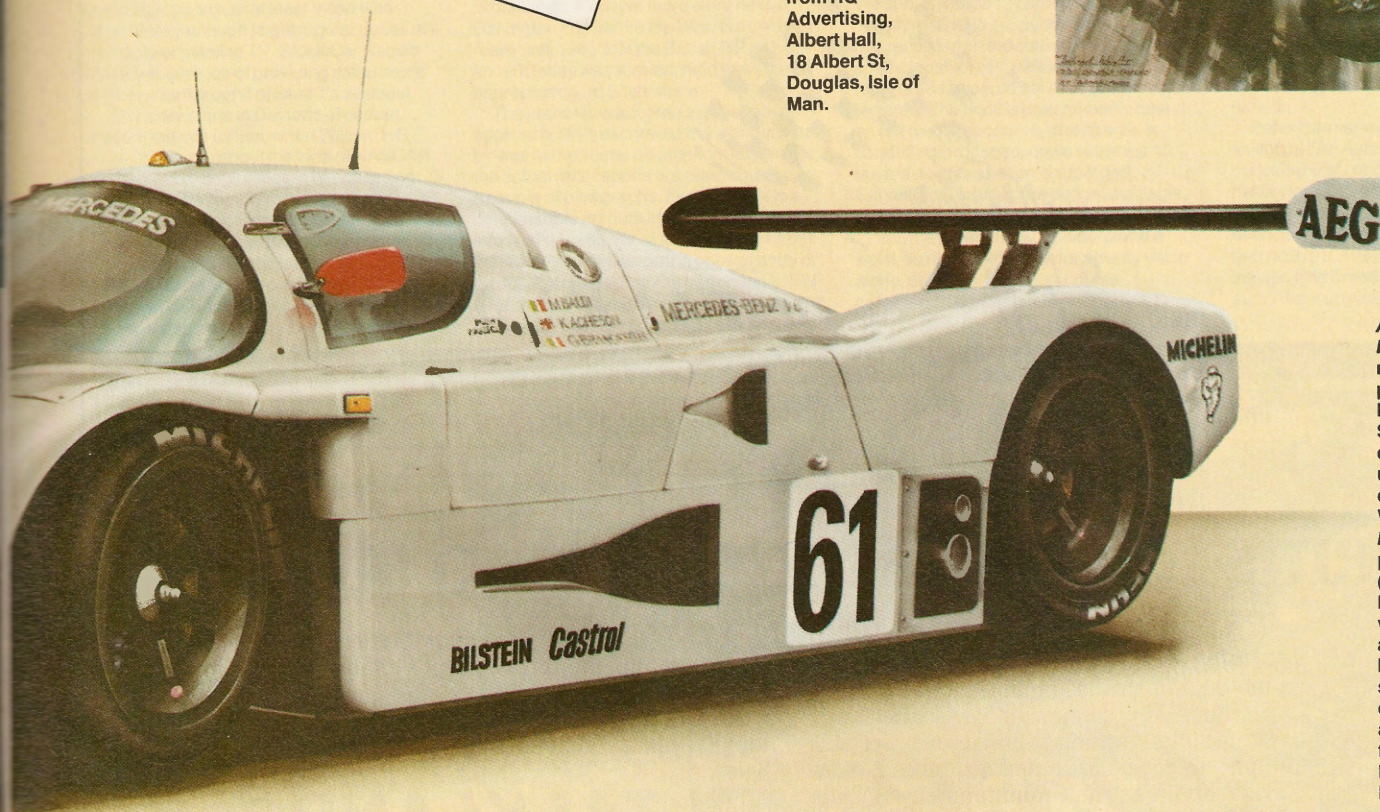
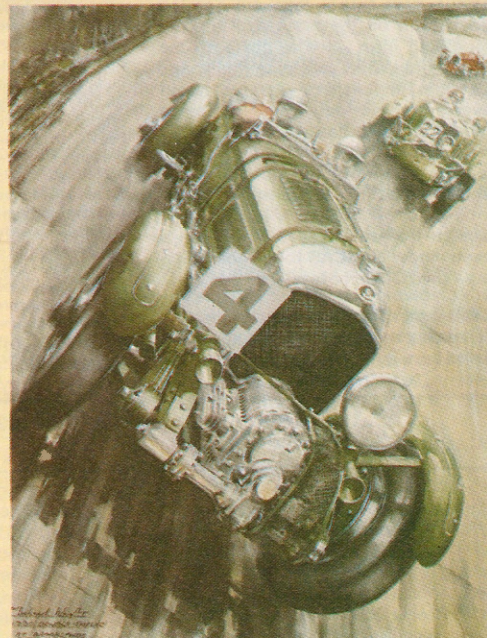
Nathan Beehl's Ferrari exhibition will run from November 4 to December 2. This popular annual event featuring works from many famous artists will take place at Nathan's Studio, College Farm, High St, Pulloxhill, Beds. Among the works on show will be paintings by Arthur Benjamins, Peter Hearsey and a special representation by Michael Vaughn (see right). More than 30 originals will be on sale as well as sculptures and Ferrari memorabilia. Make a note in your diary.

Simon Lewis Transport Books has recently released a series of classic racing photographs. Enthusiasts can now thrill to Clark in his Lotus Cortina (pictured right), Peterson in his Lotus 72 and Dan Gurney in his Brabham. A huge list is now available for the 8x10ins prints, priced at £12 including frame, even cheaper without. Contact Simon Lewis at York Dean, Parkend, Lydney, Gloucestershire, GL15 4JW for details. Wonder if they've got a March 721 anywhere?





The talents of Guild artist Peter Hearsey have been exploited to the full recently. As well as producing works for the Lime Rock art exhibition he designed the programme cover for the show. Peter also produced the cover of the recent Manx Classic programme (see left) and copies signed by the artist are available for £5 including p&p from HQ Advertising, Albert Hall, 18 Albert St, Douglas, Isle of Man.



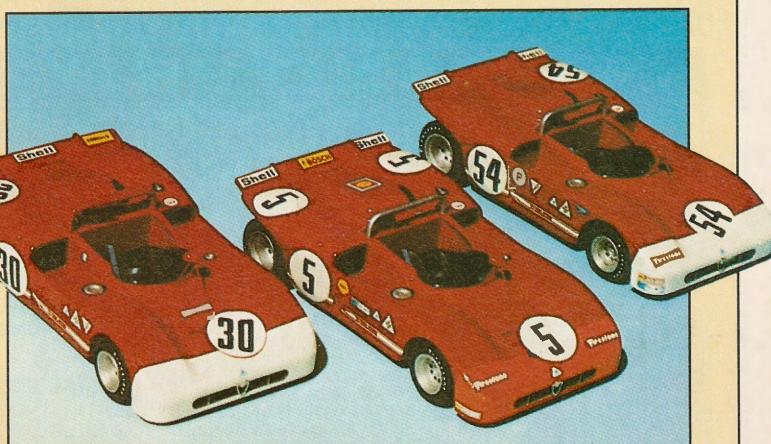
Armchair Enthusiast has just received the first print of Rosemary Hutchings's new Sauber Mercedes commission, to be used on the front cover of Ken Wells's new book *Mercedes Magic*, published by PTP (left). A traditional Hutchings double-view study (the side aspect is pictured here), both cars are shown in immense detail. The work is available as a print from the artist. Interested? Rosemary can be contacted on (047485) 3793.

Ferrari
ORIGINAL OIL PAINTINGS BY
MICHAEL VAUGHAN

REPRESENTED BY NATHAN BEEHL
0525 718508 0582 451850

The work of the popular artist, Michael Vaughan, will be on show at Nathan Beehl's Ferrari exhibition this month. Now in its third year, the show has attracted a special representation from Michael to stand alongside the many items on display (see left for details).

Sapphire's three variations of the 1971 Alfa Romeo T33. From left to right: Brands Hatch, Targa Florio, Watkins Glen - full details in our models column, page 47.



The good ol' boys in print

STOCK CAR RACERS – The History and Folklore of NASCAR's Premier Series

By Allan Girdler

Published by MBI (UK distributor MRP)

Softback, 190pp, £16.95

The world of NASCAR remains a mystery to most Europeans, or at least those who aren't lucky enough to get regular doses of it on cable or satellite TV. *Stock Car Racers* does a superb job of providing enthusiasts with the background of what it's all about.

The story starts in Daytona of course, back in the late forties, when William HG France brought about the birth of NASCAR. From humble beginnings in beach racing the sport grew rapidly, producing heroes like Curtis Turner, Fireball Roberts, Lee Petty, Ralph Earnhardt and the legendary Smokey Yunick. By the late sixties NASCAR was hugely popular, and through the seventies and eighties – with TV, big sponsorship and factory involvement – it

has grown ever more.

Allan Girdler's excellent narrative, backed up by superb photographs, tells a comprehensive story of these developments, with details of technical changes as well as descriptions of the larger-than-life personalities involved. And there's more to NASCAR than grumpy engines and pushin' and shovin'; aerodynamics are as important as in any other branch of the sport. Here you can find out why the '70 Fords were uncompetitive, or why the '80 Oldsmobiles were quick.

Well worth the cover price.

ALC

BRITISH GRAND PRIX

By Maurice Hamilton

Published by the Crowood Press

Hardback, 254pp, £17.95

The French, of course, invented Grands Prix back at the turn of the century, so it comes as a bit of a surprise to realise that the first British GP was not until 1926, at Brooklands. A couple more were held at Donington just before the War, but it wasn't really until 1948 that the British GP as we know it today was formed, held that year, appropriately, at Silverstone.

The author has adopted a rather novel approach. He's eschewed the standard lap-by-lap, fastest time, pit-stop format – in fact the actual race reports are often covered in a couple of paragraphs. Instead there is a considerable amount of background information, with, for example, quotes from letters to AUTOSPORT on the price of entry or the toilet facilities (nothing has changed!) or what the late John Bolster thought of Aintree, or the effect of petrol rationing, or

the reactions to Jean-Marie Balestre. There are also plenty of quotes from the participants, plus a resume of the season.

What he's done, in fact, is to put the races into context, and it works brilliantly. Whether you read it from cover to cover, or just dip in, there's always something fascinating going on. What's more, he gives the earlier races as much space as the more recent – he doesn't believe that motor racing only began in the seventies.

The only quibbles are some poor proof reading and a relative lack of photographs – this book cries out for more. Nevertheless one of the better offerings this year.

MMcC

AUTOANUARIO 1988-89

Edited by Ruben Rovelo

Published by Rovelo Ediciones

Hardback, 176pp, £15.00

Mexico may not spring to mind as a source of quality motor racing books, but the fourth *Autoanuario*, a review of the country's 1988 season, is a superbly produced tome.

Only available in Spanish alas, it concentrates on the country's Formula K championship, with detailed race-by-race reports and hundreds of excellent colour pictures. The book is unashamedly based on our own *Autocourse*, and its style is carefully reproduced, down to the top 10 drivers and the season's supergrid.

Considering the modest budget available, the publishers have done a good job.

You may not be able to understand a word, but it's worth a look for novelty value alone, particularly for *Autocourse* collectors! It can be found at Chater & Scott.

ALC

THE MOTOR CYCLING CLUB

By Peter Garnier

Published by David and Charles

Hardback, 220pp, £15.00

No, we haven't taken up reviewing motor bike books; the MCC is, in fact, the organiser of one of the least-known but most popular motoring events in the UK, if that doesn't sound too strange – the Lands End Trial.

It all started back at the turn of the century. The MCC was formed in 1901, ran its first major event – the London-Edinburgh – in 1904, and the first London-Lands End in 1908. The first Exeter Trial was run in 1910, and marked a turning point as cars were allowed in as well. From then on, cars gradually took over.

In its early days, the MCC also ran races (at Brooklands), hillclimbs and 'runs', but gradually trialing took over, and the three classic trials – the Edinburgh, Exeter and Lands End – became firmly entrenched in the calendar. Their heyday was in the thirties and forties, and some of the more infamous stages (as we would call them now), Darracott, Fingle Bridge, Simms and Bluehills Mines, attracted enormous crowds.

Peter Garnier was the Sports Editor, then Editor, of *The Autocar*, and has done a concise job of condensing 90 years of history into 220-odd pages. The emphasis is not on blow-by-blow accounts of each event but the personalities and stories behind them. They're a happy, rather insular, little breed, the MCC, and this book sums them up nicely.

MMcC

PAINTINGS

Old boys

After last month's look at some of the new boys of motor sport art this time we've the latest works from some of the more established names in the field alongside yet another crop first-timers to the column. As is becoming the norm we received too much to cover it all in one month, but we'll feature all the material we receive at some stage in the future. Just keep sending.

The ever-popular Michael Turner has released his latest painting through Aston Publications. The work, depicting Roy Salvadori at the wheel of the 1959 Le Mans-winning Aston Martin, has a print run of 850, all in full colour and each individually signed by Salvadori, Sir David Brown and the artist. The print costs £50 including border and measures 546 x 440mm. Contact AP at Bourne End House, Harvest Hill, Bourne End, Bucks, SL8 5JJ for details.

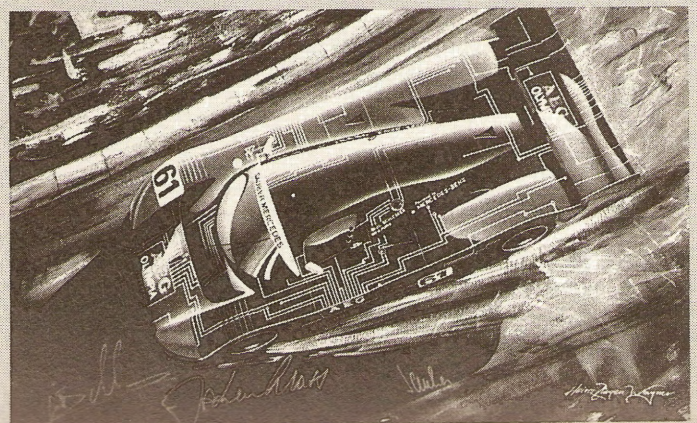
Andrew Kitson is still beavering away and winning many friends. His first this month is of Britain's street race in Birmingham specially commissioned by Mark Blundell while the second shows Aston Martin's return to Le Mans which was commissioned by David Hobbs. Andrew can be contacted on (0480) 810147.

A while back we featured a painting by John W Bell representing the F1 career of Nigel Mansell. Well John has produced another, this time entitled 'Brands Hatch – August 1986' it shows another of Nigel's great days at the Kentish circuit.

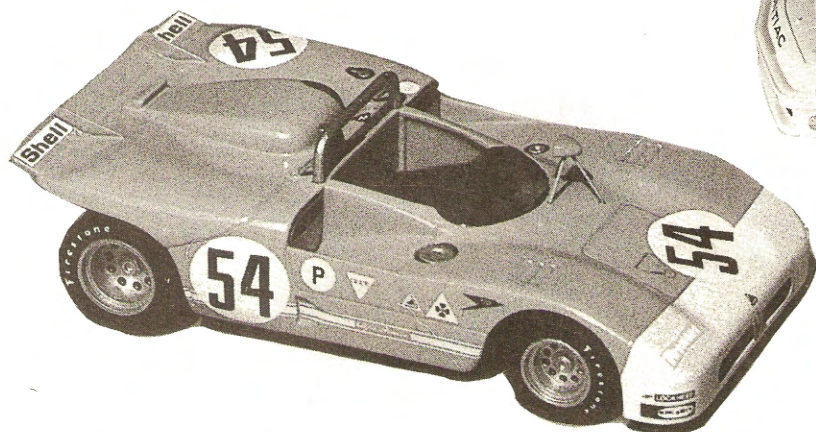
A couple of new boys now. Tony Claydon is sketching cars to commission and has recently produced a drawing of the Graham Hathaway Soans Ford Sierra Cosworth. Although Tony has to work in his spare time he is keen to hear from interested parties at Centrepont Racing, Swift House, Radford Business Centre, Radford Crescent, Billericay, Essex, CM12 0BZ.



Above: The latest from the Turner stable, Michael's painting of Roy Salvadori in the Aston Martin 1959 Le Mans winner. The Turner family has an exhibition at the Carisbrooke Gallery, London in the new year, more details later. Right: Harald Kölsch's version of the 1988 Sauber Mercedes.



And from Germany comes the work of Harald Kölsch. Not surprisingly the artist is keen on Mercedes and has produced two excellent paintings one of last year's car in the wet and one of this year's Le Mans winners. We hope to hear more from Harald in the future. Until next month...



Left: Sapphire's version of the Alfa Romeo T33/3 short-tail car which took victory at Brands Hatch back in 1971 is now available as a hand-built model or in kit form. Above: The 1989 Rusty Wallace Kodiak Pontiac is due to be produced by Starter early this month.

The Brits make their mark

Even though this column might seem to major on the models made by mainland European creators, don't let that lead you to think that there's no similar activity in the UK – far from it. We've as good a crop of model makers as anywhere, the difference is that while the French concentrate mainly on quantity and rapid production of current subjects the British concentrate on quality and areas of historic interest.

Modelmaker and writer Steve Archibald from Hemel Hempstead, for example, fits in the creation of new models between publications of great value on subjects like the GT40. His latest model, the very pretty 1971 Brands Hatch-winning Alfa Romeo T33/3 short-tail sports racer, has been over 18 months in the creation stage. Why, you might ask, when the French or Italians would make the same subject from the start of research to finished model in three months? Dedication to quality and accuracy has to be the answer – plus, of course, Steve's a one-man band, whereas a company like Provence Moulage in Marseille (who is also making a series of Alfa T33s) has upwards of 20 people and produces over 300 kits every day.

Archibald is the first UK manufacturer to perfect the use of high-tech fibreglass resin 1:43 scale kit model cars. He's taken some years to research and develop his technique which is similar to that invented and developed by enthusiasts in the Côte d'Azur. Now he's able to make very highly detailed kits in the French style and with better ancillaries (white metal), superb instructions and very fine decals.

His little Alfa, driven to win at Brands by de Adamich and Pescarolo, also has alternate parts and decals to make the Targa '71 winner of Vaccarella and Hezemans and the Watkins Glen winner of Ronnie Peterson and de Adamich. With an economic kit price of £17.95 and hand-built versions available later at £57.50 this new model from Steve in his 'Sapphire' range will be a huge success.

Similar success should come the way of Hastings entrepreneurs Keith Williams and John Allen whose SMTS company this month issues no fewer than four new 1:43 scale metal classics. In built form – the kit has been available for some time – is their quite stunning Lotus 56B gold and black, Pratt and Whitney turbine-engined car which Emerson Fittipaldi drove to eighth place in the Italian GP of 1971. Priced at only £43.15 this exquisite miniature is a fine example of British model craftsmanship.

Similarly exquisite is the excellent detail and engineering that has gone into a new Ferrari 312B from the same SMTS company. Initially only available as a kit (priced at £18.95 like the Lotus 56B), this model of the 1970 lckx, Regazzoni car will look superb. Parts have been included to make any one of three versions: lckx's Austrian-winning car, Rega's 'home' win at Monza car (his first GP win) or Andretti's 1971 South African GP winner.

'Voiturette' is the name of the new and fractionally up-market range from the same makers – SMTS. First two releases from the label this month are the archetypal ERA and an excellent Lotus 23B. The ERA is modelled on the almost identical R1A, R1B

and R2B chassis and therefore can be built as either Raymond Mays's pale green hillclimb car, Dick Seaman's black version or the post-1939 car of Prince Bira.

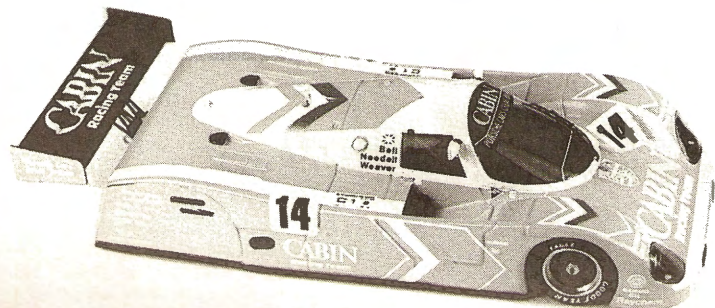
The Lotus 23B – quite the best model of this difficult-to-capture shape – is buildable as the version with which Jim Clark sensationally led the 1962 Nurburgring 1000Kms, or as a variety of others including – no doubt to his own great amusement – the car of Peter Warr at the first Japanese sportscar GP! Both ERA and Lotus are initially only available as kits at £20.70 but if their originators ever get on top of the pile of orders they have for previous models they'll make these two available hand-built.

An up-and-coming British maker is BTS Mouldings, also of Hastings, who in between making replacement parts for old and rare Dinky Toys has gradually been starting the difficult process of entering the kit market. Its first – the 1953 Austin Healey – was a little on the low-tech side but accurately shaped. The latest, however – the 1961 Le Mans MGA coupé – is a big technical leap forward. While not up to current French moulding standards, it is good nonetheless and worth having a look at. In 1:43 scale resin with good metal parts, the kit represents the Ted Lund/Bob Olthoff special coupé (No 58) that sadly only lasted two hours until the engine blew. Now hopefully BTS will make the 1960 version of this car which won the 2-litre class.

Scoring an even greater underdog success at Le Mans in 1950 was the often forgotten Nash-Healey of Rolt and Hamilton which finished a superb fourth overall just behind two Lago Talbots and Allard and Cole's J2 Allard. That Nash Healey has been very well-modelled indeed this month by Provence Moulage in a resin kit retailing at £18.70 and PM has plans for other Nashes in the near future.

Finally, we hear that one of our better manufacturers is planning a Vanwall GP car to rival the accurate example released by Autographic this month and that French maker Starter does now intend to eventually include in its kit range every Le Mans winner from 1923 to date. Boss man Philippe Roche told me: "We have to develop new techniques before we can make the Le Mans winners and Alfa Romeos but eventually we'll do it." Starter this month became the firm which has released the greatest number of model cars of any company ever in the 1:43 scale field. It is now over the 500 mark and it plans to double its current eight new creations a month by this time next year.

Richard Lloyd's special-bodied 1989 Le Mans 962C has now been released by Starter.



BSCRA SERIES

Open day

The 1989 British Open Slot Racing Championship series ended in September with the final round at the Vauxhall Motors club in Luton. This year's series was again truly national, being contested over seven major club Open meetings held as far apart as Reading and Edinburgh.

A total of 85 drivers, competing under British Slot Car Racing Association regulations, took part with pre-season favourite being defending champion Mark Harrison, whose Bolton club has a long history of past champions. However, he could only manage third place in the opening round at Oaklands Park, Birmingham, behind Keith Packer and Charlie Gooding.

For Keith, from the neighbouring Coventry club, this was the high point of the season and he would eventually finish seventh in the Championship. Round 2 at North London was more to Mark's liking, and he ran out first to take over the championship lead from Charlie, who could only manage third.

The January round was hosted by the Reading club, the first time that the Berkshire club's meeting has carried BOC status. This was Mark Harrison's first visit to the track, and his well earned second place was no doubt due in part to the 10 hours he dedicated to practice in the two days preceding the meeting. Tim Ryan of Surbiton won the event, his best result of the season, while Charlie's seventh place confirmed Mark as the clear championship leader.

After a poor start to the season, National champion Dave Harvey stormed up the rankings with second and third places at Rounds 3 and 4 at Bolton and Edinburgh respectively. Mark was ineligible to race at his home meeting and had to sit out while Charlie Gooding closed the points gap such that with two rounds to go the pair were tied for first place.

