

Warr JULY 11 1985 80

# AUTOSPORT

F R E N C H G R A N D P R I X



## NELSON RETURNS!



**RICARD F1 ACTION ♦ JAGUAR'S LE MANS CHALLENGER  
VOLVO WINS AT NURBURGRING ♦ NEW AUDI SUPERCAR**

# AUTOSPORT

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All the international motor racing news stories — Euro GP at Brands Hatch moved yet again — Exciting new Jaguar Le Mans car tests at Donington — Moreno tests for Toleman — Tribute to David Purley . . .

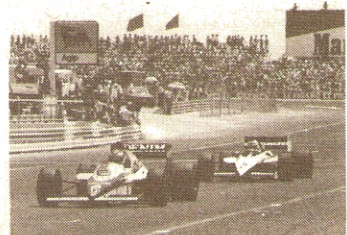
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## FRONT COVER

Nelson Piquet shook the Formula 1 circus last Sunday when he drove his Pirelli tyred Brabham-BMW to an exceptional victory in the French Grand Prix at Paul Ricard. Photo: Jeff Bloxham. Report: p14. Below: The all-new Jaguar XJR-6 has been tested and is set to make its sportscar racing debut. Full story: p42.

## NEXT WEEK

Our free Spectator Guide to the Marlboro British Grand Prix at Silverstone — Interviews with Martin Brundle and Alain Prost — *Fifth Column* looks back to Ricard — Full Hockenheim 1000 report — Toyota MR2 on test — Russek Rally action — Plus all our usual news and features in one of the year's biggest editions. \*

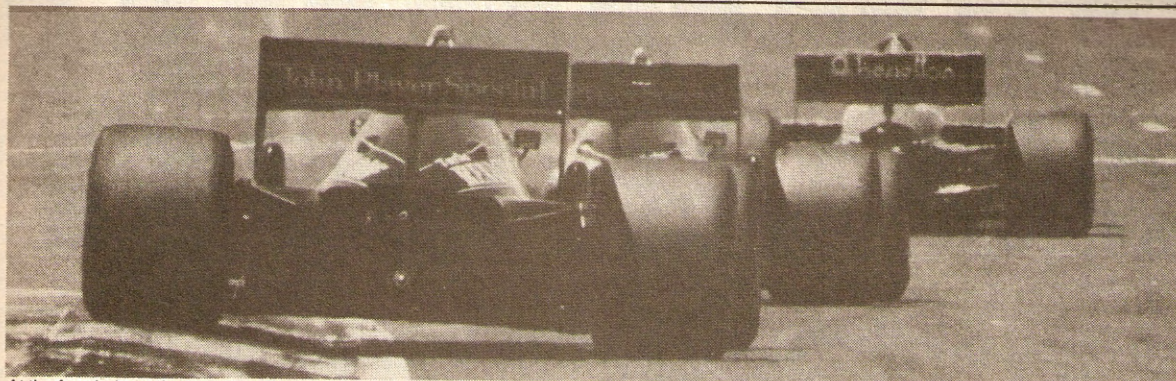
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At the fourth time of asking, the European Grand Prix at Brands Hatch is now set to take place on October 6.

# European Grand Prix definite for October 6

For, we hope, the final time, the date of the Shell Oils European Grand Prix has been changed! The race will now take place on October 6.

In a series of increasingly amateurish decisions, the date of this event has been altered no fewer than four times since Brands Hatch was awarded the event at short notice to replace one of the fantasy events which annually appears in the calendar. With apparent disregard for all the pre-planning of organisers, officials and spectators which goes into making a Brands Hatch GP one of the world's best organised events of the year, FISA and FOCA have tossed it around among themselves, covering up one blunder after another.

First of all, there was the prospect of the teams having to compete in five races in six weeks, a situation which, as the builders of the unreliable turbo engines pointed out, would mean there being a number of cars without engines towards the end of the sequence. Then, it was finally recognised that there would not be any TV coverage on September 29, as the BBC were elsewhere committed. "No TV, we don't come," said a major constructor to FISA at the recent Executive meeting — and the ever-patient John Webb of MCD had to accept going to the fourth reprint of all his publicity material, and yet another wholesale change of arrangements.

Typically, Webb was diplomatic about

the whole affair: "We are disappointed, of course, but we will endeavour to do our best to run the event to our usual standard," he told us.

Webb was particularly appreciative of his sponsors, Shell Oils, for their understanding and cooperation. Silverstone, too, have facilitated the change by moving their annual Championship Finals festival (which was to have been televised on that day by the BBC) to the following week. October 12/13.

Brands Hatch have publicly apologised for the inconvenience to companies and the public, who have already made £500,000 worth of reservations for the event, and refunds will be made to those who cannot attend on October 6.

# F1 clashes to mar WEC

World Championship sportscar racing team owners are furious about the latest Formula 1 date changes now confirmed by FISA (see separate story). The Belgian and European Grands Prix now clash in the calendar respectively with the sportscar races at Brands Hatch and Mount Fuji, Japan, and this will mean that at least six teams will be unable to use their F1 stars in these two events.

The teams affected are Lancia, Jaguar, and the Porsche privateer RLR/Canon, Joest, Kremer and, most seriously, Brun Motorsport.

Date clashes already existed between the two WEC events and Euro F3000 fixtures at Mugello and Curacao, depriving Jaguar of the services of Mike Thackwell and Cosmik March of those of Christian Danner. Among the F1 drivers who must miss the Brands Hatch 1000 and Fuji 1000 are Riccardo Patrese, Martin Brundle, Manfred Winkelhock, Thierry Boutsen, Stefan Bellof and Jonathan Palmer.

In the cases of certain teams, the news puts their sponsorship contracts into serious jeopardy.

When the issue was raised during the FISA meetings in Paris two weeks ago, the problem was reportedly dismissed out of hand by FISA executives, who were content merely to cite the precedent of the Le Mans clash with the Canadian Grand Prix, which had a similar effect.

Some efforts have already been made to investigate the possibility of moving the Brands and Fuji WEC fixtures, although MCD (the Brands circuit owners) are reluctant to make another change. Pierre Aumonier, president of the FISA Endurance Commission, told us on Monday, "Obviously we are deeply concerned about this situation. If it had been just the one race, then OK, we might have been able to accept that as *force majeure*. But two date clashes produces a most unsatisfactory situation, and it shows up the sheer nonsense of moving Grand Prix dates around at this very late stage. Unfortunately there is no way we can now reverse the decisions of the Executive Committee, but we may be able to do something with the WEC dates themselves. We are in touch with the Fuji organisers to see if they could run their race a week later, on October 13 — with Sandown scheduled for November 24, I don't see any major transportation difficulty."

The WEC series coordinator, Chris Parsons said, "I really don't understand how we can be expected to run an FIA World Championship in these circumstances. We are all looking for stability, and we keep getting the carpet suddenly swept from under our feet. Frankly I find the situation absolutely incredible. In practical terms, we have no realistic option but to try to alter our own calendar. Formula 1 seems to be able to switch its dates around at will so I don't see why the WEC series shouldn't do the same."

Among the teams, meanwhile, there is talk of boycotts. Some of them would prefer not to attend these events at all rather than to do so with second-string drivers — indeed, one or two may not actually be able to attend them because of withdrawal of sponsorship. In the event of teams being forced into breaking their sponsorship contracts, there is also talk of action in the courts.

# Camera cars for British GP?

The British Grand Prix at Silverstone on July 21 could see the long-awaited 'debut' of on-board TV cameras, beaming live pictures of the action to supplement the ground coverage.

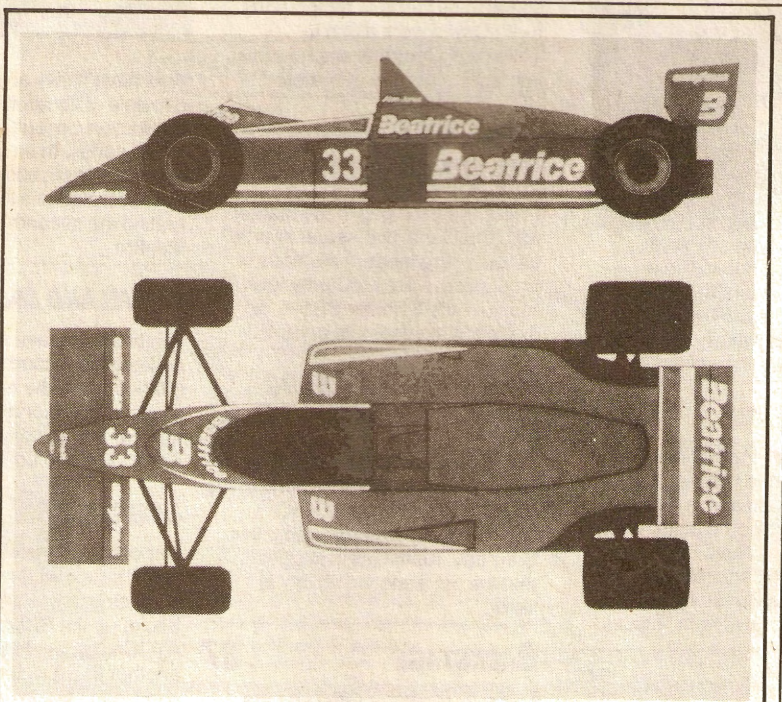
Extensive testing of two systems in Britain and France has brought this much-needed variety of pictures close to reality, even though it has been a regular feature in NASCAR stock car events and the classic Bathurst saloon race for number of years.

The British system, developed by David Earl, has been successfully tested on the helmet of former National Hunt jockey Richard Pitman around the Aintree Grand National course, and more recently on the helmet of motorcycle champion Randy Mamola in the Dutch GP.

At Paul Ricard last week, the Renault team staged a demonstration using the French Thomson Electronic developed system, but this produced an intermittent 'freeze-frame'.

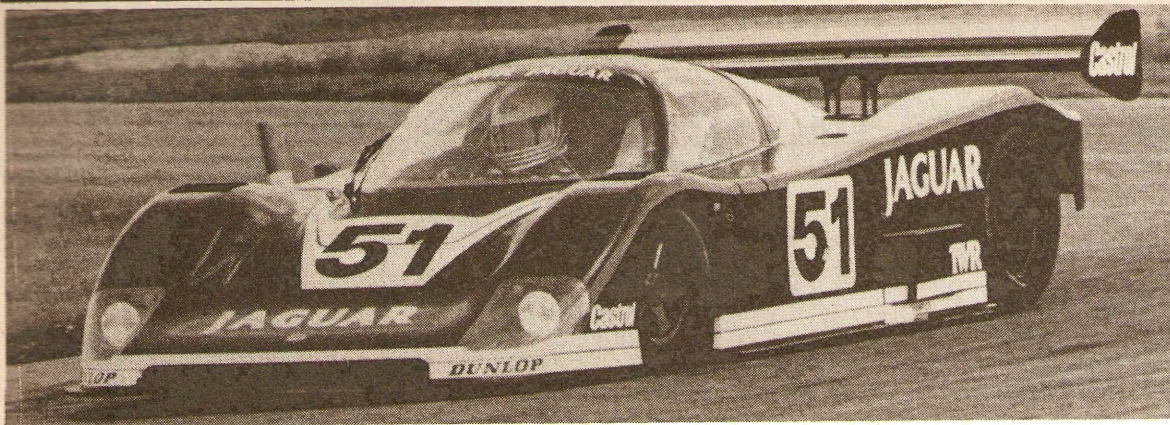
The British system was supposed to have been used at Imola, but François Hesnault crashed his Brabham before any pictures could be transmitted.

Alex Wittaker, FOCA's TV negotiator, said at Ricard that they had been happy with the camera test at Imola: "We hope to use it in use at Silverstone, possibly fitted to a Brabham or maybe one of the RAM cars."



# Emerging FORCE

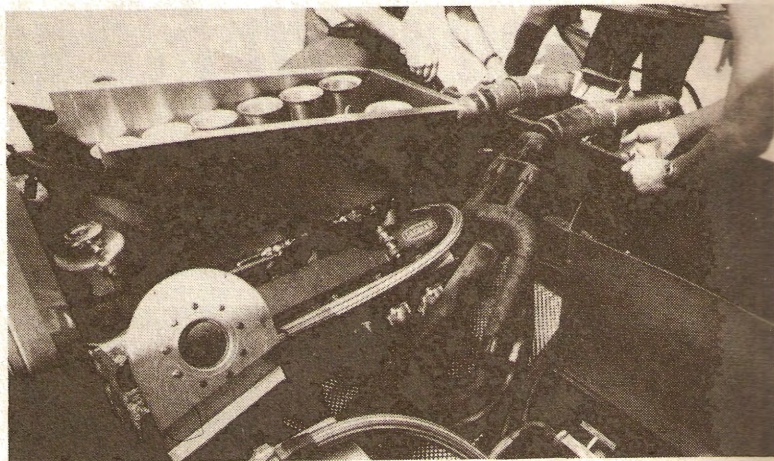
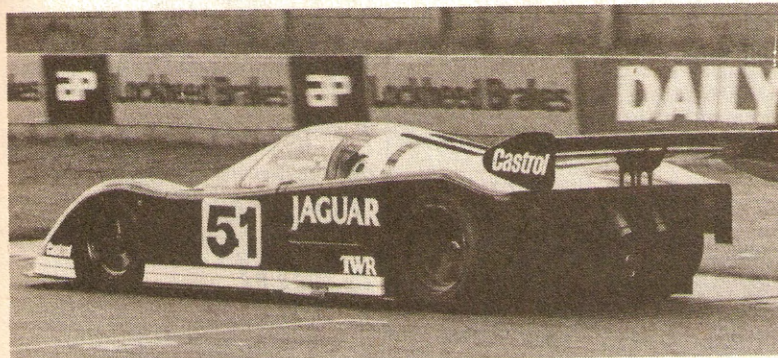
Here is an artist's impression of the Beatrice Hart Formula 1 car, and we are assured that it is a faithful likeness. All along, the team's stated intention has been for Alan Jones to debut the car at Monza, but over the French Grand Prix weekend there were strong rumours that it will actually be seen two weeks earlier in the Dutch GP at Zandvoort on August 25. Jones is expected to begin testing the car towards the end of this month. Speculation continues about the identity of Alan's team mate for 1986, when the team will have exclusive use of the new turbocharged Ford-Cosworth V6 engine.



# TWR Jaguar XJR-6 tests

Pictured testing in the hands of Martin Brundle at Donington on Monday, the all-new Jaguar Group C sports car will be taken to Hockenheim this weekend for its press launch. The car, developed by TWR in close cooperation with Jaguar Engineering, is set for its actual race debut at Mosport on August 11. Exclusive story: p42.

Team owner Tom Walkinshaw discusses the Jaguar XJR-6 with its designer Tony Southgate (right). Below: The V12 engine is used as a semi-stressed chassis member.



Nannini — an Alfa deal.

## Alfa sign Nannini

At Paul Ricard on Saturday Alessandro Nannini signed a contract with Alfa Romeo for 1986. Our Italian correspondent stresses that the contract is with Alfa Romeo itself, and not with Gianpaulo Pavanello's Euroracing outfit which currently races the Alfa F1 cars.

There are increasing rumours in Italy that Alfa Romeo may well be returning to Formula 1 in an official capacity, which ties in with another story suggesting that Euroracing will not figure in the company's plans for next year.

The terms of the Nannini contract are vague, to say the least. On the face of it, he must be part of Alfa's future F1 plans (although he does not yet, for reasons known only to FISA, possess a Superlicence).

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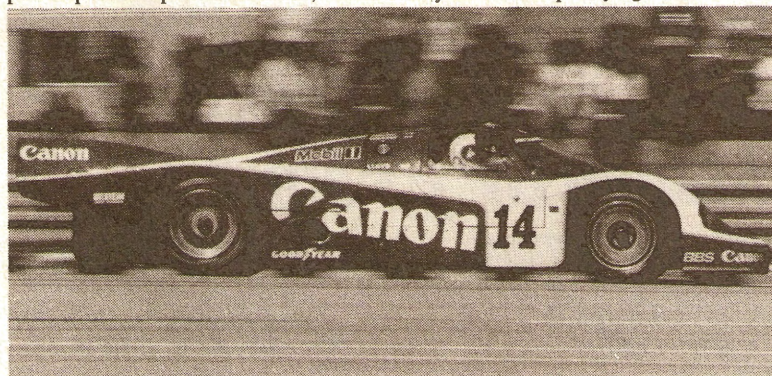
## FIA Euro F3 run-off

Replacing the old FIA European Formula 3 Championship will be a single event, the FIA European Cup, now confirmed for Paul Ricard on October 26/27.

The plan is to assemble the top six drivers in the British, French, Italian, German, Swedish and Swiss championships to compete in the event, which

will be held as a single, 100kms race.

For the two 45 mins official qualifying sessions and the race itself, competitors will be limited to a total of 10 tyres. It appears that choice of tyre manufacturer is free, but the strict limitation should ensure that nobody can come up with any silly rubber for qualifying.



David Hobbs will drive the Canon Porsche for the rest of the year.

## Hobbs lands Canon drive

The respected British sportscar racing veteran, David Hobbs, has joined Richard Lloyd Racing, and will drive for the team in all the events remaining on its 1985 World Endurance Championship programme. Hobbs will co-drive Jonathan Palmer in RLR's Canon sponsored, honeycomb chassis Porsche Group C1 car.

The vacancy arose due to Jan Lam-

mers's sudden decision to head for the USA to compete in the Indycar series. The Dutchman was hastily replaced for Le Mans by James Weaver, but it now seems that Weaver's deal was strictly for this one race, in which he and Palmer finished second.

Hobbs's first drive in the Canon Porsche will be this Sunday at Hockenheim.

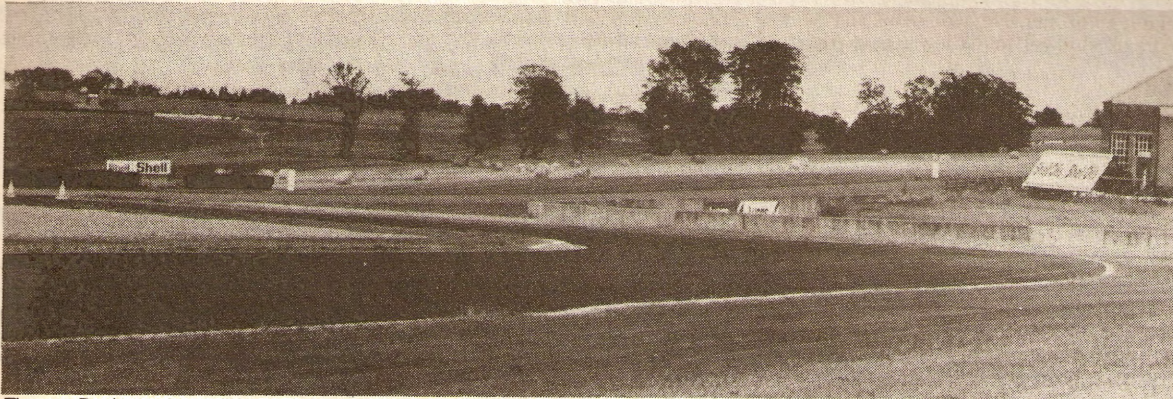
## Roberto's Toleman

Roberto Moreno was due to test for Toleman at the Nurburgring tests days earlier this week. "That's all it is," stressed Toleman's new team manager Peter Collins. "There's no commitment whatever. Roberto's simply doing a job of work for us."

Collins added that Toleman still hoped to run a second car later in the season "as when tyres for it become available. But don't read too much into Moreno's test session. He tested a Toleman, if you remember, at Estoril last October. We've made no decision yet as to who will race the second car."

## AUTOSPORT BRITISH GP EXTRA

Next week's magazine will include our free annual Spectator Guide to the Marlboro British Prix at Silverstone, the biggest event on the UK motorsports calendar. The 48pp Guide will include all the information you need to enjoy the weekend to the full, with details of the teams and drivers; previews of the supporting events, comprehensive spectator information, and interviews with two top drivers. This edition is always in very high demand and we recommend that, so as to avoid disappointment readers place an immediate order with their newsagents.



The new Donington loop will be used for the first time on September 22 when the F3000 circus goes to the Leicestershire circuit.

# Donington 'GP' circuit to open with F3000

The Donington 'Grand Prix' circuit will open on September 22 with the rear-ranged European Formula 3000 Championship round.

The new 2.5-mile circuit is to be inspected by FISA this Friday, and the Donington Racing Club is planning to make the meeting a real occasion. The

new date, the only one offered by FISA (which initially clashed with a planned motorcycle event), will be the 50th anniversary of Richard Shuttleworth's win in the first Donington Grand Prix in 1935. The celebration meeting will feature the first appearance of the Donington Collection's restored Auto

Union GP car of the type which made the circuit so famous in the immediate pre-War years.

"This is going to be a very special occasion for us, and we hope to make it a memorable weekend," said circuit manager Tim Parnell on Monday.

## AGS trouble and Streiff?

French F3000 driver Philippe Streiff, who has had little opportunity to illustrate his talent in the AGS this year, may be seen in a March chassis at the next round of the series at Enna later this month.

"It is not sure yet whether AGS will go to Enna, as it is a very expensive race to do," said Streiff on Monday, confirming that he had spoken to Bob Sparshott about becoming championship leader Christian Danner's team mate for the weekend.

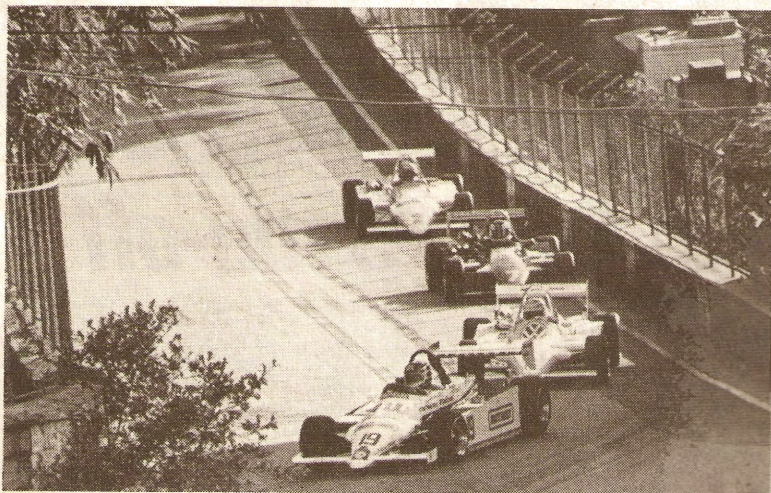
"I am talking with my sponsors, Gitanes and Elf, about doing the race, and Bridgestone have confirmed that they will supply me with tyres. It would be very interesting for me to do a race in a March, although it would be a one-off as AGS will do all the other rounds," said Streiff.

Streiff joined Ralt drivers John Nielsen and Mike Thackwell at a Bridgestone test at the Osterreichring last weekend and, after tracing his Dijon handling problems to a fouling rear suspension, he was able virtually to match their pace.

The novel air-springs seen at Dijon during qualifying were not tried again although, after finding the root cause of the problems, the experiment is likely to continue. The single-unit, oil-operated dampers and air-springs have been developed by the Toulouse-based Fournales company, who have been pioneers of the system on motorcycles during the past seven years.

Several F1 teams investigated such a system with its quick and precise adjustment capabilities (to within half a pound, apparently) some years ago, but it was never actually raced.

Streiff tested the system at Paul Ricard on the way to Dijon, and was so impressed that he stuck with it for Dijon but, amidst a host of problems, it was discarded for the race primarily because it was an unknown quantity.



Will there be any star drivers at this year's Macau Grand Prix?

## MRC seeks waiver for Macau GP F3 stars

In issuing their own press release regarding the Formula 3 Macau GP last week, it appears that FISA was unable to precis its own regulations and produce a document meaning anything like the original draft. The situation was further distorted by the governing body's representative believing his own communique while answering questions...

MRC's Barry Bland, the European coordinator for the event and the man behind its emergence as a major fixture, spent last week trying to sort out the situation, and a communique from the organisers coincided with the publication of the full regulations from FISA.

Rather than being an event open only to F3 regulars, as FISA initially suggested, the race "shall be by invitation of the race organisers, who shall issue an invitation to the winners of all national F3 championships in Europe and Japan and to the European Cup winner." These

invitations will account for just five of the 30 which will be issued, and leaves teams and sponsors free to negotiate the 'star' entries which have helped to promote the event in the past two years.

"The only problem", said Bland on Monday, "is that graded drivers are not supposed to be able to take part, but we are trying to get a waiver in this case. We have had pleas from regular F3 competitors to make sure that the star drivers are included, because obviously it gives the event prestige and status as well as giving them something to aim at."

Had the situation not been clarified to everyone's satisfaction, there was a move to boycott Macau in favour of the TV Thruxton meeting.

The November 24 event, to be run in two heats, will count towards an FIA Intercontinental F3 Cup for Drivers and an FIA Intercontinental F3 Trophy for Engine Manufacturers.

## Los buys GpC March

Costas Los and Mikael Nabrink have bought the Ken Howes/Kreepy Krauly March-Porsche 84G Le Mans car and will contest the remaining World Endurance championship rounds with it under their Cosmik Racing banner.

Christian Danner will continue to drive the car, having arranged the factory Porsche engine for it in the first place.

## FISA plans Touring Car World series

Last week FISA announced that it had accepted the principle for the running of an intercontinental Group A championship for 1986 — the much-vaunted World Touring Car Series. The plans for such a championship, though, still seem to be in the early stages.

Apparently, the plan is to have four races from the European series and four from the Far East and Australia (two at the start of the year, and two at the end of the year).

In addition, the saloon car world is to have its own ETC Commission to develop the currently expanding series.

## That's the Spirit...

An announcement of Spirit Racing's return with a Formula F3000 car was "imminent", according to John Wickham on Monday.

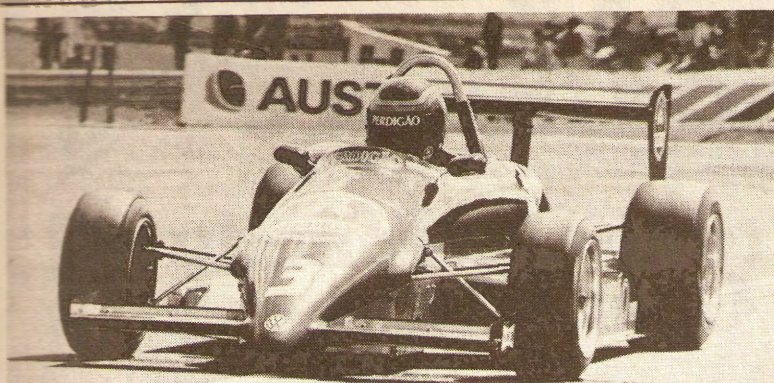
No details were forthcoming, except that Spirit had ordered a March 85B and were "expecting to do the last five races".



Congratulations Mr Roger Wood of Huntingdon, who wins a magnum of Moët et Chandon for predicting that Nelson Piquet would win the French Grand Prix for Brabham. The forecast of 125.150mph was remarkably close to the Brazilian's true average speed of 125.097mph., although Piquet was a real outsider in most people's opinion.

Favourite for victory at Paul Ricard was Ayrton Senna, who polled an enormous number of cards, with Championship leader Michele Alboreto also expected to feature. Neither made it to the chequered flag, so forecasting the winner of the British Grand Prix at Silverstone will be an enormously difficult task.

Alain Prost won the race in 1983, driving his Renault RE40 at an average speed of 139.218mph, so send your predictions — one entry per person please — to AUTOSPORT Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middx TW11 0JE. The champagne is waiting.



Mauricio Gugelmin was quickest of the tyre testers when he tried Dunlop's latest F3 rubber.

## Five tenders for F3 control tyre supply

The RACMSA's preliminary F3 tyre evaluation tests took place at Donington on Tuesday last week, with five companies pitching for the lucrative control tyre contract covering the next three years.

Five drivers — Mauricio Gugelmin, Harald Huysman and Ross Cheever in Ralt RT30s and the Reynard-mounted Tim Davies and Julian Bailey — drew lots to determine which three of the four alternatives to the existing Avon rubber they would try for an extended period, with interesting results.

Gugelmin was quickest on the control tyres (1m10.6secs), and proceeded to set the pace on the offerings of Yokohama (1:10.8), Goodyear (1:10.4) and Dunlop (1:09.8) with his Dick Bennetts-run Ralt.

## Gugelmin shapes up well at Silverstone

All the leading Marlboro British F3 Championship contenders with the exception of Tim Davies (see separate story) took advantage of an exclusive test session at Silverstone on Monday, in preparation for next weekend's GP supporting race, round 11 of the major national series.

Once again, Mauricio Gugelmin emerged quickest on the 2.9-mile circuit, where he recorded his maiden F3 victory with the West Surrey Ralt last month. Gugelmin dipped down to 1m 27.0secs late in the day, underlining his status as

The Brazilian did not test Bridgestone's product.

Cheever, in Phil Kempe's regular car, also went very quickly on the Dunlops, although it was apparently felt that none of the tyres might prove as durable as the standard Avons. Each 'run' comprised six laps before a check, then a stint of 24 tours, non-stop.

Although long-term results will be announced in due course, the competitors themselves would seem to favour the retention of Avons for their proven quality, consistency and circuit back-up service. The other manufacturers, some of whom are prepared to put up hefty incentive packages we are told, all want F3 before 1989 . . .

pre-event (and fast-becoming championship) favourite on the current form.

Rivals Russell Spence and Andy Wallace had troubled days, their Reynards well off the pace, while Dave Hunt fared rather better, his Swallow 853 running uniquely with Reynard's latest sidepods, which bear a close resemblance to those of the rapid Italian Dallara chassis . . .

Others to go well included Andrew Gilbert-Scott, Ross Cheever, Gerrit van Kouwen and Dave Scott, all in Ralt RT30 chassis.

## Fine banks on Ralt and Intersport

Glenn Waters's Intersport Engineering F3 team is to run a pair of Ralt RT30s for the remainder of the Marlboro British F3 championship. Keith Fine joining Phil Kempe from the British Grand Prix meeting onwards. A delighted Waters confirmed the deal last week and had a brand new car at Silverstone for Keith on Monday.

Fine, who quit the underdeveloped Anson mid-season after a frustrating time with the SA6, has found a good new sponsor in the Allied Arab Bank, in whose green and gold colours the Intersport Ralt is finished. Keith was encouragingly close to the pace on his first test in the car, and should make his presence felt with competitive machinery at his disposal at last.

## Davies out of Swallow team line-up

Tim Davies, currently fourth in the Marlboro British F3 title race, is out of a drive, with just over a week remaining to the most prestigious round of the season, the British GP supporting feature. The Welshman learned that Tim Stakes's Swallow Racing organisation could no longer afford to sponsor both Andy Wallace (second in the points standings) and himself last Friday, and that unless he found a contribution towards the budget, his services would not be retained.

"Basically, the financial burden is too great," commented team owner Stakes on Tuesday. "We have been running two ultra-competitive drivers and the demands have been high. Realistically, I should have taken the decision four or five races ago, but we've tried to hang on in the hope of finding more money."

"This has been the most difficult year I've ever spent in racing," said a disappointed Davies. "I have been offered the car for Silverstone if I can bring some money, and I feel I can do a good job there. If that does not materialise, I very much want to race a Reynard 853 in future rounds, and will do everything I can to return."

Wallace's position with Swallow is unchanged, while Dave Hunt will have his second race in the Cellnet car next weekend.

■ The Penske Racing team said at Cleveland last weekend that it was starting to prepare one of its March 85Cs to accept the new GM/Ilmor Engineering V8 engine, which should be ready to run within the next month or two.

■ To the undisguised delight of everybody on the CART trail, it appears likely that the Meadowlands site will not feature on the schedule again. The contract was for two years, with an option of three more, but this year's 43,000 crowd was deemed to be disappointing along with all the other attendant miseries of the venue, it looks like the end of the road.

■ With Al Unser Snr now lying joint second (with Al Jnr) in the CART Indycar Championship while 'standing in' for the still recovering Rick Mears, the latter has said that he is prepared to forego the road races to allow his Penske team mate to go for the title. Mears will race at the two remaining 500-mile events at Michigan and Pocono.

■ Ferrari were due to take in the test sessions at both the Nurburgring and the Osterreicherung this week, Johansson going to Germany, Alboreto to Austria.

■ Richard Trott has concluded a deal to run Peter Tarry's Johnson & Bailey-backed Ralt RT3 in the remaining rounds of the Marlboro British F3 series. The former British FF2000 champion has been out of action for some time, but should be competitive on his debut at the Grand Prix meeting.

■ Ross Hockenhull shook down Richard Dutton's Anglo-American Racing Reynard-Alfa Romeo 853 at Silverstone on Monday. A fourth power unit will thus be seen in the Marlboro F3 championship in the near future.

■ Dick Bennetts and Eddie Jordan have, of course, combined their expertise to run the Marlboro F3 challenge at Macau for the past two seasons, rather than it being a solo effort by EJR as implied in *Pit and Paddock* last week.



Schuppan — Trimoco drive?

■ An interesting rumour currently doing the rounds: Vern Schuppan at the British Grand Prix racing a Colt Starion Turbo in the Trimoco RAC British Saloon Car race . . .

■ At the recent Salzburgring ETC event the TWR mechanics set a new ETC record for a pit stop. Four wheels were changed, the car refuelled, plus driver change in a cool 22secs . . .

■ An interested spectator at the Nurburgring ETC event was Ron Dickson, the third Australian driver to take a look at the series in as many races. What chance a team from down under next year?

■ The funeral of David Purley will take place at Chichester Crematorium at 2pm tomorrow (Friday). A large gathering of his motor racing colleagues is anticipated.



## Duqueine's ingenuity

One car that has been attracting a lot of interest in Formula 3 is the Duqueine DQ4 which is run in the French series by Gilles Duqueine. The all-carbonfibre machine has already finished in the points on a couple of occasions this year and at Paul Ricard qualified eighth on the grid. The Duqueine design also forms the basis of the AGS F3000 chassis.

## Parsons' progress

Dick Parsons wasted little time in finding form on his first acquaintance with the latest 'flat bottom' F3 cars at Silverstone last week. After a long lay-off from motor racing, Parsons whirled his Solar-run Acorn Associates Ralt RT3 round Silverstone in a time which would have secured him the Class B pole at last month's Marlboro F3 round.

Although he does not currently have an entry for the British GP supporting race (having not competed in a previous 1985 round), Parsons is likely to take some beating with the ex-Cathy Muller chassis when he returns to the fray.

# Jones and Berger at Hockenheim

Alan Jones and Gerhard Berger, joining the World Endurance Championship for the first time at Hockenheim this weekend, will bring the number of current Grand Prix drivers participating in Germany's biggest sports car fixture to 10, the highest for many years.

The 1980 World Champion has decided to take in a few sports car races so as to get his hand in prior to making his Formula 1 comeback for the Beatrice team at Monza in September. At Hockenheim, Jones will partner Klaus Ludwig in the Le Mans-winning Joest/New Man Porsche 956B, while Paolo Barilla transfers to the sister car with 'John Winter'. Berger will join Walter Brun in one of his teams trio of Porsches, lining up alongside team mates Stefan Bellof/Thierry Boutsen and Oscar Larrauri/Massimo Sigala.

The main interest at Hockenheim, however, will centre on the world debut of the new Jaguar XJR-6, which will be launched to the press.

At the head of the ADAC 1000 Kms entry will be the factory teams of Rothmans Porsche and Martini Lancia. Peter Falk's twin 962Cs will be crewed as usual by Jacky Ickx/Jochen Mass and Derek Bell/Hans Stuck, while Cesare Fiorio's LC2s will be raced by Riccardo Patrese/Sandro Nannini and Bob Wollek/Mauro Baldi. The works Porsche team will be seeking to extend its lead in the Teams series (of which Hockenheim will be the fourth round).

The Kremer team will field only one of its privateer Porsches, the Liqui Moly 962C for Manfred Winkelhock/Marc Surer, but has entered its faithful Kremer CK5 for Kees Kroesmeijer/TBN. David Hobbs will have his first outing as partner of Jonathan Palmer in the Canon Porsche (see separate story), and the final 956 will be the Obermaier team car for Jurgen Laessig/Hervé Regout.

The Cheetah Aston Martin will be there for John Cooper and Tiff Needell and, this race also being a round of the German national championship, the Kumsan Tiger team has entered Jan Thielke/TBN in the Cosworth powered Zakspeed C8. Kosmik Racing's Porsche 956 engined March 84G, now owned by Costas Los, will be co-driven by Christian Danner and Mikael Nabrink, and a surprise on the entry list is Dorset Racing's Dome-Cosworth, completing the Group C1 line-up, to be driven by Tony Birchenough/Martin Birrane.

A C2 entry of 18 cars reflects the healthy state of this class, with cars from Ecosse, Spice, Tiga, Alba, Gebhardt, Chevron, Rondeau and others. Full report next week.

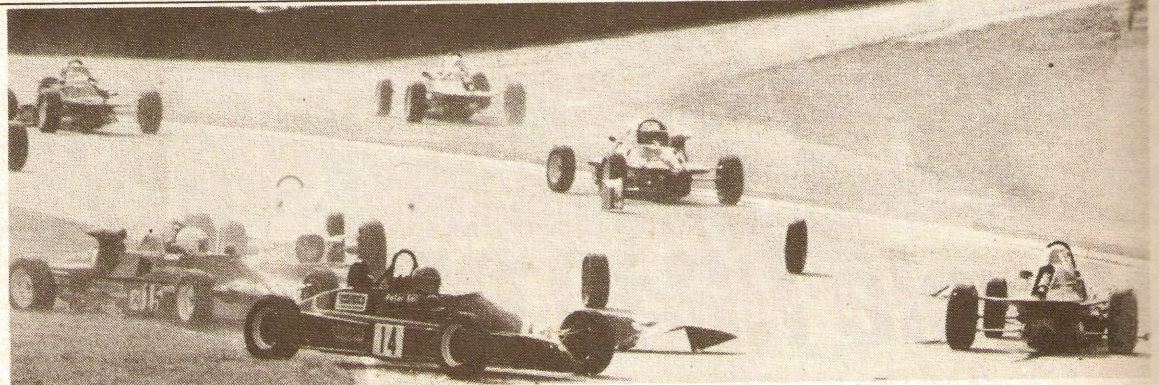
Berger — Group C debut

## WEEKEND SPORT

### INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Jul 13 Nashville (USA)	NASCAR Winston Cup Grand National Championship <i>Greg Sacks gave everyone a shock at the recent Firecracker 400 at Daytona, taking his Chevrolet Monte Carlo to victory over Bill Elliott's Ford Thunderbird. Elliott though, will be looking for revenge.</i>
Jul 14 Hockenheim (D)	FIA World Endurance Championship: German F3 Championship; German Sportscar Chmpshp <i>World Endurance: see Pit &amp; Paddock. Volker Weidler has turned the German F3 series into his own personal property of late and it is difficult to envisage anyone heading the Martini. Nissen seems to be the best runner-up.</i>
Jul 14 Enna-Pergusa (I)	Marlboro Italian F3 Championship <i>The Dallara chassis is dominant in Italy at present, but recent mutterings suggest that Maurizio Sandro Sala may soon venture there with a VW motivated Reynard. That may change a few things, but meanwhile, Monza Lotteria victor, Franco Forini is a good bet to extend his championship lead although don't underestimate Fabrizio Barbazza.</i>
Jul 14 Mid-Ohio (USA)	SCCA Bendix Transam Championship <i>Which of the Mercury Capris will take victory this time out? Willy T Ribbs must start as the favourite.</i>
Jul 14 Michigan (USA)	IMSA Camel GT Championship <i>Can anyone beat the Lowenbrau Porsche 962 of Derek Bell and Al Holbert? Their recent form has been impressive, but the Group 44 Jaguars will be trying hard. Watch out for Drake Olsen too . . .</i>
Jul 14 Brands Hatch (GB)	EFDA Euroseries FF2000. EFDA Euroseries Sports 2000. Euroseries FF1600 <i>Bertrand Fabi is unbeaten in European FF2000 to date, with a fine hat-trick adding to his dominant British form. Things may become tougher for him though — Martin Donnelly is Reynard 84SF mounted again should not be discounted at the Kent venue even if he is lined up on foot. Peter Hardman too, will pose a threat, with the best European challenge likely to come from rapid Dane, Henrik Larsen.</i>
Jul 21 Silverstone (GB)	FIA Formula 1 World Championship, Marlboro British F3 Championship, Trimoco British Saloons
Jul 21 Michigan (USA)	CART PPG Indycar World Series
Jul 21 Croix-en-Ternois (F)	French Touring Car Championship
Jul 21 Diepholz (D)	German F3 Championship; German Touring Car Championship; German Sportscar Championship
Jul 21 Elkhart Lake (USA)	Walker Can Am Championship
Jul 21 Pocono (USA)	Nascar Winston Cup Grand National Championship
Jul 21 Brainerd (USA)	SCCA Bendix TransAm Championship

### NATIONAL RACING



DATE/VENUE	EVENT/DETAILS
Jul 13 Cadwell Park nr Louth, Lincs	Northern FF2000, Northern FF1600, Pre '74 FF1600, Formula E FF1600, Northern GTs, Pre '65 Saloon Car Challenge <i>Alister Lane is proving almost invincible in the Formula E series, but Bob Berridge will be out for a win in both that and the Pre '74 counter. Racing from 1.30 pm.</i>
Jul 14 Donington Park nr Castle Donington, Leics	Trimoco British Saloons, Donington Superguard FF2000, Motoring News Transnational GT championship, ATAC Challenge <i>The Trimoco series could do with more front-running contenders this year as Andy Rouse's Sierra turbo seems to be the class of the field at the moment. The corresponding Brands fixture may deplete the FF2000 field somewhat, while Jim McLaughay will be out for the Transnational GT spoils with the Lancia-Toleman. Racing from 12.05 p.m.</i>
Jul 14 Mallory Park nr Hinckley, Leics	Monoposto and TUK Kent championships, Prodsports, Duckhams Road Saloons, Uniroyal Prodsaloons, Monroe Prodsaloons, Pre '57 Saloons <i>Derek Wileman was excluded from last week's Duckhams Road Saloon event and will be out for a clean cut win, while Colin Blower will hope to bring to an end his recent run of bad luck in the Uniroyal event. Racing from 1.30 p.m.</i>
Jul 14 Cadwell Park nr Louth, Lincs	750 MC FF1600, F4, F Vee, F750, F1300, Sports Cars, TR Challenge <i>The second meeting in two days will keep Lincolnshire enthusiasts happy and the 750 MC will doubtless administer the meeting in usual efficient fashion. Racing from 1.30 p.m.</i>
Jul 14 Brands Hatch nr Fawkham, Kent	RAC/TT FF1600, Racing Displays FF2000, B&Q Sports 2000, Fiestas <i>A superb meeting at Brands should not be missed by all Ford enthusiasts. Fabi, Donnelly and Hardman should battle out the Racing Displays event, while Bancroft and Hill will be out to win the RAC/TT event on home soil.</i>

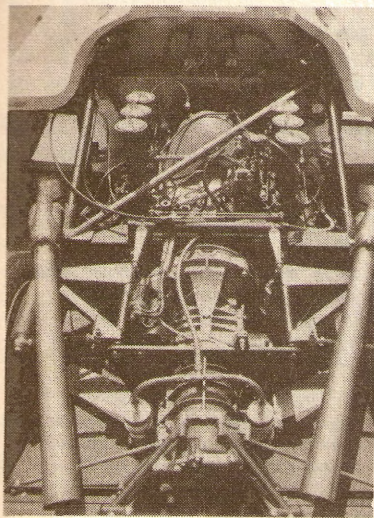
### OFF TRACK

DATE/VENUE	EVENT/DETAILS
Jul 13/14 Harewood	RAC British Hillclimb championship, round 9 <i>Chris Cramer took the Gould-Hart to its first victory at the last round, can they repeat this feat?</i>

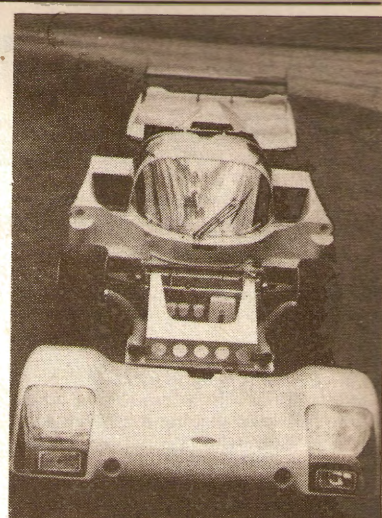
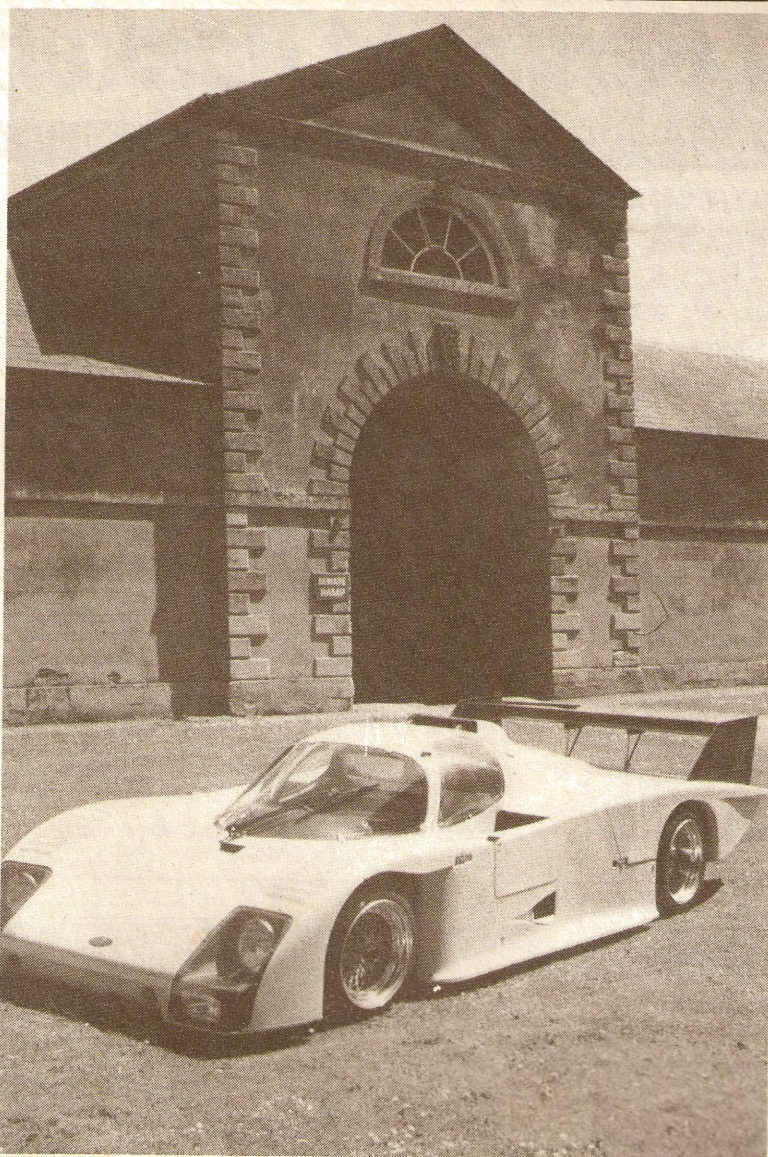
Secretaries of the Meeting are requested to send details of forthcoming events to Tony Dodgins, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



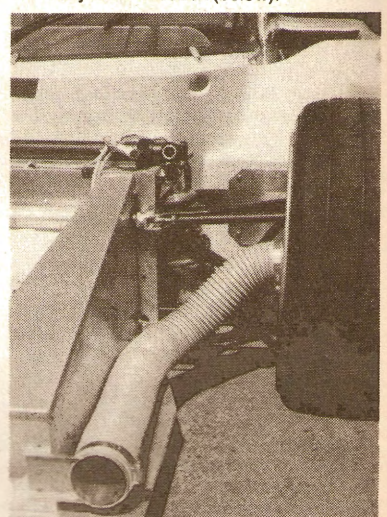
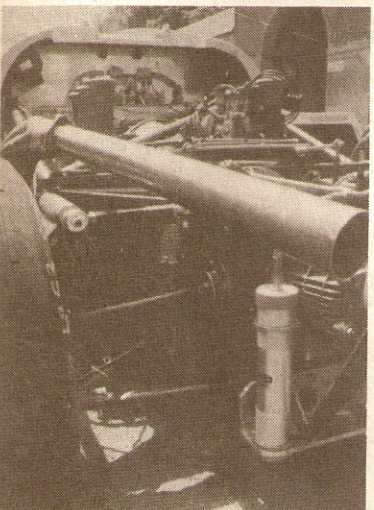
BY MARCUS PYE



The new Royale RP40 (right) features a tubular engine bay (left), the Porsche engine/transmission installation requiring extensively revised rear suspension geometry (left and below).



