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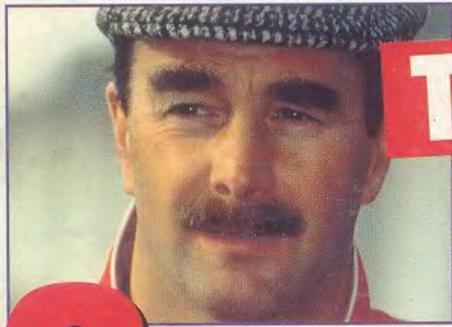
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AUTOSPORT

THE MANSELL CRISIS



Can Mika save McLaren?



Why Hakkinen can take
on Schumacher **page 28**



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Coulthard gears up for debut F1 street battle



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Coulthard walks Monaco's streets



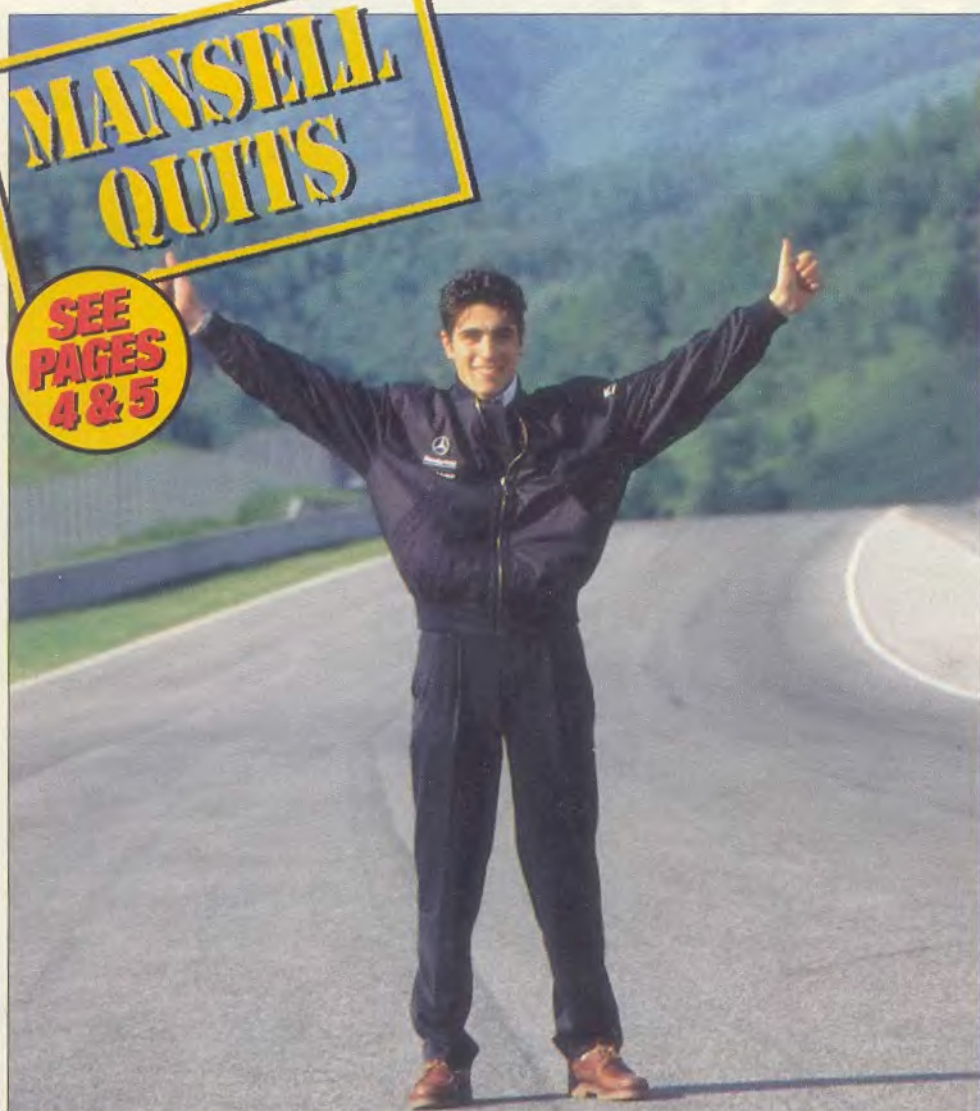
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Try the Le Mans F1 with Blundell



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Mansell backs our Racy Ladies



MANSELL QUITTS
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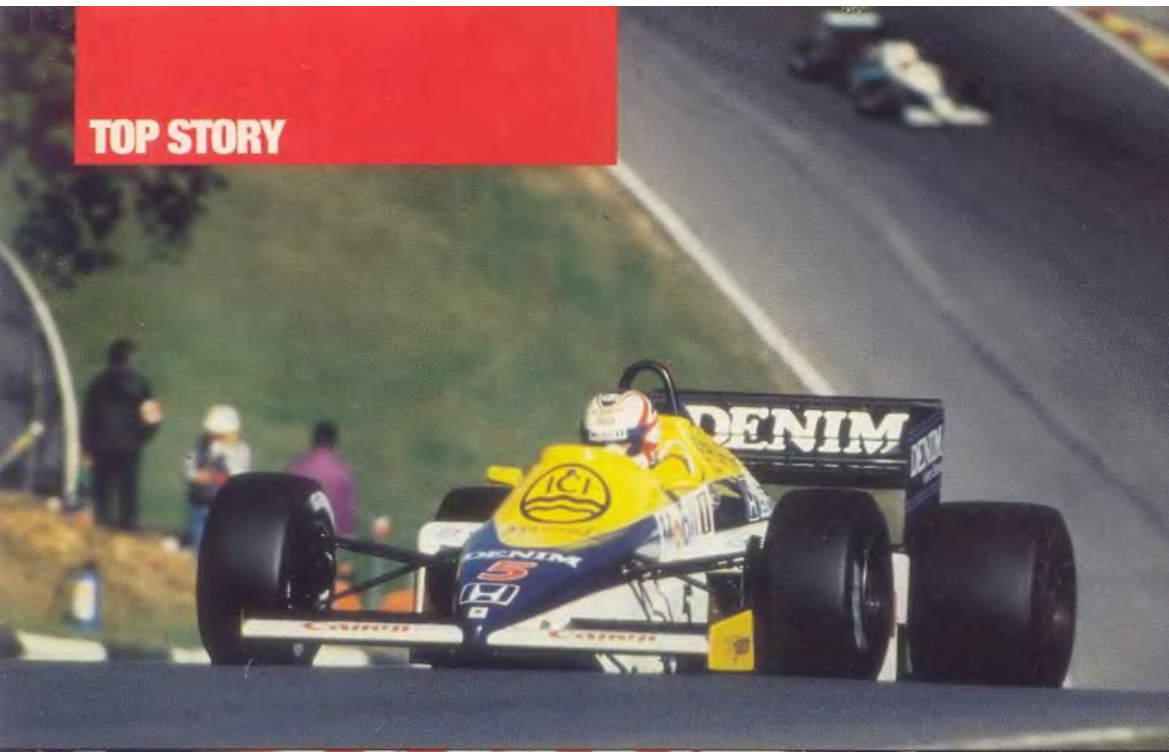
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COVER Nigel Mansell, David Coulthard, Mika Hakkinen, photos: Martyn Eiford; Contents main: Ralph Hardwick

TOP STORY



Mansell: end of the road!

THE BRIEF LIAISON BETWEEN NIGEL MANSELL AND McLAREN IS OVER. AND IT LOOKS SET TO SPELL THE END OF HIS F1 CAREER. BY TONY DODGINS AND ANDREW BENSON

Nigel Mansell's Grand Prix career appears to have come to an inglorious end. A statement from McLaren's Woking base on Tuesday afternoon broke news of a split that had been widely anticipated in the aftermath of Mansell's drive at the Spanish Grand Prix 10 days ago, where the former World Champion gave up after 18 laps claiming that his car was impossible to drive.

It read: 'Following extensive and open discussions, Marlboro McLaren Mercedes and Nigel Mansell have decided to end their current Formula 1 agreement. The suspension of the relationship follows two disappointing races at Imola and Barcelona for Nigel and the team.'

McLaren boss Ron Dennis admitted that the performance of the McLaren MP4/10 had fallen below the expectations of both parties. And Mansell, although, regretting the decision, said: 'I have no immediate plans in F1.'

Although the team statement predictably referred to 'parting on the best possible terms', and Dennis even said: 'I would certainly not preclude us working together in the future,' that is best described as highly unlikely.

The split follows crisis talks between Mansell and Dennis last Saturday. That same day Mercedes motorsport boss Norbert Haug said: 'Obviously we were not satisfied with Barcelona. The facts speak for themselves - at Barcelona one driver was fighting with others who finished up on the podium, while the other drove into the gravel after being two second a lap slower.'

So, after 187 Grands Prix, 31 wins, 482 points and the 1992 World title, it seems that Mansell has reached the end of his Grand Prix road.

F1 promotions supremo Bernie Ecclestone, the man largely responsible for engineering Mansell's return from the Indycar scene to Williams last year, said: 'I think a lot of

the frustration was that he stepped out of a Williams, which is one of the three best cars there are, to get into a McLaren which obviously at the moment is not. Maybe he was a bit frustrated. I would have liked to see him in a Williams, obviously.'

'Having said all that, he won't get offered a drive in a Williams, he won't get offered a drive in a Benetton and he won't get offered a drive in a Ferrari, so where's he going to go?'

Ecclestone added: 'Unless it's a personal problem with Ron I'm surprised he's given up so quickly and easily. Nigel's good value and a good guy to have in F1, but there was nothing good in the last two races because he's not been in good spirits and he's not been projecting himself as he normally would.'

'I spent a lot of time getting him back in the first place and I made a small financial contribution towards it, hoping that we were going to see him this year. But he had no commitment to me.'

'Let's assume there were personal differences. He's an old pro, and I think he should have said: "My job is racing and that's what I'm going to do. I'm going to do the best I can to get the car to shape up in the best way possible and get on with the job". Mansell's signing by McLaren raised a lot of eyebrows. Dennis has never fallen over himself in admiration of Mansell and polite noises from the McLaren boss upon

Mansell's arrival back in February were put down to PR lip service in the face of what appeared to be an arranged marriage.

Team sponsor Marlboro was keen to enjoy the publicity value involved in Mansell's return, even if the price would be high and much of F1 was sceptical about whether he could offer anything performance-wise which Mika Hakkinen could not.

The tobacco company's vice-president of marketing, John Hogan, said: 'The finances are all up to the team. It is sad that someone like Nigel couldn't see his way through to the end of the year but you have to accept that all drivers are capable of changing their minds about things.'

From the moment that Frank Williams turned down the opportunity of Mansell's services in favour of David Coulthard, it seemed inevitable that Mansell would end up in a McLaren.

Although many wondered why Mansell did not bow out on a victorious note after his win for Williams in Adelaide last year, that would have meant giving up a reported US\$3 million in severance pay which Williams had to pay Mansell for not taking up his services. Not to mention the opportunity of another big pay day from McLaren. While sitting on the sidelines awaiting McLaren's effort to accommodate him in the recalcitrant MP4/10, Mansell was the highest paid driver at both Williams and McLaren...

Mansell fulfilled his last promotional duty when he attended the Racy Ladies 2 launch for the Tommys campaign in London, a charity in which Dennis's wife Lisa is an active force.

Once again, Mark Blundell will step into the breach for McLaren. It is understood that Blundell will drive at the Monaco and Canadian Grands Prix before the team takes a decision on giving him the second seat for the remainder of the season.

Mansell landmarks (clockwise from top left) First win, first step to national hero status - Brands Hatch, 1985; Turning sour - Estoril testing, 1995; Il Leone - two years at Ferrari saw Mansell approach deity status in Italy too; Blow-out - a first title slips away in Adelaide, 1986; Champion - Mansell celebrates his world championship with Senna and Gerhard Berger, 1992; A rookie champion - Mansell took Indycar racing by storm in 1993; Mr Determined. Pictures: Sutton/Martyn Elford

"I'm surprised he's given up so easily. He should have got on with the job"
BERNIE ECCLESTONE

Schumacher, Hill closely matched

Michael Schumacher took up where he left off in the Spanish Grand Prix, topping last week's Barcelona test – but Damon Hill's Williams was just 0.04s adrift.

Schumacher's best was 0.5s quicker than his pole lap 10 days ago. 'We've managed to improve the car,' he said, 'but still have new things to try. I don't expect to keep the 0.6s gap we had in Spain, but I'm sure we'll still be ahead at the next couple of races.'

At Williams, top priority was to eliminate its Spanish GP understeer problems. Test driver Jean-Christophe Boullion completed two impressive days before Damon arrived, lapping just 0.06s slower than Schumacher on the same day.

BARCELONA, May 16-19

- 1 Michael Schumacher (Benetton).....1m20.98s
- 2 Damon Hill (Williams).....1m21.02s
- 3 Johnny Herbert (Benetton).....1m21.55s
- 4 Jean-Christophe Boullion (Williams).....1m21.96s
- 5 Mika Hakkinen (McLaren).....1m23.90s
- 6 Mark Blundell (McLaren).....1m24.29s
- 7 Heinz-Harald Frentzen (Sauber).....1m24.84s
- 8 Olivier Panis (Ligier).....1m25.31s
- 9 Martin Brundle (Ligier).....1m25.70s
- 10 Karl Wendlinger (Sauber).....1m27.45s
- 11 Jean-Christophe Boullion (Sauber).....1m28.66s



Williams tester Boullion has landed a race deal with Sauber. Photo: Bernard Asset

Wendlinger dropped, Boullion gets Sauber

Williams test driver Jean-Christophe Boullion is expected to replace Karl Wendlinger at Sauber for the rest of the year, starting at the Monaco Grand Prix this weekend.

The Frenchman's position in the Swiss team had not been confirmed as we closed for press on Tuesday, but an announcement was expected imminently. Williams will have first call on Boullion's services.

Wendlinger has failed to match the pace of team mate Heinz-Harald Frentzen since his return to Sauber this year, after he was left in a coma for 19 days following a crash at last year's Monaco GP.

Sauber's Gustav Busing said: 'Karl's performances have not been up to what he or we expected. Nobody felt easy making the decision. Karl has been an integral part of the team for a long time. But he has not been sacked, he has not been released from his contract and he will continue to be a team member.'

Busing denied that there had been external pressure from Ford,

which supplies Sauber with the works Zetec-R engine on an exclusive basis.

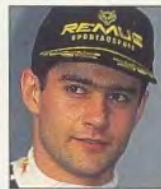
Wendlinger said at the Barcelona test last week: 'I am not happy, but I think I need more laps in the car away from Grands Prix. I have done so little testing that I've been unable to get a basic set-up.'

'I know Sauber is under pressure to drop me, but I want a fair chance, which would mean decent testing, not 10 laps a day like I've had here.'

Wendlinger says he will go to Monaco this week, but will leave if he is dropped.

Boullion, the reigning FIA Formula 3000 International Champion, admitted recently that although he enjoys his Williams testing role, he misses racing.

Some, however, might question his decision to join Sauber. His Williams position gives him valuable miles in a top car, while a Sauber seat will pitch him into a difficult car against Frentzen, who is rated as one of the quickest of the upcoming new generation.



Karl: 'not happy'

BOULLION'S BREAK

F3000 CHAMP BOULLION SET TO MAKE F1 DEBUT IN MONACO

Are you happy to take the drive?

'I'm happy for me, but I'm very sorry and disappointed for Karl. It's not a good situation for him, nor is it an ideal way for me to have my first Grand Prix.'

What did you think of the Sauber when you drove it at Barcelona?

'I only did four laps, and there were problems with the seat belts. So it was not possible to say whether it was a good car or not.'

What are your aims in Monaco?

'It will be very difficult for me there. The circuit is difficult, and I don't know the car or team very well. So my first objective will be to finish the race in the best position possible, and to do the best lap I can. Frentzen is very quick. I understand that people will be interested in comparing him and me, but I hope they do not do that just yet. Maybe in three or four races' time we will see a fairer comparison.'

Drivers shattered by Penske's 500 failure

Indycar racing was stunned last weekend when 1994 World Series Champion Al Unser Jr and his Penske team mate, Emerson Fittipaldi, both failed to qualify for the Indianapolis 500.

Penske is the most successful team in the history of both the IndyCar championship and its blue riband event. It has won 10 of the last 27 Indy 500s, and triumphed three times in the last four years – with Unser Jr and Fittipaldi in 1994 and '93 respectively, and current Penske adviser Rick Mears in 1991.

This is the first time team boss Roger Penske has failed to qualify a car at Indianapolis since his team first entered the race in 1969. It is also the first time in the history of the Indy 500 that the defending race-winner has tried unsuccessfully to qualify.

'It's really hard to put into words what missing the race means,' said two-time winner Unser Jr, whose family has a record nine wins at Indianapolis. 'It hurts an awful lot.'

Not only is this the first time that the 33-year-old has failed to qualify at Indianapolis, it is also the first time since 1962 that an Unser hasn't

been in the Indy 500 starting field.

Both drivers came frustratingly near to beating the 225.023mph of slowest qualifier Eliseo Salazar.

Fittipaldi, Indy winner in 1989 and 1993, was closest in the Lola T94/00 he was using instead of his Penske PC24 (see panel). Indeed, the 48-year-old former double Formula 1 World Champion was quick enough to make the race with his Saturday qualifying run – but it was waved-off by team owner Penske.

Fittipaldi said: 'I was disappointed yesterday with the yellow (wave-off), but Roger was worried because there were a lot of T-cars that could be out there today going quicker than 225.5mph. That's why we decided on a minimum of 226.'

Penske said he would not attempt to buy any qualified cars for Unser and Fittipaldi to drive in the 500. 'We had the opportunity to compete on a level playing field,' he conceded. 'Now we'll go home and then be at Milwaukee (on June 4) – hopefully back in our stride.'

Indy 500 supplement free inside

WHAT WENT WRONG ?

THE PC24'S PROBLEMS ARE STILL A MYSTERY TO PENSKÉ

Penske had fundamental problems making its PC24 chassis work on the high-speed Indianapolis Speedway.

There is no consensus within the team as to what kept the pace down, with some suggesting the PC24 has a high-speed aerodynamic imbalance and others a poor mechanical balance between front and rear suspension.

Both drivers felt it was poor mechanical balance which kept their corner speeds down at a minimum of 215mph, around 5mph below what was needed to qualify.

Al Unser Jr and Emerson Fittipaldi ran no fewer than 1,838 laps or 4,595 miles in their unsuccessful efforts to qualify for this year's Indy 500. Unser ran a total of 2,170 miles in four different cars – two Penske PC24s, a Lola T94/00 and a Reynard 941.

Fittipaldi put in 2,425 miles in two PC24s, one PC23 and a Lola T94/00.

Unser got back into his PC24 toward the end of last week after trying a Reynard 941 for one day, and kept testing the Penske until the end of the week. Fittipaldi concentrated on learning about one of Rahal-Hogan Racing's Lolas, as two days of mid-week rain added to their troubles.

Left: For Al Unser Jr (right), failure to qualify destroyed a family tradition dating back as far as 1962. Boss Roger Penske was quick to accept responsibility for his team's nightmare. Photo: Steve Swope

US GP could return to Las Vegas

Las Vegas is in line to host next season's Formula 1 finale.

Plans to hold a street race in the city have already been discussed with F1 promotions boss Bernie Ecclestone and last week they received the approval of the seven casinos on whose property the race would run. Race organiser Tommy Baker says the odds of the race happening are 'over 90%'.

The 2.7-mile street circuit would be situated in downtown Las Vegas, and would include part of the famous Strip, along which most of the casinos are situated.

The casinos signed a 'statement

of support' last Friday, and have agreed to provide 50% of the estimated total costs of putting on the Grand Prix. The rest would come from outside investors.

According to Baker, the race also has the support of the federal and city councils, and the police, all of whom think it promises to be 'a hugely successful event'.

The American Grand Prix has had an ill-starred recent past, stumbling from unpopular races in a car park at Caesar's Palace in Las Vegas, Detroit and Phoenix. Baker is confident he can buck the trend with the new Las Vegas GP.

Escalation looms in Monza row

The row over the Italian Grand Prix at Monza has reached new heights, with a threat to withdraw all Italian teams, sponsors and circuits from Formula 1.

The president of the Italian Automobile Club, Rosario Alessi, says he has received a letter from FIA president Max Mosley demanding that should there be a serious accident, those involved are not subject to the processes of Italian law. Mosley says that F1 does not want to go to Monza because teams are scared of another tough inquiry like the one

into Ayrton Senna's accident.

Alessi has written back saying that he can give no guarantees contradicting the Italian justice system, but that there will be no problems for F1 personnel in Monza. He says Mosley's letter is an excuse; Italian constructors and organisers have agreed to 'strong action' should it be necessary.

The FIA has demanded changes to Monza which require the cutting down of trees; and the F1 calendar has one race too many. Alessi and Mosley are scheduled to meet at Monaco this weekend.



Double world champion Emerson Fittipaldi ditched his PC24 (above) for a Lola. Photo: DPPI

Jordan tech boss wants changes

Jordan technical director Gary Anderson has called for a more open-minded approach to the design of Grand Prix cars.

After last year's tragedies, Max Mosley, the president of the sport's governing body, the FIA, announced that an extended technical working group would have a greater input into F1 design.

But a year on, Anderson said: 'The technical direction is very much fixed by the FIA. The technical working group, which is mostly the bigger teams, just dots the Is and crosses the Ts. There is

scope for a wider input, including a representative from every team, plus a driver and an owner, to make sure we don't spend silly money.'

'It would still need to be backed up by the FIA. Someone needs to take the bull by the horns and make final decisions. Such a group, meeting every couple of months, could facilitate logical development in a controlled environment. It would enable us to have updated, cost-controlled regulations. Now, nothing happens for a few years and then massive change is implemented.'

Opel boss rocks tin-top harmony

Opel motorsport boss Walter Treser has blown apart Class 1 touring car racing's veneer of manufacturer harmony by publicly demanding changes to the technical regulations.

In public at least, the sport's bosses of Class 1 racing's three manufacturers, Alfa Romeo, Mercedes and Opel, are normally meticulous in cultivating an aura of co-operation. However, Treser took the opportunity at Mugello's International Touring Car series races to openly criticise Class 1's weight and engine rules.

Currently, rear-wheel drive cars have a minimum weight of 1020kg, while four-wheel drive cars run with an extra 40kg.

'Opel wants equal weights for the rear-wheel drive Mercedes and the four-wheel drive Opels and Alfas,' said Treser. 'The regulations were made before technology such as traction control was available and are no longer relevant.'

Mercedes motorsport boss Norbert Haug hit back: 'There is no discussion. We've had these rules for five years and if he wants to lose 40 kilos, there is a simple way —

build a rear-wheel drive car. Last year's Alfa is three tenths behind us, this year's Opel is three seconds behind us — that says it all. It's ridiculous to say traction control gives us three seconds. It's behaviour we're just not used to.'

Treser also wants to see an end to basing Class 1's V6 race engines on production dimensions. Opel's compact V6 block is said to reduce the options for increasing bore, while the new 12,000rpm rev limit has prevented the Cosworth-built unit from overcoming its physical shortcomings with higher revs.



Mercedes junior driver Sandy Grau escaped with bruising after his high-speed qualifying shunt in Mugello. Both Grau and the car should return for Helsinki. Photo: Ralph Hardwick

Grau escapes in Mugello Merc shunt

Mercedes young gun Sandy Grau escaped with bruising after a high-speed accident during qualifying for the International Touring Car series season-opener at Mugello.

Grau lost control of his Zakspeed-run C-Class in one of the Tuscan circuit's series of high-speed sweepers and sustained heavy frontal damage. He withdrew from the meeting.

Fellow Mercedes youngster Dario Franchitti said: 'It's easy to lose it there when you're really going for it. I got a bit on the grass too, but I managed to catch it.'

Jones and Radisich in Asia-Pac dream team?

The 1980 Formula 1 World Champion Alan Jones is tipped to team with tin top world champion Paul Radisich in a Ford-backed Asia-Pacific Championship attack.

Jones, who questioned the wisdom of an Aussie 2-litre Super Touring series, would not confirm the plans — said to be '90% there' — but said: 'I'd look forward to racing one of those cars and I'd look forward to racing overseas. I don't have anything against 2-litres, I'm simply questioning the ability for Australia to handle it and the V8s.'

BMW optimistic after test progress

BMW is optimistic of being closer to the British Touring Car Championship pace after an intensive three-day test last week.

BMW Motorsport Team's BTCC drivers Johnny Cecotto and David Brabham tested for a day and a half each at the Miramas test track in France with a 318i fitted with modified front and rear suspension — although rain affected much of the early running.

'It's difficult to judge on times,' said Brabham, 'but going on what it felt like, it's better. We can now run the car lower, which basically means the height it was designed

to be run. There's less rolling, we can run the car a little softer and we can ride the kerbs more easily.'

'It's still not right,' he added. 'But in the end, we just ran out of time to do anything else.'

Both the BMW Motorsport Team cars will have the modified suspension fitted for the official BTCC test at Oulton Park tomorrow (Friday), and should race with it on Bank Holiday Monday.

'I'm optimistic,' said Brabham. 'We should use our qualifying tyres better and I'm hopeful of finding half a second. Oulton Park's my favourite circuit anyway.'



Nissan continued testing of its Wiet Huidekoper-designed new four-wheel drive Primera at Pembrey last week with Ivan Capelli. The car suffered oil surge problems in its German Super Touring Cup debut at Spa-Francorchamps a fortnight ago and was withdrawn, but is now expected to race in Capelli's hands at the Osterreicherung this weekend. Photo: Gary Haggarty

NEWS IN BRIEF

FORMULA 1

Simtek has confirmed that negotiations are continuing with potential Dutch backers after rumours in Spain that the team may have difficulty completing the season. The S951 has looked promising in Jos Verstappen's hands and Simtek is looking forward to Monaco, traditionally a venue at which the driver makes a more significant difference.

Jean Alesi, another man expected to go well in Monaco this weekend, last week trimmed the 3-litre lap record at Ferrari's Fiorano test track to 1m03.39s.

Pacific is due to have a new 'aerodynamic tweak' on its PR02 in Monaco this weekend, but we were sworn to secrecy. If you are looking for it you probably won't spot it but, we're told, it is a reflection of the times.

Norberto Fontana, unbeaten in this year's German Formula 3 series and Sauber's test driver, got his first taste of the Ford-powered C14 during promotional filming at Goodyear's Montpellier test track.

BRITISH TOURING CARS

Renault and Volvo in Italy are keen to arrange one-off appearances for their BTCC squads in the Italian Superturismo series. Sources say Volvo Italy would like at least one TWR Racing 850 saloon to take part in the Vallelunga round on October 8, just one week before the FIA World Cup at Paul Ricard.

Audi Sport boss Dr Wolfgang Ullrich is still keen to see an Audi in selected rounds of the 1995 BTCC, but says such a move is pointless unless the British importers commit to the 1996 BTCC.

Geoff Goddard has left his position as chief designer at Cosworth to become chief designer at TWR Engines. The move has fuelled speculation that Volvo is planning to move into Class 1 touring car racing with TWR Racing. TWR has denied that such a situation is likely.

Chris Goodwin has been linked to a test contract with the Prodrive Alfa team. 'That's not the case,' said Goodwin, 'but I'm testing the car for a magazine and hopefully Prodrive are aware of me for the future — I'd like to do it.'

Race engineer Chris Gorne has left Williams Touring Car Engineering to join the TWR Ligier Junior Formula 3 team.

Paul Lee, son of Eurocar ace Barry, has turned down a Peugeot 405 in the Spanish series to pursue his BTCC ambitions. 'I'm not going to get a drive in the BTCC this year,' said Lee, 'but I'm still hopeful of landing a testing contract, with a drive next year.'



Adrian Fernandez will line up 26th at Indy this weekend, despite recording the eighth fastest qualifying time last weekend. Photo: Steve Swope

Fernandez best of rest at Indy

Adrian Fernandez was the fastest of last weekend's final qualifiers for the Indianapolis 500.

The Mexican was the eighth quickest qualifier at 227.803mph, but Indy's idiosyncratic qualifying procedure will see him line up 26th for the start of Sunday's race.

The Galles Lola-Mercedes driver's run was not easy. He said: 'I couldn't feel the wind out there, but the track was a little slippery. I was losing overall grip.'

'We had trimmed the car out, even taken off any Gurney (the rear wing flap). When I saw 225mph at

the end of my warm-up lap, I knew I was in.

'After the first two laps I slowed down a little. I didn't want to take the risk, so I turned down the boost to make sure I didn't blow the valve, and I lifted a few times. My speed dropped a little, but only by a very small amount.'

Rookie and former Grand Prix driver Christian Fittipaldi also made the field after struggling for speed through the first week.

'My car was understeering all through the run,' he said. 'It was a nightmare in Turn 3 because of the

bumps. I wasn't comfortable at all in the car.

'I backed off on the last lap and I know I lost 1mph. I'm glad qualifying is over. Now's the part that really interests me — the race!'

Stefan Johansson also scraped on to the grid, after ditching his Penske-Mercedes PC23 in favour of a Reynard-Ford. But his successful run bumped works Penske driver Emerson Fittipaldi.

Other qualifiers at the weekend included Eric Bachelart, Lyn St James, Carlos Guerrero, Scott Sharp and Davy Jones.

PREVIEW

Peugeot is set to mix it at Oulton, says Watts

Volvo, Vauxhall and Renault look the favourites for Oulton Park's British Touring Car Championship round on Bank Holiday Monday — but Peugeot's Patrick Watts says he'll be a factor too.

Watts took a podium at Oulton last year despite a broken anti-roll bar, and believes he'll be even stronger this time.

'You'd have to put money on Volvo,' said Watts. 'But Oulton Park is our kind of circuit too. I'll stick my neck out and say we'll definitely get a top three, if not better.'

'We know our problems at the moment are in the slow corners, and we're working hard on tackling that. But Oulton Park doesn't really have slow bends.'

Ford scored its first BTCC victory of the season at Silverstone last time out, but Watts sees the team's current fortunes as a reverse of his own: 'You can't rule them out,' he says, 'but it seems

they're not very good in fast corners at the moment. I think they could struggle at Oulton.'

And what of the return of Alfa's reigning champion Gabriele Tarquini? 'He'll be quicker than Derek Warwick and Giampiero Simoni,' says Watts, 'but you can't see him winning at the moment, can you?'

Watts envisages the Total Cup battle as a more clear-cut affair than the scrap for overall honours. 'Matt Neal's in there for a win if he doesn't try to compete with the works boys. He's got a very good car on his hands.'

For the first time, the massive Oulton Park crowd sees two BTCC races on the same bill, and Watts is in no doubts where to view. 'Watch from the hill above Cascades. We're braking very late, right on the bump and it's very spectacular to watch. You also get a cracking view as the cars go through Knickerbrook.'



Watts — a factor

Herta knocked out in shunt

Bryan Herta's participation in this year's Indianapolis 500 is in doubt after a crash in practice last week left him unconscious.

Herta hit the wall hard in Turn 2, after losing control on the entry. He spun and hit the wall, knocking off both left-hand corners of his Chip Ganassi Racing Reynard-Ford.

The 25-year-old — who regained consciousness at the Indianapolis Methodist Hospital half an hour after the accident — was fortunate not to break any bones or receive any serious injuries. He was kept in hospital for two nights.

Herta said last weekend: 'I remember the run before the accident, I remember going back to the garage, but I don't remember the run, the accident or the time at the infield hospital. I don't remember anything until I started coming round at the Methodist Hospital.'

Herta must wait until passing a medical test on Wednesday before being given the green light to drive in 'Carburetion Day', today's (Thursday) final, pre-race warm-up session.

If he is not cleared to drive he will be replaced by Mike Groff, who failed to qualify one of Ganassi's spare cars last week.

TOURING CARS IN BRIEF

Rumours in Australia suggest Kiwi Greg Murphy, currently racing one of Peter Adderton's Audi 80 Competitions in the Aussie 2-litre series, could be racing in the British Touring Car Championship next year. Murphy has been linked to a Japanese manufacturer and is said to be '85% confirmed'.

Alfa Corse star and reigning British Touring Car Champion Gabriele Tarquini is tipped to head the entry for the invitational Supertourisme race at Paul Ricard on July 23. But rumours that Ford's double world champion Paul Radisich would join him at this year's World Cup venue have come to nought. 'We've discussed it and it would be nice to do,' said Radisich, 'but the proximity of Knockhill rules it out logistically.'

Andrew Gilbert-Scott has been signed by Mazdaspeed for a limited programme in the All-Japan Touring Car Championship. 'There's some tough opposition in the series,' said Gilbert-Scott, 'but they've convinced me they're serious. I'm pleased to be involved with a major manufacturer and to get the chance to broaden my horizons, and I think there's a lot of potential we can build on.'