Back on the track, Mark was to end any doubt by scoring wins at both the Fyde and Vauxhall meetings and thus retained the Open Championship title by a clear margin.

DM

FINAL POSITIONS

Mark Harrison, 394; Charlie Gooding, 377; Dave Harvey, 360; Monty Yarnell, 357; Tim Ryan, 353; George Kimber, 336.

BH

Return of the competitions



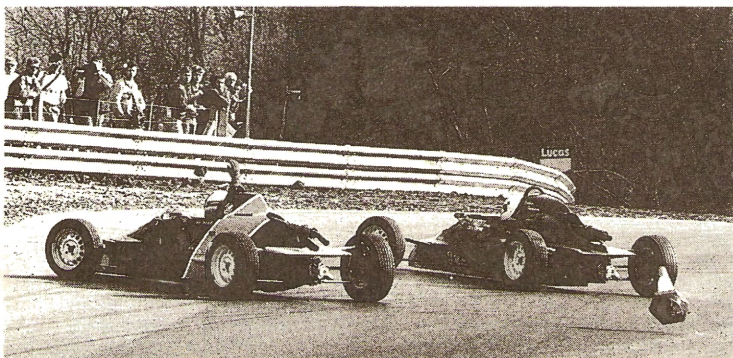
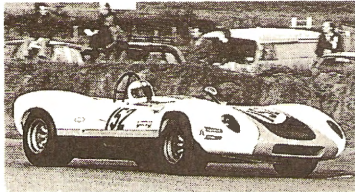
PAGE & MOY LTD

John Frankland of South Woodham Ferrers, Essex who correctly spotted:

Who: Jeremy Lord
What: Astra RNR1-FVA
Where: Castle Combe
When: October 3, 1970.

Once again this month you can try for the £30 voucher by sending in your who, what, where and when for the picture above. Answers on a postcard please to Photoposer, AUTOSPORT Editorial, 60 Waldegrave Rd, Teddington, Middx, TW11 8LG, to reach us by November 20.

Well we thought it was tough, but still two of you got it right. The lucky recipient of the Page & Moy travel voucher this month is



Over 100 entries this month, possibly the largest mailbag ever. Hence R Young has done mighty well to emerge as winner from the crowds, an Apollo jacket is on its way to Cheshire. If you want to win the same send in a caption for the picture below, keep it (reasonably) clean and get it to us by November 20. Use a postcard and send it to Caption Competition, AUTOSPORT Editorial, 60 Waldegrave Rd, Teddington, Middx, TW11 8LG. Please state your jacket size.

A fine response to September's competition produced no fully correct answers, obviously a toughie! Gerard Smyth of Reading was the closest to a correct crossword and so wins this month's umbrella. He should have answered:

Across
 1 Acts, 7 Weslake, 8 Anti, 9 Nigel, 11 Nelson, 13 Latest, 15 Alesi, 17 Legs, 18 Tyrrell, 19 So so.

Down
 2 Connell, 3 Swiss, 4 A Senna, 5 Lang, 6 Well, 10 Ensigns, 12 Oliver, 14 Tolls, 15 Alta, 16 Eyre.

If you want to win a Jaybrand broly send your answers to this month's competition on a postcard to Crossword Competition, AUTOSPORT Editorial, 60 Waldegrave Rd, Teddington, Middlesex, TW11 8LG. Entries must arrive by November 20. The crossword was compiled by Dot Matrix Crosswords.



Dutch master

The first thing that strikes you about Arthur Benjamins is his intensity towards his work, his intensity and his open honesty. At first he appears almost obsessive until you realise this intensity is more of a passion, born of an inner belief in all he undertakes.

For a man without any formal art training his level of achievement is nothing short of remarkable. His ability is without doubt one of motor sport art's finest and his reputation internationally recognised. Benjamins originals are now highly coveted.

"I've recently had an offer of £6000 for my painting of 'Full Power', a head-on view of Donald Campbell's Bluebird on Coniston Water. I was flabbergasted. In the end I refused... I love the painting and it's not for sale, but there's obviously a demand there I never dreamed about."

And to think the world only stumbled upon Arthur Benjamins by chance... Of Dutch origin, the Benjamins family moved via Rhodesia to Rotterdam and a flat overlooking the harbour and shipyards.

"This was where my interest in things technical was fostered," recalls Arthur, "which is born out in my paintings now. My attention to detail is paramount. I despise the idea that the cars I paint are not correct in every way."

Arthur's interest in cars and motor sport grew and, after early drawings in pen, he produced his first painting in 1972. "It was striking," he admits. "A painting of Jochen Rindt in his Lotus, the only background being a thin strip of green."

"I then began in earnest," tells Arthur, "exhibiting in 1974 and '75 at a Zandvoort hotel popular with the F1 drivers and again at a Ford publicity show in Rotterdam attended by Jackie Stewart. It was here I took my first commission. A Dutch driver, Henny Schouwink, wanted two paintings of his Escort at Zandvoort. I picked up £200 for the two. I was thrilled and the impetus to go on was quadrupled."

"In 1974 I came to England to work as a development engineer and lived in Greenford before marrying Elaine in 1980, and finally moving to Biggin Hill."

"I was painting throughout all this, my work motivated by the fact that Britain, to me, meant motor racing, the teams, the drivers, the cars, everything."

"I began to exhibit and at one time became briefly involved in the serious art world, and although we weren't suited, I picked up a few awards and several of my earlier works are to be found in three European modern art galleries..."

That Arthur's style is distinctive cannot be denied and his technical presentation shows through in all his work.

"Take my painting of Clark's Lotus at Zandvoort in '67, 'First time out'. A rear view of the car, an exercise in technical detail and references difficult to locate. Hence my pleasure at getting it right. But believe me I sweated a lot on the way."

The Benjamins style is well known, the cars very central with little background and painted with enamel paint on canvas. The technique is tricky but stands up well to scrutiny. "I take hundreds of reference photos and, as most of my work is commissioned, I have in mind what I want, the angle, the perspective and so on I work from the background forwards as a rule and the car is always central."

It's a style that has proved very appealing to the public and has reached even the highest echelons of the motor sport world. "I received a letter from Eoin Young asking if he could use some of my

SEPTEMBER WINNER

"I refuse point blank to drive until we find the furry dice."
 R Young of Wilmslow, Cheshire.

RUNNERS-UP

"You'd better look at that steering column, that last lap ended one of my careers..."
 Graham Prime of Edinburgh, Midlothian.

"Well Jean, if it was a mouse it's not in here now."
 Dick Thickett of Sheffield, S Yorks.

"Just tell him if it happens again, he'll clean it up himself."
 D Baker of Midcalder, West Lothian.

"98...99...100... coming ready or not."
 Duncan Peake of Gosport, Hants.

"It's our version of the semi-automatic gearbox, Ken. The mechanic operates the pedals and the driver just steers."
 G Brandreth of Frisby-on-the-Wreake, Leics.

Clues

Across

- 1 Skid lid! (6)
- 7 Larrauri (5)
- 8 JH21C Motori Moderni company (1,1,1)
- 9 Direction of South Africa's London (4)
- 11 Christal racing driver (init) (1,1)
- 12 Clothes maketh the box! (4)
- 13 Mika (4)
- 15 Initially 1989 Champion? (1,1)
- 16 John Caponigo's Presidency (4)
- 19 Wheel or 4 wheels in the air! (3)
- 20 Between war race organisers (1,1,1,1,1)
- 22 Front spoiler (3,3)

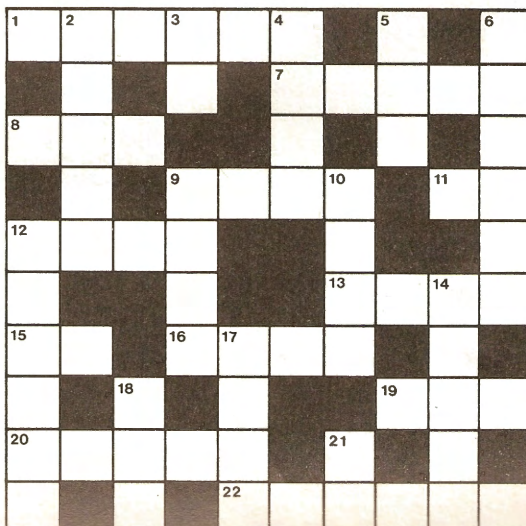
Down

- 2 Bird manufacturer (5)

- 3 Swedish Championship rally second (init) (1,1)
- 4 Most (anag) (4)
- 5 Meter light (1,1,1)

- 6 Italian hillclimb - Bondone (6)
- 9 Bernard (4)
- 10 Check lap (4)
- 12 Hill (6)
- 14 Lombardi (5)
- 17 Engine

- builders (4)
- 18 Steward (1,1,1)
- 21 Norwegian rallycross rising star (init) (1,1)



FEATURE: ARTHUR BENJAMINS



paintings for a book on Ferrari art – the book is due out later this year. Then I heard that one of my works had appeared in Enzo Ferrari's book *Piloti Che Gente* which was a bit of a surprise. "I heard nothing more for a while and then on the morning of my 35th birthday last year I received a copy of *Piloti* through the post direct from Italy and signed by Enzo Ferrari. What a present!

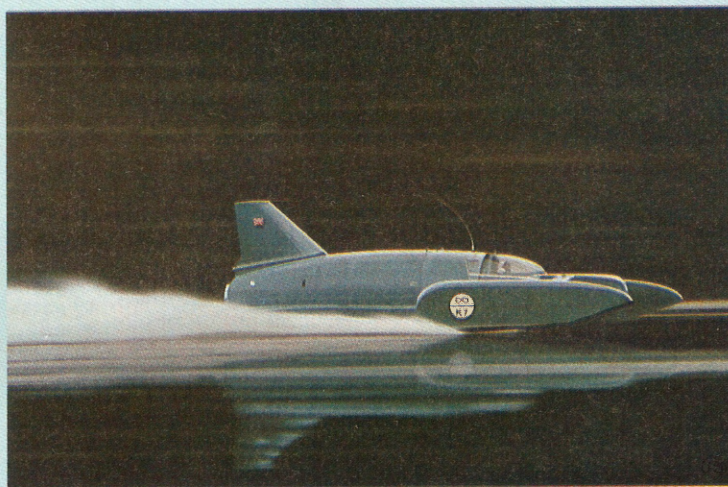
"The book was accompanied by a letter asking me to keep in touch and shortly afterwards I received a phone call from Maranello. Ferrari was keen to have my painting of Mansell at Rio produced as a print to celebrate the victory. The print was to be presented to the Italian media and I was invited to visit Italy. I needed no second bidding and the moment I walked through the doors at Maranello I was awestruck, I mean it was hallowed ground. A fantastic experience and my links with Ferrari are very healthy. It's an extremely important connection.

"I've never had to search for motivation, I love the speed, colour, excitement and technical brilliance. I attempt to depict all this through angles that no photographer could ever manage. This was very much the motivation for my latest painting of Mansell passing Senna in Hungary." At the moment this superb work is hanging in pride of place on the Benjamins' living room wall. The result is testimony to the time spent and sure to become one more in a long line of popular prints from the Benjamins brush.

Arthur produces around 20 paintings each year, the majority for display at his exhibition at the annual Racing Car Show. And his popularity has attracted the TV cameras to his stand at the show. "In 1986 Frank Page of *Top Gear* arranged an interview with me at the show.

"We also did some filming at my home and in the BBC studios. Nine hours of coverage in total, and six glorious minutes on TV during peak time...

"Michael Whale of BBC TV has also interviewed me twice at the show. The first year, 1987 I think it was, I was due to meet Michael in the morning, first thing. When I awoke that day there was about two feet of snow on the ground. It took me one and a half hours to get to the end of the road. I was almost in tears, I desperately needed to be there. It was still snowing hard and I barely made it to the M25. I was the only car in sight but I made it with seconds to spare. Michael grabbed me and I did the interview with the snow still on my wellies...



Top: The Benjamins studio and another masterpiece on the boards. Above: Arthur's second world is powerboating – Bluebird on Coniston. Below: His latest work – Nigel Mansell's move on Ayrton Senna during the Hungarian Grand Prix, the angle that no photographer took!



"Most of my year is spent working towards the show and also towards Nathan Beehl's exhibition every November in Pulloxhill. Both are great for sales and I expect to sell out of 'Scarlet fury', the print of Mansell at Monaco, even before Olympia this year."

Of course Arthur's other interest is the world of powerboating.

"The powerboat thing came about by chance. I was keen to paint Donald Campbell's Bluebird but didn't know the true colour. I got in touch with the powerboat historian Kevin Desmond and he helped me out. I've since done a painting for the cover of his book *Power Boat Speed*. Various other works have followed and more are in the pipeline.

But it is through his paintings of racing cars that we have come to know Arthur best. Many of his works are released as prints through Sports Seen. "Alison Parkin and David Winstanley approached me with a view to running a competition for one of my paintings and followed this by running prints of 'Ferrari team mates'. Our relationship has since blossomed."

And what of the future? "Well at the moment I am working on a commission for Paul Stewart in his F3 car, the Mercedes World Championship-winning sportscar, on behalf of Sports Seen and Castrol and also work for three major F1 bearing manufactures. And all of it with the *coup de grace*, the famous Benjamins signature. But at the moment Arthur is looking to the more immediate future.

"We've recently adopted a little boy, seven-year-old Damien," says Arthur. "I'm so looking forward to a whole new way of life with our son, it'll certainly change a lot!"

It is a measure of Arthur's honesty that he was quite open talking about times when things haven't been so good, times when he has been on less than an even keel, a desperate mood captured in much of his earlier science fantasy work; times when money was short and his rented accommodation in Greenford less than salubrious.

But now things are coming together and you get the feeling that what the Benjamins are doing is quite right, that Damien has gone to the right family. Arthur Benjamins seems to exude that kind of confidence. His recently successful past will become a successful future because Arthur thinks so.

MOH



DODGY BUSINESS

Taking Senna's side

So, Prost is champion but he has never beaten Senna in a straight fight all year. Makes a bit of a mockery of the whole thing, that. Add to that the happenings in Paris last week and Ayrton must feel like telling everyone precisely where to stick it.

Senna, in my humble opinion, has also suffered a raw deal from the press for a very long time now. Hardly has an opportunity to have a dig been missed.

His problem, it would seem, stems from his failure to allow Derek Warwick to join Lotus back in 1986. For weeks the ramblings went on. It was defenceless. Peter Warr was weak to allow it to happen. Who does Senna think he is? On and on...

Senna himself had been blocked from joining Brabham by Piquet in 1984. It's called politics and is part of everyday life. By the time of the Warwick incident Senna saw himself as the best in the world and he had many offers. If he was to stay with Lotus it would be on *his* terms. He was not frightened of Warwick, merely thought that Lotus couldn't do a good job for Derek, a recognised top liner at the time, without jeopardising his own chances. Fair enough. If your standing allows you to dictate terms then you are a fool not to take advantage of that.

Warr's position was equally simple. As manager of the team, his main priority was to hang onto its biggest asset.

The way Senna was portrayed villain of the peace in Britain, the place where he'd done the bulk of his racing remember, probably did much to nurture his current lack of time for the press in general.

Jingoism is something I've encountered quite a few times in my brief journalistic career. People come and ask you why you don't go out of your way to promote British drivers. When you tell them it's not your job, they look at you as if you have two heads. It's something which annoys me intensely. I couldn't give a damn where somebody's mother was when she gave birth, or what nationality she is. My job is to report on a person's performance in a motor race.

I will always remember Senna ploughing into the wall in the European F3 round at Silverstone in '83. A huge roar went up from the Woodcote grandstands. Up until that event, Ayrton had led all but two laps of the nine British F3 races to date. An amazing feat. At that stage, he'd done nothing to antagonise anyone. Except win all the races...



Brundle beat him for the first time on that afternoon. If you're going to be balanced about it, you have to admit that Senna then made mistakes. He crashed four times in the second half of the season, three times making contact with Brundle. He received a fine and an endorsement at Oulton Park.

Here was the first hint that he was suspect under pressure. Second places, despite a sizeable lead in the championship, were unacceptable to him.

The problem is that the man believes himself to be the best there is, and thus had difficulty reconciling the fact that Brundle was beating him. Why was Brundle beating him if he was the best?

Dick Bennetts, boss of West Surrey Racing, which ran Senna, recalls: "We later found out that Eddie Jordan (running Brundle) had got hold of a different spec' Toyota from Novamotor, the only one in existence, with less friction on the cam pulley. I figure he had a couple more horsepower and it was enough to tilt the balance. We had to run less wing to stay with Martin on the straights but that cost us in the corners. Those sort of things are crucial in F3. At the time, though, we couldn't figure out why."

What of Senna's personality in those days? Bennetts again: "He was strong willed, utterly dedicated and hard. He knew exactly what he wanted but he was also down-to-earth and a great guy to work with."

"I put him up with a friend of mine in Walton. There was a crowd of us, about 10, and we'd have barbecues and so forth. He was great fun and it was only when there was a bigger gathering, maybe 40 or so, that he'd retreat into himself and be quiet. Shy really. But you don't have to be a talker to be a racing driver."

No, you don't, but it certainly helps. Recently I asked a Formula 1 insider why everyone eagerly eats up every word Prost says, while they all love to hate Senna. "Simple," he replied, "Alain is a pleasant and co-operative fellow whereas Ayrton is sullen and difficult."

Senna and Brundle became very closely acquainted in '83. Ironic it is that six years later the pair should tangle again, spelling the end of the Brazilian's slim hopes of retaining his title.

(Eddie Irvine) was wearing a similar helmet design to him. He thought it was amusing. Then he wanted to know why Allan (McNish) had stalled at one of the F3 races. He always knows what is happening, always was sharp.

Senna, admittedly, is no ambassador for the sport, but has, this year, been very professional. Never once has he rubbished anyone, although four mechanical failures have likely cost him wins. By rights, the championship should have been his long since. Prost, meanwhile, the ultimate professional remember, has whinged publicly about his team, his engine, and his team mate, as well as failing to overcome Ayrton on the track. A deserving champion? That's up to you, but I know what I think.

SURER: "Watching that guy gives me goose bumps"

And then we come to Japan. I attended a McLaren press conference last week on the subject of Ayrton's appeal. I went to the Heathrow Penta knowing that I was about to be sold one side of a story. I was determined to forget that and remain objective. I came away angry.

Helicopter footage of the incident (not seen by the stewards but by the appeal court), convinced me that Prost did indeed turn in *very* early. It was also patently obvious to me that the decision to disqualify Senna was taken without proper opportunity to consider the evidence. It amused me that nobody even thought to call into question Prost's driving, he's the nice guy isn't he...

Still, no point going over old ground. What riled me was that when McLaren got to Paris, the goalposts had been shifted to Monza (last year's Schlesser incident), and Rio, and Ricard, and Estoril and Jerez. Venues of recent dangerous driving by Senna, said FISA. Monza: stupid maybe, dangerous no. Rio, yes, there's a case, Ricard is ludicrous, Estoril eminently debatable and Jerez already accounted for.

The appeal, as we know, was dismissed. Rules on the Japan incident are clear as mud, but among video evidence showing precedents where drivers had gone unpenalised for missing chicanes, lay the ultimate irony. San Marino this year. Car spins and misses chicane, rejoining circuit on the straight. Driver goes on to score six points. Who? Prost!

Before writing this, I tried to understand why I wanted to argue the Senna angle. I don't even know the guy. A cynic immediately told me that was probably a very good reason... Joking apart, it's probably for the same reason that I wasn't heartbroken in '86 when Mansell's tyre blew in Adelaide while Britain wept into its cornflake bowls. I considered then that Prost had done the best job over the year.

This year he hasn't. It galls me to think that people will look back over the records and see that in the same cars at McLaren, Senna and Prost won a title apiece. I suspect I may be in a minority of one, but to me they're not in the same league. Marc Surer, speculating with a colleague at Hockenheim, said of Senna: "Watching that guy gives me goose bumps. He's the only one who does that, and having been out there and done it myself, I don't really understand why." The FIA Formula 1 World Championship is for racing drivers not PR men.

I have great admiration for Prost, but find this whiter-than-white portrayal of the ultimate professional *vis-à-vis* the evil, impetuous Senna very irksome. Memories are short. I remember Prost heading the championship by some margin in '83 but feeling threatened by the advances made by Piquet and Brabham-BMW. He made a mess of Tarzan at Zandvoort and punted Nelson off. The following year he spun out at Osterreichring, although admittedly with extenuating circumstances, and ended up losing the title to team mate Lauda by a half point.

The difference is that Prost knows how to conduct himself. After the Piquet incident he stood up and admitted he was at fault. Apologised. A little humility goes a very long way. It's a lesson Senna would do well to learn. Jackie Stewart has oft been quoted saying that you win Grands Prix by eliminating as many of the factors that are trying to stop you. Eliminating animosity among your peers can only help.

Senna, though, has always had a problem in this respect. Most racing drivers have fragile egos, blown off racing drivers are especially sensitive, and blown off racing drivers, formerly thought to be the best thing since sliced bread, are akin to eggshells. Interesting to note the names that have complained loudest about Senna: Rosberg, Lauda, Piquet, Mansell and Prost. Hmm...

Ayrton, however, seldom bothers to put his case, and I venture isn't very often asked to. Why? Because he hasn't got time for the press, remember.

As a result of that, we don't know a lot about him. He's aloof isn't he. He's arrogant, he reads a Bible, he's dangerous, he's worryingly obsessive, he's wrapped up in himself, he has no sense of humour.

"He called me up after winning the Spanish GP," recalls Dick Bennetts. "I congratulated him but he just grunted, didn't want to talk about that. He wanted to know why my former driver



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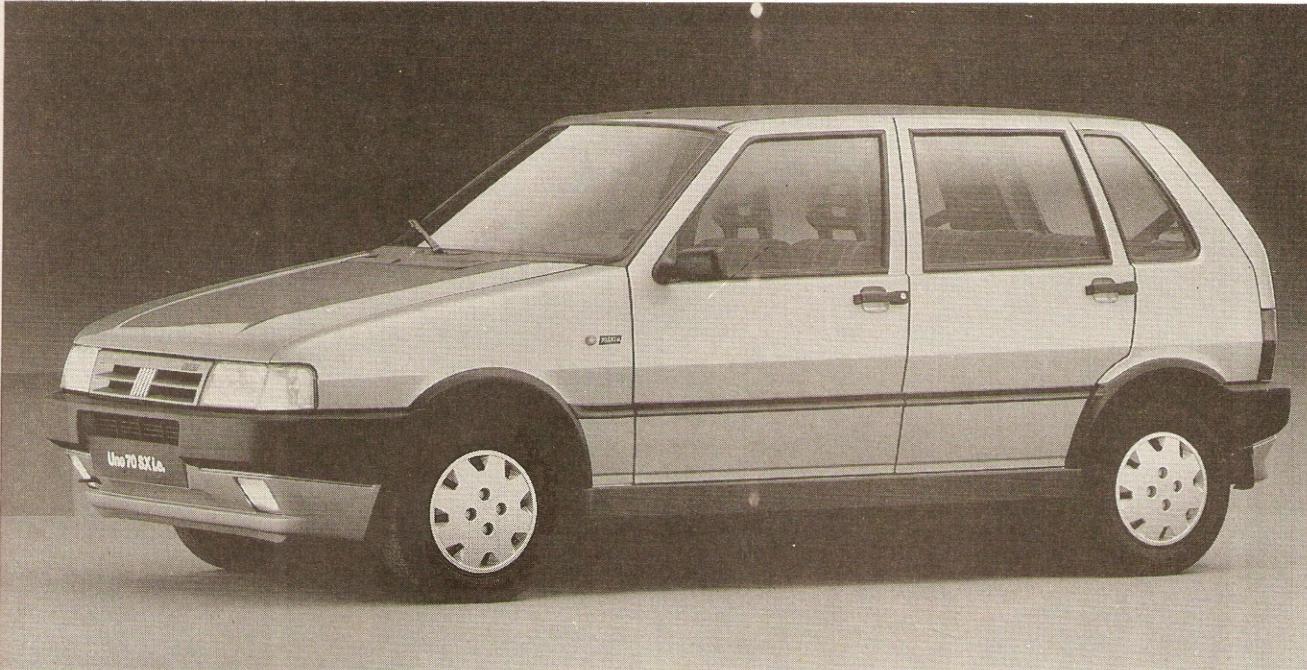


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Left: Fiat's Uno has undergone a revamp, the most important changes being to the aerodynamics, both nose and tail, giving a reduced Cd. Below left: The dashboard is also redesigned, including new instrumentation.