Beautifully constructed by JQF's team, the IMSA GTP/FIA C2 chassis embodies fine detail work on a neat design (above). Front suspension on the RP40, with brake ducting on honeycomb nosebox (below).



## Royale RP40 GTP

The first Porsche-engined Royale RP40 GTP car was completed at JQF Engineering's Towcester base early this week. The sleek yellow coupe was promptly air freighted to Puerto Rico for its owners, the Diman Racing Team of Diego Febles, Mandy Gonzales and Chris Marte. Following an acclimatisation programme with the car, the team will base itself in Miami, Florida, to contest the remaining rounds of the Camel IMSA endurance racing championship. A second machine will follow, pending the confirmation of further sponsorship funds.

The attractive machine bears a strong family resemblance to Royale's existing Cosworth, Buick and Mazda-powered cars, formerly marketed in the USA as the Argo JM16. Indeed the basic concept is similar, but the chassis has been extensively reworked and developed to accept the 3-litre flat-six Porsche 911 engine (in normally aspirated form) for the 700kg Camel Light IMSA class.

Engineered by Mark Parish and Mick Woolley of Jon Fisher's concern, under the direction of designer Nigel Stroud, the Porsche-powered RP40 is broadly similar to previous chassis forward of the rear cockpit bulkhead, although many detail changes are evident.

Whereas the other engine options are carried by a pair of integral aluminium

pontoons on the back of the main three quarter length monocoque tub in the older cars, the design and installation of the wide Porsche power unit and its inverted Type 915 five-speed transmission require a unique fitment, which Febles and Gonzales personally supervised in England.

Substantial fabricated chrome moly tubular engine frames locate the air-cooled horizontally-opposed Stuttgart power unit and will henceforth be available to accept a wider range of engines on new RP40s. Because existing suspension cannot be hung from the Porsche transaxle, entirely new rear suspension has been designed for this car, and the wheelbase has been extended by 4ins.

The project was started in March, around the first JQF-produced Royale tub — the Easton Neston company now makes the Anglo-American *marque's* Sports 2000 chassis incidentally — and embodies craftsmanship of the highest quality throughout. The aluminium honeycomb monocoque is superbly finished, as is the componentry.

Rather than being angled atop the Hewland gearboxes, the rear Koni spring/gas damper units are mounted vertically, inboard beside the drivetrain. Pullrod operation is featured with adjustable rising rate geometry. The top

rockers are sandwiched between a sturdy magnesium engine/gearbox adaptor and a heavy duty aluminium rear plate. Uprights are magnesium all round.

While the rear track dimension of the Royale-Porsche remains at 54ins, the front has been widened by 2ins to 58ins on all RP40s. A double wishbone system is fitted, also with pull-rod operation. Front and rear upright castings, and axles, are very similar, for efficiency and reduction of running costs. Rack-and-pinion steering is by Chinell.

BBS 16in split rim wheels are specified, shrouding outboard AP 12.4in four-pot ventilated disc brakes, with aluminium calipers. AP have also supplied the built-in air-jacking system.

### Porsche power

The engine itself develops around 320bhp in Camel Light trim — for which one set of holes in the twin-plug heads must be blanked off — and should be a reliable and competitive proposition. Naturally, the problem of engine water-cooling does not arise with the car in this guise, so the Serck engine oil cooler is situated at the back of the right hand pod, its opposite number ducting air into the engine bay. The exhaust system is a work of art, the 3ft long primary pipes meeting in twin 'stinger' megaphones.

The bodywork, in carbon fibre and Kevlar, has been remodelled by Alan Barratt of Norwich, and incorporates an engine bay undertray with detachable venturi tall section in the same material. The air tunnels start beneath the rear bulkhead casting and extend, largely unimpeded by the rear suspension. A full-width carbon fibre wing is mounted on sideplates on the tail.

Driver safety is well attended to, from the deformable honeycomb nosebox to the neat engine firewall which isolates the cockpit from the power plant, and deadens its noise. The pedal box sits behind the centre line of the front wheels and crushable side pods protect the driver cell from impact. Lifeline fire extinguisher system and Willans harnesses are a standard feature, as are aircraft quality switches and fully Aeroequipped brake, fuel and oil lines.

Attention to detail is reflected in all aspects of JQF's engineering of the project, from the overall fit and finish of the components to the superbly wired electrical system, all of which inspires confidence in the integrity of a well-designed product.

The Royale-Porsche, and derivatives of the RP40 theme, deserve to be as popular and successful as their predecessors which are already highly regarded for their strength, durability and competitiveness.

Royale USA is offering Group C2 versions of the car for European and WEC use, for which enquiries should be directed to Alan Cornock at the British office, on (0480) 860020.



# David Purley



David Purley GM—paratrooper, racing driver, aviator, diver, daredevil and bar—is dead. The 40-year-old Sussex man, heir to the family Lec Refrigeration business, lost his life on Tuesday July 2 when his beloved aerobatic aircraft inexplicably plunged into the sea off Bognor Regis, his home town. Purley positively revelled in living dangerously, surviving horrifying incidents in racing cars, planes and the Army, but, like the cat who had exhausted his penultimate life, the man they called the great survivor could cheat death no longer. A very experienced pilot, David had been flying light aircraft for 23 years.

David's uncanny sense of self-preservation and presence of mind was first called into play during his stint in the services. Jumping from a Hercules transport plane for the first time, he suffered partial parachute failure and was forced to descend to earth atop the canopy of a fellow trooper...

But it is for his motor sporting achievements that David Purley will be most fondly remembered. As one of the last genuine privateer entrants in Formula 1. As the human being who survived the world's greatest recorded G-forces in an accident: his car decelerated from 108mph to zero in 26ins during qualifying for the British Grand Prix at Silverstone in 1977, David sustaining a momentary 179.8G, says the *Guinness Book of Records*. And, inevitably, as the man who battled in vain to release his friend Roger Williamson from his fiercely burning car in that scandalous Dutch GP of 1973. It was for this single-handed rescue attempt, in the face of perhaps man's most feared enemy, that Purley was accorded the George Medal for bravery.

What David may have lacked in ultimate 'natural' driving talent, he compensated twofold with courage, the hallmark of his life both on and away from the racing arena. Yet he insisted that he was not totally fearless, as many of his rivals suspected. Purley had a healthy disdain for the clinical, stereotyped modern racing tracks, preferring to race on the more challenging, and dangerous, street circuits like Chimay, Rouen and Macau, where he excelled. He was not, of course, anti-safety—rather, not particularly interested in it.

A hat trick of F3 victories on the wild Belgian roads of Chimay testify to David's bravado, and that gutsy head-down style in the familiar dark blue Lec cars. "I think you have to be a little bit frightened to drive a racing car properly," Purley would say on many occasions. "I used to be very frightened there, it was a terrifying place, but I got tremendous satisfaction from driving there. It was on public roads, and very quick (with little in the way of safety precautions) but that, to my mind, was what motor racing was all about. I simply believe that people obsessed with personal safety should never become racing drivers in the first place."

David started his racing *alter ego* in 1968 as a result of his friendship with Derek Bell. When his AC Cobra was badly damaged at Brands Hatch, he replaced it with a Chevron B8 sports car, progressing thence to single-seaters which were to occupy him until 1980, when he decided that the cost of his personal motor racing had become too much for the company to bear. He then sought his thrills in the air, with one of the Pitts Special aerobatic planes.

Purley was a successful competitor in F2 (claiming pole position for his second race) and made his Grand Prix debut in 1983 with a hired March amid a season of British Formula Atlantic competition. More F2 followed before F5000, and MCD's subsequent 'Group 8' series,

beckoned back home.

David emerged as ShellSport International champion in 1976, with the unique Chevron-Cosworth GA B30, then commissioned Mike Pilbeam to design his own Lec F1 chassis (designated CRP1 in deference to his father Charlie) for a proper entry into Grand Prix racing.

A brief moment of glory at the head of the sodden Belgian GP field was soon followed by his disastrous Silverstone shunt. David's legs were shattered, as was his pelvis and ribcage, and many other fractures left him in a critical condition. Revived by the expert rescue crew, his life hung in the balance for some days. Many lesser men would have died. Purley's incredible physical fitness prior to the event and his will to survive, pulled him through, to face months of corrective

surgery.

During his recuperation, David had a couple of outings in club events, and thrilled thousands of spectators by taking the second Lec F1 chassis to the Speed Trials on Brighton sea front. He returned to the circuits with that, and later a Shadow DN9B, to contest the 1979 British F1 championship, in which he proved beyond doubt that his enjoyment of motor racing was undimmed.

Since his retirement from regular competition, David had devoted more of his time to Lec, in Bognor, and to his family. He also became a popular and highly respected member of the BARC Council, in his endeavour to put something back into the sport—something which too few of today's stars seem able, or willing, to do. Purley's final major race

was the Thundersports event at the British GP meeting last July, when he renewed his formerly successful link with the Chevron *marque*.

David relished challenges, and he packed his life with them, living each and every day to the full. Wealthy, but unaffected, Purley's story would not look out of place in *Boy's Own*. He was a gentleman among drivers, and a driver among gentlemen, and we shall miss his cheeky smile, his finely developed sense of humour, his *joie de vivre* and his company.

David Purley GM was unique and is irreplaceable. To his wife Gail, three children (two by his first marriage) and his devoted parents, AUTOSPORT can but offer its sincere condolences.

MAWP

11

# Yet more date switching

When we wrote, only two weeks ago, of 'Calendar chaos', we hardly imagined that FISA would make yet another change to the date of the Shell Oils European Grand Prix at Brands Hatch. Yet this is precisely what FISA has done: the date has been moved from September 22 to September 29, and now on another week to October 6.

This fantastic display of vacillation, remember, has been made by an organisation that professes itself determined to create a stable motorsports environment in which race promoters, organisers, teams, sponsors and the entire racing industry may plan ahead with confidence.

## Change for the better

At the recent FISA Executive Committee meeting, there was a suggestion that the European Rally Championship would be coming under review shortly, with a view to a possible change of format for 1987. Such a move is not before time and there will be few who would object were the series to be dramatically trimmed.

Currently standing at just over 50 rounds, no driver is capable of committing himself to an appearance on every event, even if there were no date clashes. It was noticeable that, in Ypres, only Jimmy McRae was present out of the top drivers. It would be possible for someone to win the title

This useful objective has been forgotten in FISA's rush to pander to the immediate so-called needs of a Formula 1 World Championship which the public at large is only now beginning to take seriously after the almost suicidal acrimony of five years ago. The impression given by these absurdly late date changes is that FISA does not understand the very extensive ripple effects of its actions. And we are astonished by the revelation that the governing body apparently does not care about the effect on the teams and promoters who are attempting to make a success of its own FIA World Endurance Championships.

We repeat we despair that FISA will ever learn . . .

without ever seeing the man who finishes second. This clearly goes against the spirit of rallying on all counts.

Therefore, a trimmed championship with perhaps just 20 events (based on the current coefficient 3 and 4 rounds, coupled with a geographical spread) would offer a more interesting, financially viable and far more promotable series.

Currently, the series is merely a means to an A-seeding for the top five drivers. The title of European Champion should be something to shout about but, the way things are at the moment, the public may not know who becomes the 1985 champion and, worse, may not even care.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH THE OPINIONS OF READERS

### Regular support

May I through the columns of *AUTO-SPORT* implore your readers to support our campaign. The most painless and effective way by far would be to obtain a standing order form from me, complete and return the form and for as little as £1 a month membership would be renewed annually in January.

Surely there isn't a single reader who would miss such a small amount on a monthly basis and yet for us it would mean a regular monthly income of thousands. With such support we would be able to set up a complete scholarship scheme for young British drivers and thereby ensure that we have the means to promote future Martin Brundles and Jonathan Palmers into Grand Prix and Group C racing.

Anyone witnessing Brundle's heroic drive in Detroit in a non turbocharged car or Palmer's and James Weaver's equally heroic drives at Le Mans in a privately entered Porsche, must by now have realised the important role 'Racing For Britain' played at a very critical stage of their careers. They obviously had the talent but we were able, thanks to public contributions, to supply a crucial ingredient, finance.

It would be possible to have a car in each of the single seater categories purely for drivers with talent and decked only in Racing For Britain colours, without any sign of commercial sponsorship if only everyone interested in our sport would part with just £1 a month.

Forget the discounts and concessions

on offer, forget the free quarterly colour magazines you will receive in return, for now simply think "will I miss £1 a month?"

STEVE SYDENHAM  
*Racing For Britain*

### Unjust exclusions

It was obvious to anyone with sight who stood anywhere in the vicinity of Snetterton, let alone Russell Bend, that all of the first 10 finishers were using the kerb, "to gain an advantage", during the meeting on Jun 23. The penalisation of the first three finishers is a very unfair and unprofessional way of enforcing a rule that, at best, is used in an inconsistent and disorganised way at most circuits.

Much as the traditionalists may moan (and I know that marshals and observers are unpaid and do a great job), FF1600 has long ago lost its innocence as a formula for the amateur driver who wants racing on the cheap.

The major FF championships are very professional, very expensive for the competitor, and everyone in the teams tries very hard indeed. For an official to decide that these spoil FF prima donnas needed a slap on the wrist is simply not good enough. FF racing is a big business — just think, Van Diemen could get a Queen's Award for exports this year (and Quest could get it for 1986!), and we deserve a better service than we received at Snetterton.

It is true that a lot of FF drivers have rich daddies/sponsors and are spoiled brats but you can't deny that the lap times they achieve are remarkable, and they always guarantee spectacular, fully com-

mitted racing.

One official, on hearing my moans, commented that the Clubmans drivers managed to race without going over the Russell kerbing. He did not agree with my observation that the Clubmans drivers were exactly that — clubmen, and perhaps weren't driving with the same commitment as the FF men. And, with all due respect, how many Clubmans drivers will be in F3 next year?

Anyway, if the first 10 finishers had not gone over the kerbs at Russell they would still be digging most of them out of the banking!

M C THOMPSON  
*QUEST RACING CARS*

### Nipped in the bud?

As regular spectators of car meetings at Snetterton, I would just like to say how much my husband and I enjoyed the mixed car and motorbike meeting on Jun 22/23. However, I would like to mention an incident which both surprised and dismayed me.

Posted around the circuit were a mixture of car and bike marshals. During the last race one of the Porsches came down to Riches well and truly on fire. Thankfully, the driver was quickly out and the fire was soon dealt with by the car marshals. Some of the bike marshals helped to clear the circuit, but when one couple were asked to help, one of them (a woman) replied to the effect that the car had caused the mess and it was up to the car marshals to clear it up. Her language was considerably more expressive than I have related to you, and she ended by saying that the car drivers had caused

nothing but chaos at the meeting. This I felt was very unjust having sat through the delays caused by incidents in some of the previous bike races.

To me, this callous attitude casts a shadow of doubt over the mentality of these so-called enthusiasts. The people are supposed to care about rider/driver safety. I wonder how she would have reacted had a bike race been scheduled to follow.

It may be that there are rules and regulations pertaining to this kind of incident, or perhaps one fraternity feels it is superior to the other — I don't know — but if this is the sort of narrow-minded attitude held by marshals then it doesn't look too promising for further meetings of this kind, which I must say would be a shame from the spectators' point of view.

MRS PENNY DENNIS  
*HOCKERING, NORFOLK*

### The racing fever

Concerning Gary Howell's letter about Le Mans in the June 27 issue, thank you for your explanation of the events surrounding the Kreepy Krauly March.

I was among the spectators looking on, with my 18 month-old daughter, and I can only say that the behaviour and language around me were fantastic.

I can only infer that, what with the considerable amount of money spent on ferry tickets, camping and the grandstand seats themselves, the racing fans travel not only to watch the race, but also to enjoy themselves as much as is possible. Yet after six years' continual

*AUTOSPORT, JULY 11, 1985*

attendance at Le Mans, I have never seen anything to match the controversy.

It is great to meet other British and foreign fans who enjoy the racing fever—and who can behave properly in a foreign country. It is a treat to wave the Union Jack high! I await the 1986 Le Mans with anticipation.

SUE WOOD,  
BRADFORD-ON-AVON,  
WILTSHIRE

## National fervour

The coverage of the Formula 3 race from Silverstone on BBC2 on Sunday June 9 was generally good and factual, especially in view of the fact that we had the well-informed Tiff Needell there to put 'Old Murray' right.

However, I found one comment from Mr Needell quite amazing: "Fingers crossed for Mauricio's first race win this year." This from a British racing driver, too—one who has himself come up the hard way! And we had our own Russell Spence in second place—a British driver who always gives his all.

If a British driver were to be racing in Brazil or say France, could you imagine hearing one of their commentators rooting for our driver in preference to one of theirs? Come on Tiff...

Let me sign off by saying: Fingers crossed for Russell's first F3 championship win, and then the F1 drive that he so deserves next year.

JOHN FARAN  
HALIFAX, WEST YORKSHIRE

## Scottish thanks

At the end of any rally there are many letters of thanks to be written, but most important is always the letter to the many hundreds of marshals who man the special stages during the event.

The Lloyds Bowmaker RSAC Scottish Rally is once again extremely grateful to all the marshals who gathered from all corners of the British Isles to assist us in the running of our international event. The weather was sometimes dreadful, but the marshals stuck to their task and the competitors were full of praise for the manner in which the stages were run during the rally. To everyone our most sincere thanks.

H DEWAR/J LORD  
(JOINT CLERKS OF THE COURSE)

# 10

Ten years ago this week (AUTOSPORT, July 10, 1975), John Macdonald and RAM Racing were rumoured to be entering Formula 1. The reply from the Willesden Autos headquarters was: "We might be, but I'd better say 'No comment'... I'll invite you to the cocktail party."

Meanwhile, the then F1 circus moved on to the rapid Paul Ricard circuit, where Niki Lauda was in unbeatable form, winning as he pleased. However, young chargers James Hunt and Jochen Mass (below) drove masterfully, both within 2.3 secs at the flag, Mass picking up a lap record and Jo Siffert's Prix Rouge et Blanc. In fact, had they not been held up by Jody Scheckter early on, the result could have been different.

Pit & Paddock was full of stories concerning the forthcoming British GP at Silverstone, such as Mark Donohue finding a fair turn of speed in a brand new March 751... While, looking further into the future, a young Adrian Reynard was to be found designing an F1 chassis at Hawke Cars for BAF. It was rumoured to be equipped with hydrolastic suspension... And current CART star, Geoff Brabham was starting to come good down under...

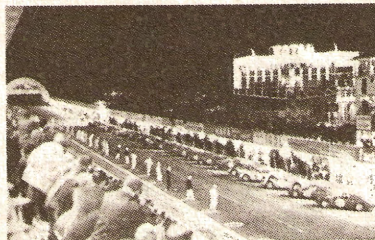
Others racing both then and now included Geoff Lees and Mike Blanchet, who finished 1-2 in the National Organs FF1600 final at Silverstone, and current Formula 4 stalwart Bob Davis, who was busy taking the F1300 laurels at Brands Hatch, again in his own chassis.



# 20

Twenty years ago this week (AUTOSPORT, July 9, 1965), the major story concerned the amazing result of the Rheims 12-hour race, Ferraris taking the first four positions: "A Ferrari had to win it and it had to be one of the three P2s." Consternation about the long straight and high speeds of the 5.519-mile circuit was shown in no uncertain terms, the 1955 Le Mans disaster in mind.

The start (below) was brought forward to 11pm—"An unlikely thing to be doing at 11 o'clock at night," commented Jack Sears. Early on, Langlois van Ophem's Ferrari 250LM crashed, killing two marshals. Graham Hill's 4-litre 330 P2 led for much of the first half, but after many lengthy pitstops by all the leading contenders with major engine faults, including Hill (who dropped out after a steady deterioration of his engine during the 10th hour), the 250LM of David Piper took the lead, a lap ahead of Pedro Rodriguez. Throughout the race, the lap record was slowly eroded, brought down to 2m18s by John Surtees in the final stages. With only one hour to go, Piper's



luck ran out, with a broken brake pipe and a disintegrating gearbox; he took fourth place behind the victorious Rodriguez/Jean Guichet car, which averaged 122.45mph over 28 laps.

Elsewhere, at Monza in the Lottery Grand Prix, a Formula 3 slipstreamer where any one of 10 cars could have won, went to Picko Troberg who snatched victory by three yards.

Back in England, we were previewing the 18th British GP at Silverstone. But, sitting squarely on the fence, we added: "It's pointless to try to foretell what will happen in the Grand Prix, for occurrences in the world of motor sport are impossible to predict accurately."

# 30

Thirty years ago this week (AUTOSPORT, July 8, 1955), *Sports News* reported the cancellation of the German GP due to be held at the Nurburgring. The decision of the German Automobile Club centred around fears that safety improvements for spectators could not be completed in time for the race, and in the light of the Le Mans tragedy, cancellation was the only option. Three weeks before the scheduled date, the circuit's board of directors were not amused. Today, they cancel GPs on the day!

Jean Behra won the fifth Grand Prix of Portugal at Oporto in a 3-litre Maserati, lapping the entire field en route to a convincing win. Masten Gregory was second while Duncan Hamilton kept the

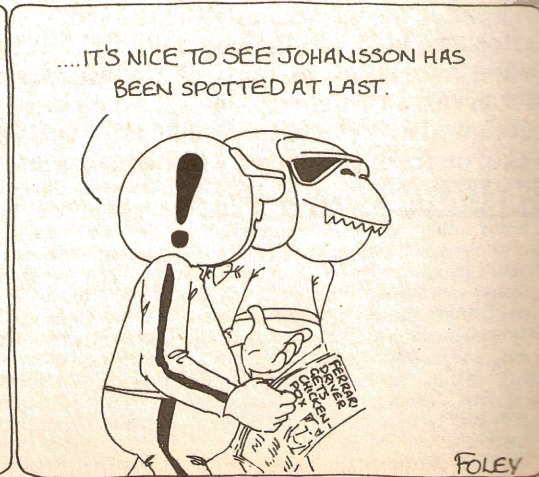
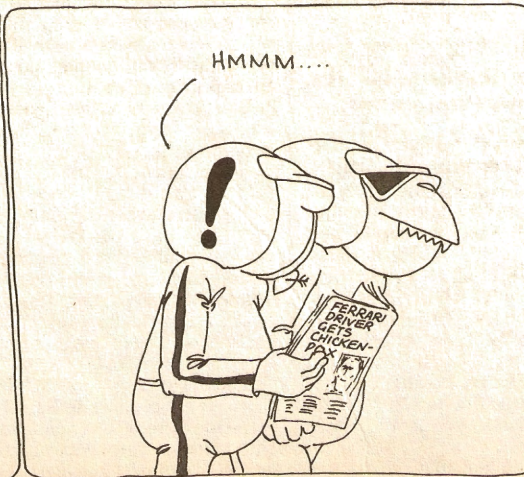
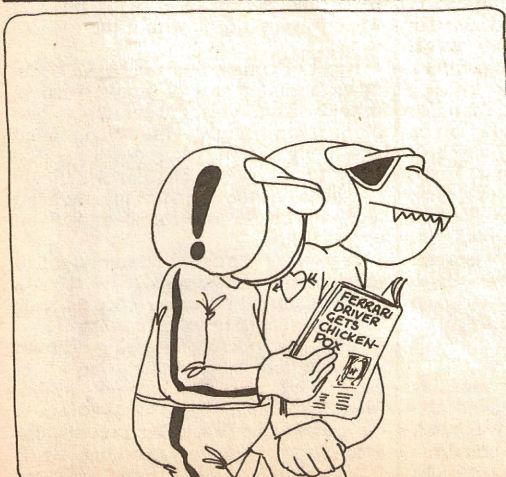
British end up with third place in his D-type Jaguar.

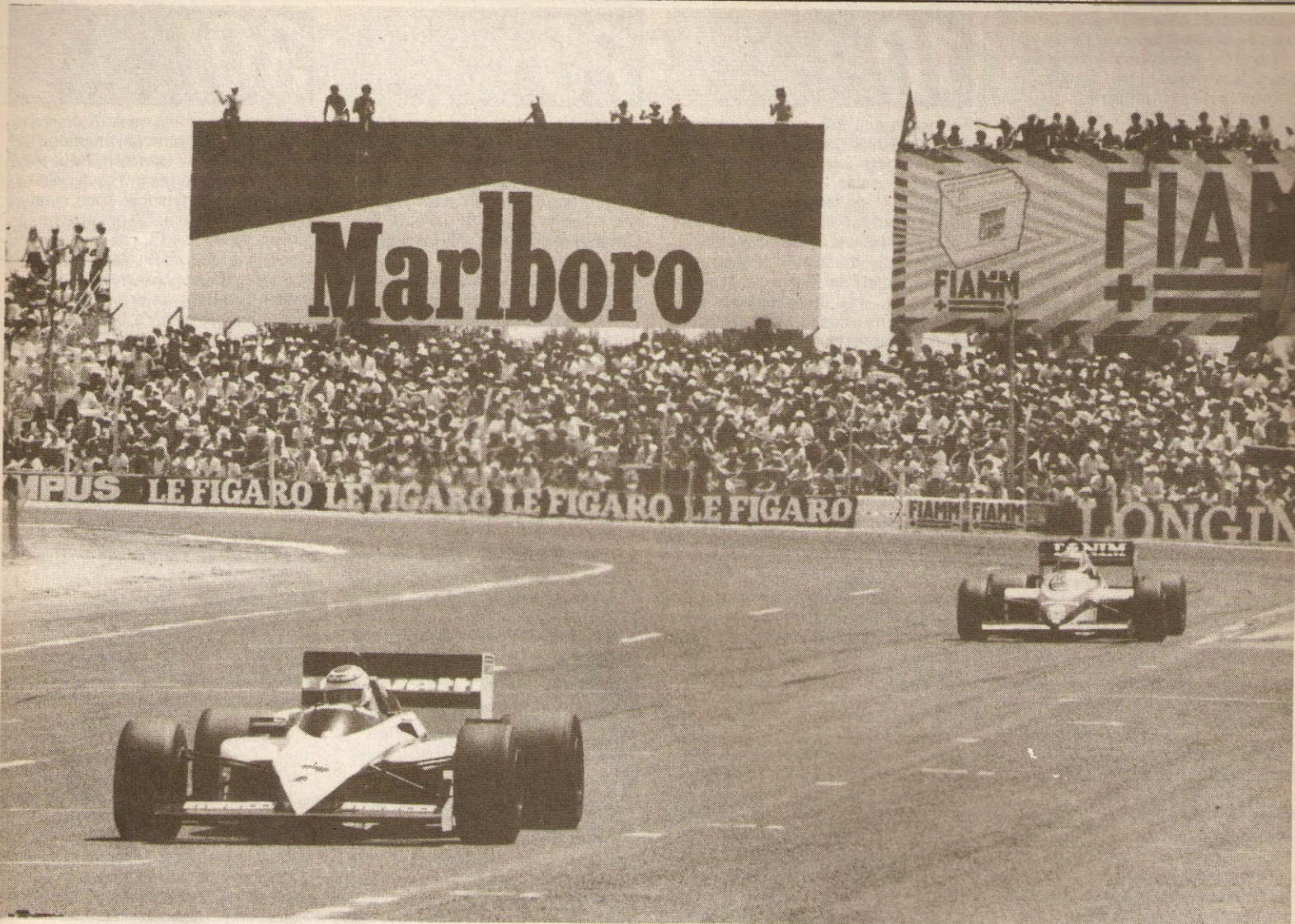
Cliff Allison won the first F3 race to be held at Olivers Mount, Scarborough in his Mk 8 Cooper. Thirty years later, son Michael has been awarded a public race in a Van Diemen FF1600 car as a result of winning the June Driver of the Day award at the latest Silverstone Racing Club closed meeting. Is he, too, on the way to F3 success? £140,000 may prove something of a stumbling block.

An interesting letter in the magazine's *Correspondence* columns lamented the extortionate price of a Grandstand ticket for the Aintree British GP. The most expensive was 45 shillings (£2.25 for those of you younger than around 20) with Silverstone held up as a shining example with their charge of 30 shillings. I wonder if the writer will be at the Northamptonshire venue on July 21?

In the same columns, one reader was curious to discover what this new Formula 36 (above) was?

## CATCHPOLE BARRY FOLEY





Having passed Rosberg's Williams-Honda at the double right-hander Beausset, Nelson Piquet, with Pirelli-shod Brabham-BMW, was never headed, taking a most welcome victory.

# Some like it hot . . .

Through all the tribulations of the year Piquet always maintained that fast tracks and high temperatures would bring him back to contention. Just as he kept faith with BMW in the difficult early days, so he has with Pirelli.

In the heat of Provence there was no problem in getting the fronts up to temperature. Along the Mistral straight there was no problem in dealing with all but the Williams-Honda. Nelson was third on lap one, second on lap seven, first on lap 11. Thereafter no one seriously threatened.

Rosberg led from the pole initially, but the tyre choice was wrong and he spent most of the afternoon fending off the McLarens. Prost got by finally, even closed on Piquet a little, but slowed with electrical problems towards the end — allowing Keke, on fresh tyres now, to take back second on the last lap.

## QUALIFYING

A room with a view. As I began this task two weeks ago I looked out at Detroit's haggard evening skyline. This time my balcony overlooks the beach at La Ciotat, much more of a Noel Coward setting. The late afternoon sun is still warm, and a few yards away a pretty French girl is almost wearing 50% of a bikini. Some aspects of life in this country are pleasingly *al fresco* still. For me it has a slight edge over Motown.

There is also a pleasing light breeze,

which is more than can be said for the dust bowl of Paul Ricard, higher in the hills. For two days I have watched them pounding round there, jinking at unbelievable pace through the left-right Verrerie after the pits, which bears some resemblance to the Masta Kink of the old Spa-Francorchamps (without the houses, of course. . .). Ricard is not much of a Grand Prix circuit, but this section — taken absolutely flat by the men and cars of class — is worth the entry price alone.

I have also watched them down the

interminable Mistral straight, where the cars run at peak revs in top for close to half a minute. Some were nudging 210mph on the approach to Signes, the dreaded right-hander at the end. And this makes less of an impression. Obviously they are moving along, and you hear the hard drone of turbo engines on full noise for quite a while. But after a few minutes it ceases to register —

— until something goes wrong. When that happens order is suspended. A car in trouble seems somehow to leap forward, accelerating rather than slowing. It is a curious phenomenon.

The drivers hate the Mistral, for much the same reasons that the Le Mans people dislike Mulsanne. It is sheer, numbing, speed for the sake of it. There is little reward for the driver (unless he has a horsepower advantage). He sits there and he holds the wheel straight, waiting, waiting for Signes. It was here, three years ago, that the Mass-Baldi accident occurred, the German's March finishing up on its back, on fire, in a spectator area. No one quite understands how no life was lost.

And it was here, too, that on Saturday morning Nigel Mansell survived the worst moment of his career. Life is harsh with him just now. Already in considerable pain from the heavily-strapped right

wrist (legacy of the Detroit shunt), Nigel did a fine job on Friday afternoon, setting seventh best time in the Williams-Honda, less than a second from Rosberg despite being undergeared.

Late on Saturday morning Mansell was out on a full tanks run with Goodyear Bs. A couple of yards before Signes the left rear tyre exploded with the sound of a Howitzer. Almost immediately that corner of the car began to break up, and when it went it took with it the FW10's wing.

Nigel of course had the brake pedal down hard, plumes of smoke wisping from the front tyres. Fortunately — and perhaps surprisingly — the car continued absolutely straight where Signes curled away to the right. The car seemingly brushed aside the catch fencing, then slid along the guardrail before coming to an eventual stop.

For a while the driver remained still in the cockpit, head slumped to the left. As the Williams hit the catch fence it seems that a particularly solid plastic pole — torn from its concrete mounting — broke away the left front corner. The wheel came back into the cockpit, hitting Mansell's helmet a huge blow. Briefly it looked bad, and Frank Dernie, out there doing corner times, was very concerned.

"I think he's all right," Frank Williams

said a little later. "He was unconscious for a time, but he's talking now, although not very coherently. Professor Watkins has seen him, and he's being taken to Marseille for some tests."

In the afternoon Nigel was himself able to speak to this team by 'phone from the hospital. They had done a brain scan, he said, as well as other tests, and there was no cause for alarm. He was rather more than fortunate to come out of a 180mph accident with concussion and shock, and there was considerable relief through the paddock. There was, Frank said, absolutely no chance of his driving in the race.

Immediately after Mansell's accident Williams called in Rosberg. The cause of the accident had not been firmly established, and one suggestion was that the wing had come away. (It had, of course, but this was effect rather than cause.) Soon it became clear that tyre failure had triggered everything, but by then the session was all but over, and Keke took no further part in it.

The precise cause for the tyre explosion was another, separate, question. The day was extremely hot, the Mistral extremely long, the Williams fuel heavy. Had a combination of these factors been responsible? Was it simply a faulty tyre? Lee Gaug of Goodyear made no attempt to disclaim responsibility. A quiet and wise man, he thought the most likely cause of the failure was a slow puncture picked up earlier in the lap. "You have to remember," he explained to Rosberg, "that at the sort of speed you're doing on that straight, the tyre could be down to five or eight pounds and you'd never know it."

There was, in any case, no question of any panic among the Goodyear runners. It happened, as these things occasionally do, that's all.

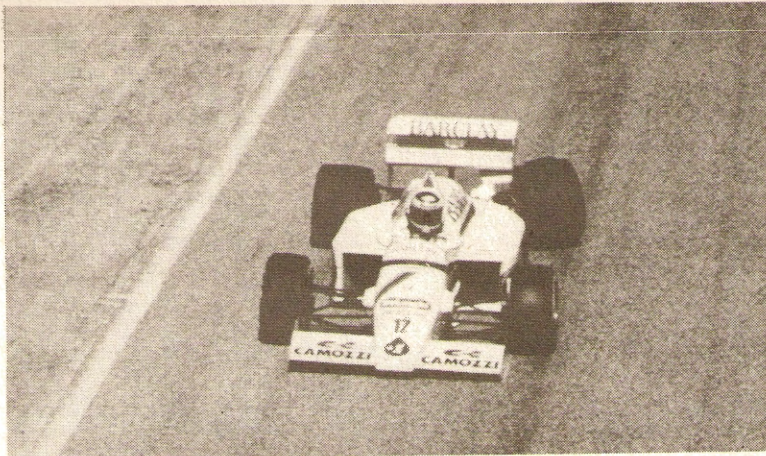
On the opening day Keke had been second fastest to the almost inevitable Lotus-Renault of Ayrton Senna, but he had felt quite confident there was more to come. "Here there's no question of using anything but qualies — not like Montreal or Detroit. The problem is that it's quite a long lap, and it's hot. Second fastest today is not too bad because the tyres were gone for the last quarter of the lap. I just need to get the car balanced a bit better, and maybe they'll live for a whole lap."

You or I might have gone into the last session a little mindful of Mansell's accident. It would have been illogical, but perhaps natural. Which is why you and I are not Grand Prix drivers. Rosberg was concerned for his team mate, obviously, and had been keen to find out why the accident had happened. Once it had been established, he put such thoughts from his head and went to work.

Keke's qualifying laps on Saturday were stunning. You watched Senna or Prost through the flat-out Verrerie swerves, and it was clear that their cars were working with them all the way, but Rosberg's ride — perhaps amplified by the driver's darty style — looked less secure by far. The car didn't exactly lack grip; it simply gave the impression that, given half a chance, it could be wilful. Keke never gave it that chance. He improved substantially on Ayrton's Friday mark, and the Brazilian, who blew up on his second and decisive run, was not able to respond.

"Today I just decided to go for it," Rosberg grinned. "The tyres didn't last the whole lap yesterday, so I thought I might as well make up as much time as possible in the first half of the lap. Like before, they didn't last, but the overall lap worked out." Given the recent birth of his son, the Honda transformation and victory last time out, Keke was in fine spirits.

As in Canada Senna had therefore to



A frightening moment for Gerhard Berger, the Arrows's suspension breaking down the Mistral.

settle for second on the grid. On Friday he had been quickest, but was not completely happy with his own performance. "I missed a gearchange on my first run, and at the end of the lap the tyres were still in good shape — so obviously I wasn't driving hard enough," he said, typically analytical. "The second run was better — I was flat out. No problems, really, except that the wind at Signes made the corner difficult, all the time trying to push you off the road."

Ayrton's right hand, whipped by the steering wheel in his Detroit shunt, caused him no concern. There was still pain from it, he reported, but he was oblivious of it while driving.

On Saturday afternoon he made a supreme effort to reclaim his pole from Rosberg, but the heavily-boosted EF4B let go in the course of his second run. "That's the first engine I've blown up in qualifying," he grimaced. "Went in the last quarter of the lap — and I think I was on a good one . . ."

Still Senna was not too dissatisfied. "It would be great," he concluded, "if Keke and I could have a race like we had in Montreal — only for the lead this time. I'm looking forward to the race."

His team mate was much less enthralled with life. On Friday de Angelis — running an EF15, less effective than the older Renault EF4 for qualifying — was thoroughly dissatisfied with his horsepower and set 'only' sixth best time. There was, I understand, something of a Roman paddy afterwards . . .

Despite failing to improve on Saturday (generally reckoned to be a slower day, given greater heat and shifting winds) and dropping a further place Elio was

happier, sure of his race setup and confident of another high finish. "I feel this will be a tough race. For sure a lot of retirements — all that flat out straight in the heat. I'm not too worried about starting seventh."

On Friday Ferrari were in terrible trouble. There were new cars for

**ROSBERG: "Here there's no question of using anything but qualies — not like Montreal or Detroit . . ."**

Alboreto and Johansson, which had slightly revised monocoques (giving easier access to the front spring/damper units) and new front suspension geometry. It was this last which caused the problems.

"Terrible understeer," Michele said after setting only the 11th best time on the opening day. "I expected to come here and qualify in the first three, but . . . the car was terrible today." Nor was handling the sum of Ferrari's problems. On Friday afternoon both drivers had engine failures, Johansson obliged to go for a time in the spare car.

Alboreto, at least, was in better shape on Saturday, and in fact set comfortably the fastest time in the unofficial morning session. "We have gone back to 'standard' front suspension," he explained. "I

don't think we're as good as McLaren or Lotus even now, but much better than yesterday." In the afternoon he shot dramatically up to third — where he had expected to be.

Johansson's apparently unending practice problems continued, however. On Saturday morning — his car also now in 'original' spec — Stefan had another blown engine, leaving him no option but to run the new car at the start of final qualifying. In this he marginally improved his time, then took the standard 156 for his second run.

"I liked the handling much better," he said, "but the engine, changed since the morning, was hopeless — I was 20kph slower through the trap than Michele . . ."

As a parting shot Johansson went out in Alboreto's car, using a mixed set of used qualifiers. "It was a waste of time. The tyres were gone before I'd got halfway round the lap. And, on top of that, I couldn't get fourth gear." Sixteenth on the grid, Stefan faced another afternoon of hard charging.

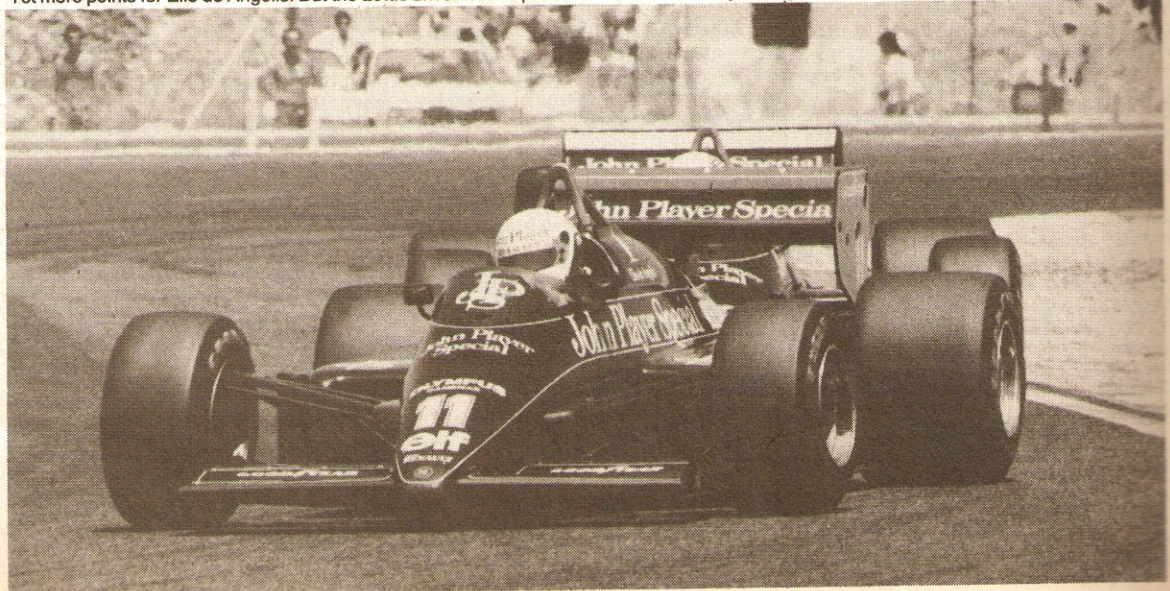
For the first time this season, by contrast, Nelson Piquet faced an afternoon in which he could conceivably play a central role. Although the Pirelli-shod cars clearly needed a good deal more race track than the Goodyear runners in practice, the Italian tyres were at least more effective at Ricard than at such as Detroit and Monaco. The heat, for one thing, was bringing the fronts up to working temperature, which problem has hampered Brabham all season.

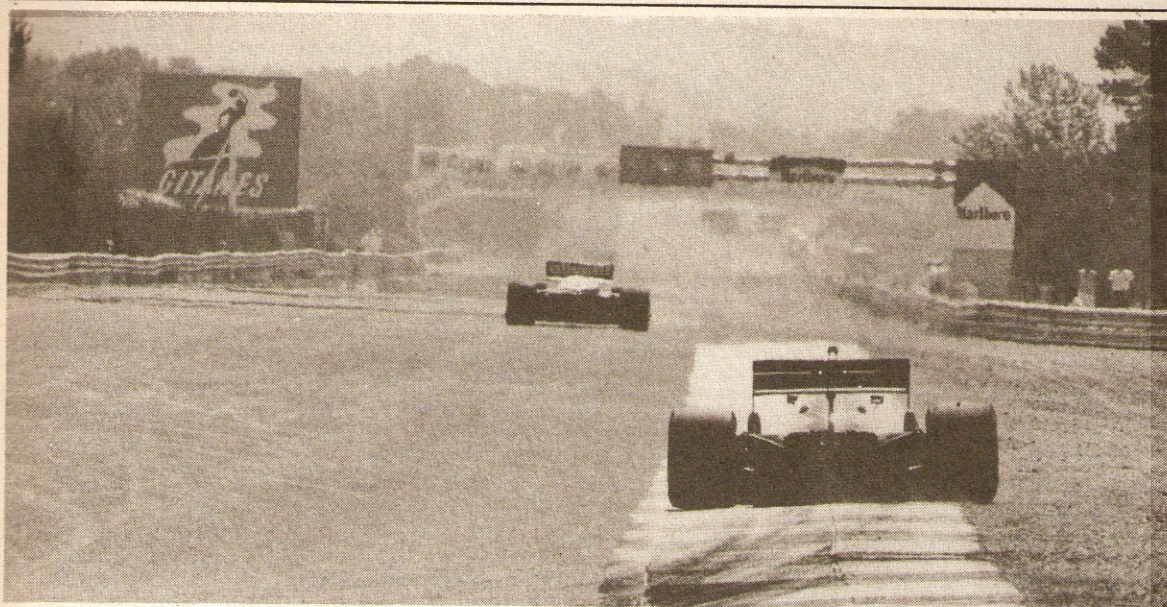
And, of course, there was the BMW punch in the back. Surer's Brabham was fastest of all through the Mistral trap (slightly in excess of 210mph), and Nelson's pace at the arrival to the Verrerie swerves was undeniably superior to anything else in the place. It made for an impressive spectacle, the white car catapulting down the road towards me, that tell-tale black haze over the car which tells you the engine is running a very serious amount of boost. Nelson was fifth fastest, and no one was surprised.

"I'm pleased to be among the quick times for once," he commented, "but a bit disappointed not to be higher. On the first day I ran too much wing and was fifth, and thought for sure I would move up today. But we had a problem with the fuel system — the engine cut a few times during both my qualifying runs."

On Friday morning both Nelson and team mate Marc Surer ran a while with a Garrett turbo apiece, but for qualifying reverted to KKK units. The Swiss was nearly two seconds slower, 14th fastest.

Yet more points for Elio de Angelis. But the Lotus driver was deprived of fourth on the very last lap when Johansson dived past. Senna follows.





Onto the kerbing for the long blast down the Mistral straight and the daunting Signes right-hander.

►► Half a second faster than Piquet was the ever-present Prost, fourth. "On qualifying boost, you know, we cannot match BMW. Or Renault. Or Honda. Or Ferrari. This is our biggest problem — we have been left behind on horsepower. But the handling is beautiful, perfect. We have the new front suspension here, which I tested at Silverstone last week, and it makes a big difference. If we are OK on straightline speed in the race, I think we are in very good shape. This afternoon I am fourth although it was jumping out of gear."

Niki Lauda, for once, qualified within spitting distance of his team mate. Traffic kept him from improving his time in the final session, but even so the World Champion lined up sixth. He had not previously driven the McLaren with its latest front suspension, and found it transformed. There was greater security into corners, he said, with none of the roll oversteer to which he had become accustomed. He was confident, and looked it.

Arrows, too, were in reasonably good order after qualifying. Gerhard Berger, as we are coming to expect in qualifying, was quicker than Thierry Boutsen, despite not improving in the last session. The young Austrian got what should have been a sizeable fright on Saturday when his A8's left rear suspension broke in the middle of the Mistral straight. Gerhard did well to get it all stopped without hitting anything. He started eighth, Boutsen 12th.

For the first time ever Renault were off the pace at Paul Ricard. Despite testing here only a week ago, the yellow cars were only 10th (Tambay) and 11th (Warwick) on the grid, and it looked like being a glum day for the home crowd.

For Patrick there was a new car, this designated RE60B. "Monocoque and engine apart," Jean Sage said "it's completely different." With smaller radiators and heat exchangers, lower side pods and bodywork, the 'B' did indeed look considerably trimmer than its overweight predecessor, and it genuinely was a lot lighter. On one occasion during practice a random weight check in pit lane revealed it to be exactly 540!

But there were other problems, we should know better than that. The RE60B will take only the latest EF15 engines, and these are simply not at present the equal of the old EF4s for qualifying. While Tambay was generally optimistic, about the new car on Friday, he was concerned about horsepower,

despite running a new EF15 'qualifier' built up especially for the car.

For Saturday afternoon, therefore, he went back to his standard RE60 T-car (with EF4), but neither he nor Warwick improved in the last session. "I got baulked on both my runs," Patrick reported, "and then right at the end I went out in the new one again on a mixed set. No way, unfortunately."

Derek had no such luxury of choice. "Hopeless, I'm afraid. Bloody hopeless. I got a bit held up on my first run, but the thing's just short of grip, and that's all there is to it. On my second run the boost started to fade away. . ."

Nor was there any cause for local optimism from Ligier, Andrea de Cesaris qualifying 13th, Jacques Laffite 15th. The Frenchman finally had a new lightweight car (such as Andrea has had since Monaco), and found it "better, certainly. But we are still in problems with the tyres. Some cars I follow. . . I see the amount of grip they have, and compared with us it's a joke, you know."

Ligier, though, were in better shape than Alfa Romeo, who had the ninth row to themselves. "We've some more work with the Bosch Motronic," Eddie Cheever said, "and we make progress with that all the time. The engine is certainly getting better — in terms of power, anyway. But here the handling is. . . well, just terrifying. Wild, wild, oversteer everywhere. I was off the road at Signes on one occasion!"

"Still, I guess there'll be a lot of retirements here," he continued, "so we're just looking at a quiet afternoon drive hoping to be around at the end."