Kris Nissen could be on the verge of splitting with Wolf Racing's Ford Mondeo team in the German Super Touring Cup. Nissen was withdrawn from the last round at Spa and is not expected to appear at the Osterreicherung this weekend.

The calendar for the International Touring Car series looks set to change again, with the race pencilled for Barcelona on October 8 likely to be swapped with either Estoril on August 6, or Magny-Cours on September 3.

Opel motorsport boss Walter Treser has still not ruled out the possibility of John Cleland racing a Calibra V6 at Donington Park's ITC round on July 9. 'It's something we'd still like to do,' he said, 'but events like Keke Rosberg's accident at Avus do not make it easy.'

Sergio Rinland has joined Opel Team Rosberg as technical director. Perennial team-hopper Rinland, who is still a design consultant with the Forti Corse F1 team, will work on the currently troublesome 1995 DTM/ITC Calibra V6.

Those spotted at Mugello last weekend included Minardi F1 driver Pierluigi Martini, ex-F1 drivers Riccardo Patrese, Andrea de Cesaris, Pedro Lamy and rally star Andrea Aghini. Arrows F1 designer Alan Jenkins and Vauxhall/Opel Super Touring designer Ray Mallock also got a look-in at the latest Class 1 high-tech.

Mike White was fined £900 for a collision during qualifying for last weekend's South African Touring Car race at Killarney that left German driver Sabine Reck with a broken right leg.

NEWS IN BRIEF

INDYCARS

Christian Fittipaldi ran the most miles in Indianapolis practice over the last month. His 954 laps, or 2485 miles, beat Penske drivers Emerson Fittipaldi (Christian's uncle) and Al Unser Jr (see *Top Story*) into second and third places. Other high-mileage drivers were Danny Sullivan and Gil de Ferran, who ran 701 laps (1752 miles) and 677 laps (1692 miles) respectively.

Mario Andretti was intending to qualify the spare Newman-Haas Lola-Ford T95/00 for the Indianapolis 500 in case Paul Tracy was bumped from the race. Tracy would then have taken over the car from Andretti. A desperately disappointed Andretti joked: 'At least I got a free physical.'

The Indianapolis PA system was heard to summon Dr Jack Kervorkian to the Penske team's pit after final qualifying for the Indy 500, for which its drivers failed to qualify. Kervorkian, also known as 'Jack the Ripper', is wanted by the US police for helping sick people to bring their lives to an end.

Blockbuster Video magnate Wayne Huizenga has invested US\$20 million in the new Homestead circuit south west of Miami, Florida. The site, which houses both an oval and a road course, will host the IndyCar World Series season opener next March, and is scheduled to hold its inaugural event, a NASCAR Busch Clash race on November 3.

FORMULA 3000

Opel boss Walter Treser last weekend confirmed his company's desire to supply engines for the one-make 'F3000' to be introduced in 1996. He said he would like to see the cars fitted with Opel's German Touring Car engine, limited to 11,000rpm. Treser said: 'F3000 engines (which are limited to 9000rpm) sound a little boring. We'd want the limiter on 11,000rpm to make it sound like a racing engine.' He said that the DTM engine would still be reliable at that level, and would have around 430bhp.

Meanwhile, Mercedes and Fiat representatives at last weekend's International Touring Car opener at Mugello would not confirm reports that they too had submitted tenders for the new single-seater championship.

The DAMS team had a brief test at the Le Mans Bugatti circuit last week. Guillaume Gomez - who struggled to match the pace of team mate Tarso Marques in the first two races of this season - found the outfit's two Reynard-Cosworth AC 95Ds to feel very similar, according to team boss Jean-Paul Driot.

PREVIEW

Young guns queue up to follow Prost and Alesi

Sauber Formula 1 test driver Norberto Fontana is hoping to maintain his 100% record in 1995 and follow in the wheel tracks of Alain Prost and Jean Alesi by winning the Monaco Formula 3 Grand Prix.

Argentinian Fontana, 20, who has four victories from four starts in this year's German Formula 3 Championship, is among the favourites to take honours in front of the F1 team managers in the 24-lap race this Saturday afternoon.

'I know I have a chance of a good result,' says Fontana, who drives an Opel-powered Dallara for the Kaufmann Motorsport team, 'but qualifying is very important at Monaco because it's so difficult to overtake. You must not crash like I did in the second session last year.'



Fontana - on a roll

Fontana list his German series rivals, Ralf Schumacher, brother of world champion Michael, and F3 perennial Massimiliano Angelelli among the drivers likely to prevent him from winning the race.

'Angelelli especially has a chance because he is so experienced at Monaco.'

Fontana also expects stiff opposition from Italian series front-runner Gianantonio Pacchioni, who recently pipped the Argentinian by just 0.01s in a Bridgestone tyre test at Varano.

But Fontana is not worried that the race has lost prestige with the absence of leading runners from the French and British F3 series.

'We've the best guys from Germany and Italy, so it's still an important race.'

Davies, TOM'S go separate ways

Jamie Davies and the Anglo-Japanese TOM'S team have parted company after just five races - but both sides have vowed to continue in this year's British Formula 3 Championship.

The move was announced on Monday in a joint statement claiming the split was amicable.

Davies, last year's Formula Vauxhall runner-up, caused a surprise when he opted to drive for TOM'S, which was relaunching its Toyota engine into British F3. 'I don't regret joining TOM'S,' Davies said this week, 'but I think I should have looked at how competitive the engine would be straight away. I just want a fair crack at the whip.'



Davies - freshstart

'I'll be driving in F3 again before the end of the year - I'm sure something will come up.'

One possible outlet for Davies's skills could be Fortec Motorsport.

Although Jamie Spence will race for the team at Silverstone on Monday, Fortec admits talks with Davies have taken place.

TOM'S also expects to be out on Monday, but not necessarily with reigning Formula Vauxhall champion Owen McAuley who has filled Davies's seat during testing over the past week.

TOM'S UK boss Hiroshi Fushida said: 'Who drives for the remainder of the season hasn't been decided. Owen is only one of the candidates.'

Bouchut to continue with Danielson

Former Le Mans winner Christophe Bouchut has decided to stay in this year's Formula 3000 International Championship. The 28-year-old Frenchman will drive a Lola-Cosworth AC T95/50 for Danielson, having raced a Reynard for the French team in the first two events of the season.

Bouchut had originally signed up for just the first two races, and there were suspicions that after a difficult time - he was excluded from the first round, and had a succession of problems in the second, not helped by the fact that

he did not have a full-time engineer - he might not continue.

But the team has now ordered a Lola chassis for Bouchut to drive, alongside the similar car team mate Jerome Policand raced at Silverstone and Barcelona.

Bouchut said on Monday: 'I have a new chassis for Pau (on June 5), and a full-time engineer from Lola. It is a big effort from the team to buy a new car, and I think the Lola is competitive. F3000 is strong, but I think we can do well. My objective is to finish races and get on the podium as soon as possible.'



Injured Morelli vows to return

Formula 3000 driver Dino Morelli, who was injured in a violent head-on crash at Barcelona 10 days ago, is aiming to be racing again before the end of the summer.

The 21-year-old Ulsterman doesn't have a broken foot as first feared, but ligament damage in his ankles has left both legs in plaster. Doctors say he will be able to walk again in four to six weeks.

The accident was caused by brake problems, as Morelli had first suspected. A rear brake line was split, most likely by a stone caught between brake caliper and wheel.

The accident has reinforced increasing fears in Formula 1 about the effectiveness as safety features of concrete walls fronted by tyre barriers. Morelli's car penetrated the tyre barrier, the monocoque was destroyed (see AUTOSPORT May 18), and the driver hit on the head by tyres from the barrier.

Morelli, who has now been discharged from hospital in Belfast, said: 'The brakes were there one minute and then a fraction of a second later they went to the floor.'

The Omegaland team, whose Reynard-Zytek Judd KV 95D he was driving in Barcelona, has promised to let him test as soon as he is fit.



Devised to bring the NASCAR Winston Cup pack even closer together, new aerodynamic rules for Chevrolet's Monte Carlo came under fire from reigning champion Earnhardt. Photo: Webb

Earnhardt slams wing clipping

NASCAR Winston Cup Champion Dale Earnhardt blamed new rules aimed at reducing the speed of his Chevrolet Monte Carlo for a three-car accident in which he was involved at Charlotte last weekend.

NASCAR reduced the size of the rear spoilers on the Chevrolets to bring them within reach of the rival Fords and Pontiacs in time for the non-points big-money race. But after colliding with Darrell Waltrip in pursuit of \$200,000 (£130,000) for winning the final 10-lap

segment of the race, Earnhardt said: 'The smaller spoiler loosened the car up in the draft. We're fighting both ends; this isn't the way to go.'



Earnhardt - angry

But the changes did little to deter Jeff Gordon, who led 49 of the 70 laps in his Hendrick Chevrolet.

Earnhardt hit Rusty Wallace, knocked Dale Jarrett into the wall, then collected Waltrip as he tried to pass Gordon.

Full NASCAR report, page 49

'Too fast' Aussie Fords under fire

Organisers of the 5-litre Australian Touring Car Championship are looking at ways to peg back the advantage of Ford's latest Falcon.

So far this season, Ford has dominated in the battle for V8 supremacy with arch-rival Holden. But TEGA, the teams' association, has now supplied information on the Falcon and Holden's Commodore to series organiser CAMS, which could lead to mandatory ride-height changes for the Fords.

Like NASCAR in the USA, CAMS is not averse to bringing in rule

changes to maintain the parity of the cars in its series. Complications arise from the fact that Ford's aerodynamic advantage appears to be a by-product of pre-season moves to make the Falcon more competitive with the Commodore.

The Falcon is reputed to gain its advantage from better underbody airflow than the Commodore and a beneficial centre of gravity. CAMS could raise the tail of the Ford with a fixed block in the rear suspension. But, logistically, that looks unlikely until after this weekend's Eastern Creek round.



Who can tame the streets?

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MONACO GRAND PRIX



Hughes has his sights set on his first win of the season at Silverstone this Bank Holiday Monday. Photo: Martyn Eiford

Testing success buoys Hughes

Warren Hughes is ready to return to the British Formula 3 winners' circle after an absence of two years at Silverstone this weekend – that was his verdict after topping the times in testing last Friday.

The Alan Docking Racing driver set a best time of 56.84s around the Silverstone National circuit in his Dallara-HKS Mitsubishi, nearly 0.2s up on the opposition. But more importantly, Hughes claimed that he and the team have finally got to grips with their 1995 mount.

'The car is really making sense

now. This was our most useful test since the start of the season,' said 28-year-old Hughes. 'Every change we made improved the car – it was really satisfying.'

'I'm optimistic, very confident for the weekend,' said Hughes.

West Surrey Dallara-Mugen Honda driver Cristiano da Matta confirmed his return to form after three no scores with second fastest time. His 57.0s lap was also set without the aid of fresh tyres.

Also present at the test was Paul Stewart Racing, previous round

winner Helio Castro Neves and Ralph Firman, second in the points, claiming third and fifth in the timesheets respectively.

Ligier Junior Team driver Jeremie Dufour split the PSR twins on his reacquaintance with engineer Chris Gorne, who ran his car at Fortec Motorsport last year. The team claimed to be 'collecting data', but Dufour had the benefit of new tyres for his run.

The full F3 circus was scheduled to reconvene at Silverstone for an official test day on Wednesday.

Pescarolo eyes Le Mans win

Sportscar legend Henri Pescarolo believes that he has his best chance in years of adding to his tally of four Le Mans wins – and that's why he has turned down the chance to drive a Ferrari.

The four-time winner of the 24 Hours committed to the French Courage Competition team last week after a successful seven-hour simulation run with the team's new Chevrolet-powered C41 World Sports Car at Le Mans-Bugatti.

'I had a very interesting offer to drive the Euromotorsport Ferrari 333SP,' said Pescarolo, 52, 'but now I know that the C41 has a better chance of victory.'

'I was quite surprised by the C41 – the chassis, engine and gearbox all proved reliable.'

In the course of the test, no major problems were encountered by Pescarolo, Eric Bernard and Franck Lagorce, who will complete the Elf-sponsored driver line-up in car number 11 at the 24 Hours.

'Car, team and drivers are all good enough to win,' said Pescarolo.

Lamborghini gets ready for 24 Hours

The factory-backed Lamborghini Jota destined for Le Mans in June received a definite thumbs up from the first three drivers to try the British-built GT racer.

'It feels like a racing car – it brakes very well, it's got good traction and a good powerband,' said Harry Nuttall. The 1994 GT front-runner completed about 200 miles of running at Paul Ricard with ex-Formula 1 driver Rupert Keegan and Porsche racer Mike Youles, a director of the car's maker, Amos International Motorsport.

Keegan, who hopes to join Nuttall in the Le Mans starting line-

up, was equally enthusiastic after the test either side of last weekend. 'Just like all good racing cars,' he said, 'this one works straight out of the box. It's very responsive to every adjustment.'

Although the drivers were impressed, the car was hampered by a short top gear which forced them to lift on the Mistral Straight.

The Jota racer was run at the test by AIM in conjunction with beleaguered Formula 1 team owner Gerard Larrousse.

Larrousse is expected to take the reins of the team for the 24 Hours on June 17/18.

Anti-smoking campaign hits F3

A team looking to counter cigarette advertising in motor racing is aiming to join the British Formula 3 Championship in time for the Grand Prix supporter at Silverstone on July 15.

Giant no-smoking signs and the words 'The Extinguisher' will be carried by two Class B Dallara chassis entered by historic racing specialist Prowess Racing in the second half of the British series.

The brainchild of Prowess boss Hugo Spowers, the cars will form part of a campaign to dissuade children from taking up smoking.

'We want to show up the lunacy

of suggesting that tobacco and smoking leads to a healthy and glamorous lifestyle,' said Spowers, 'which is what tobacco sponsorship in motor racing does.'

Spowers is selling sponsorship packages for £10,000 in 'The Extinguisher' team, but companies signing up won't see their name on the cars. He doesn't want the identity of sponsors getting in the way of the anti-smoking message.

About 70% of the finance for a July debut is in place, but Spowers, who intends to drive in the team, plans to take his message 'into Formula 1 within four or five years'.

NEWS IN BRIEF

FORMULA 3

American Zak Brown rejoins the British Formula 3 Class B trail this weekend. He drives the Mark Bailey Racing Dallara-Mugen Honda 393 previously pedalled by Steve Allen.

SPORTSCARS

Still rocking after the multiple accidents at Road Atlanta earlier this month, the beleaguered governing body of sportscar racing in the USA, IMSA, has lost its boss, Hal Kelley Jr. With both grids and attendances for its year-old World Sports Car category dwindling, Kelley quit, to be replaced by IMSA old-timer George Silberman.

Robby Unser, son of three-time Indy 500 winner Bobby, makes his Le Mans debut next month when he teams up with Enrico Bertaglia and Frank Jelinski in the factory Callaway Corvette SuperNatural.

Radio Le Mans, the English language station for next month's Le Mans 24 Hours, will be broadcast in association with BMW GB. Broadcasting on 107FM, the station will run from Wednesday June 14 until the Sunday evening. Advertising packages are still available. Call Simon Sanderson on 0181 943 5947.

INTERNATIONAL

Ken Schrader drove in both the Winston Open and the Winston Select races at Charlotte with a thumb that had been severed at the top joint the previous week while he worked on the engine of his SuperTruck. A heavily bandaged Schrader's night ended when he collided with Jimmy Spencer in Turn 1.

Two spectators were killed and 39 injured when a VW Golf rolled in a European Hillclimb Championship round at Salterra in Portugal last weekend. The victims were standing in a restricted area.

THIS WEEKEND

Sat May 27: MONACO (MC), Formula 3 Grand Prix.

Sun May 28: MONACO (MC), FIA Formula 1 World Championship; INDIANAPOLIS (USA), PPG IndyCar World Series; OSTERREICHRING (A), German Super Touring Cup, German GT Cup; CHARLOTTE (USA), NASCAR Winston Cup; EASTERN CREEK (AUS), Australian Touring Car Championship; ESTORIL (P), Spanish Touring Car Championship.

Mon May 29: OULTON PARK (GB), British Touring Car Championship; SILVERSTONE (GB), British Formula 3 Championship; LIME ROCK (USA), IMSA World Sports Car Championship.



Pesca – win five?

Has Wilson set retirement date?

Malcolm Wilson is poised to retire from rallying at the end of 1996 to concentrate on team management.

The reigning British Champion made the suggestion at last week's launch of the London International Rally (October 7-8).

Wilson turns 40 next February and this may be the perfect opportunity for him to change the emphasis of his motorsport career.

He does still harbour hopes of one more chance to compete properly at world level, something

denied him on a regular basis since 1991.

Wilson has been loyal to Ford for most of his career, but he has also driven for Audi, Austin Rover and Vauxhall.



Malcolm Wilson

He has remained in the top echelon of drivers since taking a Vauxhall Astra to third overall on the 1989 New Zealand Rally and this, along with third place on the snowbound 1993 RAC Rally, are his best performances to date.

London Rally launch, page 74

Ford considers a Mondeo kit car

Ford could follow the new 'Super Kit Car' rules with a Mondeo-based rally weapon.

Motorsport engineer Philip Dunabin admitted on Monday that he felt the Escort might be too short to be a successful convert to the new regulations – yet to be defined – and said that he was very interested in a project involving the car currently used by the Touring Car brigade.

The only evidence of future projects at Boreham, however, is the presence of an Escort RS2000 Formula 2 car in motorsport livery, the first suggestion that Ford may be looking at making an official entry with the car.

Francois Delecour has been testing the current Escort Cosworth and Dunabin confirmed that Ford will use electronic differentials for the first time on July's New Zealand Rally.

Subaru used electronic diffs to transform the handling of its Impreza on last year's New Zealand event – won by Colin McRae – and Ford feels it now understands the concept.

However, a major test in New Zealand next month should be the final determining factor in the specification of the machines.

2-litre series stays alongside Super Kits

The current 2-litre World Championship will not be killed off by the advent of the new Super Kit cars in 1997.

There were fears that the FIA's abandoned plans to scrap the current four-wheel drive formula would take away the 2-litre 'championship' tag, but last week FIA Deputy President Cesar Torres dispelled the rumours.

Following last Tuesday's Rallies Commission meeting, Torres confirmed that the current 2-litre cars – including 1995 specification kit cars such as the Renault Maxi Clio and Skoda Felicia – would run in parallel with the next generation of rally weaponry throughout the rule stability period until the end of the decade.

Although the new Super Kit rules have yet to be defined – a draft has been demanded by the FIA World Council in time for its next meeting on June 30 – Torres also clarified two other areas where confusion has existed.

Firstly, while the manufacturers who build Super Kit cars must commit themselves to the World Rally Championship (the cars will

not be permitted outside the World series) it is not true that this particular kit option is available only to teams without a four-wheel drive car in their model range.

Secondly, he confirmed that four-wheel drive and turbos will be included in the kit package which must be produced in units of 20.

The Rallies Commission has passed recommendations to the World Council for approval at the end of next month which will most likely kill off the controversial 'refuel only' points in favour of service and no-service points.

A spokesman at the World Rally Teams Association admitted: 'I haven't yet seen the detailed proposals, but there appears to be a sense of sensibility about the new rules. We hope that the FIA will reduce the number of detailed regulations and replace them with guidelines as it is this flexibility that has caused problems.'

Formula 2 cars will not be abandoned when the new rules come into being in 1997, so teams such as Peugeot can continue to run their current 306 S16 alongside the 1997 Super Kit cars. Photo: Reinhard Klein



Will Aghini join Schwarz in Ypres?

This year's Ypres Rally could have two star drivers guesting on the Belgian round of the European Championship.

Four-times World Champion Juha Kankkunen was expected to drive a Toyota Celica GT-Four, but his place will be taken by German ace Armin Schwarz. Meanwhile Andrea Aghini is being tipped to line up in a Mitsubishi Lancer Evolution although this is only at the discussion stage.

One name missing from the June 23-25 event is that of Euro series leader, Enrico Bertone.

Rally aces take a turn in British touring cars

Two top-line rally drivers have featured – or will feature – in touring car drives this week.

Subaru's Richard Burns was at Snetterton on Monday helping Prodrive test its BTCC Alfa 155, while Toyota's French test driver, Francois Chatriot, will be at Oulton Park tomorrow (Friday) with a Carina for the official BTCC test sessions prior to the weekend's races. No plans for either to race have been revealed.

Full story, page 11



Mitsubishi claims that it has one target for its rally raid team and that is to win the 1996 Granada-Dakar. It has sent two Pajeros to this week's Atlas Rally, but after two stages it was Citroen that led. Timo Salonen pipped Ari Vatanen by one second on the prologue while Pierre Lartigue held a 2m23s lead over Bruno Saby's Mitsubishi after Monday's first desert stage

Laukkanen returns for Scottish Golf

Tapio Laukkanen will be back at the wheel of the Mobil 1/Top Gear British Rally Championship Volkswagen Golf for the Perth Scottish Rally on June 2-4.

The Finn stood in for Dom Buckley on the Vauxhall Rally of Wales and is now back in a second car to try and edge closer to the front-running Nissans on the last gravel event of the series before returning to his home series.

Laukkanen finished second in Formula 2, yet again, to the Opel of Harri Rovanpera on last weekend's Satakunta Rally in Finland.

Lindholm closes on Finnish rally title

Sebastian Lindholm is within an ace of lifting this year's Finnish Rally Championship title.

The Ford man won last weekend's Satakunta Rally as he pleased once arch rival Marcus Gronholm retired his Toyota at half distance with a blown engine.

Lindholm now needs to finish higher than fourth on any of the final three events – the Pohjanmaa Rally (June 17), 1000 Lakes (August 25-27) or the Nokia Rally (September 23) to claim the Finnish crown.



Hannu Mikkola and Gunnar Palm on their way to a repeat win. Photo: Hugh Bishop

Mikkola wins London-Mexico again

Hannu Mikkola won the London-Mexico Rally, 25 years after he did so on the first running of the event.

The veteran Finn, who has confirmed that this was his final rally, took a replica of his 1970 Ford Escort to victory over Australian Ross Dunkerton by more than 12 mins having led the 16,000kms 30-day marathon from start to finish.

Co-driver Gunnar Palm was the only person to end the event with a penalty-free time card.

The 1970 event was planned to celebrate the football World Cup

which was taking place in Mexico City and, thanks to Mikkola's win with a Twin-Cam Escort, led to the creation of the Mexico model.

'We have enjoyed having people come up to us with pictures and autographs from 25 years ago,' said Mikkola. 'We were pleased with the result as Gunnar and I are not young men any more!'

Mikkola and Palm are spending a few days in Acapulco before flying to see the Indy 500.

Rally report, page 76



Alister McRae on his way to victory on the first British Championship round. Victory at home next month would be especially sweet and would ensure that all three rallying McRae's had won their home event. Photo: Gavin Lodge

McRae tops Scottish entry list

Mobil 1/Top Gear British Rally Championship leader Alister McRae will lead the crews away on this year's Perth Scottish Rally.

McRae won the Vauxhall Rally of Wales outright with his Nissan Sunny GTi and then took second in Formula 2 behind team mate Gregoire de Mevius on the Pirelli International Rally last month to retain the series lead from reigning F2 champion, David Llewellyn.

The entry list shows 72 entries for the international rally on June 2-4, with McRae and de Mevius heading the field. Gwyndaf Evans

is third away in the Rapid Fit Escort RS2000, while Malcolm Wilson returns to the series in the Michelin Pilot Escort Cosworth at four.

Jonny Milner will again drive the Nissan Sunny GTiR that proved quick in Kielder until brake failure spat him off the road, while the Vauxhall duo of Llewellyn and Jarmo Kytolahto line up at seven and eight respectively.

Robbie Head has not had a good season so far in the works Renault, but the Scot takes number eight (one behind the Peugeot of the equally unfortunate Martin Rowe)

for his home event, with his French team mate Alain Oreille at 12 and hoping for a good result on the first true pace-note event of the season. The pair sandwich Nissan's Ari Mokka and Volkswagen's Tapio Laukkanen who returns to the fray (see separate story) after a one event absence.

The national class for Burmah Scottish Rally Championship contenders is led by Chris Wagner's Audi from David Gillanders' Escort Cosworth, while the traditional gathering of Army Land Rovers line up at the back with seven of Britain's finest at the wheel, Alan Paramore and Lt Col Carl Hewitt leading the parade.

NEWS IN BRIEF

Bruno Thiry is expected to act as gravel note checker for Patrick Snyers on the Acropolis Rally in Greece next week. Thiry drives a RAS Ford Escort on the World Championship, while Snyers is a RAS man on the European series.

Miki Biasion drives an Astra Lancia in Greece next week. This is his first drive in the so-called 'Super Delta', but he is also being tipped for an appearance in Lebanon on July 7-9.

The 555 Hong Kong-Beijing Rally has changed its date from October 12-18 to October 14-20 in order to accommodate the superspecial stage at Stone Cutters Island used for the first time last year.

The peace treaty between Jordan and Israel could allow future Jordan rallies to expand into the West Bank and Israel itself within the next two years, said RACJ chief executive Derek Ledger during this year's event.

James Cullen is hoping to debut his Yorkie-backed Escort Cosworth in Cavan this weekend before attacking the Shell Donegal Rally next month. This will be the first time since 1991 that the Letterkenny driver has the chance to win his home international. Lurgan Park's Burmah Rally and the Cork event are also on the schedule.

Farewell to Nigel Mansell



BRUCE JONES

So, Nigel Mansell, the third most successful Formula 1 driver of all time, has left McLaren and will not be racing in Monaco this weekend. Indeed, this looks like the end of an F1 career that began 15 years ago and has been studded with every high and low imaginable. Only Nigel

could have left F1 so many times and kept bouncing back. But this time there is no evidence to suggest that it will not be for real.

Nigel wanted to come back to F1 to rattle off a string of Grand Prix victories, collect a second World crown and, of course, pick up a fistful of Dollars. However, this has backfired because he has been unable to come to grips with the modern generation of cars. He has neither won races nor added to his reputation. Indeed, the antics of the last few months have turned this hero of the British public into an unfortunate caricature.

The pre-season tests, normally covered only in the specialist press, became hot news for the general media when Mansell found he couldn't fit into his car.

Certainly, the McLaren MP4/10 is not yet a competitive proposition and to make it one will require a great deal of continued effort. And it is here that the crux lies. At the age of 41, with a family he adores and enough money in the bank never to have to worry about financial matters again, Mansell didn't want it enough.

So, it really is the right time for him to stand down, with an army of young drivers lining up to give it their best shot in his place. Mark Blundell will definitely do a good job, as could the latest DTM winner Dario Franchitti - a former McLaren AUTOSPORT Young Driver of the Year, don't forget - or McLaren test driver Jan Magnussen, to name just three...

The right time to go

So, Nigel Mansell has decided to quit Formula 1. Well, hurrah! There comes a time when you really have to decide if you want to do something or not.

The lack of pace of the McLaren-Mercedes MP4/10 compared to the Williams, Benetton and Ferraris and now, even, Jordans must have convinced him that this was not to be a glorious swansong.

I believe he has made the correct decision, as all he did until he made the decision was moan about undriveable cars. Don't forget that Mika Hakkinen ran as high as third in Spain in his 'undriveable' car.

The level of concentration and commitment required to make anything succeed in the ultra-competitive world of F1 is beyond the comprehension of most mere mortals. There's no disgrace in deciding you don't want to risk life and limb. After all, there are plenty of young drivers who would gladly fill the vacancy.

Graham Stephenson
Sevenoaks, Kent

The retiring type

It's rumoured yet again that Nigel Mansell is set to leave Formula 1. Just who does he think he is? I admired the way he reached the top of his profession, but we read that he is off. Why? Because the McLaren-Mercedes isn't the best.

He left Ferrari because it wasn't the best. Then Williams because they signed Prost and he might not be the best. He left Newman-Haas because its car wasn't the best. Isn't it time he thought about someone other than himself?

He could stay at McLaren and put something back into the sport that has given him so much and assist the team in developing their car to

become competitive once more.

I'm sure they would benefit from his experience on handling and set up or is testing beneath him now?

Rob Smedley
Middlesbrough, Cleveland

A wing and no prayer

I think we all know that McLaren won't win any beauty prizes with



McLaren - nought for style... and points

its MP4/10, but surely a joke is a joke, boys!

Get rid of that wing and try and get one more point this year. You've got the money and the drivers. Remember how Lotus slipped when Senna left?

Neil Hamshaw
Wellingborough, Northamptonshire

Money for nothing?

I realise that it's only pitlane gossip, but if Ferrari is really willing to pay \$20million for Schumacher then I think the team is mad.

In Berger and Alesi it has the best driver pairing in Formula 1, for they compliment each other better than any team on the grid.

Berger is solid and diligent in his approach to getting the best from the machine with a wealth of experience and, being one of the most respected drivers, could anyone else have coaxed the



Can't see the wood for the trees - Nigel Mansell and his troublesome McLaren

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human side from Ayrton Senna the way he did?

Alesi takes the car by the throat, shakes it for a while then lets rip. Can anyone forget his sheer audacity at passing Senna at the United States Grand Prix while driving for Tyrrell?

They have both stuck by Ferrari when things were at their lowest. At last this season they have been on the rostrum at every race and hopefully it won't be too long before they are at the top.

The hard work is now paying off. Letting Schumacher in next season to reap the biggest benefits would be unforgivable.

Harvey Donaldson
Southsea, Hampshire

Yellow spells danger

If the main force this season is on safety in Formula 1, then why is a car allowed on the circuit when it is nine seconds off the pace? The Fortis, and many other cars, are proving to be mobile road blocks and a danger for the front runners.

I realise everybody has to learn,

but painting your car bright yellow so its easier to see when being lapped does not make up for speed.

The nurses of Room 135
Plymouth General Hospital



Marlyn Elford

They'll be coming around again at Spa

Keep on running...

I would like to make a plea through AUTOSPORT to the organisers of the forthcoming Grand Prix at Spa. We would appreciate it if the drivers could complete one more lap after the chequered flag so we could congratulate them.

Last year it was very frustrating waiting for them to come by and then nothing happened.

In case the organisers are frightened that we will flock onto

the tarmac in large crowds, please note the fences are too high.

So please think of us, the back circuit enthusiasts!

A Van Ling
Zevenaar, Holland

BTCC blackmail!

After reading the letter from the Nurses in room 135 (AUTOSPORT, May 18, 1995), it is good to see that their support for Johnny Herbert has paid off.

My wife who is also a nurse supports Will Hoy. When she started to support him, he was British Touring Car champion and his Toyota was the fastest thing on the circuits.

Since then his fortunes have got progressively worse. Due to this lack of form, she decided to desert him in favour of Tiff Needell. Result: Hoy landed the Williams Renault drive and Nissan pulled out!

She started to support Will once more at Thruxton when she saw he was second on the grid. This resulted in a retirement and a non-start!

So a message to all of the drivers

in the British Touring Car Championship: please send me large denomination bank notes by return of post, or I'll get her on your side by Oulton Park!

Simon Hird
Bournemouth, Dorset

Customer relations

It has become the norm in business circles to refer to the person paying for a given product as 'the customer'. This is meant to instill an overall feeling of well being in staff who perceive their goal in life as helping this all important customer.

However, in sport there are no customers. Customers are people who go to supermarkets. They are there to restock the pantry, only doing so because they have to, not because they want to. Race fans want to be at the track, indeed, many will leave the pantry bare to pay for that all important race ticket.

Unless you have seen the look of wonderment on a child's face as he covers his ears against the scream of a Ferrari V12 or his joy at having his favourite driver wave at him, then you will never understand why the fans turn up. I suspect last week's guest columnist, Bob Judd, (AUTOSPORT, May 18, 1995) has seen those faces.

Bernie Ecclestone could do a lot



Marlyn Elford

Ferrari - sit back and enjoy the screams

worse than to read Mr Judd's article. Even better, actually attend a Grand Prix as a paying spectator just to see what sort of deal the fans really get.

Tony Bell
Stowmarket, Suffolk

WHAT THE PAPERS SAY WITH KEITH OSWIN

I shall be sorry if Nigel Mansell finally decides to shuffle away from motorsport. I haven't added it up of course, but he has probably contributed - wittily (no, not wittily) or otherwise - more column inches to this lay-by off the information superhighway, than any.

Take this week for example. If you discount Damon Hill going faster than anyone at the Barcelona tests - only a week after he really needed to - and Hannu Mikkola winning the revived London-Mexico marathon, there were two parts of naff-all in the news.

Except for Mansell...

The *Mail on Sunday's* 'Night and Day' magazine pictured our hero on a motor scooter and claimed that, if Our Nige is



too fat to drive and too slow to win, he could always take up pizza deliveries. Hard but fair, I thought.