Uno for the future

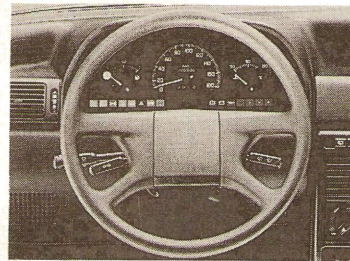
The Fiat Uno has been one of Europe's most popular cars since it was introduced in 1983, and now the range has been revamped to take it into the next decade. The most obvious alteration is to the shape, not only to give it a new image but to make it more aerodynamic as well, and this hides a number of interior improvements plus four new engines.

The most important body changes have been to the nose and the tail. They may not look all that much, but in fact the effect is impressive, pulling the drag coefficient down to 0.30, an excellent figure for a small saloon. Up front there's a narrower, more sloping grille flanked by slimmer headlights, while the bonnet and wings have been more steeply raked, the former also wrapping around on top of the grille. At the back there's a more Tipo look

thanks to a new tailgate with more wrap-around again. Elsewhere there are minor variations to differentiate the individual trim levels.

The new engine range includes a 57bhp, 1108cc version of the 999cc Fire engine, a 1400 (as used in the Tipo, but with fuel injection) giving 72bhp in unblown form, or 118bhp with turbo-charger, and a 1600cc diesel.

Inside, there are new instruments (number and complexity depending on trim level) set in a redesigned dashboard, more shapely seats padded with foam of varying stiffness according to area (on the top models there's adjustable lumbar support as well) and on all models cloth is used throughout for panels and seats. Unseen are myriad small changes – the fascia is mounted on rubber blocks, for instance – to improve noise insulation.



In action, the improvements are not dramatically obvious on first acquaintance – the Uno always was a pretty good little car. However, some miles in a 45 (the least powerful of the range, with the 903cc engine and 4-speed gearbox), a 60 (with the new Fire 1100 engine) and a 70 with the injected 1400, showed that the biggest im-

provement comes in the form of additional refinement.

The 45 seems to be aimed straight at the non-enthusiast for whom performance is secondary: it can be hustled along but the lack of power and a fifth gear makes it hard work. The 60 at first seemed disappointing, although the Fire engine revs freely enough, it sounds harsh and strained in the upper reaches. Ultimately, though, it impressed most, since it would cruise on a motorway happily and quietly at an indicated 150kph (94mph) and even 160kph, 100mph, came up without drama. The 70 was naturally the most nippy of the lot, and the most relaxing since it wasn't necessary to rev the heart out of it. All proved comfortable in a typical Uno way – it's an upright car with upright seats – and gear-change, cornering powers and brakes were Euro-average. But the over-riding impression is that the new models are simply smoother, and it's easy to see why the Uno will carry on well into the nineties.



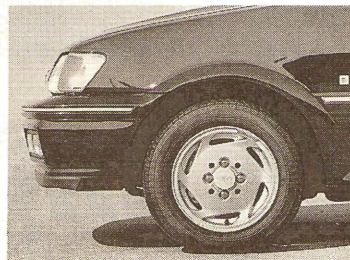
Off the tracks and onto the roads, the XR2i utilises its racing experience.

XR2i hits the road

You've seen them on the tracks, now at last you can see them on the roads. It's taken a while, but Fiesta XR2is are now rolling off the lines. The XR2i is, of course, facing all the other little hot hatches, so what is Ford's formula for this important market? There's a

110bhp engine, uprated suspension and a body kit. And those initials.

The old XR2 was exceedingly popular, and the new one is going to have to work hard for a living. To help it, there's that 1600cc CVH engine, a developed version of that in the Escort



Optional – Ford's alloy wheels.

XR3i, which in this application gives 110bhp at 6000rpm (14bhp more than the old XR2) and 102lb/ft of torque at 2800rpm. Then there's the stiffer suspension and fat little 185/60 tyres on optional alloy wheels, and finishing it all off is the body kit – more aggressive bumpers and spoilers fore-and-aft, plus distinctive wheel arch and body sill extensions: And where others use red piping to indicate go-faster performance, Ford uses blue.

Driving impressions of the new XR2i were garnered in almost impossible conditions, with driving rain and high winds. Nevertheless, the new little model vaguely impressed.

It's quite a raucous little beast if you use all the performance, which gives it an almost classic boy-racer appeal.

The CVH power unit is pleasantly lusty, with a considerable amount of bottom-end torque, but with plenty of power at the top end: top speed is 120mph, and it'll cover the 0-60mph dash in 9 seconds. However, although the engine seems willing to pull to the red line, it lets you know it's doing it, with a lot of thrash and fuss.

Roadholding and handling are typical hot hatchback. The steering is heavy – very heavy at parking, just heavy at other speeds – but with bags of feel, almost to the point of kick-back on really lumpy surfaces. Even in pouring rain there's plenty of grip, and you could put quite a bit of power through those front wheels without wheelspin. Not surprisingly, the XR2i understeers, but not viciously, and handling is fail-safe.

Ride, though, is not an XR2i strong point: bumps can have the car leaping around more than somewhat, and unsettle it when braking hard. Nor is it particularly quiet: apart from the fuss at peak revs, there was a body/exhaust boom at about 60mph.

Compared to its nearest rival, the Peugeot 205GTi, the XR2i is going to have to work harder. The 205 is tauter, more precise, with a more willing engine: the Fiesta feels as if it needs to be taken by the scruff of its neck and shaken to make it perform. Finesse is not its strong point: eagerness is.



A thundering silence

A mixed year this one. In the UK, Historic GTs were badly hit by the new silencing rules. On top of this, the classic F1 movement produced disappointing grids. But other, less exotic divisions thrived. The Historic Sports Car Club provided the mainstay of historic racing and gave us some entertaining events.

Classic and Sportscar again supported the HSCC Novices championship for cars to basically the same specification as the Standard Road Sports. Bodo Linnhoff and his contemporaries moved on and left the way open for a new batch of novices.

As ever, the Lotus Elans from class B made the overall running, and race victories were shared three ways. Gerry Clarke and Philip Nelson both saw the chequered flag before Gary Smelt got into his stride mid-season. Smelt only decided to try racing cars a

couple of weeks before the Brands Superprix, but was soon on the pace and won three times in a row in the second half of the year. However, he later withdrew from the series when it was realised that his karting experience put him outside the spirit of the class. Clarke was killed in August, the innocent victim of a road accident, and his presence was greatly missed in the series.

Rodney Cotty and Philip Nelson both scored regularly and topped the class at season's end. Nelson won on

the tie break with two wins. The overall crown went to the rumbling TVR Tuscan of Martin Cliffe who was only beaten in his class by Trevor Rowney's E Type. Matthew Truelove (Triumph GT6) and Stephen Wild (Datsun 240Z) were evenly matched in class B while the remaining two classes were thinly supported and were claimed by Nick Robinson (MGA) and Michael Lake (Lancia Fulvia).

For the 1989 season, the road sports were divided into standard and improved. Linnhoff found himself a Datsun 240Z to race in the HSCC ADT Auctions Standard Road Sports Championship. The Manchester professor continued his success with nine class wins from 10 races and took the overall crown. Paul Stafford (AC Ace) was the most consistent runner-up.

Ronnie Farmer was never beaten in his class with his TVR Griffith al-

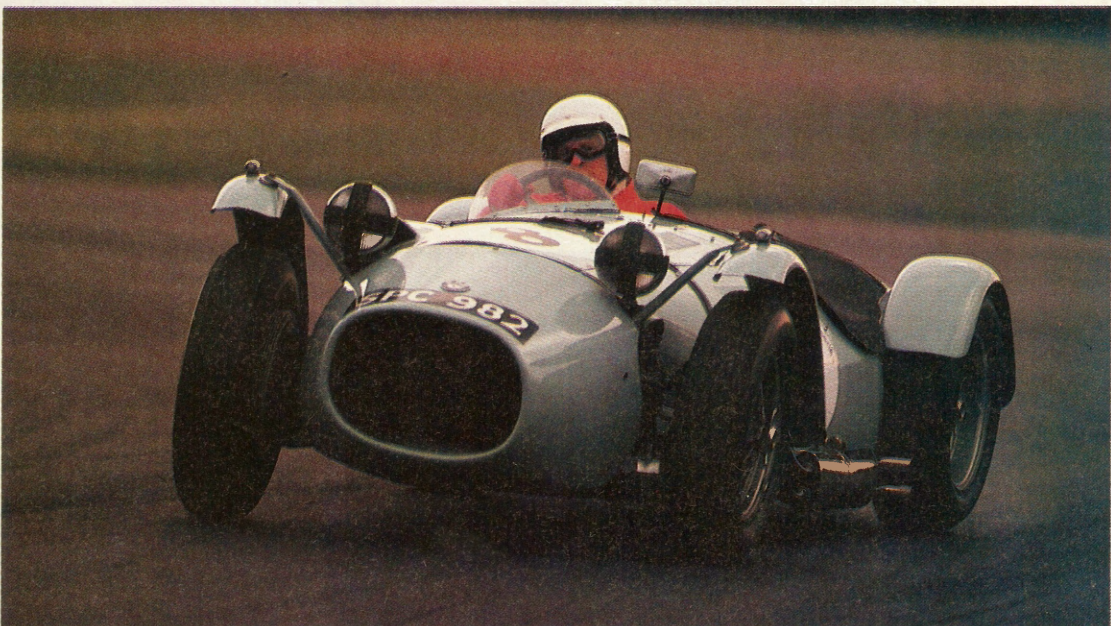
though Linnhoff managed to beat him for the race win on a couple of occasions. Colin Bates emerged in his TVR Vixen to beat the best of the Elan runners and scoop class C with five straight class wins from July onwards.

Nigel Edwards fended off Geoff Ironside for second in the class and the Elan honours. Musician Simon Park ran his smart Lancia Fulvia in class D and was largely unopposed.

The HSCC John Lelliott Improved Road Sports Championship was well supported but no one could compete with Julian Dodd and his Fairthorpe Electron in the 1300 class. Ten class wins from 10 rounds left him an unbeatable champion. Chris Horner (Turner) and Malc Best (Honda S800) were the best of the rest but had no answer to the charging Dodd. Roger Connell kept up TVR's domination of the largest classes by winning eight



Far left: Tim Wright's vivid Lotus Elan leads Aidan Mills-Thomas's AC Cobra and David Jarman's Datsun 240Z in a battle typical of the splendid John Lelliott Improved Road Sports series. Left: Bob Baxter's Texas-ised Arrows A4 holds off Urs Eberhardt's Williams FW08. Below: Boys' Own stuff as Clive Richards opposite-locks his glorious HWM Alta-Jaguar around Donington Park. Below: Eberhardt again, drifting his Formula Junior Lotus 27 at Brands.



times in his Griffith although Aidan Mills-Thomas did triumph at Silverstone in June having pressured Connel into a spin.

The Datsun 240Z brigade had the 3-litre class to themselves where David Jarman headed home Tim Riley and Vernon Taylor. The 2-litre glass-fibre division was all about Elans. Gerry Wainwright won whenever he finished and beat Phil Cooper to the class with Sam Thomasson scoring consistently to take third in his Alpine Renault A110.

Richard Thorne completed the class winners with an easy triumph in his Lancia Fulvia Zagato. The Improved Road Sports series was slightly marred by eligibility questions and one car was excluded from the series when found to be seriously underweight.

The HSCC Pre-'65 Single-Seater Championship was rather poorly supported but those that did compete raced just as hard as ever. Martyn Smith ran his Brabham BT15 all year and was a deserving champion from Robert Hall (Tecno) and Robert

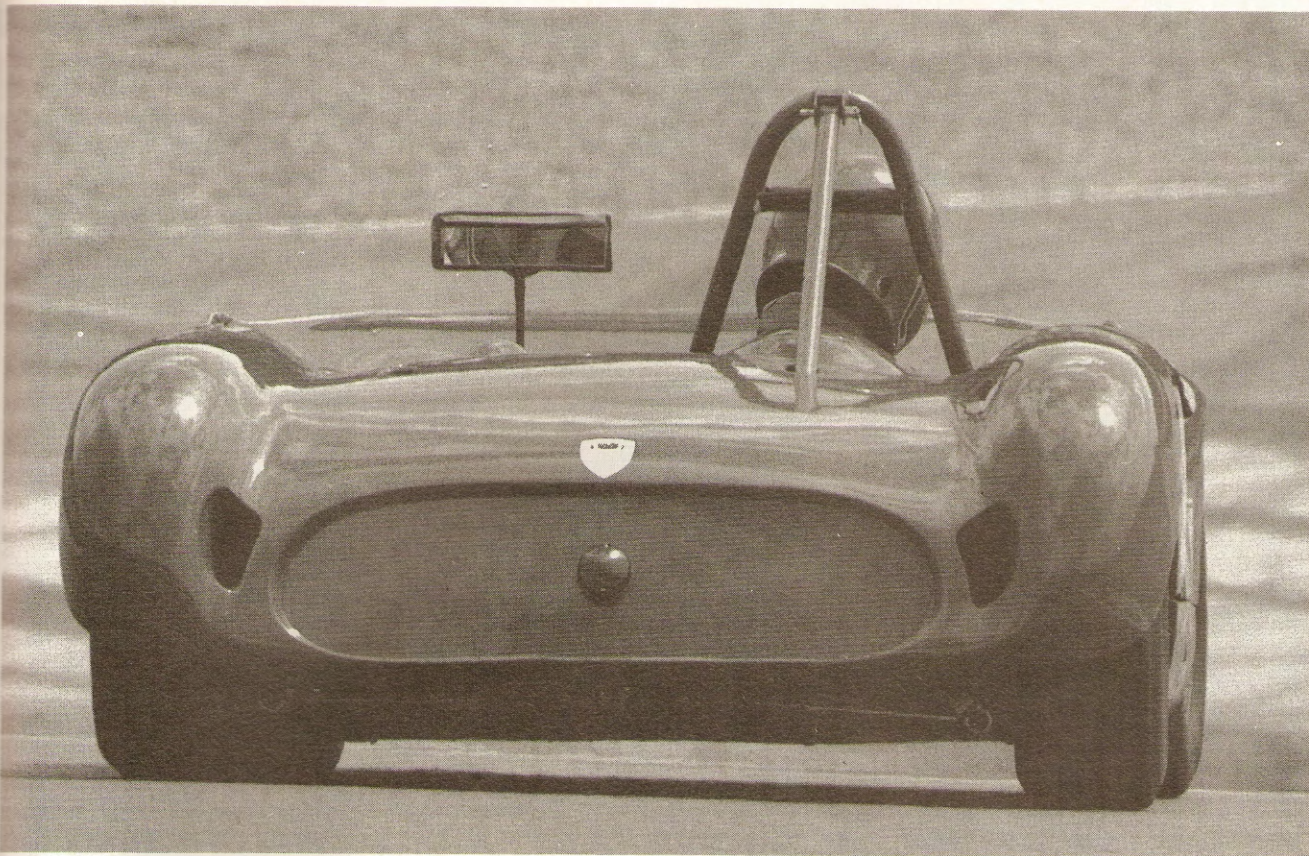
Baker-Carr (Brabham BT21B). Frank Lockhard wheeled out his remarkable Rover Special enough times to win his class while Urs Eberhardt used his immaculate Lotus 27 to beat Chris Alford and Gary Pearson to the rear engined class.

The HSCC Classic Championship was a great success. There were huge fields and splendid racing. The feature of the season was the intense competition between Tony Thompson (Lotus Elan 26R) and Roger Ealand (Marcos GT). Thompson usually won by a small margin but Ealand delighted everyone, not least himself, by winning at the Brands Superprix round. Their battles typified the HSCC spirit: close, fast, and fiercely competitive racing on the track and great camaraderie in the paddock.

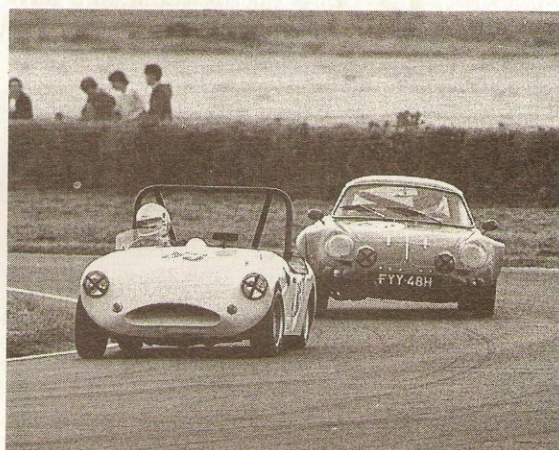
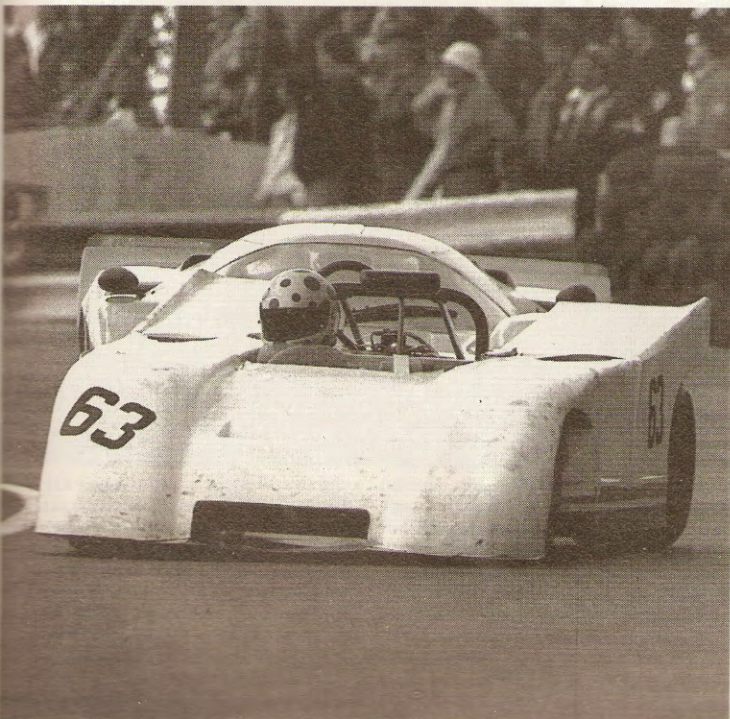
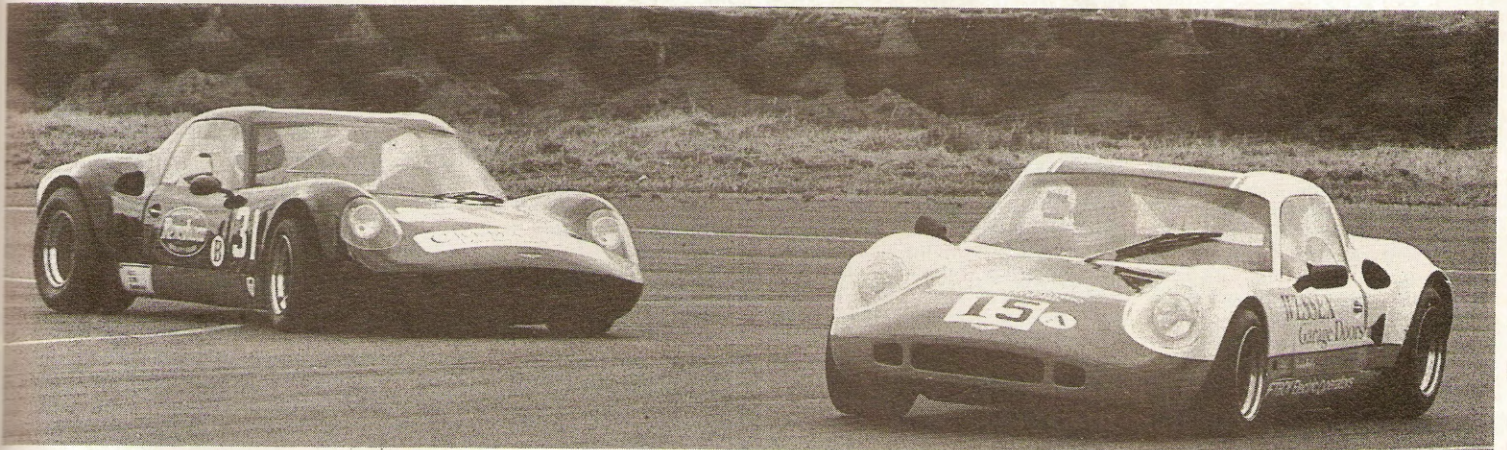
Thompson overcame a shunt at Pembrey in July and clinched the over-

all crown with nine wins. Ealand beat fellow Marcos GT driver Barry Sewell to the class. Allan Cameron (Austin Healey Sprite), Peter Aylett (GSM Delta) and Steve Hitchins (AC Cobra) were all clear class winners but Denis Welch (Austin Healey 100/6) and Robin Longdon (Lotus Elite) had to work hard for their spoils. Welch was his usual sideways self to fend off the other big Healeys while Longdon was pushed hard by Mike Harrison's Ginetta G4.

The HSCC Pre-'71 Single-Seater Championship was a real growth area and the numbers of F2 and F5000 cars on the grid increased all year. Two drivers dominated the field and their battle for the overall title went all the way to the final round at Snetterton. Rick Hall brought out his ex-Prophet McLaren M10B at the start of the year



Left: Clear track ahead and all clear behind, as a Merlyn Mk6 is hustled through Paddock at Brands Hatch's Blackspur Superprix. Below: HSCC 2-litre protagonists Roly Nix (Chevron-FVA B8) and Michael Schryver (Chevron-Ford t/c B6) enjoy one of their many scraps, at Pembrey's Hatched hairpin.