Riccardo Patrese, 17th and a fraction quicker than Cheever this time, was similarly frustrated by the chronic unreliability which is Euroracing. For him the frightening incident of the two days was when the steering column bracket broke

The two Hart teams had a bad time of it, both suffering frequently from engine 'detonations' (in effect, pre-ignition). By Saturday afternoon the RAMs of Winkelhock and Alliot were running with hope and low boost, the team down now to a single spare engine. John Macdonald's team was indeed in a sad state, there being no spare car available following the latest of Alliot's shunts (with Brundle in Detroit), and rumours of the team's imminent withdrawal continued to circulate.

Teo Fabi was also in constant engine problems through practice, being obliged eventually to qualify in the last session with a motor which had 'deton-

ated' during the morning. The Italian qualified only 19th, despite the fact that the Toleman looked nimbler in the turns than most cars present.

Martin Brundle could have hoped for more from his turbo debut. "Funnily enough," he said, "after all this wait it doesn't seem as quick as I expected. Mind you, I don't really know why I say that because on one lap I came onto the Mistral straight about 100 yards behind

**BRUNDLE: "The most noticeable thing is the smoothness of the engine. It just hums along."**

Bellof in the Cosworth car — and by the end of it he was literally a tiny speck in my mirrors! Compared with a Cosworth, the most noticeable thing — apart from the power — is the smoothness of the engine. It just hums along."

There were two Renault-powered 014s at Ricard, both with EF4 engines, both for Brundle. But each of his qualifying days were thwarted by turbo failure. "We're still learning about the car," Martin said, "so I was starting off each timed session with a set of soft race tyres, then hoping to use qualifiers with more boost on my second run. . ." Boost up, there was a turbo failure each time, and Brundle was stuck down to 21st place on the grid. Poor Bellof, though, would willingly have swapped places. Having the only non-turbo on the Mistral can be a lonely experience. Not surprisingly he was right at the back.

After missing the North American races Jonathan Palmer was glad to be back in the Formula 1 world, and for the first time had the luxury of a spare Zakspeed. He qualified 22nd, and with good reason was agreeably surprised by that.

"We must be making progress with the chassis, because I've had chronic problems over both days with fluctuating boost pressure. After each gearchange, in fact, I had to dab the throttle and keep dabbing it. Otherwise, the boost just died. Still, we think we know where the problem is, so I just hope it's solved for tomorrow."

Bellof apart, the last qualifiers were the Third Division Italian teams, Osella

and Minardi, Piercarlo Ghinzani complaining of no power, Pierluigi Martini simply lacking the confidence to attack the fast corners.

**RACE**

Race morning was again quite perfect, if anything a little hotter than the qualifying days, and Ricard faced its abiding problem: how many people will abandon the beach (and attendant glories) to sample our chaotic traffic arrangements? Getting in and out of this place is never easy, and the thought occurs that maybe bottleneck access is a deliberate policy, creating the illusion of large crowds.

To see the warm-up you needed to be in early. With a 1.15 start time, they were out for their 30-minute spell at quarter to nine. At the end of it the kaleidoscope beads had fallen into their regular pattern. Forget the nonsense of qualifying, of silly boost and even sillier three-mile tyres. This was the session that counted, and the McLarens — Prost, Lauda — headed the times, with Piquet's Brabham right behind.

Nelson, however, had his worries. The BMW 4-cylinder was running hot and misfiring, and the mechanics set to work on changing it for the race.

In tyre terms Piquet was happy indeed with the weather. Most of Pirelli's current work stems from the major test programme with Brabham and Kyalami late last year. They came away from South Africa with what seemed a good race tyre — for a fast circuit in high temperatures, which combination has eluded them this season with the exception of Rio, where Nelson in any case retired early.

At Silverstone two weeks ago Brabham ran a while with 30lbs of lead in the nose, this an attempt to persuade the front up to some kind of working temperature. At Ricard the elements took care of the problem. And on Saturday Pirelli flew in some new fronts for the exclusive use of Brabham.

"Could it be," someone murmured during the morning, "that Pirelli runners will have a tyre advantage today?" Now there was an original thought for you, but was it not significant that fifth and sixth in the warm-up were the Ligiers of Laffite and de Cesaris? Or was the French team, wondered the cynics, mindful of impressing at home and running in less than full race specification?

The Goodyear teams were widely split of compound choice. Only for Bellof, uniquely on Cs, was there no real decision to make. McLaren, Lotus and Arrows went for As on the left, Bs on the right, and Johansson went the same route, for his Ferrari, Alboreto settling for a single A (left rear) to go with three Bs. This was the choice also of the Alfa drivers and, more significantly, for Rosberg's Williams. Warwick, whose Renault didn't want to know about As, chose to start on Bs all round and make a stop, while Tambay alone went very conservative, three As and an ultra-hard AA on the left rear.

To the start, then. Senna had spoken of his hopes of a good, hard, race with Keke, and initially he looked like having one, the two of them in a drag race down to the Verrerie on lap one, with Keke's inside line giving him that first corner. Behind the two of them ran Piquet, but at this stage Nelson was anything but easy in his mind.

Following the warm-up misfire problems, the Brabham mechanics had changed the engine in the race car, but during the parade laps preceding the start Piquet had found a massive tyre vibration through the car.

"I came in, had them changed, did another lap and the problem was still there. And there was something else, too. On that lap it started jumping out of

top gear. So I came in again, got in the T-car and went out. There was no time to do anything — I thought they'd start the race without me . . ."

In the opening laps, therefore, Nelson trod carefully. Even so he seemed able to stay in touch with Senna, while Rosberg built up a small cushion in the lead.

At the end of lap one, indeed, Keke was ahead by a full second, and the Williams, Lotus and Brabham showed signs already of detaching themselves from the rest.

Behind ran Alboreto (very unhappy with his Ferrari's lack of grip), de Angelis, Lauda, Prost and de Cesaris. It was a surprise to see the McLaren numbers reading 1-2 for once, but Alain had made an untypically poor start from his fourth grid position, allowing Niki past in the first few yards of the race.

First casualty of the day was Laffite, whose Ligier pulled off on lap two with a broken turbo. And next to go was team mate de Cesaris, who initially hung on well to the leading bunch, but retired with a broken driveshaft on the fourth lap. Exit Guy, shouting.

Much more of a surprise was the disappearance during lap five of the World Championship leader. As Alboreto arrived at Signes there was an eruption of smoke from the Ferrari, yet another blown engine, the team's fourth of the weekend. Michele soon pulled off, but had unavoidably put down a good deal of Agip. Everyone's lap times went up at once — in fact, even with full tanks, the likes of Piquet, Prost and de Angelis had already set their fastest laps of the afternoon.

At the six-lap mark Rosberg had pulled out more than two seconds over Senna, now under pressure from Piquet, but Keke was anything but confident.

Already he had been on the radio to report that the fronts were gone.

"I knew we were in trouble — the grip was gone in no time. But I'd decided to run very little wing, so fortunately the car was very quick in the straight, and I could make up a bit there."

By this time the pecking order was clearly established. Rosberg still led, but Piquet had slipstreamed past Senna down the Mistral and began quickly to close on the Williams. Fourth was de Angelis, crowded severely by the McLarens of Lauda and Prost. There was then quite a gap already to Warwick, Berger, Tambay, Boutsen, Surer and Johansson.

Lap nine: Senna slowing. On the 10th he was way back, and at the end of it came in. The gear selectors had jammed, and Ayrton found himself with only third. A bung had found its way in there, and by good fortune a sizeable thump on the gearbox righted the problem. Soon the Brazilian was out again, and going as quickly as before — albeit now 20th and last. His luck this season is not of the best.

By this time Piquet was starting to hound Rosberg for the lead, but the Williams-Honda, while floundering through the corners, was prodigiously fast down the Mistral. Even with BMW horsepower Nelson was unable to get close enough for a run into Signes, where he had passed Senna's Lotus without problem.

Finally he snicked easily by into the double right-hander at Beausset, coming out of the first part off line but well able to hold position for the second. And, once by, he simply drove away at about a second a lap. Piquet's worry was the McLarens, now past de Angelis and coming up on Rosberg. His hope was that the TAG's comparative lack of horse-



Senna — another walk home.

**ROSBERG: "I was holding them up pretty badly, but I never blocked them . . ."**

power down the Mistral would keep them from threatening Keke elsewhere on the lap.

And such proved to be the case. By lap 14 Lauda was up with the Williams, and Prost — a little delayed by de Angelis — was closing up to his team mate.

In this Alain received help from an unlikely source. On lap 15 Rosberg and Lauda came up to lap Martini, and at the approach to the Verrerie swerves Keke overtook the Minardi on the inside. Niki intended to do the same, but the Italian novice clearly never saw him. In a horrifying moment he moved over on the McLaren, and Lauda had to brake hard and go over the inside kerb to avoid hitting him.

Five laps later Martini pulled a similar stunt on Tambay, and soon after that on Berger. This time the cars touched, and both had to retire on the spot.

There is, frankly, no place in Formula 1 for a driver like Martini, whose credentials for competing at this level appear to extend no further than his wallet. He is woefully slow, looks constantly well out of his depth and pays scant attention to his mirrors. His performance on Sunday was nothing less than a disgrace.

By the time Lauda's heartbeat returned to something approaching normal his team mate was right behind once more, and for many laps they ran in tandem behind Rosberg, obviously much faster than the Williams overall but unable to deal with it on the all-important straight.

"Niki," Keke confirmed, "was twice alongside me into Signes, but . . . he just decided to back off. I was holding them up pretty badly, I know that, but I never blocked them."

Past the pits, the McLarens of Niki Lauda and Alain Prost chase after Rosberg's McLaren, frustrated by the Honda's greater power advantage down the long Mistral.



On lap 16 Warwick came in for his planned tyre stop, losing sixth place in the process. "It was probably a mistake, actually. I started on Bs all round, which went off after about eight laps, then stayed reasonably constant.

"I came in, got another set of Bs, and exactly the same thing happened. I might as well have stayed out on what I had. The engine was perfect all through, but as the fuel load lightened the car started to bounce all over the place . . ."

Lap 20: Piquet now led by 10 seconds from the warring Rosberg-Lauda-Prost trio, and there were signs that Alain was becoming a little frustrated in the vanguard, the fastest man of the three but unable to do very much in the turbulence from the pair in front.

Left behind, but still a comfortable fourth, ran the consistent de Angelis, as usual banking on a points finish, but up into fifth now was Surer, who had made fine progress with the second Brabham. Marc, however, had started on softer Pirellis than Piquet, and had his doubts that they would go the duration.

Tambay had his hard-tyred Renault in sixth, generally pleased with the RE60B's behaviour but personally feeling lousy with a heavy cold. And next up was the surviving Ferrari of Johansson, which Stefan was predictably racing as hard as he was able.

"I tell you, the car was *im-possible!*" he said immediately after the race. "It's been like that all bloody weekend. We ran the old front suspension, of course, but even so it was the worst understeer I can ever remember.

"Of course," Stefan continued, "the great thing about being in a Ferrari is that, no matter how badly it might be handling, you can be pretty sure you can go as hard as possible the whole race and still be there at the end. What happened to Michele, by the way?"

"Engine" I replied.

"Ah . . ." said Stefan.

While Piquet continued to build his

## JOHANSSON: "I tell you, the car was im-possible!"

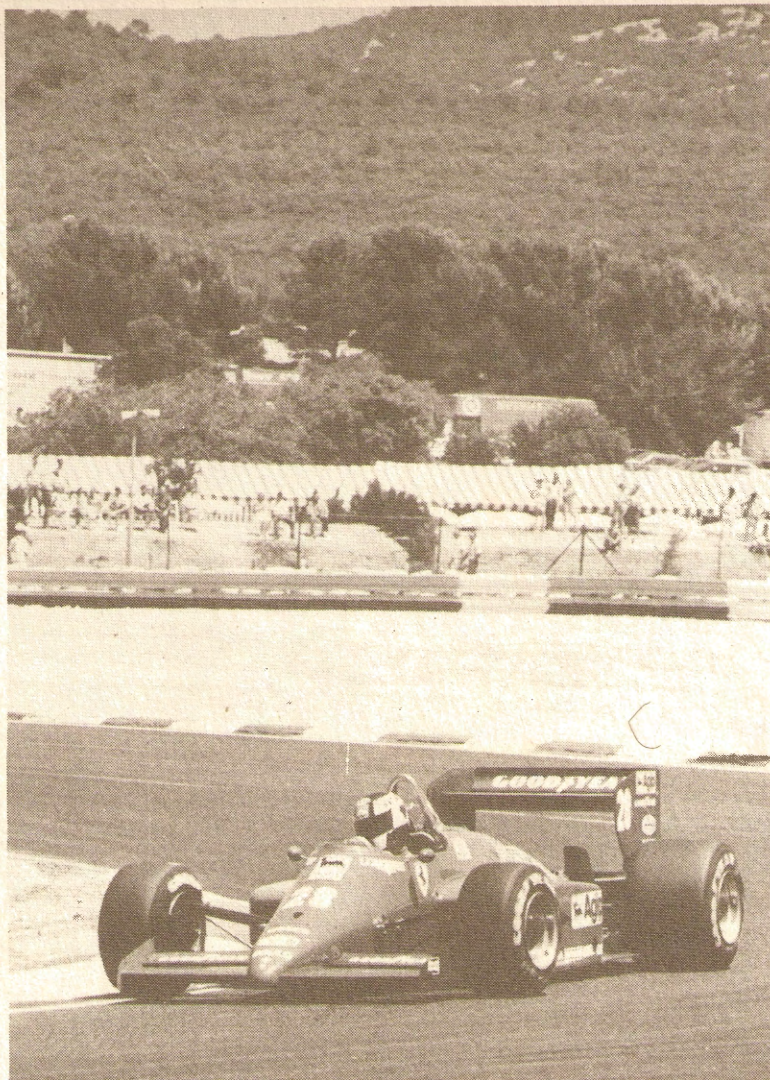
lead, there seemed no resolution in sight to the battle behind him. Keke, Nelson drily observed, did a fine job in protecting him from the McLarens. But on lap 30 the pattern did break finally. As it accelerated out of the slow right-hander on the pit straight Lauda's car suddenly slowed, Niki parking it immediately. In the pits he told them that all drive had gone. It was a gearbox problem of some kind, undetermined as I write this, and ended the World Champion's best race in a long time.

Prost now took on Rosberg alone, and he did it with some aggression. Even so, another eight laps passed before he pulled out of Keke's tow and darted through on the approach to Verrerie.

It takes confidence — and a measure of co-operation! — to make a passing manoeuvre at this spot, but Alain and Keke are true professionals, necessarily hard but scrupulously fair. After the race each would speak well of the other.

Once into second place the McLaren quickly left the Williams behind and began carving away at Piquet's lead, but the Brabham was 21 seconds down the road and only 15 laps remained. Well, Alain was going to give it a run.

AUTOSPORT, JULY 11, 1985



Yet further problems for Johansson in practice — and yet another tigerish race drive.

We had by this time lost Senna. Following his pit stop to free the jammed gear selectors Ayrton had driven at his customary pace, despite the hopelessness of his position. Although a lap down to de Angelis on the road he had caught up to his team mate, obediently following for a while before blasting by him into Verrerie.

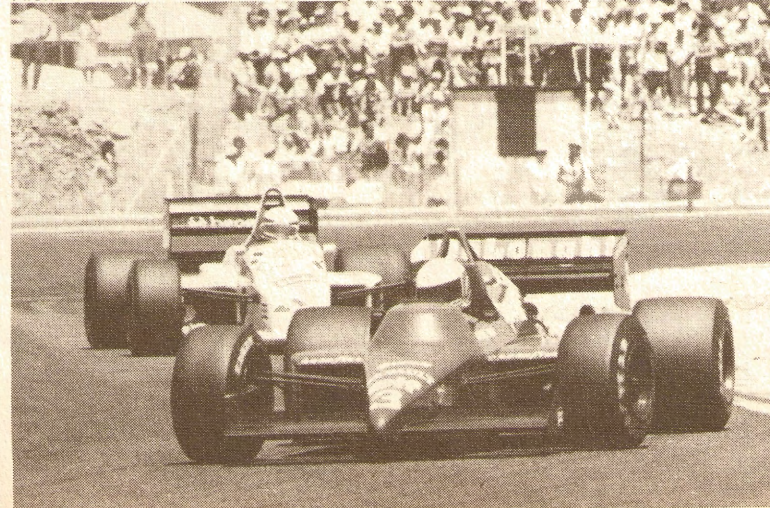
Shortly afterwards, on lap 28, Senna's engine blew up mightily as he approached Signes, the Lotus spinning on its own oil and hurtling off through the catch fencing. Ayrton was quite unhurt in the shunt, but he must be starting to think of Estoril with some nostalgia. He

finished there.

Gone, too, by now was Brundle's Tyrrell-Renault, victim of gear selection problems after a long and stirring fight with Fabi's Toleman-Hart. This Martin had apparently won, for Teo had gradually fallen back, hobbled by a worn left rear Pirelli. On lap 28 he came in to have the lot changed, and thereafter the Toleman ran perfectly — until, at the very end, it ran out of fuel, the only car so to do.

Prost having gone by him, Rosberg now decided there was nothing to be lost by pitting for new tyres: "Four Bs, please, I told them over the radio." At

First time out for Brundle and Renault turbo power. Fabi's nimble Hart-motivated Toleman follows.



the end of lap 40 the Williams was in — out in under 10 seconds. It may have been the quickest tyre stop ever, brilliantly efficient. Mind you, practice makes perfect, and the mechanics have now changed Keke's Goodyears in each of the last three races.

No one in racing conjures as much drama as Rosberg. From the pit lane he bulleted, rejoicing just in front of Surer and Johansson, now running fifth and sixth. Next time around they were specks in his mirrors. With his new tyres Keke was on a charge.

After a comparatively soporific period, indeed, the French Grand Prix was now becoming lively. Although we knew Piquet was almost certainly running no faster than necessary, Prost was closing the gap quite quickly, sometimes by more than a second a lap. De Angelis was elevated, by Rosberg's stop, briefly to third place, but Keke was now running at a different sort of speed from anyone else and by lap 43 had blasted by the Lotus, pushing it down to fourth once more.

Surer's fifth place was being threatened by the resolute Johansson, but the Ferrari driver's path was eased when Marc brought in the Brabham for tyres 10 laps from the end. He rejoined, but was in rev limiter problems and slowed considerably in the last few laps with what was thought to be a bent valve. Johansson, meantime, applied himself to the task of catching de Angelis for fourth.

Stopwatches were on the go. There were several gaps to time. Could Piquet be in trouble? All seemed well with the car, but Prost was gaining: 12.9, 11.9, 11.4, 10.4, 9.8 . . . then 10.6 on lap 49. That was the end of it. Nelson was simply paying out the line, and could reel it in as he wished.

As well as that, Alain was in trouble. For the last eight laps of the race his engine began cutting out under braking. Twice indeed it died altogether, Prost having to bump start it each time. Almost certainly the problem was electrical, but immediately after the race the team could shed no further light. Whatever it was, it left the Frenchman unable to put Piquet under any pressure — or to defend himself properly against Rosberg . . .

Keke's closing laps were sensational. On the 46th he went round in 1m 39.914s in his bid to catch the McLaren. Yes, he was on new tyres with a light fuel load, but it was a second and a half faster than anyone else's quickest lap.

Piquet led the struggling Prost by eight seconds as he began his final lap — and Rosberg was only 50 yards behind the McLaren! Then, after a sizeable interlude, de Angelis came through with red in his mirrors. Johansson was going for the Italian's fourth place, and who would have bet against him?

Nelson duly brought the Brabham over the line, to floods of Pirelli tears, and stopped immediately beyond on the right side of the track. It had been a superb and controlled victory, his first in over a year, but everyone's attention was on the scene behind. Less than seven seconds in arrears was . . . Rosberg! In the last half of the last lap he had half-inched second place from Prost, who followed him over the line.

While all this was going on there was further activity at the other side of the circuit. Down the Mistral Johansson hauled himself up to de Angelis, to the point that the Ferrari and Lotus arrived at Signes absolutely side by side. Elio had chosen an inside line in the hope of holding Stefan back, but there is little denying the Swede on occasions like this. He kept his foot down, and somehow drove round the Lotus on the outside of the corner! Afterwards he giggled and



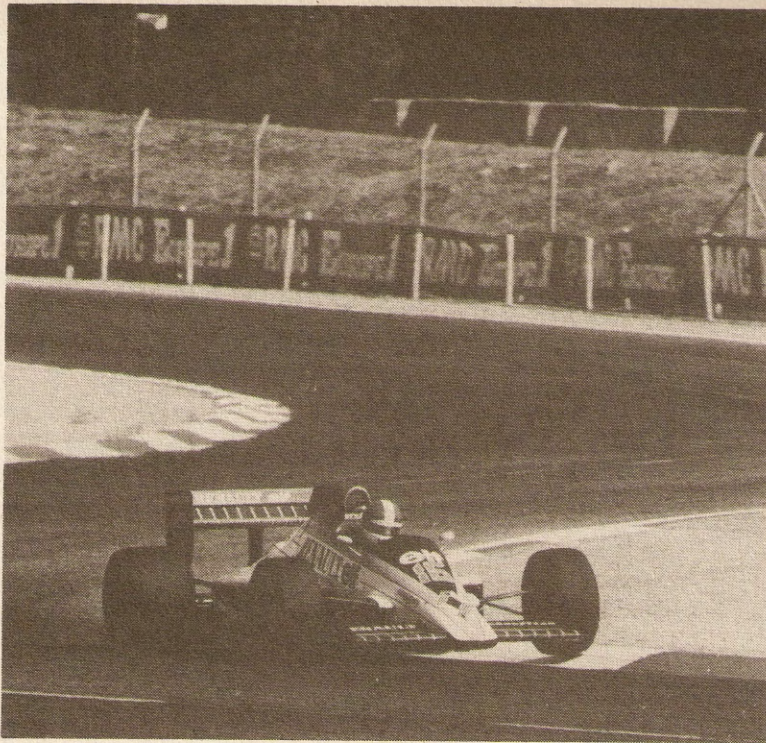
raised his eyebrows when describing it. There is none braver:

"I had the boost right up on that last lap," de Angelis said, "and I couldn't believe the Ferrari's speed. My tyres were gone . . ." Johansson, in probably the worst handling car in the race, just shrugged. He had driven flat out all afternoon, and collected his dues.

Twelve months without a win is endless for a team like Brabham, and afterwards the joy was boundless. "I'd better not sit down," said Gordon Murray in the press room afterwards. "I've had a few drinks, and I might not be able to get up again . . ."

"Actually," he said, "we were very worried in the last few laps. Nelson was in the spare, which he'd used for qualifying, and for some reason it had always misfired when the fuel tank was less than a quarter full. He had to qualify it quarter full to get around the problem, and we were terrified that the misfire might return in the last few laps of the race."

Nelson, too, was beaming, breaking off a TV interview to empty a bottle of mineral water over Mario Mezzanotte, Pirelli's competitions chief. "After so many bad races, it's so good to have a day like this. I never had to use much power — but I knew it was there if I needed it. And there was no worry about fuel consumption, not at all. In the hot conditions today, the tyres were good — now I need the same weather in



A disappointing race for Warwick in front of a partisan crowd and the Renault Chairman.

Silverstone, Austria and everywhere . . . I felt in control today."

Keke was almost as happy with his second place. "After the tyre stop I just went for it, and I enjoyed that. Alain was fantastic, I must say. We drove hard all day. When he was behind me it was a very clean fight. I held him up for a long way, you know, and he could have made it difficult for me when I caught him on the last lap. But there were no tricks, and I appreciated that. It was all completely fair." And Prost said exactly the same of Rosberg.

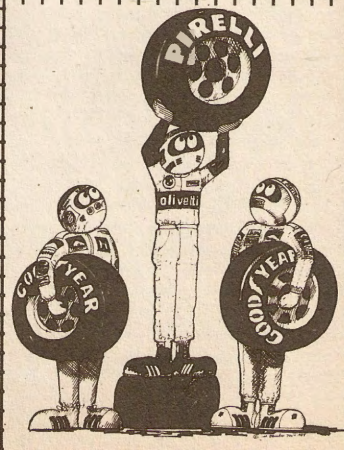
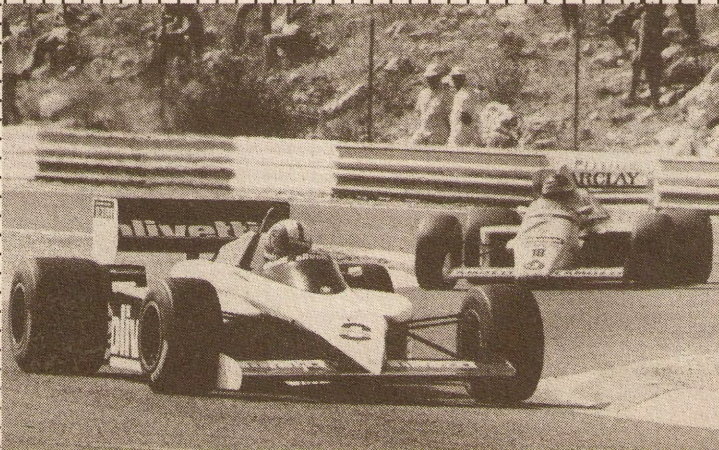
Others, of course, were not so happy. Niki had looked set for his first good finish of this, his World Champion year. With Renault Chairman Georges Besse looking on, Tambay and Warwick did their best with plainly inferior machinery and came out of the day with very little.

Down at the far end of the pits Cheever shook his head in frustration: "The car was dreadful, just no grip whatever. Patrese and I both stopped for tyres, and ended up having to race each other for 10th . . ." For much of the race the Alfas were led by Winkelhock's surviving RAM, which began to lose gears and fell away towards the end but did at least make the finish.

Silverstone is next, and means different things to different people. Nelson and Brabham go there with renewed hope, maybe looking at victory again. Manfred and RAM wonder if it will be their last race.

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
ROSBERG	6	6	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
SENA	12	12	12	12	12	12	7	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
ALBORETO	27	7	7	7	7	7	12	12	12	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PROST	2	27	27	27	27	11	11	11	11	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
PIQUET	7	11	11	11	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
LAUDA	1	1	1	1	2	2	2	2	2	16	16	16	16	15	15	15	15	15	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
De ANGELIS	11	2	2	2	16	16	16	16	15	15	15	15	15	16	8	8	8	8	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
MANSELL *	5	25	25	25	25	17	17	17	17	15	18	18	18	18	8	8	8	8	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
BERGER	17	17	16	16	16	15	15	15	15	17	8	8	8	8	18	18	18	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
TAMBAY	15	16	17	17	18	18	18	18	18	8	17	28	28	28	17	17	17	17	17	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
WARWICK	16	15	15	15	8	8	8	8	8	8	28	28	28	17	17	17	17	17	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
BOUTSEN	18	18	18	18	28	28	28	28	28	28	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
De CESARIS	25	8	8	8	8	27	22	22	22	22	3	22	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19		
SURER	20	26	26	28	28	22	23	23	3	3	22	19	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9		
LAFFITE	26	28	28	22	22	23	19	19	19	19	9	9	22	22	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		
JOHANSSON	28	22	22	23	23	19	3	3	23	23	9	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	23	23		
PATRESE	22	23	23	19	19	3	9	9	9	9	23	24	24	4	4	4	4	4	12	12	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
CHEEVER	23	9	3	3	9	30	10	24	24	24	4	4	24	24	24	24	24	24	12	12	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
FABI	19	3	9	9	9	30	10	24	4	4	4	24	24	24	24	24	24	24	12	12	12	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			
WINKELHOCK	9	10	19	30	30	10	24	4	24	24	24	12	12	12	12	12	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29			
BRUNDLE	3	19	10	10	10	24	4	29	10																																
PALMER	22	30	30	24	24	4	29																																		
ALLIOT	10	24	24	4	4	29																																			
GHINZANI	24	4	4	29	29																																				
MARTINI	29	29	29																																						
BELLOF	4																																								

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24	24	24	24	24	24	24	24	24	24	24	24	24



**FRENCH GRAND PRIX**

July 7, 1985  
FIA Formula 1 World  
Championship, Round 7  
Circuit: Paul Ricard (F)

**Race data:**

**Weather:**

**Distance:**

**Winner:**

**Previous result:**

**Fastest lap:**

**Existing record:**

53 laps of 3.61 mile circuit

Very hot, dry

191.338 miles

**Piquet, Brabham BT54**

**Prost, Renault RE40**

**Rosberg, Williams FW10**

**Patrese, Brabham BT 50**

**Average speed: 125.097mph**

**Average speed: 124.193mph**

**1:39.914, 130.078mph**

**1:40.075, 129.868mph**

**ENTRIES**

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-04	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-05	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 014-01†	Renault V6 turbo
3T	Martin Brundle (GB)	Tyrrell 014-02†	Renault V6 turbo
4	Stefan Bellof (D)	Tyrrell 012-07	Ford Cosworth DFY
5	Nigel Mansell (GB)	Williams FW10-05†	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10-04	Honda V6 turbo
6T	Keke Rosberg (SF)	Williams FW10-03	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-06	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-05*	BMW S4 turbo
8	Marc Surer (CH)	Brabham BT54-03	BMW S4 turbo
9	Manfred Winkelhock (D)	RAM 03-03	Hart S4 turbo
10	Philippe Alliot (F)	RAM 03-02	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-03	Renault V6 turbo
11T	Elio de Angelis (I)	Lotus 97T-02	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-04	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60-B-06†	Renault V6 turbo
15T	Patrick Tambay (F)	Renault RE60-05	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60-03	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-04	BMW S4 turbo
17T	Gerhard Berger (A)	Arrows A8-01	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-03	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185T-03	Hart S4 turbo
19T	Teo Fabi (I)	Toleman TG185T-02	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 185T-01	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 185T-02	Alfa Romeo V8 turbo
24	Piercarlo Ghinzani (I)	Osella FA1G-02	Alfa Romeo V8 turbo
25	Andrea de Cesaris (I)	Ligier JS25-04	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-05†	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-083†	Ferrari V6 turbo
27T	Michele Alboreto (I)	Ferrari 156/85-079*	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-084†	Ferrari V6 turbo
28T	Stefan Johansson (S)	Ferrari 156/85-081*	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-02	Motori Moderni V6 turbo
30	Jonathan Palmer (GB)	Zakspeed 841-02	Zakspeed S4 turbo

†New car; \*Race car.

**LAP TIMES**

FRIDAY		SATURDAY		WARM UP		RACE	
Weather: hot, dry		Weather: hot, dry		Weather: hot, dry		Weather: hot, dry	
Driver		Driver		Driver		Driver	
Senna	1:32.835	Rosberg	1:32.462	Prost	1:39.129	Rosberg	1:39.914
Rosberg	1:33.484	Alboreto	1:33.267	Lauda	1:39.251	Piquet	1:41.528
Prost	1:33.547	Prost	1:33.335	Piquet	1:39.718	Senna	1:41.552
Lauda	1:33.860	Senna	1:33.677	de Angelis	1:39.896	de Cesaris	1:41.843
Piquet	1:33.981	Piquet	1:33.812	Laffite	1:40.092	Surer	1:41.934
de Angelis	1:34.022	Lauda	1:34.166	de Cesaris	1:40.476	Alboreto	1:41.985
Mansell	1:34.191	de Angelis	1:34.227	Alboreto	1:40.547	Prost	1:41.991
Berger	1:34.674	Warwick	1:35.190	Senna	1:41.020	Lauda	1:42.037
Tambay	1:34.680	Boutsen	1:35.488	Rosberg	1:41.213	de Angelis	1:42.046
Warwick	1:34.976	de Cesaris	1:35.571	Berger	1:41.409	Boutsen	1:41.409
Alboreto	1:35.421	Surer	1:35.640	Boutsen	1:41.906	Fabi	1:42.310
Surer	1:35.572	Laffite	1:36.133	Surer	1:42.029	Warwick	1:43.279
Boutsen	1:36.051	Johansson	1:36.140	Johansson	1:42.123	Johansson	1:43.411
Patrese	1:36.729	Tambay	1:36.339	Tambay	1:42.272	Berger	1:43.717
Cheever	1:36.931	Berger	1:37.445	Fabi	1:42.572	Tambay	1:43.869
Fabi	1:37.142	Fabi	1:37.657	Warwick	1:42.903	Laffite	1:44.273
de Cesaris	1:37.335	Cheever	1:38.489	Brundle	1:43.614	Cheever	1:45.399
Johansson	1:37.546	Berger	1:38.745	Cheever	1:43.736	Brundle	1:45.456
Winkelhock	1:37.654	Brundle	1:40.015	Alliot	1:44.155	Winkelhock	1:45.491
Laffite	1:38.173	Palmer	1:40.289	Winkelhock	1:44.622	Patrese	1:45.509
Brundle	1:40.486	Ghinzani	1:42.968	Patrese	1:44.953	Palmer	1:45.696
Palmer	1:40.498	Alliot	1:44.221	Palmer	1:44.967	Alliot	1:46.899
Alliot	1:41.647	Martini	1:44.350	Bellof	1:46.601	Bellof	1:47.553
Ghinzani	1:42.136	Bellof	1:45.478	Ghinzani	1:46.929	Ghinzani	1:48.306
Bellof	1:44.404	Winkelhock	1:45.628	Martini	1:48.232	Martini	1:48.720
Martini	1:47.523						

**STARTING GRID**

6	Rosberg	1:32.462
12	Senna	1:32.835
27	Alboreto	1:33.267
2	Prost	1:33.335
7	Piquet	1:33.812
1	Lauda	1:33.860
11	de Angelis	1:34.022
17	Berger	1:34.674
15	Tambay	1:34.680
16	Warwick	1:34.976
18	Boutsen	1:35.488
25	de Cesaris	1:35.571
8	Surer	1:35.572
26	Laffite	1:36.133
28	Johansson	1:36.140
22	Patrese	1:36.729
23	Cheever	1:36.931
19	Fabi	1:37.142
9	Winkelhock	1:37.654
3	Brundle	1:40.015
30	Palmer	1:40.289
10	Alliot	1:41.647
24	Ghinzani	1:42.136
29	Martini	1:44.350
4	Bellof	1:44.404

**RESULTS**

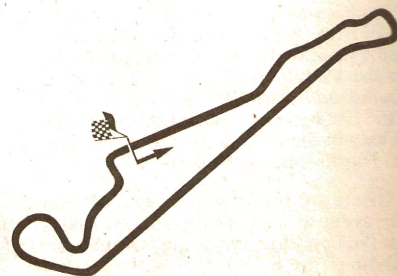
Pos	No	Driver	Car	Laps	Time/Retirement
1	7	Piquet	Brabham-BMW	53	1:31:46.266 (125.097mph)
2	6	Rosberg	Williams-Honda	53	1:31:52.926 (125.0mph)
3	2	Prost	McLaren-TAG	53	1:31:55.551 (124.9mph)
4	28	Johansson	Ferrari	53	1:32:39.757 (123.9mph)
5	11	de Angelis	Lotus-Renault	53	1:32:39.956 (123.9mph)
6	15	Tambay	Renault	53	1:33:01.433 (123.4mph)
7	16	Warwick	Renault	53	1:33:30.478 (122.8mph)
8	8	Surer	Brabham-BMW	52	
9	18	Boutsen	Arrows-BMW	52	
10	23	Cheever	Alfa Romeo	52	
11	22	Patrese	Alfa Romeo	52	
12	9	Winkelhock	RAM-Hart	50	
13	4	Bellof	Tyrrell-Ford	50	
14	19	Fabi	Toleman-Hart	49	
15	24	Ghinzani	Osella-Alfa Romeo	49	
R	3	Brundle	Tyrrell-Renault	32	Gearbox
R	1	Lauda	McLaren-TAG	30	Gearbox
R	12	Senna	Lotus-Renault	26	Accident
R	17	Berger	Arrows-BMW	20	Accident with Martini
R	29	Martini	Minardi-Moderni	19	Accident with Berger
R	10	Alliot	RAM-Hart	8	Fuel pressure
R	30	Palmer	Zakspeed	6	Engine
R	27	Alboreto	Ferrari	5	Engine
R	25	de Cesaris	Ligier-Renault	4	Driveshaft
R	26	Laffite	Ligier-Renault	2	Turbo

**WORLD CHAMPIONSHIP POSITIONS**

DRIVERS	CONSTRUCTORS
1 Alboreto	31 Ferrari
2 de Angelis	26 Lotus-Renault
3 Prost	26 McLaren-TAG
4 Rosberg	18 Williams-Honda
5 Johansson	16 Renault
6 Tambay	11 Brabham-BMW
7 Piquet	10 Arrows-BMW
8 Senna	9 Ligier-Renault
9 Boutsen	6 Tyrrell-Ford
10 Mansell	5
11 Bellof	4
12 Amoux	3
Lauda	3
de Cesaris	3
15 Warwick	2
Laffite	2

**TECHNICAL DATA**

Entrant	Car	Tyres	Fuel/Oil	Plugs	Shocks	Clutch
Marlboro McLaren	McLaren	Goodyear	Shell	Champion	Bilstein	AP
Tyrrell Racing Organisation	Tyrrell	Goodyear	Elf	Champion	Koni	AP
Canon Williams	Williams	Goodyear	Mobil	NGK	Koni	AP
Motor Racing Developments	Brabham	Pirelli	Castrol	Champion	Koni	AP
Skoal Bandit Formula 1 Team	RAM	Pirelli	Elf	Champion	Koni	AP
John Player Special Team Lotus	Lotus	Goodyear	Elf	Champion	Koni	AP
Renault Elf	Renault	Goodyear	Elf	Champion	Koni	AP
Barclay Arrows BMW	Arrows	Goodyear	Agip	Champion	Koni	AP
Benetton Team Alfa Romeo	Alfa Romeo	Goodyear	Agip	Champion	Koni	AP
Osella Squadra Corse	Osella	Pirelli	Agip	Champion	Koni	AP
Equipe Ligier	Ligier	Goodyear	Antar	Champion	Koni	AP
Ferrari SpA	Ferrari	Goodyear	Agip	Champion	Koni	AP
Minardi Team	Minardi	Pirelli	Agip	Champion	Koni	AP
Toleman Group Motorsport	Toleman	Pirelli	Agip	Champion	Koni	AP
Zakspeed Formula Racing	Zakspeed	Pirelli	Agip	Champion	Koni	AP



# Delta S4 misses 1000 Lakes

The Lancia Delta S4 will not appear on the 1000 Lakes, its world debut now scheduled for the Sanremo Rally. Team boss Cesare Fiorio made the decision at the weekend during the 1000 Pistes Rally, explaining that a supply problem would delay homologation, although the car made a rather troubled appearance on the French event.

The four-wheel-drive Group B car features both a turbocharger and supercharger, and it was the turbo which caused problems at the weekend, leaving the car stranded for most of the first day, with Markku Alen left to consider the future.

"I signed at the beginning of the year

for Lancia because they promised I would have a 4WD car for the 1000 Lakes. I am absolutely disappointed not to run the new car on the event; I have been waiting and now it is delayed — I can only hope everything is ready for the Sanremo. But I will still go like hell in 1000 Lakes. We had hoped the 037 would win its last rally in Corsica, but as you know that did not happen, and I would love to win with it in Finland."

Alen does have increasing confidence in the project, stating that since the outing on the Costa Smeralda, the handling was vastly improved. On the dusty, gravel tracks on the Mille Pistes the car was fitted with the old specifica-

tion brakes from the 037, so the Finn expects an improvement when the new units arrive, but concern still centres on the complicated power unit.

"The most serious problem on the 1000 Pistes," continued Alen, "was that the intercooler was too small. The temperature of the mixture going into the engine was too high, it should be about 45 degrees. Today it was about 80C, and that means we are losing 50-60bhp." Another outing is expected soon, on the Italian Colline di Romana Rally when a larger intercooler will be in evidence.

"In most circumstances, the Delta is 3 secs or 4 secs per kilometer faster than the 037, but we still have problems with the

handling. Nobody knows what is the best way to go with the transmission. At the Mille Pistes we had a 25/75 torque split, but we have also tested a 30/70 split recently. When you don't have so much experience with 4WD, it is easier to have most of the power going through the rear, so that's why we ran 25/75 in France."

Alen's work in the Delta therefore looks like being restricted to test sessions for some time, as yesterday (Wednesday), he left to start preparations for Finland with an 037. The second 037 on the Finnish round of the world series should be driven by Henri Toivonen, currently making a good recovery from his back injury earlier in the year.



## Mikkola's easy win with new Quattro

Hannu Mikkola ran the latest evolution Sport Quattro on the Olympus Rally at the weekend, and was an easy winner, the new car finishing comfortably clear of John Buffum's older Quattro. Full details of the new car including its automatic gearbox appear in an exclusive interview with Audi team boss Roland Gumpert, starting on page 48.

## Ari and Timo get set for Argentina

Since Peugeot Talbot Sport announced that ex-Grand Prix star Carlos Reutemann would feature in a 205 Turbo 16 on the Argentine round of the World Rally Championship, there have been suggestions that one of the established team members would not make the journey to South America. On Monday however, Jean Claude Lefebvre of PTS, confirmed that both Ari Vatanen and Timo Salonen would start the rally — Bruno Saby charged with continuing development of the evolution 205 back at home.

Although Peugeot now head the Manufacturers Championship comfortably, the Drivers series remains quite open, headed at the moment by Timo Salonen who has failed to score on only one round. Vatanen is third in the table, and despite the fact that Audi's Stig Blomqvist separates the two Peugeot drivers, team boss Jean Todt is not expected to issue any team orders until after the 1000 Lakes—the one event that both Salonen and Vatanen will be desperate to win.



Harald Demuth on his way to winning the 1984 Hunsruck. What chance in 1985?

## Demuth heads Hunsruck challenge

Although it is now too late to mount any serious challenge for the European Championship title, Harald Demuth's luck has seemingly changed for the better and he will be out to repeat his 1984 Hunsruck Rally win this weekend. But his main rival is sure to be Kalle Grundel in the 205 Turbo 16 and a fair battle is expected.

Behind these two on the European Championship event are many of the regular contenders of the series although, as in Belgium a couple of weeks ago, none of the top drivers are present. Indeed, our own Jimmy McRae is the highest placed Euro contender in the entry list and, assuming the AC Delco Manta 400 runs to the same form as in Ypres, the Scot should close the gap a

little more on those ahead.

British crews are well represented in the top 10 with Russell Brookes and David Llewellyn joining McRae, while further down the order, Russell Gooding will be seeking revenge on Michele Rayneri as the Servis Rover chases Group A points.

### Leading entries

1, Demuth/Radaelli.....B.....	Audi Quattro A2
2, Grundel/Diekmann.....B.....	Peugeot 205 Turbo
3, Weber/Wanger.....B.....	Opel Manta 400
4, Zanussi/Cresso.....B.....	Lancia Rally 037
5, Brookes/Broad.....B.....	Opel Manta 400
6, Duer/Rae.....B.....	Audi Quattro A2
7, McRae/Grindrod.....B.....	Opel Manta 400
8, Hero/Mueller.....B.....	Opel Manta 400
9, Pregliasco/Cianci.....B.....	Lancia Rally 037
10, Llewellyn/Short.....B.....	Audi Quattro A2

## Saeed again?

Saeed Al Hajri heads the list for the Jordan Rally with the Rothmans Porsche 911 SC RS and will be hoping that, by the time the crews reach the finish in Amman tomorrow (Friday), the car will be in the same position to maintain his advantage in the Middle East series. Chasing the Qatari driver will be the Toyota Celica Turbo of Mohammed Bin Sulayem who is long overdue for a win, thus breaking Al Hajri's long run of success.

There are 38 crews on the entry list for the event which uses the Jordan Valley for the first time, including HRH Prince Abdullah in a Group A Corolla, prepared in Sweden. The Prime Minister's son, Samir Al Rifai, is accompanied by another member of the Royal family, HRH Prince Ghaz, in a Datsun 160J.

Al Hajri — King of the Gulf.



# FISA cancel Nova Sport GpA papers

Any hopes that Vauxhall executives had of clearing the misunderstanding over the homologation of the Nova Sport within a few days, seem to have faded rapidly with the news that FISA has cancelled Group A homologation of the 1300cc car with immediate effect. The problem surrounds the number of cars actually built when application for Group A homologation was made. While the RAC MSA are confident that the required 500 units have now been produced, evidence allegedly exists that, at the time of homologation, only 195 cars had been completed.

The car in question is the Nova Sport, an evolution version of the Nova Swing. During 1984, it was plain that there was more to come from the popular Nova SR but, without actually ceasing production of the car, it was impossible to produce an evolution version. Therefore, Vauxhall built one of their limited edition models — the Nova Swing — in excess of 5000 units and promptly stopped production



The Nova Sport has had its homologation cancelled with immediate effect.

of that model, allowing an evolution version to be built with the necessary improvements. These included twin Weber carburetors, a revised exhaust manifold and a new, close-ratio gearbox with direct fifth gear.

Vauxhall-Opel issued the following

statement last Friday: "Vauxhall-Opel are acting immediately on the communication received from RAC MSA. We understand that the FISA Technical Commission has indicated concern regarding the build dates of the 500 Nova Sport models distributed to dealers

nationwide. Vauxhall-Opel and GM Dealer Sport have requested an early meeting with the RAC MSA to clarify this matter and are confident that these cars will be competing again in motor sport very soon."

However, according to Neil Eason-Gibson of the RAC MSA, FISA's decision means that Vauxhall will have to go through the homologation procedure once more and the next opportunity will not be until September at the earliest. Vauxhall had been hoping to sort the matter out when FISA representatives come to Britain for the Grand Prix next week . . .

Currently, Harry Hockly and Russ Swift hold the edge in the appropriate Open Championship class with a comfortable advantage, while Graham Parkinson is close to tying up his class in the Shell Oils/AUTOSPORT RAC National Rally Championship and also lying third overall in Group A. The situation will immediately affect Parkinson as the car is due to contest the Marlboro Russek Rally on Saturday. When we spoke to the Leicester based driver in Monday, he was unsure what would happen. "The car still had twin-carburetors fitted this morning," he admitted, "but I am not sure what it will have for Saturday."

Naturally, the question arose of what happens to championship points already scored, and the RAC MSA has decided to follow FISA's lead. In the statement from Paris which cancelled the car's homologation, FISA stated that they would not be applying penalties until the matter had been resolved and then, only if the alleged irregularities were substantiated. Therefore, the placings in both series remain as at present, although it is likely that the class positions will remain provisional until after the final rounds. For the time being, it is expected that, in order to score any more points, all cars will have to revert to the 1984 Nova SR specification.

The Vauxhall-Opel group is no stranger to homologation problems. In 1978, during the Portugal Rally, a scrutineer spotted the Lotus cylinder head on the Chevette and promptly insisted that the team revert to the homologated Vauxhall unit, while the Manta 400 was refused Group B approval in the summer of 1982 as FISA insisted on seeing all 200 cars first. It was May 1983 before the cars could finally make their long awaited debut . . .

## BRIEFLY

■ Allan Poole is making this weekend's Marlboro Russek his swansong event, the Audi Quattro now up for sale. Therefore, co-driver Finna Beacon is without a driver for the remainder of the year and is keen to find a replacement quickly. She can be contacted on 0632 611211 during the day.

■ Next Thursday evening at 7pm, Characters of Aldershot will be rounding off their open day with a Peugeot Talbot Sport forum at their Arthur Street garage. Tony Mason will be on hand and will attempt to restrain Mikael Sundstrom, Des O'Dell, Paul White and Louise Aitken-Walker. Sundstrom's 205 Turbo 16 rally car will be on show, just prior to its journey to the Ulster Rally.

■ Mutterings during last weekend's Silva Stages suggested that the event may be about to amalgamate with the Mayfield Safari Rally in order to produce a mixed surface event for the future. It seems possible that next year's rally will remain as a restricted event but will be seeking National status for 1987.

## Wilson to miss Russek Rally

No sooner had we committed our preview to press than we learned that Malcolm Wilson will not after all be contesting Saturday's Marlboro Russek Rally. The engine from Malcolm's Quattro has been in pieces since its pre-Scottish Rally blow up and, according to the Cumbrian driver on Monday afternoon, is unlikely to be back together again in time for the weekend.

The Open Championship leader was disappointed that he would be missing the chance of duelling with Tony Pond's Metro

6R4, particularly after their famous dice in Cumbria last year, but the Open Championship must take priority at present. Although Wilson is driving a works supplied A2 Quattro in Ulster, the Manx plans are still open and Wilson must be sure not to close any doors if the championship is still there to be won.

Although not actually contesting the event this weekend, Wilson is hoping to make the trip to Wales and possibly drive a course car for the organisers.