Maurice Hamilton's piece in the *Observer* was a brilliant assessment of the crumbling marriage between Mansell and McLaren. He writes: 'To say that both sides are pleased with the liaison... would be like claiming that Will Carling and the RFU are united in their views on flatulence.'

For sure Mansell hates being second, but even that seems beyond him at present. Tim Collings says in the *Sunday Telegraph*: 'He (Mansell) and the team grapple with the unpalatable prospect that they are no longer contenders for victories or championships.'

He goes on to suggest that Mansell's farewell race could be at Silverstone on

July 16. If true then, one way or another, there won't be a dry eye in the house. But will Mansell make it to Silverstone? The man was saying nothing on Monday, too busy coping with Racy Ladies such as Stephanie Powers at a Tommy's Campaign launch.

Talking of Silverstone's GP meeting, we shall see BTCC action with an appearance of (according to the *Esher News and Mail*) the Volvo Dolomite and possibly the F3 Dallaras run by Hugo Spowers (the world's first bungee jumper) and backed by Ash, the anti-smoking lobby.

Saturday's *Times* caught up with Spowers whose backers reckon they could be in F1 within three years, rubbing wheels with Rothmans and Marlboro...

World gone mad



NIGEL ROEBUCK

It is Monday afternoon, and most of the motor racing world appears to be preoccupied with whether or not Nigel Mansell will drive the number 7 McLaren-Mercedes in this weekend's Monaco Grand Prix. A representative of McLaren's Public Relations department told me just now he had 'no information on the matter', which one must conclude is either sparing of the truth, or indicative of a woeful lack of communication within the company.

I'll leave it there. The saga of Mansell-Marlboro-McLaren-Mercedes has become Monotonous.

Mika, though, is a different Matter, sorry, matter. In Hakkinen, McLaren has the kind of driver to whom the team is accustomed, one who is never negative, who appreciates that the route out of uncompetitiveness is invariably hard graft. McLaren, for all their astonishing successes of the last dozen years, have also known difficult times, but always had a Senna or Prost on hand to help them from the mire.

Hakkinen is not on their level yet, by any means, but his attitude is similar. If his natural expression is a grin, it belies a fierce commitment to the job. Probably no one has covered as many testing miles in the last three years, and just lately Ron Dennis must have appreciated his efforts more than ever. It is Mika's misfortune that he has been with McLaren during an unsuccessful period for the team, but the real litmus test of a Grand Prix driver, I have always felt, is how he drives - and behaves - when times are bad. Anyone can show enthusiasm when he has a winning car, and sets off to every race in the serious hope of winning it.

The MP4/10's major shortcoming is apparently its unwillingness to turn in, which is not what you need at Monte Carlo. While we should remember that Hakkinen brilliantly qualified the Peugeot-engined car on the front row last year, to duplicate the feat this coming Saturday afternoon may be beyond even his acrobatic talents.

Whoever partners Mika, however, it is unlikely that McLaren will have to endure a repeat of 1983, when the only red-and-white cars in the Monaco Grand Prix were the Alfa Romeos of Andrea de Cesaris and Mauro Baldi. Thanks, in part, to a wet final qualifying session, neither of the McLarens, driven by Niki Lauda and John Watson, made the race.

Mr Lauda, always a man of admirable clarity, summed up the situation thus: 'Thursday - shit; Friday - good weather, no qualifying; Saturday - rain. Thank you, gentlemen. Good afternoon!' The Marlboro motorhome was kind of still on race day.

That memory came back to me late on Sunday evening, when I heard, to my utter astonishment, that neither Unser Jr nor Fittipaldi had qualified for the Indianapolis 500, the race Al won last year, and Emerson the year before.

No factory Penskes at the Speedway. This, I confess, is on my mind rather more than the problems afflicting McLaren and Mansell, since it is so totally unexpected. Unser and Fittipaldi are magnificent oval drivers, well versed in the caprices of the Brickyard, and working for the best team in Indycar racing. Coming up to the month of May, Al won at Long Beach, Emerson at Nazareth. Next week I am going to Milwaukee, where I fully expect to find them among the front runners, but on Sunday - when it really matters - they will be spectators.

More to the point, they will be spectators at a race for which such as Hiro Matsushita has

qualified with ease. Try and imagine, if you will, a Grand Prix field containing Jean-Denis Deletraz, but not Michael Schumacher and Damon Hill, and you will understand my mystification.

It brings home yet again how much of a black art the setting-up of a racing car remains - particularly at speeds approaching four miles a minute. From my understanding, the Penskes' fundamental problem has been a surfeit of understeer in the middle of a turn, which has obliged Unser and Fittipaldi to back off momentarily, so as to tuck in the nose again. If they dialled out the mid-corner push, they found themselves loose coming off the turn, which is what Mario Andretti would call 'too character-building on a regular basis'.

The problem with the entire practice and qualifying procedure at Indianapolis is that it takes so wretchedly long, and that - at the rarefied speeds of today - a tiny change in the climatic conditions can lead to a fundamental change in the track conditions, and in a car's behaviour. Get the set-up right, get a good break with the weather, and on a clear track a pretty ordinary driver can steer it round for four laps at very high speed, as we have many times seen. But if a car isn't working, not even a superb oval driver can do much with it, as Bobby Rahal found in 1993, Scott Goodyear 12 months ago.

Trouble is, your pretty ordinary driver frequently fades to nothing when he has 32 others sharing the place with him. *Racing* is a different matter altogether, and the great irony of this year at Indianapolis is that both Penske drivers felt quite confident of a good race - if they could just get their cars into it. As it is, if you are any kind of genuine Indycar fan, a 500 without Unser and Fittipaldi must inevitably be a touch flat.

Colleagues from across the pond tell me, however, that there are many at the Speedway positively revelling in the Penske team's discomfort, these primarily folk with a profound distrust of the 'international' path Indycar racing has increasingly followed in the last few years. They don't care to see too many foreign drivers in what they regard as strictly a national championship, and seem deeply suspicious of the professionalism personified

by Roger Penske and his team, who began winning at Indianapolis in 1972, and currently have a tally of 10 victories there.

By my reckoning, the 500 should start at six o'clock on Sunday evening, French time, which means that I'll be out of the underground bunker which passes for a press room at Monte Carlo, and in the paddock, seeking snippets of information for my Grand Prix report. Ordinarily, wherever I am, whatever I'm doing, the running of the Indianapolis 500 is uppermost in my thoughts, but just at the moment it seems less important than it did. Like Nigel Mansell and McLaren, in fact. ■

"The saga of Mansell-Marlboro-McLaren-Mercedes has become Monotonous"



How long will it be before we have Mark Blundell driving the McLaren? Photo: Eford

ARMCHAIR ENTHUSIAST



FOOTWORK-HART FA16
FROM MIDLAND RACING
MODELS, £32.50

The first release of a 1995 Grand Prix car comes from Midland Racing Models who has released the Footwork-Hart FA16 as driven in the Brazilian GP by Gianni Morbidelli and Taki Inoue. The master was modelled by Graham Sprowell, one of Arrows GP International's windtunnel model makers and its sells for £32.50 in kit form or £109.00 fully built.

MRM is on 01788 552133 at Studio 2, Churchside Arcade, 20 Little Church Street, Rugby, Warwickshire CV21 3AW.

WHAT'S ON THE BOX



Monaco Formula 3 on Eurosport

Monaco GP See preview on page 32

EUROSPORT

Thu May 25: 1700-1730, European Rallycross Championships;
Fri May 26: 1300-1330, European Rallycross; **2100-2200**, International Motorsports Report.
Sat May 27: 0930-1030, European Rallycross; **1830-1855**, Monaco Formula 3 race; **2330-0000**, Montlhery 1000Kms GT race.
Sun May 28: 0000-0100, International Motorsports Report, **1030-1100**, Formula 3 repeat.

SKY SPORTS

Fri May 27: 0030-0130, Pole Position; **2115-2215**, Indy 500 - The road to glory, *Sky Sports*.
Sat May 28: 0215-0315, Indy 500 - The road to glory, *Sky Sports*.
Sun May 29: 1630-2100, Indy 500 live, *Sky Sports 2*.
Tue May 30: 1130-0100, Indy 500 highlights, *Sky Sports*.

BBC CEEFAX

See page 360 for all the latest motorsport news as it breaks, plus reports and results from the major races and rallies.



My first win was payba

I remember in my last column saying I didn't have a clue what to expect with my move to Mercedes-Benz and touring car racing. Well I'd never, ever have guessed it would be a win, a pole and a podium in my first six races. I'm totally amazed.

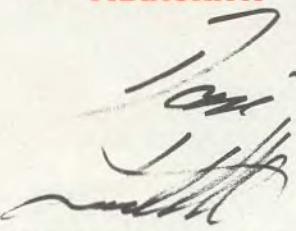
Okay, I thought maybe a podium finish was possible after Friday practice and qualifying at Mugello, but no way a win. It's still not sunk in, but I hope it helps pay back some of the faith Mercedes has shown in me and the other juniors, Jan Magnussen and Sandy Grau.

In the Top 15 single-lap qualifying, I managed to take second fastest behind my team mate Bernd Schneider, but I had the time disallowed and had to start 16th. Basically, the ride height was slightly too low after I'd hit a kerb and damaged the bottom of the car, so the less said about that, the better.

In race one, I made my first good start of the season, so I'll have to watch that on video when I get home. My boss Norbert Haug told me to take it easy and pass one car every lap, and he was right enough, because I finished fourth. My only real problem came with trying to pass Alessandro Nannini's



DARIO FRANCHITTI



Alfa, because it's just so quick.

For the second race, I started alongside my old Formula 3 team mate from last year, Jan Magnussen. I got a good start again - I'm planning on making a habit of that now - and made sure I got the drop on Nicola Larini's Alfa, because I figured if I got stuck behind him, I could forget it.

Bernd, who was leading, and I circulated a couple of seconds apart for most of the race, so I was able to catch up with him when he started to drop back with bad oversteer. He's a real gentleman and eventually he signalled me through, which I appreciate.

After that, I thought it would just be a case of hanging on to the finish and imagining all the strange noises you reckon to hear when you're in the lead. But then I saw an Alfa in my mirrors, thought it was Larini, thought he was going quick, then suddenly: boff, he's right on my tail and it's not Larini, it's Giancarlo Fisichella. He was incredible the last two laps, so I just put my head down and hung on.

On the podium, Bernd asked me what hymn they were playing and I told him it was our national anthem. He said it sounded more like the English one to him, so I had to explain that it was the *British* one. Anyway, he reckoned they couldn't find the Scottish one because it was such a long time since Jackie Stewart won a race.

As well as winning my first race, I also had my 22nd birthday at Mugello - I'm getting old - and Mercedes presented me with a massive cake and a one-fifth scale



Ralph Hardwick

Celebration time – birthday boy Dario Franchitti enjoys the fruits of his labour after a brilliant debut win for Mercedes when the German touring car circus headed for Italy

ck time

model of my car, fitted with a 22cc petrol engine. It's an amazing thing, absolutely gorgeous, and I'm going to terrorise my neighbourhood with it once I've fitted the radio control.

They also presented me with a cycling helmet, signed by all the team, for my new bike. The bike's the business, with an aluminium monocoque, disc brakes, a rear swing arm – all sorts. In fact it's like a motor bike with pedals, which is good news for me, because my mum won't let me have a real one.

Before the ITC opener at Mugello, we'd had two DTM rounds at Hockenheim and Avus and these were almost as memorable as Sunday's races.

In Hockenheim, the car was brand new, but it felt perfect in Top 15 qualifying and I was good enough for the pole. At the time, it didn't really sink in, because I was thinking more about the pair of races the next day.

In both races, I didn't have the best starts ever – Jackie Stewart's first words to me afterwards were 'I thought the DTM had rolling starts' – plus I had a big moment in the first race when I went off at the same place I'd destroyed a car in testing two weeks before. In the end, third was still a dream result. My second start was even worse

than the first, which I wouldn't have believed possible. There was some touching and I was spun round by Fisichella. Christian Danner had nowhere to go and that was it for me – game over. I'd got changed before I realised I had to get back in my overalls and go on the podium for the first race.

Berlin wasn't quite as good, but it's a fun circuit to drive on and I qualified well enough in third. My starts were much better, but in the first race I had ABS problems, and then the alternator broke. I was on the radio shouting I wanted to come into the pits, but there was a problem with the system and I was hearing Berlin taxis, or something.

In the second race, I lost the hydraulics for the power steering and then the power-braking. I decided I couldn't really stop the thing from 175mph, so I came into the pits, got changed and went out and watched the huge accident that stopped the race. I don't think the DTM should stop going to Avus just because of that. It's something different, it's fun to drive and it's just up to us to behave ourselves.

That probably goes for the new Helsinki street circuit, which is the next event on the ITC calendar. After that, it's back to the DTM and the Norisring, and then we come to Donington for my home ITC race in July. I'm looking forward to it and I hope I get the British fans behind me now they've seen what I can do. ■

■ 10 YEARS AGO

The Monaco GP went to Alain Prost for the second year running (AUTOSPORT, May 23, 1985). Ayrton Senna took pole and led for the first 20 minutes until the Renault engine in his Lotus gave up.

The magazine profiled the radical new weapon in international rallying: the MG Metro 6R4.

MG Metro Challenge competitor Tim Harvey won a Ray FF1600 in a magazine competition, enabling him to rekindle his single-seater career.



Prost enjoys the spoils on the Monaco podium



Laffite took a hard-earned win at Pau

■ 20 YEARS AGO

Jacques Laffite won the 35th Pau Grand Prix from Jean-Pierre Jabouille and Patrick Depailler (AUTOSPORT, May 22, 1975). The race was being run as the fifth round of the European Formula 2 Championship and from the start of qualifying it turned into a head-to-head between Laffite and Jabouille that left the former further ahead in the championship standings.

The Formula 5000 field moved to Zandvoort where Peter Gethin took his second win in a row. It was rather luckier than the previous one at Zolder, though, as the other five drivers who were dicing for the lead all succumbed to problems.

■ 30 YEARS AGO

Crowds of 90,000 witnessed a programme of thrilling racing at Silverstone's *Daily Express* International Trophy (AUTOSPORT, May 21, 1965). Jackie Stewart won the main event in a BRM at 111.60mph from John Surtees' Ferrari. Bruce McLaren's McLaren-Elva-Oldsmobile won the sportscar race after a close dice with John Surtees' Lola T70 and Tony Lanfranchi just triumphed over John Fitzpatrick in an epic Mini duel. For variety, a karting demonstration was staged and the machines lapped at over 80mph.



Kart demonstration at Silverstone proved a revelation to the 90,000 strong crowd

■ 40 YEARS AGO

The Ulster Trophy race at Dundrod, run as a handicap event, was won by WT Smith (AUTOSPORT, May 20, 1955). Taking part in his first race, he was on his first leave from National Service, but had the advantage of the 1953 Le Mans winning C-Type recently purchased from Ecurie Ecosse. Desmond Titterton was second in a D-Type.

Concern was expressed in the magazine's editorial over the BARC's plans to run a celebrity race at Goodwood, amid worries that it would lead to novelty races for everyone from driving test inspectors to Italian film actresses.

ANNIVERSARIES

May 25: Kevin Bartlett (born 1940), Godfrey Hall (b 1949), Guy Povey (b 1960), Tony Southgate (b 1940)
May 26: Alberto Ascari (died 1955), Cesare Fiorio (b 1939), Roberto Ravaglia (b 1957), Peter Westbury (b 1937)
May 27: Piers Courage (b 1942, d Jun 26, 1970), Jason Elliott (b 1967), Marcel Renault (d 1903), Robin Widdows (b 1942), Peter Wright (b 1956)

May 28: Robbie Head (b 1968)
May 29: Trevor Elliot (b 1946), Ukyo Katayama (b 1963), Osvaldo Negri (b 1964), Al Unser (b 1939), John Village (b 1953), Ken Schrader (b 1955)
May 30: Andrea Montermini (b 1964), Dieter Quester, (b 1939)
May 31: Marco Brand (b 1957), Andrea de Cesaris (b 1959), Philippe Gache (b 1962), Tom Sisley (b 1971)

McLaren's main man

AS THE MANSELL STORM RAGES, MCLAREN IS MORE THAN EVER LOOKING FOR MIKA HAKKINEN TO SHOW THE WAY FORWARD. BUT IS HE UP TO THE JOB? BY TONY DODGINS

It is 11 years since any team other than McLaren or Williams won the Formula 1 Constructors' Championship. McLaren, traditionally, has relied on fine engines and the very best of driving talent - Senna, Prost, Lauda...

Inevitably the team's partnership with Mercedes-Benz, a five-year arrangement, will become potent. The question is: does McLaren still have the necessary driving strength? Is it coincidence that they have not won a race since Senna departed?

Despite all the hype and ballyhoo over Nigel Mansell's arrival back in February, there is no doubt that Mika Hakkinen was, and is, McLaren's main man. But is he good enough?

Hakkinen knockers say he can't test, he doesn't think, and that he will never have the mental capacity to sustain a championship challenge. But the Hakkinen believers - and there are many - see him as F1's Schumacher-beater merely awaiting the right vehicle for his talent.

Manager Keke Rosberg and McLaren boss Ron Dennis are among them. Rosberg says: 'In normal circumstances just going to McLaren is enough to guarantee that you win a few Grands Prix. Mika's commitment has never wavered and he's one of those guys who will be absolutely transformed when he wins a race.'

Dennis agrees: 'His strength is his determination and focus. He excludes a lot of things that other people would not be prepared to exclude from their lives. He wants to be in the car at every single opportunity, even when we are gathering data. He just loves racing

cars. The team responds very well to that level of commitment.

'His weakness really stems from not having that last bit of confidence you get from winning a Grand Prix. But that comes from our inability to give him a car in which to win. At the moment he is bringing his loyalty, commitment and focus to the team at the time we really need it. That doesn't go unnoticed by anyone.

'Everyone at McLaren is very

much behind him and committed to providing him with a winning car as soon as possible. Mika is maybe the only top driver who has come to McLaren relatively early in his career - and he will also probably finish his career in a McLaren.'

Hakkinen's natural speed meant that he dominated in the junior formulae. He did it in Vauxhall Lotus and then again in Formula 3 with West Surrey Racing in 1990, admittedly after a dismal year with an inexperienced team the previous season. He was so impressive that Lotus boss Peter Collins put him straight into a Lotus for a full F1 season in 1991.

By the end of the following year, both Dennis and Frank Williams were looking at Hakkinen's contractual terms. Ultimately, Dennis won the battle, although with Senna undecided about his future, Mika had to agree a deal which saw him frustratedly sitting out the majority of 1993.

But when he finally got his chance, in Portugal, he outqualified Senna!

It is a vivid memory. The paddock that weekend was buzzing: McLaren had lost Senna to Williams; Prost, on the eve of clinching his fourth title, announced his retirement. But Hakkinen going quicker than Senna quickly focused everyone's attention back on to the track. OK, it was only five hundredths of a second, but that didn't matter. Dennis, besieged by the intricacies of Ayrton's dealings that year, allowed himself a smile.

'Ayrton was initially a little asleep,' he says, 'but make no bones about it, in that final qualifying session he gave it his best and was outqualified by a young tiger. That certainly got his attention and in the next ▶

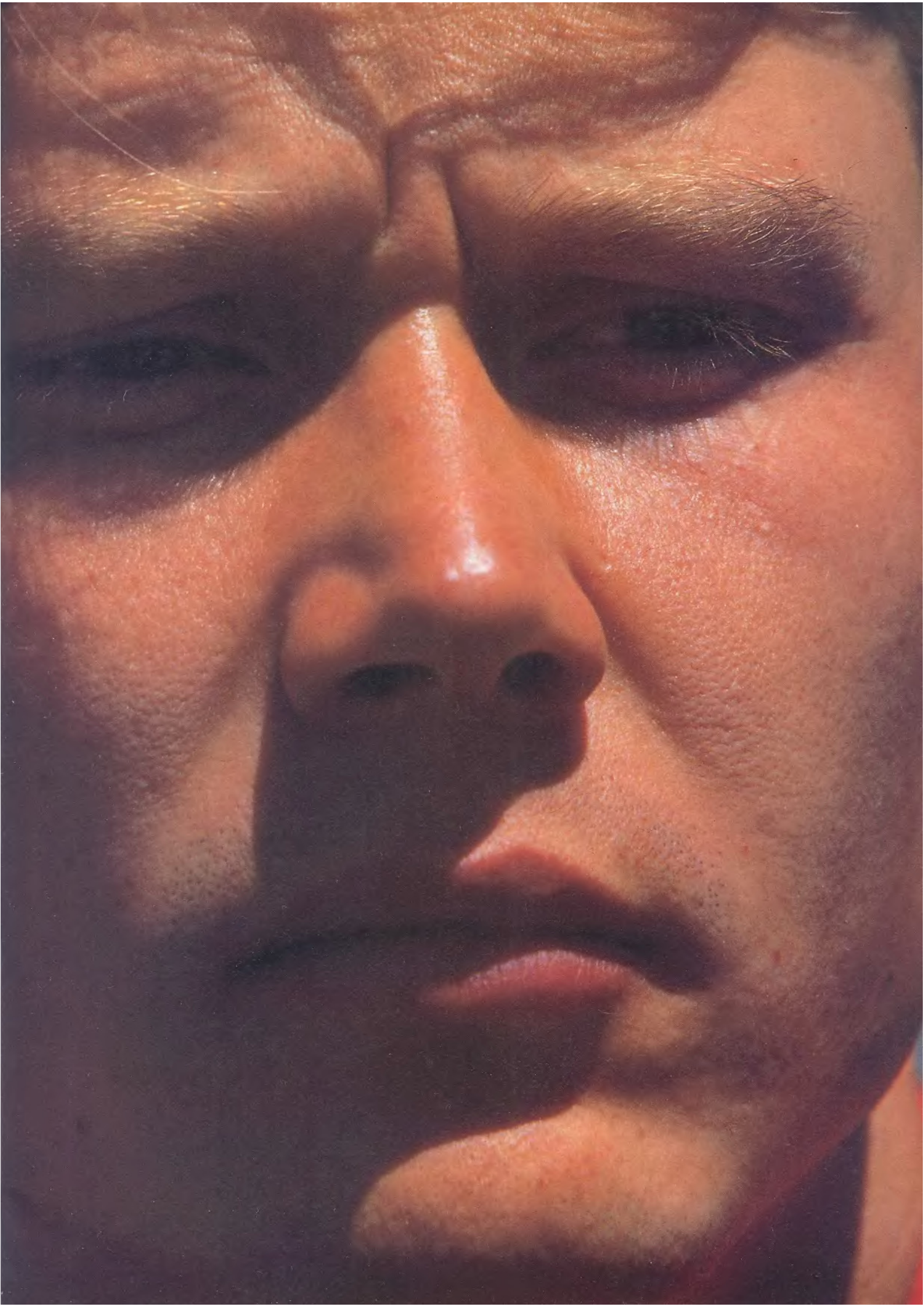


Marvin Elford

'Hakkinen is bringing loyalty and commitment to the team when we really need it. That doesn't go unnoticed'

RON DENNIS

Right: 'Mika's strength is his determination and focus,' says McLaren boss Ron Dennis. Above left: The new McLaren-Mercedes alliance will bring results - but with more than a half-century of F1 appearances, Hakkinen is still awaiting his first victory



◀ Grands Prix he put Mika in his place, but no one can take away the achievement of outqualifying Ayrton in Estoril.

'Mika is *very* quick,' the McLaren boss adds. 'He is a great talent. He will win Grands Prix and, I predict, world championships.'

A lot of people disagree with that. They have no problem with Hakkinen winning a race or two, but they doubt he has the mental capacity to sustain a title challenge.

'I'm not at all worried on that score,' Dennis asserts.

Dick Bennetts, Hakkinen's old F3 team boss, thinks Mika's raw talent is comparable with Senna's, even if his feedback and racing brain were not quite on a par.

'Mika had been driving a Dragon Reynard the year before and it was a bit of a disaster,' Bennetts recalls. 'I watched at Brands in the wet one day and it must have had an inch of preload on the front springs and was all over the place. Only his ability was getting it around the track. But when he got in our car he was immediately quickest. He won his first race for us with a new lap record.'

But there was also early evidence of hot-headedness and a lack of thought which a Prost could never have been guilty of, even at that stage of his career.

'One year on at Macau,' Bennetts goes on, 'he had pole and won the first heat. I'd explained to him about two-heat races but he had a four-second lead and backed it off to two seconds on the last lap. I had a go at him about that. Schumacher was second and Michael told me the next day that Mika was so much quicker around the back of the circuit that he had just been playing with him.'

'I told Mika that if Michael led the second heat, all he had to do was sit within two seconds and he'd win the race. "Yuh, yuh, yuh," he said. With five laps to go he started to close in and was within 1.5s. Four laps to go he's one second behind, three laps to go he's half a second behind, two laps to go he's right on his gearbox - and then he tried to pass Michael down the straight.'

'Of course Michael didn't just pull over and wave him through, so Mika clipped his front wing on Michael's rear wheel. Exit one Mika Hakkinen. I didn't speak to him when he came back. He was in tears and I was almost the same. The race was in the bag and he'd chucked it away.'

'Then I found out that Lotus had been talking to him already. We were racing in Japan the following week and when I got to Fuji there was a message. I took it for him and told him that now I understood why he wanted to be the big star and had been trying to win both heats in Macau. "Oh no, no, no," he just said, quietly...'

Bennetts recalls that Hakkinen was totally forgetful about anything which did not involve racing.

'The guy is so laid back that he just ignored what immigration had been telling him since March. He didn't care about getting his passport stamped. So he got deported back to Finland and we had real problems getting him back into the country for a race.'

'But that takes me back to a day I'll never forget which just sums up his ability. He got back into London on the Friday lunchtime before an Oulton Park race. We had a Friday test and a Saturday race. His car sat there all Friday and he arrived at 4.30pm after a balls-out trip from Heathrow. He jumped into the car at twenty to five, bedded a set of pads, then we told him to go and have a run for 10 minutes. He went straight to P1. People had been pounding round all day and Dave Robertson, Steve's father, came down to me and said: "We're all just plonking, aren't we?"'

If Hakkinen's speed is undeniable, his car sorting ability is not legendary. He has been called a latter day Ronnie Peterson, and there was many a titter at the epithet 'test driver' when Dennis finally got Hakkinen's signature on a contract, after Mika had scored 11 points on the way to eighth place with Lotus in the 1992 championship. It seemed an obvious case of tying a driver up while Senna pondered his future and Michael Andretti made his ill starred trip across the Atlantic.

But, says Dennis: 'Drivers testing for McLaren are normally not required so much to sort out the car as to put miles on engines and various components. In those early days, what he could contribute in terms of setting the car up wasn't that important, but over the period he's been racing at McLaren he has matured well and has a pretty good feel for what the car is doing. However, right now is not a particularly good time for any driver or engineer to be trying to balance our car.'

“Right now is not a very good time for any driver or engineer to be trying to balance our car”
RON DENNIS



Jeff Boxham



Elford

Top to bottom: Mika Hakkinen battles with team mate Christian Fittipaldi in the 1990 British Formula 3 Championship, which the Finn won. Hakkinen's first taste of F1 came at Lotus, alongside Johnny Herbert (in car). Mika's career has seen plenty of incident - but boss Ron Dennis thinks a reputation for over-aggression is unjustified



Sutton

But what about the incidents and the criticism that Mika hasn't yet matured to the extent that his head overrules aggressive tendencies?

Dennis quickly comes to Hakkinen's defence: 'What you need as a Grand Prix driver is commitment and focus. Mika gives 100% all the time. If you can qualify in the top six and consistently gain places on the first lap, then I think that's an asset not a liability. I don't think that any recklessness people may believe he has is actually based on fact. Mika, to a certain extent, has picked up an entirely unjustified reputation for being over-aggressive.'

Eddie Irvine, for one, might reasonably dispute that, although Dennis was being non-specific when he added: 'Many of the incidents take place with drivers who consistently find themselves

running into the back of other drivers and blaming the man in front. Once a driver has the racing line and is more than half a car length in front, then it's for the driver behind to keep out of the way. That is often missed in trying to determine who is the culprit in racing incidents.'

Opinion about Monaco this weekend is divided. Some say the last thing you want around the streets of the Principality is an unbalanced MP4/10. Others point out that McLaren's weakness is sweeping high-speed corners, and that Monaco is Woking's best shot of the year.

Two things you can count on, however, are 100% commitment from Hakkinen, and the same from the team for a man that they know is the future. ■

GRAND PRIX '95

Street



fighter!

WHEN DAVID COULTHARD TAKES TO THE STREETS OF MONACO THIS WEEKEND, HE WILL BEGIN THE BIGGEST CHALLENGE OF HIS FORMULA 1 CAREER. HE TALKS TO ANDREW BENSON. PHOTOS: MARTYN ELFORD

As he gears up for his first taste of the legendary Monaco Grand Prix circuit this Thursday morning, David Coulthard is well aware that he's facing a challenge more difficult by far than any he's yet encountered in his brief Formula 1 career.

The twisty, narrow, unforgiving streets leave no margin for error, the merciless barriers ready to punish any driver who allows his car to slip off-line as sure as Curtley Ambrose does a tardy English batsman. Coulthard - a new Monaco resident - knows that his renowned talent for learning a circuit quickly will never be more important than this weekend.

'It's going to be one of the most difficult races of my career,' says the Williams star. 'On a street circuit you don't know, you're effectively driving blind. It's like going down a country road for the first time - you don't know what's coming around the corner, and you're kind of making it

up as you go along. It's just a question of how sharp you are on that day as to how quickly you drive the corners.

'At a normal track it will take between 15-20 laps to be within a second of what you'll probably manage in qualifying. You find a limit

when the car slides wide and you go over the kerb on the exit, or even into the gravel trap, at which point you know you've gone too fast.

'Here at Monaco, however, if you find that limit, you're already in the barrier. So it's a very disciplined way of driving, trying to guess where the limit is, but not actually finding it.

'You look at a circuit map from previous years, look at what gear the corner was taken in and so on, to try to build up a picture in your mind. But on a circuit like Monaco you cannot afford to make a mistake, and you've got the added pressure that you've only got 23 laps in the morning and 12 laps of qualifying - so I don't exactly have a lot of time to learn the track!

'I do learn circuits quickly, but I definitely go to Monaco a little bit more tense, a little bit more nervous about the fact that you can't afford to make a mistake. And hopefully that will mean I'm focused in the right way not to make any.'

In his favour, at least Coulthard can console himself to a certain ►

You're driving blind... You don't know what's around the corner, and you're kind of making it up as you go along

DAVID COULTHARD

THE SEASON SO FAR

DAVID COULTHARD IS HOPING FOR A WILLIAMS REVIVAL

It has not been an easy start to the season for David Coulthard. Only nine points and joint fifth place in the World Drivers' Championship after four races is considerably less than the Scot had been hoping for at the beginning of the year.

'I was aiming to be on the podium in every race,' he shrugs, having missed out on his self-imposed target at all but one Grand Prix so far. 'I've been happy with the speed, but disappointed by the results.'

And he does not hide his disquiet at the pace of Michael Schumacher and Benetton in Barcelona 10 days ago.

'If the form of Benetton in Spain is anything to go by,' he suggests, 'then we have a real fight on our hands. I didn't always agree with what everyone was saying at the start of the season - that the Williams looked so easy to drive and so on. It clearly was a very good car at the start of the year, and it still is a very good car. But now we've got to massage it in the right way to tune it into the circuits we're racing at. Benetton was able to do that at Barcelona and we just need to get ourselves back on top.'

Although David's tonsillitis held him back in Spain - 'when I went out for qualifying it wasn't flowing, everything was a bit out of synch, I was seeing each corner by itself, rather than as a circuit' - he says he had suspected that the team might have some problems there.

'Ferrari and Benetton seemed to make more progress than us in testing after the San Marino Grand Prix, so we were a little bit concerned going to Barcelona. And I was a worried about the nature of the circuit with the long fast right-handers - I thought it would be a difficult race. I didn't, however, expect the Ferraris to be in front of us, even though I thought it would be very close in qualifying again.'

'And Schumacher's turnaround in form certainly impressed us - the speed he was able to run considering he was doing two stops and we were doing three. If we are able to turn around as quickly as Benetton did in Spain, we should be fairly dominant in Monaco...'

For this weekend, he is hedging his bets. 'On Barcelona's performance, you've got to say that Michael is the favourite. Damon will be pushing very hard and on past qualifying form, you've got to say that Mika Hakkinen will probably be a little closer to the front than McLaren has been in some of the qualifying sessions so far. It's difficult to say what the Ferraris will be like, but they were quick in Argentina, which is a tight, twisty track like Monaco, so they'll probably be right up there. There's also always a little surprise in Monaco, someone you wouldn't expect to be up there who manages to pull something out around this circuit...'

'And hopefully,' he adds almost as an afterthought, 'I'll be up there as well!'