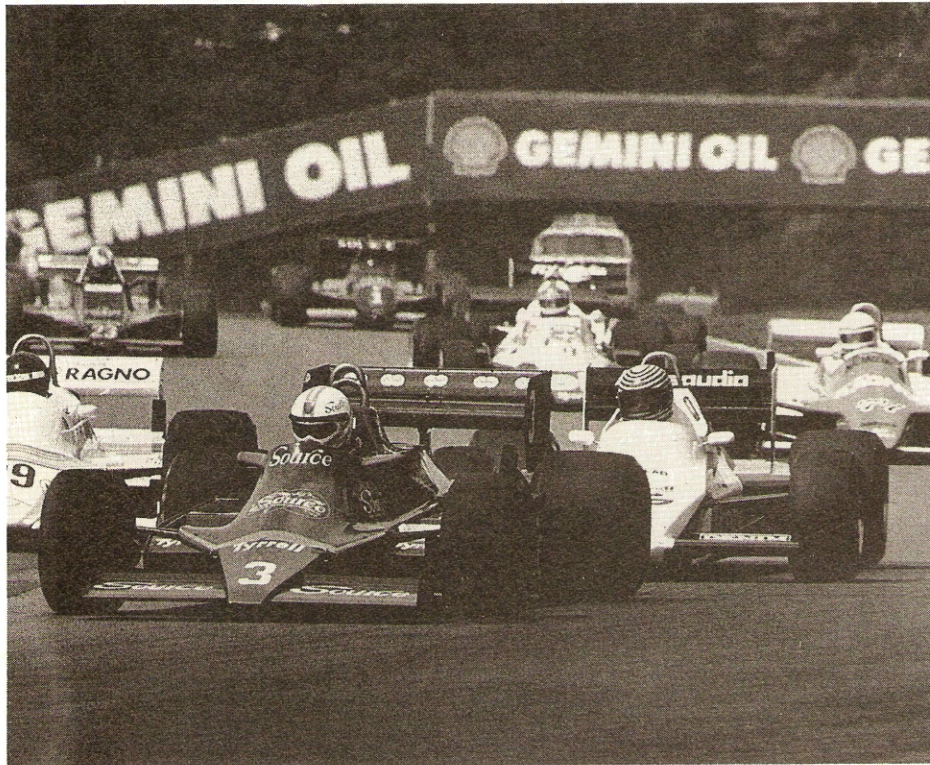
Far left: Remember John Green's Daren marque? Richard Dodkins unearthed one of the rare cars, and drove it with gusto. Left: Julian Dodd proved the effectiveness of his Fairthorpe Electron Minor by winning the Lelliott series. Sam Thomasson's Alpine-Renault gives chase.

▶▶ and was only beaten once, by John Harper in John Beasley's Lola T300 after a stirring race at Oulton.

Hall handled the McLaren with great style and took the overall crown from Simon Hadfield's equally well driven Lotus 69. Brian Cocks and Jon Reakes were the next of the F5000 class in Crossle 15F and Surtees TS5 respectively while Hadfield had the similar Lotus of Ian Giles for opposi-

tion along with Nick Overall's Brabham BT35. Don Wood ran a couple of times in his Surtees TS9B and won the F1 class, the only other runner being John Harper's March 701.

At the end of 1988, the HSCC Historic F1 Championship looked set to boom and, with 31 cars registered for the new season, the prospects seemed rosy. Somewhere along the line it just didn't gel and grids were



Left: HSCC Historic Formula 1 champion Richard Peacock heads the field into Old Hall at Oulton Park. Right: Star turn in Europe this summer was Don Orosco's Scarab team. The American's Offy-powered F1 car beat John Harper's Cooper at Brands. Below: Preparation ace Rick Hall put the boot in to win the Pre-'71 title with his F5000 McLaren M10B. Below right: Colin Pool again grabbed the Historic GT title with his pristine Chevron B19. Roly Nix's McLaren M8E lurks menacingly...

disappointing for most of the season. Understandably, some owners preferred to demonstrate rather than race their evocative machinery. Richard Peacock was the class of the field and, driving for Don Wood's team, won the title convincingly with six Post '77 class wins, five of them overall victories. Peacock's handling of the Tyrrell 010 was always impressive but at the end of the year Don Wood sorted his ex-Tambay Beatrice Lola Turbo car and blasted to victory at Silverstone.

These cars are far from easy to drive but Woods took hold of the turbo and raced it with considerable aplomb. He easily won the turbo class with Tony O'Neill the only other winner in his Arrows A10B. John Fenning should have been the pacesetter in the Pre-'77 section in his Wolf, but sadly the car was not seen after a practice shunt at the Brands Superprix. Lorina McLaughlin (née Boughton) took the class in the ex-Hunt McLaren M23 from Lew Wright in his ex-Peterson March 761. The Post-'77 was the best supported and behind Peacock came Bob Baxter (Arrows A4), Urs Eberhardt, Tony Gordon and Andrew Wareing (Williams), Richard Eyre (Tyrrell 012) and Ted Williams in his ex-Baldi Arrows.

The HSCC Historic GT Championship suffered more than most over the requirement for silencing from July 1. Some drivers transferred to the Steigenberger races where noise levels were unchanged and some simply stopped racing when faced with an impossible situation. One McLaren driver tried to comply and fitted a silencer to his car; it set the engine bay alight within four laps. Hopefully, the RAC can be persuaded to give just a little to allow us all the chance of seeing these cars again in England.

Colin Pool retained his crown with his Chevron B19 by winning the 2-litre class regularly against Greg Hart's Lola T212 and Andrew Marler in the rare Martin BM8. The newly instigated over 5-litre CanAm class just went to John Brindley in the BHL McLaren M8E with Richard Eyre running the ex-Don Shead M8C to finish just one point adrift, neither driver taking in a complete season.

Martin Bolsover took his class largely by taking the race at the Superprix

meeting in his 5-litre McLaren M6B. Nigel Hulme raced often enough to head fellow Lola T70 drivers Terry Smith and Nick Amey to the final class. Although there are still some fine drivers and evocative cars in the series, a solution to the silencing impasse is the only thing that will restore the Historic GT Championship to its former glory.

The HSCC 2-Litre Championship was in a much healthier condition and often produced the race of the day among the myriad Chevron B8s. However, it was the less powerful B6 of Michael Schryver that took a richly deserved crown. Easily the quickest in his class, Schryver even managed to take the overall spoils on three occasions despite fierce competition from the B8 brigade.

Schryver's handling of the Renshaw B6 matched that of team mate Simon Hadfield in the single-seater and if it had been a wet season he would probably have won even more races. George Douglas took the hard working Ginetta G12 to a popular runner-up slot during a busy season for the Bristolian.

Roly Nix kept his Chevron B8 to complement the ex-Ted Williams McLaren M8C and won his class, fending off a stern challenge from Phil Buck, Chris Chiles and Richard Arnold. Champion of 1988, Martin Edgerton, had to settle for a class win in his F100 Royale RP4 but that may have been different if the latest of the racing Harts, Doug, had not started his year late in his Aldon.

The Pre-'65 Sports Racing Cars found refuge in the 2-litre series and, although only thinly supported, the class featured some good racing between Tony Hill (Elva MK7S), Steve Hitchins of AC Cobra fame (Lotus 23B) and Nick Wheatley (Merlyn MK6A).

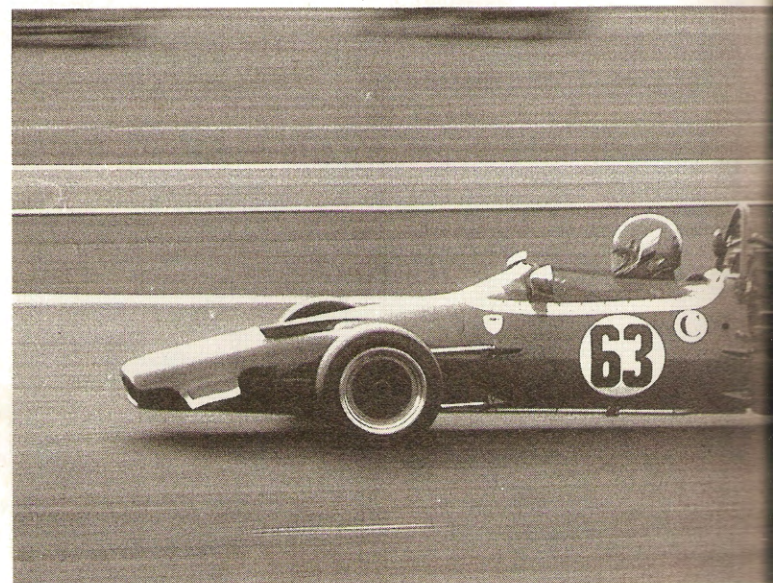
The Aston Martin Owners Club with backing from Styrer of Nottingham and *Classic Cars*, organised a series of four races (though not a championship) for Pre-'60 Sports Racing Cars. Californian Don Orosco brought, among others, his rare Scarab over for a summer tour and triumphed in the second race at Silverstone in June.

David Beckett had already seen the chequered flag at Brands in late April

but had to settle for second to Orosco after a good tussle second time out. Orosco did it again when the third race supported the WS-PC at Donington and completed his hat trick at Oulton later in September.

Others to feature included Clive Richards (HWM Jaguar and D-type), Willie Green (Jaguar D-type) and Olsen Offenhauser, while Roderick MacPherson was as entertaining as ever in winning his class a couple of times in his Frazer Nash Targe Florio. Paul Samuels followed the Orosco example and shipped his Lotus 15 over from Australia once more and ran strongly.

AMOC also continued to organise the Gordon Russell Inter-Marque Championship, a challenge between teams of Porsches, ACs, Jaguars,



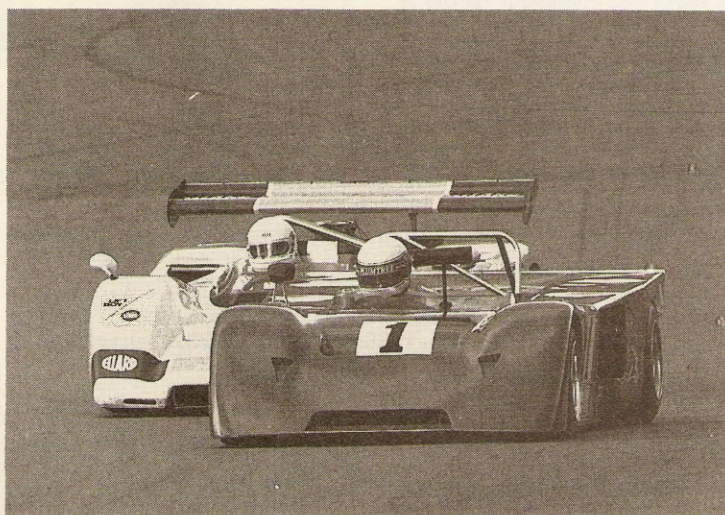
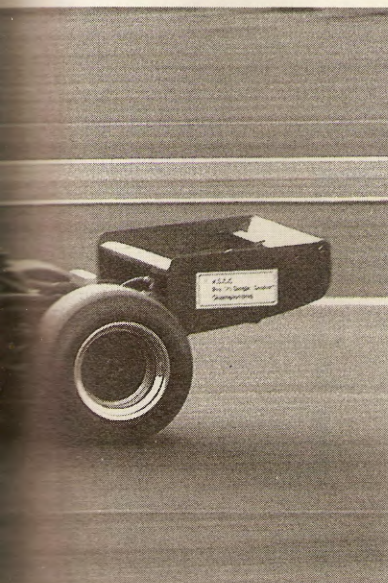
Ferraris and Aston Martins. The 10 round series was aimed at team scores rather than individual results and although the grids were generally large, there was a fair turn-over of competitors.

Porsche dominated the challenge numerically but it was Gerry Marshall in the highly modified Marsh Plant Aston Martin V8 who won five times. The Porsche team, through the efforts of Peter Lee (911RS), Chester Wedge-



wood, Mike Holland and Gideon Hudson (all in Carrera RSRs) and Jose Merca (Carrera) ran out easy winners from Aston Martin and Jaguar. Beside Marshall, Stephen Wakefield scored well for the Aston team in his DB5 while the Jaguar points were largely accrued by Malcolm Hamilton (E Type), Roger Wilkinson (XJS) and Chris Shipton (E Type).

Over in Europe, without the problems caused by the British silencing



requirements, the Steigenberger series of races for Historic GT cars flourished. A number of cars previously raced in England crossed the channel regularly and the seven championship rounds were well supported.

Although there was a strong continental entry that included some well-travelled Swedes, it was the British drivers that set the pace. David Franklin, Martin Bolsover and Soames Langton ran their McLaren M6Bs.

Charles Agg raced his fearsome M8F (with 8 litres of Chevrolet power) while the likes of John Hunt, Nick Amey, Chris O'Neill and Terry Smith raced Lola T70s. While his main rivals went for bigger engines (Franklin 6.2 and Langton 5.7), Bolsover stayed with 5-litre for his first year in Europe.

Always blindingly quick in qualifying, Bolsover was right on the overall pace and was unbeaten in his class. Franklin, meanwhile, was winning races consistently and included a memorable Brands Superprix triumph (the international permit events are clear of

the British silencing needs). The Briton won outright six times and, like Bolsover, failed to start the Spa race in May. The destination of the overall title was only decided by the fact that Bolsover had one more starter in his class on one occasion.

Agg won the Spa race and was often pushing them hard but suffered more than his share of engine dramas while Langton lost an engine at Brands but came back strongly later in the season. Hunt progressed leaps and bounds and fought off the other T70s to clinch his class with some fine drives.

HSCC HISTORIC F1 CHAMPIONSHIP

Overall	Richard Peacock (Tyrrell 010)	54
Class A	Robert Baxter (Arrows A4)	28
Class B	Lorina McLaughlin (McLaren M23)	16
Class C	Don Wood (Beatrice Lola)	12

HSCC HISTORIC GT CHAMPIONSHIP

Overall	Colin Pool (Chevron B19)	44
Class A	John Brindley (McLaren M8E)	22
Class B	Richard Eyre (McLaren M8C)	4
Class C	Greg Hart (Lola T212)	30
Class D	Martin Bolsover (McLaren M6B)	15
Class E	Nigel Hulme (Lola T70)	20

HSCC 2-LITRE CHAMPIONSHIP

Overall	Michael Schryver (Chevron B6)	79
Class A	Roly Nix (Chevron B8)	63
Class B	George Douglas (Ginetta G12)	37
Class C	Martin Edgerton (Royale RP4)	46
Class D	Tony Hill (Elva MK7S)	36

HSCC PRE-71 SINGLE-SEATER CHAMPIONSHIP

Overall	Rick Hall (McLaren M10B)	50
Class A	Don Wood (Surtees TS9B)	10
Class B	Simon Hadfield (Lotus 69)	45
Class C	Brian Cocks (Crossle 15F)	28

HSCC PRE-65 SINGLE-SEATER CHAMPIONSHIP

Overall	Martyn Smith (Brabham BT15)	46
Class A	Frank Lockhart (Rover Special)	18
Class B	Sean Mooney (Lola MK2)	8
Class C	Tim Walton (Cooper T71/73)	13
Class D	Urs Eberhardt (Lotus 27)	27
Class E	Robert Baker-Carr (Brabham BT21B)	37

HSCC CLASSIC CHAMPIONSHIP

Overall	Tony Thompson (Lotus 26R)	63
Class A1	Allan Cameron (Austin Healey Sprite)	38
Class A2	Denis Welch (Austin Healey 100/6)	36
Class B1	Robin Longdon (Lotus Elite)	45
Class B2	Roger Ealand (Marcos GT)	60
Class B3	Steve Hitchins (AC Cobra)	18
Class C1	Peter Aylett (GSM Delta)	13
Class C2	Richard Ball (Lotus Elan)	43

HSCC JOHN LELLIOTT IMPROVED ROAD SPORTS CHAMPIONSHIP

Overall	Julian Dodd (Fairthorpe Electron)
Class A	Roger Connel (TVR Griffith)
Class B	David Jarman (Datsun 240Z)
Class C	Gerry Wainwright (Lotus Elan)
Class D	Richard Thorne (Lancia Fulvia Zagato)
Class E	Chris Horner (Turner MK1)

HSCC ADT AUCTIONS STANDARD ROAD SPORTS CHAMPIONSHIP

Overall	Bodo Linnhoff (Datsun 240Z)	63
Class A	Ronnie Farmer (TVR Griffith)	54
Class B	Paul Stafford (AC Ace Bristol)	40
Class C	Colin Bates (TVR Vixen)	57
Class D	Simon Park (Lancia Fulvia)	48

HSCC CLASSIC AND SPORTSCAR NOVICES CHAMPIONSHIP

Overall	Martin Cliffe (TVR Tuscan)	42
Class A	Trevor Rowney (Jaguar E Type)	37
Class B	Steven Wild (Datsun 240Z)	31
Class C	Philip Nelson (Lotus Elan)	25
Class D	Nick Robinson (MGA)	20
Class E	Michael Lake (Lancia Fulvia)	25

GORDON RUSSELL FURNITURE INTER-MARQUE CHAMPIONSHIP

Drivers	Peter Lee (Porsche 911RS)	90.75
	Aidan Mills-Thomas (AC Cobra)	72.75
Teams	Porsche	394.20
	Aston Martin	295.00

SYTNER/CLASSIC CARS PRE-1960 SPORTS RACING CARS

Race Winners:		
Apr 30		
Brands Hatch	David Beckett (Lister Corvette)	
Jun 17		
Silverstone	Don Orosco (Reventlow Scarab)	
Sep 3		
Donington	Don Orosco (Reventlow Scarab)	
Sep 17		
Oulton Park	Don Orosco (Reventlow Scarab)	

STEIGENBERGER HOTELS HISTORIC GT CHAMPIONSHIP

Overall	Martin Bolsover (McLaren M6B)	139.6
Class A	David Franklin (McLaren M6B)	139.4
Class B	John Hunt (Lola T70)	89.2
Class C	Kent Abrahamsson (Chevron B19)	125.3
Class D	Goesta Pettersson (Chevron B8)	135.5



Left: Bill Elliott sat on 13th spot at the start, his qualifying day bringing little success, but come flagfall the Thunderbird driver was all smiles. Below: Rusty Wallace, seen here chasing Darrell Waltrip, led before slipping to 16th and with it his hopes of securing the title until the final round.

Elliott's close one

At various stages in Sunday's Autoworks 500, the penultimate round of this year's NASCAR Winston Cup Championship, several different drivers were poised to take victory. Alan Kulwicki, Geoff Bodine and series points leader Rusty Wallace were prime among them, before each ran into difficulty of some sort. Bill Elliott was there at the finish to claim the spoils.

At Phoenix International Raceway, 57 cars turned up to challenge for 43 positions on the starting grid.

Whatever the Winston Cup may lack in sophistication, it makes up for it in terms of enthusiasm and competitiveness. Bear in mind the desert race track is situated at least 2,000 miles away from where most of the Good Ol' Boy teams are based - with 27 races already behind them in a typically gruelling season - and perhaps you'll begin to get the picture.

Attention was focused firmly on Rusty Wallace, Dale Earnhardt and Mark Martin. Each had a shot at the Winston Cup title prior to Phoenix.

Of the trio, Wallace entered the race with the best chance of claiming the title and the accompanying \$1 million top prize. Driving the Blue Max team's Kodiak Pontiac Grand Prix, Wallace had enjoyed 10 top-eight finishes, including three wins, in recent weeks.

Earnhardt, on the other hand, has endured some ill fortune in the past month or so. Prior to the race at Martinsville on September 24, Earnhardt's Richard Childress-run GM Goodwrench Chevrolet held a 102-point advantage over Wallace.

Since then, Earnhardt suffered an early camshaft failure at Charlotte and a last-lap incident that cost victory (or at worst second place) at North

Wilkesboro. Suddenly he found himself trailing Wallace by 109 points with just two races remaining.

The third driver, Martin, is a veteran of short-track competition, and a rival of Wallace for more than 15 years. Martin has really come into his own lately with the Stroh's Light Ford Thunderbird run by former drag race engine builder - and current IMSA GTO/SCCA TransAm entrant - Jack Roush. Indeed, he has finished among the top three in five of the last seven races. And two weeks ago at Rockingham had come a long overdue, maiden

Winston Cup triumph.

After Martinsville he had trailed Earnhardt by 255 points; prior to Phoenix he was just 19 points adrift of the three-time champ - and only 128 points shy of Wallace.

QUALIFYING

SCHRADER: "I screwed up. I got off the line. It got very loose"

Earnhardt served notice of his intentions by setting some quick times during the initial practice session on Friday morning, but come official qualifying in the afternoon it was Ken

Schrader who headed the time sheets in his Chevrolet Lumina.

The Missourian had more experience on the one-mile Phoenix oval than virtually anyone else, having won six times before in various open wheel events. Schrader bettered earlier times set by Alan Kulwicki (Zerex Ford), the defending race winner, and Terry Labonte (Budweiser Ford) to clinch his fourth Busch pole of the season with a record time of 28.882 seconds (124.645mph). But still he wasn't entirely happy. "I screwed up," said Schrader engagingly. "At Turn 4. Big time. I got off the line, got a bit high and then pinched it down. It got very loose. I think I lost a good tenth and a half."

It mattered little.

West Coast driver Derrick Cope continued his recent run of excellent performances by setting fourth best time in Bob Whitcomb's Purlator Pontiac, while Bobby Hamilton produced a stunning run to fifth on his very first outing in a Winston Cup car (see P&P).

The first of the title contenders was only sixth on the grid, Martin heading Earnhardt by a scant 0.005 second. Wallace was a further 0.008 second behind, split from his rivals by the Levi Garrett/Exxon Chevrolet of Geoff Bodine.

Further down the order were the likes of Bill Elliott, 13th, Darrell Waltrip (Tide Chevrolet), 16th, and Richard Petty (STP Pontiac), 26th, but then bear in mind that all 40 qualifiers (not including the three 'provisional' starters added by the organisers), were covered by a mere 0.815 second. Now that's competitive!



RACE

WALLACE: "He got sideways and hit me. It was as simple as that"

In front of a crowd of more than 65,000 that assembled in typically warm, brilliant sunshine on Sunday, Schrader led the 43-car field away from the start. He had already paid close attention to the huge (both literally and figuratively) cheque for US\$197,600 which had been pinned to the gate leading from the garage area to the pits. The cheque, made payable to Mr Schrader, was from Unocal/Union 76, which this season is offering a bonus of \$7,600 to any driver who qualifies on pole and wins the race. In the event of no one claiming the award, though, the amount carries on to the next race. Indeed, it has continued to do so since very early in the year. Now it was Schrader's chance to claim the loot...

Schrader continued to lead for the first seven laps, but already it was clear his car wasn't going to be a serious factor. "It was reasonably consistent," said Schrader later. "It just wasn't quick enough."

Owner-driver Alan Kulwicki was the first to make his move, darting underneath Labonte for second place on lap 5 and then displacing Schrader with a similar manoeuvre a couple of laps later. Mark Martin followed him through. The two Fords then proceeded to pull away from the pack, leaving Schrader to fend off the attentions of a big group headed by Earnhardt, Cope, Labonte, Geoff Bodine, Wallace, Ricky Rudd (Quaker State Buick), Darrell Waltrip and top Rookie contender Dick Trickle (Miller Buick). NASCAR racing at its colourful best.

Elliott at this stage was languishing back in 18th place. "At the start of the race I really didn't think the car was working," he said later. "I thought this was going to be a real long day."

One man on the move, meanwhile, was Richard Petty. After starting a lowly 26th, "The King" had moved his familiar STP Pontiac up to 13th by lap 25. He was running his equally-familiar high groove, passing one car at a time. Sadly, that was as far as he got. A broken engine saw him garage-bound after 34 laps.