## Clampdown on illegal tyres

A recent missive from the RAC MSA emphasised to scrutineers the current situation regarding competition tyres and their use on the public highway. As the content of the bulletin takes effect from July 1, this weekend's Marlboro Rally will see the full effect of the regulations.

Neil Eason-Gibson of the RAC MSA has spent considerable time discussing the situation with the tyre manufacturers and has

finally managed to settle on a workable solution. In essence, tyres marked 'For racing purposes only' are not permitted to be used on the road sections of stage events, while there is nothing wrong with tyres marked, 'For competition use only.'

The organisers of the Marlboro Russek have asked us to point out that they will be strictly enforcing the regulations as written.

## Menzies: All smiles again . . .

Rod Menzies, who had become somewhat disillusioned with the handling of his Toyota Corolla GT over the first half of the season, has not been idle during the summer break. The Mellors Elliot Motorsport prepared car has now been fitted with much harder front springs and softer rears. A shakedown run of

the revised car on last weekend's Sort Out Stages resulted in a real boost to Menzies' confidence and he is now delighted with the way the car is handling. "It is now just as we thought it should be and I am looking forward to a good result this weekend," he told us on Monday.



## Bartelski plays Golf on Russek

Konrad Bartelski, the former downhill ski racer, is to make a return to rallying this weekend when he drives the Containerships Golf GTI on the Marlboro Russek Rally. Having competed briefly in 1983, Bartelski will be making his first appearance behind the wheel since then but could be on the verge of a more serious comeback.

Having won his class on the 1983 Manx International with a Citroen Visa, Bartelski should be quite competitive in the car, formerly owned by Allan Poole, and will be partnered on the occasion by Trevor Godden, who, along with Steve Fairlie, is the usual occupant of the car.

## WEEKEND SPORT

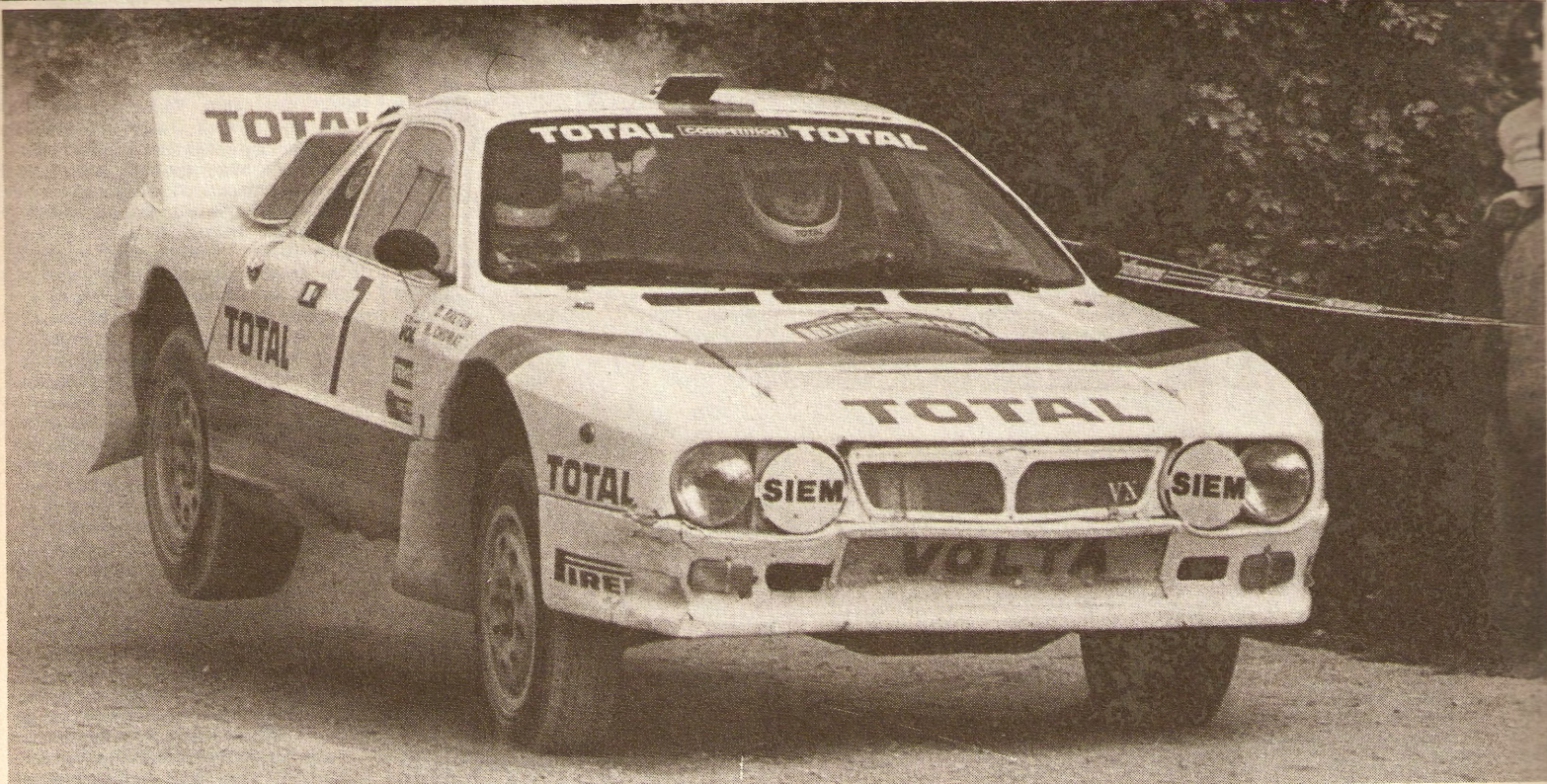
### INTERNATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 10/12 Jordan	Jordan Rally. Middle East Rally Championship, round 3 <i>Details in Special Stage.</i>
Jul 11/14 Germany	Hunsruck Rally. European Rally Championship, coefficient 3. <i>Details in Special Stage.</i>

### NATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 13 Swansea	Marlboro Russek Rally. Shell Oils/AUTOSPORT RAC National Rally Championship, round 5. <i>Full preview on page 35.</i>

Secretaries of the Meeting are requested to send details of forthcoming events to Keith Oswin, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



Maurice Chomat took his Lancia 037 to a six minute victory in the Mille Pistes Rally beating no fewer than 42 Citroen Visa Mille Pistes!

# A weekend for the Lancias

Lancia cars took the top honours in the Mille Pistes Rally when Markku Alen won the experimental category with the four-wheel-drive turbocompressor Delta S4 on its first outing, and former Citroen team driver Maurice Chomat won the French championship event (limited to homologated cars) with a rear-drive Rally 037. However, Alen was running without opposition in his category and suffered turbocharger failure on the second stage of the first day, leading to withdrawal of the car until the second day. The car duly restarted and completed the rest of the route with a few problems, including an overheating intercooler and broken undershield, but was classified as a finisher.

Markku Alen was the only one in the experimental class and gave the S4 its debut win.



The 1000 Pistes promoters were disappointed that they could not attract other experimental cars, particularly from Citroen who are developing a four-wheel-drive version of the BX and who only two years ago named a sporting car after this event, and Ford which cancelled an entry after tests in Portugal with the RS200.

While Ford was not represented, Citroen included this event in their seven-round Visa championship, the winner of each event gaining FF70,000 and the ultimate champion being promised support to run a full factory car in 1986. Of the 111 starters, 42 drove Citroen Visas (mostly the 4WD 1000 Pistes version), with virtually no entrants from outside France.

The 500km rally was centred on a group of three predominantly gravel stages held on the Canjuers army ranges north of Draguignan, with an extra stage run first of all as a television spectacular. Beautifully hot weather attracted a high number of bikini-clad spectators, despite the rival attraction of the French Grand Prix held at nearby Paul Ricard. Before the TV stage, competitors were sent over the special stages at slow speed to familiarise themselves and make pace notes. Immediately afterwards, Alen asserted himself, finishing the short opening stage with a time of 59s against 1m08s for the best homologated car. But on SS 2 the axle shaft of the turbo snapped and sucked oil into the engine

and intercooler. Stuck in an area from where their radio could not make contact, the crew left a message with an army helicopter that help was needed, but for over three hours in temperatures in the mid-thirties, Alen and Kivimaki waited for help. Meanwhile Fiorio's Lancia team paced anxiously in the paddock wondering what had happened to the missing car.

When the Lancia was finally retrieved it was taken to the village of Seillans where the team was staying, and the mechanics worked through the night to repair the turbo and change the engine, permitted in the Mille Pistes. Important sponsors' guests were arriving the next day and needed to see the car in action.

Happily the Lancia was delivered to *parc fermé* at the appointed hour and ran through to the finish, where it attracted more applause than the winner of the main event. This had been led almost from the start by Chomat in his rented Lancia while Bernard Beguin's Porsche, sponsored like the event by Rothmans, suffered a variety of problems.

On the first day the gearbox broke and the driver had to restart in the dust of slower cars in front. A broken brake line further delayed him and later the front suspension collapsed. Beguin still finished second, nearly 5mins ahead of Olivier Tabatoni's Citroen. With Alen winning FF10,000, Chomat FF20,000 and Tabatoni FF73,000, there was something for lots of people to be happy about on the 1000 Pistes this year!

## 10TH INTERNATIONAL ROTHMANS 1000 PISTES RALLY Jul 6/7, French Rally Championship

1	Chomat/Breton	Lancia Rally 037	B	2h51m23s
2	Beguin/Lenne	Porsche 911SC RS	B	2h57m05s
3	Tabatoni/Cadier	Citroen Visa 1000 Pistes	B	3h02m02s
4	Rio/Duchemin	Citroen Visa 1000 Pistes	B	3h03m46s
5	Raous/Fricout	Citroen Visa 1000 Pistes	B	3h08m24s
6	Dorche/Thimonier	Citroen Visa 1000 Pistes	B	3h12m55s

Experimental: Alen/Kivimaki (Lancia Delta S4), no time.



Brancatelli leads Muller and the rest. Armin Hahne digs up the dirt and the helicopter has missed the apex . . .

## On the Ring road

“Achtung fahrerlager! Achtung fahrerlager! Will all drivers for the Grossen Preis der Tourenwagen please get into their socks and come to the pre-grid,” begged the constantly amusing lady on the tannoy. Here we were at the Nurburgring, like it or not, and there was a race to be run.

A week after the technical traumas of the Salzburgring the European Touring Car men were in action again, in an atmosphere heavy with the threat of protest. FISA men rushed to and fro assuring and reassuring that it would all be sorted out shortly. These things, you know, take time.

In the race itself, the sun was shining once more and the Gianfranco Brancatelli/Thomas Lindstrom Volvo duly took the flag first again . . .

### QUALIFYING

“We all hope you have a very good and beautiful day’s racing,” crackled the tannoy early on Saturday morning, “and we hope that everything goes your way.” A commendable thought for the day, but one which bore no likeness to the feelings running high in the *fahrerlager*. It might have been the humidity but the atmosphere was oppressive. The Volvo problems aside, no-one, but no-one, likes the track they built under the castle of Nurburg to bear the name of Europe’s most challenging circuit. “The circuit,” muttered Pierre Dieudonne, “is over there in the hills.” Just a fortnight ago the Germans ran a 24 Hour production saloon car race around the old ‘Ring — why then did they put the ETC cars onto the new track? As usual, the drivers vented their frustration by bringing hire cars back from the old track ping and twanging from the exertions.

Still, the *neue* circuit it was to be and there were some 59 cars there to give it a go in qualifying. On the Friday the Rovers were stripped down from end to end and the BMWs were given similar treatment. What was going on? Some

said it was laying the ground for an inspection of certain other slightly dubious cars, others called it a smokescreen. Whatever, the Volvos sat smugly throughout.

In the course of their extensive checkover, it was decided that the rear wings of the three Rovers were not right. There is no dimension on the homologation papers, so the inspectors rushed off to the nearest road car and checked it out. Off came the race cars’ spoilers, and the road cars parked in the paddock found themselves stripped of their spoilers. Fair enough. What about the Volvos? some brave soul asked. Ever tried to find an evolution model 240 turbo?

“Where are we?” asked Tom Walkin-

The circus comes to town. Poleman Brancatelli and some of the attractions of ETC . . .



shaw, “nowadays, we don’t know if we’ve won a race or not.”

Out on the wide expanses of tarmac the traffic was heavy. It was a war between the classes again. There were Golfs taking lines as if they had Fangio at the wheel, being punted here and there too. Kerbs were being bashed, Alfas side-swiped, and to add to the fun, there were occasional BMWs dropping oil. Midway through the second session we were treated to a death-defying spectacle down at the chicane. There was oil everywhere. There was a rescue car parked on the outside edge of the track. There was a visiting kamikaze pretending to be a marshal, standing in the middle of the track and waving a yellow flag. And the cars? They were coming in at racing speeds . . . Perhaps the unfortunate imbecile was trying to get in the record books as the first man hurt at the new ‘Ring. Some people are just plain crazy.

Having dodged the booby traps, the Eggenberger Volvos found themselves side by side on the front row, with Gianfranco Brancatelli as usual being the quickest man. The remainder of the top six were all in position, if a little jumbled, it was three Volvos against three Rovers as ever. The rest, as the tannoy might say: were “not in the park of balls,” the fastest BMW being some 2secs off the pace. The honour of fastest Rover went for once to Steve Soper, in spectacular fashion. Jeff Allam and Armin Hahne had a persistent oil leak, while both Walkinshaw’s qualifying runs were spoiled by the little cars.

The lead BMW this weekend was the Schnitzer car of Dieter Quester and Marcus Oestreich, while their usually more rapid team mates Roberto Ravaglia and Emanuele Pirro had engine troubles. “Our engine was going so fast,” said a smiling Pirro, “that we had terrible power oversteer, so we blew it up and cured the problem!”

The two Schnitzers were split by the orange Jagermeister 635 of Walter Brun and Harald Grohs which provided some interesting lessons in handling, but looked positively stable alongside some of the other big Bee Ems. “I’ve driven a few cars in my time,” said Gordon Spice, running in the Juma BMW, “but this is one of the more difficult I’ve come across.” The Belga car qualified only 15th. Olaf Manthey and Peter John struggled manfully with their German series Vitesse but could only manage 12th, while in class 2, the BMW 323is of Linder Motorsport blew the usually dominant Alfa Romeos into the weeds, although at the new ‘Ring they had all been plucked out and replaced by grass — much neater . . .

Down in the smallest class, the Audi 80 GLE of Peter Seikel and Heinz Gilges led the Toyotas and the Golfs.

### RACE

The circus it seems had come to town on race morning. There were luminous blue sequined girls on roller skates being towed behind Rolls-Royces, there was a helicopter pilot (straight out of the Vietnam War?) who insisted on chasing cars along the track a few feet clear of their roofs, while a camera man dangled out, looking worried. “I told you,” said Sigi Muller, “we get more like Formula 1 every week!” Up in the plush ‘hostility units’ televisions were piled in banks: One for the close circuit TVs, one for the results print out, one for the French Grand Prix, and another to see what happened to Boris ‘Boom Boom’ Becker at Wimbledon.

Off the cars went on their final warming-up lap with that helicopter pilot dropping in to see if he could find the

perfect line through the corners. Out of the last turn, and off peeled the pace car — nobody watches the lights anymore these days — and down they came into the first chicane: three Volvos leading three Rovers and a helicopter. Gung ho!

Steve Soper, whose plan to blast between the Volvos had not worked out, found himself behind Walkinshaw and alongside Hahne. The second two Rovers crunched together and Hahne was over the kerbs — an event which was to trigger a touch of Anglo-Saxon phraseology when the two drivers met up after their stints were over. Anyway they survived.

Brancatelli led Muller, with Walkinshaw hanging on as best he could. The second two Rovers followed, with Olofsson's Luna 240 having already dropped back to sixth and shortly to expire yet again with a touch too much sunshine. Down in 'Formula BMW', Oestreich got the drop on Pirro while Jurgen Hamelmann and Walter Brun joined in ahead of Emilio Zapico who was battling with the Manthey Rover. In the middle class the BMW323is took off and were never headed, although a mistake by Harald Becker saw Johnny Reindl lead the class briefly.

Walkinshaw, having bounced heavily on a kerb as he fought past Muller, began to trail a faint haze of smoke on lap 2, while Soper continued his slightly wild ways trailing clouds of sand as he took to the once neat grass time after time.

Walkinshaw's race was to last for just 25 laps, his oil having burned up. The Scotsman could never quite get on terms with the leading Volvo, try as he might, and he retired to his motorhome without looking back.

Soper began to get in his stride after the wild beginnings and briefly led Hahne, although Armin fought back and once past Steve began a stint which was to put him on the tail of the second Volvo. Brancatelli, though, was gone once more. Soper fell into tyre troubles, although he was still well clear of Oestreich, who was more or less by himself, and Pirro who continued to battle entertainingly with Hamelmann and Brun, while Manthey ran into the back of Zapico and came off worse, both dangling bumpers from thenceforth. Another BMW battle developed between Nussbaumer, Maurizio Micangeli and Jean-Michel Martin, the three swapping places for the first 20 laps.

Soper was the first major driver to pit, on lap 41, and Eddy Joosen climbed aboard. Thirteen laps later cars were coming in one after another, with the commentators keeping everyone going by talking about the Grand Prix and the tennis. Dieudonne took over from Muller and a lap later Brancatelli was in to hand over to Lindstrom, leaving Armin Hahne to lead for two laps before he too had to come in and hand over to Jeff Allam. When they had all finished that, the order was Lindstrom, Allam (18secs in arrears), Dieudonne, Joosen and then the two Schnitzer cars piloted now by Roberto Ravaglia and Dieter Quester.

Lap 67 saw a rather strange incident. Jeff Allam, quickly on to the pace after the pit stop, ran over a kerb and holed his sump while lapping a backmarker. This left a trail of oil up the hill and into the Bit Kurve. The track was already slippery, but sending out a pace car did seem a slightly paranoid thing to do. The pace car popped out and, as is often the case, failed to pick up the leading car, emerging instead in front of the two Schnitzer BeeEms. The fourth and fifth placed cars thus lost the best part of a lap. The helicopter buzzed back to annoy everyone and several cars headed for the pits — Joosen being replaced by Soper in the sole surviving Rover.



Top: The baby class winner, the Schumacher/Tilke Toyota. Above: The BMW323i ruled the roost in the middle class. Below: Rover pitstop.



**NURBURGRING (D)**

**European Touring Car Championship, round 8, 111 laps — 313.24 miles**

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0l Volvo 240 Turbo	3:42:34.61	1:50.75	1
2	Steve Soper (GB)/Eddy Joosen (B)	3	3.5 Rover Vitesse	3:43:04.69	1:51.36	2
3	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0l Volvo 240 Turbo	3:44:31.96	1:50.83	3
4	Roberto Ravaglia (I)/Emanuele Pirro (I)	3	3.5 BMW 635CSI	110 laps	1:54.20	9
5	Harald Grohs (D)/Walter Brun (CH)	3	3.5 BMW 635CSI	110 laps	1:54.420	8
6	Dieter Quester (A)/Marcus Oestreich (D)	3	3.5 BMW 635CSI	110 laps	1:53.97	7
7	Winni Vogt (D)/Harald Becker (D)	2	2.3 BMW 323i	109 laps	1:55.41	14
8	Jean-Michel Martin (B)/Gordon Spice (GB)	3	3.5 BMW 635CSI	108 laps	1:55.49	15
9	Marco Micangeli (I)/Emilio Zapico (E)	3	3.5 BMW 635CSI	108 laps	1:55.34	13
10	Johnny Reindl (A)/Winni Vogt (D)	2	2.3 BMW 323i	108 laps	1:56.37	21
25	Robert Schumacher (D)/Hermann Tilke (D)	1	1.6 Toyota Corolla	101 laps	2:01.09	36
R	Ulf Granberg (S)/Anders Olofsson (S)	3	2.0l Volvo 240 Turbo	6 laps — engine	1:51.53	4
R	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	25 laps — oil leak	1:51.88	5
R	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	67 laps — oil leak	1:51.64	6

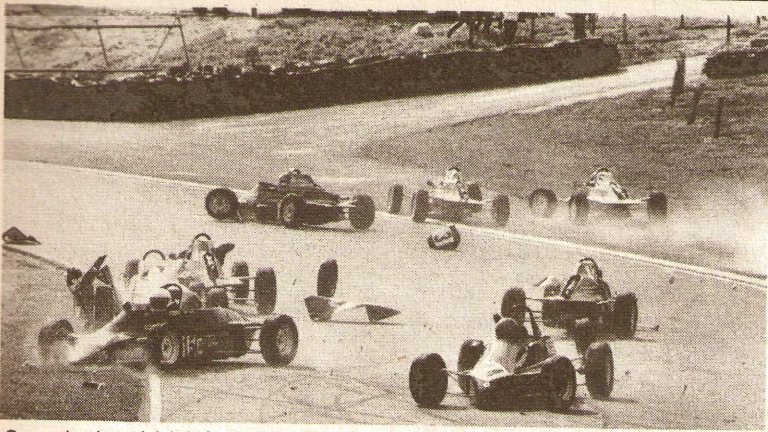
Winner's average speed: 84.94mph. Championship positions (provisional): 1, Brancatelli/Dieudonne, 171pts; 3, Lombardi/Drovandi (Alfa Romeo GTV6), 141; 5, Walkinshaw/Percy, 111; 7, Tilke/Schumacher, 84; 9, Allam/Hahne, 81. Manufacturers Championship (provisional): 1, Alfa Romeo, 171pts; Toyota, 130; 3, VW, 126; 4, Volvo, 125; 5, Rover, 105. Next round: Spa 24 Hours, July 27/28.

When the pace car peeled off, it was the two Schnitzer BeeEms, Quester ahead of Ravaglia, leading the now compacted field. The Italian was clearly being held up but, even so, punting your team mate off isn't really cricket! Quester survived his lawnmowing and Ravaglia duly pulled away. The man to watch though was Steve Soper, who gained ground on Dieudonne very rapidly and took the second Volvo on lap 87. Dieudonne fell back into the clutches of Ravaglia, who was under the impression he was running second — as were the official timekeepers for a while — before Pierre dived into the pits with 13 laps to go for some oil.

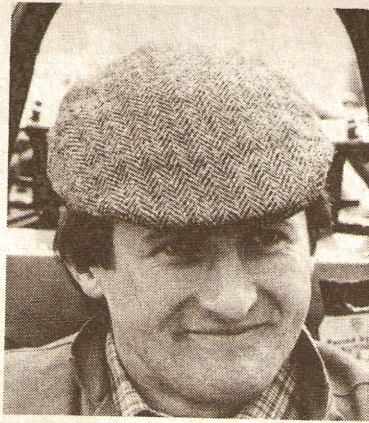
Lindstrom was controlling his gap to Soper at 22secs and try as he might Steve could do no more. Dieudonne charged back to retake his place from Ravaglia — not that he had ever lost it because he was a lap ahead! At the end, then, interest centred on the highest placed BMWs — three running within 10secs of each other: Ravaglia, a wild sideways, headlight blazing Harald Grohs and Dieter Quester.

Class 2 went without drama to Winni Vogt and Harald Becker and Class 1 was won by Robert Schumacher and Hermann Tilke 10 laps down on the winners in their Toyota Corolla.

"The good and beautiful day's racing" came to a bizarre end. Show time folks! The tannoy blasted out 1920s jazz (some more experienced folk in the pitlane were spotted doing the Charleston), girls on roller skates fell over each other and the looney in the helicopter buzzed in. An artificial end to a rather artificial race.



Cars, wheels and debris fly in all directions during the Brands Esso counter. Village (right) sustained a broken arm.



## Midget man up a rung

Current MG Car Club Sprite/Midget series leader, David Gibson, has attracted backing from Halsall Builders (a Radstock construction and property development company) and will now also contest the Renault 5 Elf Turbo UK Cup.

Gibson, 32, has bought the Bob Salisbury car which Andrew Ridgeley raced so promisingly at Snetterton recently and although preparing the car himself, will receive guidance from Salisbury and Julian Gerard.

Gibson intends to continue the MG series with his eye-catching pink Midget prepared by Alan Jeffrey of Plymouth. David's previous racing experience includes some karting in his teens and a spell of successful road rallying, before turning to the MGCC series for his first taste of track events. Having finished runner-up in the series last year, Gibson has recorded five wins from eight starts this year, with lap records at Oulton Park, Cadwell Park and Brands Hatch. Gibson plans to test the Renault at Mallory Park and Donington prior to his first outing, and once sorted, should be among the front-runners.

## Lyall's S2000 Lola switch

After a couple of successful seasons of FF2000 racing, Loughborough's Alastair Lyall has recently switched to Sports 2000 competition with the little-used Lola-BSR T596 owned by Howard Morgan. Lyall saw Castle Combe for the first time last Saturday, and came away with the lap record to his credit, having equalled championship leader Sean Walker's pole time, set with the Shrike.

Alastair led away, only to be nudged by Walker at the first corner, then set about recovering lost ground in the red GRAB Resins/Bob Gerard Racing car. Having repassed Ian Flux's Royale for second place, Lyall was eroding Walker's advantage when a front tyre punctured. A big moment at Tower, and a clip from Flux (which whipped the tail section away) forced his retirement, but the combination's potential has been underlined. Good to see a Lola back at the S2000 forefront to challenge the Shrikes and Royals.

# FF1600 carnage at Brands

Last Sunday's Dunlop-AUTOSPORT and Esso FF1600 rounds at Brands Hatch produced more than their fair share of incident and controversy, leaving the unfortunate John Village hospitalised with a broken arm.

Things began to go wrong in the Esso counter when Rowan Dewhurst spun to a halt broadside on at Graham Hill Bend. Race leaders, Mark Blundell and Johnny Herbert, missed the stricken Van Diemen but the following Ruari O'Coileain and John Village did not. This triggered a

multiple shunt which forced the race to be stopped. Marshals flags had been out at the scene of the original trouble and it was a stern John Nicol who lectured drivers prior to the restarted race, won by Mark Blundell.

O'Coileain, Village and Dewhurst all needed medical attention, with Village having sustained a clean break as a result of his heavy sideswipe of the stationary car. He was, however, reported to be cheerfully philosophic — happy that he

could still manage a cigarette!

There was trouble also in the Star of Tomorrow novice counter. Suffering from a down on power engine, young Phil Andrews adopted some weaving tactics that looked fresh from the Mistral Straight at Paul Ricard, in order to keep Tony Bottoms behind him. This impressed neither Bottoms nor the observers and culminated in Andrews' exclusion for dangerous driving. It really did look as though the heat had brought with it the brain fade to Brands Hatch last Sunday!

## Flux's works assistance

Having destroyed the Computer Consortium's old Aquila RO83S-02 in a testing shunt at Castle Combe on Friday — when apparent steering failure pitched it into the barriers at Tower — B&Q Sports 2000 Championship aspirant Ian Flux's hopes of supplementing his points tally looked to be dashed last weekend.

Ian returned to the Wiltshire track the following morning, however, to find the works development Royale RP38 placed at his disposal by Tony Hilton and Frank Bradley. "I couldn't believe their generosity", said Flux on Monday, "Frank's offer to stand down from this drive was particularly appreciated. It just left me wondering whether I'd do the same in the opposite situation?"

Flux duly finished second in the event, behind points leader Walker (who had shared the Royale with Bradley at Snetterton the previous weekend), and



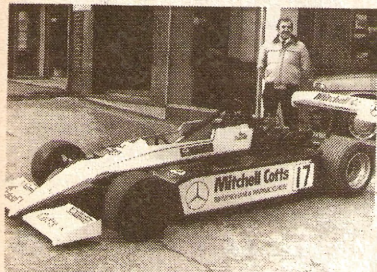
Flux — heavy shunt with the Aquila.

expressed his satisfaction at the car's progress during the day. While Ian has a huge task ahead of him if he is to claw back Sean's advantage, he is still in the hunt. A replacement car is being sought for future B&Q rounds.

## First blood to Thompson

Perhaps the earliest 1985 national racing championship to be decided is the HSCC's Classic Sportscar series, which Tony Thompson put beyond the reach of his rivals at Thruxton on Sunday. The Melton Mowbray driver's remarkable pedalling of the ex-Dave Preece/Tony Griffin Lotus 26B has been a talking point of the series, and makes him a worthy champion indeed.

Thompson set a sensational new lap record at the Hampshire circuit, pushing it beyond 92mph in his efforts to catch Steve Hitchins's Lotus 23 while staving off the potent Marcos-Volvo of defending title holder Roger Ealand. The Racing Fabrications-engined Elan driver went on to score his seventh divisional victory of the year in a well-populated class, which equates to a maximum score on the HSCC's complex system.



Southall — 26 years hillclimb experience.

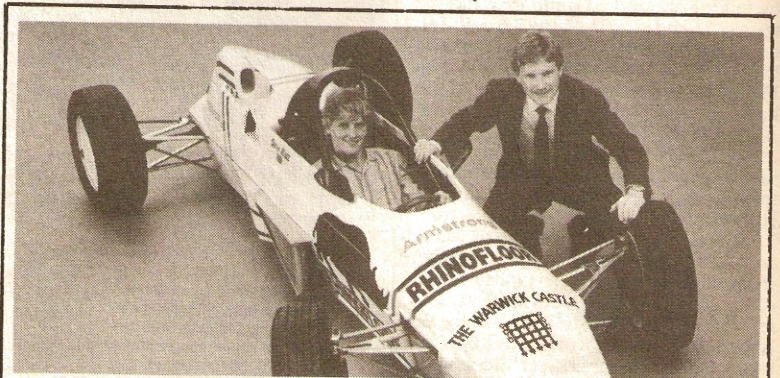
## Mitchell Cotts boost backing

Mitchell Cotts Motor Vehicles, the Midland's largest distributor of Mercedes cars and trucks, are extending their motor sports involvement this season with sponsorship activities in the fields of karting, motocross and powerboat racing in addition to a bigger programme with their speed events team.

Tony Southall and Nick Whale are representing Mitchell Cotts in sprints and hillclimbs, with their Formula Atlantic March and Clubmans Mallock U2 respectively. Both men are employed by the company for which they are successful in business and sport. Tony, a hillclimber for 26 years, is running more quickly than ever this season, as is young Whale, whose car is prepared by fellow competitor Alan Payne.

## No F-T no BTD

Joy Rainey's four-year-old Ladies Record at Shelsley Walsh finally fell on Sunday, to Gillian Fortescue-Thomas in Alan Payne's Apollo Gas & Electrical Discount Stores Anson SA4. Driving the hairy Rover V8-engined machine for the second time at the historic Worcestershire hill, Gillian carved nearly half a second from Joy's standard, leaving the target — and BTD — at 28.88s!



## Watt's RhinoFloor Quest

Steve Watt, a marketing manager for Armstrong World Industries, squats beside Johnny Herbert's Quest. Steve's employers have recently announced a sponsorship programme to enable him to contest the Esso and Dunlop-AUTOSPORT Star of Tomorrow championships with Mike Thompson's Quest organisation. RAC/TT front-runner, Herbert, will also bare allegiance to the company in the form of their RhinoFloor floor coverings livery.

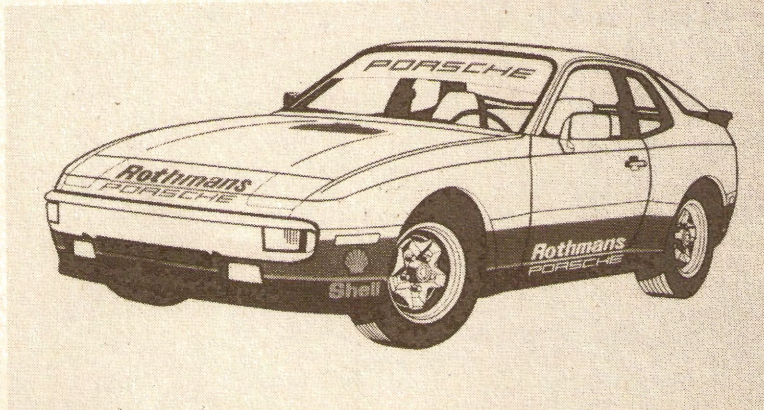


# Rothmans-Porsche announce Canadian 944 Challenge

Rothmans Canada and the Porsche Division of Volkswagen Canada have recently announced a lucrative one marque series based on the Porsche 944 which will commence in 1986.

To be known as the Rothmans-Porsche Challenge, the new series will be held at major sporting events in Canada and will feature the 944 (recently voted 'Sports Car of the Year' by the Canadian Automotive Journalists Association) in showroom configuration, with sealed stock engines. Modifications will be permitted to the suspensions and exhaust systems, however.

The new series is to receive considerable dealer back-up, with cars available later in the year from any Canadian Porsche dealer at specially discounted prices. Each Porsche dealer in Canada is to sponsor at least one car, although in its first year, the series will be restricted to 30 cars which are to be specially built by the Porsche factory in Germany. The



A Rothmans bedecked Challenge car — will the 944 series spread to other countries?

prize fund for the series will be in excess of 200,000 dollars.

Significantly, Rothmans spokesman,

Peter Bone, said that the new series could well become the model for similar series in other countries.

## Thundersports March-Volvo

Wolverhampton Volvo dealers Bill Boddice Garages chose the unusual setting of Shelsley Welsh hillclimb to shake down their new Thundersports contender last Saturday. Based on the ex-Bridge brothers March 83S tub, the car is powered by a John Beattie-prepared 2.3-litre Volvo engine, one of two acquired by Boddice MD John Lowe from the works 343 rallycross programme.

The four-cylinder carburetted unit features a BDA-style head and is very torquey. Power has been measured at over 220bhp at the wheels, drive being via a Hewland FT200 transaxle. The March engine bay has been extensively modified to accept the hybrid conversion, and long-range fuel tankage has been incorporated in the monocoque.

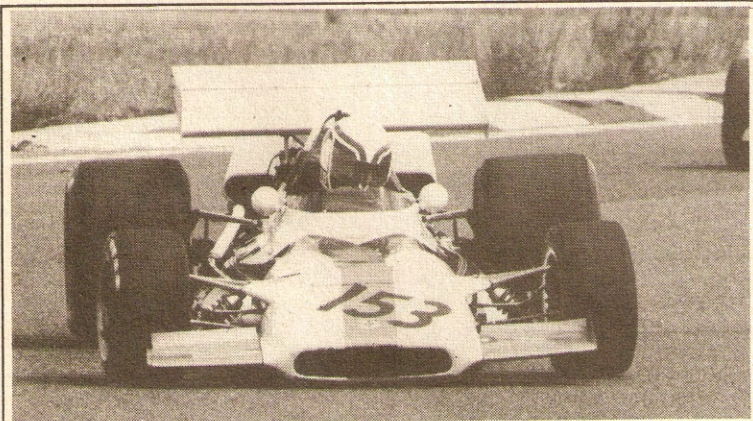
Lowe and colleague Richard Bolton (who ran a pair of Boddice March-Volvo 763/773s in the Monoposto formula a couple of years back) will share the device in the MCD mini-endurance events, although engine man Beattie co-drove with Lowe on its debut.



Lowe's March-Volvo was debuted at Shelsley.

Naturally a rear wing will be added for circuit use — John had an 'off' in practice due to an initial imbalance in interim guise — and larger tyres will probably be tried.

Following its encouraging debut, the March-Volvo should have its first race at Brands Hatch at the end of this month. It is an intriguing addition to the already varied grids of cars and will be watched with interest.



## Foulston's Yardley BRM

John Foulston has recently acquired a BRM P153 F1 chassis for his collection, and invited Thundersports partner John Brindley to re-debut it in Sunday's Seldon Pre-70 Single-Seater race at Thruxton. Still in its original Yardley livery and yet to be restored, the car's V12 engine over-heated in qualifying and the race, but not before John had enjoyed himself, howling round in the company of Alex Seldon's Lola T300 and a couple of F2 chassis.

### BRIEFLY

■ Bette Hill and Club Lotus will hold a formal Graham Hill Commemoration Dinner Dance at the London Rowing Club in Putney on November 29. Graham, of course, wore the distinctive blue and white striped livery of his old club on his helmet throughout his entire career. Tickets available are limited to 100 and full information and reservation details can be obtained from Club Lotus, Graham Hill Commemoration Dinner, PO Box 8, Dereham, Norfolk. Tel: 0362 4459.

■ Marley Vehicle Leasing are supporting Colin Stancombe's FF2000 and F1600 efforts for the remainder of the year. Stancombe's consistency has given him the lead of the JPS Champion of Brands series and Colin will also race the innovative wooden-bodied BARD FF2000 car at the International Ford-sport Day at Brands Hatch on July 14. Stancombe — welcome Marley support.



■ If the WEC Porsches have suffered one or two problems shedding the odd wheel this year, then Barry Robinson encountered a different problem at Castle Combe last weekend. As Barry turned into Quarry corner, the centre of the nearside rear wheel tore out, his 911 sliding into the tyre wall, thankfully without too much damage.

■ The engine of Bob Irving's Willhire class-winning Rover Vitesse was recently stripped at J E Motors' Coventry premises and subsequently pronounced legal.

■ The recent split between Mark Blundell and the works Van Diemen team was apparently totally amicable, with Mark feeling that he wished to be free to make certain changes to the car which may not have been in line with team boss Ralph Firman's thinking. Blundell will now run with the Royston-based Flectray concern, as last year, the Grovewood Award winner having no trouble in winning last Sunday's Esso counter at Brands Hatch, ahead of former teammate, Brazilian Paulo Carcasci.

■ The BRSCC's Oulton Park season opener which fell victim to March snows has been rescheduled for September 21. A Star of Tomorrow FF1600 race will run concurrently with a northern counter and there will be other races for the Renault 5 Turbo series, Pre '65 Classic Saloons, and a championship round of the 108 Car Club Rally Car series.

■ Having suffered one or two unfortunate accidents, Evan Clements has exhausted the majority of his Chloride sponsorship budget and is thus forced into curtailing his S2000 activities. The Welshman will, however, continue to contest the S2000 class of the Thundersports series.

■ The EFDA have announced a change to the Euroseries FF2000 schedule. A race at Zandvoort over the July 20/21 weekend has been added to replace the Austrian round at the Salzburgring on October 6, for which the organisers have failed to obtain a permit. This means that at least one of the British regulars is double-booked — Dave Coyne being due to race in the FF1600 Race of Champions supporting the British Grand Prix.

■ Making a return to the tracks in the MGOC championship is former Mini and single seater racer, Steve Johnson. Steve, 27, from Runcorn, will contest the modified class with Davidson, Park and Speed, shipping agents contributing valuable backing in the form of travelling expenses.

Johnson will campaign a modified BGT



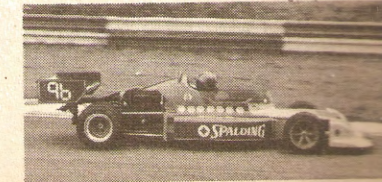
■ Winner of last Sunday's Duckhams Road Saloon counter on the road was Derek Wileman. Wileman, however, was later excluded by Brands stewards on the grounds that his Capri suspension featured adjustable spring rates which are outlawed in the series.

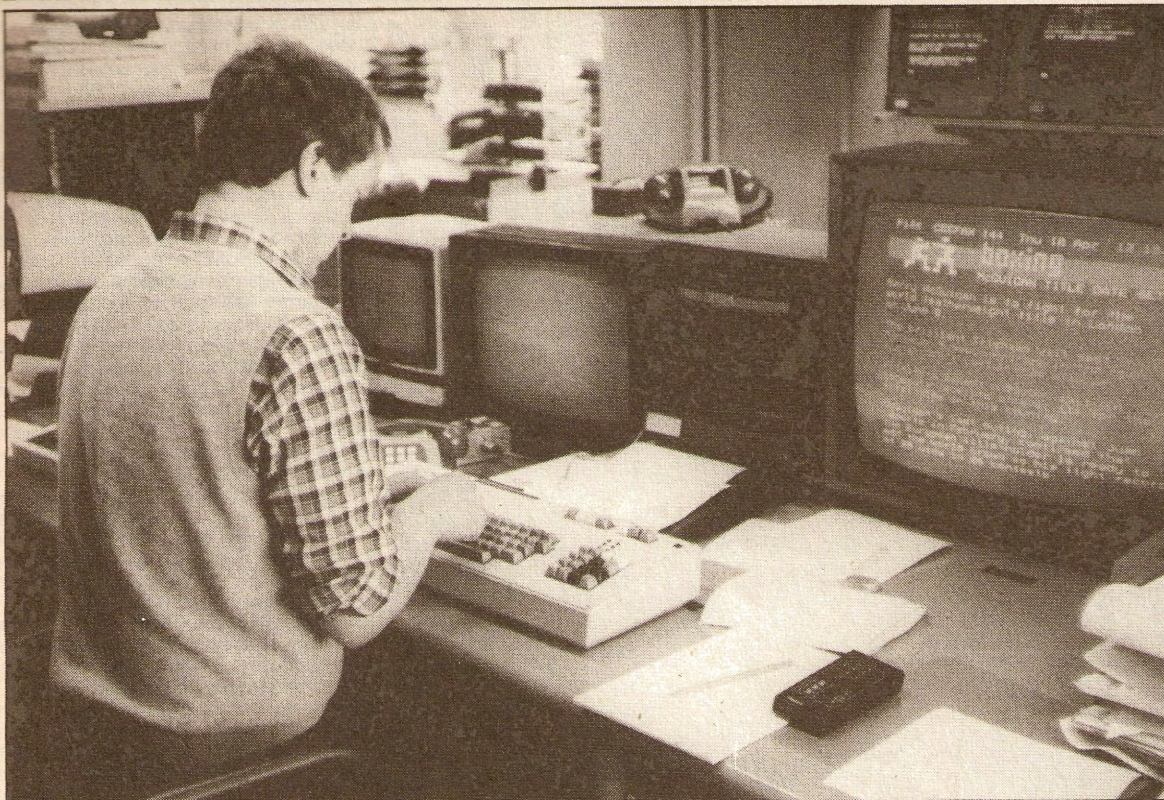
■ Having recently purchased an ex-Bathurst Holden Senator, Uniroyal regular John Cleland and Steve Thompson intend to contest the Thundersaloons series. The car, still resplendent in Marlboro livery was due to complete some parade lappery at Brands Hatch last Sunday, but a small fire brought these plans to a rather abrupt halt. When fully sorted, it is hoped that the fearsome device, powered by a General Motors 5-litre V8 producing some 450bhp will challenge the current Woodman/Buncombe supremacy.

■ The Castle Combe FF1600 Championship has attracted backing from Steve Llewelyn Motor Sport Spares. This is the first time since 1981 that the series has had a sponsor, the last one being Earle of Chippenham a local Ford dealer.

■ The American-based Spalding Sports company have announced that they are to sponsor the March 772 of Wellington driver Rodney Eyles in the Warecrete British Sprint Championship, in which he currently lies third.

Rodney Eyles's sponsorship racket...





Programming another sports page on the BBC's Ceefax service — Stuart Sykes at work on the VDU keyboard.

## BBC's news hotline

**"We are not aiming to compete with the specialist press as we can never provide the depth of coverage that they can. We like to think that Ceefax can complement the weeklies, providing instant information that can be quickly assimilated."**

Dr Stuart Sykes is one of a small team of sports enthusiasts responsible for the current increase in motor sport coverage on the Ceefax service provided by the BBC. Despite still being in relative infancy, the increase has been extremely well received, the BBC's viewer survey figures revealing that Ceefax is called up in excess of 12 million times during the Saturday afternoon sports slot.

The scene is typical of any news office, in any magazine, in any town. An office crammed with desks, just enough room to swing the proverbial cat and a constant feeling that a time bomb is about to explode. The difference is that, instead of the reams of copy paper streaming from typewriters, the information is transferred to VDU screens and ultimately committed to televisions in millions of homes around the country. The office is situated high above Wood Lane in West London, just one of many such offices in the 'concrete doughnut' that is the BBC Television Centre.

The greatest advantage that Ceefax has over the printed media is its immediacy, never more important than with world news and sport. In that respect, being at the heart of the BBC has untold advantages. In one corner of the office is a bank of telex terminals, each spilling out information from Reuters, the Press Association and a host of other sources. This is supplemented by a loudspeaker which provides instant news from the central switching department about world incidents as they happen. It is then the work of a few moments to produce a revised news bulletin, a newflash, the latest testing times from Silverstone, or the new leader board

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from the Marlboro Russek Rally.

"That is our main advantage," continues Sykes, "but it is also our major headache. If we don't get the updates onto the viewers' screens within seconds, they feel that we are letting them down. When there are several major events happening at the same time, we really have our work cut out."

Happily, the Ceefax system can be linked with the BBC micro computer enabling several sports items to be written on the spot and fed into the system very quickly.

The BBC micro also provides scope for feature material to be written at leisure and then fed into the main computer in an instant. And the growing number of feature pages available to the viewer/reader is an indication that the service is passing from infancy towards adulthood. On the motor sport front, John Watson provides around five pages before each Grand Prix to preview the race, while Sykes himself does a similar preview to each round of the Shell Oils/AUTO-SPORT RAC National Rally Championship. During each event a competition is run to test the viewers' knowledge of the rally in progress, the prize being a copy of the excellent *Rallycourse* annual after each event.

**The greatest advantage that Ceefax has over the printed media is its immediacy, never more important than with news and sport.**

While Ceefax try never to use up more than five pages on any one feature, in order to retain viewer interest, the depth in which they are able to go is increasing, despite their claims, and a recent interview with Jimmy McRae before and after the National Breakdown Rally was an indication of how informed the team is.

So how does the system work? "We have eight 'magazines' available to us," explains Sykes, a former French lecturer at Liverpool University. "Two are used on BBC1 — one on even dates and other on odd ones — enabling us to prepare some pages for the following day. One is available for BBC2 and another covers BBC1 when two consecutive odd dates occur at the end of a month. Three magazines are spare to provide a back up to the others or to try out new ideas, while one is there to offer computer software for the BBC micro."

Sykes and the small sports team will try to set up the following day's pages before they leave at night, in order that the following morning is less hectic than it would be if they had to index a fresh set of pages. As with any computer, it is easier to update than to write the initial display. On each of the magazines, there are 100 pages, each with an infinite number of sub pages. An indication of the import-

ance of sport to the service is the equal allocation of pages to news and sport. While some pages are duplicated on BBC2, the 'second channel' is largely given over to feature material.

Graphic displays are used to brighten up the pages, also improved by the use of different colours to highlight significant words. "At the moment, our graphics are very basic. We are currently at around level one of a five level capability, so you can see what the future holds for us if we can get the necessary backing from the directors."

It could be that the men on the sixth floor will give that commitment. "With the sort of viewing figures that we seem to be getting," continued my guide to the system, "we are seen with growing credibility both inside and outside the BBC. This is a major step forward."

It is the Ceefax office that is responsible for providing subtitles on many programmes, a service that is hoped to be expanded to every BBC broadcast — even live sports coverage. "We tried this out at Wimbledon last year. I was trying to emulate Dan Maskell and, believe me, it was hard work! But if we can get some of the bugs ironed out, the service will be particularly good. At the moment, just providing up to date scores and leader boards are the tip of the iceberg. We need to settle on a basic vocabulary for the service, but we are conscious that a driver interview in the pits at Silverstone or the translation of a McEnroe outburst is as important to our deaf viewers as knowing who set the fastest lap or whether the next point will decide the outcome of the Wimbledon Championship."

For the moment, motor sport fans have reason to be grateful to Stuart Sykes and the rest of the Ceefax sports team. Their enthusiasm for the sport has resulted in a growing number of pages devoted to various aspects of competition, be it Le Mans, the Formula 1 season, World Championship rallying or, of course, our own National Rally championship. The equipment that was scattered around the building may have looked a little Heath Robinson in some areas (most of the keyboards were little different to those on any home computer available from your high street store) but, as one would expect from the BBC, the end product is both professionally produced and contains informed comment.

An indication of the system's strength was made clear as we sampled the infamous delights of the BBC canteen. Over lunch we discussed the team's recent trip to the Middle East where three of the world's major television companies demonstrated their teletext systems with a view to providing a world service in the near future. Only the BBC system worked...

### Ceefax and the British GP

With their work at Wimbledon finally done, the Ceefax sports team have turned their attentions to the Marlboro British Grand Prix on July 21.

In addition to the regular updates throughout practice and the race itself on page 139 (possibly repeated on page 239), three feature pages on BBC2 have also been set aside for the whole of the week preceding the event.

Page 238 is expected to feature an insight into the British involvement in the event over the years, John Watson's regular preview will be carried on page 239 and, in response to viewers' requests, page 240 will explain some of the technical regulations which govern Grand Prix racing.