◀ extent with the knowledge that, as far as street circuits go, he has history on his side. Back in 1991, he won the Macau Formula 3 Grand Prix at his first attempt - and anyone who has seen the 4.1-mile rollercoaster of a track near Hong Kong will realise that, in comparison, it makes Monaco look like the Hungaroring.

However, what makes Monaco so difficult is not so much the track itself, more the combination of the circuit and the sheer size, explosive power and speed of a modern Grand Prix car.

'The actual circuit cannot be as difficult to learn as Macau,' Coulthard says. 'It's not such a long lap and there are a couple of what look like fairly straightforward sections: the main straight, up the hill, and through the tunnel - which, although psychologically very difficult to go flat through, I'm sure, for the car itself is a fairly straightforward section.'

'But, even so, this is still the big one for me to learn. The Casino looks particularly difficult, because you've got the fast left and then the right that goes over a crest and then downhill on the exit. It looks like the left is probably the more difficult corner.'

'Into the swimming pool is also very tough. It's really quick there, and because you're coming round the first left at Tabac and then you have to brake as you turn in to the

second left, you're trying to find the limit of the car on lateral load - and if you do find it then the next thing you'll hear is crunching metal!'

The Spanish Grand Prix 10 days ago was not exactly the best confidence boost Coulthard could have asked for in the run up to Sunday's unique test. Williams, lacking grip in low-speed corners, was struggling to beat Ferrari, and was destroyed by the pace of Michael Schumacher's Benetton. David was suffering from a recurring bout of tonsillitis. And, to top it all, both he and team mate Damon Hill were hit by mechanical problems in the closing stages of the race - the Englishman on the very last lap.

Approaching Monaco wondering about your car's ability to hold the road into slow and medium-speed corners is just what a driver doesn't need - but Coulthard is not so sure that Barcelona performances should be taken as a reflection of the teams' relative potential this weekend.

'Monaco is a slightly different case because it's not a natural racing circuit. You're pushing the car to a limit, but it's not drifting through corners in the way it would be on a normal track - at least I presume that will be the case. It's just a matter of whether you achieve the balance within the weekend, and we simply didn't manage that in Spain.'

The Scot is aware, though, as Williams will be, that they must get the car dialled in quickly in

Above: A more sedate form of travel around the streets of Monaco, but David Coulthard will be attacking the Loews Hairpin (right) in anger this weekend. Below: The Williams has lost its title as the car of '95. Can it turn it around in Monaco?





COULTHARD'S MONACO

Monaco. The reason is the lack of overtaking opportunities.

'If you don't find the time in qualifying,' David warns, 'then you're stuck in traffic in the race, and, although a lot can happen, I just don't know where you can overtake in Monaco.'

In fact, he suggests, it takes something really quite special to overtake a rival on the streets of the Principality.

'One of the best overtaking manoeuvres I've seen for a long time was Martin Brundle going round the outside of Gerhard Berger last year into Mirabeau. Berger ran wide at the first corner, came back on in front of Brundle, who followed him up the hill through Casino. Berger then went to the inside to block Brundle - who just outbraked him around the outside. It took commitment and balls to do that because, if Martin got it wrong, he was in the barrier, so he thoroughly deserved second place.'

“You're trying to find the limit of the car and if you do then the next thing you'll hear is crunching metal!”
DAVID COULTHARD

Coulthard says he has been aiming for a podium place in every Grand Prix this year (see sidebar), and just because Monaco is nominally more difficult, that does not mean his sights are not set just as high this weekend.

'A podium would be a good result, but it won't be easy because the quick drivers who know the track well - people like Schumacher, Damon, Hakkinen, Berger and Alesi - will be pushing very hard.'

And can he win?

'We'll wait and see what happens, but I certainly don't think it's impossible. It would be absolutely fantastic. I'm based here now, I'm developing my life in and around this area, and I think it would make me feel even more at home, even though I already feel very relaxed and settled.'

'The best place to win for me would be the British Grand Prix - to win at my true home - but Monaco would be very special. Street circuits are regarded as "driver" circuits; I have a competitive car; and if we get everything right during qualifying, we can be there or thereabouts...'

Can anyone catch Schuey?

Michael Schumacher and Benetton stamped their authority on the field in no uncertain terms in the Spanish Grand Prix and on the strength of that result they look set to be the dominant factor in Monaco this weekend.

Schumacher is one of those drivers who suits the Monaco circuit, and in Barcelona the Benetton looked as if it was on rails compared to everyone else.

Schumacher's qualifying lap was very impressive, but I'm still astounded by the race pace he achieved, bearing in mind that he did two stops, and that he didn't make his first stop until very late, in comparison with other people, who were doing three.

Johnny Herbert's thoroughly deserved first podium will have given him a lot more confidence.

The only other car which was anywhere near as stable and consistent as the Benetton was the Ferrari, which should show a good turn of speed in Monaco.

I don't think the engine will be suited to the circuit, and I'm not so sure that Alesi's aggressive and energetic style of driving is what is needed over a race distance here.



MARK BLUNDELL

You tend to be better off being smooth but I could be proved wrong. But with all the Italian fans streaming across the border there will be plenty of support for him and for Gerhard Berger.

Williams no longer seem to be on top of the tree, and they will have to come up with something new to get a bit more speed again.

Coulthard is at Monaco for the first time, so he'll have to get to grips with that, but although Monaco is a tricky circuit, it shouldn't take him too long to get to know it. Damon will now be focused on getting back in command of the World Championship, which can only spur him on.

McLaren did a lot of work in the Barcelona test last week and made some progress - there's an excessive amount of development going on with the car, and people are working extremely hard - but compared to Williams and Benetton we've got a long way to go.

Mika Hakkinen will be exceptionally quick around here and the Mercedes engine should suit the circuit because it's got good driveability. And the chassis balance problems we have at the moment may not be such a hindrance in Monaco, where you can drive around things like that to a certain extent, although you still need to be in reasonable shape.

Nigel Mansell was extremely disappointed after Spain, but Monaco is the sort of place that will fire him up. He's led there before and he knows what it's like.

Of the rest, the Tyrrell might suit the circuit, and the Jordans will be up there, although they've still got work to do to make sure they are solid over a race distance.

Monaco always throws up a wild card, and the Footwork looks like a good chassis and a very good package, and it can't be far away from turning in a decent result.

The people at Ford must be itching for Sauber to get a good result after the success they had last year with Benetton. ■



- Thursday, May 25**
1200 Grand Prix de Monaco - first qualifying, live
2100 First qualifying, highlights
Friday, May 26
1200 First qualifying, highlights
Saturday, May 27
1200 Second qualifying, live
1730 Second qualifying, highlights
2100 Second qualifying, highlights
Sunday, May 28
1000 Grand Prix warm-up, live
1400 The Grand Prix de Monaco, live
2100 Monaco GP, highlights
Monday, May 29
0900 Monaco GP, highlights
2330 Monaco GP, highlights

- RADIO FIVE LIVE** (693/909 MW)
Thursday, May 25; Saturday May 27
 Qualifying updates on Sport on Five
Sunday, May 28
1430 Live commentary of the race with Simon Taylor

- BBC 2**
Sunday, May 28
1405 The Grand Prix de Monaco, live
2330 Monaco GP, highlights.

MARK BLUNDELL'S LAP OF MONACO

A tunnel and 2400 gearchanges

Monaco is like nowhere else in the world. It's a fantastic event and it's hugely exhilarating to drive a Grand Prix car around - although it's a long way from the safest place to do it.

One of the most incredible places is the tunnel. You go from daylight to pitch darkness to daylight, and at the end of it all you're doing 185mph - and still going around a corner. It's pretty sensational.

It's very easy to have an accident here. You've got to watch the kerbs, the manhole covers and keep the wheels off the barrier. If it rains, these cars are going



A maze of barriers await the F1 drivers in Monaco

to be a real handful.

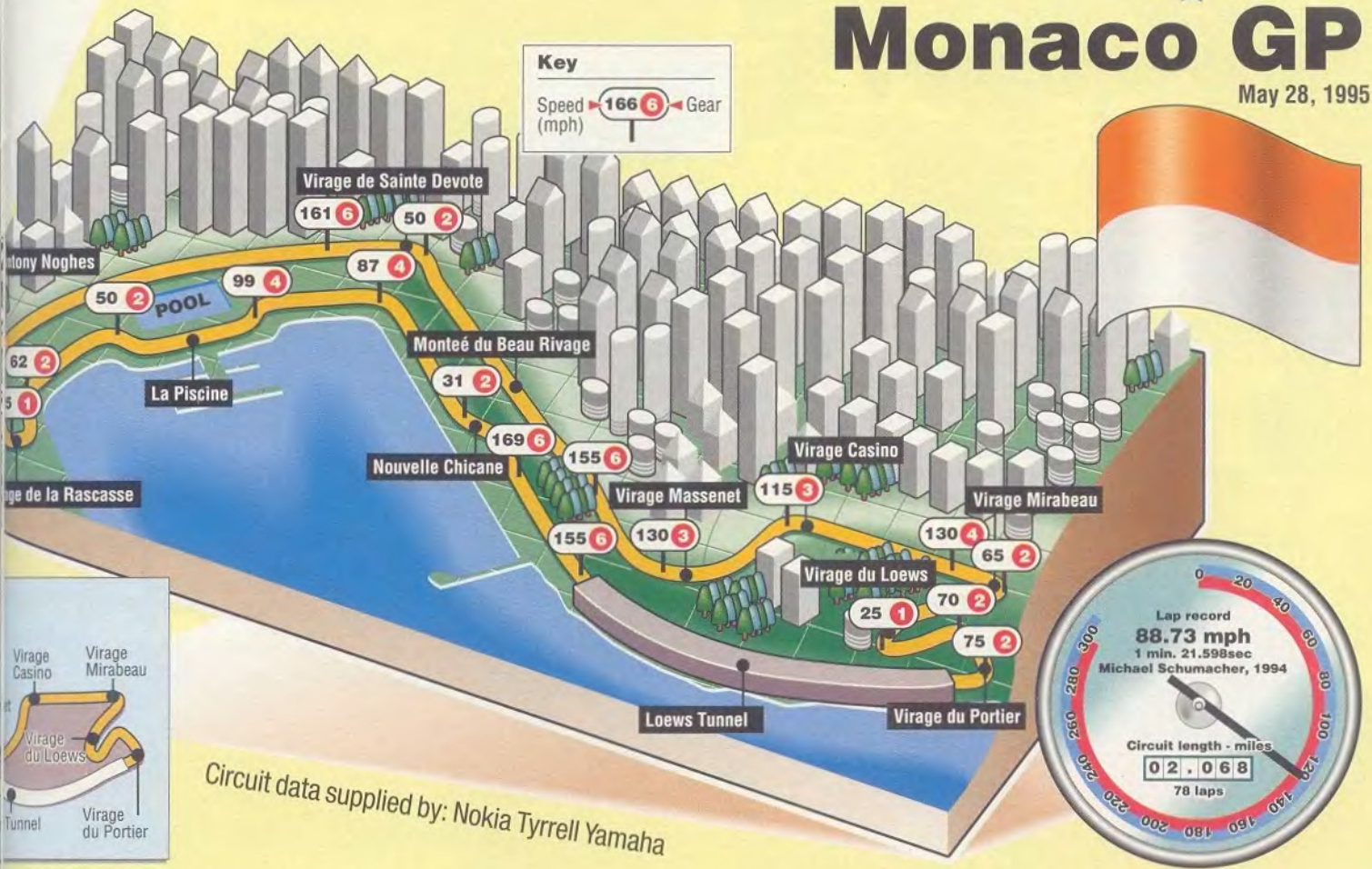
You do something like 2400 gearchanges during the race which lasts nearly two hours, so it's bloody hard work!

It's one of the rare tracks where you go down into first gear in a Grand Prix car - around Loews and Rascasse - and where you have to take your hands off the wheel and grab another handful of lock.

The Swimming Pool area is incredibly quick, with minimal room for error, and when you see a Grand Prix car through there or Casino Square - to hear the noise, smell the fuel, take in the atmosphere, watch the car pitching about, the driver struggling to keep it under away from the barrier, and keep his foot down - it's a very special feeling.

Monaco GP

May 28, 1995



World Championship betting

Pos	Driver	Odds
1	Michael Schumacher	4-5
2	Damon Hill	3-1
3	Jean Alesi	5-1
4	David Coulthard	6-1
5	Gerhard Berger	10-1
6	Johnny Herbert	25-1
7=	Mika Hakkinen	66-1
	Nigel Mansell	66-1
		100-1 bar

Pos	Driver	Odds
1	Schumacher	5-6
2	Hill	6-5
3	Coulthard	14-1

Schumacher is favourite both for the race and the title. Herbert, however, may be a good bet with the same odds as in Spain - 25-1.
Odds supplied by Ladbrokes, May 19, 1995

EXPERT OPINION



DENIS JENKINSON
Grand Prix consultant

The successful drivers at Monaco are those who drive in a smooth and relaxed manner and remember that

the race is won on the last lap and not the first, such is the rate of attrition.

Who will win the race is in the lap of the Gods, but I think that the front runners will be the two Williams, the two Ferraris and Schumacher's Benetton.

David Coulthard is showing signs of having the necessary qualities to win on his first visit to the track. He drives with a very cool head and has a shrewd brain to go with it, both important attributes here.

If Schumacher keeps going, then he will run away with the race, but I think he and Damon Hill might trip over each other early on. Damon is a bit like his father, Graham, who was never a natural driver but he has all the necessary qualities to win here.

Nigel Mansell won't go well here in his present form and I wouldn't put money on Hakkinen because he's too erratic.

The Ferraris will start well but will fade during the race. If the Jordans last the distance, then one of them could finish on the podium.

CURRENT POINTS

After 4 of 16 rounds

DRIVERS

1	Schumacher	24
2	Hill	23
3	Alesi	14
4	Berger	13
5	Coulthard	9
	Herbert	9

CONSTRUCTORS

1	Ferrari	27
2	Williams-Renault	26
3	Benetton-Renault	23
4	McLaren-Mercedes	6
5	Sauber-Ford	3
6	Jordan-Peugeot	2

WHAT HAPPENED LAST YEAR

Karl Wendlinger was left in a coma after crashing at the chicane during the first untimed practice session on Thursday morning, just a fortnight after the deaths of Roland Ratzenberger and Ayrton Senna at Imola.



Schumacher dominated last year's race

Schumacher took pole and led the race from start-to-finish after a first corner accident eliminated fellow front-row man Mika Hakkinen and Damon Hill, in the only Williams in the race.

Martin Brundle drove a storming race, finishing second for McLaren, 40s clear of Gerhard Berger's Ferrari.

Andrea de Cesaris finished fourth, subbing for the banned Eddie Irvine, while Michele Alboreto scored his final F1 point, finishing sixth for Minardi.

LAST YEAR'S TOP SIX

Pos	Driver	Fastest lap
1	Schumacher	1:21.076
2	Brundle	1:21.998
3	Berger	1:22.248
4	de Cesaris	1:23.978
5	Alesi	1:23.420
6	Alboreto	1:23.987



Herbert finished second in Spain

GRAND PRIX '95



Ferrari's Monaco winner

THE MOST USABLE FERRARI OF ALL TIME – THAT'S BOB MURRAY'S VERDICT
AFTER TAKING TO THE STREETS OF MONTE CARLO IN THE NEW F355 SPIDER

Will the Ferraris win in Monaco on Sunday? Have I got news for you: they've already won. They turned heads in Casino Square, kissed the kerbs through Mirabeau, and exalted in a multi-cylinder wail reverberating off the walls in the tunnel.

At La Rascasse they stopped the traffic, pure and simple, while the line up through Ste Devote – not exactly Schuey's – was at least bold, even if the driver of the rubbish truck in the middle of the road didn't appreciate it. Heavens, there

SPIDER MEN

SO YOU WANT AN F355? THE LEAST OF YOUR PROBLEMS WILL BE FINDING £89,000

According to Ferrari UK managing director Stuart Robinson, the 40 F355s Spiders destined for the Britain this year are spoken for already, and orders are currently running two years ahead.

Accurate or not, it's important for Ferrari that this is seen to be the case: the day its cars languish unsold in showrooms is the day it will have problems, so the figures are constantly being massaged to keep supply behind demand. Antonio Ghini, head of Ferrari's



F355 ownership to remain select

external communications, says: 'It is better for Ferrari to sell one less car than one more. It must be like a dream.'

Ferrari UK sales will, hopes Robinson, settle at around 250 cars a year (after 187 last year), which he sees as the natural level. For next year, the company hopes to sell 170 F355s, boosted by the arrival of the Spider. Unlike the rest of Europe, British Ferrari owners go for the convertible cars over the Berlinetta: Spider and GTS will outsell the fixed-head here by two to one.

Owners are using the cars more these days, too. Five years ago the average annual mileage of a mollycoddled British-owned Ferrari was just 3000; now it is closer to 4500 miles per annum. 'It reflects the extra usability of cars like the F355 and the 456,' says Robinson, who adds that the figures came to light in the first-ever market research undertaken into Ferrari ownership in this country. This also showed, to Robinson's surprise and delight, that owners are much younger than he had imagined, and that, on quality of service, Britain comes out near the top in Europe.

In Italy, meanwhile, the factory will produce about 3000 cars this year. It says it's less dependent on the Fiat Group now, making a profit in 1994 of \$6 million (£4 million) on turnover, for both road cars and the F1 team, of \$400 million. As ever, you must allow for a certain amount of creative Italian accounting.

The company seems clearer, too, about its mission in life, Ghini asserting that 'without the racing, Ferrari does not exist.'

'After Enzo's death the company started to lose reality. When Luca di Montezemolo arrived three and a half years ago, he made the company look forward, and made the cars easier to drive. Without him we don't know if Ferrari would have survived.'

was time to stop for coffee at Rosie's.

No, Schumacher's 1994 record, when he despatched the 2.06-mile Circuit de Monaco in 1m21s at 88.73mph, was hardly in danger. This was no Grand Prix, not even of the traffic lights variety - even they require some clear road to wind out through the gears. But the Ferraris were real nonetheless, even if not all of them were scarlet and none of them was a V12. The sun was shining, the yachts were in the harbour - it's just that some clot forgot to close the roads.

Which was just as well, actually. In an unheard of stroke for Ferrari, every day for a week, up to 55 journalists were due to be let loose around the principality in the latest model, the F355 Spider. Unheard of? Usually when Ferrari launches a new car, a chosen few get invited to Maranello for a ride and, if their luck is really in, a drive. But this was big-company, mega-launch mode, a PR-driven extravaganza of feasting and duck-down pillows at the Hotel de Paris.

The reason? After all this time, Ferrari reckons its new Spider is so easy to manage, so untemperamental and painless, that just about anyone can hop in and drive straight into an unknown city, or over a mountain pass. Even journalists.

It's true, too. Here is a well-mannered car, with, at low speeds, nothing jerky or heavy or clonky about it, and boasting the sweetest Ferrari gearchange ever. Compared with how even something as recent as a 348 would have been, it was little more demanding than driving a Toyota.

Ultimately, of course, even somewhere as evocative as Monaco gets pretty boring in a car with 109bhp per litre, second only in the non-turbo stakes to the mighty F50. There are only so many times you can impress yourself with fourth-gear pulling ability from 40mph. Even its bird-pulling ability, considerable from any speed, wanes. It's then you yearn for the sort of open road where you can use the 375bhp, pulling 8500rpm through the intermediates, and feeling the heat build in the Brembos and the distortion in the



This Prancing Horse is no bucking bronco

“Add the sort of emotion that Ferrari does so well, the smell, the touch and the sound, and you can see this car adds up”

fat Pirelli P-Zeroes as they cling to the bitumen.

But of course you would be disappointed if you found such a road. Against the onslaught of power steering, power seats, anti-lock brakes, airbags, electric hood, electronic suspension, air conditioning - purists, read no further - surely not even a Ferrari could remain intact, remain a Ferrari? Fine in California for

Californians, perhaps, but *please...*

A US special the Spider certainly is - half the production will cross the Pond - US sop it ain't. It'll do 0-62mph in 4.7s, the standing quarter in 12.9 and (the only figure I have trouble believing) reach 183mph. Whatever the top speed, this is all Ferrari, and then some: it goes so much harder, sings so much sweeter and hangs on so much longer than any of its V8 two-seat predecessors, it is almost embarrassing.

Were we all really fooled for so long? If the Spider came with a crashing ride, impossible seats and driving position, terrible build quality and propensity to flick its tail out - irretrievably - at the first sign of a corner, the conclusion would be the same: here is a great Ferrari, flawed, perhaps, but, well, no masterpiece is perfect is it?

Fact is the Spider, like the F355 Berlinetta, is pretty good at all those things, and certainly far better than in the past at making non-Italians comfortable and at giving the average driver at least a sporting chance if he over-cooks it. The Spider is also quite brilliant in its ride comfort and resistance to scuttle shake. It's not only as easy to drive as a Merc SL, it damn well feels nearly as strong, too.

Add the sort of emotion that Ferrari does so well, from the click-clack of the lever in the exposed metal gate to the smell, the touch and the sound of the thing, and you can see this car adds up. Big time. It must have been tough making it thus, but Ferrari should take heart: building a Ferrari to be Mercedes safe and strong must be an awful lot easier than building a Merc with a tenth of the character and verve of a Ferrari.

What compromises I wonder went into its make-up in order to make the Spider usable and friendly while keeping it a true Ferrari? By and large they don't show. If the seats were rather more all-embracing, and the steering was firmer, quicker and had more feel - yes, alas, this is ordinary steering, topped by an unforgivably ugly air bag wheel - you wouldn't be able to see the join at all.

Well, okay, you can with the hood, the one aspect that really does pander to the marketing guys. True, it's a trick piece of engineering, but the palaver it goes through when you hit the button - including moving the seats backwards and forward to make room - just to drop two square metres of fabric is a nonsense. Without an automated, SL-style rigid hood cover, you have to get out of the car anyway to put on the tonneau...

We shall forgive them for it. And also for the launch. Yes, it was great to be in Monte Carlo, but next time Ferrari, please, just you and me and a Spider for an hour at Fiorano. The Hotel de Paris I can live without. This car, I'm not so sure. ■



The F355 follows on from the likes of the 250 California and 330. Photos: Peter Burn

FANTASY GRAND PRIX H

Moyse scores win as

HOW DID YOU SCORE IN BRAZIL

Drivers

No	Selection	Pts	Total
1.	Schumacher	31	47
2.	Mansell	-4	-1
3.	Hill	16	77
4.	Berger	18	79
5.	Coulthard	1	16
6.	Alesi	3	78
7.	Herbert	21	44
8.	Hakkinen	3	44
9.	Barrichello	1	4
10.	Irvine	13	10
11.	Panis	20	34
12.	Frentzen	4	35
13.	Katayama	0	6
14.	Salo	3	21
15.	Brundle	2	2
16.	Wendlinger	7	2
17.	Martini	5	11
18.	Badoer	-3	3
19.	Morbidelli	3	3
20.	Verstappen	4	1
21.	Comas	0	0
22.	Blundell	0	18
23.	Noda	0	0
24.	Suzuki	0	25
25.	Belmondo	0	0
26.	Diniz	-5	23
27.	Beretta	0	0
28.	Collard	0	0
29.	Dalmas	0	0
30.	de Simone	0	0
31.	Gachot	0	-4
32.	McNish	0	0
33.	Montermini	0	11
34.	Gounon	0	0
35.	Lagorce	0	0
36.	Boullion	0	0
37.	Burt	0	0
38.	Krosnoff	0	0
39.	Martini	0	0
40.	Tarquini	0	0
41.	Villeneuve	0	0
42.	Magnussen	0	0
43.	Larini	0	0
44.	Nissan	0	0
45.	Lehto	0	0
46.	Lamy	0	0
47.	Inoue	0	-4
48.	Aiello	0	0

Chassis

49.	Benetton	20	41
50.	Williams	14	53
51.	Ferrari	14	66
52.	McLaren	-4	23
53.	Jordan	13	20
54.	Tyrrell	0	23
55.	Sauber	11	28
56.	Ligier	12	32
57.	Larousse	0	0
58.	Minardi	-3	-3
59.	Arrows	0	-4
60.	Pacific	-1	5
61.	Simtek	0	-6
62.	Forti	-5	6

Engines

63.	Renault	20	60
64.	Mercedes	0	30
65.	Ford Zetec	12	39
66.	Ferrari	16	68
67.	Yamaha	11	37
68.	Peugeot	14	26
69.	Mugen	13	50
70.	Ford ED	0	23
71.	Hart	0	0

No he didn't win. He didn't even come close. Indeed postman Rutherford will most certainly not be receiving his third set of prizes in a row. They are going instead to Brian Moyse of Aylesbury.

Brian, whose Matthew's Motors team was the top Fantasy league scorer after the Spanish Grand Prix in Barcelona with 83 points, wins a magnum of superb champagne from Moët et Chandon as well as the latest Formula 1 Scalextric set. And as if this wasn't enough, he has landed a Savane travel bag packed full of clothing from the Savane range.

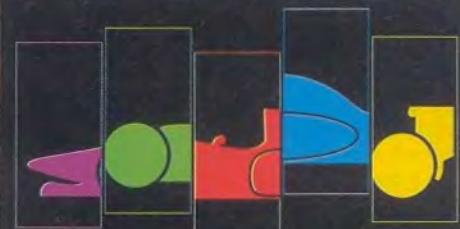
Despite his obvious surprise, Brian's Fantasy winning initiative was already coming into play when we spoke to him: 'It has come as a great shock to have actually won, but the timing is

just brilliant! It's my daughter-in-law Kathy's birthday, so the champagne will be used in double celebration. As for the Scalextric,' he concluded, 'I shall find it hard to keep it out of my grandson's reach.'

Mr Moyse's team of Olivier Panis, Karl Wendlinger, JJ Lehto, Jordan and Peugeot was obviously an effective combination in Spain, but it was by no means an exclusive one. Panis, Jordan and Peugeot featured in all 10 of Spain's highest scoring Fantasy teams.

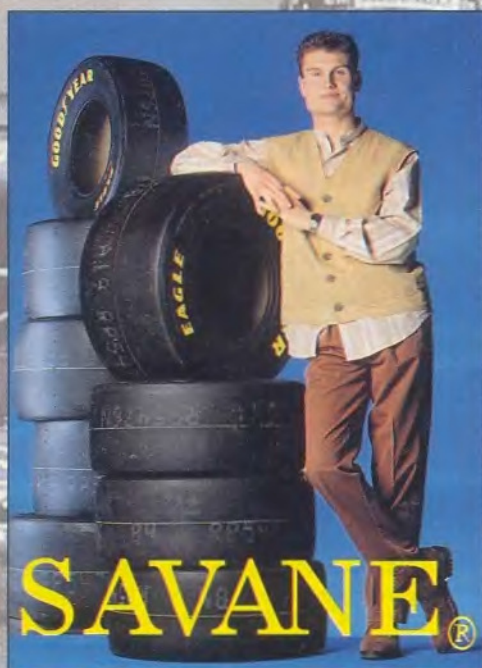
But, just in case the rest of you thought this might cause a shuffle in the ranks, we're here to inform you that Royal Mail's finest, Gary Rutherford, is still in there at the top of the Fantasy league table. The Edinburgh man, who has named his

FANTASY



GRAND PRIX

Jordan-Peugeot became a major Fantasy league force in Barcelona



Savane's range of garments is ideally suited to the globe-trotting Grand Prix lifestyle that allows little time for clothing care. Savane's unique Process 2000 gives the fabric an invisible carrier against wrinkles, so that after normal machine washing and drying garments are practically wrinkle free.



030th
Silverstone
British Grand Prix
14th-16th July 1995

SCALEXTRIC

Rutherford stays top

Zinnia Racing team after a colourful daisy, is a big Alesi fan and suffered huge disappointment at the demise of his Ferrari charge: 'I was up early to catch the warm-up on Eurosport, and the race itself was hell to watch. Still I know he'll win in Monaco.'

Michael Schumacher devastated the competition in Spain, but true to Fantasy form, he failed to make an impact on the league standings. One suspects he and his Benetton team may have been too pricy for most of you, thus that little French-Sicilian remains the most popular driver around.

● After much deliberating, and a great deal of soul-searching, the Fantasy team name we concluded to warrant two magnums of champagne was Mr M Taylor's Shamrock and Sushi Motorsport.

● If you have any queries please write to Jacqui Weston at AUTOSPORT.



Marlyn Elford

HOW DID YOU DO?

Here are the top Fantasy GP scorers

POS	TEAM NAME	TEAM OWNER	SCORE	POS	TEAM NAME	TEAM OWNER	SCORE
1	Zinnia Racing	G. Rutherford	192		KX200 International	R. Langridge	174
2	Team Tinacity	A. Green	191		The Glam Metal Drivers	D. MacFadyen	174
3	Anthony Mountford	A. Mountford	187		Jack Henry Racing	R. Powell	174
	Myrad Motors	P. Cowley	187		James Collin	J. Collin	174
	Alesi's Right Foot	S. Zacharet	187		Team Plank	R. Johns	174
6	Chubby Niggles F1	W. Johnston	186	51	Armadillo GP	M. Nash	173
7	Boo Radley Racers	J. Wood	185		Mad Caps GP	D. Mason	173
	Hopeless Racing	L. Madore	185		J W R Racing	J. Wright	173
	Tyre Smoke F1	B. Tew	185	54	More wings than a Dragonfly RA	T. Abraham	172
	Prancing Racing	B. McCausland	185		Mogsley's Winners	J. Pain	172
11	The Cassell Cadets	M. Cassell	184	56	Murray's Manic Screeches	W. Goodfield	170
	Total Fantasy Racing	K. Maycock	184		Where has all my money gone	J. Ridd	170
	St. Mirren are the Best	A. Wilson	184		J W D Racing	J. Dawkins	170
	Scarlet Lady	J. Martin	184		Jerpad Racing	J. Nolan	170
	Common Sence Racing	J. Klok	181		Tarmac Flavios	G. Garrett	170
	Cosa Nostra Racing	J. Graves	181		Australia here I come	M. Reeder	170
	Team Broadsword	B. Tew	181		Pit Lane Panic	P. Gormley	170
	Help Me Honda Racing	R. Moore	181		Farrini 4	A. Farrin	170
	Fisher Formula One Racing	Fisher	181		Italia Grand Prix	C. Garuzzo	170
20	Asrip	I. Hodges	179		Happy Racing	S. Hurry	170
	Late Entry	A. Hopwood	179		CD's Challenger	J. Rainer	170
	Piranha Clubbing	K. Tombeur	179		The Willie Wonkas	A. Anison	169
	Scotty's Streaker	S. McGarry	179		Morranello Racing	I. Close	169
	Philip Bull	P. Bull	179		Richard's Racers	R. Golding	169
	Charlie's Angels	C. Palmer	179		Only the Brave	H. Portlock	169
26	Smith Autos GP	B. Adams	178		The Danbury Hotspurs	D. White	169
27	Sunday Drivers 1	D. Wright	177	72	Dans Driving Force	C. Mallery	168
	Junglies	B. Woolven	177		Titus	Philip	168
	Battista Korsej	Battista	177		HMP 114	R. Hawks	168
	Benjamin Woolven	B. Woolven	177		Roadhog Motorsport	S. Chapman	168
	Nobbie's Elite Motorsport	E. Lofton	177		Trickiers GP Runners	M. Kirby	167
	Crash Test Runners	M. Blazier	177	76	Hanham Racing	P. Spanner	167
	Fruitcake F1	M. Taylor	177		Cousin's Polars	J. Cousins	167
34	Scuderia Hollandia	J. Dekker	176		Doughnut GP	C. Checksfield	167
	RB Reserves	R. Bate	176	80	Team G2	G., Howl	166
36	Big Blue Bandini	P. Thwaites	175	81	Sons of Monza	P. Omeara	165
	Forti Corse GP2	D. Bailey	175		Senna Honda & Friends	S. Hill	165
	Speedy Latin Lads	G. Kennercey	175		Fury Ecurie	C. Hill	165
	JMS Sport	R. Newman	175		Alesi All the Way	B. Woodley	165
	Crankshaft Cruises	P. Chaston	175		Chequered Flag Team	R. Bate	165
	EZ Pole Racing Team	P. Gray	175		Meschermitz A Go Go		
42	Alesi	A. Hopwood	174		Driving CL	A. Cole	165
	Alesi	A. Hopwood	174		Harrogon	C. Knowles	165
	MTS Sixers	M. Tyson	174				
	Autoprat	J. Collins	174				

CELEBRITY FANTASY LEAGUE

CELEBRITY LEAGUE STANDINGS

POS	TEAM NAME	OWNER	SCORE
1	Jensen's Drivetime	David Jensen	126
2	Mr Smith Racing	Simon/Kate Taylor	114
3	G-FORCE	James Thompson	113
4	OB1	Oliver Gavin	111
5	No guts, no glory	Robert Syngé	109
7	Y.O.E	Tony Fletcher	104
=	World Cup Winners	Gil de Ferran	104
8	Rees's Rockets	Gareth Rees	101

Leo Sayer SILVERBIRD RACING

Irvine, Brundle, Boullion
Arrows, Yamaha



A man who spends many an hour within the confines of the Grand Prix paddock is renowned singer Leo Sayer, but his team is yet to shine with a score of 45. 'Irvine will be the sensation of the season and Brundle is so reliable. The Arrows is a neat car and the Yamaha also runs like a train.'