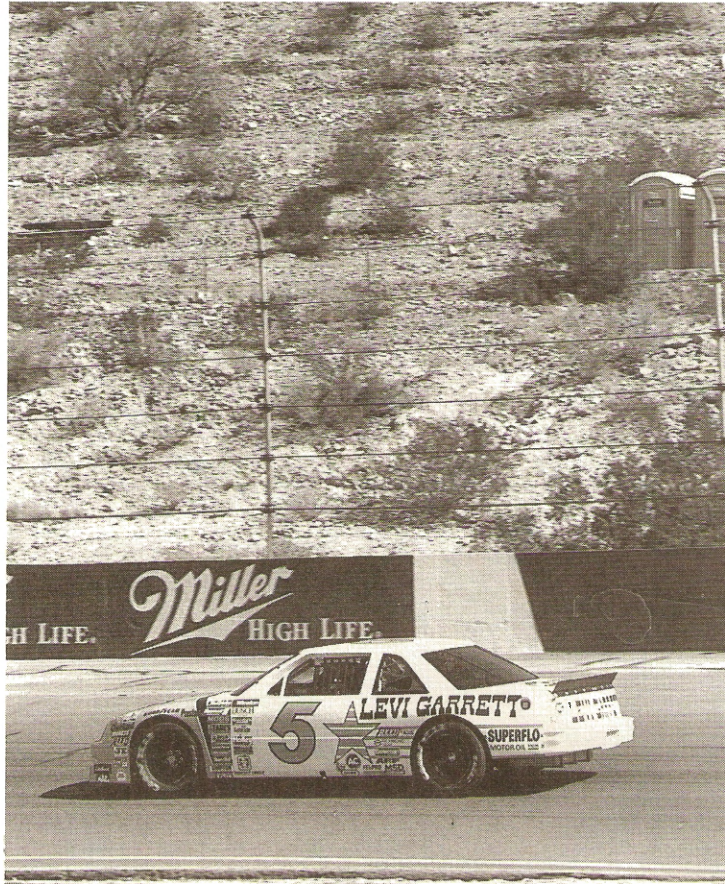
Kulwicki continued to lead handsomely through to the first round of pit stops, which came under yellow flag conditions. Apparently a dog had contrived to wander perilously close to the back straightaway, and the officials wisely slowed the pace while the errant animal was removed.

Roush's crew had Martin serviced quicker than Kulwicki, but on the restart it was once again the Wisconsin driver who moved quickly to the fore. Ricky Rudd also rose into contention. Rudd passed Martin for second place and maintained pace some 2 or 3 seconds adrift of Kulwicki.

The next caution came after 79 laps, when Larry Pearson's Buick cut a tyre and tried to take a bite out of the wall at Turn 2. Both car and driver survived.

This time it was Geoff Bodine's Hendrick crew which performed the swiftest service. And Bodine took advantage by leading handsomely through until lap 145, when Kulwicki pulled off a daring move around the outside at Turn 3.

Last year's winner was clearly having a good day. "My car was as good or



It was not Geoff Bodine's day, the one-time leader retiring with engine problems.

better than any other car out there," said Kulwicki.

And he was the best driver. Rusty Wallace was able to take advantage of better pit work to move ahead of the Zerex Ford on the lap 166 pit stops (again under yellow), yet still one had the impression Kulwicki's second Winston Cup win was within his grasp. Sadly, that ceased to be the case when his only green-flag stop, on lap 247, went badly awry. The jack handler inadvertently let the car down too soon, before the right-rear wheel had been properly secured. Precious time was lost. Kulwicki fell from the lead to 15th. And in the final 60 laps he could rise to no better than 11th at the flag. "I couldn't do much on the last set of tyres," he said dejectedly. "I was stuck in traffic. I just used up the tyres trying to get past." He deserved better.

Bodine's day also ended badly when

his engine blew; but even worse luck hit Rusty Wallace. The points leader had just taken the lead from Waltrip (who pitted under green for regular service) on lap 255 when he was assaulted from behind by Stan Barrett's brakeless Ford at Turn 1. "He got sideways and he hit me," said Wallace. "Simple as that."

The Kodiak Pontiac and V8 Juice Ford spun solidly into the outside wall, both incurring damage. Wallace was able to continue after a couple of pit stops, only then to lose a lap when he picked up a puncture shortly afterwards.

His car had sustained a bent lower wishbone but Wallace nevertheless soldiered on to a 16th-place finish. "Not much I could do about it," shrugged Wallace. "I'll just have to go to (the final race at) Atlanta and see what we can do there."

Darrell Waltrip, who had run on the verge of the top 10 for most of the afternoon, found his Tide Chevrolet in the lead after Wallace's sad demise "We thought everything was going to fall into place for us," said crew chief Jeff Hammond. "This is a hard track to pass on but we made a lot of adjustments (to the car) during the day and we got it right at the end."

But he reckoned without Bill Elliott. "We just kept jacking some weight in the car (to alter its balance) and changing the (tyre) stagger," said Elliott. "It seemed like the race track came to us."

Indeed the conditions, plus the unstinting work of crew chief (and brother) Ernie Elliott served to turn the defending Winston Cup Champion's car into a race winner. Elliott muscled inside Waltrip at Turn 1 on the 265th lap, then proceeded to hold off a challenge from Labonte in the closing stages.

"We didn't have that good a race car," reckoned Ernie Elliott. "There were a lot of people that were a lot better than we were, but they had trouble. We were just fortunate to win."

Labonte had overcome some early handling problems, which came about primarily as a result of a lack of radio communication with his crew. Later, that was alleviated when he borrowed Richard Petty's helmet. Once the crew realised what he needed, Labonte was able to pick up his pace and mount a solid challenge at the finish. "I thought I had a shot at him," said Labonte. "I got so close but I couldn't get any closer."

The pair were separated by a little less than half a second at the finish.

Mark Martin settled for another top-three finish, having worn out his tyres towards the end. Behind came Waltrip, holding on for fourth ahead of Dale Jarrett, who posted a fine performance in climbing from 31st on the grid in Cale Yarborough's Hardee's Pontiac. "It was a good day," said the son of 1961 and '65 champion Ned Jarrett. "The car ran well. We started so far back, basically it just took us all day to get up front."

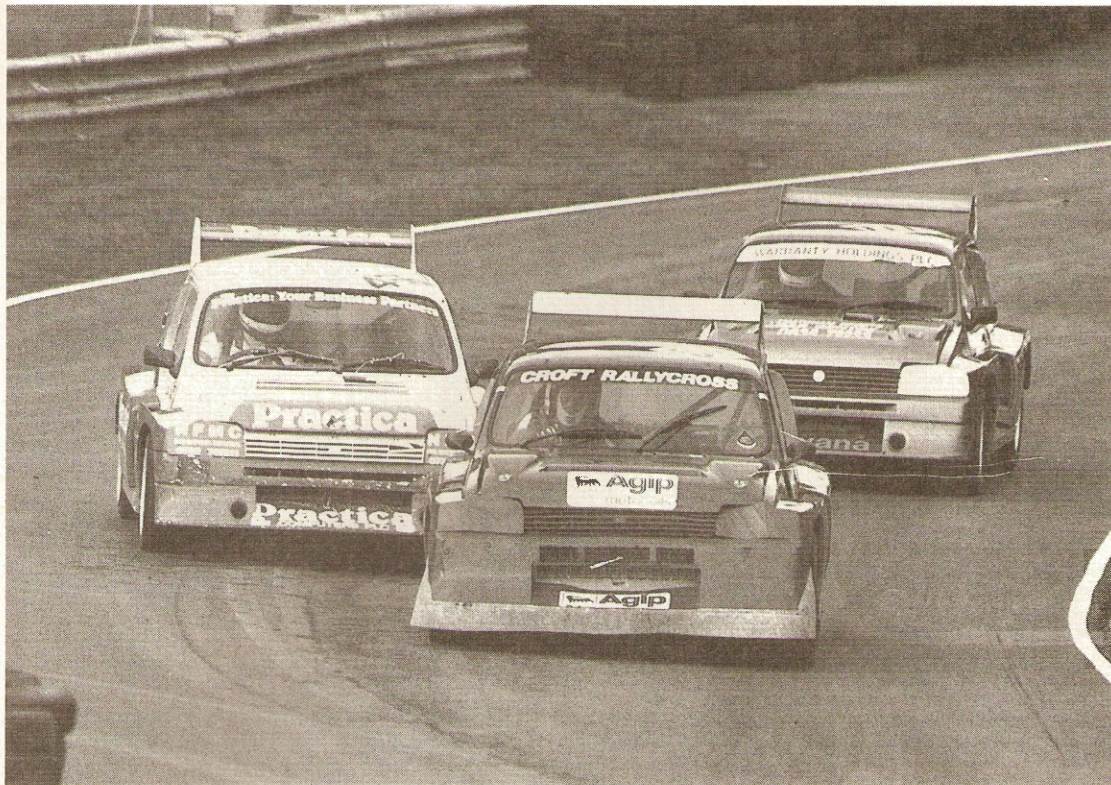
Dale Earnhardt's car's owner Richard Childress admitted to "missing the set-up" on the Goodwrench Chevrolet, hence Dale's slightly disappointing run to sixth. "We missed an opportunity to pick up some points," he said, "but at least this way (Rusty) can't just go to Atlanta and start the race (to win the title). He has to race all day. We'll see."

PHOENIX (USA)

November 5, Autoworks 500, NASCAR Winston Cup Championship, round 28
312 laps - 312 miles (500 kms)

Pos	Driver (Nat)	Entrant/Sponsor	Car	Result	Qual time	Speed	Pos
1	Bill Elliott (USA)	Harry Melling/Coors + Motorcraft	Ford Thunderbird	2-57:08.00	29.171	123.410	13
2	Terry Labonte (USA)	Junior Johnson/Budweiser	Ford Thunderbird	2-57:08.47	28.902	124.559	2
3	Mark Martin (USA)	Jack Roush/Stroh's Light	Ford Thunderbird	312 laps	29.048	123.933	6
4	Darrell Waltrip (USA)	Rick Hendrick/Tide	Chevrolet Lumina	312 laps	29.230	123.161	31
5	Dale Jarrett (USA)	Cale Yarborough/Hardee's	Pontiac Grand Prix	312 laps	29.468	122.166	16
6	Dale Earnhardt (USA)	Richard Childress/GM Goodwrench	Chevrolet Lumina	312 laps	29.053	123.911	7
7	Dick Trickle (USA)	Stavola Bros/Miller High Life	Buick Regal	312 laps	29.061	123.877	10
8	Harry Gant (USA)	Leo Jackson/Skoal Bandit	Oldsmobile Cutlass	312 laps	29.265	123.014	18
9	Michael Waltrip (USA)	Bahari Racing/Country Time Lemonade	Pontiac Grand Prix	312 laps	29.361	122.612	23
10	Jimmy Spencer (USA)	Buddy Baker/Crisco	Pontiac Grand Prix	312 laps	29.628	121.507	34
11	Alan Kulwicki (USA)	Kulwicki/Zerex Anti-freeze	Ford Thunderbird	312 laps	28.965	124.288	3
12	Morgan Shepherd (USA)	RahMoc Racing/Valvoline	Pontiac Grand Prix	312 laps	29.260	123.035	17
13	Ken Schrader (USA)	Rick Hendrick/Folgers Coffee	Chevrolet Lumina	312 laps	28.882	124.645	1
14	Derrick Cope (USA)	Bob Whitcomb Racing/Purrolator	Pontiac Grand Prix	311 laps	28.994	124.164	4
15	Dave Marcis (USA)	Marcis/Lifebuoy Soap	Chevrolet Lumina	311 laps	29.564	121.770	33
16	Rusty Wallace (USA)	Blue Max/Kodiak	Pontiac Grand Prix	311 laps	29.061	123.877	9
24	Larry Pearson (USA)	David Pearson/Chattanooga Chew	Buick Regal	308 laps	29.169	123.419	12
R	Geoff Bodine (USA)	Rick Hendrick/Levi Garrett + Exxon	Chevrolet Lumina	280 laps - engine	29.058	123.890	8
R	Ricky Rudd (USA)	Kenny Bernstein/Quaker State	Buick Regal	272 laps - overheating	29.097	123.724	11
R	Bobby Hamilton (USA)	Rick Hendrick/Exxon Superflo	Chevrolet Lumina	206 laps - withdrawn	29.012	124.087	5
R	Davey Allison (USA)	Robert Yates/Texaco-Havoline	Ford Thunderbird	153 laps - engine	29.192	123.321	14
R	Rick Wilson (USA)	Morgan-McLure/Kodak Film	Oldsmobile Cutlass	57 laps - engine	29.213	123.233	15

Winner's average speed: 105.683mph. Lap leaders: Schrader, 1-7; Kulwicki, 8-49; Hamilton, 50; Martin, 51-52; Kulwicki, 53-79; Hamilton, 80-84; Bodine, 85-145; Kulwicki, 146-167; Wallace, 168-248; Darrell Waltrip, 249-253; Wallace, 254; Martin, 255-256; Elliott, 257-258; Waltrip, 259-264; Elliott, 265-312. Championship positions: 1, Wallace, 4,058pts; 2, Martin, 3,980; 3, Earnhardt, 3,979; 4, D Waltrip, 3,811; 5, Elliott, 3,692; 6, Schrader, 3,621; 7, Labonte, 3,526; 8, Gant, 3,498; 9, Ricky Rudd (Buick), 3,477; 10, G Bodine, 3,430; etc. Final round: Atlanta, Nov 19.



Charity Shield

Michael Shield completed his sweep of Britain's major rallycross titles with a dominant performance in the final round of the BRDA Championship at Cadwell Park on Sunday to become the 1989 BRDA National Champion. Shield won his first two qualifying heats, defeating Steve Palmer on both occasions.

The track got faster as the day progressed, Shields opening shot of 3m23.0s being bettered by himself in the second with a 3m22.6s.

Having had an early scare in practice with gearbox problems, Shield decided to preserve the car and his championship aspirations on the still improving track and snatched FTD at the last chance with a fine 3m13.5s dash.

In Formula B there was a tense qualifying battle between Tony Proctor and John Pearson. Proctor held the edge in the first two runs, the big Sierra again working well at Cadwell.

Pearson would not be deterred, though, and managed to take his chance in the third heats, leading the Ford throughout and just managing to collect the class FTD with a 3m43.1s best, Proctor was just 0.2 second down, but had already secured the A Final pole.

Formula C B was again headed by Pete Rucroft's Nova. The multi-championship winning driver was a little lucky in the second heats when, having spun on the first lap, the race was stopped and re-started. At the second time of asking there were no errors and Rucroft also took pole in just two heats.

The new Vauxhall Nova Challenge rallycross car was impressive and, in the hands of Graham Parkinson, sat in fourth place on the A Final grid. Dave Knowles was the clear winner of the Formula C Final in his Samba, having nipped past Ron Hedworth's Mini at the end of the first lap.

Knowles also ran well in the A Final. He came up from the bottom of the grid

to fifth place at the end, most of the places gained with a good start. The action at the front was provided by Rucroft who had Dave Ward for company over the first couple of laps. But the Metro driver overcooked it going into the Hairpin and dropped back, almost ending up last.



Top: Michael Shield (leading) made sure of a clean sweep of British titles with victory at Cadwell, his usual rival, Steve Palmer, struggling this time out (left). Below: Tony Proctor took Formula B by a clear margin.



We now had a Vauxhall 1-2, Rucroft leading comfortably with Parkinson having a great run in second place.

Ward's recovery drive was impressive. Cutting through the pack at speed he lined up Ross Perkins on the last lap, but the Fiesta driver had his sights set firmly on third place and managed to scrape home with a tenth to spare at the flag.

Formula B again looked set to feature Proctor and Pearson. These two were very close over the first lap but then the presence of Paul Bullivant's BMW M3 began to worry Pearson and allow 'Proc' to make good his escape.

Shield was able to play to the crowd over the remaining laps

Proctor came out the winner by 7 seconds, Pearson, working his Fiesta hard to hold off the BMW, retained second while Bullivant was able to claim one his best results to date.

Shield and Palmer were almost side by side into the left-right complex of first corners at Cadwell, Shield just holding the pole advantage of the inside line to move ahead on the run up the hill.

Palmer was closer through that first lap than at any other time during the day, but his run came to a halt at the end of the lap when he tried a wide line at the Hairpin. Swiping the bank on the outside of the track, Palmer pushed the front body panels back onto the wheels and was out of the race half a lap later.

Shield now had a clear lead and was able to play to the crowd over the remaining laps, Mark Flaherty now second and although always within sight, never really proving a threat.

The Superfinal was again all about Shield, but this time there was no real rivalry, Flaherty was again second and drove his Metro very well to keep Aidan Creegan behind. These two were closely matched and provided a good race with Guy Williams the last of the 'Supercars' to get to the finish after Gary Baker and Vic Moyce retired, the latter suffering the second exploding rear differential of the day.

Proctor and Rucroft also made the Superfinal, each winning his respective class of the National series while Rucroft also managed to lift the Sphere Drake Clubmans series outright.

CADWELL PARK BRDA Rallycross Championship Finals Day

Formula C A Final (5½ laps): 1, Pete Rucroft (1.6 Vauxhall Nova Sport), 4m33.9s; 2, Graham Parkinson (1.6 Vauxhall Nova), 4m46.6s; 3, Ross Perkins (1.6 Ford Fiesta rwd), 4m49.0s; 4, Dave Ward (1.6 MG Metro), 4m49.1s; 5, Dave Knowles (1.3 Talbot Samba), 4m51.0s; 6, Steve Bogg (1.6 Vauxhall Nova Sport).

Formula B A Final (5½ laps): 1, Tony Proctor (3.4 Ford Sierra XR4 24v), 4m38.0s; 2, John Pearson (2.1 Ford Fiesta BDG rwd), 4m45.4s; 3, Paul Bullivant (2.3 BMW M3), 4m47.4s; 4, Bill Turpin (2.0 Ford Fiesta 16v rwd), 4m54.4s; 5, Toby Coulson (2.1 Ford Escort BDG Mk2), 5m09.1s.

Formula A A Final (5½ laps): 1, Michael Shield (3.0 MG Metro 6R4), 4m14.9s; 2, Mark Flaherty (3.0 MG Metro 6R4), 4m18.3s; 3, Vic Moyce (3.0 MG Metro 6R4), 4m20.0s; 4, Gary Baker (2.1t Ford RS200E), 4m29.3s; 5, Aidan Creegan (3.0 MG Metro 6R4), 4m28.3s.

Superfinal (5½ laps): 1, Shield, 4m12.3s; 2, Flaherty, 4m18.1s; 3, Creegan, 4m18.9s; 4, Williams, 4m26.5s; 5, Proctor, 4m33.4s; 6, Rucroft, 4m36.5s.

Around the world in...

Join Bernie's Formula 1 circus and for those distant races the relevant 747 Cargo should have everything in the right country at the right time. Rallying remains far from such ideals, however, and while GM Euro Sport's summer jaunt to the southern hemisphere was certainly successful, it provided some headaches along the way.

The idea was simple enough: defending the 1988 victory by Sepp Haider on the New Zealand Rally and continuing to the newly-installed Rally Australia, running two cars on each event. Trevor Godden, charged with sending people and cars on this marathon around-the-world tour, soon found that this would take more than a quick 'phone call to the travel agent.

Mosquito certificates for entry into New Zealand, carnets covering over £1/2m worth of cars and parts, rail strikes and broken down Australian road-trains were just a few of the areas for concern on the outward journey.

"Rightly or wrongly we decided to take four Chevrolet vans from the UK with two trailers and two rally cars, plus a couple of containers which we bought and customised to carry parts and tyres," explained Trevor. "We were not into a budget which would allow airfreight, so we embarked on a journey of discovery by sea.

"Pinpointing arrival dates for ships is absolutely impossible. I built in a two week contingency plan for New Zealand and we needed it. The ship's first port of call had been Fremantle, then it went on to Melbourne and Sydney. Depending on cargo and

This world tour took more than a quick call to the travel agent

weather, they just slip further and further behind.

"Happily, the shipment came out of the docks at 5 o'clock on the evening before the mechanics were due to start work." It had departed GM Euro Sport's Milton Keynes headquarters on May 17, been freighted via Tilbury to Rotterdam and arrived, intact, at Auckland on July 5.

"The problems linked to getting anything into New Zealand and Australia are quite large. As an example of the work involved, we had carpenters in Milton Keynes building crates to carry engines and gearboxes, using specially treated wood.

"A container of tyres must have a mosquito certificate to confirm that there are no dormant mosquito eggs lying on the inside of the tyres because there is a serious problem with production tyres coming in here. The whole container has to be steam cleaned with a Ministry of Agriculture certificate and, additionally, container and contents have to be fumigated with methyl bromide. All these certificates have to be ready for inspection by the authorities on arrival.

"The carnet situation was also particularly difficult because we had to bear in mind which parts would continue to Australia or return to Europe after the first event. There was no point in trailing used tyres from New Zealand to Australia, for example, while we

also airfreighted two engines back for rebuilding between events."

Trevor's problem was not confined to the hardware, but concerned manpower as well. He had to ensure that the southern operation was correctly staffed without affecting either the build programmes at headquarters or the European events. Inevitably, the solution was a compromise, but with respected semi-works operations run by Tim Ashton and Sydney Meake, GM is in an enviable position, able to call in workers when the occasion demands. The summer of '89 saw GM jackets flying between programmes in Britain, Sweden and Germany, and WCR qualifiers.

"New Zealand went well," said Trevor. "Malcolm Wilson was third (and earned a FISA A seeding for his efforts), Mats Jonsson fourth. I don't get involved in the on-event servicing and planning, just to try and help when I can..."

After the rally, mechanics stayed on for four or five days to prepare the cars for Australia prior to a phased withdrawal which saw just one man left to see everything onto the ship bound for Melbourne.

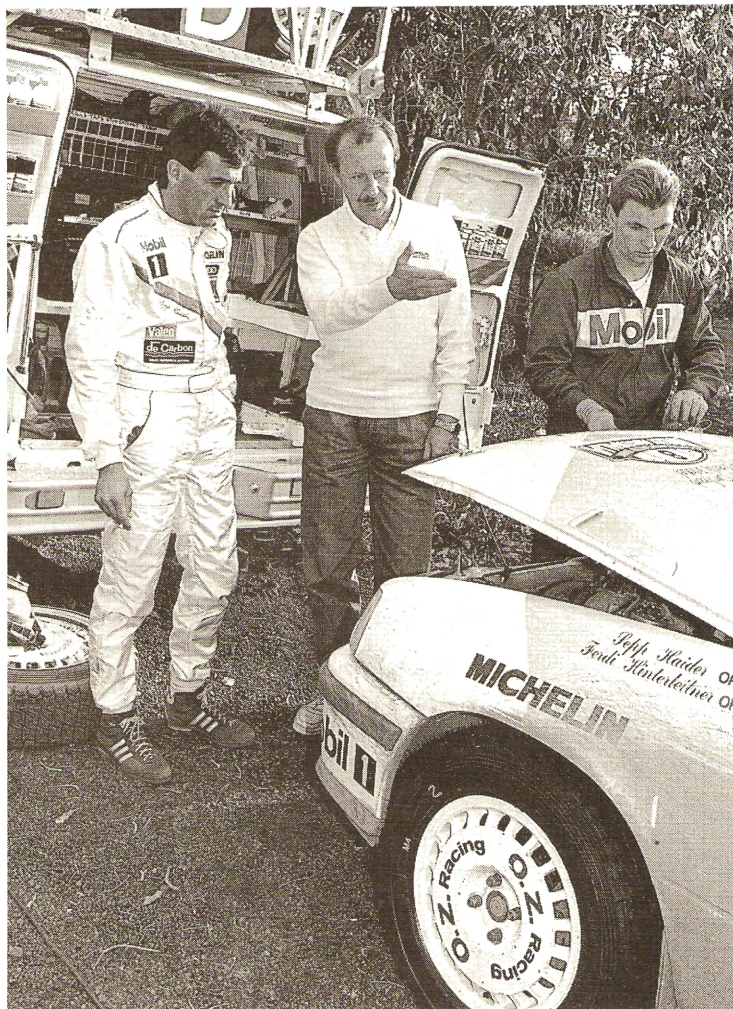
"The stretch of water across the Tasman Sea is the most expensive piece of water in the world. Workers know that they have a monopoly and don't allow any ship which is not flagged as New Zealand or Australian to carry cargo between the countries. We were quoted NZ\$40,000 (two and half to the pound) to push one container, four Chevy vans and two cars to Australia." Then the talking started and ultimately a 50% discount was negotiated.