# Filling the gap

For a time it looked as if the Trad Brit sports car, like John Cleese's parrot, was dead, deceased, defunct, no more. Sure, there were devices like the Caterham 7, not to mention the odd — and some were *very* odd — kit cars, but the bread and butter machines, simple, no-nonsense two-seaters based on production components, with the engine in the front driving the rear wheels, had vanished. The fact that the membership of the one-make car clubs, such as those for MG, Triumph, Austin-Healey and others, had soared over the last few years indicated that it wasn't the market that had disappeared, just the cars. One company, though, Reliant of Tamworth (more famous for three-wheelers and the splendid Scimitar GTE) saw the gap, and decided to fill it. The result is the Scimitar SS1.

Technically it is a straightforward, open two-seater in the great British tradition. The chassis is a steel space-frame surrounding a fabricated centre tunnel, with separate steel armatures front and rear to support the body panels. The body itself was the last to be designed by Giovanni Michelotti before his untimely death — you may recognise his name associated with Triumphs from some years ago.

### Modern building techniques

To meet Reliant's design brief he arranged matters so that separately moulded panels could be used and overlapped to hide the attachment points, which accounts for the rather large and obvious gaps all over the place. The panels are made from various materials by modern techniques: traditional hand-laid glass fibre is used for the boot liner, the rear deck, the whole inner body structure, the headlamp surround and the doors, while cold pressed reinforced polyester is used for the boot lid, vacuum assisted resin injected sandwich with rigid urethane for the bonnet, and semi-flexible reinforced reaction injected mouldings for the front and rear bumper and wings.

The power unit is one of two from the

Ford parts bin: either the 69bhp 1300 CVH or the 96bhp 1600cc version. The SS1 also uses Ford in-line transmissions, both the gearboxes and final drive unit being torque-rated for the Ford V6, so they should be strong enough in this application. (The model tested is the 1600 with the five-speed gearbox.) Suspension is, on the whole, convention-

Above and below: The Reliant SS1's angular lines with their obvious gaps will always draw attention, roof up or down.

al, with twin wishbones and coil springs at the front, the only oddity here being the dampers which are placed nearly horizontally across the nose of the car, and operated via bell-cranks: this allows long-travel dampers without the high turrets which would otherwise be necessary to accommodate them. At the rear there is a semi-trailing arm set-up, with coil springs and an anti-roll bar. Steering is by rack and pinion, and braking by discs at the front and drums at the rear.

With 96bhp at 6000rpm, and 98lb ft of torque at 4000rpm, to move 16.5cwt, Reliant's claims of a 111mph top speed, and a 0-60mph acceleration time of 9.6s, should be fairly easily achievable: in fact *What Car?* could only extract 108mph and a 0-60mph time of 11.5s out of their test car, which is not remarkably quick. Straightforward hot hatchbacks such as the Escort XR3i with the 105bhp version of the CVH engine can reach 115mph, and take 9.1s for the 60mph dash. On the other hand, of course, this is much more respectable than the old MG Midget, or the MGB for that matter. So, at least some advances have been made.

Fortunately the CVH engine is quite torquey, so it isn't necessary to row the car along on the gear lever to attain reasonable cross-country speeds — 'fortunately', because at revs much over 4000rpm it starts becoming uncomfortably raucous, at 5000rpm it is decidedly unpleasant, and the only time I took it over 5500rpm, up to the red line at 6000rpm, was to see if it became any worse. It did.

The cause of the noise and vibration seems to be a combination of the engine itself and the application. I didn't expect it to be quiet, and I can take a fair amount of noise for some time, but what lets the SS1 down is the quality of the noise as much as anything else. Holding speeds down simply so that you can talk to a passenger is not a Good Thing. The effect is worse with the top up, and only improves marginally with it folded.

Mind you, if you can ignore the fuss, you will find that the roadholding and handling can more than match the



performance. The steering is light and delightfully direct without any twitchiness, and the basic characteristics reasonably neutral, so that twisty cross-country roads can be great fun, while traffic work in town can also become a pleasure. At the limit, excessive understeer can be removed by judicious lifting off from the throttle (too much, though, and the tail can come round sharply: fortunately the speed of the steering means that you can catch it quickly enough). The difference in grip between wet and dry from the Goodyear NCT 185/60x14 tyres fitted to the test car was minimal, so hurrying on in rainy conditions was no problem. Thus the road manners of the SS1 more than make up for its lack of useable straight-line performance.

In some 500 plus miles of driving the SS1, we recorded no less than 30.53mpg, so the car is reasonably economical.

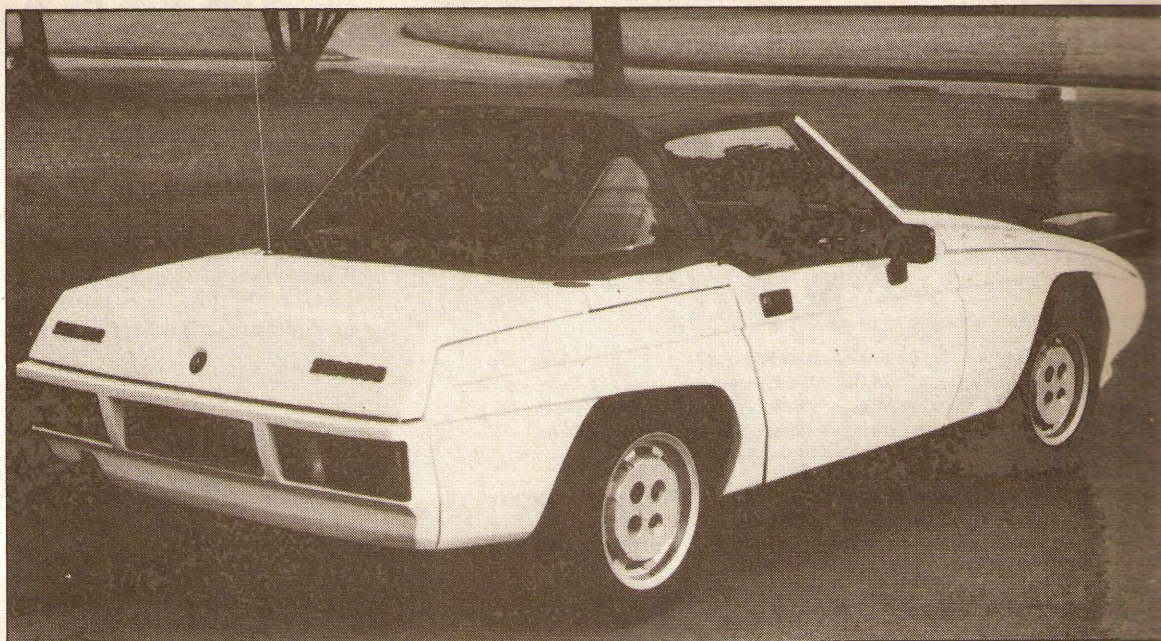
**Disappointing interior**

For some indefinable reason, the cockpit *feels* cramped, yet there were no complaints from six-footers about head or legroom: perhaps it is the proximity of the door trim, or the lack of anywhere to rest the clutch foot, that makes it feel small. The seat could do with more thigh support (it is rather short) and somewhat less lumbar support: the curve in the back rest tends to dig into you after a while. All the controls work progressively, though the clutch felt rather heavy for such a light car, while the gearchange is a positive delight: the lever is very short and tilted forward, its small size no doubt contributing towards the speed with which cogs can be swapped. There isn't all that much storage space inside the cockpit, though the boot is a reasonable size.

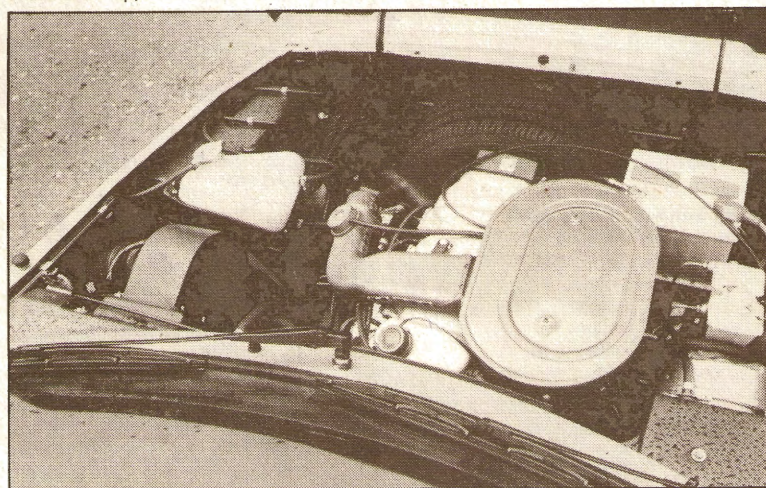
The ride can best be described as firm, though enthusiasts of MG Midgets and Triumph Spitfires may well find it remarkably smooth!

The styling and finish of the interior were pleasant, the colour scheme in the test car — grey with red piping — receiving much praise. External finish is something else, though, the deliberate gaps between panels if anything emphasising the unevenness of their edges.

Below: The car's lines look much cleaner with the roof down. Above: The 96bhp 1600cc unit theoretically provides 111mph.



With the roof up, the SS1 is even noisier than with it down. The cockpit *feels* cramped too.



asing the unevenness of their edges. One luxury you never saw on Midgets and MGBs was electric wind-up windows and tinted glass, so by their standards the SS1 is very well equipped: by hot hatchback standards it is only average.

**In the British mould**

Summing up, the Reliant SS1 is a car that deserves to succeed, if only because it is very much in the British mould of an open sports car, and it is the only one of its type around if you ignore the Morgans, Caterhams and Panthers with their old-fashioned styling. Its looks are eye-catching (and better in the flesh than in photos), it is fun to drive, and should be easy and cheap to maintain. To really take off in sales, though, we would suggest that more attention is given to fit and finish, and that something be done to improve refinement, particularly that of the engine. Cure those faults and Reliant could have a car that enthusiasts could take to their heart just as they did so many years ago when the original frog-eye Sprite first came on the market.

**RELIANT SCIMITAR SS1**

£7795

**Specification**

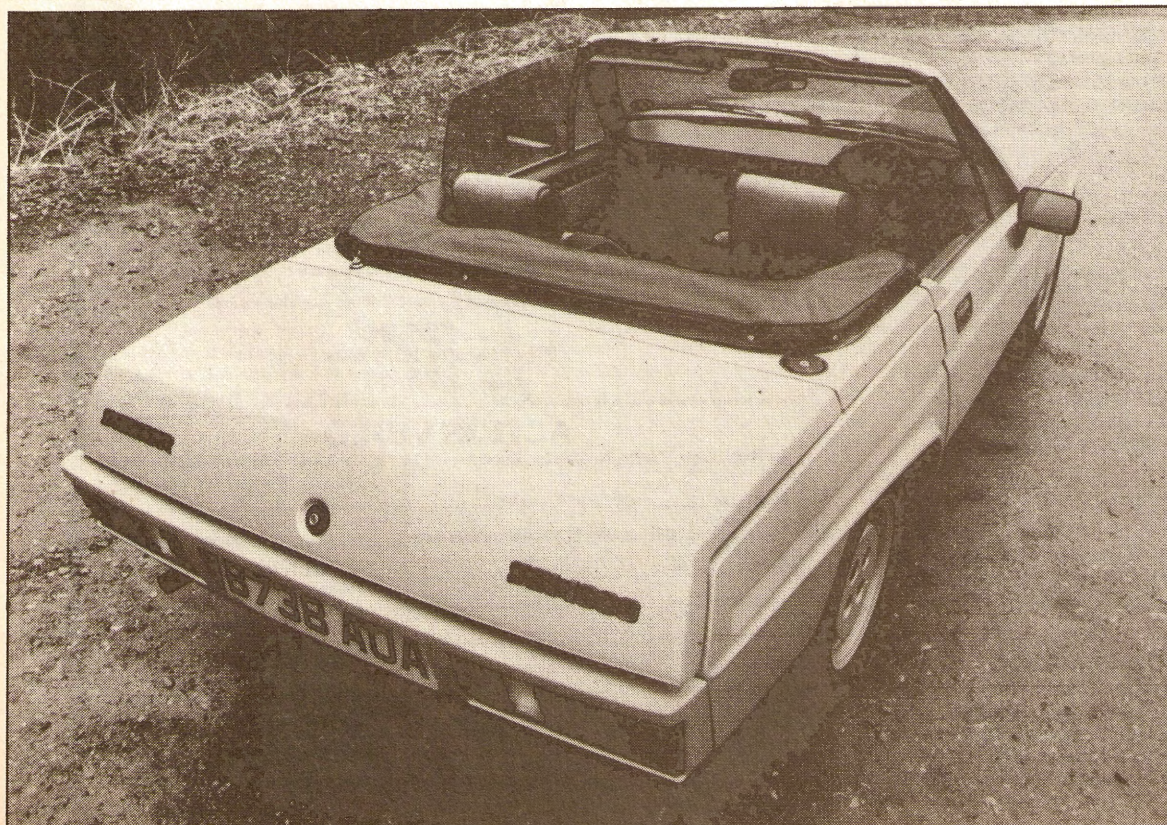
Cylinders/Capacity .....	Four in line/1596cc
Bore/stroke .....	79.96/79.52mm
Valve gear .....	Single ohc
Fuel system .....	Twin choke carburettor
Power/rpm .....	96bhp (DIN) at 6000rpm
Torque/rpm .....	98lb ft (DIN) at 4000rpm
Gear ratios .....	3.65, 1.97, 1.37, 1, 0.82:1
Final drive .....	3.92:1
Steering .....	Rack and pinion
Brakes .....	Disc front, drum rear
Wheels .....	Alloy, 5.5 x 14ins
Tyres .....	Goodyear NCT, 185/60 x 14
Suspension (F) .....	Wishbones, coil springs, anti-roll bar
Suspension (R) .....	Semi-trailing arms, coil springs, anti-roll bar

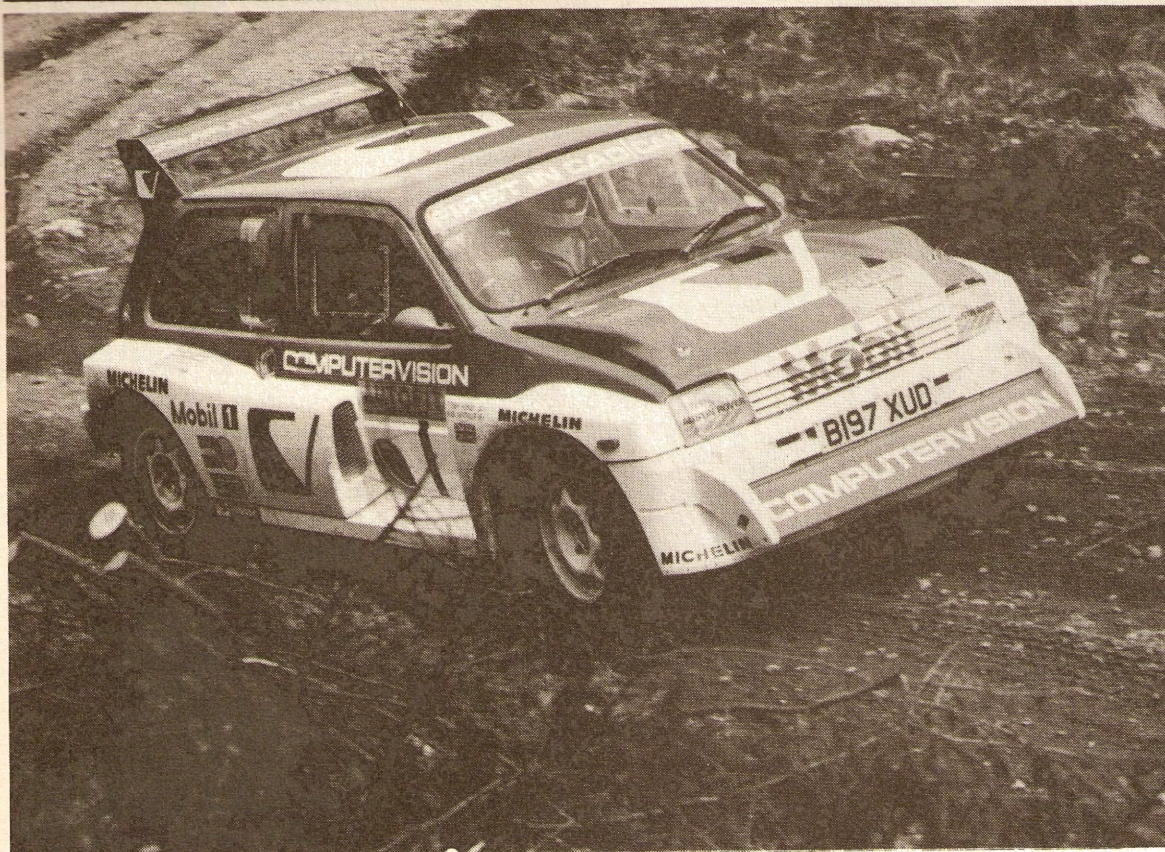
**Dimensions**

Wheelbase .....	84ins
Track (F/R) .....	51.25/52ins
Width .....	62.3ins
Weight .....	16.5cwt

**Performance**

(What Car? figures)	
Maximum .....	108mph
0-60mph .....	11.5s
50-70mph (4th/5th) .....	10.2/14.8s
Fuel consumption	
(urban/56mph/75mph) .....	27.3/46.0/35.9mpg
Test consumption .....	30.53mpg





Above: Can Tony Pond win with the Metro 6R4? Or will Malcolm Wilson (below) take the honours in his Audi Quattro A1.



**Shell Oils**

NATIONAL RALLY CHAMPIONSHIP

**SPECTATOR INFORMATION**

**Start:** St David's Shopping Centre, Swansea. First car leaves at 1000. SS2/6: Located off A465 between Resolven and Glyn Neath at 160/852032. Cars at 1045 and 1430.

**SS4:** Located off A4061 Hirwaun to Treherbert road at 170/922025. Cars at 1400.

**Finish:** St David's Shopping Centre, Swansea. Champagne showers at 1600.

**Service:** Servicing will be taking place throughout the day at the Cam Gears factory, Resolven.

**CEEFAX**

The lads at the BBC will have to work fast to keep up with this one, but rest assured that page 139 will be keeping you up to date throughout the day. Watch out, too, for the latest in the quiz questions that could win you an autographed copy of *Rallycourse*.

**EVENTSLINE**

Pick up the phone throughout the day and dial 061-246 8066 for regular updates on the rally progress.

**CHAMPIONSHIP POSITIONS**

<b>Overall</b>	
1 Lovell.....	64
2 Rutherford.....	60
3 Aitken-Walker.....	59
4 Marshall.....	57
5 York.....	48
<b>Group A</b>	
1 Nicholls.....	86
2 Parkinson.....	75
3 Davison.....	72
4 Saint.....	61
5 Riddick.....	58

# Welsh showdown

This weekend's Marlboro Russek Rally opens the second half of the Shell Oils/AUTOSPORT RAC National Rally Championship and all the regular contenders will be on hand, dusting off the cobwebs since May's Manx Stages and eager to begin the final push for honours. But the race for the event win is likely to feature just two cars, Tony Pond's amazing little Metro 6R4 and the Audi Quattro of Open Championship leader, Malcolm Wilson.

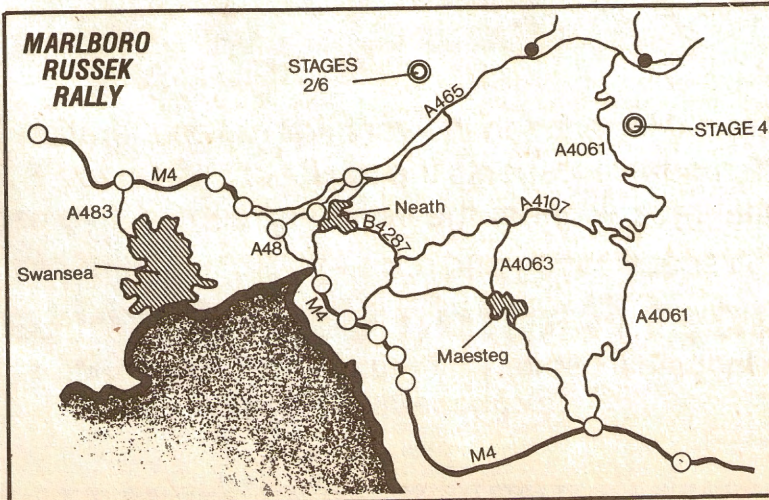
The Cumbrian driver is using the occasion to acquaint himself with the Vale of Neath forests in 'a proper car', before he has to contend with them on the RAC Rally in Ford's RS200. For Pond, the event represents the latest step in the fine tuning programme of the Metro. Already it has won the Autofit Argyll Stages in definitive trim, and is now ready to tackle this longer event.

Behind these two, the battle for championship honours will rage intensely, crews having to face up to a mere handful of extremely long stages where a puncture costs not just a few minutes, but inevitably the event itself.

Mark Lovell is the current championship leader but will have to get used to the Nissan 240RS in left hand drive form having destroyed his own car in a high speed accident on the recent Santa Cruz Rally. Former winner of the Russek, Louise Aitken-Walker, returns with the R-E-D Escort RS, while the Widnes based team will also be represented by Willie Rutherford in the four-wheel-drive Sierra based 4x4T.

George Marshall, Roger Chilman and Bill Dobie also represent the best of the conventional cars, joined by the Escorts of Bill Lymburn and York winner, Chris Mellors. One time championship leader, Richard York, also returns to the fray.

The four-wheel-drive brigade are also



boosted by the presence of Allan Edwards in the Escort, and two Quattros, one driven by Dimi Mavropolous and the other by Allan Poole who is retiring after the event. The Austin Rover Group are also being represented by the Rovers of Scottish Champion, Ken Wood and the local man, Bob Fowden. Wood is desperately short of both points and fortune, while Llanelli's Fowden will be keen to reproduce the 1984 form that took him to third place on his event, aided considerably by local knowledge.

Stuart Nicholls currently heads the Group A table with his Astra GT/E with Graham Parkinson's Nova and the other Astra of Simon Davison close behind. The long fast stages should favour the Astras here, but Parkinson has shown a fair turn of speed and cannot be discounted from a surprise result even if the car may have to run in less competitive trim (see *Special Stage*).

With five rounds still to go, there is everything to play for at this stage of the season. But the Russek's format has always made it something of a wild card in the championship.

**LEADING ENTRIES**

1 Pond/Arthur.....	P	Metro 6R4
2 Wilson/Harris.....	B	Audi Quattro A1
3 Lovell/Davis.....	B	Nissan 240RS
4 Aitken-Walker/Morgan.....	B	Ford Escort RS
5 Rutherford/Harris.....	P	R-E-D 4x4T
6 Marshall/Jenkins.....	B	Nissan 240RS
7 Chilman/Thomas.....	B	Ford Escort RS
8 Edwards/Watkins.....	P	Ford Escort 4x4
9 Dobie/Morgan.....	B	Opel Manta 400
10 Lymburn/Hutchinson.....	B	Ford Escort RS
11 Mellors/White.....	B	Ford Escort RS
12 Mavropolous/Adams.....	B	Audi Quattro A2
13.....		
14 Wood/Brown.....	P	Rover Villager
15 Fowden/Evans.....	P	Rover SD1
16 York/York.....	B	Ford Escort RS
17 Slight/Naylor.....	B	Ford Escort RS
18 Burke/MacNamee.....	B	Ford Escort RS
19 Sutherland/Bolsover.....	B	Ford Escort RS
20 Poole/Beacon.....	B	Audi Quattro A2

## B-seed problems in Belgium

A couple of weeks ago, FISA announced that all members of National Junior Teams would automatically receive B-priority rating. Under normal circumstances, such a rating would only be achieved by drivers nominated by their ASN, either due to their ability or, experience, and often because they were planning an overseas programme of events where the benefits of B-seeding would be of assistance.

Quite why FISA chose to make this curious decision is beyond many people. Immediately, young and experienced drivers were thrown into the cauldron of top level competition, possibly without the wherewithal to cope with the pressure. The folly of the decision was clearly revealed in Belgium where the Ypres Rally saw the system in operation for the first time.

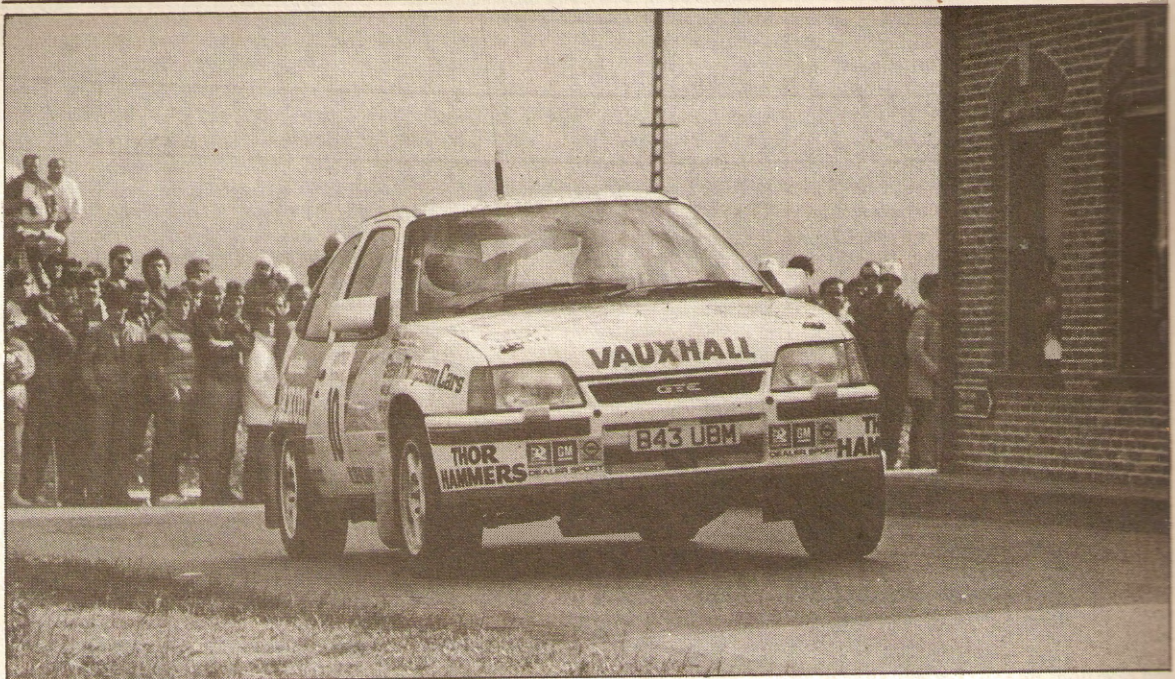
The RAC MSA chose not to make an official entry on the European Championship event, but two members of the team travelled of their own accord. Andrew Wood and Stuart Nicholls were two drivers who did not have B priority until FISA's ruling and it would normally have been unreasonable to expect that their Group A Astra GT/Es would be seeded above the Porsche 911SC RS of Robert Droogmans along with other top Belgian drivers. But they were, actually starting the event with numbers nine and 10 on their respective doors!

"I was amazed when I saw what the organisers had done," confessed 23 year-old Nicholls. "It wasn't their fault, but the pressure that was suddenly placed upon us was immense. I really do not think that it is fair that young drivers should be subjected to such responsibility so soon in their careers. While we benefited from the increased exposure, and that is quite important of course, both Andrew and myself were here to learn about international events.

"The Swedish Rally in February was my first trip abroad and the team taught me a lot about rallymanship. Once we had got used to driving on studs and in snow — Simon Davison and myself spent more time pulling each other out of ditches during the recce than anything else — we could concentrate on other things.

"But Ypres was only the second time that I had made my own pace-notes, the first being on the Manx Stages this year, and I was pleased to see that they worked. The roads in Belgium are so featureless that you have to look for different things".

Nicholls is driving a Steve Thompson prepared Astra GT/E this year, with works support while Andrew Wood has a full works run version of the same car. Having regularly proved himself in Scotland and overseas, Wood is by far the more experienced of the two, Nicholls getting his chance through winning last season's AC Delco Astra Challenge. Neither, however, is vastly experienced and Nicholls admits that he would not



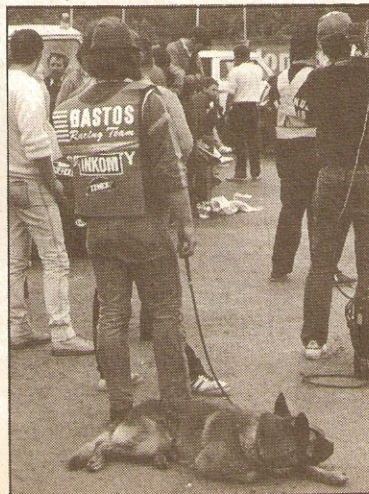
Stuart Nicholls/Rodger Jenkins on Ypres's first stage — their rally only lasted until the second. Were they under too much pressure?

have been in Belgium if it were not for the Junior Team. Nevertheless, the British pair were more than capable of holding their own against strong opposition, more than could be said for the German team who made their debut in Ypres and really fell foul of FISA's brainstorm.

Three drivers; Franz Aman, Wolfgang Boller and Gerd Edelhoff, arrived in Ypres to find themselves suddenly promoted to top status and seeded immediately behind the British juniors. Aman had originally been seeded at 30, while the other two had been given numbers 112 and 114 respectively, such was their experience. To have to run ahead of Droogmans for the entire first leg of the rally — due to the European timing system which makes no allowance for drivers who overtake slower cars on stages to start the next stage ahead — put them under real pressure. Droogmans commented that, while the Germans were trying their best to keep out of his way, there were several occasions where it was impossible due to the narrow roads.

The situation, therefore, needs a serious rethink. No young driver should be faced with as many variables as the youngsters in Belgium did. While they learn their craft, inexperienced drivers should be schooled carefully and out of the way of the front runners. If not, accidents will happen — possibly serious ones.

Security at Ypres . . .



Already we have seen certain countries flaunting the Junior Team ideal, the French refusing to put a maximum age limit on their drivers. Even in Britain, the original concept of using young drivers without works support in Group A cars, seems to have been abandoned, our team often including fully supported Gp B cars and drivers who have passed beyond the springboard that the team was supposed to provide. With FISA's ruling, it is conceivable that drivers will be made members of Junior Teams, solely for political reasons and to block faster drivers on certain events. Consider, perhaps, what might have happened if the RAC MSA had decided that the drivers of the four Gp N Novas should represent Britain on this occasion. How could they have coped with the jump from running at the head of a BTRDA event (due to reverse seeding) to being seeded in the top 10 of a European Championship Rally? And what a help this might have been to Jimmy McRae in slowing down the following crews . . .

KEITH OSWIN

## New Zealand notebook

It was very exciting for New Zealand's Mitsubishi/Peugeot importers to see the 205 Turbo 16s in action for the first time. The Todd Group (headed by a gentleman named Mr John Todd — absolutely no relation!) may not sell this model, but they witnessed Peugeot and Salonen taking another step towards their World Championship titles for 1985. Peugeot's rivals, Audi, are paying heavily for the decision to build a short-chassis Sport with such a weight imbalance and Salonen's more experienced team mate, Ari Vatanen's long run of wins seems to have ended. After seven rounds out of the 11 in the manufacturers' series (and 12 in the drivers'), the patterns are being defined clearly.

Although new to the business, Jean Todt has become a team manager in the classic role. An international man in his command of languages and ease of operation away from base, he is a small man in the Napoleonic mould with a most remarkable brain. People who have worked with him appreciate his capability of focussing on a problem with

exactness and confidence. Anyone who has done business with him knows that his mind can make calculations quicker than a calculator: But actually knowing what he is thinking is another matter.

Interviewing Jean Todt is like getting blood out of a stone. He tells you only what he wants you to know, so it is a mystery what Todt actually expected of Salonen when he took him into the team. Todt is obsessive about Finnish drivers (witness his eagerness to involve Mikael Sundstrom and relegate Bruno Saby), even though his own two wins on world rallies were scored alongside a German driver. But did he ever think it would be Salonen, rather than Vatanen who would be in the winning streak by now?

Nobody actually stated at the start of the season the precise nature of Salonen's programme, but the emphasis put on the recent announcement that Salonen would go to Argentina indicated they had been working day-to-day in their plans. Ari's problem now is to discover whether traditional Peugeot rally team loyalties remain or whether it is time for him to look elsewhere. Maybe he should go to somewhere like Ford, who have always been faithful to him.

Watching Peugeot and Todt in action makes one realise that Ford will find the modern world of rallying far more demanding than they ever envisaged. It is difficult to know whether what Boreham does is smoke-screen stuff or naivety. John Davenport has come straight out with Austin-Rover's objectives, the World title, while Ford's executives talk about only entering certain rallies. Ford's inability to make club-level cars like the Group N and Gp A Escort RS Turbo work must throw doubts on their ability to succeed with the RS200 even if the car is technically acceptable.

Peugeot Talbot has provided, within the last 18 months, easily the most successful Gp N class car (the Samba Rallye) while Ford spent a long time ignoring the existence of that formula. Ford's efforts in inveigling the Circuit of Ireland organisers to accept their Escort RSTurbo entries showed an ignorance of present-day sanctity in rallying rules. In contrast, Todt is one of the moving forces behind the construction of the rules in the first place.

If FISA is serious about their intentions of banning teams from using helicopters in World Championship ral-

lies, we will inevitably lose some colour from our sport. New Zealand is one of the world's most helicopter-intensive countries (there are 300, among a population of two million-odd), and the company from whom many journalists rented their machines (Helicopter Line) alone operate 40.

Despite one machine crashing during the event, helicopters have not proved the disturbances many feared. They offer safety and Salonen has said it is comforting to know that somebody is close at hand in case he ever has an accident. And although one may cost a team about £2500 for rental per day, this figure is made more realistic when the costs of bringing extra service parts and personnel are considered. They can also save embarrassment. There must be awkward questions coming in Japan about how much time would have been saved for Toyota after Waldegaard and Kankkunen had their mechanical problems if they, like Audi and Peugeot, had used helicopters.

According to the NZ Herald, the good news of the week is that all NZ Pilots Can See! Aviation remains one of New Zealand's most fascinating curiosities, and questions in New Zealand's Parliament the day of the start revealed some curious statistics. The Acting Minister of Civil Aviation publicly announced that none of NZ's 10,233 flight crew licence holding persons were "totally blind or illiterate, though there were a small number who have only one eye! None of them would need the assistance of



New Zealand—a helicopter intensive country. Spectators's choppers wait in the background.

another person to exercise their voting rights". This is just as well, for aerial activity in that country is intense. Watching crop-dusting planes in action taking off every 3 mins with a fresh load, skydivers in flight and sea-planes operating everywhere ensures pilots are attentive.

New Zealand focussed attention, for those who cared to notice, on the increasing interest in World Championship rallying from Japan. It won't be long before we see Mazda in force with 4x4 cars in Gp A and B, and we will then have to forget the memory of when Achim Warmbold's team went to Monte Carlo with 1300cc saloons.

Many still do not appreciate how serious Subaru executives are. "We will be in World Championship rallying with an official team in two years, not just

operating under the Motor Sports Group", explained their manager Noriyuki Koseki. The RX Turbo has now appeared on two World rallies, won Gp A in Kenya and taken the top four placings in that Group in New Zealand.

What else are they thinking about? Not content with running five team RX Turbos, the mechanics were also busy running the one-litre Justy four-wheel drive car. Hopelessly outclassed by running up against 1300cc Starlets which dominated the class, their car finished fifth without problems. It is an amazingly popular car in Japan; costing US \$3700 in four-wheel drive form, it is a rally car for the people, even though not long ago, we laughed at the idea of four-wheel drive being considered useful for anything less than 200bhp. And while Subaru are now taking the honours, Daihatsu are also

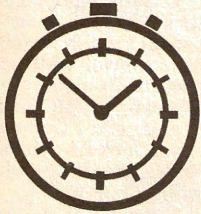
coming along seriously. They won two classes on the Safari and finished this event first and second in the 1300cc Gp B category. Group B for a Charade? That's right, the Japanese are learning fast, and even Daihatsu know more about making use of FISA's regulations than a lot of European constructors.

Now the World Championship series heads towards Argentina. Currently the field boasts Audi, Peugeot and Nissan. There are pressures within Audi not to go and to spend time and energy instead making sure the revolutionary second-evolution Sport Quattro will work in time for Finland and end the illusion that things might still work out well for them this year. The rally will again be based at Cordoba, the centre of Argentina's motor industry and the home of rallying in that country. Most of Argentina's national championship rounds are based in that region, and the enthusiasts get as much fun and interest out of the Renault 18GTxs of Recalde and Moroni as we do out of seeing Wilson's Audi and McRae's Opel.

HARRY MILNE

FACING PAGE

Top: Andrew Wood produced a stirring drive in the latter stages of the Ypres Rally, hampered only by a broken 'box where it mattered most. Centre: Jean Ragnotti's winning Maxi 5 Turbo spits flame as it chases after Zanussi's Lancia. Bottom: Typical New Zealand scenery is lost on Stig Blomqvist as he tries in vain to catch the Peugeots. Pictures: Tony Large and Colin Taylor Productions.



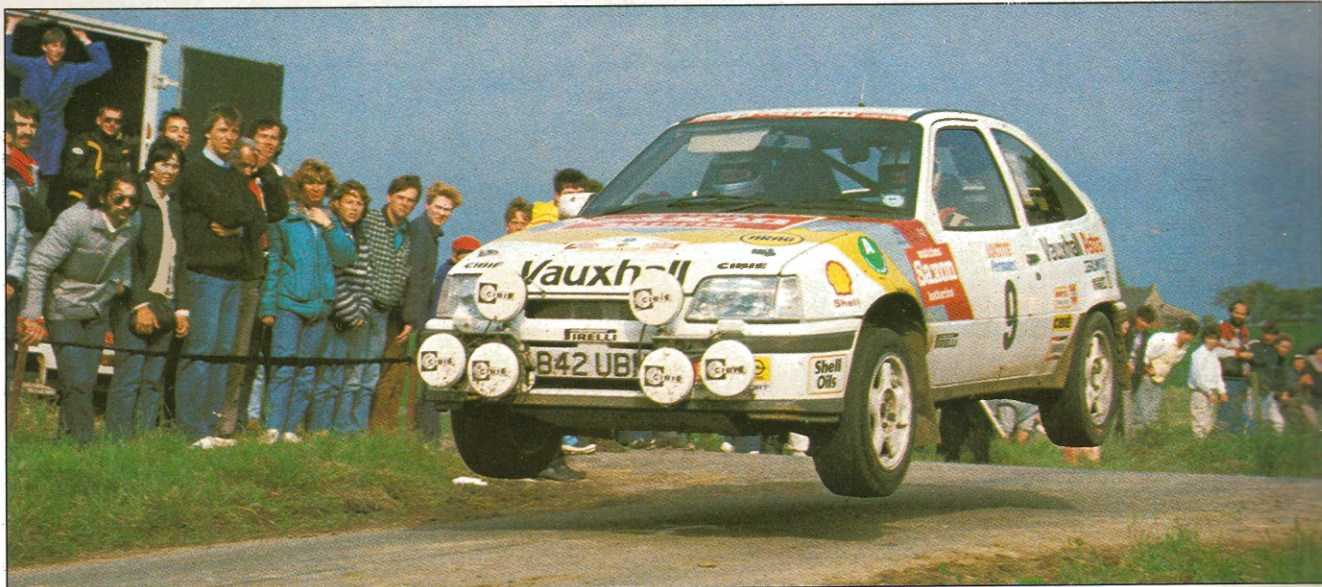
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
Salonen.....205 Turbo 16	7.30	14.26	11.17	4.40	15.18	14.33	26.24	13.48	10.21	5.12	7.34	1.36	9.41	6.49	3.10	5.17	4.15	12.20	16.28	19.13	12.40	13.19	5.06	3.44	3.32	
Vatanen.....205 Turbo 16	7.31	14.28	11.36	4.38	15.34	14.37	26.23	13.54	10.34	5.08	7.24	1.38	10.13	6.52	3.19	5.28	4.17	12.19	16.39	19.13	12.30	13.16	5.10	3.43	3.31	
Rohr.....Sport Quattro	7.37	14.05	11.18	4.37	14.57	14.27	26.31	13.51	10.33	5.17	7.34	1.37	9.41	6.50	2.58	5.46	4.04	12.43	16.42	19.30	12.36	13.00	5.11	3.49	3.35	
Blomqvist.....Sport Quattro	7.40	13.58	11.30	4.41	15.49	14.54	26.54	14.06	10.41	5.22	7.46	1.40	9.38	6.55	3.12	5.25	4.11	12.24	16.39	19.26	12.41	13.41	5.08	3.44	3.35	
Stewart.....Quattro A2	8.13	15.31	12.36	5.18	16.21	15.38	29.23	15.08	11.30	5.46	8.33	1.47	10.28	7.15	3.18	6.11	4.39	13.57	18.38	21.51	14.25	18.14	5.41	4.12	3.55	
Cook.....240RS	7.59	15.34	12.11	4.57	16.44	15.47	28.47	15.07	11.26	5.51	8.35	1.43	10.28	7.29	3.21	6.13	4.44	13.53	18.43	21.39	14.25	15.45	5.40	4.22	4.09	
Tulloch.....Escort RS	8.31	16.05	12.31	5.48	16.54	16.01	29.31	15.56	11.58	6.03	8.42	1.52	10.53	7.42	3.28	6.23	4.54	13.58	18.53	22.01	15.04	16.02	5.54	4.23	4.09	
Bourne.....Leone RX Turbo	8.22	18.43	12.14	5.11	16.39	16.04	31.08	15.53	11.52	6.02	8.41	2.02	10.54	7.45	3.31	6.07	5.00	14.21	18.43	22.21	15.05	16.05	5.53	4.31	4.10	
Donald.....240RS	8.11	15.46	12.24	5.03	16.30	25.36	29.16	15.48	11.43	6.11	8.45	1.50	10.44	7.37	3.27	6.03	4.49	14.21	18.53	22.07	15.27	16.01	5.53	4.32	4.08	
Teesdale.....Leone RX Turbo	8.44	18.06	12.34	5.17	16.57	16.15	29.22	16.04	11.53	6.09	9.15	1.59	11.04	7.52	3.34	6.04	5.01	14.35	24.31	22.58	15.43	16.35	5.57	4.30	4.08	
Kirkland.....Leone RX Turbo	8.46	17.07	12.58	5.31	20.30	20.39	29.56	16.24	12.24	6.14	9.00	2.01	11.17	7.54	3.33	6.18	5.07	14.44	19.27	23.21	15.52	16.44	6.02	4.33	4.14	
Kankkunen.....Celica Turbo	7.55	15.08	11.56	4.53	16.37	15.23	28.14	14.43	11.03	5.39	8.00	1.48	10.17	7.17	3.19	42.58	4.34	13.35	17.51	21.02	14.02	14.25	5.28	4.14	3.51	
Mehta.....240RS	8.20	15.43	12.17	5.03	16.48	15.43	28.54	15.05	11.26	5.42	8.33	1.46	11.01	7.37	3.21	6.03	4.49	13.53	1.00.40	21.48	14.56	15.27	—	—	—	
Waldegaard Celica Turbo	8.21	1.27.10	12.17	5.12	16.26	15.23	28.30	15.39	11.20	5.57	8.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Salonen.....205 Turbo 16	13.32	23.03	3.44	3.31	3.54	19.03	21.54	20.22	15.51	16.24	10.26	16.05	19.12	24.22	13.41	15.53	6.51	4.54	2.33	3.00	2.48	
Vatanen.....205 Turbo 16	13.39	23.08	3.44	3.47	3.55	19.03	21.59	20.16	15.53	16.19	10.17	16.00	19.03	24.35	13.33	15.41	6.47	4.49	2.28	3.01	2.41	
Rohr.....Sport Quattro	13.45	23.33	3.46	3.29	3.51	18.53	22.05	20.24	16.15	16.48	10.24	16.21	19.24	24.56	13.38	15.57	6.48	4.51	2.18	2.52	2.35	
Blomqvist.....Sport Quattro	13.40	23.15	3.45	3.29	3.54	18.53	21.56	20.23	16.03	16.47	10.25	16.26	19.50	25.23	13.53	16.19	6.51	4.47	2.16	2.53	2.34	
Stewart.....Quattro A2	14.59	26.16	4.06	3.47	4.19	21.05	24.24	23.13	19.09	18.35	11.28	17.37	21.06	27.18	14.48	17.06	7.22	5.18	2.36	3.17	2.53	
Cook.....240RS	15.27	25.52	4.22	4.03	4.21	22.53	25.28	23.55	18.45	18.52	11.29	17.59	21.20	27.15	14.58	17.21	7.33	5.13	2.25	3.05	2.45	
Tulloch.....Escort RS	15.32	26.26	4.27	4.11	4.33	23.02	26.09	24.26	19.07	19.08	11.51	20.55	22.03	27.52	15.40	17.53	7.43	5.28	2.43	3.21	3.02	
Bourne.....Leone RX Turbo	15.42	26.36	4.24	4.05	4.33	22.35	25.54	23.45	19.07	20.09	12.12	18.43	22.03	28.17	15.31	18.05	7.40	5.36	2.49	3.16	3.07	
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Teesdale.....Leone RX Turbo	15.42	26.35	4.49	4.05	4.37	23.07	26.40	24.52	19.10	19.50	12.29	18.30	22.22	28.08	15.26	17.42	7.45	5.31	2.51	3.20	3.12	
Kirkland.....Leone RX Turbo	15.58	26.56	4.35	4.13	4.42	22.57	26.14	24.22	19.25	20.00	12.29	18.57	22.18	27.48	15.30	17.36	7.36	5.30	2.57	3.26	3.10	
Mehta.....240RS	—	—	—	3.47	4.12	21.36	24.16	22.06	17.39	17.43	11.03	17.26	20.21	—	—	—	—	—	—	—	—	—
Waldegaard Celica Turbo	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Bold type indicates fastest time \*Note Kirkland finished 12th overall.



Salonen: Champion elect?





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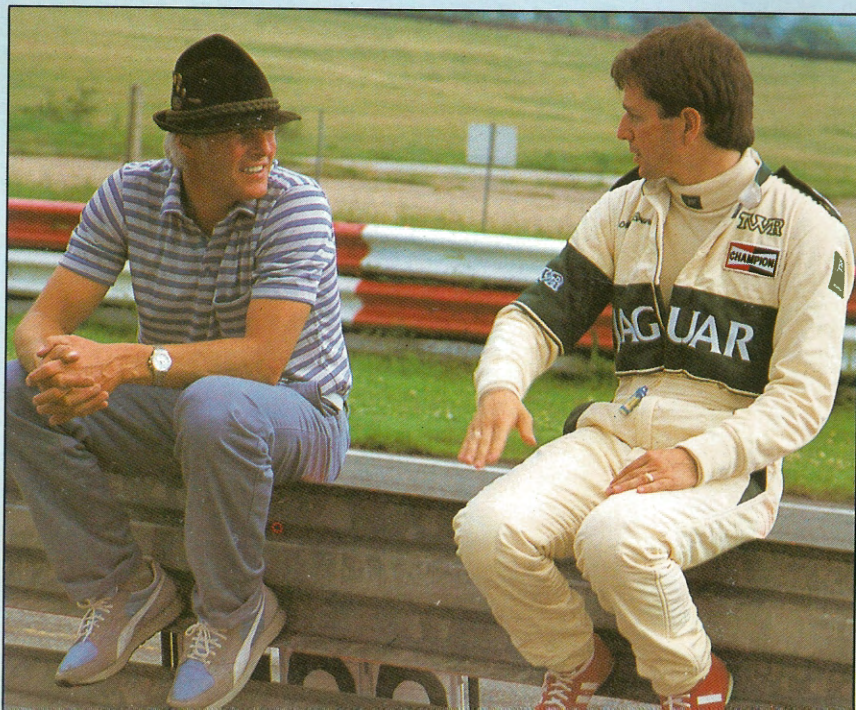
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# NEW RACING CARS

By QUENTIN SPURRING



# Tomcat!



One of the things lacking from the World Endurance Championships has been an effective British contender, a competitive racing sportscar from the country that dominates the Formula 1 Grand Prix scene. The beginning of the end of this situation could be heralded by Tom Walkinshaw Racing's first Jaguar XJR-6, which has its shakedown tests behind locked gates at Snetterton last week. The all-new Group C1 challenger is entirely British in both design and construction, and the package consists of a high-technology chassis equipped with the atmospheric Jaguar V12 race engine.