John Cleland THE BORDER BANDITS

Irvine, Wendlinger, Gachot
Jordan, Peugeot



Having returned to form in the BTCC with the improved Vauxhall Cavalier, John Cleland is having less fortune in the Fantasy league with 54 points: 'I considered saving £1m and putting it on myself at Ladbrokes to win the BTCC title, but I knew AUTOSPORT would never send the cheque.'

THE ROAD TO F1?

F3 CHAMP JAN MAGNUSSEN HAD HIS BEST SHOWING YET

On a weekend when the latest youth development policies of Mercedes-Benz and Alfa Romeo paid dividends big time, Jan Magnussen was finally able to give a first hint of things to come.

Third in race one was followed by a seat-of-the-pants drive in the second to bring his damaged and understeering Mercedes home sixth after being rammed by Alessandro Nannini on the opening lap.

Until Mugello's ITC season-opener, Magnussen had been the sleeping giant of the Class 1 young guns. He was the one with the most impressive CV, coming hot from a record year in British Formula 3 and with a McLaren testing contract in his pocket. Yet he also seemed to be the one catching all the bad luck, being taken off by Gerd Ruch at Hockenheim and playing pinball in the Avus shunt. And, to make matters worse, he was struggling to get to grips with his Mercedes, while the likes of Dario Franchitti, Sandy Grau and Alfa's Giancarlo Fisichella supplied the shocks.

What's confused the issue is the fact that Magnussen was such a sensation in pre-season testing. He remains philosophical: 'Yeah, it all went really well in winter testing. But, you know, racing's racing and things happen. I thought my bad luck was out of the way after Hockenheim and it wasn't, so maybe it goes in threes, and it's all gone now?'

'I suppose after some of the luck I've been having,' he adds, 'a podium's a good result - but third is still just third. I enjoyed the battle with Dario and the Alfas in the first race, despite me having heaps of problems with the traction of my car. Then in the second, I had to work hard after losing the downforce at the rear and I made a couple of mistakes. Still, it was good fun and it was satisfying to be still fighting at the end.'

One thing that's certain is that Magnussen's future lies outside of the DTM and the ITC. Does this effect his approach to the job of racing tin-tops?

'I want to win in these cars - no question,' he explains. 'But sure, this isn't my future. My future's Formula 1 and this is a sort of stepping-stone. And because it's only for one season, I don't want to pick up some of the habits that you can get with touring cars, but you must not have for single-seaters. F1 is my priority.'

'But having said that, I really enjoy racing and driving the cars, plus it's teaching me a lot about the other aspects of racing - PR for instance. It's a really good experience for me and I'm happy with it.'

Franchitti ca

SENT TO THE BACK OF THE CLASS AFTER QUALIFYING, DARIO FRANCHITTI NETTED A SUPERB MAIDEN TOURING CAR WIN AT MUGELLO. LAURENCE FOSTER REPORTS

Same cars, same drivers. But a whole new arena and a whole new order as Class 1 touring car racing broke away from its DTM roots with the start of the

FIA's International Touring Car series at Mugello last weekend.

Scot Dario Franchitti endorsed the new spirit of internationalism with a remarkable maiden victory for Mercedes in race two - his sixth Class 1 start ever - ahead of Italian Formula 3 champion Giancarlo Fisichella's Alfa Romeo. And just to rub it in that youth was having its day, British F3 champion Jan Magnussen forgot his troubled start to Class 1 with his first podium.

But it wasn't a shut-out for the 'old-timers': Franchitti's team mate, Bernd Schneider, took the honours in race one and leads the ITC points after a third in race two, while the performances of Nicola Larini and Kurt Thiim showed there's life in the establishment yet.

Schneider took pole for race one and should have been joined by Franchitti on the first row, but for a ride height error that dropped the Scot to 16th. That left Thiim second on the grid, ahead of Jorg van Ommen's AMG car in a Stuttgart one-two-three.

Larini salvaged Alfa pride with fourth on the grid on its home turf, just ahead of Magnussen. But Opel's Calibra still struggles, with the best of them, Klaus Ludwig, in eighth.



Fisichella was Alfa's star

TOP 15 QUALIFYING

BERND SCHNEIDER (MERCEDES)	1:48.63
1:48.92	DARIO FRANCHITTI (MERCEDES)*
KURT THIIM (MERCEDES)	1:48.93
1:49.12	JORG VAN OMMEN (MERCEDES)
NICOLA LARINI (ALFA)	1:49.25
1:50.17	JAN MAGNUSSEN (MERCEDES)
ALESSANDRO NANNINI (ALFA)	1:50.44
1:51.14	STEFANO MODENA (ALFA)
KLAUS LUDWIG (MERCEDES)	1:51.59
1:51.75	BERND MAYLANDER (MERCEDES)
MANUEL REUTER (OPEL)	1:51.94
1:52.41	KEKE ROSBERG (OPEL)
UWE ALZEN (MERCEDES)	1:52.41
1:52.91	ELLEN LOHR (MERCEDES)
GIANCARLO FISICHELLA (ALFA)	1:50.28

* Relegated to 16th for ride height infringement

From race one's rolling start, the battle looked to be between Schneider and Thiim. But Thiim pulled off with a loose fuel coupling and left Schneider with a gap to van Ommen.

Behind, Larini led Alessandro Nannini, who in turn was ahead of Ludwig, Magnussen, Franchitti - who'd stormed through the field on the opening two laps - and Stefano Modena's Alfa. Soon Ludwig dropped back and Magnussen and Franchitti began to pressure Nannini, acting as a Larini buffer.

As half distance approached, the top three had all eked out buffers, while Nannini found himself at the head of a four-car pack as Modena

Dario Franchitti (right) became the youngest driver to ever win a Class 1 touring car race at the scenic Mugello circuit in Tuscany. Below right: Nannini's Alfa leads the Mercedes of Magnussen and Franchitti in the first race



latched onto Franchitti's tail. It was fluid stuff, with the defenders and attackers changing from corner to corner. But finally, Magnussen nipped down the inside of Nannini going into the first corner and pulled out some temporary space.

Lap 13, and van Ommen was out with a blown tyre, moving everyone up a place. But now, Magnussen was having to fight his car, and the triplets were back on his tail.

Into lap 17, Modena dived down the inside of Franchitti for fifth, but Franchitti held on and a couple of laps later went around the outside of Nannini into the right-hander after the pits to grab fourth. He'd have to be content with making up a dozen places as Magnussen clung on behind Schneider and Larini.

With the second grid decided on race one results, Franchitti was better placed to make an impression on his team leader. As the lights went green, Franchitti proved he'd mastered rolling starts, slotting into second ahead of Larini, Modena, Magnussen and Nannini.

The order soon changed as Nannini's Alfa rammed Magnussen. For the Dane, a damaged diffuser brought understeer and a change of game plan from attack to 'just hang on' mode, but heavy frontal damage spelled an end to Nannini's day.

At the front, Schneider stabilised his lead at around two seconds, with Larini, Modena and Magnussen a further five behind. Magnussen's idea of hanging on proved a little different from the normal definition



Schneider edges Thiim in the first start. Franchitti makes ground from his 16th slot

nes his teacher



and on lap five, he was through on Modena's inside into the first corner. The pair touched, Modena spun and was forced to pit for tyres.

The lead pace began to settle down a little now and Fisichella

started to reel in Magnussen. By lap nine, the Alfa youngster was in a position to challenge the Dane and made the place as Magnussen nearly lost it through the Esses.

Fisichella then took Larini with a

first corner special starting lap 13, while Thiim was scything through the field at an incredible pace. He had latched on to Magnussen by lap 14, and the pair soon hunted down Larini, who for the next five and 99 hundredths of a lap proved he could defend as well as anybody.

Just rewind a little and pan to the front, where the gap between Schneider and Franchitti was dropping as the German suffered increasing oversteer. Eventually, the Scot was waved through on lap 15 as Schneider's plight worsened.

The flying Fisichella demoted Schneider another place on 19. But with a comfortable cushion to fourth, Schneider was guaranteed third and the championship lead.

With only two laps to go, the drama wasn't: Fisichella was eating into Franchitti's lead, while Thiim saw his pressure rewarded and went fifth ahead of Magnussen as the Dane went wide on the final lap.

Over the line for the last time, Franchitti had a second over Fisichella, who was 0.68s clear of Schneider. Then came a gap of 1.1s to the battle for fourth, which resolved itself in the final inches. Thiim pulled out of the slipstream and it became a battle of the loud pedals, with the Mercedes getting it by one hundredth of a second.

It's Helsinki next, and the playing field's level, with everybody new to the street circuit. Will the new order get to rub it in in Finland? ■

MUGELLO (I)

May 21, International Touring Car Series, rounds 1 & 2, 2 x 20 laps – 2 x 65.20 miles

RACE 1

Pos	Driver (Nat)	Team/Car	Laps	Time/Reason
1	Bernd Schneider (D)	AMG/Mercedes C-Class	20	37:39.67
2	Nicola Larini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	20	37:45.10
3	Jan Magnussen (DK)	AMG/Mercedes C-Class	20	37:54.13
4	Dario Franchitti (GB)	AMG/Mercedes C-Class	20	37:54.77
5	Alessandro Nannini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	20	37:56.24
6	Stelano Modena (I)	Euroteam/Alfa Romeo 155 V6 TI	20	37:56.70
7	Giancarlo Fisichella (I)	Alfa Corse II/Alfa Romeo 155 V6 TI	20	38:02.64
8	Klaus Ludwig (D)	Rosberg/Opel Calibra V6	20	38:07.90
9	Manuel Reuter (D)	Joest/Opel Calibra V6	20	38:08.26
10	Ellen Lohr (D)	Zakspeed/Mercedes C-Class	20	38:20.55
11	JJ Lehto (SF)	Joest/Opel Calibra V6	20	38:23.68
R	Jorg van Ommen (D)	AMG/Mercedes C-Class	13	Puncture
R	Keke Rosberg (SF)	Rosberg/Opel Calibra V6	7	Clutch
R	Michele Alboreto (I)	Schubel/Alfa Romeo 155 V6 TI	7	Gearbox
R	Kurt Thiim (DK)	Zakspeed/Mercedes C-Class	2	Fuel system

RACE 2

Pos	Driver (Nat)	Team/Car	Laps	Time/Reason
1	Dario Franchitti (GB)	AMG/Mercedes C-Class	20	37:27.74
2	Giancarlo Fisichella (I)	Alfa Corse II/Alfa Romeo 155 V6 TI	20	37:28.74
3	Bernd Schneider (D)	AMG/Mercedes C-Class	20	37:29.42
4	Kurt Thiim (DK)	Zakspeed/Mercedes C-Class	20	37:40.73
5	Nicola Larini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	20	37:40.74
6	Jan Magnussen (DK)	AMG/Mercedes C-Class	20	37:41.99
7	Jorg van Ommen (D)	AMG/Mercedes C-Class	20	37:52.31
8	JJ Lehto (SF)	Joest/Opel Calibra V6	20	37:52.71
9	Uwe Alzen (D)	Persson/Mercedes C-Class	20	38:07.67
10	Bernd Mayländer (D)	AMG/Mercedes C-Class	20	38:07.94
11	Stefano Modena (I)	Euroteam/Alfa Romeo 155 V6 TI	20	38:15.87
12	Christian Danner (D)	Schubel/Alfa Romeo 155 V6 TI	20	38:41.11
R	Ellen Lohr (D)	Zakspeed/Mercedes C-Class	13	Power steering
R	Alessandro Nannini (I)	Alfa Corse/Alfa Romeo 155 V6 TI	0	Accident damage
R	Klaus Ludwig (D)	Rosberg/Opel Calibra V6	0	Handling

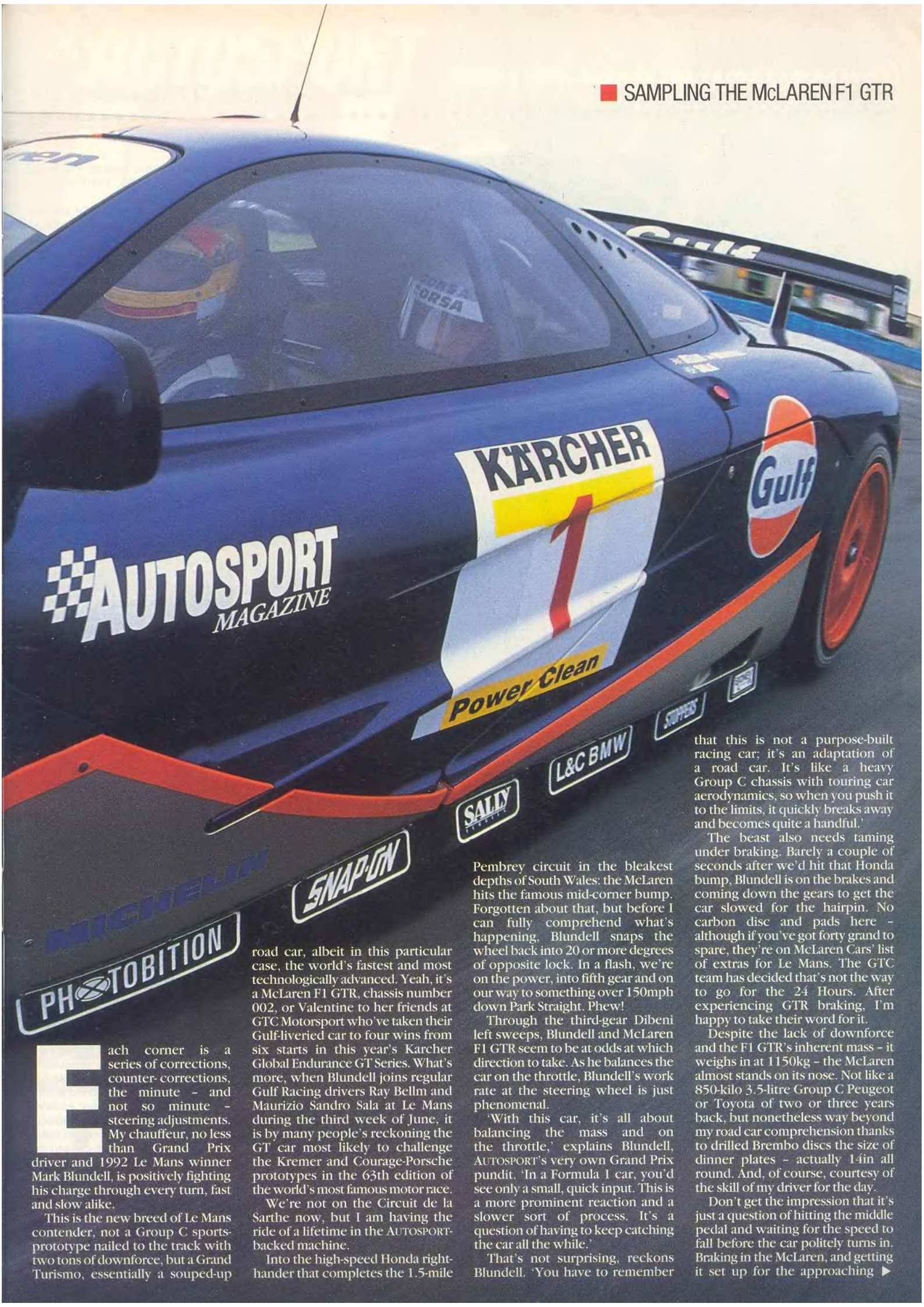
Average speed: Race 1 – 103.84mph; Race 2 – 104.39mph. Fastest laps: Race 1 – Schneider, 1:50.47, 106.21mph; Race 2 – Modena, 1:50.19, 106.48mph. Championship positions after 2 of 6 rounds – Drivers: 1, Schneider, 32pts; 2, Franchitti, 30; 3, Larini, 23; 4, Fisichella, 19; 5, Magnussen, 18; 6, Thiim, 10; etc. Scoring system: 20-15-12-10-8-6-4-3-2-1. Next rounds: Helsinki (SF), June 4

LE MANS SPECIAL



Gulf Scream!

MARK BLUNDELL IS PLANNING TO WIN NEXT MONTH'S LE MANS 24 HOURS IN A McLAREN F1 GTR. WE SENT GARY WATKINS TO FIND OUT WHAT IT WILL BE LIKE. AND HE'S STILL SMILING NOW



AUTOSPORT
MAGAZINE

KÄRCHER

Gulf

Power Clean

L&C BMW

SALY

SNAP-ON

PHOTOBITION

Each corner is a series of corrections, counter-corrections, the minute - and not so minute - steering adjustments. My chauffeur, no less than Grand Prix driver and 1992 Le Mans winner Mark Blundell, is positively fighting his charge through every turn, fast and slow alike.

This is the new breed of Le Mans contender, not a Group C sports-prototype nailed to the track with two tons of downforce, but a Grand Turismo, essentially a souped-up

road car, albeit in this particular case, the world's fastest and most technologically advanced. Yeah, it's a McLaren F1 GTR, chassis number 002, or Valentine to her friends at GTC Motorsport who've taken their Gulf-liveried car to four wins from six starts in this year's Kärcher Global Endurance GT Series. What's more, when Blundell joins regular Gulf Racing drivers Ray Bellm and Maurizio Sandro Sala at Le Mans during the third week of June, it is by many people's reckoning the GT car most likely to challenge the Kremer and Courage-Porsche prototypes in the 63th edition of the world's most famous motor race.

We're not on the Circuit de la Sarthe now, but I am having the ride of a lifetime in the AUTOSPORT-backed machine.

Into the high-speed Honda right-hander that completes the 1.5-mile

Pembrey circuit in the bleakest depths of South Wales: the McLaren hits the famous mid-corner bump. Forgotten about that, but before I can fully comprehend what's happening, Blundell snaps the wheel back into 20 or more degrees of opposite lock. In a flash, we're on the power, into fifth gear and on our way to something over 150mph down Park Straight. Phew!

Through the third-gear Dibeni left sweeps, Blundell and McLaren F1 GTR seem to be at odds at which direction to take. As he balances the car on the throttle, Blundell's work rate at the steering wheel is just phenomenal.

'With this car, it's all about balancing the mass and on the throttle,' explains Blundell, AUTOSPORT's very own Grand Prix pundit. 'In a Formula 1 car, you'd see only a small, quick input. This is a more prominent reaction and a slower sort of process. It's a question of having to keep catching the car all the while.'

That's not surprising, reckons Blundell. 'You have to remember

that this is not a purpose-built racing car; it's an adaptation of a road car. It's like a heavy Group C chassis with touring car aerodynamics, so when you push it to the limits, it quickly breaks away and becomes quite a handful.'

The beast also needs taming under braking. Barely a couple of seconds after we'd hit that Honda bump, Blundell is on the brakes and coming down the gears to get the car slowed for the hairpin. No carbon disc and pads here - although if you've got forty grand to spare, they're on McLaren Cars' list of extras for Le Mans. The GTC team has decided that's not the way to go for the 24 Hours. After experiencing GTR braking, I'm happy to take their word for it.

Despite the lack of downforce and the F1 GTR's inherent mass - it weighs in at 1150kg - the McLaren almost stands on its nose. Not like a 850-kilo 3.5-litre Group C Peugeot or Toyota of two or three years back, but nonetheless way beyond my road car comprehension thanks to drilled Brembo discs the size of dinner plates - actually 14in all round. And, of course, courtesy of the skill of my driver for the day.

Don't get the impression that it's just a question of hitting the middle pedal and waiting for the speed to fall before the car politely turns in. Braking in the McLaren, and getting it set up for the approaching ▶

◀ corner, concentrates the mind. 'You're trying to stop 1150kg with no downforce as such, and only using the brakes and the engine,' says Blundell. 'It certainly tracks around a lot; there's quite a bit going on, as you can see.'

And do we have to lose some speed for the perhaps appropriately named Hatchets Hairpin? It really is a hairpin and quite often does the kind of job its name implies on visiting race cars, from Formula 3 down. Blundell throws off the speed and piles on the lock, retaining contact with the suede-covered steering wheel - no dinky little single-seater tiller, but a mansize wheel, perhaps 12in in diameter - with his thumbs only. The revs drop as we manoeuvre around the hairpin at what feels like walking pace, the V12 rasp from the bespoke 6.1-litre BMW engine just inches behind by right ear falling strangely quiet.

No buzzing racing engine this; once Blundell stamps on the gas pedal, there's not a moment's hesitation before the power comes in. No matter how low the revs, the engine just pushes the car effortlessly towards the next corner.

That's a testament to Paul Rosche and the boys at BMW Motorsport. The regulation 39.4mm diameter Le Mans air restrictors mean the race V12 pushes out an official nine horsepower more than the road car's 627bhp. The torque remains phenomenal, too - nearly 500ft lb all the way from 4000 to 7000rpm. Ask anyone who's driven one of the seven F1 GTRs built so far what they like the most, and to a man - Bellm, Sala, Bell, Bell (that's Derek and Justin), through to gentleman racers Dr Thomas Bscher and Lindsay Owen-Jones - they come back with words like 'engine', 'torque' or 'tractability'.

Our man Blundell describes the power delivery as 'very, very linear'. He says that the power starts down in the 1500-2000rpm range and 'won't falter all the way up to 7000-7500rpm'.

So confident is McLaren and BMW of this powerhouse of an engine, that its Weismann-designed synchro 'box comes with just six forward ratios. These half a dozen cogs do the job for the wide expanses and flat-out blasts of Le Mans, and just as easily cope with the tight hairpins and narrow twists of Pembrey.

I don't really know what the figures mean, but I have my own story of the Type S70/2 BMW V12 to tell.

After our 'fast' run, I get two more slow laps to savour the experience, as our lensman hangs out of the boot of a road car just inches from the F1 GTR's nose. He's got his picture, he waves us past, and with the engine burbling high up in the rev range, the power comes in like a kick in the back



Elford



Elford

It's a tight fit (top), but once we're in, there's no way Autosport is going to miss out on the story of how Blundell (above) gets the F1 GTR around Pembrey - and Le Mans

from a brewery shire horse.

For Blundell and his co-drivers, this fabled torque could be a Godsend in the hours leading up to four o'clock on Sunday, June 18. Scan down the results from a Le Mans 24 Hours, and you'll see the words 'gearbox' and 'transmission' printed with alarming regularity alongside those who trudged home long before the chequered flag was even unfurled.

Blundell again: 'When you can use a higher gear in a particular corner and allow the engine to pull you through, that's one less shift. Repeat that several times a lap over 24 hours, and it adds up to a big saving on wear and tear on

“The half dozen cogs do the job for the flat-out blasts of Le Mans, and cope with the twists of Pembrey”



Jeff Blaxham

Blundell's first acquaintance with the F1 - road or race - came at Le Mans for April's pre-qualification day. But he still set fastest McLaren F1 GTR time with a 3m57.9s lap

the gearbox and brakes. For long-distance racing, the BMW really is an excellent engine.'

It's a unit that will take the F1 GTR up to 195mph on the famous Mulsanne Straight at Le Mans. At Pembrey we don't come close to that, but the 7000rpm in fifth I saw down the back straight equates to a cool 170mph. And that straight has its very own kink, requiring a 'dab on the brakes for security', unlike its more famous counterpart on the now chicane-interrupted Mulsanne.

The F1 GTR must be the perfect vehicle in which to witness a master at his art. Sitting in a three-seater remember, with the driver plumb in the middle, I not only get a change of horizon every couple of seconds or so. I also have a grandstand view of Blundell doing what he is no doubt - or certainly should be - paid handsomely for.

For that I have to thank McLaren Cars technical director Gordon Murray's packaging, and imagination. I'm on Blundell's left where one passenger goes in the road-going F1. Almost looking over his shoulder, my face is a foot or so behind the lightweight racing seat. It's almost the same view you get every other weekend during the summer on BBC *Grand Prix*. But I am here, a living in-car camera, not just seeing, but also smelling and feeling. More so the latter, because sans seat, my butt is squeezed directly into the F1 GTR monocoque. My senses are taking a force-10 battering.

Gone are the creature comforts of the road car, the stripped-bare interior is nearly all carbon and composites, as black as the South Wales day outside. There's an array of switches, an intelligent dash and, in the other 'passenger' seat, the car's complex electronic systems that wouldn't look out of place in a fighter-bomber. It all adds up to give the inside of the McLaren a slightly sinister feel.

My five minutes cramped up in this environment come to an end, the door which swivels up at 60 or so degrees, opens courtesy of GTC boss Michael Cane, as ever clipboard in hand. Immediately the smell from the McLaren's hard-worked Michelin fills my helmet. I clamber out to Cane's words: 'Fastest lap of the day - fifty-eight point two.'

I'm grinning like a Cheshire cat; Blundell looks faintly bemused. How can I be impressed, when he knows he hasn't even sniffed at the limits of his Le Mans mount around this Mickey Mouse circuit? Blundell is more concerned about keeping £775,000 worth of race car out of the oh so close Pembrey tyre barriers just a month and a day before the Le Mans 24 Hours than giving me a fright.

And that's not to mention avoiding risk to life and limb of one frail journalist sliding about in the space where the pits-to-car radio should go. ■

The ultimate experience?



ANDREW FRANKEL
Road Test Editor
Autocar

Weissach is an odd place. To the casual visitor, it's just another one of the myriad small villages that dot the outskirts of Stuttgart. But if you know where to look, up on the hill in whose shadow the town lies, you'll find Porsche's proving ground.

Anyone who tells you the German motor industry has no heart has not been here. The people who work here are as nuts about fast cars as those who work at Maranello. And if the Porsches they develop are any more compromised than their rivals' at Ferrari, it is only because the Men in Suits at Porsche HQ say they should be. Most of the time.

Just occasionally, the boffins at Weissach are allowed to forget marketing, airbags and bringing a job in on budget, and are allowed to show us what they can really do. All they really need is an excuse.

The excuse provided by the class conquering 911 GT2 scarcely needs explanation in this magazine. With Le Mans just weeks away, road-going versions are starting to trickle out of the gates at Weissach. They cost £131,000, there will be just 50 and, as I write, all but five have already been sold.

The street GT2 is a brutal machine, with a chassis as savage as an early 911 Turbo but with seventy per cent more power in the boot. Its twin-turbo flat six has 430bhp, perhaps 50 horses shy of the race-car - but with a kerb weight rather less than that of a VW Golf VR6 and the

public road as your playground, it's enough. Enough, I'll bet, to push it past 60mph in a lot less than four seconds, and on to 100mph in under nine. The same rule applies to this GT2 as the racer: if you want to go faster, you'd better buy a McLaren.

Even if you do, you'll never live as intensely in the F1. The McLaren doesn't have suspension so stiff

the car ricochets off every bump, nor does it play Russian Roulette with you if you make a mistake mid-corner. Find a line tightening unexpectedly, or the nose understeering a shade off course, and the GT2 will spin the barrel and point the muzzle. All you have to do to pull the trigger is lift.

Most of the time, you'll wind off the lock and reapply the power before the tail has whipped round beyond reach. Misjudge it, though, and it will spin with all the viciousness of an old 911 - except, in the fat-tyred, broad tracked, solidly sprung GT2, you'll be travelling a sight quicker. I know, it got away from me more than once during my day with it, though only within the safe confines of a test track. I would never dare drive it so hard on the public road.

It is difficult to know what to make of the GT2. I have never driven another modern road car which demands so much of its driver, not even those few Jaguars, Ferraris, McLarens and Bugattis that profess to be as fast. Most are a picnic by comparison. But if that means the GT2 is dangerous and, in the hands of those with more money than sense or skill I truly believe it is, it also means that to those few quick enough to exploit its reflexes and master its maverick nature, something akin to the ultimate 20th century road car experience is there for the taking. All you need is £131,000 burning a hole in your pocket.

I returned the 911 to Weissach glad we were both in no more pieces than when we had left. Sitting here, a fortnight later, its memory still brews warm feelings in my mind. In times when being naughty has become so difficult you find yourself speeding between Gatsos just to keep your hand in, the GT2 took me back to a time when misbehaving wasn't merely easy, it was natural.

I am glad so few will be built; fifty is enough to show that the people of Weissach still know how to make ultimately exciting sportscars, but too few to pose a threat to the long-term preservation of the planet. I'm also glad it costs £131,000; for it means that, however tempted I am to have one, I will never, ever be able to do anything about it. Which, as I bear the long-term preservation of me even closer to my heart than the GT2, is no bad thing.

“The GT2 took me back to a time when misbehaving wasn't merely easy - it was natural!”

Guest Column moves to the back page



Naughty but nice. The GT2's twin-turbo flat six pushes this brutal machine past 60mph in well under four seconds - and on to 100mph in less than nine...
Photo: Autocar

Muller doubles up

YVAN MULLER AND BMW CLEANED UP IN THE FRENCH SUPERTOURISME ROUNDS AT DIJON, WRITES DANIEL ORTELLI

Yvan Muller had a great weekend at Dijon, winning both the third and fourth rounds of the French Supertourisme Championship for BMW, despite pressure from Eric Helary's Opel Vectra.

Muller had concentrated throughout qualifying on his race set-up, choosing to sacrifice a good grid position to save his tyres — always crucial on the fast Dijon circuit with its abrasive surface.

The series has just adopted the BTCC system of separate qualifying sessions for each of the separate races and F1 refugee Philippe Alliot took his first ever touring car pole in the first session — despite nearly destroying his Peugeot 405 in free practice the previous day.

Helary had a 1995-spec Opel Vectra for the first time and set the second fastest time. Completing a closely matched six-car bunch were Peugeot's Laurent Aiello, Opel drivers Jacques Laffite and Alain Cudini, and Muller. Philippe Gache was the only driver to try qualifying tyres and it proved a poor strategy for the Alfa Corse pilot who was only seventh fastest.

Helary badly wanted pole for race two and put in a great lap to beat the field by half a second. Alliot would join him on the front

row again ahead of Aiello, Cudini, Laffite, Muller and Gache.

Helary was fastest in the race morning warm-up, but Muller's form was already becoming plain as he set the second fastest time.

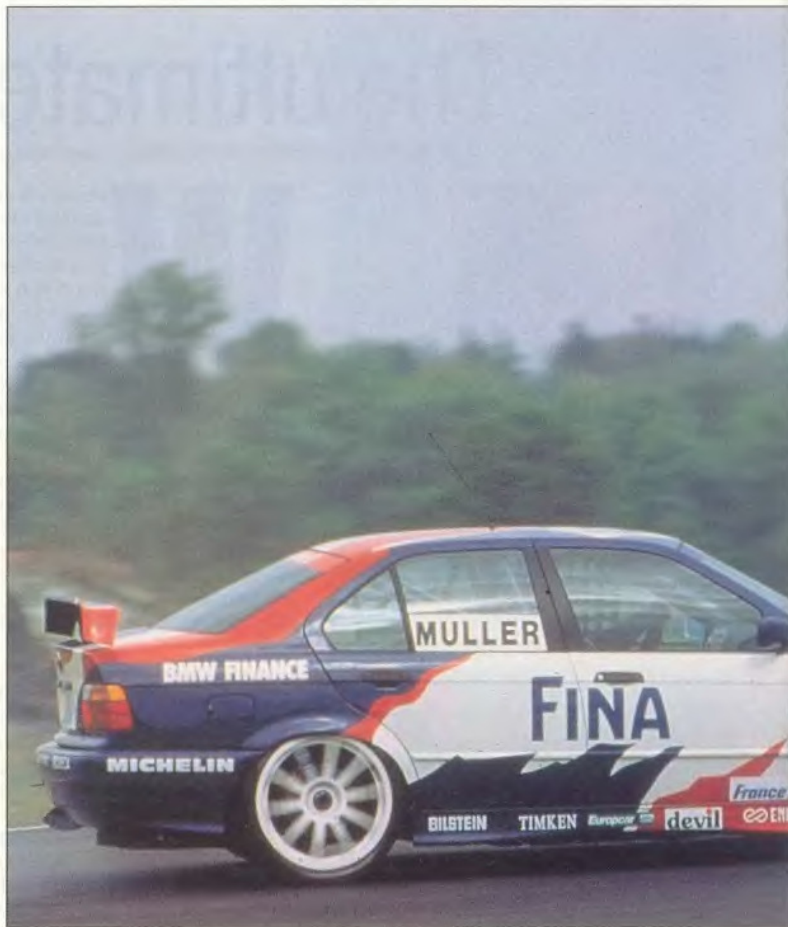
In race one, Muller's poor grid slot made no difference at all as a blinding start saw him take the lead at the first corner. Helary was on his heels immediately and was leading by the end of the first lap. But Muller was soon back ahead after taking the lead at the end of the long main straight.