"Meantime these people were urgently needed back home for the Ulster Rally and at headquarters. In the intervening four-week period between the end of New Zealand and the start of the 1000 Lakes they had to build two brand new cars for Finland, because our other ones were on a boat on the other side of the world.

"A car build can be done by a full team of guys - that's about six - in about two and a half weeks, but still this was a tall order as they came back from New Zealand and were then expected to give everything in the workshops. It wasn't a case of getting back for a quiet time."

Trevor's next major drama with his southern shipment came when it reached Melbourne. Carnets were required for the importation of the vans but the vans were already *en route* without carnets. "We needed to sort out GM Holden in Melbourne to issue bank guarantees to cover the vehicles while in Australia under temporary importation." That meant more time with GM and with the import agents before the problem was overcome.

"The three options for transporting it all to Perth had included railway, getting someone to drive them, or putting them on the back of trucks. Ultimately, it was the Road-train which proved the way to go but then there was a strike of the wharf workers



so the thing wasn't unloaded for a week. Then there was a strike by the tele-clerks in Melbourne, one of the containers was held up at customs and arrived looking as if it had been burgled, one of the trucks broke down and finally the cars arrived in Perth four days after the end of the 1000 Lakes. It was just after the drivers had started the *reccé* for Rally Australia. But this was no problem as standard cars must be used for practice on those events and GM Holden kindly provided a left-hand drive Pontiac Le Mans, a Korean copy of the Kadett, from Malcolm Wilson/Ian Grindrod and Sepp Haider/Ferdi Hinterleitner.

"Once in Perth, we had to collect our other hired vehicles, a motorhome and two Mazda minibuses, stripped out to serve as additional service barges. They were the same models as on the first event so that a specially made frame fitted exactly.

"Because fuel was not up to the standard of that available in Europe, there was special dispensation from FISA for the cars to run on Agas: that meant speaking with Mobil and David Whitehead running a test session. Then we had to reprogramme all the radios because they could not allow us to use our normal frequencies. Those days before an event end too quickly.

"Tyres looked like being a major headache for Australia. At one point we were faced with the tyres arriving at Fremantle the day before the start. They had been due to go out of Tilbury, but there was the strike, so they went from Flixborough to Rotterdam. Then the boat company decided

the boat would not go as far as Rotterdam, stopping instead at Barcelona.

"We asked Michelin to duplicate our tyre stock and prepared to air freight the rubber, but then the boat missed out Genoa and Pireas and went directly to Fremantle." At last, Godden again had tyres, people, cars and drivers in the right place at the right time.

But when GM Euro Sport made its decision back in March to do the southern double, coupled with the yearning to gain World Championship experience, there must have been the hope that a thinly supported event might give the Astra/Kadett another outright success. Instead, in Australia, they walked headfirst into conflict with the four-wheel drive opposition from pace-setters Lancia, Toyota and Mazda. Wilson managed sixth, upheld honour, and the next day jumped on an aeroplane home.

Behind Wilson, Godden & Co were trying to hit their next deadline: packing and crating cars and parts in two days and wondering whether air freight charges are not as expensive as they at first appear. "The boat leaves on September 22, and should get it all back in the UK about the end of October, because everything is needed for the RAC Rally," said Trevor. Taking his 'fortnight factor' into consideration, those big 'ol Chevys which will be rumbling around the country next week should be the same cruisers which have been lapping the world for the last six months. On the other hand, if you see GM mechanics jumping in and out of Mazda rental vans...



King Alain II

Frenchman Alain Oreille couldn't believe it when he won the Ivory Coast Rally. His only objective when he went to Africa was to win the FIA Group N Cup. Yet during the five-day African classic he watched the hopes of many rivals dashed. Two hours before the finish Belgian Jean-Pierre van de Wauwer's engine failed and Oreille inherited the lead, taking a Group N car to its first World Rally win.

Since his Renault 5 GT was the only factory supported international entry on the event this seemed to be a heaven-sent chance for a privateer's victory. Many of them trekked to Abidjan with their eyes set on achieving a normally impossible mission, which once again it was.

The FIA Cup for Group N gave this year's Ivory Coast Rally the significance the event badly needed. Now that the two major rally titles had already been decided, the world's top teams weren't interested in going to

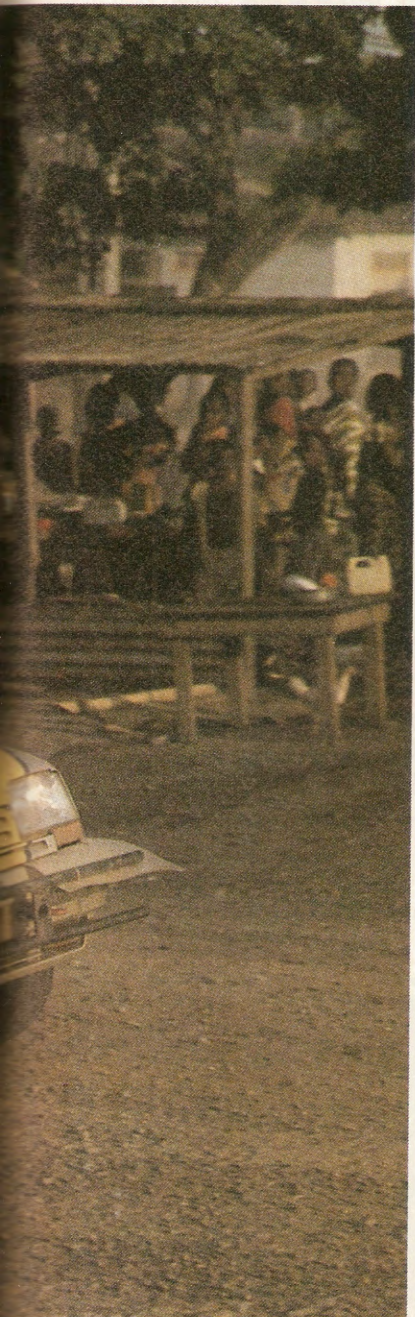
Africa. Three drivers were up for the cup; Oreille, Gustavo Trelles (seven points behind) and Gregoire de Mevius (eight points behind).

Patrick Landon, Renault's team manager, had been on this rally before and admitted that it had taken a lot of pressure from Edmond Simon (who prepares the car) before he finally said Oreille could enter. "Things have changed a little since I was last here," said Landon. "The roads are more suitable for smaller cars, with not so many big stones in the way."

But Oreille's car hadn't been developed for gravel roads until halfway through this season. "We never even thought of trying to win," explained Landon. "All we tried to do was keep the car running. At every opportunity we changed parts for security — and we took one enormous calculated risk. The car uses 27 litres of fuel per 100km (9.7mpg) and being so light we refueled as often as we could. Thanks to the service team we did not run with more than 42 litres (10 gallons) on board. If only one of these rendezvous points had been missed, we would never have finished." Or won the rally, or won the title without going to the Lombard RAC Rally.

Oreille's run of success this year had taken the other Group N contenders by surprise. Four-wheel drive cars like Lancia, Mazda and Mitsubishi were assumed to be the most suitable in a gravel oriented championship. For





Far left: Alain Oreille was a surprise winner when Jean-Pierre van de Wauwer (left) blew his engine (below). Below left: Daniel Muzio, Oreille, Gustavo Trelles, de Mevius, Gilles Thimoner and Willy Lux before the start. Centre: Doctor's orders...



Lancia drivers, the question these days is whether to use a 16 or an 8-valve car. Last year's Group N winner, Pascal Gaban, in the throes of an appallingly bad season this year, felt the reliability of the older car was preferable, while Trelles opted for the better handling and extra power of the newer car. In the latter part of this season, Oreille had been pulling away from the others in the series relentlessly. Unless Trelles and de Mevius actually beat Oreille in Ivory Coast, their chances of snatching the title on the Lombard RAC Rally, the WCR closer, were very remote.

There was more to the Ivory Coast than points, there was honour. These are days when favourable impressions have to be made by mid-season. Before the event, van de Wauwer made it clear how important it was to impress. "I've lost my sponsor (Fina) for next year and my team this year (Ford) wasn't interested in bringing me here, even though I am still in the running

for the Belgian title. This is my chance to show them where they went wrong." He went back to an old team, Thiebaut, where he had rallied the very same Corolla he used on the 1987 RAC. "Actually, Fina said they would let me run the final round and challenge Duez for the title if I won here. They thought that was a big joke but I'm going to show them it isn't." De Mevius was another soul looking lost. "Marc Duez has taken the Ford programme for next year, and I had been wanting that. A chance to win the Group N title would help my plans a lot." Had FINA dropped Gregoire as well? "No, not completely," explained Mazda Belgium's manager Umberto Stefani, "but there isn't so much money left now. You know, if either van de Wauwer or de Mevius do well on this rally, there's going to be a big meeting next week."

In contrast, Ambrosino, driving the same Nissan 200SX in which he won



last year, was relaxed. "I've done very little rallying this year, and have been saving my energies for another win here," he said. Patrick Tauziac was driving a different Mitsubishi Starion Turbo. "It's the one used two years ago by Lasse Lampi when he was Middle Eastern Group A Champion, "I'm not here to win, though. The only thing I have been told to do is be the national champion again." His rival Patrick Copetti had a Toyota Celica GT-Four for the first time.



The big adventurers from Europe were the Audis and the Top Run Lancias. Both Rudi Stohl and Paola de Martini now had 90 Quattros and knew that a reliable performance should make this the most worthwhile event they had ever done. Top Run came with three Group N Deltas. Trelles 16-valve car with 8-valves for Gaban and Swedish amateur Fredrik Skoghag. Skoghag had a new co-driver for this event, the Argentina and 1000 Lakes winner Claes Billstam. They were in an ideal position to support Trelles, if only the Uruguayan could get ahead of his Renault and Mazda rivals. The only missing names were the Argentines Ernesto Soto (promised journeys abroad by his country's new President, Carlos Menem) and the rich industrialist Eduardo Lopez. They had planned carefully, put their Renault 18GTx cars on the boat at the right time but the boat never went to Ivory Coast.

classified the second morning? "Of course," the organisers declared, because over 10% of the stage distance had been covered, the minimum permitted to allow organisers to reseed the entry, but this wasn't a special stage event, this was an African rally held essentially over open roads. Eventually FISA Rallies Commission president Guy Goutard ruled that the cars would remain, on the Monday, in starting number order.

The event began with an argument about times on the first section. Rautenbach reckoned he had done 5m58s, 3 seconds faster than official stage winner Rudi Stohl, but made no protest, so Stohl was declared the initial leader for the second year running. The confusion arose because two earlier cars had problems, Alain Oudit's VW which struggled through the stage with fuel troubles and the all-African Mazda 323 4WD of Mafall and Angelbert had been off the road, had arrived out of sequence at the end of the stage, confusing the marshals. On Monday, Abidjan-Abidjan was held, all in daylight. The leader was Gaban, the first time any Group N car had led a world rally, and the first time Lancia had led the event. He kept ahead of Ambrosino for most of the day.

Van de Wauwer fell to 18th at control 9 when he stopped to change a slipping clutch. "The problem hasn't been cured," said van de Wauwer. "The crankcase is pressurising and blowing oil onto the clutch. Our hopes are gone." A little later they discovered a pipe had been blocked and, after



Rudi Stohl (top) led after the first stage but was an early retirement. Above: Patrick Tauziac (left) finished second for Mitsubishi. Below: The oldest driver on the event, 76-year-old Georges Houel.

STAGE TIMES & NAMES

	1	2	3	4
Ambrosino Nissan 200SX.....	6.11	11.45	-	-
Tauziac..... Mitsubishi Starion Turbo	6.40	12.09	10.31	7.30
Gaban..... Lancia Delta Integrale	6.19	12.06	10.33	7.48
Stohl..... Audi 90 Quattro	6.01	12.50	-	-
De Martini Audi 90 Quattro	6.09	12.21	12.01	-
'Tchine' Audi 90 Quattro.....	6.29	13.06	-	-
Choteau..... Toyota Corolla 16v.....	7.04	14.44	13.14	9.05
Oreille..... Renault 5 GT Turbo	6.16	12.54	11.30	8.14
Trelles..... Lancia Delta Integrale 16v....	6.21	-	-	-
De Mevius..... Mazda 323 4WD	6.16	12.14	11.32	-
Rautenbach..... Toyota Supra Turbo	6.58	12.29	11.07	-
Van de Wauwer Toyota Corolla 16v.....	6.19	11.55	10.31	7.37
Segolen..... Toyota Corolla 16v	6.40	14.27	14.06	8.35
Skoghag..... Lancia Delta Integrale	8.16	12.22	11.22	-

SS1, La Djibi 1, 6.91kms; SS2, La Djibi 2, 15.75kms; SS3, Ake Befiat, 18.76kms; SS4 Soungassi, 12.29kms.

There were 60 starters; only once, before the days of inclusion in the world series, had the rally been so well supported. After the African Championship rally the week before in Zambia, Muller 'Billy' Rautenbach brought his spare Toyota Supra Turbo although his rival Satwant Singh stayed at home, preparing for the remaining rallies in Burundi and Rwanda. Some of the names on the start list were surprising: Jacques Aita, French rallycross expert, and Georges Houel, the 76-year-old French restaurateur who once let Stirling Moss drive his Mercedes on the Tour de France.

Has the Ivory Coast Rally lost its sting? Now only 3500km long, shorter than in earlier years, and with an emphasis on encouraging Group N cars - unlike the Safari Rally in Kenya. The event was held in four legs, the first being a short prologue around Abidjan, and each including one special stage. Immediately there was a pre-rally wrangle. Would cars be re-

▶▶ injecting Coca Cola to mop up the oil on the clutch plates, set off with great optimism.

Although the weather was fine, there had been some bad flooding. In the nearby town of Agboville, many were homeless because of recent storms. Rautenbach lost 2 hours with broken shock absorbers; the privateer 'Tchine' lost about the same amount of time following a problem with his cambelt tensioner. The latter withdrew that night, having originally agreed to act as a flying mechanic for Oreille. As evening came, Ambrosino was out. He had breasted a rise and found the Jeep Cherokee driven by Edmond Simon making a turn in the road, they lightly touched but the Nissan broke its radiator and the suspension as it coasted into a bank. Another to give up was Trelles; just before returning to Abidjan his Group N title hopes were over.

Gaban found himself leading by 13 minutes from Oreille and Skoghag was third. Group N cars were holding the top three places. De Martini was fourth, van de Wauwer up to seventh but Tauziac was well down in 18th place. He had been delayed with injector troubles and lost a total of 2 hours changing bits after which the car still ran rich but better. Stohl was missing altogether. He had a misfire which was thought to be a faulty fuel pump but was actually a split fuel pipe. The wrong diagnosis wasn't discovered until the car caught fire.

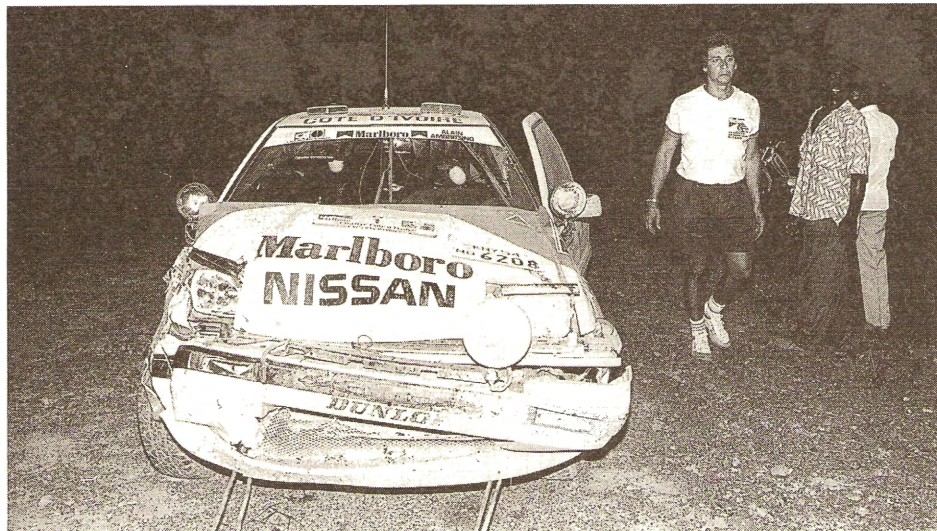
Gaban's car was suffering under the strain. The front suspension was bent and he had to change a bent driveshaft. De Mevius was fifth, despite suffering two simultaneous punctures. It was announced that Skoghag's co-driver, the experienced Billstam, had left his pacenotes in the hotel. This was incorrect and he was furious! "Sure I've no pacenotes but only because we didn't have time to make them," he stormed. Embarrassed officials hastily changed bulletins previously issued to journalists.

The next loop was the toughest, not only for the competitors but also for the service crews. It went from Abidjan, past Yamoussoukro, and round the far side of the Tai forest before a short rest at San Pedro, then a slow twisty drive back to Yamoussoukro. It was 1539kms in almost 18 non-stop hours - on original schedules. The first car was due back at Yamoussoukro at 1am. In fact, by 9am, only six cars had arrived.

Missing were Skoghag, whose car stopped with fuel pump failure, and de Martini, out with head gasket problems which caused piston failure. Tauziac's rival Copetti stopped with electrical trouble, while Rautenbach was getting more and more exhausted in his efforts to keep going in the Supra. But the big news was the delay of Gaban. Four sections before the rest halt at San Pedro he had to stop with a broken radiator hose and van de Wauwer inherited the lead. Gaban was fifth.

On the way back to Yamoussoukro from San Pedro, de Mevius's hopes ended. "We had no chance to make notes on this section," he explained, "because a bridge was broken. We borrowed notes from Gaban - but crashed at the very place where the route had been blocked earlier." Oreille now only had to finish, preferably ahead of Gaban, to win the cup. Rautenbach was also out with a broken front wishbone.

Wednesday was a day of rest. The final leg was not to start until 2am on Thursday morning. The contenders walked around the Hotel President aimlessly. Oreille was worried about how to sleep, so he forced himself to



Alain Ambrosino was a pre-event favourite but his Nissan 200 SX lost an argument with a Renault service car...

Paola de Martini blasts through a village, entertaining some nervous local women.



stay awake until early afternoon. Van de Wauwer was unable to take in the enormity of his opportunity, and couldn't believe that Oreille, 20 minutes behind, wouldn't make a bid for victory. Oreille had no such ideas. He was prepared to incur penalties having a gearbox changed, for security, and early arrival penalties to get ahead of backmarkers. Victory was far from the Frenchman's mind, but it was a make-or-break in the Belgian's career.

Compatriot Gaban got back up to third place before finally stopping with a broken cambelt. Van de Wauwer got stuck in some water and later hit a goat. With 15 sections to run, van de Wauwer was 33 minutes in front of Oreille, Tauziac was another 2 hours behind.

Friends waited at Grand Bassam, the holding control before the finish. Strange tales started to arrive; Oreille was leading. Van de Wauwer and Tauziac were said to have stopped. Second car to arrive at Grand Bassam was the privateer Andre Segolen. Eventually in the hot and humid afternoon the truth emerged. Tauziac had more injection trouble and took time servicing but the Belgian was out. First they said it was the rear axle, later it was confirmed the engine had failed - a con-rod bolt was broken.

The champagne was all over the floor and the normally taciturn Oreille joined Edmond Simon, Patrick Simon and the Renault team to celebrate a performance in which the only troubles were a broken shock absorber and an engine mounting. In walked van de Wauwer, filthy from head to toe, his face a deathly grey and his eyes staring aimlessly into the distance. Ivory Coast may be an event the rallying Grandees are not so keen to have in the World Championship but as an occasion full of human struggle, or success and failure, it tops the bill. ■

RALLYE COTE D'IVOIRE (CI)

October 29/November 2

World Rally Championship for Drivers, round 12
FIA African Championship for Drivers, round 5

Pos	Driver/Co-driver	Car	Result
1	Alain Oreille/Gilles Thimonier	Renault 5 GT Turbo (N)	8h32m54s
2	Patrick Tauziac/Claude Papin	Mitsubishi Starion Turbo	11h36m50s
3	Adolphe Choteau/Jean-Pierre Claverie	Toyota Corolla 16v	13h41m07s
4	Andre Segolen/Yvan Aimon	Toyota Corolla 16v	14h20m48s
5	José Graziani/Denis Occelli	Toyota Corolla 16v	15h27m47s
6	Benoit Antoine/Christian Raymond	Peugeot 205GTI (N)	16h01m52s
7	Patrice Servant/David Charbonnel	Toyota Corolla 16v (N)	16h04m04s
R	Rudi Stohl/Ernest Loidl	Audi 90 Quattro	Engine fire, TC14
R	Gustavo Trelles/Daniel Muzio	Lancia Delta Integrale (N)	Fanbelt pulley, TC20
R	Alain Ambrosino/Daniel le Saux	Nissan 200SX	Accident, TC21
R	'Tchine'/Denise Emmanuelli	Audi 90 Quattro	Withdrawn, TC24
R	Paola de Martini/Umberta Gibellini	Audi 90 Quattro	Engine, TC32
R	Billy Rautenbach/John Mitchell	Toyota Supra Turbo	Front Suspension, TC49
R	Gregoire de Mevius/Willy Lux	Mazda 323 4WD (N)	Accident, TC55
R	Pascal Gaban/Eddy Chevallier	Lancia Delta Integrale (N)	Cambelt, TC71
R	Jean-Pierre van de Wauwer/Luc Manset	Toyota Corolla 16v	Rear axle, TC81

Group N and over 2000cc: as overall. **1600-2000cc:** no finishers. **1300-1600cc:** Servant/Charbonnel. **Up to 1300cc:** no finishers.

Group A and over 2000cc: Tauziac/Papin. **1600-2000cc:** no finishers. **1300-1600cc:** Choteau/Claverie. **Up to 1300cc:** no finishers.

Rally leaders: many without penalty, TC1; Stohl, TC2/TC4; Ambrosino, TC5; Gaban, TC2-TC12; Ambrosino, TC13-TC17; Gaban, TC18-TC42; van der Wauwer, TC43-81; Oreille, TC82-TC87.

Starters/finishers: 60/7.

Winner's average speed on road sections: 76.78kph.

Winner's average speed on special stages: 82.85kph.

World Championship for Drivers: 1, Biasion, 106pts; 2, Fiorio, 65; 3, Auriol & Ericsson, 50; 5, Kankkunen, 48; 6, Carlsson, 40; 7, K Eriksson, 37; 8, Alen, 27; 9, Oreille, 26; 10, Sainz, 24; etc.