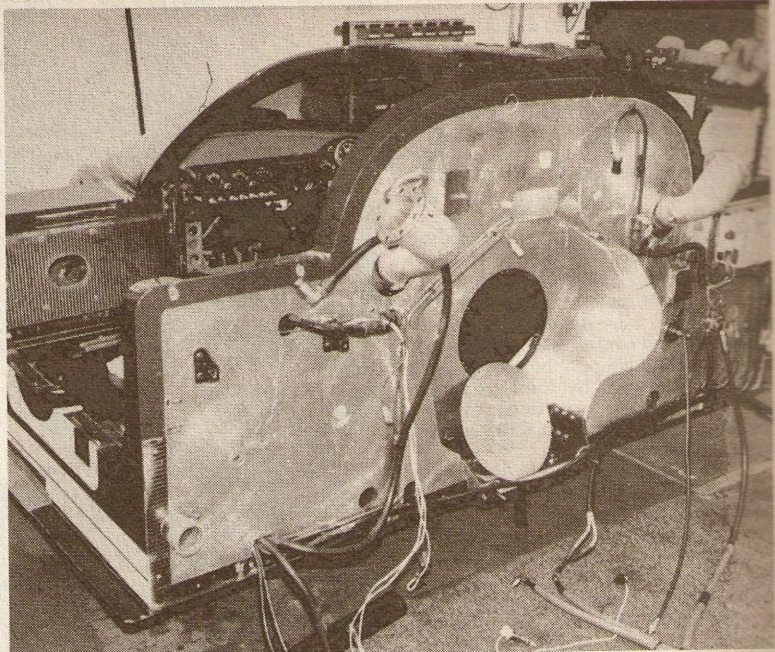
With the full approval and technical support of the Jaguar factory, a team of two cars will compete in the end-of-season sportscar internationals, driven by Martin Brundle, Mike Thackwell, Hans Heyer and team owner Tom Walkinshaw.

Tom Walkinshaw, the driving force behind the Jaguar XJR-6 project, displays a disarming certainty that the car will be capable of winning World Championship races. "Of course it will be good enough to win," he says. "If I didn't believe that, I wouldn't be talking to you now — because we would never have started the project." The new car is the result of the canny resolve which is the hallmark of the Walkinshaw lifestyle. "Any motorsports programme must be approached in the same way as any business enterprise," he goes on. "In other words, it must be evaluated and initiated according to a set of clear principles. When we first looked at this project, we studied the performance capabilities and limitations of the opposition, we studied the Group C rules, and we carefully assessed our own possibilities. We decided to proceed only when we were certain that we could establish ourselves at a target competitive level. The sums were not difficult: we knew we could build a good chassis, because the design expertise was available to us and we had the appropriate engineering experience and facilities; we knew we could have a sufficiently powerful and reliable engine, because we could see its sportscar racing potential by looking at Group 44 Racing's GTP programme and we ourselves had gained a lot of experience of it during our Group A touring car project; we knew we had access to the necessary sources of component supply and technical backup.

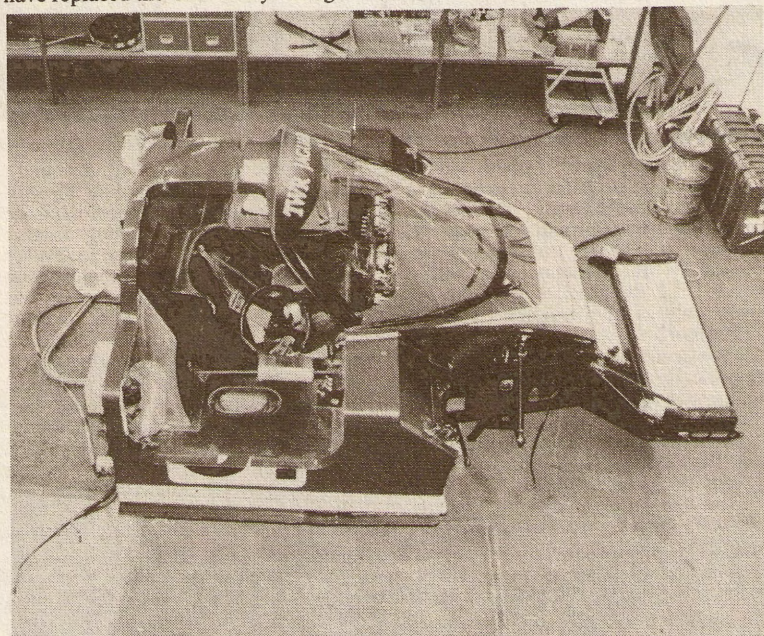
"Now that the first car is finished, and we have given it a run, we are still confident that we have a package capable of winning in the WEC as things stand. But it would be over-ambitious to expect to win this year, and the one thing we cannot predict with any degree of accuracy is the level of competition in the future. We have a very clear idea of what we can achieve, but we are also aware that, once our capability is realised by the opposition, there will be a natural increase in their performance. The question is, how quickly and effectively will Porsche and Lancia be able to react? And we won't know until we are actually operating within the competitive environment how easy, or how difficult it will be for us to make progress ourselves, so as to maintain our established competitive level."

Walkinshaw, clearly, conducts his private and business affairs by defining and then achieving a series of distinct targets: this is a fundamental aspect of the man's make-up. Having evaluated the project and established the type of support that would be available from Jaguar in Coventry, and having taken the

all-important decision to proceed, his first step was to commission a design that would be sure to do the job. Out of a wide choice of British design expertise, Walkinshaw selected Tony Southgate, a man with an established record in Formula 1 who remains on the pace of the latest 'state of the art' technology. Additionally Southgate had the advantage of having recently researched the sportscar racing scene, having produced the design of the promising but stillborn Ford that was to have replaced the C100 two years ago.



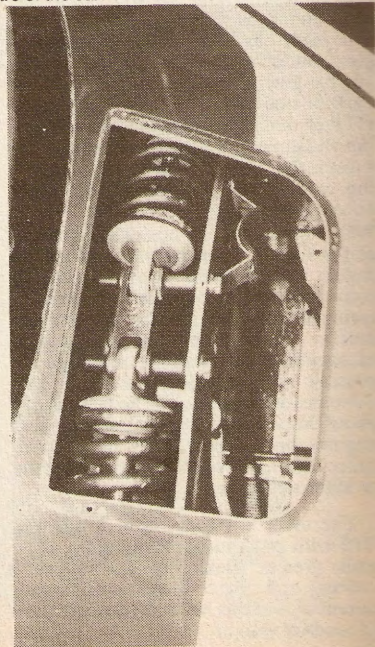
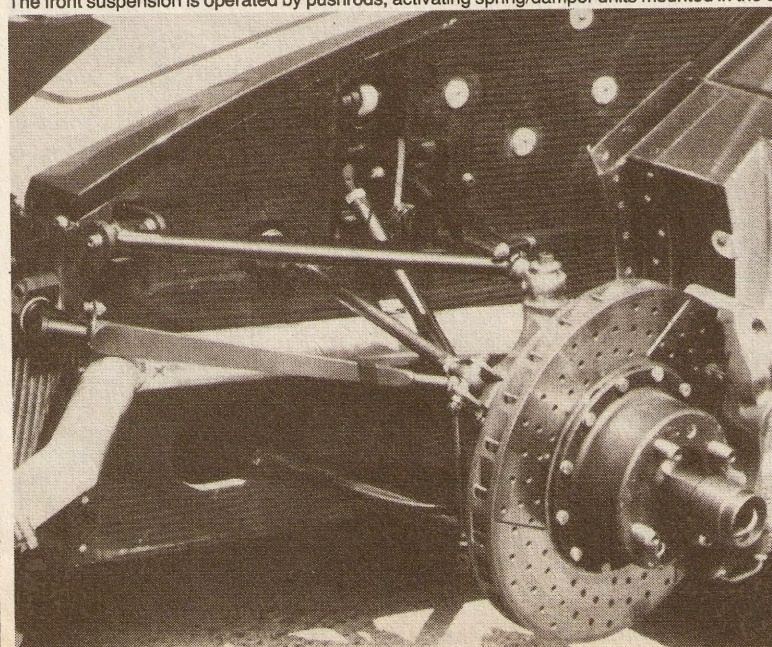
The strongly engineered monocoque of the XJR-6, pictured stripped in TWR's factory.



The front suspension is operated by pushrods, activating spring/damper units mounted in the centre of the car.

From the outset, Southgate's intention has been to exploit the most obvious weakness of the current WEC contenders, which is chassis engineering. The new Jaguar will be structurally the most advanced car in the series, with a very strong and rigid chassis made from carbonfibre and Kevlar composite weaves. The main structure itself consists of the cockpit, front and rear bulkheads, side sponsons and roof, with varying types and strengths of weave according to the varying loads. The structure that carries the wide, horizontally mounted water radiator in the nose is also made from composite materials and is bonded to the main structure.

A composite monocoque is used not only to gain rigidity and long life, but also to save weight; the body panels, the underbody, the doors and the rear wing are also made from composite materials. The reason is that the 12-cylinder Jaguar powerplant is about 70 kilos heavier than, say, the Porsche turbo flat-six. All up, this first Jaguar XJR-6 is a little heavy, but it has been deliberately over-engineered for later use as the TWR team's test *mule*: the production race cars will



**FACING PAGE**

The Jaguar XJR-6 turns its wheels for the first time as Martin Brundle heads the new car up the Snetterton pits road. Below: Martin discusses his first experience of the XJR-6 with his new team mate, Hans Heyer (left).

come in at between 860 and 870 kilos, which is 10-20 kilos over the Group C1 weight limit, and on a par with the Porsche 962C and Lancia LC2.

The Jaguar engine is also long, and one of the neatest aspects of Southgate's design is intended to remove this problem. Slotting into a shaped recess in the rear face of the vertical firewall, the engine is bolted to the monocoque structure and employed as a fully stressed chassis member. The recess is about 4½ins deep and enables Southgate to improve front/rear weight distribution and to make a useful reduction in the wheelbase and overall length of the car. At the front of course, the wheelbase is extended beyond the limit of design perfection by the new Group C rule demanding that the pedals are located behind the wheel centres.

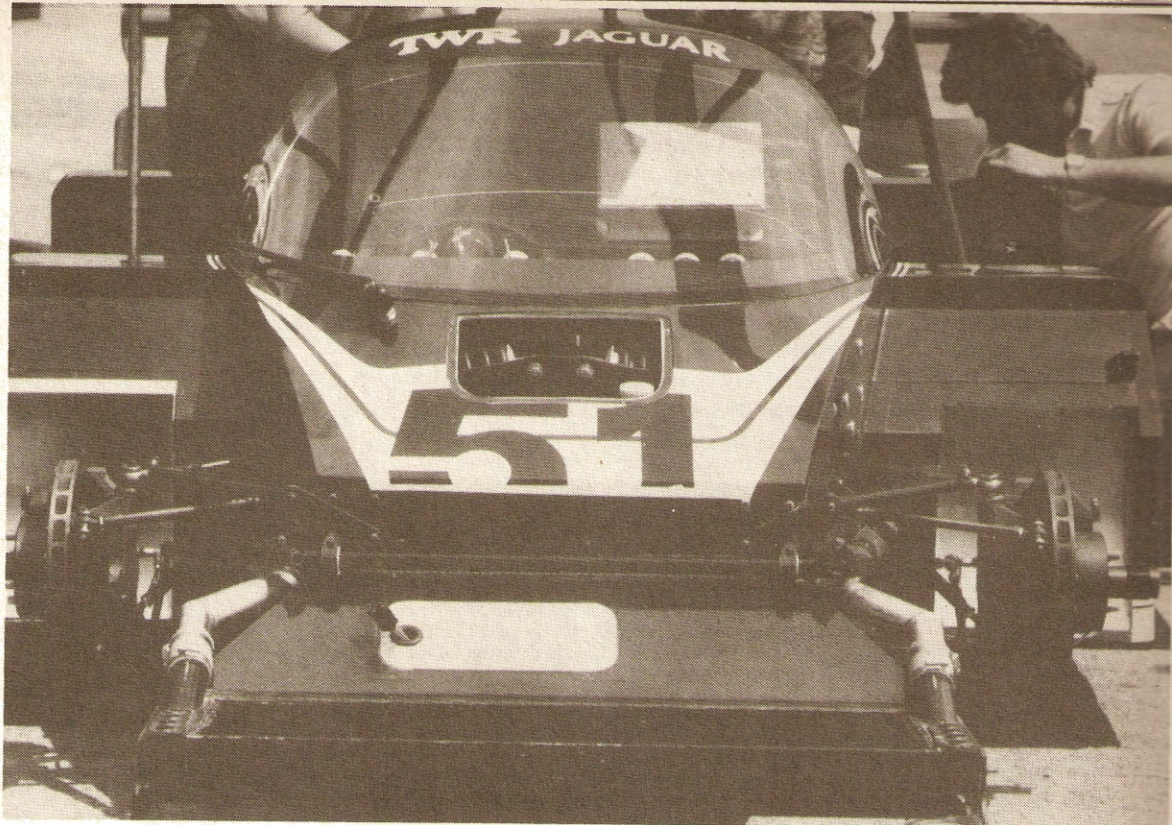
The 100-litre fuel bagtank slots into a wedge shape between the rear bulkhead and the curving back of the cockpit moulding. Inside the car, the driver's seat (itself made from carbonfibre) is bolted onto the lower end of the slope.

The front suspension is carried on a single magnesium casting, with pushrods operating almost horizontal Koni spring/damper units. The rear suspension is particularly neat: Southgate has gone outboard by producing an extremely compact assembly consisting of the brake (13ins drilled ventilated discs are used all round), upright and shock absorber which fits entirely inside the wheel rim. The shockers are hung from a cast aluminium transverse beam that is bolted at the centre of the car to the gearbox casing. The wide-spaced lower wishbone is also bolted to the gearbox-bellhousing assembly, and this and the driveshaft are the only components disturbing the airflow through the tunnels.

This is part of the attempt to give the XJR-6 maximum potential for downforce. So as to accommodate the suspension and to create more depth for the air tunnels, the rear rims are 19ins diameter, and the addition of 17ins diameter front wheels gives the XJR-6 a configuration similar to that of the factory Porsche 962C. The wheels have been specially commissioned from Speedline and, designed to accept the latest Denloc race tyre from Dunlop, are made from a single casting.

The engine is the 6-litre race version of the Jaguar V12 'stockblock', with two valves per cylinder, and TWR's units are all built and developed in the team's own shop adjoining the Kidlington factory, under the direction of Allan Scott. The team has had a four-valve powerplant under evaluation for some time, and has given it many testing miles in the back of one of Group 44's type XJR-5 GTP chassis. The four-valve heads give the V12 not only a glorious sound but also substantially more power, but just now the team is not able to use the extra output under the 51 litres per 100kms WEC rules. This is a positive indication of the Group C racing potential of the Jaguar unit because there is more to come from the electronics system monitoring the revs, fuel mixture and temperatures. Development of the engine management will continue, although it is possible that we will not see the four-valve heads this season. The team is coy about the power of the existing two-valve engines, but it is probably somewhere in the region of 620-640bhp, a match for the rival turbo engines.

The team has considered fitting the V12 with mild turbocharging, so as to gain greater flexibility for its race strategy and to give the car a qualifying potential, but this has been discarded on grounds of weight.



The full-width water radiator is in the nose, the twin oil coolers in the side sponsons, fed by cooling air through ducts in the vertical side bodywork.

The engine delivers its power via the regular Borg & Beck clutch (enclosed in TWR's own bellhousing) not to the commonly used Hewland VG gearbox, but to a five-speed transmission developed by March Engineering, with a bigger CWP designed to take the big power outputs of the Buick turbo V6 GTP motor.

It is a genuinely impressive engineering package, the Jaguar XJR-6, and, as Walkinshaw says, it is the central element in a project having all the apparent constituents needed for success. The car itself is beautifully built to a thorough and very modern design. It has a proven engine, sound aerodynamics (developed using a quarter-scale model

in the Imperial College wind-tunnel), and good tyres. Under team director Roger Silman, who has coordinated the build programme in aligning a large number of British suppliers to TWR's own impressive facilities, and who will be race-managing the car, the team has considerable technical and operational experience, and a sufficient budget to do the job. The driving strength usefully combines pace (Brundle, Thackwell) with experience (Heyer, Walkinshaw) — three of the quartet already with substantial experience of International racing with the V12 engine.

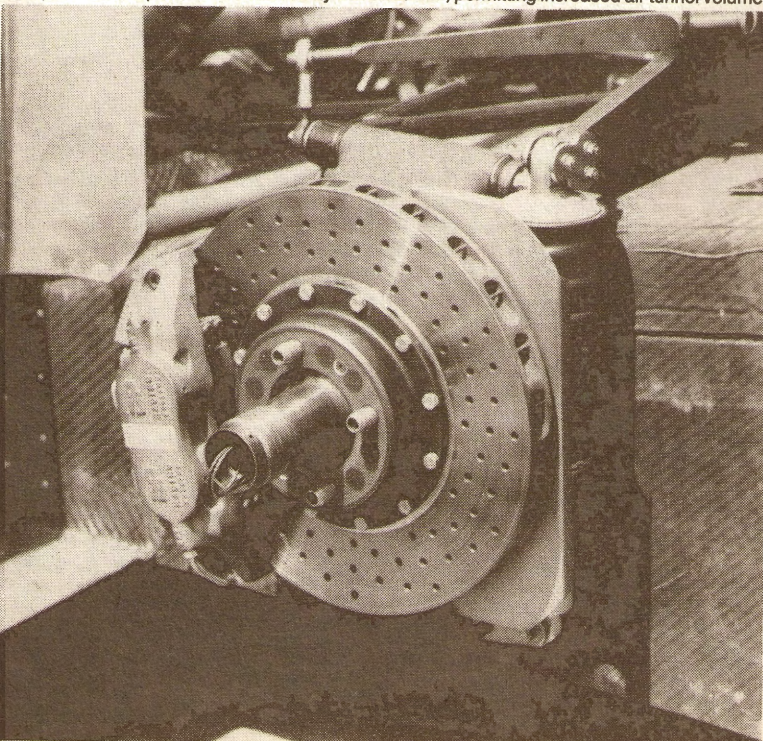
One of them has already given an early indication of the new car's potential. Shaking down the car at Snetterton (a

circuit deliberately chosen for its bumpiness), Brundle went 2secs under the times he was able to set with the XJR-5 development car, even though the latter was fitted with the four-valve engine. Martin was asked to treat the car roughly and gave it some cruel kerb-bashing. The entire car was then stripped back at Kidlington, but no structural failure was found.

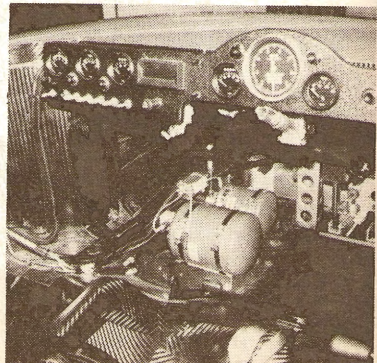
This first run, then, was promising, but we will not be able properly to judge the XJR-6 until it makes its race debut. You can be assured that this event will be treated with the planned circumspection that characterises the TWR team. Walkinshaw: "In some ways it was a pity that we did not have the new car for Le Mans, but from a racing standpoint I think we will be coming into the series at the right time. We need these six months remaining in the 1985 season. We will use the time to locate and identify the gaps in our programme; then we will get the gaps plugged. And then we'll come at them hard in 1986..."

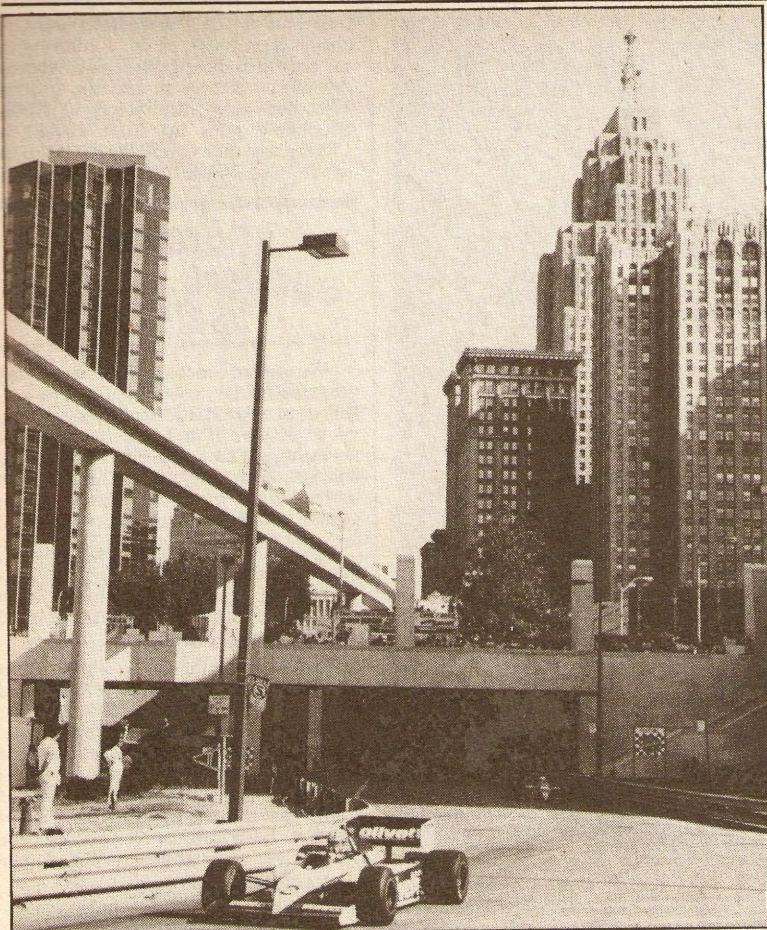
One more thing: the new Jaguar XJR-6 does not only possess the prerequisites for success. Supporters of the marque which can generate so much sheer enthusiasm will be glad to know that this stylish and purposeful new car possesses another rare quality: it has charisma. And its arrival on the sports car racing scene is eagerly anticipated. ■

No-frills cockpit of the Jaguar.



Compact rear suspension is enclosed by the wheel rim, permitting increased air tunnel volume.





Detroit's concrete confines — caged Grand Prix cars strain at the leash.

## Common sense not dollars and cents

I had gotten home from Detroit at 12.30 the previous night, and early the next morning I walked into my local post office in rural New Hampshire. Standing there, checking the day's mail, was Richard Webb, a local land owner and tree farmer. He is the father of Paul Webb, whose photographs of American races often grace the pages of *AUTOSPORT*. Although he is by no means a race fan, Webb Sr enjoys watching races on television and often has a keen observation or two to make.

"How are you?" he enquired. "How's your summer going?"

"Pretty well," I replied, happy as I was to be back in the hills of Hampshire and away from the streets of Detroit. "Except," I added, "that I seem to be caught in a tour of cities. I just got back from Detroit and next weekend I have to go to New York. The following weekend I'm going to Cleveland."

"Oh yes," the wizened sage nodded his head. "I watched that Detroit race yesterday. I didn't think much of it. Most of those races they have in the city streets seem pretty dull to me. Don't you think most of those street tracks are... silly?"

"Oh yes, I do," I agreed. "You know, those races are all about corporate entertainment by the sponsors and city officials and so on."

"Yes, yes," the gentleman quickly noted. "The race is just a sideshow — a kind of Roman chariot race, isn't it?"

With that, he went about his business, leaving me to reflect on the silliness of the Detroit GP track in particular and 'city event' racing in general.

'City event' racing has become the thing in the USA, with major races in the streets of Long Beach, Detroit and Miami, and different approaches at the airport track at Cleveland and the parking lot tracks in Las Vegas (now defunct) and the Meadowlands. At least two of these — Cleveland and Long Beach — are actually pretty good layouts for both drivers and spectators, but most of them are dizzyingly tight and offer little or nothing in the way of breathtaking spectating.

Detroit is the worst. It is a thrash for the drivers. It is bumpy, narrow and slow — abusive on gearboxes and brakes. The cars are caged in, straining at the leash.

The layout of the Detroit track, around the giant architectural and financial white elephant known as the Renaissance Center, makes the place crowded and unpleasant. The garage area and pits are at opposite ends of the track so that the teams have to drive cars and tools down the racetrack in order to get into and out of the pits. There are few places to watch much of anything, and the layout can only be described as 'user unfriendly' for both driver and spectator alike. For a country which enjoys some challenging and truly pleasant road courses (such as Watkins Glen, Laguna Seca, Sears Point and Elkhart Lake), the track in downtown Detroit is a turbidly inane place to stage America's only Formula 1 race of 1985.

It cannot be a good thing to sell out a sport's roots merely for image and public relations.

Personally, I doubt if Bernie Eccles-

tone bothers to pause at the thought, of course, but then he doesn't seem to bother pausing to think about much of anything these days. The quickest way to a profit seems to be his only motivation.

He talks to the press with the same simplistically contemptuous affability as A. J. Foyt. Discussions of issues are something Bernie prefers to treat with one-liners and glib responses, guaranteed to make vacuous headlines. He did it again in Detroit this year by touting an F1/Indycar challenge race to the Detroit newspapers.

Ecclestone claimed he had discussed the matter with Roger Penske and said that Penske wasn't too warm to the idea. Nor should Penske have been, of course, because it would be patently stupid to race the two types of cars against each other.

Indycars use methanol rather than gasoline, and are also equipped for refuelling while F1 cars are not. There are tyre and boost pressure limits on Indycars, none of which exists in F1.

### The race is just a sideshow. A kind of Roman chariot race.

None of these functional differences apparently occurred to Bernie, but then it would appear that, in typical style, he was only making contentious noise.

Remember that three years ago he declared no interest in an F1/Indycar 'twin-bill' at Las Vegas? In fact he went as far as to cajole FISA into introducing a since-forgotten rule banning any accompanying races at a Grand Prix for single-seaters of more than 2 litres capacity...

Roger Penske says the only recent discussion he had with Ecclestone about the matter of a 'twin-bill' was at Indianapolis this year. Penske says he suggested not a challenge race but an F1/Indycar twin-bill which would take place at Cleveland, with the two races alternating Saturday and Sunday dates succeeding years. A fine idea, one would

think, but not Bernie, who apparently prefers to blow hot air looking only for a momentary blast of printer's ink.

It is unfortunate that Bernie insists on operating this way instead of trying to establish a cooperative atmosphere between F1 and Indycar racing. There is plenty of room for F1 to survive, and even thrive in the USA, if only Bernie could understand that the two categories can compliment each other.

At the time of the much-ballyhooed Las Vegas twin-bill, Al Unser Sr was a strong supporter of the idea. "Can you imagine how much interest there would be in a double race like that?" he would ask. "That would be a tremendous thing for racing. It would help everybody. It would be something the media really wanted to come and cover. I'm sure the television networks would line up to cover it. It would make money for everybody and I'm sure each group could learn a thing or two from the other. I'd love to see it happen."

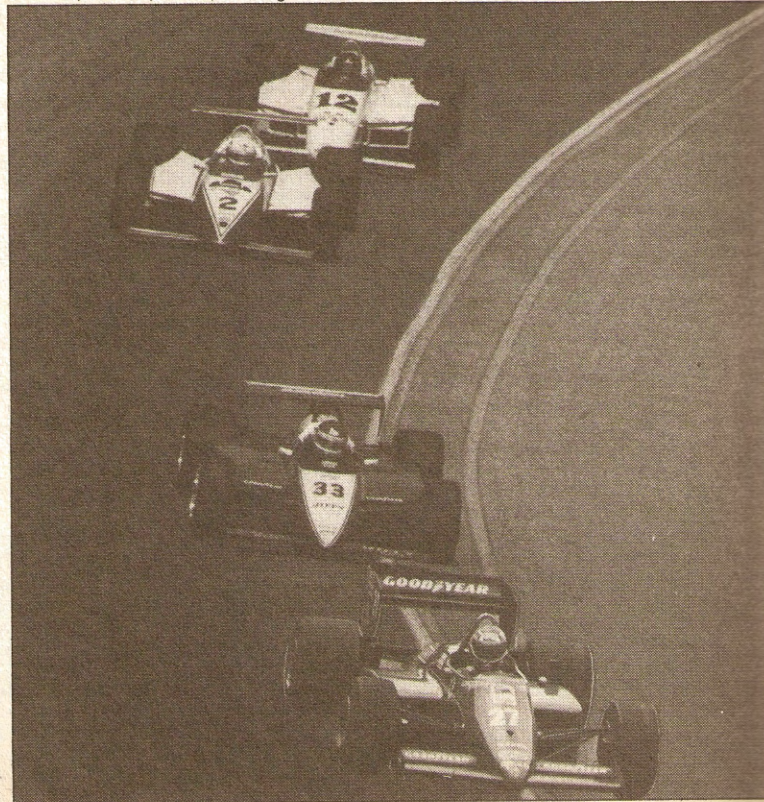
Unfortunately Bernie is a much less open-minded man than Mr Unser. The FOCA boss seems lost in a rage when the conversation turns to CART and Indycars. He will only rant and rave rather than look and learn.

F1 is desperately in need of some sensible restrictions on engine power during qualifying. It is necessary to get these for reasons of safety, cost and entertainment, and yet, instead of addressing that issue from those three important points of view and pushing FISA into effective action, Ecclestone prefers to blather inanities to the press, as he did in Detroit.

Some other questions are raised: Will Ecclestone resist the much-needed adoption of 'pop-off' valves in F1, because Indycars have successfully used the device for years? Will he attempt to reschedule the mooted 1986 New York GP from its September date to a weekend in late June or early July, ostensibly to reduce travel costs but in fact so that the race will take place in direct proximity to the Meadowlands Indycar race?

Confrontation or cooperation? Will Bernie Ecclestone understand there is a choice? ■

Alboreto, Holmes, Sneva, Whittington — but this can never happen.





The old Quattro shape is still there, but rather more difficult to recognise through the mass of aerodynamic aids.

Photos: Trackside Photo Enterprises

force, the better. The weight of the car is always a problem, as this is pushing the car outwards during cornering, whereas downforce pushes it into the ground. With our wings, the weight at 1000kg effectively goes up from 1000kg to 1500kg; and the extra 500kg is not subject to centrifugal force.

**“Ground effect . . . is useless.”**

“We are not concerned with improving drag coefficient, as our engine is powerful enough for 200-230kph, we could go up to 300kph if needed, but it is not necessary. We need all the horsepower and torque for acceleration, and if we get more weight onto the tyres, we are getting better acceleration”.

What is the minimum speed at which aerodynamics give an advantage? “They are already giving benefit from 10kph but of course it is not very efficient, and at 100 kph it is working quite well.”

And the advantage of stability? “With our wing the car is much more stable and more safe. People who say the new rally cars are getting more unsafe are not right. When we completed our recent tests in Finland, we found over the jumps it is much more safe with the wings because it is more stable in the air, and when it lands it settles down quicker. It also stops the car flying so long, which gives the driver more control”.

Has Audi done any experimental work underneath the car, to create ground effect? “Not so much. You need air to cool things under the car like the exhaust, gearbox and rear differential, and then the greater priority is to make protection pieces against stones. We have tried to make ground effect work but I think it is useless because a rally car is jumping around very much. And when you jump, you lose the downforce from ground effect, and that sudden change in downforce is dangerous”.

The removal of the water radiators has created new space under the bonnet, and Audi engineers have used this to help to cool down the turbo and the exhaust system, as well as intercooler. “We have put ducts to cool these items — and also the brakes — more efficiently. Of course, the less air we need for cooling, the better we can use the air for creating downforce. We have a NACA duct on the top of the wings for cooling the front brakes. Air is

# The Sport's evolution

Hannu Mikkola made the rally debut of Audi's revolutionary second-evolution Sport Quattro within days of the design being accepted by FISA. Some 20 examples have been built and the team hope to make the World Championship debut in Finland on the 1000Lakes, but for a trial run, Mikkola was sent to the Olympus Rally in America last weekend and duly won with ease.

During the AWA Clarion Rally of New Zealand, Audi's team manager Roland Gumpert made public for the first time many of the fundamental design objectives, aimed at regaining for Audi a competitive edge against recent four-wheel drive designs, especially from Peugeot.

“The main disadvantage with our first-evolution car was that too much weight was over the front axle. This is because the back of our production-based car has been designed to take baggage, which is not needed in rallying!

“We have therefore now put all the cooling systems in the boot, so whereas there was 58% of the weight on the front axle in the first-evolution car, our new car has 52%. Peugeot has only 45% on the front, so we will be closer to the ideal of 50/50. From tests we have already made we know the handling of the new car is better and the times are better as well”.

Already the first-evolution car — used since this time in 1984 — has the oil radiator in the rear, but now the new car will also have the water radiator and the alternator. It is a novelty on a rally car for the alternator not to be driven directly from the engine. “In my department we are always looking at designs for the future, and we have been considering this idea as part of this work” continued Gumpert. “It is a development of the power steering hydraulic system which uses a pump, and we have made it so that

it can work as a motor for the generator. A hydraulic pipe therefore goes from the front to a pump at the rear, which drives the generator by a belt. The advantage of this system is that the generator is always working at the same speed, rather than at revolutions which always vary with the engine speed”.

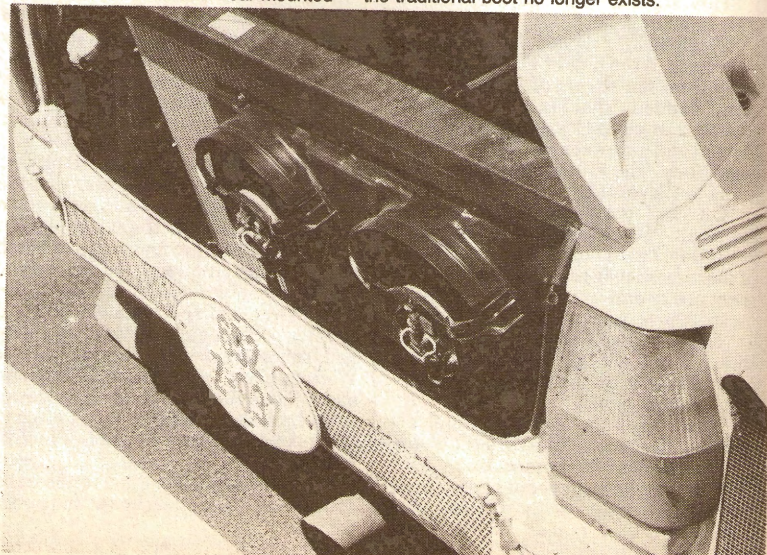
**“We are not concerned with improving drag co-efficient . . .”**

The additional weight of placing the water radiators in the rear is only about 8-10kg (mostly from the weight of the extra water), a small advantage compared to the benefits of better balance. The entry of air into the rear is coupled with the objectives of the horizontal wing. “On the old car, air came over the roof. Some passed over the top of the wing and pushed it downwards — the rest passed through the oil cooler which was

on top of the boot. On the second evolution car we have a much bigger wing set above the bootlid, so the airflow not only passes both sides of the wing but also directly into the boot as well. This is where the radiators are placed so the outlet is through holes in the bodywork at the rear. Some extra air enters the boot from in front of the rear wheels, and in addition to the water and engine oil, we can also use the air to cool the gearbox as well, if necessary”.

“We have made many tests with the car in the wind tunnel because we have found it impossible to finalise the aerodynamics without practical testing. The main objective is downforce. The heavier the

Water radiators are now rear mounted — the traditional boot no longer exists.



drawn in and sucked past the discs and out through the wheels. Ducts are also taken from the mirrors to the interior to cool the drivers, and there are holes for cooling the turbo (on the right of the bonnet) and also to help create more downforce at the front."

## "Six speed automatic gearbox on the RAC Rally . . ."

The engine has been reworked to take advantage of the extra space we have created in the front. The inlet and exhaust manifolds have been redesigned, so the engine is more efficient and giving more torque in consequence. Everything has been rearranged, and it is possible to fit a bigger turbo, but the rules forbid the use of a twinturbo. Electronic systems are free and they have been subject to constant development all the time.

"We have not yet made big changes in the transmission. We are using the six-speed gearbox (we cannot use the alternative five-speed unit because it is too weak), but we have homologated a six-speed automatic gearbox, and we intend to use this for the first time on the RAC Rally. We have the possibility with the six-speed gearbox to change the torque split but in our car the optimum split is 50/50. We have always used this

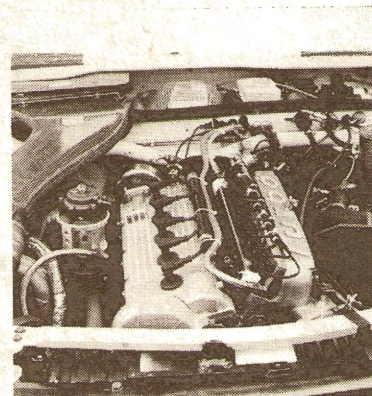


Gumpert — new hope. and with 52% weight in the front we do not need to do otherwise. We are now experimenting with differentials and with an automatic torque split. I think the optimum for the future will be an electronic system which limits the torque on the spinning wheel, but it does not exist! It would be like an ABS braking system in reverse".

Why an automatic gearbox? "With a normal gearbox you always have a hole. With an automatic gearbox, even when you change gear you always have torque on the wheels. This means much better acceleration, and you gain those tenths of a second on every shift".

There has however been no development of handbrake systems with the short chassis cars. "It was useful with the

old long car, but the Sport Quattro is so short that a handbrake system is not necessary". The rear of the car still holds the fuel tank, located over the rear axle, while the spare wheel is also placed in the boot, although access is now by opening the rear screen.

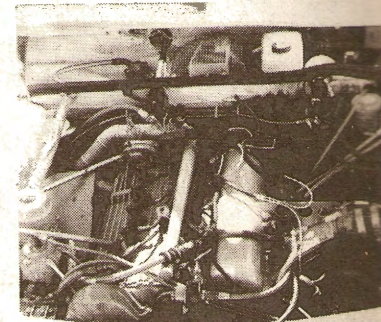


Removing the alternator and radiator has created more frontal space on the evolution (right).

The wing on the rear is fixed as FISA limited the design of this wing, which originally would have been wider than the body. "FISA said the maximum width they would allow was the size of the Peugeot's wing, and we finally settled that the ratio of the width of the wing to the body of the Peugeot is what we should follow".

The main suspension design for evolution versions has to remain the same, but measurement of springs, and mounting

points can change. Another visible change on the new car is a lateral strip below the doors from the front to the rear wings, aimed at protecting the rear from stones thrown up by the front wheels. The normal dimensions of the new car are the same as the first-evolution Sport

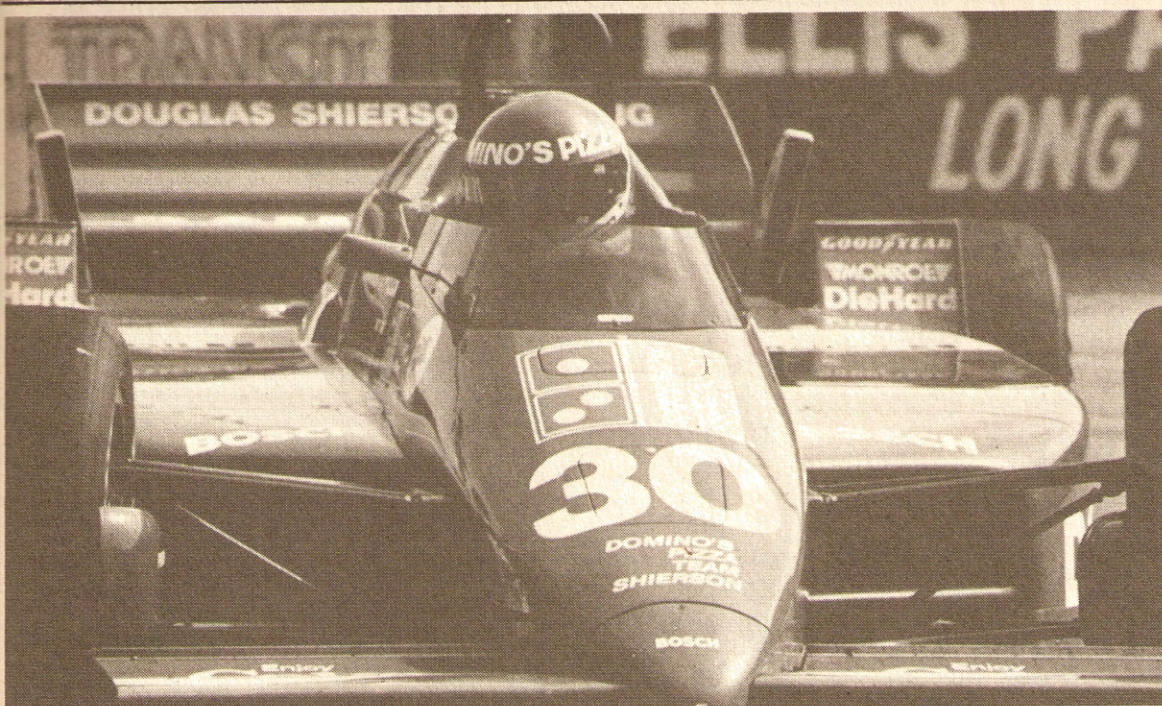


Quattro, even the length and width are unchanged despite the aerodynamic additions "The car only looks much bigger! We have used the permitted tolerances, which are small, but that is all. We are ready to go. FISA inspected the cars on 24th June and saw all the cars except the Olympus car which was already in America, and they are happy. We are not going to Pikes Peak with the new car, however. It was homologated today (1st July) and we plan only to use this car after Finland. ■

Rear bodywork has been totally revised paying particular attention to aerodynamics with rear spoiler and redesigned wheel arches.







What a difference two retirements have made to Al Unser Jr, presenting him with a brace of consecutive Indycar victories.

# Back to back

Al Unser Jr was in the right place at the right time last Sunday. Mario Andretti led the 200-mile airport race on the Cleveland lakefront from the 10th lap, dominating the race's second half until his car caught fire barely five minutes from the finish. Running second, fully half a lap astern, was Unser Jr, who thus came through to score his second win in eight days.

## QUALIFYING

This was the race's fourth year at the 2.48-mile Burke-Lakefront airport, and was promoted by the Penske Corporation after the original promoter filed bankruptcy.

Infinitely better than the likes of the Meadowlands and Detroit for the spectator, the airport track is another struggle for the drivers because it is very bumpy and has few reference points, in typical airfield style. In general the track is fast and wide with a 130 mph average with plenty of racing room.

From the driver's point of view, getting over the bumps is the key at Cleveland. It's a place where shock absorber engineering comes into its own particularly with the current generation of ground-effect Indycars.

Practice time is limited at Cleveland and there was further pressure this year when it rained on Saturday morning. When it came to the final qualifying session therefore, many people were still struggling to make their cars comfortable and those without proper testing programmes were at sea in the true sense of the phrase.

The team and driver who appeared to best have the bumps handled was the Budweiser/TrueSports 'works' March operation, Bobby Rahal in the cockpit. Despite a series of mechanical trouble in Friday's lone session Rahal looked head and shoulders above the rest on Saturday. His car operated smoothly and economically under hard acceleration across the runways and Danny Sullivan was the only man able to challenge Rahal's pace.

Mario Andretti struggled to find the right combination. On Friday he had some problems with his brakes and also

complained that the car was "leaping all over the place". On Saturday night his team found the Lola to be misaligned, this after he had set the pace in the day's final, untimed fulltank session. He was therefore confident about his race chances.

Geoff Brabham qualified fourth, again looking fast and smooth and pleased to have Gary Anderson helping the Galles team find the right track. Jacques Villeneuve was fifth fastest, his best qualifying effort so far this year with Emerson Fittipaldi and Al Unser Jr filling the next two places.

Progress continued at the Kraco Stereos team with Robin Herd providing Michael Andretti and Kevin Cogan with valuable advice. Roberto Querrero qualified a freshly-built car in the middle of the field after a gearbox failure in the

final qualifying session. Nursing a sprained wrist from an incident at the start of the Meadowlands race was Jim Crawford who qualified 22nd.

## RACE

The 88 lap race got underway beneath cloudy skies and pleasantly cool temperatures (two years ago the Cleveland race took place in soaking humidity and 99 degree F temps), Sullivan immediately stole the lead from Rahal who was in trouble right away with a slipping clutch. Rahal hung onto second place for two laps but was into the pits to retire after only three laps. A bitter disappointment and the fifth race this year Rahal has failed to finish.

Nor was Sullivan to last long. Jacques Villeneuve had made an excellent start and was up to fourth place on the first lap behind Sullivan, Rahal and Andretti. With Rahal's demise, Villeneuve pushed Andretti up to Sullivan's tail from which oil was already spraying at the Indycar champion. At the end of the 10th lap Sullivan made for the pits where it was discovered a gearbox oil line fitting had broken.

By that time Andretti and Villeneuve had pulled out 5secs to Unser Jr, Fittipaldi and Brabham, this trio being the only group to keep the leaders in sight. Very soon therefore, it became a two-car race with Villeneuve keeping the

pressure on Andretti and even briefly passing the Newman/Haas Lola during the 20th lap.

On the way in for his first fuel stop, however, Villeneuve's car coughed and died so that he coasted into this pit. Andretti was able to go four or five laps further than most of the leaders and when the first round of refuelling was complete he enjoyed a 12sec cushion to Villeneuve with Brabham, Unser Jr and Fittipaldi a similar distance behind the Canadian.

Villeneuve chiselled away at Andretti's cushion for a few laps but then Andretti began to edge away as Brabham and Unser Jr pulled clear of Fittipaldi. Brabham was in fuel consumption trouble, however, making his first stop much earlier than the rest and stopping a second time after only 48 laps.

Just before Brabham made his second stop he and Unser Jr had been rapidly catching Villeneuve and by the 53rd lap Unser's Lola was hard on the tail of Villeneuve's March. Two more laps and Unser was able to outrake Villeneuve. Two more turns and Villeneuve indulged in a dramatic but well-controlled spin as he tried to repass Unser!

Villeneuve made for the pits to take on fresh tyres and refuel while Unser Jr kept going until the end of 59 laps. Andretti went five more laps before making his second fuelstop, rejoining with a cushion of more than 40secs to Unser Jr, Brabham and Villeneuve. Fittipaldi had been lapped, his engine sounding flat and powerless after a plug lead had fallen off.

As Andretti maintained his huge lead, interest now centred on the battle for second between Unser Jr and Brabham. The Australian was obviously going to have to make a third fuelstop so Unser Jr did not offer a lot of resistance when Brabham outraked him on the 71st lap. Four laps later Brabham was in for a quick final stop as the others carried on.

Eleven laps from the finish Andretti hit minor trouble when he suddenly lost third gear. Seven more laps however and he was in dead trouble as he smelled burning carbon fibre and then had his fire extinguisher go off. Past the pits his throttle jammed open and then the engine compartment caught fire and the unhappy leader pulled off to retire.

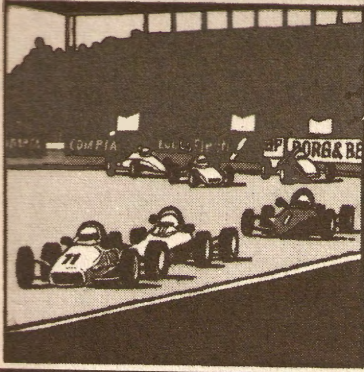
Unser Jr was a surprised winner, therefore, his second win on the trot for Shierston's team, who scored their first Indycar victory one year ago at Cleveland with Sullivan in the cockpit. Brabham was a well-deserved second from Al Unser Sr who passed a fuelless Villeneuve on the final lap. Arie Luyendyk drove an aggressive race into fifth place, his most impressive performance so far this year. Last of the unlapped runners was Josele Garza who also turned in his best showing from the season's first six races.