Helary kept up the pressure, but Muller made no mistake and remained ahead to score his second win of the season.

Cudini brought his Opel home third, 10s behind the leading pair, but chased hard by Aiello. These two were followed home by a three-car train with three highly experienced drivers — Alliot, Gache and Laffite — scrapping like juniors throughout, to the delight of the large crowd.

Gerard Dillman won the privateer section from Stephane Ortelli and TV star Christophe Dechavanne, after William David stalled on the grid.

Helary went straight into the lead of the second race from pole,



Yvan Muller had to battle extremely hard for two wins at Dijon. Photo: Sutton Photographic

protected by Opel team mate Cudini from the attentions of the Peugeots of Alliot and Aiello.

Muller's start didn't compare with his race one blinder, but he was soon into fifth and harassing the Peugeots.

Alliot and Aiello had been unsuccessfully battling understeer all weekend and Cudini's Opel — fresh from the workshops — was in similar trouble. So Muller was soon

up to second and worrying Helary.

The 30,000-strong crowd was then treated to a superb lead battle. For 15 laps Muller and Helary were separated by no more than 0.3s and at the end of the long main straight there seemed to be no gap at all. But every time Helary just managed to brake late enough to keep Muller behind.

With three laps to go and Helary losing power due to electrical problems, Muller finally got past and cruised to the flag to win. Helary was a deeply disappointed second, but nevertheless very confident that he will soon win races in the new Vectra.

Gache took an encouraging third place for Alfa and announced that he would now definitely compete in the whole championship.

Further back, Ortelli took his first privateer win to make the Oreca BMW team's day.

FRENCH FORMULA 3

SECOND THREE TIMES THIS YEAR, LAURENT REDON FINALLY SCORED HIS FIRST WIN FOR WINFIELD

Laurent Redon took his first Formula 3 win at Dijon and in the process moved to the head of the French Championship table. An angry Alexandre Janoray was second — claiming that Redon had passed him under yellow flags — and Jesse Bouhet third after a strong race

following a poor start from pole.

Janoray took the lead at the start, but Redon and Elf-Winfield team mate Nicolas Minassian were working together to slipstream up onto his tail.

Redon took the lead on lap 3 and Minassian demoted Janoray further next

lap. But while Redon maintained his pace, Minassian's car was not working so well and he eventually dropped back behind both Janoray and Bouhet.

Pre-race points leader David Dussau had run fourth, but dropped out with engine problems.

■ Daniel Ortelli



Race winner Laurent Redon truly hit the front at Dijon. Photo: Sutton Photographic

FRENCH F3 CHAMPIONSHIP, ROUND 6, DIJON (F), 20 LAPS — 47.20 MILES, MAY 21 1, Laurent Redon (Dallara-Fiat F394), 25m25.13s, 111.47mph; 2, Alexandre Janoray (Dallara-Opel F394), 25m27.24s; 3, Jesse Bouhet (Dallara-Fiat F394), 25m28.24s; 4, Nicolas Minassian (Dallara-Fiat F394), 25m28.71s; 5, James Ruffier (Dallara-Fiat F394), 25m34.91s; 6, Soheil Ayari (Dallara-Opel F394), 25m40.91s; 7, Didier Andre (Dallara-Fiat F394), 25m41.88s; 8, Benjamin Roy (Dallara-Seymaz F394), 25m46.51s; 9, Anthony Beltoise (Dallara-Seymaz F394), 25m46.76s. **Fastest lap** Fabrice Walfisch (Dallara-Fiat F394), 1m15.27s, 112.93mph. **Championship positions** 1, Redon, 66pts; 2, Minassian, 65; 3, David Dussau, 63; 4, Janoray, 59; 5, Bouhet, 39; etc. **Next round** Pau, Jun 5.

FRENCH SUPERTOURISME CHAMPIONSHIP, ROUNDS 3 & 4, DIJON (F), 2 x 20 LAPS — 2 x 47.20 MILES, MAY 21 Race 1 1, Yvan Muller (BMW 318i), 28m46.68s, 98.46mph; 2, Eric Helary (Opel Vectra), 28m47.37s; 3, Alain Cudini (Opel Vectra), 28m57.26s; 4, Laurent Aiello (Peugeot 405 Mi16), 28m58.73s; 5, Philippe Alliot (Peugeot 405 Mi16), 29m01.28s; 6, Philippe Gache (Alfa Romeo 155), 29m01.85s; 7, Jacques Laffite (Opel Vectra), 29m02.42s; 8, Gerard Dillman (Opel Vectra), 29m24.54s; 9, Stephane Ortelli (BMW 318i), 29m35.17s; 10, Christophe Dechavanne (BMW 318i), 29m39.17s. **Fastest lap** Muller, 1m24.81s, 100.23mph. **Race 2** 1, Muller, 28m43.74s, 98.63mph; 2, Helary, 28m43.74s; 3, Gache, 28m46.47s; 4, Aiello, 28m51.87s; 5, Cudini, 28m54.33s; 6, Alliot, 28m58.42s; 7, Laffite, 28m59.12s; 8, Ortelli, 29m09.24s; 9, Dillman, 29.10.83s; 10, Dechavanne, 29m31.09s. **Fastest lap** Muller, 1m24.93s, 100.09mph. **Championship positions** 1, Muller, 35pts; 2, Cudini, 34; 3, Gache, 23; 4, Aiello & Helary, 20; 6, Alliot, 10; etc. **Next round:** Pau, Jun 5.

NASCAR WINSTON SELECT

Gold for Gordon

Enhancing his reputation as a young driver with a knack for winning big races, Jeff Gordon won all three segments of a typically wild all-star race under lights in Charlotte to claim \$300,000 in prize money.

In a three-part event designed for no-holds-barred racing, Dale Earnhardt, Darrell Waltrip, Dale Jarrett, Ken Schrader and Jimmy Spencer, among others, crashed out.

The exhibition race pays no championship points. The format is two 30-lap races followed by 10-minute periods in which teams are free to make changes to the cars in the pits before lining up for a restart. The final 10-lap segment pays \$200,000 to the winner. The first two segments pay \$50,000. Gordon became the first to win all three segments under the current format adopted in 1992.

Bobby Labonte won the pole, also decided by a special format of three solo laps and a two-tyre pit stop. But from the start, Gordon's Chevrolet, fastest in practice, was the one to beat.

From the outset, Earnhardt was most aggressive, tapping Rusty Wallace before taking a lead soon relinquished to Gordon who had a 3.2s margin over Ricky Rudd at the



Jeff Gordon has a habit of winning the big ones. This race proved no different. Photo: Paul Webb

end of the first segment.

The fans voted to invert the field for the restart of the second segment. Gordon, who led 49 of the 70 laps, won it after starting from the 20th and final spot. Earnhardt tapped Jarrett into a spin in that one.

Waltrip and Earnhardt tried to beat Gordon at the start of the final segment before he had a head of steam. The result was Earnhardt passing low, Waltrip high, then

those two crashing in Turn 3. From there, Gordon rode unchallenged to an easy victory over Sterling Marlin's Chevrolet.

NASCAR WINSTON CUP, EXHIBITION, CHARLOTTE (USA), 70 LAPS - 105 MILES, MAY 20 1, Jeff Gordon (Chevrolet Monte Carlo), 42m27.00s, 148.45mph; 2, Sterling Marlin (Chevrolet Monte Carlo), 42m28.07s; 3, Ricky Rudd (Ford Thunderbird), 70 laps; 4, Rusty Wallace (Ford Thunderbird), 70; 5, Geoff Bodine (Ford Thunderbird), 70; 6, Bill Elliott (Ford Thunderbird), 70; 7, Robert Pressley (Chevrolet Monte Carlo), 70; 8, Mike Wallace (Ford Thunderbird), 70; 9, Jimmy Spencer (Ford Thunderbird), 70; 10, Brett Bodine (Ford Thunderbird), 70. **Next championship round** Charlotte, May 28.



Pedro de la Rosa is becoming accustomed to winning in Japan. This was his third in four races

ALL-JAPAN FORMULA 3

Spanish steps

Spaniard Pedro de la Rosa made it three wins from four starts when he stormed the Japanese Formula 3 Championship round at Suzuka.

Starting from pole in heavy rain, de la Rosa controlled wheelspin best to make a break and then led all the way, leaving the others struggling in his wake. By the end of the race, he was 13s clear in his TOM'S Dallara-Toyota, with his Mugen-powered championship rival Satoshi Motoyama coming home second.

Third place and fastest lap went to Austrian driver Philipp Peter

who revelled in the wet as he climbed from seventh on the grid to third place by flagfall in his Opel-powered Tomei Dallara. 'I prefer the wet,' said Peter, 'because the Japanese engines are too strong for us in dry conditions.'

■ Jiro Takahashi

ALL-JAPAN FORMULA 3 CHAMPIONSHIP, ROUND 4, SUZUKA (J), 17 LAPS - 61.95 MILES, MAY 21 1, Pedro de la Rosa (Dallara-Toyota F395), Satoshi Motoyama (Dallara-Mugen F395), 41m08.90s; 3, Philipp Peter (Dallara-Opel F395), 41m10.47s; 4, Juichi Wakisaka (Dallara-Mugen F395), 41m14.24s; 5, Takeshi Soda (Dallara-Toyota F395), 41m16.69s; 6, Hiroki Kato (Dallara-Mugen F395), 41m24.86s; 7, Yuji Tatekawa (Dallara-Toyota F395), 41m47.78s; 8, Keiichi Nishinomiya (Dallara-Opel F394), 41m52.79s; 9, Takeshi Tsuchiya (Dallara-Toyota F394), 42m03.32s; 10, Takeshi Asami (Dallara-Mugen F393), 42m03.91s. **Fastest lap** Peter, 2m23.10s, 91.67mph. **Championship positions** 1, de la Rosa, 33pts; 2, Motoyama, 25; 3, Michigami & Peter, 11; 5, Katoh, 8; 6, Soda, 5; etc. **Next round** Aida, Jun 18.

ALL-JAPAN FORMULA 3000

CONTACT AT THE FRONT HELPED TOSHIO SUZUKI TAKE VICTORY

Mixed weather conditions afflicted the third round of the All-Japan Formula 3000 Championship at Suzuka, and through it all came 40-year-old Toshio Suzuki from sixth on the grid for victory. And this result moves him to within a point of the championship lead, which is held by the second driver home on the day, Tom Kristensen.

Takuya Kurosawa led the field away from pole on a damp track in his PIAA Reynard. Masahiko Kageyama held down second place from Kristensen for six laps, but then the Dane was by in his Cerumo-run Lola and chasing after the leader as the rain started to fall.

Meanwhile, Suzuki had worked his way up to third in his Hoshino Racing Lola by mid-distance. Then the pair in front touched at the chicane and spun. Suzuki needed no further asking and nipped by to win. 'He was blocking me on the straights,' said Kristensen, 'so I tried to outrake him at the chicane, but he turned in and we touched. He spun in front of me and I couldn't go anywhere until he moved.'

They rejoined in second and third, with Kurosawa closing in on Suzuki. But he spun and fell to fourth behind Kristensen and works Lola driver Mauro Martini who had driven well to complete a Lola one-two-three. The Italian had



Suzuki—sneaked by

done well to recover from a first lap spin that had dropped him back to 18th.

Last year's champion, Marco Apicella, had a poor time, having to pit for

a tyre change mid-race. American team mate Jeff Krosnoff qualified third, but he also made the wrong tyre choice before the race and had to call at the pits for another set of rubber.

British driver Andrew Gilbert-Scott had a miserable time, struggling to find grip in the ever-changing conditions, and finished out of the points in 11th.

■ Jiro Takahashi

ALL-JAPAN FORMULA 3000 CHAMPIONSHIP, ROUND 3, SUZUKA (J), 35 LAPS - 127.54 MILES, MAY 21 1, Toshio Suzuki (Lola-Mugen T94/50), 1h16m57.35s, 99.44mph; 2, Tom Kristensen (Lola-Mugen T94/50), 1h17m28.95s; 3, Mauro Martini (Lola-Mugen T95/50), 1h17m30.03s; 4, Takuya Kurosawa (Reynard-Mugen 95D), 1h17m38.07s; 5, Katsutomo Kaneishi (Lola-Judd T94/50), 1h17m52.60s; 6, Kazuyoshi Hoshino (Lola-Mugen T93/50), 1h18m09.23s; 7, Naoki Hattori (Reynard-Mugen 95D), 34 laps; 8, Marco Apicella (Reynard-Judd 95D), 34; 9, Hideki Okada (Lola-DFV T93/50), 34; 10, Masahiko Kondo (Reynard-Mugen 94D), 33. **Fastest lap** Suzuki, 2m05.94s, 104.16mph. **Championship positions** 1, Kristensen, 18pts; 2, Suzuki, 17; 3, Hattori & Kurosawa, 9; 5, Martini, 6; 6, Hoshino, 4. **Next round** Sugo, Jul 30.



Opel's Roberto Colciago holds off Antonio Tamburini and Rinaldo Capello in the first race. He won the second. Photo: Sutton Photographic

Pirro progresses

Audi's Emanuele Pirro and Opel's Roberto Colciago shared the spoils at Monza in the fifth and sixth rounds of the Italian Superturismo Championship.

Gabriele Tarquini qualified his Alfa on pole and led the first race

briefly, but retired with electrical problems. A storming drive in the second race netted fastest lap, but ended abruptly when the brakes failed and Gabriele went off into a sand trap.

Pirro took the lead of the first

race at the start, but after four laps diligent working of the slipstream, Tarquini hit the front. But the Alfa's glory was short-lived and on lap eight the electrical gremlins struck. Pirro went on to an easy win ahead of Colciago and Nord-

auto Alfa man Antonio Tamburini. Audi number two driver Rinaldo Capello was a charging fourth after starting at the back of the grid in the team's spare car.

In the second race, Pirro again led away, but this time he held it for just two laps before Colciago outraked him into the first chicane. Pirro was still in his slipstream at the chequered flag, but the Opel's superior top speed ensured that Colciago, RC Motorsport and Opel Italia took their first Superturismo win.

Capello was third this time, while Tamburini was caught up in a battle with the two BMWs of Emanuele Naspetti and Gianni Morbidelli. After a clash involving all three put Naspetti out, Morbidelli took fourth place and Tamburini fifth.

Julian Thomas

ITALIAN SUPERTURISMO CHAMPIONSHIP, ROUNDS 5 & 6, MONZA (I), 2 x 15 LAPS — 2 x 54.37 MILES, MAY 21 Race 1 1, Emanuele Pirro (Audi A4), 29m44.52s, 109.69mph; 2, Roberto Colciago (Opel Vectra), 29m47.80s; 3, Antonio Tamburini (Alfa Romeo 155), 29m49.79s; 4, Rinaldo Capello (Audi A4), 30m00.46s; 5, Gianni Morbidelli (BMW 318i), 30m00.75s; 6, Fabrizio Giovanardi (Alfa Romeo 155), 30m01.16s; 7, Emanuele Naspetti (BMW 318i), 30m21.40s; 8, Gherardo Cazzago (Alfa Romeo 155), 30m31.90s; 9, Felice Tedeschi (Alfa Romeo 155), 30m38.37s; 10, Danilo Mozzi (Alfa Romeo 155), 30m52.06s. **Fastest lap:** Giovanardi, 1m57.65s, 110.92mph. **Race 2** 1, Colciago, 29m39.80s, 109.98mph; 2, Pirro, 29m40.66s; 3, Capello, 29m49.61s; 4, Morbidelli, 30m05.07s; 5, Tamburini, 30m08.92s; 6, Paolo delle Piane (Alfa Romeo 155), 30m28.31s; 7, Tedeschi, 30m35.18s; 8, Yolanda Surer (BMW 318i), 30m38.89s; 9, Mauro Trione (Peugeot 405 Mi 16), 30m41.83s; 10, Moreno Söll (Alfa Romeo 155), 30m43.08s. **Fastest lap:** Gabriele Tarquini (Alfa Romeo 155), 1m36.86s, 111.67mph. **Championship positions:** 1, Pirro, 110pts; 2, Capello, 79; 3, Tamburini, 48; 4, Colciago, 45; 5, Tarquini, 44; etc. **Next round:** Imola, Jun 4.

REPORTS IN BRIEF

The Maserati Ghibli Open Cup race at Mugello provided excellent entertainment, and victory for Ermanno Martinello, but there was a brilliant battle for second between Cathy Muller, Beppe Schenetti and former F1 racer Arturo Merzario, which went Muller's way. The race had two guest drivers, with Alfa sports chief Giorgio Pianta spinning out of sixth, and Dane Kirsten Kolby spinning out of 10th.

Tim Fedewa scored his first Busch Grand National win on the tight oval at Nazareth. Doug Heveron was second and Johnny Benson third. Benson continues to lead Chad Little in the points standings.

Fermin Velez and Mauro Baldi won the 3-hour World Sports Car street race in Halifax, Nova Scotia aboard the Scandia Ferrari. Wayne Taylor started on pole, but could only finish third behind the John Paul Jr/Butch Leitzinger Riley & Scott in a race started by only seven WSC cars in the wake of the Road Atlanta shunt. James Weaver finished fourth.

Patrice Gay won the French FF1800 Championship race at Dijon for Mygale, making it his third win in a row. He headed home Sepp Koster's Swift and Cyril Prunet's Van Diemen.



Race winner Mike White heads Chris Aberdein in the first race. Photo: Colin Watling

SOUTH AFRICAN SUPER TOURING

Mikes light gloom

Teeming rain and bitter cold failed to deter an excellent crowd at Cape Town's Killarney circuit, where Mike White and Mike Briggs took a win apiece.

Audi's Chris Aberdein powered into the lead of the first race, but he spun off after a clash with Briggs's Opel at the first corner.

Briggs then drove away from the field to take the chequered flag first, but a 30s penalty for the Aberdein incident put him fourth and gave victory to White with Aberdein recovering to second.

In the second race, held in near darkness, Briggs soon hit the front and led to the flag. Terry Moss brought his Audi home second ahead of Steve Wyndham's Ford.

Colin Windell

SOUTH AFRICAN TOURING CAR CHAMPIONSHIP, ROUNDS 11 & 12, 2 x 15 LAPS, MAY 20, Round 11 1, Mike White (Toyota Camry), 20m34.33s; 2, Chris Aberdein (Audi 80), 20m48.26s; 3, Steve Wyndham (Ford Mondeo), 20m58.00s; 4, Mike Briggs (Opel Vectra), 20m58.07s; 5, Deon Joubert (BMW 318i), 21m22.11s; 6, Shaun van der Linde (BMW 318i), 21m32.77s; 7, Sarel van der Merwe (Ford Mondeo), 14 laps; 8, Heinrich Latagan (VW Jetta), 14; 9, Duncan Vos (Nissan Sentra), 14; 10, Kosie Swanepoel (BMW 325i), 14. **Round 12** 1, Briggs, 22m06.85s; 2, Terry Moss (Audi 80), 22m09.22s; 3, Wyndham, 22m23.88s; 4, van der Merwe, 22m34.25s; 5, White, 22m55.49s; 6, Leon Mare (Toyota Sprinter), 14 laps; 7, Vos, 14; 8, Latagan, 14; 9, Swanepoel, 14; 10, Nico van Rensburg (BMW 320i), 14. **Championship positions** 1, Briggs, 88pts; 2, McCleery, 38; 3, Moss, 28; 4, Joubert, 27; 5, van der Linde, 23; 6, White, 20. **Next round:** East London, Jun 11.

FORMULA ASIA

BRIAN SAUNDERS IS THE MAN TO BEAT IN ASIA

Brian Saunders stormed to two wins in the Formula Asia International Series at Sentul in Indonesia.

Driving for the Sonenscher Motor Racing Team, he was helped on his way by the actions of two others.

Poleman Alexander Yoong and Swede Niclas Jonsson clashed halfway around the opening lap, spinning off. Thus Saunders was left clear to win.

Local driver Roy Haryanto finished second, with Chandra Alim third. Yoong made it back up the order to fifth and Jonsson to sixth.

Saunders led away in the second race, chased by Yoong. But Yoong wasn't satisfied and moved in front of his team mate before retiring with a broken driveshaft. Saunders then came under attack from Jonsson, but the Swedish driver clipped Saunders and spun off, leaving the Briton clear.

FORMULA ASIA CHAMPIONSHIP, ROUNDS 3 & 4, SENTUL (IND), 2 x 14 LAPS — 2 x 34.45 MILES, MAY 21, Round 3 1, Brian Saunders, 21m50.20s, 94.67mph; 2, Roy Haryanto, 22m00.97s; 3, Chandra Alim, 22m02.78s; 4, Jimmy Low, 22m05.84s; 5, Alexander Yoong, 22m09.78s; 6, Niclas Jonsson, 22m16.45s; etc. **Fastest lap** Yoong, 1m32.32s, 95.97mph. **Round 4** 1, Saunders; 2, Alim; 3, Low; 4, Stanley Iriawan; 5, Ananda Mikola; 6, Alvin Bahar. **Championship positions** 1, Saunders, 67pts; 2, Haryanto, 55; 3, Alim, 47; 4, Low, 28. **Next round:** Shah Alam, Jul 23.



Jason Watt blasted away from the front row and was never headed as he won first time out for his new team. Photo: Ralph Hardwick

MEXICAN FORMULA 2

Victory for Cordova

Jose Cordova scored his first win in the Mexican Formula 2 Championship in scorching conditions at the fast Monterrey circuit in the mountainous Nuevo Leon region.

The Brazilian started from pole ahead of team mate Rafael Martinez with Jimmy Morales third. And this was how they ran in the opening laps, but then Martinez hit the front. However, disaster struck when they were lapping traffic and Martinez clashed with a backmarker, retiring with broken suspension. Thus Cordova took a lead he was not to lose.

Michel Jourdain Jr drove well to climb from fifth to second, while Gerardo Martinez bounced back from ninth to third, crossing the finish line at the front of a three-way group for third place that included Martiga team mate Fernando Plata and Ruben Garcia.

Plata, the 1989 British F3 Class B Champion, continues to lead the title race.

Patricia Brault

MEXICAN FORMULA 2 CHAMPIONSHIP, ROUND 3, MONTERREY (MEX), 40 LAPS - 74.40 MILES, MAY 21 1, Jose Cordova, 48m10.86s, 92.65mph; 2, Michel Jourdain Jr, 48m13.99s; 3, Gerardo Martinez, 48m16.42s; 4, Ruben Garcia, 48m17.11s; 5, Fernando Plata, 48m17.81s. **Championship positions** 1, Plata, 215pts; 2, Jourdain Jr, 162; 3, Garcia, 156; 4, Martinez, 132; 5, Gianfranco Cane, 115; etc. **Next round** Pachuca, Jun 11.

Watt a debut...

British Formula Ford Champion Jason Watt scored his first GM Euroseries win with a faultless lights-to-flag drive at Mugello.

The Dane had switched to Opel Dealer Team Holland, completing the deal to race on the Friday evening before the race. He lined up second, alongside series leader Manuel Giau in the van Amersfoort car. Watt's ODTM team mate Donny Crevels lined up third, with German Formula Opel series leader Jorg Bergmeister fourth.

Watt made a cracking start, and was in a clear lead by the time the 36-car pack arrived at the first corner. By the end of lap 1, Jason was 1s clear of Giau, Bergmeister, Crevels, and Richard Westbrook in fifth having started from ninth on the grid. Crevels was right on Bergmeister's tail, but was unable to make any serious passing moves, and as understeer set in he had to settle for fourth place.

No such problems for his elated team mate who crossed the line

10s clear of Giau in second.

'I pushed really hard early on to try and pull out a safe lead, and then just drove carefully to the finish,' said Jason. 'I thoroughly enjoyed the race. It was brilliant.'

Giau leads by 28 points, but the pace of Watt will give the Portuguese driver food for thought.

Andy Hallbery

VAUXHALL EUROSERIES, ROUND 4, MUGELLO (I), 16 LAPS - 52.14 MILES, MAY 21 1, Jason Watt, 30m24.78s, 102.87mph; 2, Manuel Giau, 30m35.00s; 3, Jorg Bergmeister, 30m43.91s; 4, Donny Crevels, 30m45.12s; 5, Richard Westbrook, 30m47.57s; 6, Peter Honegger, 30m50.15s; 7, Andre Couto, 30m52.18s; 8, Ricardo Teodosio, 30m52.91s; 9, Albert Jacobsen, 30m55.00s; 10, Pontus Morth, 30m59.15s. **Fastest lap** Watt, 1m53.20s, 103.65mph. **Championship positions** 1, Giau, 71pts; 2, Crevels, 43; 3, Watt, 37; 4, Westbrook, 32; 5, Filippo Francioni, 28; 6, Luis Fernando Uva, 23. **Next round** Zandvoort, Jun 5.

JORDAN RALLY

ABDULLAH BAKHASHAB WON IN JORDAN REPORTS NEIL PERKINS

Saudi Arabia's Abdullah Bakhshab took an emphatic first win on the Camel Jordan Rally.

It was only his second event in a Group A car after winning the Middle East Group N title in both the last two years. He opened up a two and a half minute lead over the rally's four opening rocky desert stages and then maintained his domination over the all-gravel second leg to bring his RAS Sport Ford Escort home 13 minutes in front.

Cypriot Andreas Tsouloftas was second ahead of Jordan's Ma'rouf Abu

Samra, who survived punctures and a gearbox change to bring his Group N Sierra Cosworth home third.

Bakhshab is now joint championship leader with Khalifa al Mataywi.

MIDDLE EAST RALLY CHAMPIONSHIP, ROUND 3, JORDAN RALLY (HKJ), MAY 18-19 1, Abdullah Bakhshab/Bobby Willis (Ford Escort Cosworth), 2h48m58s; 2, Andreas Tsouloftas/Costas Georgiou (Mitsubishi Galant VR-4), 3h02m27s; 3, Ma'rouf Abu Samra/Amjad al Shamayleh (Ford Sierra Cosworth), 3h09m36s; 4, Bashmar Bustami/Malek Hari (Ford Sierra Cosworth), 3h21m08s; 5, Peter Cherry/Stuart Fleming (Mitsubishi Galant VR-4), 3h28m35s; 6, Menelaos Melissas/Costas Nicolaou (Peugeot 309 GTI), 3h31m51s; etc. **Next round** Lebanon Rally, Jul 6-9.



Bakhshab and Willis head through the dust for victory in Jordan. Photo: Tony North

RALLYE TARGA FLORIO

Liatti wins in style

Piero Liatti, back from a scintillating drive on the Tour de Corse, led from start to finish on this co-efficient 5 round of the European Rally Championship on the fast but sunny roads around Sicily in his Subaru Impreza to record his first win on asphalt.

Victory did not come easy, though, and the man from Biella had to fight hard to keep at bay Franco Cunico's Malcolm Wilson-prepared Ford Escort and Gibo Pianezzola's Toyota Celica.

One of the surprises of the event was the speed of Pianezzola's team mate, Andrea dalla Villa, who pushed him hard on his first outing in an ex-TTE Celica GT4. He even had the audacity to outpace his more experienced rivals by setting a handful of fastest stage times as he recovered time lost when he suffered a puncture.

Vanio Pasquali was expected to go well in his Subaru, but he fell to 10th with brake troubles.

David Limage

EUROPEAN RALLY CHAMPIONSHIP, CO-EFFICIENT 5 ROUND, RALLYE TARGA FLORIO (I), MAY 19-21 1, Piero Liatti/Alex Alessandrini (Subaru Impreza), 1h59m06s; 2, Franco Cunico/Steve Evangelisti (Ford Escort Cosworth), 1h59m27s; 3, Gibo Pianezzola/Loris Roggia (Toyota Celica GT4), 2h00m05s; 4, Andrea dalla Villa/Daniilo Fappanti (Toyota Celica GT4), 2h00m11s; 5, Piero Longhi/Luigi Pirolo (Ford Escort Cosworth), 2h00m51s; 6, Angelo Medeghini/Claudio Quarantani (Renault Clio Maxi), 2h04m17s.

REPORTS IN BRIEF

The Formula Campus title race is tightening up, with points leader Jonathan Cochet being beaten into third place at Ledenon. Anthony Gheza won on the day, with British driver Matthew Davies working his way past Cochet for second. This moves Davies into fourth place in what is becoming a very tight title race.

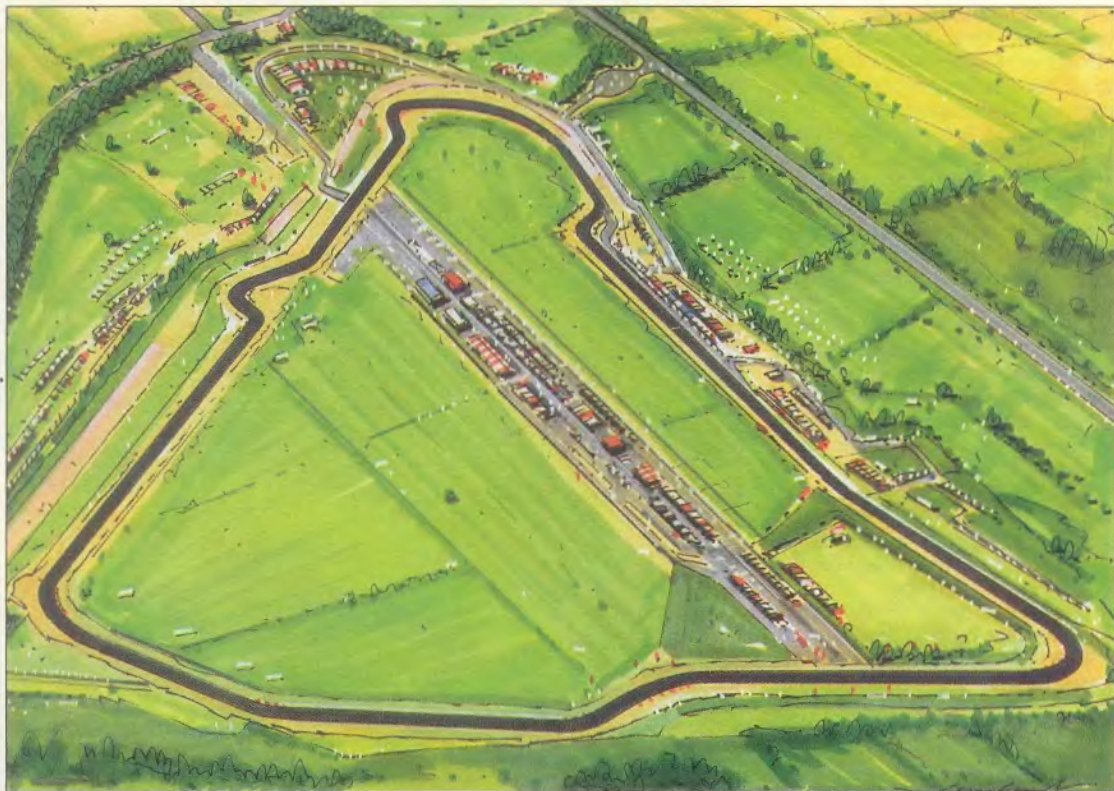
Douglas Pitoli scored his second win in the Brazilian Formula Chevrolet series by beating Cristian Conde and Pedro Bartelle at Taruma. Pitoli started from pole and Bartelle, winner last time out, nipped into second. Giulio Mercury was knocked out of third by Marcelo Tedesco, and through to second came Conde late in the race as Bartelle's car started to oversteer.

Bernard Munster scored his second win of the Belgian Rally Championship when he mastered changing conditions to win the Rallye de Walonie in his Renault Clio Maxi. Marc Timmers frequently outpaced him, but the Lancia driver suffered turbo problems and had to give his all simply to recover to third behind Laurent Verhoestraete who was having his first run in a Group A Ford Sierra. Pascal Smets ran well in his Group N Mitsubishi Lancer, but lost 2 minutes with a puncture and fell to fifth.

CLUB AUTOSPORT

ALL THE NATIONAL RACE, RALLY & HISTORIC NEWS PLUS FULL RESULTS ROUND-UP

EDITOR **MARCUS PYE** ASSISTANT EDITORS **CHARLES ARMSTRONG-WILSON, TOM CLARKSON, MATTHEW FRANNEY, KEITH OSWIN, SIMON STRANG**



The new-look 1.8-mile Croft circuit which will provide racing to the north-east's motorsport-starved population. Drawing: Jim Bamber

Historics herald return to Croft

Motor racing returns to Croft Autodrome on Bank Holiday Monday, 13 years after the Yorkshire circuit was closed in October 1981.

A full entry from the Historic Sports Car Club will provide track action for the two-day meeting.