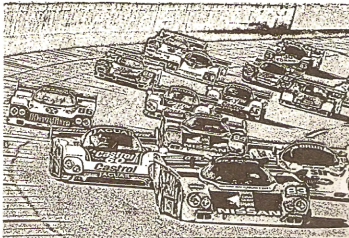
FIA Cup for Production Car Drivers: 1, Oreille, 59; 2, Trelles, 39; 3, De Mevius, 37; 4, Skoghag, 21; 5, Kiyoshi, 18; 6, Nilsson, Adamson & Ordynski, 13; etc.

FIA African Championship: 1, S Singh, 35; 2, Rautenbach, 32; 3, Costa, 23; 4, Biasion & Oreille, 20; 6, Kirkland & Tauziac, 15; etc.

Stage Analysis	1st	2nd	3rd	4th	5th	6th
Tauziac	2	-	-	-	-	-
Van de Wauwer	1	2	-	-	-	-
Ambrosino	1	-	-	-	-	-
Stohl	1	-	-	-	-	-
De Martini	-	1	-	-	-	-
Gaban	-	-	2	1	-	-
Assel	-	-	1	1	-	-
Oreille	-	-	-	2	-	-
Copetti	-	-	-	1	1	-

Etape 1: Leave Abidjan Sunday 1200, for first stage of 6.91kms. Return 1315. **Etape 2:** Leave Abidjan Monday 0700 for 1st stage of 15.75kms. Return 1730. **Etape 3:** Leave Abidjan Tuesday 0700 for first stage of 18.76kms with regroup at San Pedro. Arrive Yamoussoukro Wednesday 0100. **Etape 4:** Leave Yamoussoukro Thursday 0230 for first stage of 12.29kms. Return to Abidjan Thursday 1600. **Total distance:** 3528.17kms of which 53.71kms were stages.

Next round: Lombard RAC, November 19-23.



INTERNATIONAL RACES



Tony Longhurst survived rain and red flags for a GpA double.

Hard cheese Cheever

SUZUKA, Nov 5: Ross Cheever looked to have the Japanese F3000 Championship in the bag, until a last lap incident wrecked his chances, handing the title to Hitoshi Ogawa. Cheever only needed to finish fourth, and was actually running in a safe third when Osamu Nakako removed him at the hairpin.

Ogawa took the lead at the start, closely followed by Kazuyoshi Hoshino. A broken gearbox soon put Hoshino out of the frame while suspension failure dealt with Ogawa as he handed the lead, and victory, to Masahiro Hasemi. Masanori Sekiya and Jeff Krosnoff completed the top 3 while Ogawa must have counted himself very lucky to have taken the championship.

NAO MURASE

SUZUKA (J)

Japanese F3000 Championship Final round – 128.17 miles

1, Masahiro Hasemi (Lola-Mugen T89-50), 1h06m25s; 2, Masanori Sekiya (Leyton-Mugen 89B), 1h06m33s; 3, Jeff Krosnoff (Lola-Mugen T89-50), 1h06m57s; 4, Marco Apicella (Reynard-Mugen 89D), 1h07m14s; 5, Hideki Okada (Leyton-Mugen 89D), 1h07m17s; 6, Toshio Suzuki (Reynard-Mugen 89D), 1h07m35s; 7, Ukyo Katayama (Footwork-Mugen MC-041), 1h07m40s; Kunimitsu Takahashi (Lola-Mugen T89-50), 1h07m47s; 9, Akihiko Nakaya (Lola-Mugen T89-50), 1h07m48s; 10, Andrew Gilbert-Scott (Reynard-Mugen 89D), 1h07m49s. **Fastest lap:** Kazuyoshi Hoshino (Lola-Mugen T89-50), 1m53.87s.

Championship positions: 1, Hitoshi Ogawa, 33pts; 2, Ross Cheever, 30; 3, Hoshino, 22; 4, Sekiya & Hasemi 21; 6, Emanuele Pirro, 11; etc.

Longhurst double

ADELAIDE, Nov 4/5: The Yokohama Cup Group A touring car races, supporting the Australian Grand Prix, saw some wild action among Australia's ace tin-top men.

The first event saw pole man Peter Brock take the lead in his Mobil Sierra.

Brock held off the challenge of fellow Sierra drivers Tony Longhurst, Andrew Miedecke and Dick Johnson

early in the race, while John Bowe (Shell Sierra) had his engine blow.

After six laps the race went haywire with Miedecke retiring with an engine fire, Colin Bond's Sierra spinning and being hit by Win Percy and the BMW M3s of John Cotter and Peter Doulman colliding with Lawrie Nelson. One of the BMWs ran across the bonnet of the Mustang and the other piled into the wreckage. The race was red flagged and a nine lap dash was decided upon. Brock again took the lead, although 'Peter Perfect' was

under considerable pressure from Longhurst, Seton and Johnson. Percy's damaged Holden ran fifth.

Johnson worked his way through to second and pressured Brock, who spun on lap 5 and dropped to fourth. Johnson then took the lead and spun himself a lap later, rejoining in seventh. This left Longhurst in the lead with Brock closing in and Win Percy doing a great job, holding back the Nissans of Jim Richards and George Fury to take third.

The second race took place on Sunday morning in pouring rain with the grid made up from the finishing order of Saturday's race. Richards made a sensational start to lead from the second row, Longhurst and Bond tucked in behind.

Bond challenged Longhurst for second at the end of the first lap but failed in his bid and on the following lap, Longhurst sailed into the lead on the straight. Bond followed through at the end of the lap.

Further back Brock and Grice were having a great battle for fifth, while Phil Ward took his Mercedes into a remarkable seventh.

Also doing a fine job were Bowe and Brad Jones (in the second Brock Sierra), the two having started from the back of the grid.

Bond closed on Longhurst in the middle laps, but was unable to challenge the Queenslander, who duly took the flag. Johnson forced his way past Richards to take third.

JOE SAWARD

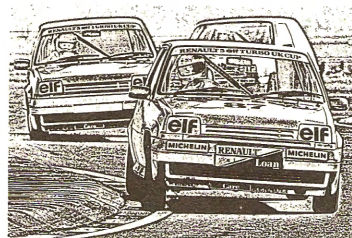
ADELAIDE (AUS)

The Yokohama Cup Race 1, 9 laps – 21.12 miles

1, Tony Longhurst (Ford Sierra RS500), 15m48.01s, 80.18mph; 2, Peter Brock (Ford Sierra RS500), 15m50.73s; 3, Win Percy (Holden Commodore), 15m58.15s; 4, Jim Richards (Nissan Skyline), 15m59.45s; 5, Colin Bond (Ford Sierra RS500), 16m00.69s; 6, George Fury (Nissan Skyline), 16m01.90s; 7, Dick Johnson (Ford Sierra RS500), 16m04.10s; 8, Allan Grice (Holden Commodore), 16m13.16s; 9, Neil Crompton (Holden Commodore), 16m13.37s; 10, Chris Lambden (Holden Commodore), 16m26.27s; etc. **Fastest lap:** Johnson, 1m43.02s, 81.99mph.

Race 2, 10 laps – 23.46 miles

1, Longhurst, 20m40.20s, 63.51mph; 2, Bond, 20m42.13s; 3, Johnson, 20m50.07s; 4, Richards, 20m52.64s; 5, Brock, 20m52.64s; 6, Grice, 21m02.81s; 7, Fury, 21m15.76s; 8, Phil Ward (Mercedes 190E), 21m20.78s; 9, Crompton, 21m22.08s; 10, Brad Jones (Ford Sierra), 21m22.08s; etc. **Fastest lap:** Johnson, 2m01.65s, 44.36mph.



NATIONAL RACING

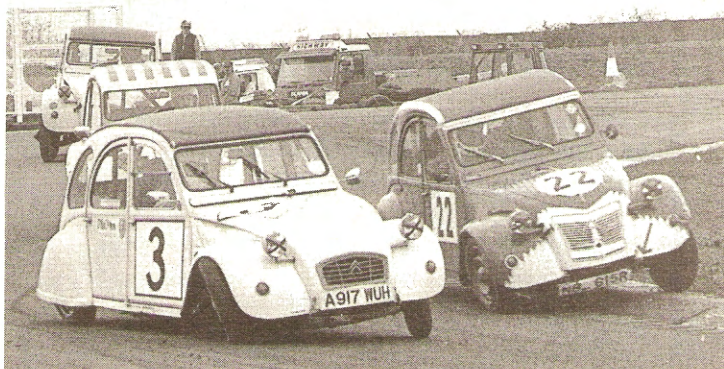
Cool Coyne

DONINGTON PARK, Nov 4/5: There was a distinct French flavour to racing at the International Truck Racing Festival. The crowd-pleasing 2CVs made their first appearance at Donington, and for the second time there was a Honda CRX versus Renault 5 Turbo race.

Sunday morning saw 17 cars take the green light in the International Formula Renault 15-lapper. Sadly the pole sitting Orion of Frederic Gosparini was sent to the sand as they bunched at Redgate. Adrian Cottrell emerged in the lead with Dave Coyne slipping by Guillaume Gomez to take second at the chicane on lap 2. Coyne quickly caught Cottrell and going down the Craner Curves for the seventh time, Coyne got the lead and never looked back. Cottrell had a lot of mirror watching to do as Andy Charsley caught him. Michel Ligonnet made it a three-way dice for second with five laps remaining, and Cottrell was looking to get inside Ligonnet, but got onto the grass and had a quick trip up the GP loop, having missed his braking point. The race was effectively over as Coyne had left the second place squabble way behind, and Charsley was able to keep a reasonably safe distance between himself and Ligonnet. Gomez, once second, had lost places with a brief off, though with Cottrell slowed with a loose nose cone (caused by his grassy experience) the Frenchman moved up to fourth.

Saturday had seen the last round of the domestic Formula Renault Cham-

2CVs bring a new meaning to body roll in a race dominated by the Creaseys.



DONINGTON PARK

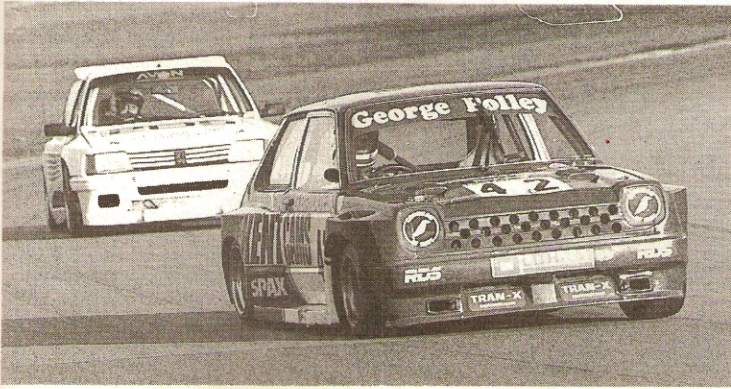
P&O Ferries/Staw Distribution Formula Renault UK Championship (12 laps): 1, Adrian Cottrell (Reynard FR89), 15m08.75s, 93.03mph; 2, Neil Riddiford (Van Diemen FR89), 15m09.98s; 3, Andy Charsley (Ray FR89), 15m29.32s; 4, Neville Foster (Ray FR89), 15m33.38s; 5, Geoff Tuckey (Reynard FR89), 15m49.25s; 6, Mark Newman (Elden Mk29), 15m58.95s. **Fastest lap:** Cottrell, 1m14.50s, 94.56mph.

P&O Ferries International Formula Renault Challenge (15 laps): 1, Dave Coyne (Swift FR89), 18m53.85s, 93.20mph; 2, Andy Charsley (Ray FR89), 18m58.33s; 3, Michel Ligonnet (Swift FR89), 18m59.93s; 4, Guillaume Gomez (Swift FR89), 19m01.65s; 5, Adrian Cottrell (Reynard FR89), 19m17.54s; 6, Harvey Gillanders (Swift FR89). **Fastest lap:** Gomez, 1m14.19s, 94.96mph (record).

Citroen 2CV Challenge (10 laps): 1, Giles Creasey, 19m44.34s, 59.48mph; 2, Michel Creasey, 19m45.52s; 3, Darryl Stokes, 19m46.79s; 4, Justin Creasey, 20m12.95s; 5, William Gale, 20m22.76s; 6, Raymond Cook, 20m28.68s. **Fastest lap:** Michael Creasey, 1m56.14s, 60.66mph (establishes record).

Honda CRX v Renault 5GT Turbo Challenge (10 laps) – overall: 1, Patrick Watts (Honda), 14m44.28s, 79.67mph; 2, Hayden Measham (Renault), 14m44.42s; 3, Gavin Green (Renault), 15m01.63s; 4, Jim Edwards Snr (Renault), 15m01.98s. **Honda CRXs:** 1, Watts; 2, Howard Jackson, 15m11.85s; 3, Mark Hazell, 9laps. **Fastest lap:** Watts, 1m26.72s, 81.24mph. **Renault 5GT Turbos:** 1, Measham, 79.65mph; 2, Green; 3, Edwards Snr. **Fastest lap:** Measham, 1m26.73s, 81.23mph (record).

DPRC



The ever versatile George Polley took his hot-rod Starlet to a class second.

Nash the flash

BRANDS HATCH, Nov 5: The annual Sevenoaks DMC club meeting is a highlight of the Brands winter calendar, and Sunday's meeting was club racing at its best. The non-championship Classic Saloon race was the highlight of the day. Pole man Mark Apps was slow away at the start, and it was Colin Raeburn from the middle of the front row who led from Simon Saward's Capri, with Les Nash tucked in behind. Saward took the lead on Cooper Straight with Nash further demoting Raeburn before a lap was out. Nash got the lead on lap 3 but Apps tried a demon manoeuvre at Surtees that just failed to fluster Nash. Try as he might, Apps never got his nose in front.

Lap records were rewritten in the opening non-championship Road Saloon race, in which Andrew Mackenzie was never headed. The Sierra driver saw off an early challenge by Martin West who had Joe Macari's Colt Lancer for company, with Dick Whittington never far adrift. Whittington passed Macari and moved in on West, but had to settle for second place.

It was the turn this week of the FF1600s to misbehave, Bobby Verdon-Roe was holding off Chris Hall when the red lights were shown on lap 3. Tim Pearson and Matt Aitken had tangled at Surtees and while Aitken's car sat clear of the track, Pearson's was right on the racing line. The grid reformed for a further eight laps. Again it was Verdon-Roe who made the running from Hall, while Ted Whitbourn fended off Len Bull. David Germain *et al.* The latter demoted Bull

on lap 2 and benefited a lap later when Whitbourn spun. It seemed that Verdon-Roe was destined for his first FF1600 victory but a backmarker on the final lap misread the situation as they exited Clearways. Hall passing one side, leaving Verdon-Roe the narrowest of gaps on the other. Bobby was clearly relieved as he scraped past to take the flag.

The Mini pursuit race saw the Sevens start 30secs in front of the Miglias, with Michael Jackson heading a five car battle that comprised Steve Martin, Tina Cooper, Steve Cooper and Neil Johnson. Upholding Miglia honour was Danny Allpress who caught the leading group on lap 6, and went through into the lead on the run to Paddock on lap 8.

A classy and overfull entry heralded the opening round of the Winter Warmer Special GT series. The Ultimas of Nigel James and Bob Light had the Starlet of Robert Bridger as their nearest opposition until the former hot rodder had the front brakes seize on as he fell behind Rick Morris and George Polley.

The First Time Racing outfit looked like repeating last week's result in the Formula First round, as Simon Harrison, Julian Popple and Philip Bate led the charge from John Whiteley, Stephen Dunn, and Glen Tabor. With Harrison a few yards clear, Bate tried an ambitious move through Surtees on lap 3, the outcome of which was Popple and Bate both spinning. Popple lost a lot of ground and didn't feature again but Bate came storming back into contention. Harrison won smoothly with Dunn, Bate and Whiteley blanketed by 0.6s at the flag.

DUD CANDLER

BRANDS HATCH

Road Saloons (10 laps) - overall and Super Road Saloons: 1, Andrew Mackenzie (3.2 Ford Sierra XR4i), 9m39.3s, 74.82mph; 2, Martin West (3.0 Ford Capri), 9m42.7s; 3, Dick Whittington (2.0 Ford Escort RS2000), 9m43.1s; 4, Joe Macari (2.0 Colt Lancer), 9m46.3s. **Fastest lap:** Whittington, 56.6s, 76.57mph (record). **Budget Road Saloons:** 1, David Weir (3.0 Ford Capri), 9m55.1s, 72.83mph; 2, Colin Stancombe (1.6 Ford Fiesta), 10m05.0s; 3, Andy Coombs (3.1 Ford Capri), 10m12.5s. **Fastest lap:** Weir, 58.1s, 74.60mph (record).

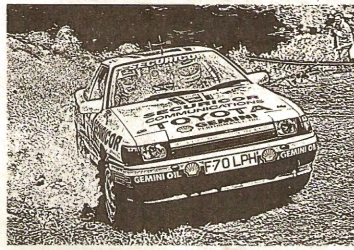
P & O European Ferries FF1600 Challenge (9 laps): 1, Bobby Verdon-Roe (Swift-DAD Minister FB89), 7m38.5s, 85.08mph; 2, Chris Hall (Jamun-Auriga M89), 7m39.0s; 3, David Germain (Van Diemen-Minister RF89), 7m40.6s; 4, Len Bull (Jamun-Connaught M89), 7m43.4s; 5, Dave Payne (Swift-Oakfield FB89), 7m45.3s; 6, Mark Marchant (Jamun-Connaught M89), 7m47.7s. **Fastest lap:** Hall, 48.8s, 88.81mph.

Mini Pursuit Challenge (10 laps) - overall and Miglias: 1, Danny Allpress, 10m04.9s, 71.65mph; 2, Tina Cooper, 10m14.3s; 3, Steve Cooper, 10m14.8s; 4, Bev Comber, 10m18.7s. **Fastest lap:** Allpress, 56.8s, 76.98mph. **Mini Sevens:** 1, T Cooper, 70.55mph; 2, S Cooper; 3, Steve Martin, 10m19.3s. **Fastest lap:** Tim Sims, 59.0s, 73.46mph.

Winter Warmer Special GTs (10 laps) - overall and over 2500cc: 1, Nigel James (5.8 Ultima Shapecraft), 8m29.2s, 85.12mph; 2, Bob Light (5.8 Ultima Shapecraft), 8m31.4s; 3, Ricky Morris (2.4 Peugeot 205), 8m43.9s; 4, George Polley (1.7 Toyota Starlet), 8m44.7s. **Fastest lap:** James and Light, 49.7s, 87.21mph. **1501 to 2500cc:** 1, Morris, 82.73mph; 2, Polley; 3, Robert Bridger (2.3 Toyota Starlet), 8m49.7s. **Fastest lap:** Bridger, 50.2s, 86.34mph. **1001 to 1500cc:** 1, Paul Soames (1.3 Minisprint Mini), 9m13.3s, 78.33mph; 2, Iain McBay (1.2 Davrian Mk7), 9m21.1s; 3, Tony Butt (1.4 Turner), 9 laps. **Fastest lap:** Soames, 53.7s, 80.71mph. **Up to 1000cc:** 1, John Dewing (1.0 Tiga Imp), 9m11.0s, 78.66mph; only finisher. **Fastest lap:** Dewing, 52.8s, 82.09mph.

Evening Standard Formula Firsts (10 laps): 1, Simon Harrison, 8m51.8s, 81.50mph; 2, Stephen Dunn, 8m54.1s; 3, Philip Bate, 8m54.5s; 4, John Whiteley, 8m54.7s; 5, Glen Tabor, 8m57.6s; 6, Philip Ellis, 8m59.0s. **Fastest lap:** Simon Miles, 51.3s, 84.49mph.

Classic Saloon Cars (10 laps) - overall and 1501 to 2500cc: 1, Les Nash (1.6 Lotus Cortina), 10m00.0s, 72.24mph; 2, Mark Apps (1.6 Lotus Cortina), 10m00.8s; 3, Simon Saward (3.0 Ford Capri), 10m05.2s; 4, Colin Raeburn (1.6 Lotus Cortina), 10m05.5s. **Fastest lap:** Apps, 58.6s, 73.96mph. **Over 4000cc:** 1, Anthony Scott-Andrews (4.7 Ford Mustang), 10m24.4s, 69.41mph, only entry. **Fastest lap:** 60.7s, 71.40mph. **2501 to 4000cc:** 1, Saward, 71.61mph; 2, Brian Stevens (2.4 Jaguar Mk1), 10m28.9s; no other finishers. **Fastest lap:** Saward, 59.1s, 73.34mph. **Up to 1500cc:** 1, Kevan McLurg (1.0 Hillman Imp), 10m28.7s, 68.94mph; 2, Andrew Sheraton (1.5 Ford Cortina GT), 10m40.5s; 3, Stephen Ellis (1.5 Ford Cortina GT), 10m40.8s. **Fastest lap:** McLurg, 61.1s, 70.93mph.



NATIONAL RALLIES

Rev limit

Oct 21: Pouring rain and slippery roads made conditions extremely unpleasant for officials and competitors alike in south Shropshire when the once famous Peak Revs rally was run by Ludlow Castle MC as a novice event.

Extremely tight navigation near the end of the second section caught out several crews and Nigel Hall and Tom Palmer came with a late charge to take over from Phil Harding who was sidelined with two punctures in the later stages.

PEAK REVS RALLY

1, Nigel Hall/Tom Palmer (Ford Escort), 10m05s; 2, Jenny Bowen/Colin Bowen (Ford Fiesta), 12m13s; 3, Robert Gleave/Alan Williamson (Citroen Visa), 12m14s; 4, John Osman/Stephen Davies (Ford Escort), 19m36s; 5, Kevin Freeman/Charles Pye (Ford Escort), 20m56s; 6, Mark Sherry/Steve Peate (Ford Escort), 26m41s.

Bannister for Gold

Oct 21: Steve Bannister and Dave Oldfield warmed up for this weekend's final battle in the BTRDA Gold Star Championship, by winning the Tee-side MSG event as they pleased. They were quickest on all 10 tests in Hamsterley and Stang forests leaving Charlie Taylor to beat Jeff McNeil on the tie break in the battle for the runners-up award.

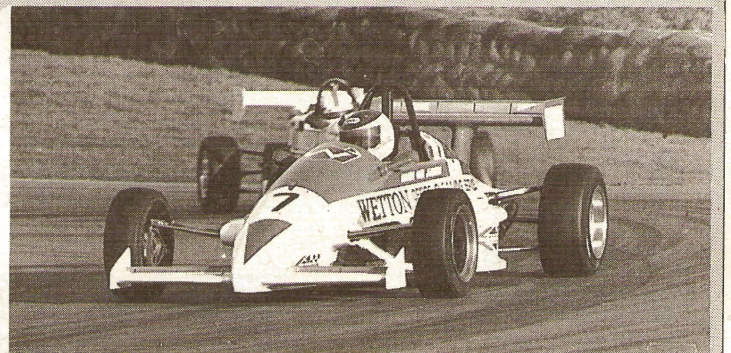
DAIHATSU/ALFA ROMEO TOUR OF HAMSTERLEY

1, Steve Bannister/Dave Oldfield (2.1 Ford Escort), 2296s; 2, Charlie Taylor/Brenda Richardson (2.0 Ford Escort), 2422s; 3, Jeff McNeil/Phil Thompson (2.0 Ford Escort), 2422s; 4, 'Yuk' Hodgson/Alan Andrews (Ford Escort G3), 2437s; 5, Tony Hanson/Chris Brown (2.1 Vauxhall Chevette), 2452s; 6, Mike & Julie Stephenson (2.0 Ford Escort), 2460s.