## CLEVELAND (USA)

Jul 7, Cleveland Grand Prix, CART/PPG Indycar World Series, round 6, 88 laps — 218.24 miles

Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying	Pos
1	Al Unser Jr (USA)	Lola-Cosworth T900	1:45.31.85	1:09.19	7
2	Geoff Brabham (AUS)	March-Cosworth 85C	1:45.47.00	1:08.94	4
3	Al Unser Sr (USA)	March-Cosworth 85C	88 laps	1:10.01	10
4	Jacques Villeneuve (CDN)	March-Cosworth 85C	88 laps	1:09.09	5
5	Arie Luyendyk (NL)	Lola-Cosworth T900	88 laps	1:10.37	14
6	Joselo Garza (MEX)	March-Cosworth 85C	88 laps	1:10.11	12
7	Michael Andretti (USA)	March-Cosworth 85C	87 laps	1:09.92	9
8	Emerson Fittipaldi (BR)	March-Cosworth 85C	87 laps	1:09.12	6
9	Kevin Cogan (USA)	March-Cosworth 85C	86 laps	1:10.06	11
10	Bruno Giacomelli (I)	March-Cosworth 85C	86 laps	1:09.47	8
13	Jim Crawford (GB)	Lola-Cosworth T900	85 laps	1:11.66	22
14	Mario Andretti (USA)	Lola-Cosworth T900	84 laps — not running fire	1:08.78	3
R	Roberto Guerrero (COL)	March-Cosworth 85C	73 laps — steering	1:10.50	15
R	Michael Roe (IRL)	Lola-Cosworth T900	22 laps — engine	1:11.46	20
R	Danny Sullivan (USA)	March-Cosworth 85C	10 laps — transmission	1:08.08	2
R	Bobby Rahal (USA)	March-Cosworth 85C	3 laps — clutch	1:07.79	1

Winner's average speed: 124.08mph. Championship positions: 1, Mario Andretti, 83pts; 2, Al Unser Sr & Al Unser Jr, 62; 4, Emerson Fittipaldi, 56; 5, Danny Sullivan, 47; 6, Tom Sneva (Eagle-Cosworth 85C), 31; 7, Geoff Brabham, 25; 8, Michael Andretti, 23; 9, Kevin Cogan & Roberto Guerrero, 22. Next round: Michigan, Jul 21.



NATIONAL RACES

## Ribbs's Point

**SUMMIT POINT, Jul 7:** Willy T Ribbs ran out the winner of the fifth round of the TransAm championship — his third of the year — by some 14.5 secs, ahead of team mate Wally Dallenbach Jr. Dallenbach now leads Ribbs by five points in the series. A surprising fourth, behind Tom Gloy, was Eppie Wietzes, the Canadian taking his first start of the year.

**SUMMIT POINT (USA)**

### SCCA Bendix Transam Championship, round 5

1, Willy T Ribbs (Mercury Capri), 65m14.90s; 2, Wally Dallenbach Jr (Mercury Capri); 3, Tom Gloy (Mercury Capri); 4, Eppie Wietzes (Chevrolet Corvette); 5, Paul Newman (Nissan 300ZX Turbo); 6, Peter Deutsch (Pontiac Firebird).



## Double Martini!

At the French F3 race supporting the French Grand Prix at Paul Ricard the ORECA Martini MK45 pair of Pierre-Henri Raphanel and Yannick Dalmas (above) scored a dead heat at the flag. We wonder if perhaps a touch of stage management was involved... Full report next week.



Willy T — back on top again.

## Hoshino's revenge

**SUZUKA, Jul 7:** In very hot and humid conditions, Kazuyoshi Hoshino ended a poor run of luck, taking his March 85J (revised after a huge shunt six weeks ago) to a very exciting victory over Satoru Nakajima, his first this year.

Hoshino made the best start to head poleman Nakajima, and the dicing Advan duo of Kenny Acheson and Roberto Moreno, the latter pair demoting Nakajima by the end of the lap. However, this was not to last long, as Moreno dropped out with exhaust problems and Acheson dropped back with tyre trouble. Hoshino's advantage was soon cut from 6secs to less than 1, but Nakajima just couldn't get by.

Eje Elgh had a steady run to third on Dunlop tyres offering a challenge to the predominant Yokohamas and Bridgestones. Yoshihiro Tachi was the highest placed BMW runner, in fourth, having driven hard and passed Acheson, Geoff Lees and Mashiro Hasemi. Acheson was next up, with Lees bringing his Yamaha powered March into sixth, only heading fellow Yamaha runner Keiji Matsumoto when the latter spun on lap 27.

**KUNIHIKO AKAI**

Kazuyoshi Hoshino — exciting Suzuka win.



### SUZUKA (J)

#### All Japan F2 Championship, round 5

**30 laps — 110.88 miles**

1, Kazuyoshi Hoshino (March-Honda 85J), 1h00m32.196s, 109.90mph; 2, Satoru Nakajima (March-Honda 85J), 1h00m32.385s; 3, Eje Elgh (March-Honda 85J), 1h01m13.584s; 4, Yoshihiro Tachi (March-BMW 842), 1h01m26.425s; 5, Kenny Acheson (March-Honda 85J), 1h01m30.797s; 6, Geoff Lees (March-Yamaha 85J), 1h01m32.435s; 7, Masahiro Hasemi (March-BMW 85J), 1h01m33.345s; 8, Kenji Takahashi (March-BMW 85J), 1h01m34.058s; 9, Keiji Matsumoto (March Yamaha 85J), 1h01m57.872s; 10, Osamu Nakako (Ralt-BMW RH6), 1h02m15.227s.

**Fastest lap:** Nakajima, 1m59.611s, 111.24mph.  
**Next round:** Fuji, Aug 11.

### WATKINS GLEN: CAMEL IMSA GT

## Watkins Glen: looking familiar

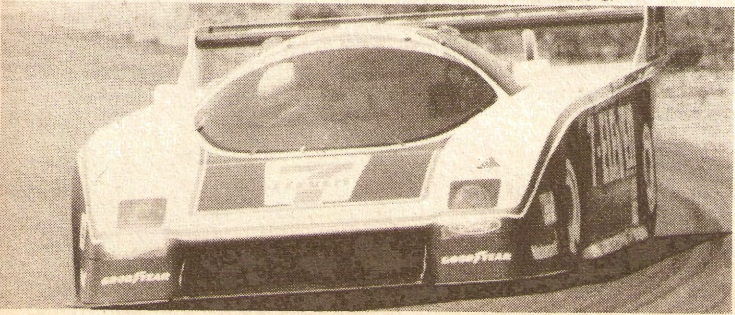
Al Holbert and Derek Bell drove their Lowenbrau Porsche 962 to a convincing victory at Watkins Glen to give the team their fourth win in the last five IMSA Camel GT races. Bell now has four wins and two second places in six starts with the team. It was the ninth victory in 10 races for the Porsche marque.

Starting from pole, Holbert took the lead for good at the 45 min mark of the 3hr event after dices with the 962s of Hans Stuck and Drake Olsen. From then he drove to victory with just one problem. Stuck's co-driver, Bob Akin clipped Bell in Boot Corner, forcing Derek to pit early for a new nose.

Thirty-eight seconds behind the winners was the second placed Ford Mustang Probe of Klaus Ludwig and Doc Bunty. After failing to finish in its first three starts, the Probe turned in a smooth, impressive performance. Its 4-cylinder 2.1-litre turbo, however was no match for the Lowenbrau Porsche's 3.2-litre turbo on the high speed track. Driven at a steady pace, the Probe advanced quickly from sixth position.

Stuck's Coca-Cola 962 pitted four times for transmission repairs, while the 962 of Olsen fell off the pace when a tyre failure occurred when car owner Rob Dyson was aboard. Olsen had set a scintillating pace in the early going, building up a 20 secs lead on

The Ford Probe made it to the finish, half a minute down on the race leaders.



Holbert before the first driver change.

The Dyson car eventually won a duel for third place with the 962 of Bob Wollek/Bruce Leven when their car broke an anti-roll bar during the last hour. Both Group 44 Jaguars ran well at the outset. But the number 44 car of Chip Robinson/Bob Trullius had electrical problems after 25 laps, while the Hurley Haywood/Brian Redman Jag developed a persistent misfire when the car was running third and had to pit, eventually finishing fourth ahead of the wounded Wollek/Leven 962.

**JONATHAN INGRAM**

### WATKINS GLEN (USA)

#### IMSA Camel GT Championship, round 10,

**101 laps — 341.08 miles**

1, Al Holbert/Derek Bell (Porsche 962), 3:00.29.45s, 102.25mph; 2, Klaus Ludwig/Doc Bunty (Mustang Probe), 4th laps; 3, Bob Akin/Drake Olsen (Porsche 962), 100 laps; 4, Brian Robinson/Bob Trullius (Jaguar XJ6), 25 laps; 5, Bob Wollek/Bruce Leven (Porsche 962), 97 laps; 6, Pete Halsmer/John Morton (Porsche 962), 97 laps; 7, John Kalagian/Tommy Grunah (March-Porsche 85G); 8, Jim Busby/Rick Knoop (Porsche 962), 93 laps; 9, Charles Morgan/Bill Alsop (Royale-Buick), 92 laps; 10, Geoff Kline/Jack Baldwin (Alba-Mazda), 91 laps.

**Next round:** Portland, Jul 21.

## Casual Sacks

**DAYTONA, Jul 4:** The traditional July 4 Independence Day 'Firecracker 400' NASCAR event caused some consternation when 32-year old Greg Sacks, a relative newcomer to the series, beat the 'Good ol' boys' with his DiGard Racing Chevrolet Monte Carlo, which crew chief Gary Nelson had tweaked up away from the tracks in the last few weeks. Bill Elliott had qualified his Ford T-Bird on pole at 201 mph — the NASCAR runners slowed somewhat by the new carburettor regulations which have just come into force. In the race, though, no-one could touch Sacks and he won convincingly. Elliott was delayed with fuel system problems, but reckoned that he would not have been able to catch the fleeting New Yorker any way.

**DAYTONA (USA)**

### Firecracker 400

#### NASCAR Winston Cup Grand National Championship, round 15

**160 laps — 400 miles**

1, Greg Sacks (Chevrolet Monte Carlo), 160 laps, 158.730mph; 2, Bill Elliott (Ford Thunderbird), 160 laps; 3, Darrell Waltrip (Chevrolet Monte Carlo), 160 laps; 4, Ron Bouchard (Buick Regal), 160 laps; 5, Kyle Petty (Ford Thunderbird), 160 laps; 6, Buddy Baker (Oldsmobile Cutlass), 160 laps; 7, Ricky Rudd (Ford Thunderbird), 160 laps; 8, Terry Labonte (Chevrolet Monte Carlo), 159 laps; 9, Dale Earnhardt (Chevrolet Monte Carlo), 159 laps; 10, David Pearson (Chevrolet Monte Carlo), 159 laps.

**Next round Pocono:** Jul 21.

## Two for three

**CLEVELAND, Jul 7:** Jeff Andretti was in dominant form in the Cleveland Super Vee event, dominating both a 10 lap qualifying event and the main 25 lap race. The Ralt America driver came home 9secs ahead of Davy Jones, with Jeff MacPherson third ahead of Didier Theys, who continued to show good form in the Martini MK47. The drive of the race, however, belonged to Kim Campbell, who started from the back of the grid in his Anson SA6 and charged through the field to be fifth at the flag.

**CLEVELAND (USA)**

### Robert Bosch/VW SuperVee Championship, round 6

**25 laps — 62.00 miles**

1, Jeff Andretti (Ralt RT5); 2, Davy Jones (Ralt RT5); 3, Jeff MacPherson (Ralt RT5); 4, Didier Theys (Martini MK47); 5, Kim Campbell (Anson SA6); 6, Cary Bren (Ralt RT5); 7, Ken Johnson (Ralt RT5); 8, Gary Rubin (Anson SA6); 9, Matt Matson (Anson SA6); 10, Matt Matson (Anson SA6).

## At last!

**AMAROO PARK, Jul 7:** It's hard to believe that it took Jim Richards seven wins from nine rounds, six of these consecutively, to clinch the Australian Touring Car title with one round to go. But, such is the Australians' overly generous scoring system. Anyway, Dick Johnson had to win at Amaroo with Richards nowhere for the title to stay in Australia. But, Johnson finished runner-up to Richards both in the race and the title. Thus, a New Zealander in a German car scored the first ever title win by a non-Australian, and the first win for a foreign car since Bob Jane won in a Jaguar back in 1963.

Amaroo Park seemed to favour the smaller cars, as Colin Bond was on pole, but his Alfa was outdragged by Johnson's Mustang, with the Volvo of Robbie Francevic also heading Richards.

However, this inevitably didn't last and at quarter-distance Richards was in the lead. He then held this to the flag, with Johnson 2secs down, 1½secs clear of a fast closing Tony Longhurst. Longhurst (an ex-Australian water skiing champion), running a BMW Motorsport 323i from Frank Gardner's stable, thus took the smaller class, heading Colin Bond for the first time. One had to look back to fifth place for the first of the works Holden Commodores, that of Peter Brock, with David Parsons (replacement for Larry Perkins, who left the team after a major disagreement) next up. John Smith put up a noteworthy performance winning the baby class in 10th overall, heading several of the bigger cars.

BOB JENNINGS

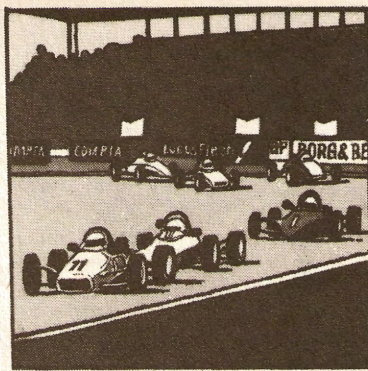
**AMAROO PARK (AUS)****Australian Touring Car Championship, round 9****52 laps — 62.69miles**

1, Jim Richards (BMW 635CSi), 48m53.25s, 78.54mph; 2, Dick Johnson (Ford Mustang), 48m55.40s; 3, Tony Longhurst (BMW 323i), 48m58.86s; 4, Colin Bond (Alfa Romeo GTV6), 49m09.92s; 5, Peter Brock (Holden Commodore), 49m13.87s; 6, David Parsons (Holden Commodore), 49m27.76s; 7, Kent Baigent (BMW 635CSi), 49m45.93s; 8, Tim Slako (Rover Vitesse), 51 laps; 9, Neville Crichton (BMW 635CSi), 51 laps; 10, John Smith (Toyota Corolla), 50 laps.

**Fastest lap:** Richards, 53.03s, 78.86mph.

**Championship positions with one round remaining:** 1, Richards, 213pts; 2, Johnson, 169; 3, Crichton, 149; 4, Brock, 144.

**Next round:** Oran Park, Jul 14.



NATIONAL RACES

**Avon Calling**

**CASTLE COMBE, Jul 6:** Avon celebrated 100 years of tyre manufacture, at their local circuit which had celebrated its 35th anniversary one week before. A full programme was topped by a super *Libre* race during which the lap record tumbled repeatedly. (See *Sports Extra*) The BRSCC (SW)'s no-nonsense organisational style ensured the programme ran right on time despite an incident packed afternoon.

Mark Fish made the best start to lead the Charles Ivey Renault 5TS race, but by the end of lap 1 he had slipped behind Steve Poulter and Sean Breslin. The latter was retaken on lap 3, the leading

duo then drawing away. Breslin then began a race-long place swap with Steve Jones, in which he just managed to come out best. When Poulter got onto the grass at Quarry on lap 7, Fish nipped into the lead, but as they rounded Camp to start their last lap, Poulter slowed dramatically thinking a drive shaft had broken. However, on pressing the throttle the car shot forward, so on he went. However, a few seconds later, as he braked for Quarry, he got a nasty shock as the brake pedal went to the floor! The car ploughed on at undiminished speed into the tyre wall. Luckily Poulter was unhurt. Fish was left to take an easy victory.

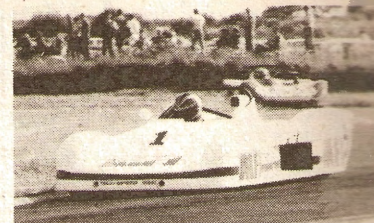
Lap records fell in every class in the following MGB/C/V8 race, which saw the 4-litre V8 MGB of Terry Smith an all-the-way winner. John Lodge and Colin Percy gradually slipped away, their places safe enough but, had not Terry Osbourne retired after just two laps, the story may have been different, for he had already set a new lap record by then.

The Giroflex Porsche's were close, but the excitement of their earlier visit wasn't recaptured even though the race was run rather faster than last time. Nick Faure took the lead on lap 2 and did enough to keep Gavin Watson at bay, with John Lock's Carrera RS just behind as best of the non turbo cars. Nick Wenham had been right with them but slipped back, although his power slides exiting Quarry were a joy to behold.

Howard Lester made the best start to lead the FF1600 race, but at Old Paddock a chain reaction coming-together left the track littered with cars and the race was called to a halt. At the restart, Lester repeated his start and went on to pull himself further ahead with each lap. Alan Cooper and Robert Davies battled mightily for second place, the former having to be very careful not to put Davies off, for Cooper Racing run Davies too. Adrian Cottrell used his new RP36 to good effect to take fourth, just ahead of the similar car of David Llewellyn who had his mirrors full of local man Gordon Allen.

The GT event saw the Elans of Rob Cox, Andrew Wareing and Brian Cutting joined by a rapid interloper. John Greasley's flame-bleaching 600bhp turbocharged 935 K3. Cox made the best start, to head Cutting, Wareing, Greasley with Rod Birley next up in his rather heavier Thundersaloon Sierra. The Porsche moved up to second next time round, but Cox moved rather more difficult, the black Elan not submitting the lead until half distance. The gap was never more than a couple of seconds, but Cox could never hope to retaliate. Meanwhile, Wareing looked to have got the measure of Cutting, but the wily circuit specialist nipped past at Old Paddock on the last lap. Birley retained fifth, while Brian Chatfield came through from the rear of the grid to annex sixth, just ahead of John Pugsley who drove with great gusto to

Tony Trimmer won the Lep *Libre* race, but Lawler took the outright circuit record.



Sean Walker holds off Lyall's challenge.

take the 1000cc section.

Practice for the Lep *Formule Libre* race had seen Tony Trimmer under his year old lap record by 1.3 secs, a speed of 122.89mph! His only worry for the 20 laps were tyres, electing to run A7s on one side, Alls the other to combat the fast right hand corners. Also Lawler lined up next to him, having dialled out a lot of oversteer after the first practice. John Brindley and James Stevenson completed the competitive runners.

Lawler's best bet looked to be a good start, for the 'soft' DFV would clearly not be able to match Trimmer's big Chevrolet in a straight line, but the pole man had it. The closest they came was when lapping a backmarker at Quarry on the last lap, but the bigger engine drew clear on Farm Straight. Trimmer was having understeer problems and he nearly threw it all away sliding onto the grass at Camp, but Lawler was similarly afflicted thanks to a broken anti-roll bar link and he came home 0.6secs in arrears. Brindley had broken the lap record as well, but he showed his dislike of the circuit with a disjointed effort, not worthy of his talents, slipping back to a distant third. Stevenson was also under the old record but even further behind.

The BCA Metro series paid its first visit to Wiltshire, but the close racing normally seen was sadly lacking. Paul Taft led the entire distance, closely shadowed by European champion Roger Jones with James Shead coming through to third, but his start was adjudged to have been a mite too quick and the resulting penalty saw him slip to sixth in the results behind Chris Lewis, Vic Covey and Dave Loudoun, although he had the consolation of establishing the lap record.

The action started early in the next race with Barry Robinson's Rover catching light as it sat on the grid. After a short delay to clear up the mess, the field for the Metro Breakers Modsaloons got away, less the Rover of course. John Edward's Escort led from Brian Chatfield, Rod Birley (in his Escort this time) with Gordon Thomson next up. All eyes were on Bill Griffin who had started with a 10 secs penalty, having missed practice, and incredibly the blue BMW had passed 13 cars on the opening lap to lie fifth. Next time round he was fourth but still a long way adrift of the leaders, with Birley and Chatfield engrossed in battle allowing Edwards to break clear by a few yards.

**CASTLE COMBE****BRSCC (SW)**

**Charles Ivey Challenge for Renault 5TS (10 laps):** 1, Mark Fish, 14m13.0s, 77.65mph; 2, Sean Breslin, 14m23.6s; 3, Steve Jones, 14m24.6s; 4, John Richardson, 14m40.4s; 5, Steve Croxford, 14m41.9s; 6, Mark West, 14m42.3. **Fastest lap:** Fish, 1m23.1s, 79.71mph (equals record).

**MGCC MG B/C V8 race (10 laps):** 1, Terry Smith (4.0 MGB), 12m05.3s, 91.32mph; 2, John Lodge (2.0 MGB), 12m15.7s; 3, Colin Percy (3.5 MGB GT), 12m24.2s; 4, Grahame David (3.5 MGB), 12m55.2s. **Standard MGB/C:** 1, Keith Hancock (1.9 MGB), 9 laps, 77.96mph; 2, John Philpott (1.9 MGB), 9 laps; 3, Phil Walker (1.9 MGB), 9 laps. **Fastest lap:** Hancock, 1m24.2s, 78.66mph (record). **Road Modified B/C, Standard V8:** 1, Grahame Davis, 85.44mph; 2, Richard Horn (2.0 MGB), 12m55.5s; 3, Barry Sidney-Smith (2.0 MGB), 13m17.1s. **Fastest lap:** Horn, 1m15.7s, 87.50mph. **Full Race B/C:** 1, John Lodge, 90.03mph; 2, Jim Tyler (1.9 MGB), 13m31.0s; no other finishers. **Fastest lap:** Terry Osbourne (1.9 MGB), 1m12.0s, 92.00mph (record). **Modified V8:** 1, Terry Smith; 2, Percy; no other starters. **Fastest lap:** Smith, 1m11.3s, 92.90mph (record).

**Giroflex Porsche Challenge race (10 laps) — Overall & Class A:** 1, Nick Faure (3.3 Turbo), 12m16.6s, 89.92mph; 2, Gavin Watson (3.0 Turbo), 12m18.3s; 3, John Lock (2.7 Carrera RS), 12m18.5s. **Fastest lap:** Faure, 1m12.1s, 91.87mph. **Class C:** 1, Paul Edwards (2.3911E), 13m17.8s, 83.02mph; 2, Mike Pickup (2.5944), 9 laps; 3, David Sutherland (2.7911 Lux), 9 laps. **Fastest lap:** Edwards, 1m18.1s, 84.81mph. **Class D:** 1, Steve Keavin (2.0 924), 9 laps, 78.41mph; only finisher. **Fastest lap:** Keavin, 1m21.5s, 81.27mph.

**Steve Llewellyn Motor Sport Spares FF1600 race (10 laps):** 1, Howard Lester (Reynard-CES 83FF), 11m23.5s, 96.91mph; 2, Alan Cooper (Reynard-Nelson 85FF), 11m33.0s; 3, Robert Davies (Van Diemen-Nelson RF84), 11m33.2s; 4, Adrian Cottrell (Royale-Swindon RP36), 11m36.0s; 5, David Llewellyn (Royale-Peter Harris RP36), 11m37.1s; 6, Gordon Allen (Reynard-Minister 84FF), 11m37.3s. **Fastest lap:** Lester, 1m07.2s, 98.57mph.

**BRSCC Castle Combe Special GT race (10 laps):** 1, John Greasley (2.8 Porsche 935 K3), 10m50.8s, 101.78mph; 2, Rob Cox (1.8 Lotus Elan), 10m52.8s; 3, Brian Cutting (1.9 Lotus Elan), 11m03.8s; 4, Andrew Wareing (1.9 Lotus Elan), 11m04.0s. **Over 2500cc:** 1, Greasley; 2, Rod Birley (3.4 Ford Sierra-Cosworth GA), 11m26.5s; 3, Craig Simmies (2.7 Porsche Carrera), 11m55.3s. **Fastest lap:** Greasley, 1m03.6s, 104.15mph (record). **1501 to 2500cc:** 1, Cox, 101.47mph; 2, Cutting; 3, Wareing. **Fastest lap:** Cox, 1m03.9s, 103.66mph. **1001 to 1500cc:** 1, Nigel Mustill (1.3 Manx Mini-Ford), 9 laps, 91.39mph; 2, Ian Hall (1.4 Davrian Mk 7A), 9 laps; 3, Bryn Morgan (1.2 Raylen Imp), 9 laps. **Fastest lap:** Hall, 1m10.0s, 94.62mph. **Up to 1000cc:** 1, John Pusley (1.0 Sunbeam Siletto), 11m40.4s, 94.57mph; 2, Robin Harvey (1.0 Davrian Mk 8), 9 laps; no other finishers. **Fastest lap:** Pugsley, 1m08.7s, 96.41mph. **Giroflex Porsche B Class cars:** 1, Keith Ashby (3.0 SC), 9 laps, 85.50mph; 2, Jeff York (2.3 911S), 9 laps; 3, Chris Strakosch (2.3 911S), 9 laps. **Fastest lap:** Ashby, 1m15.8s, 87.38mph.

**The Lep Group Formule Libre race (20 laps):** 1, Tony Trimmer (5.0 Lola-Chevrolet T330), 18m23.4s, 120.06mph; 2, Alo Lawler (3.0 McLaren-Cosworth DFV M30), 18m24.0s; 3, John Brindley (3.3 March-Cosworth DFV 821), 18m40.3s; 4, James Stevenson (3.0 McLaren-Cosworth DFV M29C), 18m53.9s; 5, Roger Orgee (2.0 Lyncar-Swindon BDX 79A), 19 laps; 6, David Dudley (1.6 Reynard-Richardson Ford SF77), 18 laps. **Fastest lap:** Lawler, 54.2s, 122.21mph (Outright circuit record).

**British Car Auctions MG Metro race (10 laps):** 1, Paul Taft, 12m28.4s, 88.50 mph; 2, Roger Jones, 12m29.1s; 3, Chris Lewis, 12m37.4s; 4, Vic Covey, 12m39.0s; 5, Dave Loudon, 12m39.2s; 6, James Shead, 12m44.6s (inc 10s penalty). **Fastest lap:** Shead, 1m13.5s, 90.12mph (establishes record).

**Metro Breakers Modsaloons race (10 laps):** 1, Bill Griffin (2.3 BMW 323i), 11m45.4s, 93.90mph; 2, John Edwards (2.0 Ford Escort), 11m46.0s; 3, Rod Birley (2.0 Ford Escort), 11m48.8s; 4, Brian Chatfield (3.0 Ford Capri), 11m51.7s. **2001 cc to 4000cc:** 1, Griffin; 2, Chatfield; 3, Martin Lainchbury (3.5 BMW 635), 12m44.5s. **Fastest lap:** Griffin, 1m08.1s, 97.26mph. **1301 to 2000cc:** 1, Edwards, 93.82mph; 2, Birley; 3, Andy Abrams (2.0 Ford Escort), 9 laps. **Fastest lap:** Birley, 1m09.4s, 95.44mph (record). **1001 to 1300cc:** 1, Gordon Thomson (1.3 Mini Cooper S), 12m45.5s, 86.53mph; 2, Ron Lowles (1.3 Ford Fiesta), 13m00.7s; 3, Rob McIntyre (1.3 Leyland Mini), 13m00.9s. **Fastest lap:** David Lawrence (12. Hillman Imp), 1m14.5s, 88.91 mph (record). **Up to 1000cc:** 1, Peter Stride (1.0 Hillman Imp), 9 laps 82.88mph; 2, Peter Ray (1.0 Talbot Imp), 9 laps; 3, Chris Welfare (1.0 Mini Clubman), 9 laps. **Fastest lap:** Stride, 1m17.3s, 85.69mph.

**B&Q British Sports 2000 race (17 laps):** 1, Sean Walker (Shrike-Nelson P15), 18m07.5s, 103.54mph; 2, Ian Flux (Royale-Neil Brown RP38), 18m11.6s; 3, Paul Stott (Royale-Neil Brown PR38), 18m20.2s; 4, Dud Moseley (Motus-Hewitt 10BX), 18m20.8s. **Fastest lap:** Walker & Alastair Lyall (Lola-BSR T598), 1m03.0s, 105.14mph (record). **Pre '81 class:** 1, Moseley, 102.29mph; 2, Martin Chambers (Tiga-Nelson SC80), 19m07.3s; 3, Malcolm Paul (Tiga-Nelson), 19m07.8s. **Fastest lap:** Moseley, 1m03.3s, 104.64mph (record).

**BRSCC Clubmans Register A class race (10 laps):** 1, Richard Groombridge (Mallock-Chamberlain Mk 24), 10m16.7s, 107.41mph; 2, Paul Gibson (Vision-Alan Smith V85A), 10m20.8s; 3, Les Duncan (Vision-Alan Smith V85), 10m22.0s; 4, Sandy Watson (Mallock-Ford Mk 27), 10m36.1s. **Fastest lap:** Groombridge, 1m00.3s, 109.85 mph. **Pre '79 class:** 1, Tim Moores (Gryphon-Agra Moores C4A), 10m58.4s, 100.60mph; 2, Reg Powell (Gryphon-Ford C73), 11m11.4s; 3, Richard Gilmour (1.3 Mallock-David Mk 18C), 11m21.6s. **Fastest lap:** Moores, 1m03.3s, 104.64mph.

## Jaguar junket

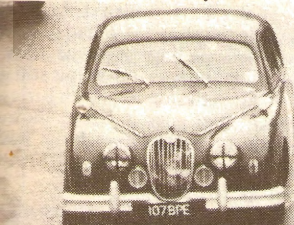
LYDDEN, Jul 7: The Astra MC's Festival of Motor Sport was injected with a double dose of entertainment by competitors from the Jaguar DC. Steve Brown regained the lead in the Lydden FF1600 Festival Championship, and Paul Sleeman held on to win the *Formule Libre* event.

It was an unforgettable day for Jaguar enthusiasts. A full grid of MkIIs started the first event, a round of the Pre '68 Saloon Car Inter-Area Challenge. At the drop, Paul Stephens went straight into the lead hounded by Robin Rudderham and Mike Quinn, who dropped back to fifth place. Geoff Maycock held a tenuous third place from David Shaw, with Quinn thundering up behind them once he had detached himself from a duel between Reg Palmer and John Massey. Rudderham tried everything he knew to wrest the lead from Stephens, but his car lacked the pace of the leader's model. Quinn neatly outraked Shaw to take fourth spot at the halfway stage, and then dealt with Maycock in similar fashion on the next lap. With two laps to go Shaw retired, and then halfway round the final circuit Rudderham's car suddenly went horribly sick, but he coaxed it home to clinch second place behind Stephens.

The FF1600 drivers got stuck in immediately, and there was much banging of wheels at the first corner. It was Steve Brown who emerged in front, chased by Derek Pullman and Roy Lewington, the series leader. First time round at the Elbow, Chris Pullman clashed wheels with Lewington and his Van Diemen spun across the track, delaying the rest of the field. The younger Pullman soon recovered and began lapping quicker than ever, but his efforts came to naught when he spun into the bank at the hairpin. Up at the front, Brown's Morley Motors PRS was still a length ahead of Derek Pullman, and Lewington frequently getting well out of shape in his efforts to get past. A few lengths back Jim Gowens was driving very well, comfortably clear of New Zealander Hilary Coughlan and Kevin Ramage. With three laps to go Lewington lost the series lead when he spun out of third place at the Devil's Elbow. Brown went on to take a faultless win, harried all the way by Pullman, and Gowen took a well-deserved third place. Lewington managed to salvage fourth.

Despite a plethora of late entries for the Open Jaguar race the field was depleted by even more non-starters.

The Jaguars revelled at Lydden.



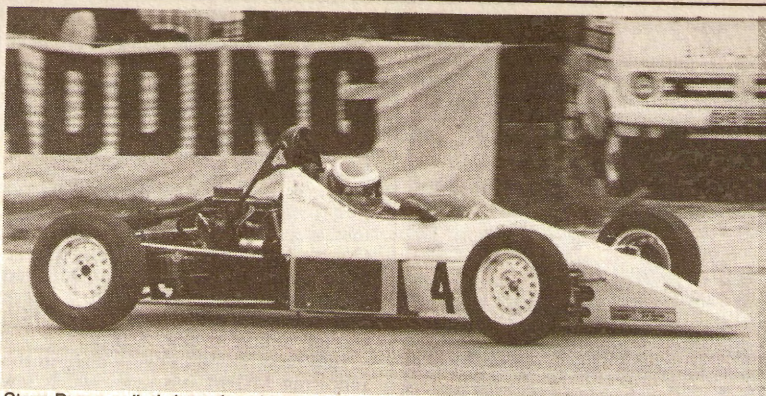
### LYDDEN

**DC Pre '68 Saloon Car Inter-Area Challenge race (12 laps)** — overall: 1, Paul Stephens (3.8 Mk2), 11m 07.3s, 14.73mph; 2, Robin Rudderham (3.8 Mk2), 11m 16.5s; 3, Mike Quinn (3.8 Mk2), 11m 39.7s; 4, Geoff Maycock (3.8 Mk2), 11m 49.7s. **Over 3500cc:** as overall. **Fastest lap:** Stephens, 54.8s, 65.69mph. **Under 3500cc:** 1, Dave Woodgate (3.4 'S' Type), 12m 37.2s, 51.63mph. No other starters. **Fastest lap:** 1m 00.3s, 59.70mph. **Production:** 1; John Massey (3.4 340), 12m 08.5s, 59.23mph; 2, Derek Skinner (3.8 340), 12m 15.2s. No other finishers. **Fastest lap:** David Shaw (3.8 240), 57.8s, 62.28mph.

**Lydden FF1600 Festival race (12 laps)**: 1, Steve Brown (PRS-Brown 81F), 9m 15.1s, 77.82mph; 2, Derek Pullman (Van Diemen-Auriga RF80), 9m 17.4s; 3, Jim Gowens (Crossle-Minister 32F), 9m 28.7s; 4, Roy Lewington (Lola-Minister T642E), 9m 30.3s; 5, Hilary Coughlan (Van Diemen-Auriga RF82), 9m 32.7s; 6, Kevin Ramage (Van Diemen-Minister RF80), 9m 35.4s. **Fastest lap:** Brown & D Pullman, 45.6s, 78.94mph.

**Open Jaguar Class race (12 laps)**: 1, Reg Palmer (3.4 340), 12m 05.6s, 59.53mph; 2, Justin Rockett (4.2 XJ6), 2m 06.6s; 3, Derek Skinner (3.8 340), 12m 15.0s; 4, Kevin Attwood (3.4 XK150), 13m 05.8s. No other finishers. **Fastest lap:** Nick Smith (3.8 240), 56.3s, 63.94mph.

**Lydden Libre race (12 laps)**: 1, Paul Sleeman (2.0 Van Diemen-Piper RF81), 8m 52.4s, 81.14mph; 2, Dennis Humphries (2.0 Chevron-Toyota Novamotor B43), 8m 55.4s; 3, Peter Daniels (2.0 Ralt-Toyota Novamotor RT3), 9m 57.8s; 4, Steve Holland (2.0 Royale-Minister RP30), 9m 04.1s; 5, Derek Haimes (2.0 Royale-Minister RP27), 10m 14.4s; 6, Paul Miller (2.0 Reynard-Minister 80SF), 9m 25.8s. **Fastest lap:** Sleeman, 43.4s, 82.94mph.



Steve Brown pulled clear of trouble to take a faultless FF1600 win.

Practice had been notable for the hat-trick of spins at Paddock Bend by Nick Smith's 3.8 MkII. But who should lead the first lap? Why, the irrepressible Mr Smith! Paul Stephens, fired up by his earlier win, was glued to the red car, but every time he made a move Smith got there first. A little further back, Reg Palmer's standard MkII was just ahead of Pete Gascoigne. Eventually, the lead battle ended in disaster on lap 7 when Stephens drew level as they braked for the Hairpin. Smith, on the tighter inside line, kicked the tail out a fraction too wide, over-corrected, and slewed into the path of his pursuer. Stephens, who by now was thundering down the hill with all four wheels on the grass had no chance to avoid the errant leader and rammed him into the bank. Both cars retired. So now it was Palmer in front, with Justin Rockett's XJ6 gaining as his name suggests on the straights, but slowing early because of ailing brakes. Palmer held on to win with Rockett thankful to finish at all in second place. Derek Skinner was third and Kevin Attwood managed an enthusiastic fourth (and last) on 10-year old Pirelli Cinturatos!

The *Formule Libre* event marked a return to racing for Dennis Humphries, the current Lydden FF1600 champion, who has bought a Chevron B43 with support from D&J Tyres of Herne Bay. Humphries made a perfect start from row 2 and stormed into the lead, with Paul Sleeman in pursuit. By the Elbow they were side by side, with the former AUTOSPORT Golden Helmet award winner emerging slightly ahead, with Steve Holland further back in third spot. Peter Daniels' Ralt RT3 had been delayed by a slipping clutch, but he soon began to gain ground. Tim Barry's unique Agent DR1 held fifth place in the early stages until the flywheel sheared off. Sleeman established a few lengths lead over Humphries, despite gear selection problems and a misfire at the top and bottom of the rev range. He held on to win by 3 secs. Humphries was pleased to finish second after blowing his original Novamotor unit during private practice at Brands Hatch. Peter Daniels finished third after outraking Holland with three laps to go.

KERRY DUNLOP

### ASTRA MC

## Failsafe frolics

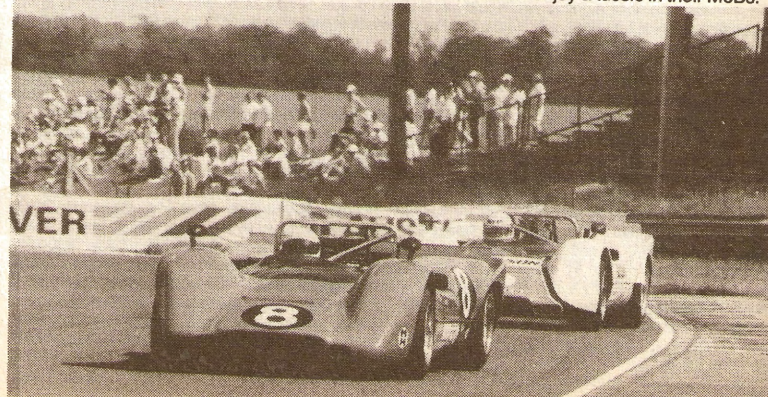
THRUXTON, Jul 7: Curiously named the Brooklands Raceday — despite the marked lack of motor cars from the pioneering era — the BARC's annual festival of Historic racing was as welcome as the belated onset of summer. As anticipated, the centrepiece of the busy seven-event programme, a round of the sensational Failsafe Historic GT series, provided the strongest field and the best racing.

Tony Thompson took the starring role in the curtain-raiser. Having hurled his Elan round some 3.3secs beneath arch rival Roger Ealand's class record for pole, Tony was amazed to have the measure of Steve Hitchins's faster-starting Lotus 23B which had been hindered by incorrect suspension settings in qualifying. As the only competitively driven sports racer on the track, Hitchins's nimble machine had been expected to rush away as usual, but Thompson's tenacity and verve saw him match every move, and nip ahead cheekily at half distance, as Ealand watched on.

Alas, a momentary ignition lapse cost Tony his chance to complete the giant-killing act, and allowed Roger to close in as Steve took up the running again. An over-ambitious outraking effort at the Complex saw Ealand spin (without losing his place) and gave Thompson breathing space en route to his seventh class win — thus a maximum championship score and the title — behind Hitchins. Mike Harrison's little Ginetta was worked up to a comfortable class-winning fourth while HSCC Chief Executive Brian Cocks brought his ill-mannered Lotus 30 in sixth, even after pitting to ascertain the whereabouts of its exhaust system.

A farcical Pre-'70 Single-Seater demonstration (it could hardly be described as a race) followed, 13 entries becoming 10 after practice and just four at close of play. The heat took its toll of several engines, but nothing even vaguely threatened Foulston's glorious Yardley

Former hillclimb champions David Franklin and Martin Bolsover enjoy a tussle in their M6Bs.



McLaren M19A. John sandbagged in qualifying, his time equalled by Jim Wallis's lovely Brabham BT30 F2 car, but the Offord Group man could only give distant chase when it mattered. Series sponsor Alex Seldon just kept his rare F5000 Lola T300 ahead of Martin Steele's little F2 March to the flag. Len Bridge's Chevron B17C, third until the final lap, blew its engine at the Complex when seemingly safe.

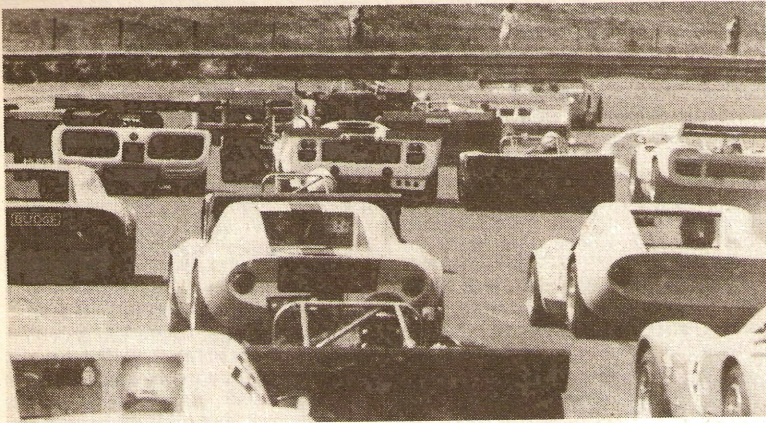
John Atkins has no opposition in PHRS apart from the clock, but he drove his purple AC Cobra spiritedly to its customary lights-to-flag win. Behind him, a titanic struggle between Cyril Baxter's Marcos-Volvo and Mike 'Talon' Darrieulat's Ginetta saw the order reversed two laps from home. The growling trio of Roger Connel, David Barraclough and Des Cassidy was depleted when David gyrated his Sunbeam Tiger at the Complex. This allowed Chris Ross's Elan into the top six — beating Michael Wright's remarkable 1200cc class winning Honda to the line by a whisker.

No fewer than 29 superb sports and GT cars comprised the grid for the Failsafe encounter, with John Foulston's extensively developed McLaren M8 at its head. Just 0.5sec down in qualifying, Ted Williams and the Redland March looked set to make life difficult for the class points leader, with Mike Wheatley's Ashdown Petroleum BRM lurking on row 2, behind Jim Wallis, now transferred to the BSR-run Chevron B19 and almost 3secs clear of divisional rival Chris Beauvoisin's Oyez Lola T212.

Foulston got away smartly, with Wheatley charging up the inside into Allard to demote Williams who promptly outraked the P154 into Campbell, determined to keep the big McLaren in sight. Unfortunately for the Bristolian though, his Chevy had dropped a valve at the traffic lights but as its broken head had become jammed in its seat he was able to continue, a cylinder light, albeit powerless to challenge. Foulston thus blasted away as he pleased, driving hard all the while. "It may have looked easy, but I can assure you it wasn't so simple," he commented later.

Williams's audibly flat 707 shook off the BRM (powered by the second string engine this week, while Mike's flyer is freshened for the GP support race) after a few laps, but Wheatley countered, taking advantage of a rare slip by his rival to snatch second place on the run in to the line. David Franklin and Martin Bolsover were right in the slip-stream of the latter chassis at first, but fell away, David taking a typically classy group win.

There was fun and games down in the pack when Wallis, making up for a tardy getaway (and lacking fourth gear) clipped Charlie Agg's McLaren in the chicane, spinning the yellow peril like a top. Jim resumed his stride quickly — via the kerbing — with tattered nose cone and a lot to do if he was to catch



Thundering towards Allard — would you risk your investment like this?

Beauvoisin and Chris Aylett (DAM/Birkart International B19) and be in with a shout for the class. Fate, in the form of a rear puncture, dealt a cruel blow to Aylett as he moved ahead, and Beauvoisin was slowing too. Wallis was back in front, with five laps to spare, progressing to fifth overall, ahead of Hulme's beautifully-driven Home Tune Lola, another class winner.

Reg Woodcock put one over the might of Newport Pagnell in the Bovis Thoroughbred round, the vastly experienced Solihull man out-running a sextet, no less, of Aston Martin DB4s with his beloved Triumph TR3. After a perfect drive, justly rewarded, Reg acknowledged the flag with both arms raised aloft — a rare achievement and one to savour. Mike Salmon's Aston (which threw a crankshaft damper in qualifying), always led Alistair Sinclair's example, while François Duret had excitement of his own, dropping out of fourth spot when his seat came adrift.

An impressive amalgamated grid of Historic F3 and Formula Junior machinery assembled next, with the more

modern 'screamers' setting the pace. Poleman Mike Vickery's Daydis Brabham BT21 was passed midway by Keith Norman's later BT28 while Simon Brookman's long haul up from Torquay netted him a good third in his green Lotus 69 which followed past John Skinner's similar chassis early on. Junior leaders Mike Harrison (Brabham BT2) and Roy Drew (Cooper-Ford T59) fought hard behind the quickest F3 men until Drew stopped (for a breather?) at Club. Lew Wright's BT28 ascended the order well, pipping Skinner and Peter Farrer's sleek Lotus 31 on the line despite an intermittent misfire.

The finale, a John Scott sports car round, saw Lister-Jaguars take three of the top four places, only Peter Walker's little Lola was able to intervene. Tim Cairns's Lister got the drop on Mike Freeman's version, but the former Ford Escort dicer was soon back ahead of the ex-MG Midget champion, where he stayed. David Methley's Rejo lost its tail during its run to fifth, while Jem Marsh won his class as usual.

MARCUS PYE

## THRUXTON

**HSCC Failsafe Historic GT race (12 laps)** — Overall: 1, John Foulston (5.0 McLaren-Chevrolet M8C/Z), 15m52.4s, 106.86mph; 2, Mike Wheatley (5.0 BRM-Chevrolet/Mathwall), 16m11.3s; 3, Ted Williams (5.0 March-Chevrolet/Swindon 707), 16m11.7s; 4, David Franklin (5.0 McLaren-Chevrolet/Swindon M6B), 16m33.1s; 5, James Wallis (1.8 Chevron-Ford/Cosworth/Langford FVC B19), 16m39.0s; 6, Nigel Hulme (5.0 Lola-Chevrolet/Russo T70 Mk3B), 16m50.8s. **Sports Racing and GT cars 2001-5000cc 1965-68**: 1, Franklin, 102.48mph; 2, Martin Bolsover (5.0 McLaren-Chevrolet M6B), 16m57.5s; 3, Stephen Langton (5.0 Lola-Chevrolet T160), 17m11.0s. **Fastest lap**: Franklin, 1m20.3s, 105.62mph (record). **Sports Racing and GT cars 2001-5000cc 1969-70**: 1, Foulston; 2, Wheatley; 3, Williams. **Fastest lap**: Foulston, 1m17.0s, 110.15mph. **Sports Racing cars 1301-2000cc 1969-70**: 1, Wallis, 101.88mph; 2, Chris Beauvoisin (1.8 Lola-Ford/Cosworth/Racing Fabrications FVC T212), 17m08.0s; 3, Tony Gordon (1.8 Chevron-Ford/Cosworth/ART B19), 17m08.2s. **Fastest lap**: Wallis, 1m18.9s, 107.49mph. **Closed GT and Prototype cars 1301-2000cc 1965-68**: 1, Tim Goss (2.0 Chevron-BMW BB), 97.82mph; 2, Richard Budge (1.6 Chevron-Ford/Cosworth FVA B8), 11 laps; 3, Richard Dodkins (2.0 Chevron-BMW BB), 11 laps. **Fastest lap**: Goss, 1m24.1s, 100.85mph (record). **Closed GT and Prototype cars 2001-5000cc 1965-68 and 1301-2000cc 1969-70**: 1, Hulme, 100.69mph; 2, Tony Griffith (1.8 Chevron-Ford/Cosworth FVC B16), 11 laps; 3, Peter Grant (2.0 Chevron-BMW B16), 11 laps. **Fastest lap**: Hulme, 1m22.3s, 103.05mph (establishes record).

**HSCC Classic Sports Car race (10 laps)**: 1, Steve Hitchins (1.6 Lotus-Ford t/c 23B), 15m31.7s, 91.03mph; 2, Tony Thompson (1.6 Lotus-Ford t/c Elan 26R), 15m40.0s; 3, Roger Ealand (2.0 Marcos-Volvo GT), 15m56.8s; 4, Mike Harrison (1.3 Ginetta-Ford G4), 16m24.9s; 5, Malcolm Ricketts (1.6 Lotus-Ford t/c Elan 26R), 16m34.2s; 6, Brian Cocks (4.7 Lotus-Ford 30), 16m43.7s. **Fastest lap**: Thompson, 1m31.7s, 92.49mph (record). **Class winners**: Hitchins; Thompson, 90.22mph; Harrison, 86.11mph; Cocks, 84.50mph and Alan Dignan (1.3 Landar-BMC R6), 9 laps.

**HSCC Seldon Pre-70 Single-Seater race (10 laps)**: 1, John Foulston (3.0 McLaren-Ford/Cosworth DFV M19A), 13m33.4s, 104.27mph; 2, James Wallis (1.6 Brabham-Ford/Cosworth/Langford FVA BT30), 13m57.6s; 3, Alex Seldon (5.0 Lola-Chevrolet T300), 9 laps; 4, Martin Steele (1.6 March-Ford/Cosworth FVA 702), 9 laps; no other finishers. **Fastest lap**: Foulston, 1m19.2s, 107.09mph. **Class winners**: Foulston and Wallis, 101.26mph.