The only circuit situated in the north-east of England, Croft has been revived by its new owners, Croft Classic and Historic Motorsport Ltd, with the intention of staging international motorsport there by 1997.

The idea was born in late-1993

by circuit owners Trevor and Kate Chaytor-Norris, and the subsequent reconstruction and resurfacing of the 1.8 mile layout started on March 5, 1994. They claim there is still much to do.

So far, £500,000 has been spent on redevelopment, and planning permission has been granted to build a new pits complex and extended circuit loop next year.

Circuit spokesman Jimmy Wilson is delighted with the progress being made: 'The track was totally neglected, we more or less had to start from scratch.

We've had very good press coverage and a lot of support from the RAC MSA.

'The north-east needs and deserves a good race circuit and I think Croft is the perfect example.'

Works Honda touring car star James Kaye who lapped the track in an Accord road car described the circuit as fantastic. 'This part of England is starved of any motorsport, I think if they hosted a round of the BTCC round in 1996 or '97, then it would probably be one of the best supported rounds in the country' he enthused.

Horner rolls at Oulton Park

Edward Horner had a massive testing accident at Oulton Park last Thursday when he rolled his Haywood Racing Renault Sport Swift SC95RS, which then ignited after he had vacated the cockpit.

Nineteen-year-old Horner ran wide at the exit of Druids corner, a challenging high-speed double apex right-hander, and went onto the grass, hitting the barrier and rolling several times.

Marshals helped him from the car, after which it caught fire. The flames were quickly extinguished and Edward emerged unscathed. He was unavailable for comment as we closed for press.

The car withstood the impact well and, despite all four corners being destroyed, Haywood's Jim Warren was confident of having the car rebuilt in time for the race.

Renault technical staff were due to examine the car on Tuesday and until a report had been given, Renault UK was not prepared to speculate on the cause of the fire.

Dumbreck crashes Caterham Vauxhall

Formula Vauxhall front-runner, Peter Dumbreck, crashed heavily during testing at Brands Hatch on Saturday, the resultant damage to his Comma Oils Caterham Vauxhall too great for the 21-year-old Scot to race last weekend.

'My foot got caught beneath the brake pedal going into Surtees,' explained Dumbreck afterwards.

Dumbreck, who was a McLaren AUTOSPORT BRDC nominee in 1994, was having his second test in the car, when he left the circuit at the entry of Clearways and hit the tyre wall hard, nose-first.

A LAP OF CROFT

BRITISH TOURING CAR CHAMPIONSHIP ACE JAMES KAYE TALKS US AROUND A LAP OF THE CIRCUIT

What did you think of the circuit?

'It is fantastic. The surface is excellent, the corners are challenging and there is lots of run-off area except in one place which they are addressing at the moment.'

Talk us around a lap of the circuit.

'Over the start-finish straight the road is very wide and kinks slightly to the left. Tower Bend is tight on entry but opens up on the exit. In a touring car, it would be taken in third gear.

'The Jim Clark Esses are fantastically quick. They are similar to the Craner Curves at Donington but without the downhill gradient. The road is very flat and brave drivers would be looking to take them flat-out.

'After Barcroft, which is a fast right hander like Old Paddock at Castle Combe, comes Sunny Bend which is very wide on entry. The camber is with you as you enter the corner, but drops away at the exit. It's very challenging.

'The Hanger Complex is just an ordinary chicane used to slow the cars down, but then you come to the flick left and long exit right of Hawthorn Bend. The exit speed here is high, which makes the approach to the chicane quick.

'There is lots of road on the exit of the chicane which makes it very fast.

'The people behind the circuit are incredibly enthusiastic and it is a great circuit. I hope the BTCC goes there soon. The viewing is good for spectators.'

Stichbury leaves Andy Welch Racing

Ashley Stichbury has left Andy Welch Racing, having now completed a four-race deal with the team in the Slick 50 Formula Ford Championship.

Stichbury's Swift SC94 car will now be managed and prepared for the rest of the season by Chris Marriott and Ken Bowes.

AWR will continue to run Dutchman Michael Vergers for the remainder of the season, while it looks likely that promising Kiwi teenager Jason Richards will test for AWR soon.

NEWS IN BRIEF

The Formula Vauxhall drivers at the Silverstone TOCA race meeting were in trouble with the clerk of the course for yellow flag infringements during the course of the race. Class B runner Jan Ivan Powell spun his car into the gravel at Copse on the first lap and, while the snatch vehicle was removing his car, it was deemed that the drivers did not slow sufficiently through the corner. Every driver in the race, bar Powell, had his or her licence endorsed!

Matthew Davies finished second behind Anthony Gheza in the fifth round of the Renault Elf Campus Cup at Ledenon on Sunday. The Billerica teenager finished eighth in the first heat and sixth in the second, putting him third on the grid for the 11 lap final. He moved into second place on lap seven, passing Frenchman Jonathan Cochet.

John Brannigan has a new sponsor for his American Hooters Formula 2 team. Mr Paul Edenson, the proprietor of Bay View Classic car sales of Sarasota, Florida, will sponsor the team until the end of 1996. The team will be known as Bay View Racing and will start testing several drivers within a week.

Samantha Hill, the sister of Williams-Renault Formula 1 star Damon, is having her second consecutive race in the WOMAC/AUTOSPORT Fiesta Challenge celebrity car at Oulton Park on Bank Holiday Monday. She will receive special tuition over the weekend from from her instructor on her ARDS course at Silverstone, former Touring Car star Eugene O'Brien.

Thomas Erdos was due to be testing for Manor Motorsport at Oulton Park yesterday (Wednesday) in the Formula Renault Sport of fellow Brazilian Julius Carneiro. Erdos, who is the Brazilian translator for the team, will set the car up and assist Carneiro in his preparation for Monday's race.

John Gaffney and Alan Wilshire will not be racing in the Ford Credit Fiesta Challenge this weekend at Oulton Park. Gaffney is still repairing his car from a last round roll at Silverstone, while Wilshire is still rebuilding his car from a large accident at Thruxton at the beginning of May. Mark Upton will race Ian Guest's Fiesta, in one of a few rounds that Guest will miss during the season due to business commitments.

John Village Automotive will be fielding two new drivers in Class A Formula Vauxhall at Oulton Park. Joining newcomer Andy Boss in the team (See Club AUTOSPORT, May 18) will be Hiroshi Sakai. Sakai, a 23-year-old Japanese living in Sheffield, was a front-runner in Japanese karting and is also a former driver in Aguri Suzuki's French Formula 3 outfit.

Watt victorious for new team

Jason Watt ditched David Lloyd Motorsport before the fourth round of the Formula Opel Euroseries at Mugello last weekend and immediately won with his new team, AR Motorsport.

The Danish star (right) reached an agreement with AR's Ronald Heiligers on Friday, hours before first qualifying was due to start.

'Swapping to AR is better for my career,' said Jason explaining the move. 'It was an amicable split with David Lloyd.'

The drive with AR became available when Dutchman Hans de Graaf deserted the seat in favour of German Formula 3 at the start of the year. Jason's drive is thought to be subsidised, but is not an Opel works-assisted deal.

Watt lined up second on the grid behind Manuel Giau, but after arriving at the first corner in the lead, he was never headed for the remainder of the race.

'It is nice to repay all the people who showed faith in me,' he said.

Watt will concentrate on the Euroseries for the rest of the year and will not repeat his one-off outing for PTM in the British series.

See World of Sport, page 52



PREVIEW



Guy Smith (leading) will be looking for victory at Oulton Park. Photo: Jeff Bloxham

TOCA battles heat up at Oulton

The TOCA package reassembles at Oulton Park, a drivers' circuit this Bank Holiday Monday.

Guy Smith will be out to re-assert his authority on the Formula Renault Sport series after he came home a disappointing seventh last time out at Silverstone. Darren Turner can be expected to push him the hardest, along with Silverstone winner Russell Ingall.

Mario Haberfeld has a hat-trick of wins in the Slick 50 Formula Ford Championship and is currently the man to beat. All three chassis — Swift, Van Diemen and Vector —

are efficient and numerous drivers are capable of a coup d'etat.

Martin O'Connell has a hat-trick of wins in FVauxhall, and no one looks likely to usurp him at the moment while other front-runners try to find their early season form.

Marc Hynes now has two wins on the trot in Vauxhall Junior, but there are many drivers ready to dethrone him.

Samantha Hill will have her second race in the AUTOSPORT/WOMAC celebrity Ford Fiesta. Graham Jennings and Rob Hall are two of the men she has to beat.

Schirle double tops on VW Vento debut

A late deal to stand in for the financially stricken Simon Hill paid dividends for Rover Turbo regular Rob Schirle when he won both races of the VW Vento VR6 Challenge at Zandvoort on Sunday.

Schirle's double win, combined with poor results from the series front-runners means he now leads the championship by four points!

Mark Hazell was less fortunate in the other Hyperion Motorsport-prepared Vento. Subbing for the injured Julian Westwood, he rolled out of the second race, inflicting heavy damage on the car.

Haberfeld is favourite for Formula Ford title

Mario Haberfeld is favourite to win the Slick 50 Formula Ford Championship, according to the latest odds from Ladbrokes.

The 19-year-old Brazilian is quoted at 2-1, with Belgian Bas Leinders second favourite at 3-1.

Formula Ford veterans Michael Vergers and Kevin McGarrity are at 4-1 and 5-1 respectively. Justin Keen holds outsider status at 20-1.

Formula Ford becomes the third series for which Ladbrokes quotes championship odds after Formula 1 and the BTCC.

Jason Watt stormed to victory for AR Motorsport in the Mugello Formula Opel Euroseries race. Photo: Ralph Hardwick



BRSCC to back EUROCAR series

The future looks rosy for the EUROCAR series with the announcement that the BRSCC has taken a 50% share in the popular saloon car championship.

The Ford Mondeo-based series is loosely-based on America's NASCAR extravaganza.

And the cars are on the verge of evolving into V8-powered monsters, which will use a similar front-wheel drive format, but revised spaceframed bodyshells.

The BRSCC, which is the country's largest race organiser, appears to have been attracted by the series's existing success.

'We were approached by the BRSCC and the deal was too good to miss,' revealed Phillip Bond, who organises EUROCAR jointly with Sonny Howard. 'Their expertise and contacts have to make them a good tie-in.'

We have had several potential sponsors over the past 18 months, only for them to fall through. We just don't have the experience in that field of things.'

A new company has been formed to administer the series. BRSCC executive director John Nichol and vice chairman Tim Stock will join Bond and Howard on the EUROCAR Racing Ltd board.



The Lee Noble-designed Ascari GT failed to qualify for Le Mans. Photo: Jeff Bloxham

Le Mans GTs for Silverstone

Two brand new cars built for Le Mans are set to bring the British GT series alive for Monday's Silverstone double-header.

The Chamberlain Engineering Jaguar and Ascari teams are both stepping down to the British Racing Drivers' Club GT Championship after failing to pre-qualify for the Le Mans 24 Hours.

Reigning GT champion team Chamberlain is running Peter Hardman in the Jaguar XJ220 GT1 car that finished eighth in the Global Endurance GT race at Donington Park two weeks ago.

Team boss Hugh Chamberlain said: 'We're here because we're not at Le Mans. We need to race.'

Meanwhile, Ascari boss Klaas Zwart, who takes the wheel of his Ford V8-powered racer, is confident the gearbox problems that hampered progress at Le Mans in April have been solved.

'We've found a lot of faults,' said the Dutchman, who was due to give the car its first proper test on Tuesday at Donington Park. 'I've seen what the car did against the McLarens and Jaguars, so I'm hoping for a couple of podiums.'

NEWS IN BRIEF

Logistical difficulties caused the Pro-Sport 3000 race due to take place at Zandvoort last weekend to be cancelled. Although an entry of 10 cars was received for the BRSCC event, championship co-ordinator Vic Tofts said that such a turn-out would not do the championship justice. The series continues at Knockhill on June 3/4.

John Hayden retired from racing in style at the weekend when he scored a double victory in the Champion of Kent FF1600 series at Brands Hatch on Sunday. Hayden, who is being forced to retire from racing for family reasons, has been an integral part of Brands' FF1600 series for over a decade and will be sorely missed by many of the local enthusiasts.

Ian Flux had a new AJP engine in the front of his Team Central TVR Tuscan at Brands Hatch at the weekend. The engine had not been on a dyno, but Fluxie still managed to qualify fourth, less than a second off pole. He spun in the first race and finished fifth in the second.

Jason Yeomans was a notable exception from the TVR Tuscan field at Brands Hatch. He shunted the car at Paddock on the previous Monday while testing at the circuit and was not able to rebuild the car in time for Sunday's race.

Brands Hatch was a fifth columnist's dream on Sunday. Tony Lanfranchi, Rover Turbo drivers Andy Ackerley and Laurence Plummer as well as Eurosport's Grand Prix commentator Ben Edwards were all to be found circulating in the paddock.

Mondello Park owner Martin Birrane is now back at work following an unfortunate incident on a recent Rocket test day during which he was knocked over, suffering broken ribs and a broken leg. We wish him a full recovery.

Dunlop Rover Turbo Cup driver, Paul Lind had a one-off outing in the VW Vento VR6 double-header at Zandvoort in an Andy Davies-run car. The drive came about due to the unavailability of Paul's Rover which was written off at Donington Park a month ago. He finished sixth in the first race sixth and crashed in the second.

Darren Rayfield rocked the Formula Ford establishment at Lydden on Sunday when he won the Pre-'90 FF1600 race on only his outing. The 18-year-old kart racing instructor is a former finalist in the Renault karting scholarship.

Erling Jensen, who crashed his special GT car heavily in April last year, is now fit enough to return to the track. He recently tested his Special GT at Castle Combe and will race a Nissan Micra in the Handygas Saloon car series at the circuit on Bank Holiday Monday.

BBC sound engineer Paul Allen is campaigning the ex-Damon Hill Van Diemen RF84 in the BRSCC Pre-'85 FF1600 series. Allen started his career last year in a Reliant Scimitar in 750MC Roadsports races.

Formula Fordster Steve Dunn is hoping to get a ride in the Formula Ford Festival this year. Until then, he will be hiring out his Van Diemen RF90 to help finance the deal as a precursor to a full season of EUROCARs in 1996.

Ted Hawkins had a lucky escape from a 115mph crash at Snetterton while testing Didier Stoessel's Vector Formula Ford. The circuit instructor and preparation specialist hit the rear of a road-going Caterham 7 which left the pits and swerved directly across in front of him. On-board telemetry logged the accident at 244 metres. 'I honestly thought my time had come,' said Ted afterwards.

Paul Dunn had his incredible rear-wheel drive Renault 5 in action at Lydden on Sunday. Powered by a 2-litre twin cam Alfa Romeo engine, driving through an Alfa gearbox and Escort rear axle, the part monocoque/part spaceframe car took him six years to build!

Aintree racing circuit has announced three sprint events for the summer, beginning this Saturday, May 27, with the Aintree Spring Sprint. The Grand National sprint takes place on July 1 and the Steeplechase National Sprint occurs on September 23. Ford dealer J Blake and Co Ltd, recently announced its sponsorship of the events.



Mark Hazell's VW Vento VR6 accident was one of many at Zandvoort. Photo: John Colley

NEWS IN BRIEF

The Cadwell Park meeting scheduled as a BRSCC Championship Car race meeting for Monday May 29 has been cancelled. Telephone Ruth McCabe on 01474 872331 for more information.

The Marshal Tyres Hot Hatch Championship made it four rolls from four starts at Cadwell Park on Sunday. Michael Blake continued the trend after his Ford Escort turned turtle at the hairpin.

After accidents at Barbon Manor hillclimb, both Peter Harper and Mark Colton repaired their cars in time to take outright wins at the Manx hillclimbs less than a week later. Mike Pilbeam had repaired the tub on Colton's MP72-Judd by Sam Tuesday, while OMS Cars' Steve Owen assisted with suspension repairs on Parker's car.

Wincanton Transport has announced its intention to sponsor the ARP Formula 3 race at Thruxton on June 18. The prize fund will be distributed among all class finishers.

The Swansea Motor Club returns to the hillclimb scene on July 30 when the club hosts an event at the Llys-Fran Reservoir and County Park. It is the first hillclimb in West Wales since the famed Lydstep events of the 1950s. Telephone Alun Morgan for regs on: 01269 842512.

Reigning British karting champion, Anthony Davidson, got his season off to a faultless start at Kimbolton on Sunday when he won the opening two rounds of the series. Tom Sisley, Daniel Barrett and others will stand a chance of getting revenge over the 16-year-old at the next round of the Super One series at Nutts Corner, in Ulster, this weekend.

The Green Belt Motor Club is seeking a competition car to use for promotional purposes on June 24 and/or June 25. Good publicity is guaranteed for any interested party. Contact Mal Friend, the for more information on 01707 663855.

Irish National Rally Champion Mickey Farrell is hoping for a chance to show his skills at the Burmah Rally on July 1. The Lurgan Park event is by invitation only and, with Mark Lovell planning to bring his Group A Toyota Celica and Jonny Milner almost sure to drive a Nissan Sunny GTiR, competition for the places will be as fierce as on the stages. Eight tests - with guaranteed television coverage - are planned by North Armagh CC to decide who gets a share of the £4500 prize fund.

Bramshill Forest returns to the national rally scene in July. A lengthy absence has denied the sport access to Minley Manor and Hawley Lake, but the popular venues - including Yatley Wood and Warren Heath - are back in the route for the Performance Parts Tempest Rally, organised jointly by Sutton & Cheam and Middlesex CC on July 30.



BTCC race winner James Thompson offers advice to a Super One kartist. Photo: Paul Davies

TKM karts get clutches for '96

Formula TKM is set to switch to the optional use of automatic clutches for 1996.

TKM's automatic clutch system has been in use in the USA for 12 years. Its introduction in Britain coincides with Yamaha's centrifugal clutch drive system, which was introduced this year. Both systems will be allowed to be used next year, albeit running in separate classes.

'By permitting this, we hope to keep two sets of people happy, namely the people with each drive system,' says Grahame

Butterworth, co-ordinator for all TKM racing in the UK.

Initial costs are expected to increase, due to the purchase of all the necessary parts, and the engine will need an electric starter, estimated at £120.

Back-to-back testing of the direct-drive system, used in this year's Super One series, and the automatic clutch system have showed little difference in lap times. Seeking to see for himself, Vauxhall Touring Car ace James Thompson, a former kartist, tried a Super One at Kimbolton on Sunday.

Border series cut to a three-way title battle

Ireland's most popular rally championship, the WJ Dolan Border series, is only two events old but is already shaping up for a three-way dash for the title.

Championship points are class based, with three drivers on maximum points as they head for Sunday's Cavan Stages at Cootehill, the third round of seven.

Norman Armstrong tops the 2-litre category in his Escort RS, Ernest McMillan's Suzuki Swift leads the 1600cc category and Sammy Fisher's Mini is setting the pace in the 1350cc class.

Alan Carruthers

The hillclimb world was shocked last Friday by the death of Alan Carruthers after a heart attack.

The 61-year-old was famous on the Midlands scene for spirited drives in his yellow Rover V8-powered Datsun. Indeed, he set his best ever time up Prescott just a fortnight before his death.

An honest and good humoured man, Alan leaves behind his wife Belinda and three children.

AUTOSPORT offers its sincere condolences to his family and many friends.

Van Diemen now ready for FF1600

A Formula Ford 1600 derivative of the Van Diemen RF95 which Andy Thorby designed around the latest Zetec engine is taking shape at the company's Snetterton factory.

Canadian agent Jacek Mucha has ordered three of the cars, in which the Kent engine is mated to the same basic cast bellhousing as the Zetec, albeit machined differently to suit the new application.

The first example should be running before the end of the month. The wide-chassis design was always intended to be evolved into the RF96 FF1600 export model.

Wilds wins on his circuit comeback

Mike Wilds made a victorious return to the track at Donington on Sunday just 11 months after the accident that nearly ended his driving career.

At the wheel of Richard Budge's Chevron B36, Mike came home over 10s clear of second placed Richard Evans in the RJB Mining Historic Sports Racing car race.

Despite problems under braking due to a lack of strength, Mike thoroughly enjoyed the race. 'It's great to know that I can still drive at a competitive speed,' said Mike.



Malcolm Wilson gets airborne in Windsor Great Park at the London Rally launch

Wilson's zing for London Rally

Malcolm Wilson will lend his considerable talents to the London International Rally on October 7/8.

The rally will be based in Windsor, Berkshire, and will be the penultimate round of this year's EARS/Motoring News Tarmac Championship.

Wilson will lead competitors (including Gwyndaf Evans) over 100 competitive miles at seven venues, including the Swinley Stage in Windsor Great Park, which was last used in 1968.

The Southern CC event is to be sponsored by Privilege Insurance.

It runs on Ministry of Defence and Crown Estates land, private roads, and will venture as far afield as Brooklands circuit in Surrey. Future events may include gravel stages following encouraging response from local council officials at Thursday's launch.

Rally managing director Stuart McCrudden explained his long-term aim for the event is to be 'invited into the British Open Championship. But we're not trying to run before we can walk. We are keeping the event to a manageable size this year.'

NEWS IN BRIEF

Tiff Needell guested in Donington Park's HARA race in Kevin Kiviochan's Mustang and promptly won his class as he filmed a feature for *Top Gear*. 'It's got no brakes' even when they're cold' exclaimed a wide-eyed Tiff after driving the car for the first time in qualifying.

Dire Straits guitarist Mark Knopfler's debut race in his Maserati 300S ended early in qualifying at Donington when he spun off on oil and rammed the Redgate tyre wall backwards. Damage to the car was sufficient to keep it from racing.

The oldest surviving Miller raced in England for the first time in 71 years when Bill Morris drove the 1922 car in the Pre-'35 race at Donington. Now owned by German enthusiast Eckart Berg, it was the car's first race for 55 years. The Miller was raced in the European Grand Prix by Count Zbrowski in 1923/24 before being sold to New Zealand. Now fully restored it was driven to a fine third by Morris. 'It's very quick, but it doesn't stop,' grinned Morris before the race.

An ex-Nelson Piquet Brabham BT49 was debuted by European F2 graduate Ermanno Ronchi in the FIA Cup for Thoroughbred Grand Prix Cars at Donington Park. The Parmalat-liveried car, which is still owned by Bernie Ecclestone, a friend of Ronchi, has been in the museum at Donington for some time and was prepared and shaken down by Simon Hadfield. Ronchi drove the car for the first time in qualifying and hopes to contest the rest of the championship. He finished a commendable 11th overall, despite finding the car physically very demanding to drive.

Peter Hannen suffered a fire at the rear of his Maserati 250F during qualifying at Donington Park. Fuel vapour was thought to have started the fire which caused considerable damage to the back of the car.

GT racer Tony Sugden was injured at Donington when helping to push start Jeff Wilson's Osella. Sugden's hand was caught by the rear wing and he lost the tip of one finger! He expects to be fit to race his Skoda at Mallory on June 4.

Stephen Gibson was fortunate to escape unharmed from a heavy accident in his Chevron B19 during qualifying at Donington Park. A front wheel sheared off down the Craner Curves and the car plunged into the tyre wall at the Old Hairpin. Gibson escaped with bruising.

Historic rally fans can watch the Ypres Rally and help raise money for Imperial Cancer Research by joining a coach trip to the Belgian event. Leaving Surrey on June 24, the charity trip costs £37.50 each and includes a visit to a hypermarket. Call Peter Robinson on 01483 211761 for more details.

Mikkola and Palm repeat history

Hannu Mikkola and Gunnar Palm repeated history when they won the London-Mexico Rally again 25 years on.

They led virtually the whole 30-day rally that took them through 18 countries. 'This is definitely the last rally I will be doing and a great way to end my driving career' said a jubilant Mikkola at the finish in the Mexican resort of Acapulco.

For Gunnar Palm, though, it was his first rally in 23 years. 'It took a couple of days to get used to the latest in-car computers,' he said 'When I last rallied there were just two buttons to do all the timing. Nowadays there are a whole bank of them.'

Despite taking fastest times on several stages, second-placed Ross Dunkerton and Harry Mansson could do nothing to close the gap on the flying Finn and they had to settle for second place when their Datsun 240Z started to develop transmission problems towards the end of the rigorous event.

Australian father and son team Dean and Ben Rainsford were delighted with third place and first in class in their Ford Mustang.

First British crew was Tony Fall and Roy Dixon who brought their Volvo 142 home fifth. 'It was only one place better than I managed 25 years ago,' said Fall.

Forty five cars completed the epic event including three Skodas and the Bentley S1 Continental of Peter and Sue Noble. Last finishers were Albert Hodari and Gordon Olson who clocked up a total time of 74 hours and one minute against Mikkola's winning time of eight hours and 54 minutes.

Event director Nick Brittan who spent two years organising the London-Mexico rally was already hinting at plans for more action. 'I am already planning another event of similar calibre for 1997,' he said.

1995 LONDON-MEXICO RALLY 1, Hannu Mikkola/Gunnar Palm (Ford Escort), 8h54m35s; **2,** Ross Dunkerton/Harry Mansson (Datsun 240Z), 9h06m54s; **3,** Dean Rainsford/Ben Rainsford (Ford Mustang), 9h42m36s; **4,** Janos Malasz/Andras Jójart (Porsche 911), 9h47m37s; **5,** Tony Fall/Roy Dixon (Volvo 142), 9h52m39s; **6,** John Leppard/Nick Starkey (Peugeot 504), 9h55m39s; **7,** Bruce Hodgson/Paddy McClintock (Ford Falcon), 9h56m15s; **8,** Gurkamajit Singh-Milku/Inderjit Singh-Milku (Volvo 142S), 10h07m14s; **9,** Terry Daly/Bob Brill (Ford Mustang); 10h12m07s; **10,** Ernst Harrach/Franz Mikes (Volvo P1800S), 10h17m30s.

Gunnar Palm and Hannu Mikkola at the end of a very long rally. Photo: LAT



Moss and former AUTOSPORT editor Taylor in the Mercedes 300 SLR. Photo: Hugh Bishop

Stirling star of Mille Miglia

Stirling Moss was once again the star of the Mille Miglia Retrospective driving the Mercedes 300 SLR in which he and Denis Jenkinson won the famous race 40 years ago.

This year his lucky passenger was AUTOSPORT's chairman Simon Taylor who was recording a radio programme about the event. 'From the cheers the crowd gave us as we went past, there was no doubt that the crowds were thrilled to see Stirling,' said Simon after the event.

Another F1 star competing was Jochen Mass in a Mercedes 300 SL

prototype, while Gordon Murray of McLaren came a commendable 22nd sharing a BMW 328 with Paul Burkhardt of BMW.

The 340-strong entry featured the most exciting pre-'60 sports and racing cars ever built and they tackled some of Italy's most challenging roads. Despite changeable weather, competition was fierce, with the Abarth 750 Zagato of Ferrari and Salza lead home an all-Italian top 10.

The radio programme about the event will be broadcast on May 29 at 2205 on BBC Radio 5.

Brooklands tribute at Millbrook track

This Monday, Millbrook test track celebrates its silver jubilee with a tribute to Brooklands, the world's first banked circuit.

At least 60 pre-war racers are expected to take part in demonstration runs around Millbrook's own banked circuit in an exclusive event sponsored by NGK Sparkplugs to raise money for the Brooklands Museum Trust.

A few tickets for the VIP champagne reception are still available at £150 each or for the vintage car picnic at £39 each. Call 01923 852505 to book.

Rolls wins cannonball rally across Europe

A Rolls Royce Silver Wraith was the unexpected winner of the second Classic Cup cannonball run to Monte Carlo.

Jonathan Lyons managed to thread the unwieldy car through the narrow passes and gorges of the Alps to take victory by 10 points from Richard Galvani's special-bodied Jaguar.

The Norton Insurance sponsored Classic Cup covered 1400 miles from Beaulieu to Monaco, raising £16,000 for the Wessex Cancer Trust.



Targa Florio re-run a success

The eighth Giro di Sicilia, the closest thing left to the original Targa Florio, attracted 140 examples of the best historic machinery for an enthusiastic bash around the roads of Sicily.

Creator of the event, Guiseppe Cannizzara says the event is 'a friendly rally to help increase goodwill for international car enthusiasts'.

The formula seems to work too according to Dutchman Roderick Casander who said: 'This is really lots of fun,' as he visited one of the controls in his 1953 C-Type Jaguar.

'You can really drive the cars on these roads and the police are very reasonable and understanding'.

A team of British entrants was taken out by the TOPS club organised by Trisha and Richard Pilkington who were there with their 1954 Frazer Nash Sebring.

Winner of the event was Vittorio Rava from Milan who originally entered his 1957 Lancia Appia GTZ. 'Unfortunately we couldn't get the papers organised in time, so I landed up using my daughter's 1965 Alfa Romeo Guilietta Spider. I'm not complaining, we won.'



Roger Powley and Brian Goff dominated the Mid Wales Stages in their Porsche 911 but eighth place was good enough for Paul Merryweather (above) to steal the lead in the Safety Devices Historic Rally Challenge as he nursed a blown headgasket. Clive King lies second in the series, while his co-driver Bob Ward leads the navigators' standings. Photo: Mark Writtle



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There was plenty to watch both on and above the track at Donington as the HSCC celebrated 50 years of peace with a quality two day festival. Amid a plethora of Europe's best historic racing and some fine airborne activity, Bob Juggins impressed with a pair of stylish victories in the European Historic F2 races.

The opening RJB Historic Sports Racing Car round heralded an emotional return to the cockpit for Mike Wilds. Still recovering from his leg injuries, Mike was immediately into a fine battle with Richard Evans.

Both drivers were superb through slower traffic and traded the lead until Evans spun his B26 at the chicane. 'It was developing into the best race I've had for a long time,' said an overjoyed Wilds.

Evans salvaged second from Mike Wrigley, who's B19 was unable to live with the pace of the be-winged cars ahead of him.

Juggins made it three wins from three rounds of the European Historic F2 series, but only after John Harper had been squeezed onto the grass on the exit of the chicane at the heat of their first March 712 battle. 'He does take up a lot of track,' smiled Harper.

Twenty-four hours later, Juggins did it again but this time Harper jumped ahead, and it took three laps before the former dived ahead in a wheel to wheel moment into the chicane. Freddy Kumschick also demoted Harper, but could do nothing about the blistering pace being set by Juggins.

Harper made up for his F2 defeat by dominating the first part of the Historic GP Car race. Handling Vijay Mallya's Vanwall with absolute precision, he out-paced the powersliding Maserati 250F of Nigel Corner.

Race two was pretty much a re-run. Corner's mighty effort to take the fight to the Vanwall failed to change the result, but made for some highly entertaining driving. Nick Randall (Jaguar E Type) and Aidan Mills-Thomas (AC Cobra) both enjoyed spells in the lead of the Historic Road Sports race before separate spins. Through to victory came Richard Parnell's Marcos from Barry Ashdown's Lotus Elan.

'I'm really pleased to win that one,' said Richard Evans after his first Supersports victory. His pleasure was richly justified, too, as he took on and beat all the McLarens. Chris Chiles (M6B) was the best of them, but had no answer for Evans's pace in the superbly handling Chevron B26.

After struggling around on six cylinders in the first race, Richard Eyre's team 'changed everything' on his McLaren M8F before Sunday's second race. When first



Wilds' celebrations

DONINGTON PARK PUT ON A HISTORIC BONANZA BOTH IN THE AIR AND ON THE GROUND IN LAST WEEKEND'S TWO-DAY FESTIVAL. PAUL LAWRENCE WAS THERE

lap leader Chiles ran wide at Redgate starting the second lap, Eyre pounced and was never headed again.

But it was no cruise, with Chiles and Evans always close to the McLaren, which was up against the

rev limiter in fifth even before the Dunlop Bridge on Starkey's Straight.

A mammoth oil slick at the chicane mid-race made life even more difficult, but Eyre was able to concentrate on watching his mirrors as Chiles fought off Evans.

Down to the chicane for the final time, and Evans tried a bold move in traffic. Chiles shut the door and they made heavy contact.

With both cars damaged, Evans made it to the line first as Chiles dragged the crippled McLaren along the grass and over the line just before Wido Roessler. 'I think I'd best apologise....' said Evans afterwards.

Races for Pre-'35 and Pre-'60 cars ensured there was racing to suit all tastes and provided victories for John Baker-Courtney's Sunbeam Tigress and Lindsay Owen-Jones's Maserati T61. Frank Sytner harried the 'Birdcage' in the JCB Jaguar D Type until he had a spin.

Finally, the HARA Challenge race needed a second start after Ted Williams got his Mustang out of shape at the first rolling start and cannoned off Dennis Leech's Camaro and into the pit wall. Despite the bump, Leech cruised to victory in the re-run.