Rudi tooty!

Nov 5: Devon driver Rudi Lancaster celebrated his birthday in style by scoring a last stage victory on the Devides MC event which embraced 12 farm track stages followed by a blast round Calne airfield. It was on the airfield that Lancaster and Dave

BBC GRANDSTAND FORMULA FORWARD CHAMPIONSHIP



Andrew Guye-Johnson won at Brands and leads the championship with Creswell.

One all

A meagre 11 cars practised and that was reduced to 10 when Ben Edwards put his car backwards into the Clearways tyre wall. Last week we witnessed the benefit of the revised engine package, this time we saw times that are looking hopeful. Former FF1600 champion, Andrew Guye-Johnson topped the tables some 0.73sec below the lap record and a full 0.4sec ahead of last week's winner Chris Creswell. Piers Hunnisett and the unlucky Edwards shared the second row, though

Edwards would not start.

The race was a non-event, not even a lot of cement dust down after the Mini race making any difference. Guye-Johnson kept Creswell a few yards away race long while Hunnisett was unable to do anything about either of them. Brian Saunders fell back to a safe fourth ahead of Alan Mugglestone who was clear of Marc Chauveau and Adrian Wood. A backmarker on the final lap offered Creswell a glimmer of hope, but Guye-Johnson in the Wetton Cleaning Services car got the best of the race to even the score with Creswell.

DUD CANDLER

BRANDS HATCH

BBC Grandstand Formula Forward Championship, round 2

12 laps - 14.45 miles

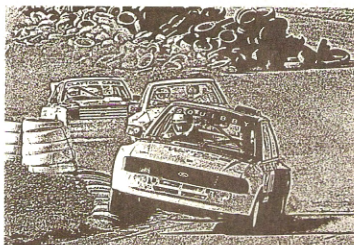
Pos	Driver	Team	Result	Best lap	Qual	Pos
1	Andrew Guye-Johnson	Driver	9:44.7	47.6	46.9	1
2	Chris Creswell	Universal Salvage Auctions	9:45.5	47.6	47.3	2
3	Piers Hunnisett	Fast Forward Racing	9:46.7	47.7	47.4	3
4	Brian Saunders	First Time Racing	9:52.5	48.2	47.8	5
5	Alan Mugglestone	Fortec Motorsport	9:54.9	48.5	47.9	6
6	Marc Chauveau	Pine City Racing	9:56.0	48.6	48.1	8
7	Adrian Wood	Driver	9:56.1	48.3	48.4	9
8	Steve Deeks	Performance Eng Services	10:02.4	48.9	48.0	7
9	Sean Flynn	Driver	11 laps	51.3	51.4	10
10	Nigel Payne	Dimsdale Group	11 laps	51.4	51.7	11
NS	Ben Edwards	Driver			47.4	4

Winner's average speed: 88.95mph. **Fastest lap:** Guye-Johnson & Creswell, 47.6s, 91.05mph (record). **Championship positions:** 1, Guye-Johnson & Creswell, 15; 2, Hunnisett, 8; 3, Saunders, 6; 5, Mugglestone & Wood, 2; 6, Chauveau & Edwards, 1. **Next round:** Brands, Nov 19.

►► Moore snatched victory from Andy Grant and Steve Easterbrook who had led on the rough stuff. It was also a memorable occasion for Lancaster's co-driver Moore – a winner first time out.

EDP PHOTOGRAPHIC DEVILS TOUR

1, Rudi Lancaster/Dave Moore (Ford Escort), 35m21s; 2, Andy Grant/Steve Easterbrook (Ford Escort), 35m25s; 3, Gerard Jones/Jeff Field (Peugeot 205), 36m09s; 4, Phil Michaelides/Christine Garrad (Ford Sierra Cosworth), 36m30s; 5, Jeff Toogood/Sue Jones (Ford Escort), 36m43s; 6, Polly Patti/Jarek Jaszczolt (Ford Escort), 36m43s.



OFF TRACK SPORT

Brians best

Nov 4/5: Huntingdon crew Brian Henderson and Brian Otridge won the Croydon MC road navigation rally in Kent and Sussex which took crews on a 140-mile route. Initially the winners were challenged by Nigel Mollett and Bernie Marsden but they missed a codeboard in a much tougher second half and dropped to fourth on this championship round for crews in the LCAMC, ASEMC and ASCMC competitions.

CADMOC 89 RALLY

1, Brian Henderson/Brian Otridge (Ford Escort), 10m; 2, Stuart Bartholomew/Peter Johnson (Ford Escort), 15m; 3, Jim Keogh/Mike Biss (Ford Escort), 19m; 4, Nigel Mollett/Bernie Marsden (Ford Fiesta), 1F 9m; 5, Jim Perkins/Malcolm Barber (VW Golf), 1F 10m; 6, Terry Schraider/Charles Davies (Talbot Sunbeam), 1F 14m.

Victory V8

Nov 4: Derek Tyndall and David Motterham scraped home by the seat of their pants at Enstone airfield when Oxford MC manufactured a tight finish to their eight stage event. Only 7secs separated the top two crews with Alan Watkins/Tim Bloxham staying in contention right to the finish in their conventional Escort. Early leader Martin Prew in a Metro 6R4 ran into a bag full of trouble and finished well down.

HARTFORD MOTORS CARFAX STAGES

1, Derek Tyndall/David Motterham (MG Metro 6R4), 50m22s; 2, Alan Watkins/Tim Bloxham (Ford Escort-Cosworth), 50m29s; 3, Roger Hancock/B McNeil (1.6 Darran), 52m.07s; 4, Malcolm Anderson/Greg Parker (Clan Crusader), 52m33s; 5, Terry Armstrong/Chris Armstrong (3.9 Ford Escort), 52m34s; 6, Gerry Budd/Ian Budd (Peugeot 205), 52m45s.

Murphy's law

Nov 5: Only 9secs separated Andy Murphy and local hero Tony Lynch after eight stages at Cark airfield near Flookburgh, Cumbria where Wigan MC had 70 crews contesting their single venue event.

Only eight of the planned ten stages were run because two accidents took time to clear. In the first Phil Hobson broke an arm and later on Mark Wren suffered a similar injury when he annihilated his Escort and was trapped in the wreckage.

CASTROL FLOOKBURGH STAGES

1, Andy Murphy/John Peel (2.1 Ford Escort), 1890s; 2, Tony Lynch/Paul Barton (1.3 Ford Escort), 1899s; 3, Paul Redford/Ian Graham (1.6 Ford Fiesta), 1911s; 4, Ian Knight/Chris Woodcock (1.3 Vauxhall Nova), 1940s; 5, Mike Rogerson/Martin Shorrocks (2.1 Ford Escort), 1956s; 6, Dave Griffiths/Alan Sherington (2.3 Vauxhall Chevette), 1965s.

Payne on time

GOODWOOD, Oct 21: With main rival Peter Harper not appearing, it was left once again to Keith Payne to take top honours.

In the production section, reigning champion John Blennerhassett notched up yet another victory to retain his series lead but nearest rival, Steve Muir responded and with two rounds to run, the issue isn't settled yet. Most of the leading runners in the roadgoing section chose to use Goodwood as a dropped score round, and with a super late run Mark Spencer came out fastest. John Churchley's brutish Chevy powered Escort was best of the modified category cars, but not before a tough tussle with rally man John McKerrill's wailing Metro 6R4. The sports racing section was very weakly supported, John Bailey's lovely old Mallock a solitary runner in class 14, while FTD man Payne had to defeat just one other rival.

ERIC CANDLER

GOODWOOD

BARC Sprint Championship, round 9

FTD: Keith Payne (1.7 Mallock-Ford Mk 21), 89.74s.

Centre members award: John Churchley (5.7 Ford Escort), 98.33s.

Class winners: Neil Phillips (1.3 Vauxhall Nova SR), 126.09s; Jon Blennerhassett (1.6 Toyota Corolla GT Coupe), 111.14s; Ian Ward (1.9 Peugeot 205GTI), 113.23s; Steve Muir (2.0t Ford Sierra Cosworth), 108.57s; Lee Earnshaw (1.3 Alfa Romeo Sud), 115.91s; Bob Mayfield (1.5 Turner), 105.14s; Steve Pattinson (1.8 VW Golf GTI), 114.04s; Mark Spencer (2.0t Ford Sapphire Cosworth), 104.87s; Chris Judge (1.3 Avonbar Cooper S), 107.84s; David Butler (1.6 Sylva Leader 400), 117.69s; Hugh Davies (2.5 Triumph GT6), 113.75s; John McKerrill (2.8 MG Metro 6R4), 98.70s; John Bailey (1.6 Mallock-Lotus Mk 11), 117.29s; John Coles (3.0 MG Metro 6R4), 99.98s.

Master Moloney

MONDELLO PARK, Oct 22: Limerick's John Moloney conquered over-

Denis Bickerstaff was the first local winner in the Belfast Ferries Championship.



heating problems in his 3.6-litre Metro 6R4 to record a clean sweep in the Carlow Car Club's opening round of the Mobil 1 Rallycross Championship. Northern Ireland's Denis Biggerstaff provided the only real threat to the reigning champion, taking his Metro home second in both the 'A' and Super finals.

COLM DOHERTY

MONDELLO PARK

Mobil 1 Rallycross Championship

A Final (5 laps): 1, John Moloney (MG Metro 6R4), 2m50.6s; 2, Denis Biggerstaff (MG Metro 6R4), 2m54.4s; 3, Clive Richardson (Escort BDG), 3m04.6s; 4, Davy Francis (Escort G3T), 3m05.2s; 5, Karl Cleary (1.5 Mini), 3m10.6s; 6, Lloyd Spendlove (1.5 Mini), 4 laps.

B Final (5 laps): 1, Ken McKinstry (2.1 Escort), 3m05.8s; 2, Sam Crawford (Escort RS2000), 3m10.3s; 3, Tom Graham (Escort Mk3), 3m13.3s; 4, Brian Harknett (Escort), 3m15.0s; 5, Padraig Loughnane (Escort), 3m16.0s; 6, Robin Perry (Escort), 3m22.8s.

C Final (5 laps): 1, Derek Jobb (Escort RS2000), 3m13.5s; 2, Kevin Sherry (VW Golf GTI), 3m14.1s; 3, John Farrell (Escort), 3m16.1s; 4, Derek Lipsett (Escort RS2000), 3m22.8s; 5, Paul McKinstry (Escort), 3m23.9s; 6, Brian Barker (Toyota Starlet/Ford), 3m30.5s.

Superfinal (5 laps): 1, Moloney, 2m49.8s; 2, Biggerstaff, 2m58.5s; 3, Richardson, 3m02.0s; 4, Francis, 3m09.1s; 5, Don Shannon (1.6 Escort), 3m11.5s; 6, McKinstry, 3m16.1s.

Next round: Mondello Park, Nov 6.

Bickerstaff on target

Oct 28: Heavy overnight rain made the going tough for the third round of the Belfast Ferries Rallycross Championship, with the reigning Mobil Rallycross Champion, John Moloney heading the qualifiers with his Metro 6R4, despite the fact that he had rolled the car earlier in practice. Moloney was on pole for the A Superfinal, but it was Denis Bickerstaff who got the advantage with his Metro 6R4 in the first, highly confused corner and as cars spun everywhere, Denis got his break and was never challenged in his dash to the flag to become the first local winner of the A Superfinal this season.

Moloney's car was a trifle the worse for wear and he circulated at the back of the field. Also in trouble was championship leader Tony Barty. Caught up in the first corner incident, he was later to spin his Astra 16V and had to content himself with third behind team mate Pete Rucroft.

In the B Superfinal, rally ace Derek Boyd sprinted from the back of the grid to lead by the first corner in his 4WD Mazda RX7 and was never headed as he scored an easy win ahead of Jimmy Heaslip and Henry Stewart.

The class winners this time round

were Moloney, Barty, Rucroft and Heaslip.

Only one round remains and Barty's lead has been reduced to 3pts over joint second placed drivers, Bickerstaff and Rucroft.

IAN LYNAS

NUTTS CORNER

Belfast Ferries Rallycross Championship, round 3

B Superfinal: 1, Derek Boyd (Mazda RX7), 3m48.4s; 2, James Heaslip (2.0 Ford Escort), 3m56.4s; 3, Henry Stewart (1.5 Mini), 3m57.8s; 4, Robin Perry (2.0 Ford Escort), 3m59.3s; 5, Jeremy Crush (1.7 Ford Escort T), 4m24.1s; Jimmy Stewart (1.7 Ford Escort), DNF.

A Superfinal: 1, Denis Bickerstaff (Metro 6R4), 3m43.3s; 2, Peter Rucroft (1.6 Vauxhall Nova), 3m49.6s; 3, Tony Barty (2.0 Vauxhall Astra 16V), 3m54.4s; 4, Robert Elliott (2.2 Ford Escort), 4m10.7s; 5, John Moloney (Metro 6R4), 4m52.0s; Clive Richardson (2.1 Ford Escort), DNF.

Championship positions: 1, Barty, 76pts; 2, Bickerstaff and Rucroft, 73.



Simon Durling – close second.

Fack attack

BOSSOM TRIAL, Oct 15: Julian Fack emerged as the winner of the Bossom Trial after a day long battle with Simon Durling and Roger Bricknell. Maidstone and Mid Kent MC were hosts for this week's round of the RAC and Colin Taylor Productions/BTRDA Championships held at their Boxley site which saw an entry of only 20. Though low it attracted the leading contenders in both Championships as they try to gather as many points as possible.

With eight sections set out to be attempted four times this was not going to be an easy trial and at the end of the first round it was Simon Durling in the lead on zero from Julian Fack and Roger Bricknell who had both dropped 2.

Simon Durling dropped 12 on the second round and slid to third behind Roger Bricknell and Julian Fack with Paul Faulkner in fourth after another good round.

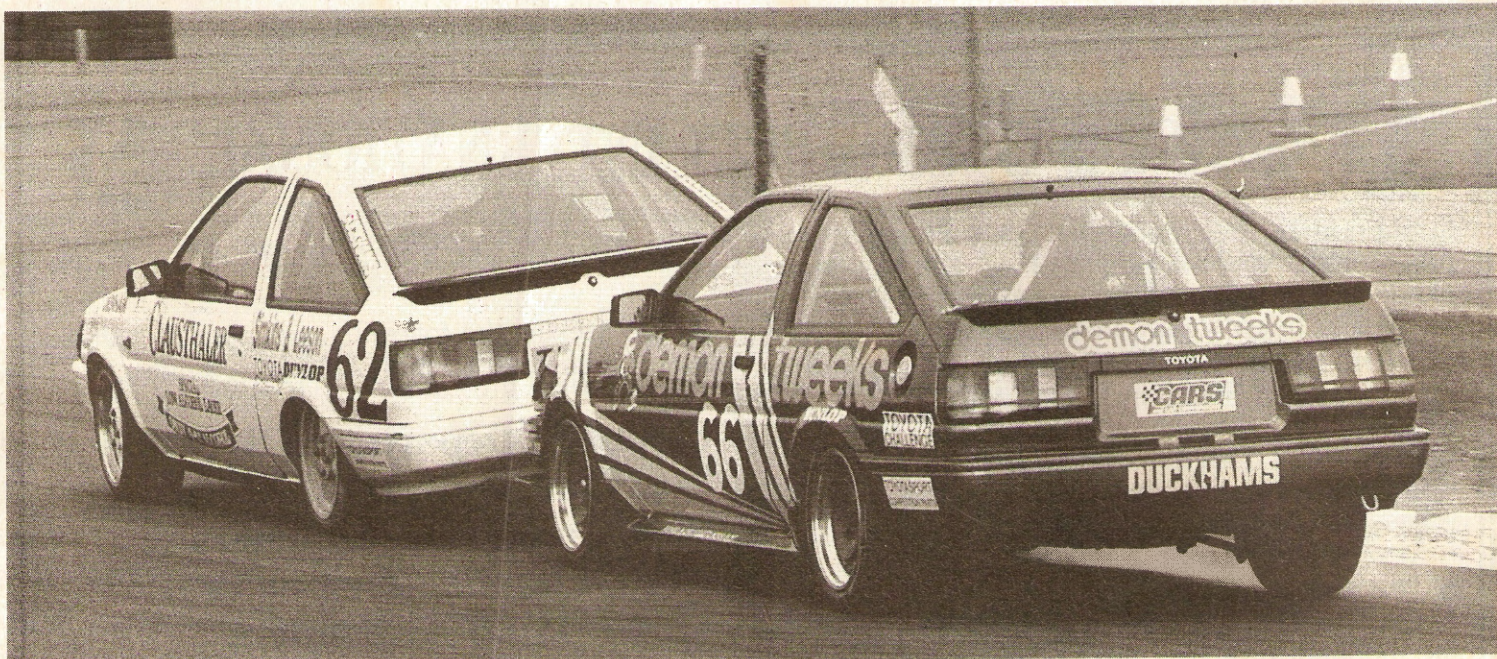
The third round saw Durling recover to emerge in the lead again from Fack and Bricknell, with Faulkner holding station in fourth place.

The last round saw Julian Fack keep his act together and take the win by 3 from Simon Durling and Roger Bricknell while Ian Wright demoted Paul Faulkner to fifth by one mark. So with Fack in the winner's circle again the positions at the top of the RAC Championship are more open as we approach the final rounds. Could it go down to the final round?

BOSSOM TRIAL

RAC/Colin Taylor/BTRDA Trials Championship

1, Julian Fack/Meg Marrion (X-Factor), 30; 2, Simon Durling/Margaret Stapleton (SRB), 33; 3, Roger/Julia Bricknell (Facksimile), 39; 4, Ian Wright/Andy King (Sherpa), 45; 5, Paul Faulkner/Nick Chandler (Sherpa), 46; 6, Tom/Elizabeth Stevenson (Kincraft), 64.



CHRIS HODGETTS

British Saloon Car Championship
Silverstone
October 5th, 1986
Toyota Corolla

It was at the end of 1986, and I had already won the championship with the Corolla. David Ewles of Toyota and I decided that it would be a good idea to put a celebrity in my car, and so we contacted Barry Sheene. He was very keen and so I was happy to stand down. Then on the Monday before the race, Alan Minshaw asked me if I would like to race the Demon Tweeks Corolla that we had built for him. We tested at Silverstone on Tuesday and again on Friday, and Barry was on the class winning pace.

Unfortunately, he was committed to an important meeting with his sponsors on Saturday, and so missed practice. I qualified both cars within a tenth of a second of each other, first and second in the class, but Barry was forced to start at the back of the grid with a 10 seconds penalty.

With all the championship pressure gone, we reckoned it would be a bit of fun to start both cars at the back. I said, 'Never mind Barry, just for the crack I'll start at the back with you. We should be able to overcome the penalty and do the job!' hopefully, with a one-two and Barry in front. That was all very well but we worked the equation out on a 20-lapper. Because it was late in the season, an hour before the race they decided that they were going to reduce it to 15 laps.

We formed up on the grid and true to form we both stopped at the back of the field. We tried to inject an amount of interest and as Barry formed up I stopped alongside waving at him, pretending that the engine had stalled. The lights changed to green and off went the field and it must have been 15 seconds after that Pierre Aumonier actually said that we could leave the grid! Immediately I thought, 'Oh hell, we're really going to have egg on our faces.'

Barry duly took off with me in tow, and for the first two or three laps

we were pulling them in to a reasonable extent. Then after about four laps we weren't making any headway, and I was getting pretty concerned about this. The targets in the class were Geoff Kimber-Smith and Tony Crudginton in Corollas, and Paul Taft who was going really well in my old Brooklyn Escort.

Funnily enough, Paul had had a problem in practice and they borrowed some plastic metal from us to repair the cylinder head and so we weren't really expecting 'Tufty' to last that long. He obviously thought 'This is my opportunity, I'm going to win this one'. I'd really got a sweat on by now, as Barry was not on the pace that he had been on in testing.

So, I dived up the inside of Barry at

Club and thought 'Hodgetts, you're going to have to do something about this otherwise you're going to look a total pratt!' I duly set off and really threw caution to the wind, hurtled it over all the kerbs at the Woodcote Chicane and was driving like a total maniac.

I caught the people in front of me but Taft was about 8 seconds gone in front. By now the cylinder head that we'd repaired Saturday night should have given in but it hadn't and Tufty was really flying. We consistently broke the lap record and I was thoroughly enjoying myself. It was a case of either the car going off the circuit in a big way or we were going to get somewhere near.

Anyway, we got up to lap 14 and on

the last lap we went into Copse about six lengths behind. By the time we got to Becketts I was five lengths behind. Paul made a very slight mistake coming out of Becketts and I got a better run than him. I actually managed to get up alongside him towards Stowe which was OK, but Tufty is no idiot and he got the inside line. I was out on the marbles but managed to hold on around the outside of Stowe.

That left me on the outside for Club and I knew that I had to get Club absolutely spot on, latest braking possible, and hang on to fourth gear all the way down the straight rather than go up to fifth. The thing was buzzing it's head off, but I kept it in all the way, on the rev limiter, I couldn't afford to change gear because I knew he'd have me back at Club and I knew there was no way he would let me through at the Chicane.

I went into Club quicker than I have ever gone in in my life. I came out on the ragged edge, grass and all and just about got the car straight on the exit on the grass. Paul had no option but to slot in behind me. As we came out of the corner I showered the Escort with stones and rubble, and up to the Chicane I thought 'I've got to stop in front of him'.

I threw the car into the chicane and won it. I was well chuffed. Back in the paddock afterwards I found that we'd managed to hole the radiator of the Escort, break the headlight and smash the screen with the stones from Club. I remember going up to Paul in the transporter after the race, and as he peeled his overalls off, he was absolutely dripping wet and just gob-struck. He'd driven his heart out and deserved to win it.

It was just one of those days when I wasn't going to give in. It was pure luck; I did 15 laps at 11 tenths and got away with it. Barry eventually finished fourth in the class but was quite open about the fact that he had other things on his mind that weekend.

Chris Hodgetts was talking to Paul Lawrence

NEXT WEEK
JOHN DAVENPORT

AUTOSPORT, NOVEMBER 9, 1989

"Off went the field and it must have been 15 seconds after that that we were allowed to leave the grid"



Chris Hodgetts (38) spent 16 years racing karts before finally graduating to cars in 1978. Then a milkman, he acquired a Clubmans car and started to make a name for himself. After two years in Clubmans, his big break came with a chance to drive a Toyota Celica in the British Touring Car Championship. The combination was immediately competitive and regularly humbled more powerful machinery en route to a class win and sixth overall in his first year in the series. He won the class again in 1981 and finished overall runner-up before spending the next season preparing cars. 1983 was the first of three seasons driving Escorts for the Brooklyn team, Chris finishing class runner-up in '83 and '84 before winning the class once more in 1985. A switch to a Corolla for 1986 finally brought his first overall BTCC title with eight wins in nine races. He repeated that feat in 1987, and also tackled some ETC and World series races. The long overdue move to the top class eventually came for 1988 with a Toyota Supra, but results were not forthcoming early on and so he moved mid-season to a Brooklyn-backed Sierra Cosworth. He has also shown well in Group 2 outings.