**HSCC John Elliot Post Historic Road Sports race (10 laps)**: 1, John Atkins (4.7 AC-Ford Cobra), 16m37.3s, 85.04mph; 2, Mike Darrieulat (1.6 Ginetta-Ford/Lotus t/c G4), 16m44.1s; 3, Cyril Baxter (2.0 Marcos-Volvo GT), 16m44.6s; 4, Roger Connel (4.7 TVR-Ford Griffith), 17m01.3s; 5, G Des Cassidy (4.7 AC-Ford Cobra), 17m08.6s; 6, Christopher Ross (1.6 Lotus-Ford t/c Elan), 18m10.4s. **Fastest lap**: Atkins and Darrieulat, 1m38.5s, 86.10mph (Darrieulat sets new 1201-2000cc record). **Class winners**: Atkins; Darrieulat, 84.46mph and Michael Wright (791 Honda S800), 77.68mph.

**AMOC Bovis Thoroughbred Sports Car race (10 laps)**: 1, Reginald Woodcock (2.1 Triumph TR3), 16m08.5s, 87.57mph; 2, Michael Salmon (4.0 Aston Martin DB4), 16m13.0s; 3, Alistair Sinclair (4.0 Aston Martin DB4), 16m35.8s; 4, David Heynes (4.0 Aston Martin DB4), 17m01.1s; 5, Pete Foster (3.7 Aston Martin DB4), 17m23.9s; 6, Paul Shires (3.7 Aston Martin DB4), 17m39.0s. **Fastest lap**: Woodcock, 1m34.7s, 89.59mph (record). **Class winners**: Woodcock; Andrew Usher (2.6 Austin Healey 100m), 77.49mph.

**Lenham Storage Formula Junior and Historic F3 race (10 laps)**: 1, Keith Norman (1.0 Brabham-Ford/Cosworth/Beattie MAE BT2S), 14m42.0s, 96.16mph; 2, Mike Vickery (1.0 Brabham-Ford/Cosworth/Lucas MAE BT21), 14m54.1s; 3, Simon Brookman (1.0 Lotus-Ford/Cosworth MAE 59), 15m08.9s; 4, Mike Harrison (1.1 Brabham-Ford BT2), 15m14.8s; 5, Lew Wright (1.0 Brabham-Ford/Cosworth/Lucas MAE BT2B), 15m30.1s; 6, John Skinner (1.0 Lotus-Ford/Cosworth MAE 59), 15m31.5s. **Fastest lap**: Norman, 1m26.6s, 97.93mph (record). **Class winners**: Norman and Harrison, 92.71mph.

**HSCC John Scott Pre-60 Sports Car race (10 laps)**: 1, Mike Freeman (3.8 Lister-Jaguar), 15m55.5s, 88.76mph; 2, Tim Cairns (3.8 Lister-Jaguar), 16m23.1s; 3, Peter Walker (1.2 Lola-Climax Mk1), 16m44.4s; 4, Soames Langton (3.8 Lister-Jaguar), 16m49.7s; 5, David Methley (1.3 Rejo-Ford MkIV), 17m03.1s; 6, Jem Marsh (1.6 Marcos-Ford GT), 17m35.7s. **Fastest lap**: Freeman, 1m34.2s, 90.03mph (record). **Class winners**: Freeman; Walker, 84.44mph; Marsh, 80.34mph and Paul Samuels (2.5 Lotus-Climax 15), 73.43mph.

## BARC

# Esso aggro

**BRANDS HATCH, Jul 7:** Numerous side attractions plus a large helping of unscheduled drama supplemented a memorable GM Dealer Sport Trophy meeting last Sunday.

John Newbold always seemed to have the measure of John Chambers in the Duckhams Road Saloon Championship race for up to 1800cc cars. Chambers continually threatened Newbold under braking but suffered from too much understeer, notably at Clearways. Peter Moore was in hot pursuit, while Stephen Cook survived a lurid moment on the dirt but reclaimed fourth from Terry Back and Graham Fermor.

With the pole-winning Gary Ayles electing not to start the JPS Champion of Brands round, Bob Hawkins took control immediately in his Templeworth Ray. Chris Hall pitted on the opening lap and lost almost a full lap before rejoining. Despite the stern attentions of Len Bull, Andrew Stapley gamely held on to second place and in the last few laps



Close fought road saloon action at Paddock began to close dramatically on Hawkins. Bull, his nosecone battered and soon to fall off completely, fell back behind Ted Whitbourn and Gary Thomas and a nose-to-tail dice a few lengths back was headed by Miki Dee from Tim Harvey, debuting the Triple C Ray, Rob Murphy and series leader Colin Stancombe.

This year must be the best ever for the Uniroyl Production Saloons; a fully subscribed grid — with reserves too — put on an excellent show. For the second week in succession Colin Blower was

## BRANDS HATCH: STAR OF TOMORROW

# Elliott as he pleases

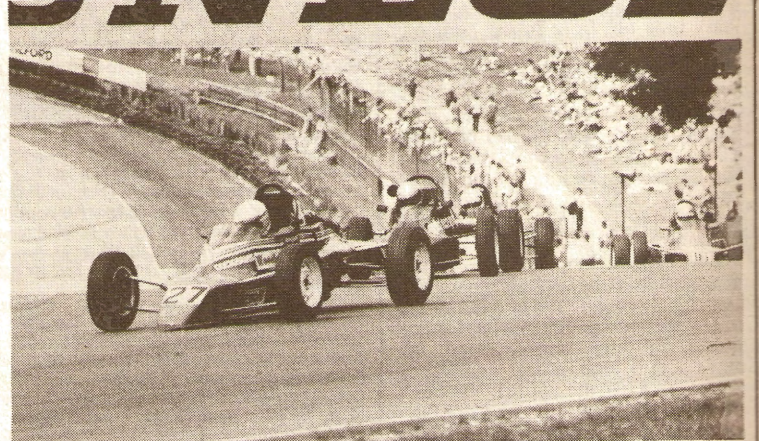
Gary Ayles took the opportunity of some practice in the JPS qualifying session where his time would have put him on pole. Wisely the Burwash designer elected to concentrate on trying to improve his current runner-up spot in the Dunlop/AUTOSPORT series. Gary was unable to match his pace in that earlier session and although still on the front row the AMT-prepared Reynard 84FF was third fastest. The current 'star of the moment', teenager Jason Elliott, settled on pole, despite losing his oil cooler, with Adrian Willmott's Westwood/Pine City RF85 alongside. Just 0.3 sec split the front row.

Elliott made a perfect start, Ayles won his way into second place ahead of Willmott as they reached Paddock, and from row three

Gary Thomas outpaced Danny Wright's RF85. Elliott broke free, leaving Ayles busy defending his place from Willmott and Thomas. All was not at all well further back though, for Phil Andrews was defying every passing attempt by Tony Bottoms (Reynard 85FF) which resulted in some near disastrous moments. Eventually the closely following Nigel Charles (Lola T644E) found a way through, followed a couple of tours later by Bottoms. Andrews was later excluded from the results for his behaviour.

Up front though, it was a copybook drive by Elliott who claimed his fifth SoT win. Ayles just got the better of Willmott in a refreshingly clean dice chased throughout by Thomas.

PAUL HARMER



Jason Elliott produced yet another copybook drive to increase his series lead.

## BRANDS HATCH

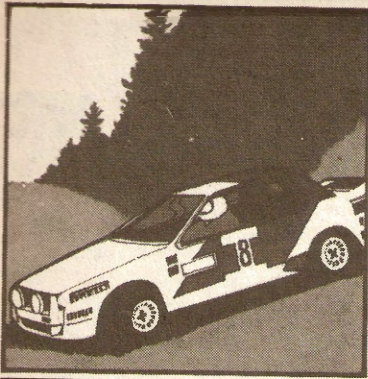
Jul 7,

### Dunlop/Autosport Star of Tomorrow FF1600 Championship, round 7

#### 10 laps — 12.04 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Jason Elliott	Van Diemen-Minister RF85	8m29.2s	50.1	50.5	1
2	Gary Ayles	Reynard-Minister 84FF	8m33.0s	50.4	50.7	3
3	Adrian Willmott	Van Diemen-Scholar RF85	8m33.1s	50.3	50.6	2
4	Gary Thomas	Van Diemen-Scholar RF85	8m33.6s	50.6	51.3	4
5	Danny Wright	Van Diemen-Scholar RF85	8m35.5s	50.4	50.8	4
6	Nigel Charles	Lola-Aldon T644E	8m40.3s	50.7	51.9	9
7	Tony Bottoms	Reynard-Scholar 85FF	8m40.8s	50.6	51.4	7
8	Scott Stringfellow	Reynard-Minister 85FF	8m43.3s	51.3	51.7	8
9	Chris Solley	Van Diemen-Scholar RF80	8m53.4s	51.7	53.3	14
10	David Townsend	Royale-Minister RP31	8m53.6s	51.8	53.0	12
DQ	Phil Andrews	Van Diemen-Minister RF85	8m43.2s	51.3	51.1	5

excluded for driver conduct  
**Winner's average speed:** 85.09mph. **Fastest race lap:** Elliott, 50.1s, 86.48mph **Championship positions:** 1, Elliott, 61pts; 2, Ayles, 48; 3, Andrews, 34; 4, Bottoms & Willmott, 33; 6, Thomas 28. **Next round:** Jul 27, Oulton Park



INTERNATIONAL RALLIES

## Renault polish

**POLISH RALLY, Jul 5/7:** Branislav Kuzmic took an easy victory on the European Championship (coefficient 2) Polish Rally at the weekend, his Renault 5 Turbo heading the 22 survivors by 4mins. Rough stages, however, were severely criticised by competitors, so much so that Attila Ferjancz withdrew his Renault 5 Turbo in protest after just two tests.

While Kuzmic led from start to finish, the expected challenge from Blazej Krupa failed to materialise when mechanical problems intervened, dropping the Renault 11 Turbo to fourth, despite setting fastest time on 22 of the 50 stages.

BRANKO BOZIC

### POLISH RALLY (PL)

### European Rally Championship, coefficient 2

1, Kuzmic/Sail (Renault 5 Turbo), 3h38m51s; 2, Vossen/Kimmenade (Opel Manta 400), 3h42m21s; 3, Kvaisar/Janacek (Skoda 130LH), 3h44m46s; 4, Krupa/Mystkowski (Renault 11 Turbo), 3h46m03s; 5, Petkov/Monchev (Nissan 240RS), 3h47m59s; 6, Soots/Putmaker (Lada VFTS), 3h54m10s.



NATIONAL RALLIES

## Lakeland fishing

**LAKELAND STAGES, Jul 7:** Bertie Fisher took his Manta 400 to a comfortable start to finish victory on the popular little Lakeland Stages event in Co Fermanagh. With Crawford Harkness alongside, the Manta finished nearly 1 min ahead of George Robinson's Toyota Starlet, despite suffering a puncture 6 miles from the end of the longest stage.

Making his rally debut on the event was 17-year-old Stephen Finlay in a Talbot Sunbeam Lotus, and he quickly ensured that his name will be one to watch by taking eighth overall, not far behind the more fancied runners. Bertie Fisher was so impressed that he handed over his class award from the day to the youngster who had finished second to the works driver.

BRIAN PATTERSON

### LAKELAND STAGES

1, Bertie Fisher/Crawford Harkness (Opel Manta 400), 39m05s; 2, George Robinson/Dermott Carey (Toyota Starlet), 39m58s; 3, Alan Johnson/Patric Higgins (Toyota Corolla), 40m11s; 4, Lionell Kerr/Brian Crawford (Opel Manta 200), 40m22s; 5, Ken Graham/David Gray (Talbot Sunbeam), 41m09s; 6, Charlie Donnelly/Dickie Young (Ford Escort), 41m33sec.



## Brands to Beesley

Brian Furner leads Tony Saddington into Graham Hill Bend as the AC Delco Astra Challenge competitors visited Brands Hatch for their first circuit race of the rally-based contest. As the cars stream down Graham Hill, Chris Atkinson holds third with eventual winner David Beesley tucked close behind. A missed gear cost Saddington his chance and Beesley began to challenge for the lead after five of the 10 laps, moving ahead going into McLaren on lap 7. Furness, Saddington, Atkinson, Steve Easton and Steve Bamber were locked in a dice until the last two tangled at Druids. The result now promotes Saddington to the head of the series, former leader Kim Kirk having to struggle around the Kent circuit with a plug lead missing.

## Plain sailing

**JANSPEED SORT OUT STAGES, Jul 7:** Mid Thames and Farnborough MCs put on 13 stages on Salisbury Plain for this high speed event and about 30 of the 70 miles were on tarmac. Stan Dukes and Keith Staddon led from start to finish and were almost 1min up at the finish. 'Wug' Utting's challenge ended with gearbox maladies and in two rolls David Carter and James Kingswell both made a mess of their Escorts.

### JANSPEED SORT OUT STAGES

1, Stan Dukes/Keith Staddon (Ford Escort 2.1), 62m47s; 2, Martin Wyeth/Mark Withers (Ford Escort 2.1), 63m43s; 3, Jason Humble/Keith Baud (Ford Escort G3), 64m30s; 4, Tony Watson/Giles Cowling (Ford Escort 2 litre), 64m47s; 5, David Williams/Wayne Goble (Nissan 240 RS), 66m02s; 6, Ian Freestone/Paul Newman (Ford Escort 1600), 66m03s.

## No trouble

**AUTOTUNE STAGES, Jul 6:** Engine troubles among the fancied top runners left Charles Eveson/Geoff East with a comparatively easy win on the Cheltenham MC event. Roger Matthews set the pace on the first two of the 16 stages only to depart with no oil pressure, Dimi Mavropoulos had a sick engine almost from the start and Richard Thomas departed with valve trouble. All this left Jeremy Bailey/Paul Wellfair to pick up the runners-up pots, but they were never a threat to the winners who led them by half a minute at the midway point and increased this to 49secs by the finish of an event which had 72 crews.

### AUTOTUNE STAGES

1, Charles Eveson/Geoff East (Ford Escort RS 1800), 55m00s; 2, Jeremy Bailey/Paul Wellfair (Ford Escort), 55m49s; 3, Graham & Rupert Middleton (Ford Escort), 56m14s; 4, Derek Tyndall/Roger Coates (TR7 V8), 57m00s; 5, Mike Piranty/Jim Keating (Ford Escort), 57m03s; 6, Colin Knott/Bob Hastings (Talbot Sunbeam Lotus), 57m08s.

## Having a ball

**FORDTHORNE STAGES, Jul 7:** Bridgend crew Chris Ball and Peter Lewis took first place on this Llandow airfield event which drew 52 crews to tackle 10 stages organised by the University Hospital of Wales MC. For much of the day Alan Evans/Peter Lloyd held second spot, but in a late burst Tony Rees/Derek Jones nipped through to finish runners-up.

### FORDTHORNE STAGES

1, Chris Ball/Peter Lewis (Ford Escort RS 2000), 42m50s; 2, Tony Rees/Derek Jones (Talbot Sunbeam), 43m13s; 3, Alan Evans/Peter Lloyd (Ford Escort RS 2000), 43m17s; 4, Dave Stirling/Gareth Skeet (Ford Escort 1600), 43m28s; 5, Phil Rees/Derek Davies (Talbot Sunbeam), 44m04s; 6, Jeremy Tussler/Lyn Rees (Ford Escort 1700), 44m25s.

## Starlight Express

**STARLIGHT RALLY, Jul 6/7:** This novices orientated event, run by Wolverhampton & South Staffs CC attracted 39 crews for a 78 mile route around Bridgnorth and after being only third with one third of the route remaining Andy Bassett and Alan Roberts came through to win by nearly 1min, while the best of the 11 expert crews only managed fourth place.

### STARLIGHT RALLY

1, Andy Bassett/Alan Robert (Ford Escort 1600), 18m00s; 2, Nigel Worrall/Guy Weaver (Vauxhall Nova), 18m58s; 3, Nick Batson/Clint Hall (Vauxhall Astra), 19m37s; 4, Mark Whale/Andrew Reeve-Parker (Ford Fiesta), 19m38s; 5, Marco Roberts/Shane Gamble (VW Golf GTI), 19m58s; 6, Carl Womack/Dave Bull (Ford Escort 1600), 21m03s.

## King Cotton

The hot and dusty Salisbury Plain saw John and Jill Cotton fly to yet another trouble-free win by 29 secs from Keith Odor. The improving Dexter Dimblebee took third place, 20secs adrift. The plain, with its long straights is not ideal for the Lada, but the high speeds failed to detract from the finishing numbers, in fact all the crews finished but Richard Whitby was classified OTL.

Alan Waterman had a trouble-free run to consolidate his second place in the championship (taking fourth on the day) followed by Martin Styles and Alan Jenkins. Co-ordinator, Terry Douce, suffered a puncture and broken wheel on the final stage, while continuing bad luck saw Peter Goodwin with a broken gear lever and resulted in a 5 mins loss, dropping him to eighth place. Newcomer David Leake took ninth and Martin Moore 10th.

PHIL COLLINS

## Steve's Silva

**SILVA STAGES, Jul 7:** Steve Bannister/Dave Oldfield soon took charge of this 17 stage event in Lancashire put on by Preston AC who used Gisburn and Longridge forests along with a tarmac venue and they eventually won by 16 secs after a tussle with John and Christine Morton. Vince Whetton put his Manta off on stage 2 and Robert Barry rolled his Rover in Gisburn, but otherwise the retirements were mainly mechanical.

### SILVA STAGES

1, Steve Bannister/Dave Oldfield (Ford Escort 2 litre), 38m32s; 2, John & Christine Morton (Ford Escort), 38m48s; 3, Anthony Hanson/Russell Holdsworth (Vauxhall Chevette), 38m55s; 4, Steve Banton/Bob Barker (Ford Escort 1600), 39m09s; 5, Ian Joel/Paul Bosdet (TR7 V8), 39m28s; 6, Steve Waterall/Dave Sheperd (Ford Escort RS2000), 40m01s.

## Fly like an Eagle . . .

**EAGLE RALLY, Jul 6/7:** Ron Beecroft/John Millington returned to winning form last weekend with victory on the Eagle Rally in mid-Wales. Beecroft enjoyed a clear run, free of the puncture problems which cost him dear on the Forge Garage Rally, and came home more than 3 mins ahead of Glyn Byard/Nicky Grist.

A trio of Escort crews disputed third place with just 4 secs finally separating Wil Morris/Mike Kidd and fourth placed Phil Bayliss/Duncan Pinnegar, while Roger Platt/Sarah Coldwell were a further 21 secs adrift in fifth place. Dennis Quinn/Derek Fryer continued to break the Avon stranglehold with their Michelin tyres and were rewarded with sixth place. But it was not a good event for several of the series front-runners, particularly Steve Hill/Dave Kirkham who suffered navigational problems on the 58 miles first (of four) competitive sections and failed to score series points.

With limited time for the crews to put the highly complex route onto their maps the Eagle was a road rally challenge in the 'old style' and perhaps the luckiest competitor was second placed man, Glyn Byard, who only just made the finish after his car's head gasket.

### EAGLE RALLY

### BTRDA & Motoring News Championships, Round 6

1, Ron Beecroft/John Millington (RS2000), 14m39s; 2, Glyn Byard/Nicky Grist (RS2000), 17.57s; 3, Wil Morris/Mike Kidd (RS2000), 19m07s; 4, Phil Bayliss/Duncan Pinnegar (RS2000), 19m32s; 5, Roger Platt/Sarah Coldwell (RS2000), 19m32s; 6, Dennis Quinn/Derek Fryer (RS2000), 20m53s.



OFF TRACK SPORT

## Martyn's magic

**SHELSLEY WALSH, Jul 6:** The Rydale BMW Midland Hillclimb Championship reached two-thirds distance at Shelsley Walsh where once again the Chase Web Offset Pilbeam of Martyn Griffiths proved in sparkling form as he notched up another BTD.

Dave Whitehead arrived at Shelsley not only leading the Rydale championship, but also unbeaten within the 1300cc special saloon car class on the Midland hills this season. He left Shelsley in the same position, after two incredibly tidy climbs with his Ron Hand prepared Chrysler Stiletto. Although Ian Fidoe gave everything with his Davrian Imp, he was forced to concede defeat by over 1.75secs. Only three large capacity special saloons appeared and of these Nic Mann was in a class of his own with the remarkable Morris Minor.

The up to 1600cc Modsports car class saw Tony Croft repeating his Prescott form with the QED Lotus 7, as he headed home the Cougar Developments Caterham 7 of Bob Dayson. Another excellent effort from the Imp-powered Clan of Paul Turner clinched third place quite convincingly, within 0.7secs of Dayson. Peter Garland maintained his pressure on the leaders in the Rydale championship by producing another fine series of climbs with his roadgoing Morgan +8, his spirited efforts giving him 2secs in hand over the Rover V8 powered Dutton of the highly enthusiastic Chris Rutherford. The large capacity race prepared Modsports car class proved another success story for the BRS Caterham 7 of Nick Carr and Sam Hill. Carr opened well, but he failed to improve and very nearly lost the class, co-driver Hill closing to within 0.06secs as he disposed Snailham's Lotus.

Among the Clubman cars it was again the David Grace Mallock which emerged supreme, the first climb clipping the magic 30s barrier, the second taking the class record, a drive which earned him the HSA Man of the Meeting award.

### SHELSLEY WALSH

#### Rydale BMW Midland Hillclimb Championship, round 6

**BTD:** Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 26.53s.  
**Top 10 run-off:** 1, Griffiths, 26.53s; 2, Roy Lane (2.7 Pilbeam-BMW MP53), 26.85s; 3, Tim Thomson (2.8 Pilbeam-Hart MP50/OTJ), 26.87s; 4, Dave Harris (2.8 Pilbeam-Hart MP50), 26.97s; 5, Alister Douglas-Osborn (2.7 Pilbeam-Hart MP54), 27.06s; 6, Chris Dowson (5.0 Pilbeam-Reppo MP47RB), 27.37s; 7, Max Harvey (2.8 Pilbeam-Hart MP53/54), 27.63s; 8, John Hunt (2.7 Pilbeam-Hart MP54), 27.78s; 9, Charles Wardle (2.2 Mallock U2-Hart Mk21), 28.82s; 10, Alan Payne (4.0 Anson-Pover SA4), 28.96s; 11, Peter Blankstone (2.0 Mallock U2-Hart Mk20/25), 29.20s; 12, Adrian Hopkins (1.6 Sark-BDA 11H), 29.32s.

**HSA Man of the Meeting:** David Grace.

**Class Winners:** Dave Whitehead (1.3 Chrysler Stiletto-BDH), 33.35s; Nic Mann (3.5 Morris Minor-Rover Turbo), 31.03s; Tony Croft (1.6 Lotus-Ford TC 7), 32.83s; Peter Garland (3.5 Morgan +8), 35.64s; Nick Carr (2.0 Caterham-BDA Super 7 BB1), 31.21s; David Grace (1.7 Mallock U2-Ford Mk14/25), 29.71s (record); Deryk Young (1.6 Maryk-Ford TC M16), 32.96s; Wardle, 29.12s; Barry Brant (0.5 Cooper-JAP MkII), 36.51s; Russ Ward (1.1 Saracen-BDJ M85), 30.11s; Hopkins, 29.13s; Griffiths, 26.98s; Bob Fell (3.6 Alvis Speed 25), 45.44s; Mike Slyn (1.3s/c MG TA), 42.93s.

**Current Championship positions Rydale BMW Midland Hillclimb Championship:** 1, Whitehead, 54pts; 2, Ward, 51; 3, Grace, 45; 4, Carr, 44; 5, Ken Snailham, 43; 6, Bob Dayson, 42. **Birmingham Post Top 10 Challenge:** 1, Griffiths, 49; 2, Lane, 48; 3, Douglas-Osborn, 42; 4, Harris, 39; 5, Tim Thomson, 28; 6, Dowson, 26.



Tony Croft claimed the 1600cc Modsports class for the second successive week.

Suitably inspired by his partner's progress Allan Warburton was rewarded with his first sub 30s climb, as he closed to within 0.16secs of his co-driver. Harewood exponent Peter Harper charged hard to take third place. Unfortunately just two 1600cc sports racing cars appeared and of these Roger Gregory made but one troubled ascent and so it was left to Deryk Young to take victory. The large sports racing car class fared much better, although most people were surprised to see Charles Wardle after he had hit the bank at Esses very hard during practice. Initially the Wörfield Garage Mallock of Peter Blankstone set the pace and a slight improvement on the second run looked good enough for the honours, but not so, as Wardle, despite a frantic moment under braking at the Esses, fought back to snatch victory by 0.13secs.

Barry Brant's return to the fray enabled him to show his old flair, ushering Mark Higgins's Cooper to a convincing win in the 500cc racing car class. A battle royal raged for second between Trevor Hulks and Higgins, the placing finally falling to the former, but only by 0.06secs on aggregate. Neither Paul Squires or Phil Kidsley in the screaming Brabham Lysholm could match a determined Ward, who forced his Spartan to a fine victory. Two rapid, but very well controlled climbs from Adrian Hopkins saw his Sark ahead in the 1600cc single seater class, 0.27secs up on Tony Southall. In his efforts to retain second place, Andy Smith parked his March-Austin turbo on the bank at the top Ess, but he still held at bay a battling Chris Knapman and Terry Clifford.

The large capacity single seaters produced one sub 27s climb during the class runs, from Martyn Griffiths. The Shelsley exponent looked more than comfortable as he took the Chase Web Offset Pilbeam into the *Birmingham Post* Top 10 run-off, with 0.15secs in hand over the immaculate Steel King Pilbeam BMW of Roy Lane and Dave Harris's Unican Pilbeam, ahead of the Guyson Pilbeam of Tim Thomson.

The first of the two handicap classes for classic cars fell to the Alvis Speed 25 of Bob Fell and the Alvis-powered single seater Frazer Nash of Guy Smith. Mike

Slyn's handling of his supercharged MG TA, particularly through the Ess, was a joy to behold.

With the qualifying times so close and Martyn Griffiths level at the head of the championship table with Roy Lane, the run-off was eagerly awaited. For Adrian Hopkins the two additional runs brought mixed fortunes: 20th after the first runs, but 12th at the end, being pipped to the post by Peter Blankstone. The ever ebullient Alan Payne, despite a sore wrist, pushed on well with the Apollo Anson to break 29s, but even this was to result in only 10th place, thanks to a tremendous ascent from Charles Wardle, who turned in a storming last run. John Hunt, still running the Glissade Pilbeam with the 2.7-litre Hart unit, produced two sub 28 climbs to claim eighth place, but on this occasion could not match Max Harvey who was in fine form and slipped ahead by 0.15secs. Chris Dowson announced his engagement at Shelsley and promptly celebrated by powering his Pilbeam-Reppo through the finish at 124 mph to take sixth place, 0.26sec ahead of Harvey and 0.31sec down on *Shelsleymeister* Alister Douglas-Osborn, who seemed to lack the necessary steam on the power hill.

There was no doubting Dave Harris' commitment as he thrust the Unican Pilbeam through Kennel and Crossing, but despite breaking the 27s barrier was forced to settle for fourth place, 0.1sec down on Tim Thomson. A superb opening climb from Martyn Griffiths saw the Chase Web Offset Pilbeam within 0.5sec of the hill record and 0.32sec clear of Roy Lane. Roy gave everything on the final run but could not make inroads into Griffiths' lead, finishing with just 0.02sec in hand over Thomson. Griffiths closed the meeting with a determined attempt at further improving the BTD mark. As at Prescott, he had reached his zenith on the first climb, but his second effort was still the second fastest of the day.

ROBIN BOUCHER

## Gill fits the bill

**SHELSLEY WALSH, Jul 7:** In a battle of the small-block Rover/Buick V8s, Gillian Fortescue-Thomas beat 'Doc' Wiloughby to BTD at the VSCC's Shelsley hillclimb on Sunday. Driving the fearsome Apollo Anson of Alan Payne, the talented lady set the pace with a new Ladies' record on her first run, to which Roger was unable to respond in his much modified ex-Eje Elgh March 792 special, winding up 0.64secs adrift.

Among the myriad classes, Divina Galica was another competitor to annex a class record, taking Terry Grainger's Homevale Foods Lotus 23B to a good win on 32.97s for the 1000yd course. Robin Rew took his section with his Rooster Turbos AC, ahead of the Lotus Esprit-Rover turbo of former MG Midget man Elvin Ravenscroft.

NEIL BARRY

## Warecrete in Wales

**PEMBREY, Jul 7:** The Warecrete British Sprint Championship paid its annual visit to Wales with the efficient and enthusiastic members of the Vale of Cothi MC in charge of proceedings. The meeting proved to be a cracker, slight modifications to the hitherto very tight first hairpin assuring that all the records went by the board. Having made his debut with the GKN Technology/MTS Automotive Testing Toleman-Hart at the superb venue in '84, Ray Rowan returned as the clear leader in the Warecrete series, further stamping his mark on the championship with yet another scintillating performance.

With Mervyn Brake a regretted non-starter, John White had seemingly lost his main opposition in the 1300cc special saloon class, but he really attacked the course with his Mini Traveller, two superb sub 50s runs giving him victory, but only by 0.37secs from Marc Cramer who performed minor miracles with his push rod powered Reliant Kitten. Front-wheel-drive seemed to pay at Pembrey, for in the over 1300cc saloon class the 1400cc Mini of Paul Brend did enough to fend off the attentions of birthday boy Charles Challenger's Escort-Rover.

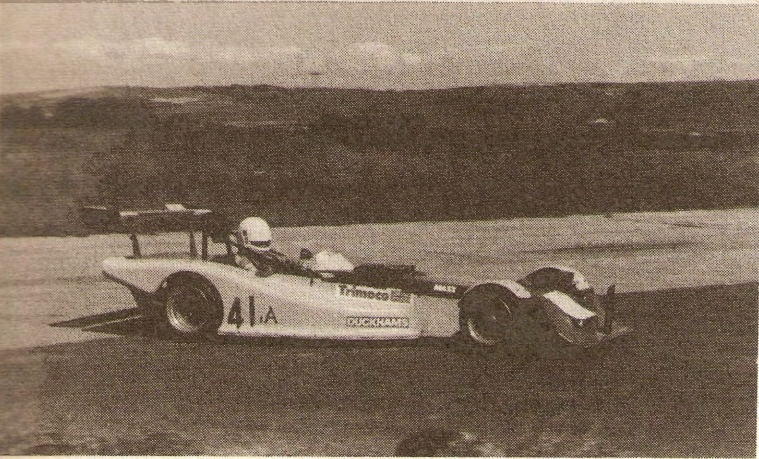
Former South Western Sprint champion Ian Cameron fairly threw his Lotus 7 to the finish to annex the 1600cc Modsports class with over 2secs to spare, over the Clan of Kevin Staples.

The small rally car class then followed and produced a 1-2 for the Parks of Exeter Porsche, reigning South Western hillclimb champion Jonathan Williamson taking the spoils by 1.5secs from co-driver Laura Keen. In the large Modsports class, Pubs 'n' Clubs championship leader Jeremy Goodman threw his Ginetta around the course, taking victory by nearly 5secs from the Rover V8 powered Dutton of Colin Hamby.

The Clubmans class brought a welcome return to the sprint arena for Richard Mallock, fielding the latest U2 Mk27 on hard circuit rubber, but you would not have known it, for he took victory with a brilliant sub 45s run. Having spun on his first attempt, Nick Whale made no mistakes thereafter, coming through into second place, while Rob Welch turned in his best drive to date in claiming third place.

The sports racing cars were amalgamated and it came as no surprise to see the Pubs 'n' Clubs Martin of Colin Cordy leading the way. His second run produced no improvement and it nearly cost victory, as Tony Brown closed to within 0.07secs. The first single seater class contained the up to 1100cc brigade, and produced a surprise, for the 250cc Zip Shadow of Phil Jefferies proved beyond the reach of even the redoubtable Rod Fisher. As last year, the amazing Elfin Twin Cam of Jonathan Toulmin revelled in the going at Pembrey, leading the 1600cc single seaters class. The ever forceful Stuart Ridge failed to match the Elfin which looked secure until Terry Clifford, who had spun his Cheltenham Cameras Pilbeam on the first run, put together a mighty sub 46s effort to steal the class. The single seater class was again all about Ray Rowan, the Toleman driver maintaining his superb form and shattering everyone present with a sub 41s run. David Render chased hard for second place, ahead of Rodney Eyles.

Having qualified 12th, the unlucky Mike Lane broke another drive-shaft prior to his second run and kept in that by local potato grower Billy Morris who was



Richard Mallock was in excellent form. Below: Marc (son of Chris) Cramer went well, too.



delighted at making the championship cut for the first time ever. Terry Clifford spun away his chances on the first run and could not quite repeat his earlier class time, slipping to 10th just over 0.5sec down on Ken Ayers whose Lyncar's handling was suitably affected by the loss of the ground effects air tunnel. The 1600cc single seaters shone on the ultra-fast course, Stuart Ridge pushing ahead of Ayers but even he could not match the on-form Jonathan Toulmin who produced a spanking effort to snatch seventh place. A first run spin by Roy Woodhouse modified the nose of his March 772, but he fought back well to claim sixth place, but he still trailed the Warecrete March of Paul Edwards, who found 1 sec and duly collected fifth place.

There were two stars of the show during the championship runs, the first being Richard Mallock who threw the Clubmans car around the course with tremendous verve, disposing of many of the far more potent single seaters — taking a brilliant fourth place. The other star was Ray Rowan, who produced two superb demonstrations of on-the-limit sprinting, the first securing the points, the second an all out effort on a sub 40s run: it failed. Rowan and Mallock shared the HSA Man of the Meeting award. The real battle of the championship section featured David Render and Rodney Eyles, the former ducking into the 42s range to lead on the first runs. Eyles was not beaten and fought back well to retake second place, but could only sit back and watch as the former sprint champion produced one of his best drives to take a very welcome nine championship points.

ROBIN BOUCHER

## Forest Imp

**WYRE FOREST PCT, Jul 7:** After 40 very long sections, Steve Courts won the Wyre Forest PCT held on a new site in Bromsgrove, his Hillman Imp easily winning Class E and his nearest opponent Nick Pollitt had an equally easy time in Class A, with Conrad Norris (Peugeot 104) and Richard Southam (Nissan Micra) battling for second place Dave Allitt won Class B from the Whales' diesel Fiesta, and Malcolm Brown just pipped Andy Fox's Midget for Class C.

The 'Big Saloon' Class D went to Garry Preston with Kevin Moore sharing the car and finishing a close second, followed by the Lucas brothers' Austin 1800. Steve Courts' outright win left Class E to be won by Murray Macdonald, followed by novice Steve Blackham's Imp.

### WYRE FOREST PCT

**BTD:** Steve Courts (Hillman Imp), 81pts.

**Class winners:** Nick Pollitt (Vauxhall Nova), 136pts; Dave Allitt (Peugeot 205 GTI), 205; Garry Preston (Saab 900), 195; Malcolm Brown (Austin Healey Sprite), 162; Murray Macdonald (Volkswagen Beetle), 113.

## Motorway driving

**LUDLOW CASTLE, Jun 23:** Current Welsh and West Midland Champion Steve Powell took an early lead in round 8 of the Welsh Autotest Championship in his Motorway Tyres Midget which he was not to lose, despite a fine drive from John Pick in the Mini Special. Third overall went to Richard Hill in his smartly prepared light-weight Mini, while the large saloon class was won by Paul Cross from the Escort of Garry Thomas.

STEVE POWELL

### LUDLOW CASTLE AUTOTEST

**BTD:** Steve Powell (Midget-Ford), 439.35s.

**Class Winners:** Bob Budd (Triumph GT6), 572.32s; John Pick (Mini Special), 475.84s; Paul Cross (Triumph Dolomite), 560.19s.

## Croft original

**CROFT, Jul 7:** The British Rallycross contenders headed for Croft circuit for the second time this year, and once again victory went to a Northern driver in a Porsche. In May it was Rob Gibson, but this time it was Dennis Atkinson who took the glory as he won both his 'A' final and the Superfinal to record his first win of the year.

Having qualified for the front row of the Formula A/B 'A' final with Tony Proctor and Trevor Hopkins, Dennis made a fast start, but it was current British Champion John Welch who used the power and traction of his four-wheel-drive turbo Escort to dive in front. Thinking he could hold him, Atkinson kept his right foot firmly on the floor for just that little bit longer, neither driver wanting to be the first to back off. Suddenly it was too late, they were into the first corner far too fast and drifting well off the line onto the slippery outside of the track. Welch stamped on the brakes in vain and the STP Xtrac slammed broadside into the tyres. Somehow Atkinson managed to slither round the corner, still in the lead. Proctor and Hopkins gave chase, the latter taking second place. Meanwhile, the luckless Welch was being helped into the ambulance, very dazed but seemingly uninjured.

That win set Atkinson up for the Superfinal, where he again had a Fiesta to contend with. This time it was the 1600cc car of Trevor Reeves which tucked itself under the leading Porsche's tail. Time after time Reeves tried to force Atkinson into making a mistake, but Dennis kept his cool and just managed to run out the winner by a mere 0.3sec.

That action in the finals typified the day's events at this Darlington and DMC organised round. Things got off to a very bad start for Rover driver Erling Jensen, though, when he collected a spinning Nick Martin in practice, putting himself out of the running. Mark Lloyd spent most of his time trying to trace a misfire, but found it too late in the day to qualify for the 'A' finals. Instead, the Kent driver had first to win the Formula A/B 'B' final from Brian Betteridge in the Lotus Esprit, who hounded him all the way. Pete Robertson's MGB GT steered itself into the tyres and rolled as a result of earlier steering damage.

It looked as if Welch might be due for some trouble when his car began to misfire during practice, but the reigning Champion promptly went out and set the fastest time in his class. But it was Reeves who really motored in those first runs to set the best time overall, though he was soon to be stripped of that honour by local driver Mark Rennison. The DSRM Escort driver simply flew to record a very impressive 3m 02.6s best, the unequalled BTD. Tony Proctor's time of 3m 06.5s stood him as the quickest of the Formula A group, while Hopkins made sure of staying in contention for the Championship title with another five points to his credit for the best time in Formula B.

Despite Reeves' efforts, Rennison had Formula C all sewn up, despite some determined driving by both Barry Hathaway and Kevin Pease. In Formula D/E, Brian Thornton once again proved the fastest, but in the Metro driver's last run he was forced to pull up after a very big moment over the rough allowing the determined Steve Caines in the Croft Lubrication Fiesta through.

Having led the Formula D/E 'B' final for most of the way, Michael Shield found his Metro coasting to a halt with no drive as Jeremy Crush came through to win from Colin Rummy and Harry Horn. Roy Clark failed to start in the 'A'

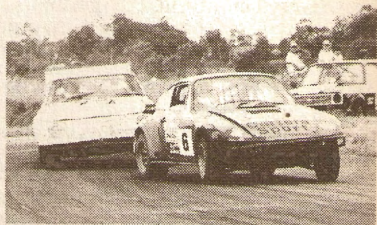
race due to loss of oil pressure and poor Barry Crump was left stranded on the line for the second consecutive time with a broken output shaft. As Thornton, too, retired, Caines looked set for a win but was being chased hard by Brian Peacock. On lap 4, Peacock tried to get past but instead it was Alan Eckersley who caught them both out, only to then drop right down the order after making contact with Caines. That let Peacock through into the lead for good, with Caines recovering for second spot and Crush third.

Rennison looked to have the measure of Reeves in the Formula C final, but the latter just got in front to run out the winner by 0.1sec! Pease and Hathaway took the next two places to make the Superfinal. In that one, Pease produced a very good effort to take third behind the duelling Atkinson and Reeves, just duelling off fourth placed man Gibson. Hathaway took fifth from Hopkins, whose front tyres were down to the canvas, while Rennison retired with a plug lead adrift and Proctor went out with (yes, you guessed it) a broken diff.

BILL MANTOVANI



A sideways John Welch.



Atkinson and Proctor — first and last.

## CROFT RALLYCROSS

### RACMSA British Rallycross Championship, Round 5

**Superfinal:** 1, Dennis Atkinson (3.3 Porsche 911), 4m 37.3s; 2, Trevor Reeves (1.6 Ford Fiesta), 4m 37.6s; 3, Kevin Pease (1.6 Ford Fiesta), 4m 46.8s; 4, Rob Gibson (3.2 Porsche 911), 4m 47.4s; 5, Barry Hathaway (1.6 Ford Fiesta), 4m 50.3s; 6, Trevor Hopkins (2.0 Ford Fiesta), 4m 57.8s; 7, Mark Rennison (1.6 Ford Escort Mk3 RWD), retired; 8, Tony Proctor (3.4 V6 Ford Capri), retired.

**Formula A/B 'A' final:** 1, Atkinson, 3m 55.0s; 2, Hopkins, 3m 57.7s; 3, Proctor, 3m 58.4s; 4, Gibson, 3m 59.0s; 5, Mark Lloyd (2.3 Ford Escort), 4m 04.7s; 6, Ross Browning (2.1 Ford Escort), 4m 08.42; 7, Ian Smith (2.0 Ford Escort), 4m 08.9s; 8, John Welch (1.8 Ford Escort Mk3 Turbo 4WD), retired.

**Formula C 'A' final:** 1, Reeves, 3m 47.5s; 2, Rennison, 3m 47.6s; 3, Pease, 3m 56.0s; 4, Hathaway, 3m 56.5s; 5, Dave Illingworth (1.6 Ford Fiesta), 4m 10.5s; 6, Barry Willmott (1.6 Ford Fiesta), 4m 11.0s; 7, Nick Martin (1.6 Ford Escort), 4m 19.3s; 8, Dave Phillipson (1.6 Ford Fiesta), 4m 23.4s.

**Formula D/E 'A' final:** 1, Brian Peacock (1.6 Fiat X1/9), 4m 05.9s; 2, Steve Caines (1.6 Ford Fiesta), 4m 09.2s; 3, Jeremy Crush (1.6 Ford Escort), 4m 16.2s; 4, Mike Marchant (1.6 Ford Escort), 4m 16.8s; 5, Alan Eckersley (1.6 Ford Fiesta), 4m 24.7s; 6, Brian Thornton (1.3 BL Metro), retired; 7, Barry Crump (1.6 Ford Fiesta), retired; 8, Roy Clark (1.5 BL Mini), did not start.

**Formula A/B 'B' final:** 1, Lloyd, 3m 52.6s; 2, Brian Betteridge (2.2 Lotus Esprit), 3m 54.3s; 3, Ivan Moakes (2.1 Ford Escort), 4m 01.1s; 4, Will Gollop (2.0 Saab 99), 4m 03.5s; 5, Rob Fletcher (2.0 Ford Escort), 4m 19.0s; 6, Dave Davies (2.0 Ford Escort), 4m 22.7s; 7, Chris Horn (2.0 Ford Escort) and Pete Robertson (3.5 MGB GT V8), did not start.

**Formula D/E 'B' final:** 1, Crush, 4m 18.4s; 2, Colin Rummy (1.6 Ford Escort), 4m 23.1s; 3, Harry Horn (1.5 BL Metro), 4m 23.8s; 4, Chris Brooke (1.6 Ford Fiesta), 4m 30.4s; 5, Geg Harris (1.4 BL Mini), 4m 36.9s; 6, Eamon Quigley (1.6 Ford Escort), 4m 54.5s; 7, Chris Bradley (1.0 BL Mini), 5m 15.0s; 8, Michael Shield (1.5 BL Metro), retired.

## PEMBREY

## VALE OF COTHI MC

### Warecrete British Sprint Championship, round 7

**BTD:** Ray Rowan (2.5 Toleman-Hart TG280H), 40.48s.

Top 12 run-off: 1, Rowan, 40.48s; 2, David Render (2.8 Lola-Hart T560), 41.98s; 3, Rodney Eyles (2.5 March-Hart 772), 42.54s; 4, Richard Mallock (1.7 Mallock U2-Ford Mk27), 44.25s; 5, Paul Edwards (3.0 March-Cosworth DFV 741), 44.65s; 6, Roy Woodhouse (3.5 March-Rover Turbo 772), 44.93s; 7, Jonathan Toulmin (1.6 Elf-Ford TC 600B), 45.25s; 8, Stuart Ridge (1.6 Chevron-BDA B45/48), 45.35s; 9, Ken Ayers (3.9 Lyncar-Cosworth DFL MS84), 45.44s; 10, Terry Clifford (1.6 Pilbeam-BDA MP45), 46.23s; 11, Bill Morris (1.6 DBM-BDA 80/01), 46.39s; 12, Mike Lane (1.6 Lola-BDA T460), 46.59s.

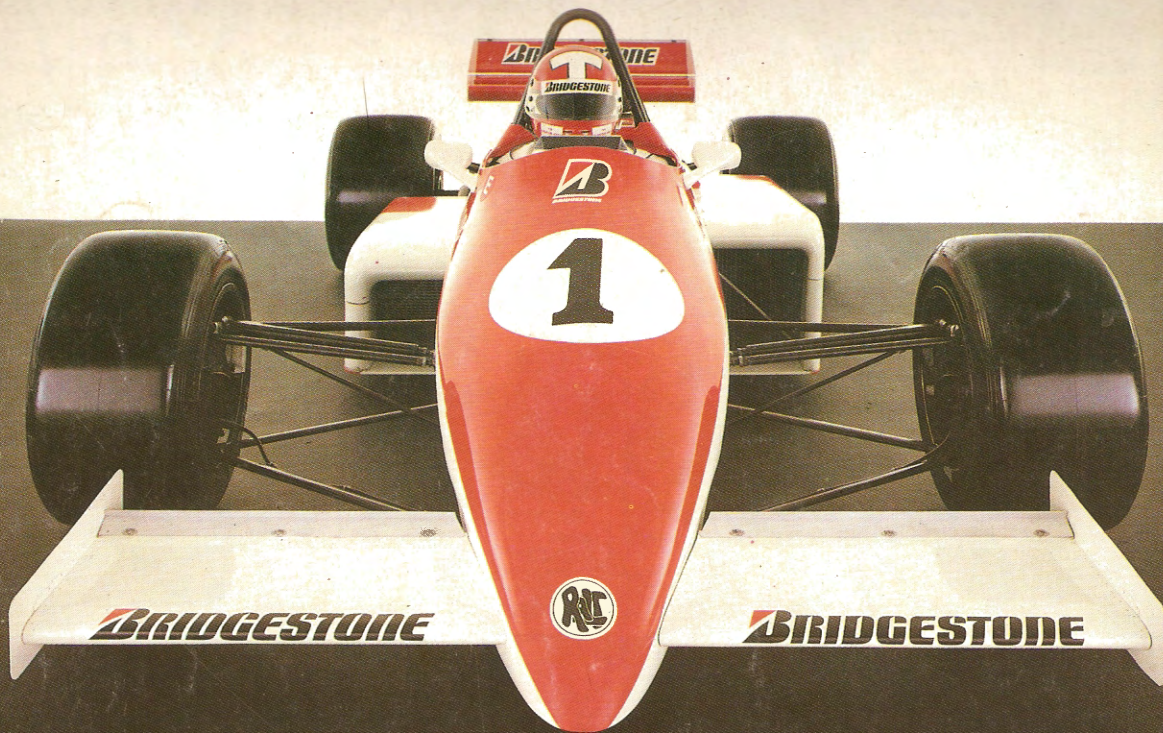
**HSA men of the meeting:** Ray Rowan & Richard Mallock.

**Class winners:** John White (1.0 Mini Traveller-Imp), 49.72s; Paul Brend (1.4 Mini Cooper S), 50.31s; Ian Cameron (1.6 Lotus-Ford TC 7), 51.97s; Jonathan Williamson (2.7 Porsche 911), 55.32s; Jeremy Goodman (2.0 Ginetta F4-Ford), 49.68s; Mallock, 44.99s; Colin Cordy (4.0 Martin-Rover BM18), 47.49s; Phil Jefferies (0.25 Zip Shadow-yamaha), 49.95s; Clifford, 45.93s; Rowan, 40.76s. All times establish records on modified course.

**Championship positions — Warecrete British Sprint:** 1, Rowan, 69pts; 2, Render, 53; 3, Eyles, 44; 4 = Roy Lane & Woodhouse 28; 6 = Stuart Ridge & Edwards 27. **Pubs 'n' Clubs Sprint Leaders:** 1, Goodman, 51; 2, Mervyn Brake, 37; 3, Nick Whale, 28; 4 = Rod Fisher & Dave Hocknell, 25; 6, Tony Brown, 23.



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