Classic Corvette/Mustang battle. Bernie Chodosh is chased by *Top Gear*'s Tiff Needell



Mike Wilds's return to the track was as emotional as it was successful in the Chevron B31/36. All photos: Mick Walker



Winner Bob Juggins (24) and John Harper had a fabulous dice in their Formula 2 March 712s

RJB MINING HISTORIC SPORTS RACING CAR CHAMPIONSHIP (12 LAPS) 1, Mike Wilds (2.0 Chevron B31/36), 14m01.82s, 100.58mph; 2, Richard Evans (2.0 Chevron B26), 14m12.23s; 3, Mike Wrigley (2.0 Chevron B19), 12 laps; 4, Jeff Wilson (2.0 Osella PA7), 12. **Class winners** Wilds **Fastest lap** Wilds, 1m08.55s, 102.93mph. Evans, 99.35mph. **Fastest lap** Evans, 1m08.99s, 102.27mph. David Beckett (2.0 Nerus Silhouette), 11 laps, 90.93mph. **Fastest lap** Beckett, 1m16.08s, 92.74mph. Ryan Hodges (1.8 Flintstone), 11 laps, 87.86mph. **Fastest lap** Hodges, 1m19.03s, 89.28mph.

EUROPEAN HISTORIC FORMULA 2 TROPHY - RACE 1 (12 LAPS) 1, Bob Juggins (March 712), 14m02.35s, 100.51mph; 2, John Harper (March 712), 14m04.80s; 3, Peter Hannen (March 712), 12 laps; 4, Freddy Kumschick (Lotus 69), 12; 5, Eberhard Metke (Lotus 69), 12; 6, Wolfram Stechl (March 712), 12. **Fastest lap** Juggins, 1m08.51s, 102.99mph.

RACE 2 (12 LAPS) 1, Juggins, 14m01.28s, 100.64mph; 2, Kumschick, 14m09.86s; 3, Harper, 12 laps; 4, Ross Hyett (Braham BT36), 12; 5, Stechl, 12; 6, Stephan Jocher (Lotus 69), 12. **Fastest lap** Juggins, 1m08.79s, 102.57mph.

'50 YEARS ON' HISTORIC GP CARS TROPHY RACE - PART 1 (15 LAPS) 1, John Harper (2.5 Varwall), 21m06.46s, 83.57mph; 2, Nigel Corner (2.5 Maserati 250F), 21m10.26s; 3, Gerry Porter (2.0 Cooper T43), 15 laps; 4, Chris Drake (2.2 Lotus 16), 15. **Class winners** Tony Stephens (1.5s ERA), 14 laps, 73.06mph. **Fastest lap** Alain de Cadenet (1.5s Maserati 4CL), 1m27.91s, 80.26mph. Paul Alexander (2.0 Cooper Bristol), 22m07.56s, 79.72mph. **Fastest lap** Alexander, 1m27.37s, 80.75mph. Harper. **Fastest lap** Harper, 1m22.50s, 85.52mph. Porter, 21m38.50s, 81.50mph. **Fastest lap** Porter, 1m25.12s, 82.89mph.

PART 2 (15 LAPS) 1, Harper, 21m08.36s, 83.44mph; 2, Corner, 21m08.93s; 3, Porter, 15 laps; 4, Drake, 15. **Class winners** Duncan Ricketts (1.5s ERA), 22m12.76s, 79.41mph. **Fastest lap** Ricketts, 1m27.39s, 80.74mph. Alexander, 22m08.23s, 79.68mph. **Fastest lap** Alexander, 1m27.30s, 80.82mph. Harper. **Fastest lap** Corner, 1m23.52s, 84.48mph. Porter, 21m24.00s, 82.42mph. **Fastest lap** Porter, 1m24.07s, 83.93mph.

HSCC HISTORIC ROAD SPORTS CAR CHAMPIONSHIP (12 LAPS) 1, Richard Parnell (1.9 Marcos GT), 17m53.86s, 78.84mph; 2, Barry Ashdown (1.6 Lotus Elan), 17m54.92s; 3, Nick Randall (3.8 Jaguar E Type), 12 laps; 4, Andrew Stanford (2.4 Datsun 240Z), 12. **Class winners** Randall, 18m04.53s, 78.07mph. **Fastest lap** Aidan Mills-Thomas (4.7 AC Cobra), 1m27.15s, 80.96mph. Stanford, 18m08.70s, 77.77mph. **Fastest lap** Vernon Taylor (2.4 Datsun 240Z), 1m28.75s, 79.50mph. Parnell. **Fastest lap** Parnell, 1m27.05s, 81.05mph. Julian Hire (2.0 Trimup GT6), 18m58.04s, 74.40mph. **Fastest lap** Hire, 1m32.58s, 76.21mph. Peter Bremner (1.2 Marcos), 19m26.59s, 72.58mph. **Fastest lap** Bremner, 1m33.73s, 75.28mph.

INTERNATIONAL SUPERSPORTS CUP - PART 1 (11 LAPS) 1, Richard Evans (2.0 Chevron B26), 12m50.18s, 100.77mph; 2, Chris Chiles (6.2 McLaren M6B), 12m51.30s; 3, Mike Wrigley (2.0

Chevron B19), 11 laps; 4, Wido Roessler (6.1 McLaren M8F), 11. **Class winners** Chiles, 100.63mph. **Fastest lap** Chiles, 1m09.10s, 102.11mph. Richard Dookins (5.0 Lola T70), 13m16.04s, 97.50mph. **Fastest lap** Dookins, 1m10.34s, 100.31mph. Wrigley, 12m58.80s, 99.66mph. **Fastest lap** John Sheldon (2.0 Chevron B19), 1m09.61s, 102.11mph. Peter Lee (2.0 Chevron B8), 10 laps, 88.97mph. **Fastest lap** Lee, 1m16.46s, 92.28mph. Evans. **Fastest lap** Evans, 1m08.69s, 102.72mph.

PART 2 (15 LAPS) 1, Richard Eyre (8.1 McLaren M8F), 17m41.97s, 99.66mph; 2, Evans, 17m43.30s; 3, Chiles, 15 laps; 4, Roessler, 15. **Class winners** Eyre. **Fastest lap** Chiles, 1m08.85s, 102.48mph. Nigel Hulme (5.7 Lola T70), 14 laps, 92.77mph. **Fastest lap** Kent Abrahamsson (2.0 Chevron B16), 1m13.73s, 95.70mph. Wrigley, 17m55.78s, 98.38mph. **Fastest lap** Jan Brunstedt and Helen Malkie (2.0 Chevron B19s), 1m10.37s, 100.27mph. Lee, 14 laps, 88.11mph. **Fastest lap** Lee, 1m17.93s, 90.54mph. Evans, 99.53mph. **Fastest lap** Evans, 1m09.06s, 102.17mph.

PRE-'35 VINTAGE TROPHY RACE (15 LAPS) 1, John Baker-Courtney (4.0s Sunbeam Tigress), 24m25.73s, 72.20mph; 2, Terry Cohn (2.6s Alfa Romeo Monza), 25m43.47s; 3, Bill Morris (2.0 Miller 122), 14 laps; 4, John Marks (2.3 Bugatti T51), 14; 5, John Howell (3.0s Bugatti T45), 14; 6, Richard Wills (1.1 Riley Brooklands), 14. **Fastest lap** Baker-Courtney, 1m34.15s, 74.94mph.

FIA CUP FOR THOROUGHBRED GRAND PRIX CARS (20 LAPS) 1, Mike Littlewood (Shadow DN8), 22m12.06s, 105.94mph; 2, Bob Berridge (RAM 001), 22m21.92s; 3, Martin Stretton (Tyrell 005), 20 laps; 4, Ian Giles (Tyrell 012), 20. **Class winners** Ean Pugh (BRM P126/133), 15 laps, 79.25mph. **Fastest lap** Pugh, 1m26.09s, 81.96mph. Stretton, 22m30.58s, 104.48mph. **Fastest lap** Paul Smith (Ensign N177), 1m05.97s, 106.95mph. Littlewood. **Fastest lap** Littlewood, 1m05.30s, 108.05mph.

LE MANS PRE-1960 SPORTS CAR RACE (15 LAPS) 1, Lindsay Owen-Jones (2.9 Maserati T61), 21m21.12s, 82.61mph; 2, Frank Sytner (3.8 Jaguar D Type), 21m25.07s; 3, Gary Pearson (3.8 Lister Jaguar), 15 laps; 4, Peter Hannen (2.9 Maserati T61), 15. **Class winners** Owen-Jones. **Fastest lap** Owen-Jones and Sytner, 1m23.89s, 84.11mph. David Pennell (3.8 Jaguar D Type), 22m46.69s, 77.44mph. **Fastest lap** Pennell, 1m29.11s, 79.18mph. Peter Austin (1.5 Lotus 11), 22m47.77s, 77.38mph. **Fastest lap** Austin, 1m29.31s, 79.00mph.

HISTORIC AMERICAN RACERS ASSOCIATION CHALLENGE (12 LAPS) 1, Dennis Leech (5.7 Chevrolet Camaro), 16m59.99s, 83.01mph; 2, Amanda Torregiani (4.7 Ford Mustang), 17m16.94s; 3, Tony Dron (7.0 Chevrolet Corvette), 12 laps; 4, Andy Bacon (5.7 Chevrolet Camaro), 12. **Class winners** Leech. **Fastest lap** Leech, 1m22.47s, 85.55mph. Dron, 81.06mph. **Fastest lap** Dron, 1m23.68s, 84.32mph. Tiff Needell (4.7 Shelby Mustang), 18m07.76s, 77.84mph. **Fastest lap** Bill Withey (5.7 Chevrolet Camaro), 1m28.10s, 80.09mph. Roddie Feilden (5.7 Chevrolet Camaro), 11 laps, 72.25mph. **Fastest lap** Feilden, 1m35.63s, 73.78mph.

FIA THOROUGHBRED GRAND PRIX CARS



Mike Littlewood's gorgeous Shadow DN8 sped away when his chief rivals hit trouble

Littlewood Shadows the opposition

While misfortune befell several of his rivals, Mike Littlewood was supreme in the first round of the FIA Cup for Thoroughbred Grand Prix Cars at Donington. Once clear of early leader Paul Smith, Littlewood dominated a superb grid of cars in the Shadow DN8.

When John Wilson's time was disallowed due to an underweight Williams FW08, Littlewood took over pole by dipping into the 1m4s bracket for the first time at Donington.

But it was Smith who fired the Ensign into an initial lead from Littlewood and Sean Walker. The three

cars made a glorious sight as they lapped nose to tail until the demise of Walker on lap 8 with a failed plug. Having hounded Smith for six laps, Littlewood scythed ahead into the chicane and was quickly gone as Smith found his car jumping out of fifth gear.

That elevated a robust battle between Bob Berridge, Martin Stretton and Geoff Farmer, and it was a delighted Berridge who claimed what became second, once Smith had pitted. Farmer also went out after snagging his front wing on the back of Smith's Ensign into the chicane.

■ Paul Lawrence



Close pursuit of Donald Day's pre-war ERA by David Clark's post-war Connaught

BRANDS HATCH MAY 20/21

Harris heads the Caterham dazzlers

The hectic 20-event Racing Ahead programme produced a series of storming races, with the ever-entertaining Caterham classes starring yet again.

The Caterham K's never fail to set off the adrenalin valves as they race head-to-head, swapping places in true motorcycle fashion. And so it was in the first of two such enthralling encounters.

Simon Harris should really take the bulk of the praise for his weekend's work after taking a pole, a win and a second place. He could have won both but for an incident that was the climax of a mighty five-way tussle.

Caterham teenage sensation Daniel Eaves had fought off Warren Gilbert, Tim Fuller and Peter Venn to challenge Harris going into Surtees for the last time. He launched a desperate assault that included vaulting the kerbs, grass and almost the ambulance in the middle. It nearly worked – Eaves momentarily gained the lead before both he and Harris spun into the paths of Gilbert and Fuller, allowing Venn to coast to his first win in four years.

Eaves tried to make amends in the second race and stormed through from 19th, but it all ended in the gravel at Druids.

Weybridge veteran John Hayden bade an emotional farewell to racing, announcing his retirement before winning both legs of the Kent County FF1600 series.

Hayden went out on a high, taking pole in qualifying and never being headed in either race. Peter Alexander played the bridesmaid on both occasions, clear of David Hardisty in the first race, which contained the inevitable shunt when Stephen Dunn collected the spinning Darren Rayfield at Surtees. Neither man was hurt, but Dunn's car was badly damaged.

Young Vauxhall Junior hotshoe Richard Tarling filled the final podium spot in the second race, his mirrors fully occupied by Alan Yule and Hardisty.

As the most experienced competitor in the Big Boys Toys Beetle Cup, John Aitkenhead was in a different league. Aitkenhead opened a winning margin in both races, the second at lap record pace, as a furious battle ensued behind. Mark Thompson just took second in both races.

The Caterham Vauxhall series continues to defy description, with up to 14 cars in a high speed train fighting for the lead. Some quite stunning overtaking manoeuvres

had the crowd (and probably a few drivers) gasping. Keith Farrance returned to winning ways, the Suffolk man taking both races.

Andy Middlehurst and Graham Coomes shared the top honours in the Saloon 2000 races, each taking a win and a second place. Class B victory went to Bill Stillwell on both occasions, the first being inherited when on-the-road winner Warren Briggs was excluded for his driving tactics.

The Dunlop Rover GTi series's first double-header of the season saw poleman Gary Till score two well-deserved victories. The Rickmansworth driver took the lead in the first race when Russell Clark went wide at Paddock bend. Vince Martin was third from Alfonso Emanuele.

When Clark's engine failed to fire for race two, Till's competition faded and he won from Martin with Emanuele third.

The Mini Miglia race was a three way fight between Bill Sollis, Chris Lewis and Ian Curley. Curley fell away towards the end. Lewis pushed Sollis hard, but he failed to find a way through, losing for the first time this year.

Michael Jackson took his fourth straight win of the year in the Mini Seven race, with Shaun King second and Dave Banwell third.

■ Simon Strang & Dud Candler

BIG BOYS TOYS BEETLE CUP (12 LAPS) 1, John Aitkenhead, 12m25.25s, 69.76mph; 2, Mark Thompson, 12m29.55s; 3, Phil Horne, 12 laps; 4, Howard Redhouse, 12:5, Steve Beaumont, 12:6, Jim Gray, 12. **Fastest lap** Aitkenhead, 1m00.69s, 71.40mph.

BIG BOYS TOYS, RACE TWO (12 LAPS) 1, Aitkenhead, 12m18.48s, 70.40mph; 2, Thompson, 12m26.06s; 3, Gray, 12 laps; 4, Beaumont, 12:5, Grant Cassidy, 12:6, Andy Greenstade, 12. **Fastest lap** Aitkenhead, 1m00.33s, 71.82mph (record).

DUNLOP ROVER GTI CHAMPIONSHIP, RACE 1 (12 LAPS) 1, Gary Till, 11m16.29s, 76.88mph; 2, Russell Clarke, 11m18.04s; 3, Vince Martin, 12 laps; 4, Alfonso Emanuele, 12:5, Mark Jones, 12:6, Chris Berry, 12. **Fastest lap** Till, 55.00s, 78.78mph.

RACE 2, (12 LAPS) 1, Till, 11m12.44s, 77.32mph; 2, Martin, 11m13.11s; 3, Emanuele, 12 laps; 4, Jones, 12:5, Berry, 12:6, John Griffiths, 12. **Fastest lap** Spencer Baker, 54.76s, 79.12mph.

TVR TUSCAN CHALLENGE (10 LAPS), RACE 1 1, John Kent, 8m10.74s, 88.29mph; 2, Colin Blower, 8m10.91s; 3, Gavin Cooper, 10 laps; 4, Bob Sands, 10:5, Stephen Guglielmi, 10:6, Steve Cole, 10. **Fastest lap** Blower, 48.06s, 90.15mph (record).

RACE 2, (10 LAPS) 1, Kent, 9m44.02s, 89.03mph; 2, Blower, 9m44.31s; 3, Guglielmi, 12 laps; 4, Rod Gretton, 10:5, Ian Flux, 12:6, Peter Wheeler, 12. **Fastest lap** Dan Eaves, 53.25s, 81.40mph (record).

CATERHAM K SERIES CHALLENGE, RACE 1 (12 LAPS) 1, Peter Venn, 11m00.82s, 78.68mph; 2, Simon Harris, 11m05.52s; 3, Warren Gilbert, 12 laps; 4, Rod Robson, 12:5, Neil Delargy, 12:6, Justin Oxenham, 12. **Fastest lap** Dan Eaves, 53.25s, 81.40mph (record).

RACE 2, (12 LAPS) 1, Harris, 10m56.02s, 79.25mph; 2, Robson, 10m57.85s; 3, Gilbert, 12 laps; 4, Mark Humphrey, 12:5, Venn, 12:6, Oxenham, 12. **Fastest lap** Eaves, 53.10s, 81.60mph (record).

FORMULA FIRST CHAMPIONSHIP (12 LAPS) 1, Daniel Stilp, 10m30.31s, 82.49mph; 2, Andy Berg, 10m35.59s; 3, James Hills, 12 laps; 4, Joe Chedid, 12:5, Steve Dutton, 12:6, Tim Spouge, 12. **Fastest lap** Hills, 51.11s, 84.77mph.

FORMULA FIRST, RACE TWO (12 LAPS) 1, Berg, 10m30.85s, 82.42mph; 2, Stilp, 10m30.86s; 3, Chedid, 12 laps; 4, Owen Mildenhall, 12:5, Spouge, 12:6, Dutton, 12. **Fastest lap** James Beales, 51.18s, 84.66mph.

UNIPART DCM MINI SEVEN CHALLENGE (15 LAPS) 1, Michael Jackson, 14m39.65s, 73.88mph; 2, Shaun King, 14m40.69s; 3,



BRSCC FORMULA FIRST



Daniel Stilp leads weekend rival Andy Berg into Paddock. Photo: Jeff Bloxham

Ice cool Berg, red hot Stilp

Andy Berg and Daniel Stilp fought out the closest finish of the day, Berg winning by just 0.01s to take revenge for his defeat by Stilp in the first of the day's two Formula First thrillers.

Returning to their spiritual home, the new-shape Firsts showed that slipstreaming and slingshot manoeuvres are now a normal part of the action.

The first race was a humdinger until white flags flew for medical teams to attend an incident at Druids. A number of drivers slowed drastically, apparently believing the race would be stopped.

Stilp, who had led for the first three

laps until displaced by Berg, was ahead when the flags appeared, and showed his trackcraft to finish 5.28s clear of Berg, who headed a five-car group which was covered by a mere 0.72s.

In race two, Berg and Stilp traded the lead with metronome-like regularity. Joe Chedid headed the chasers, himself under pressure from four other cars, but he could never get in a telling blow. Berg regained the lead on the penultimate lap, and just held on as Stilp slipstreamed him to all but pinch the verdict at the flag.

■ Dud Candler



Caterham Vauxhall winner Keith Farrance (left) battles with Simon Jackson (11), and the pack at Paddock. Photo: Jeff Bloxham



Russell Clark slides into Paddock ahead of Rover GTI winner Gary Till. Photo: Jeff Bloxham

Dave Banwell, 15 laps; 4, Kelly Rogers, 15; 5, Micky Bray, 15; 6, Matthew Hayman, 15. **Fastest lap** Jackson, 57.64s, 75.17mph.

SALOONS 2000 CHAMPIONSHIP (12 LAPS) Overall & Class A 1, Andy Middlehurst (2.6t Nissan Skyline GTR), 10m24.87s, 83.21mph; 2, Graham Coomes (2.0t Ford Escort Cosworth), 10m27.95s; 3, Michael Woodcock (2.0t Ford Escort Cosworth), 12 laps; 4, Geoff Kimber-Smith (2.0t Ford Sapphire Cosworth), 12

Fastest lap Middlehurst, 51.30s, 84.46mph (**establishes record**). **Class B** 1, Bill Stillwell (1.6 Honda Civic V-Tec), 10m52.53s, 79.68mph. **Fastest lap** Peter Morris (2.0 Vauxhall Astra GSi), 52.58s, 82.40mph (**establishes record**).

SALOONS 2000, RACE TWO (12 LAPS) Overall & Class A 1, Coomes, 10m25.20s, 83.16mph; 2, Middlehurst, 10m25.78s; 3, Kimber-Smith, 12 laps; 4, Woodcock, 12. **Fastest lap** Kimber-Smith, 51.11s, 84.77mph (**record**). **Class B** 1, Stillwell, 10m47.95s, 80.24mph. **Fastest lap** Warren Briggs (1.6 Honda Civic V-Tec), 52.47s, 82.57mph (**record**).

CATERHAM VAUXHALL CHALLENGE (12 LAPS) 1, Keith Farrance, 10m00.69s, 86.55mph; 2, Simon Jackson, 10m01.08s; 3, Clive Richards, 12; 4, David Walton, 12; 5, Shaun Balle, 12; 6,

David Goode, 12. **Fastest lap**: Mark Newman, 48.69s, 88.99mph.

CATERHAM VAUXHALL, RACE TWO (12 LAPS) 1, Farrance, 10m05.03s, 85.93mph; 2, Richards, 10m05.09s; 3, Newman, 12 laps; 4, Bart Hayden, 12; 5, Walton, 12; 6, Jackson, 12. **Fastest lap** Howard Walker, 48.56s, 89.22mph.

KENT COUNTY FF1600 CHAMPIONSHIP (12 LAPS) 1, John Hayden (Van Diemen RF90), 9m57.78s, 86.98mph; 2, Peter Alexander (Swift FB91), 10m02.12s; 3, David Hardisty (Van Diemen RF90), 12 laps; 4, Mike Oxley (Ray 95F), 12; 5, Richard Mansell (Van Diemen RF90), 12; 6, Alan Yule (Swift SC93F), 12. **Fastest lap** Hayden, 49.12s, 88.21mph.

KENT COUNTY FF1600, RACE TWO (12 LAPS) 1, Hayden, 10m05.99s, 85.80mph; 2, Alexander, 10m07.45s; 3, Richard Turling (Van Diemen RF90), 12 laps; 4, Yule, 12; 5, Hardisty, 12; 6, Robin Dawe (Van Diemen RF91), 12. **Fastest lap** Yule, 49.20s, 88.06mph.

UNIPART DCM MINI MIGLIA CHALLENGE (15 LAPS) 1, Bill Sollis, 13m31.63s, 80.07mph; 2, Chris Lewis, 13.31.77s; 3, Ian Curley, 15 laps; 4, Myk Cable, 15; 5, Peter Baldwin, 15; 6, Mick Best, 15. **Fastest lap** Lewis, 53.19s, 81.46mph.

TVR TUSCANS

If you had never been to a TVR Tuscan race before Sunday, you might be forgiven for not believing that John Kent has only lost one race this year. The Preston driver had to fight tooth and nail for both victories as he continued his amazing domination of the top podium step.

It was also Kent who took his regular pole position during Saturday's qualifying in the AJP-powered car with a 47.03s lap. Colin Blower, Kent's tormentor for the entire weekend, was just behind on 47.47s. Birthday boy Gavin Cooper and Ian Flux – running-in a new AJP engine – filled the second row.

As the drivers lined up for the first race, many were concerned that the 'Racing Ahead' strategy of one warm-up lap was not sufficient to heat the tyres, and it was believed that the ensuing first lap devastation at Clearways was a direct result. Giles Cooper spun and was instantly collected by a surprised John McQuilkin, soon to be joined by Peter Brown and MJ Preston (the only one to make the restart).

Kent led a relieved Blower (who had stalled prior to the aborted start), away with Gavin Cooper, Ian Flux and Bob Sands close by. As they thundered past the start line on the opening lap the order remained the same, minus Fluxie! The ex-BTCC star shot off backwards up the Grand Prix loop when he hit the



John Kent and Colin Blower in mid-battle during their epic TVR clash. Photo: Jeff Bloxham

Kent endures as Blower offensive rages

AJP's rev-limit, which cut the engine dead: 'I thought that it would be the quickest option to get out of the way,' he explained.

From that moment Blower hurled his much-improved car at every conceivable gap as he tried in vain to wrench the lead from a steadfast Kent. The two were separated by less than two tenths at the flag.

Cooper's explicitly bright car was third, Sands fourth, and an impressive

Stephen Guglielmi fifth.

Blower was optimistic about his chances in race two, but Kent was adamant that the debris-strewn surface had persuaded him to drive defensively first time out. This time, Kent's launch was akin to that of a Tomahawk missile. But attention focused on Cooper and Sands as the pair merged on the exit of Paddock, and slowed down the hill together. With both effectively out, Steve Guglielmi found himself a welcome third.

Again the leaders divorced themselves from the pack and enjoyed a tussle that had Blower alongside Kent's car more than once, but never ahead.

Meanwhile, Fluxie as usual was busy entertaining the crowd with a monster drive through to fifth from 18th on the grid. Guglielmi held on to take a well-deserved first Tuscan podium, despite frenetic attacks from Rod Gretton. TVR boss Peter Wheeler took sixth.

■ Simon Strang

PEMBREY MAY 20/21

Britnell shares hour of glory

Andy Britnell and David Bartrum took their Escort Cosworth to a superb victory in the One Hour Production Saloon round which was the feature event of the BARC's two day meeting.

Andy Britnell took an early lead in the race, followed by Andy Middleton, and Chris Lord. When Middleton dropped back Gary Britnell moved up into third place behind Lord's Sierra.

Just over quarter of an hour into the race and Tom Segrue was out of action, his Porsche 944 making contact with the Paddock banking.

The Escort of the Britnell family moved up to second in the driver changes, Andy having handed over the lead car to Dave Bartrum before taking over the reins from Gary. Just a couple of seconds separated the lead pair but team tactics ruled out any dicing.

Martin Davies took both wins in the Welsh Sports and Saloon Car rounds, second place going to the similar Sierra of Colin Williams ahead of Roger Dowden's Darrian.

Allen Lloyd took victory in all four of the historic saloon events spread over the two days. He took his Mk1 Jaguar to victory in an eventful Classic Saloon round ahead of the Zephyr of Adam Gittings and Peter St Barbe's A35. He used his Mk2 to similar effect in the Historic Touring Car round.

On Sunday, it was the turn of the XJ12 as first he dominated the Post Historic Touring round, aided by the mechanical maladies of his rivals. The car was out again later and took victory in the 20 lap Group One race. Steve Hirst enjoyed a stirring drive through the field, then a thrilling battle for second between the RS2000 and the Capri of Alexander Rogan, the larger car just taking it.

A pair of Westfield SE rounds produced two wins for Bill Tully and two second places for Anthony Brown.

Kevin Mills took victory in the BRC Formula Ford race, while the local championship round went to Robin Parsons.

There was a one-two for the RDS team in the Clubmans Sport 1600 race, with Peter Richings just heading Barry Webb.

■ Peter Hughes.

P+P SUPPLIES WELSH SPORTS & SALOON CARS (12 LAPS)
Overall 1, Martin Davies (Ford Sierra Cosworth), 13m31.32s, 77.52mph; 2, Colin Williams (Ford Sierra Cosworth), 13m53.21s; 3, Roger Dowden (Darrian T90), 12 laps; 4, Larry Phillips (Rover 2166Ti), 12. **Class A 1,** Davies. **Fastest lap** Davies, 1m05.83s, 79.62mph. **Class B 1,** Malcolm Stevens (Mitsubishi Starion Turbo), 11 laps. **Fastest lap** Stevens, 1m15.88s, 69.07mph. **Class C 1,** Phillips, 66.36mph. **Fastest lap** Glynn Jones (Ford Anglia), 1m09.52s, 75.39mph. **Class D 1,** Dowden, 72.74mph. **Fastest lap** Dowden, 1m09.68s, 75.22mph.

BARC/CSCC CLASSIC SALOON CARS (12 LAPS) **Overall 1,** Allan Lloyd (Jaguar Mk1), 15m37.84s, 67.06mph; 2, Adam Gittings (Ford Zephyr Mk1), 15m54.96s; 3, Peter St Barbe (Austin A35), 12 laps; 4, Tony Lake (Morris Minor), 12. **Class A 1,** John Baines (Jaguar Mk1), 11 laps. **Fastest lap** Baines 1m24.15s, 62.28mph.

Class B 1, Chris Logue (Austin A50), 11 laps. **Fastest lap** Logue, 1m24.13s, 62.30mph. **Class C 1,** Andrew Cross (Morris Minor), 16m51.96s, 62.15mph. **Fastest lap** Cross, 1m21.98s, 63.93mph. **Class D 1,** Lloyd. **Fastest lap** Lloyd, 1m15.51s, 69.41mph. **Class E 1,** St Barbe, 65.52mph. **Fastest lap** Bill Stone (Morris Minor Split Screen), 1m17.40s, 67.72mph.

P+P SUPPLIES WELSH SPORTS & SALOON CARS (12 LAPS)
Overall 1, Martin Davies (Ford Sapphire Cosworth), 13m20.97s, 78.52mph; 2, Colin Williams (Ford Sierra Cosworth), 13m29.06s; 3, Roger Dowden (Darrian T90), 11 laps; 4, Larry Phillips (Rover 2166Ti), 11. **Class A 1,** Davies. **Fastest lap** Davies, 1m05.57s, 79.93mph. **Class B 1,** Peter Evans (Triumph Dolomite Sprint), 11 laps. **Fastest lap** Evans, 1m17.89s, 67.29mph. **Class C 1,** Phillips, 66.67mph. **Fastest lap** Kern, 1m15.89s, 69.06mph. **Class D 1,** Dowden, 71.67mph. **Fastest lap** Peter Dark (Darrian T90), 1m03.19s, 82.94mph.

BARC/CSCC HISTORIC TOURING CARS (12 LAPS) **Overall 1,** Allen Lloyd (Jaguar Mk2), 15m06.16s, 69.41mph; 2, Roddy Pratt (Triumph 2000 Mk1), 15m53.34s; 3, John Baines (Jaguar Mk1), 11 laps; No other finishers. **Class A 1,** Lloyd. **Fastest lap** Lloyd, 1m12.66s, 72.13mph. **Class B 1,** Pratt, 65.97mph. **Fastest lap** 1m17.40s, 67.72mph. **Class F** No finishers. **Fastest lap** Thomas Lailey de Ville (Lotus Cortina), 1m17.22s, 67.87mph.

BARC WALES/WRDA FORMULA FORD 1600 (12 LAPS) **Overall 1,** Robin Parsons (Van Diemen RF90), 12m52.09s, 81.46mph; 2, Richard Carter (Van Diemen RF92), 12m55.50s; 3, Stuart Sanders (Swift SC92), 12 laps; 4, Matthew Barnes (Van Diemen RF88), 12. **Class A 1,** Carter, 81.10mph. **Fastest lap** Sanders, 1m02.35s, 84.06mph. **Class B 1,** Parsons. **Fastest lap** Parsons, 1m03.23s, 82.89mph.

WESTFIELD SE SPORTS CARS (12 LAPS) **Overall 1,** Bill Tully, 13m16.10s, 79.00mph; 2, Anthony Brown, 13m23.84s; 3, Richard Howard, 12 laps; 4, Richard Hardy-Bishop, 12. **Class A 1,** John Grosvenor, 13m43.18s, 76.41mph. **Fastest lap** Grosvenor, 1m06.47s, 78.85mph (record). **Class B 1,** Hardy-Bishop. **Fastest lap** 1m07.07s, 78.15mph. **Class C 1,** Tully. **Fastest lap** Tully, 1m04.26s, 81.56mph (record).

BARC/CSCC POST HISTORIC TOURING CARS (12 LAPS) **Overall 1,** Allen Lloyd (Jaguar XJ12), 14m40.15s, 71.46mph; 2, Nigel Garrett (Triumph Dolomite Sprint), 15m02.24s; 3, David Nixon (Hillman Avenger), 12 laps; 4, Edward Bourn (Ford Escort RS2000), 12. **Class A 1,** Lloyd. **Fastest lap** Lloyd, 1m09.27s, 75.66mph. **Class B** No finishers. **Fastest lap** David Thomas (Ford Capri Mk1), 1m11.45s, 73.36mph (record). **Class C 1,** Garrett, 69.71mph. **Fastest lap** Garrett, 1m10.13s, 74.74mph (record). **Class D 1,** Nixon, 69.46mph. **Fastest lap** Nixon, 1m13.56s, 71.25mph.

BARC PRODUCTION CARS (1 HOUR) **Overall & Class A 1,** Andy Britnell/Dave Bartrum (Ford Escort Cosworth), 51 laps, 1h00m45.10s, 73.33mph; 2, Gary Britnell/Andy Britnell (Ford Escort Cosworth), 1h00m45.18s; 3, Chris Lord/Mark Reece (Ford Sapphire Cosworth), 51 laps; 4, Andy Middleton/Alan Cross (Ford Sapphire Cosworth), 50. **Fastest lap** Andy Britnell, 1m09.28s, 75.65mph. **Class B 1,** Phil Wright/Dave Allan (Honda Civic Domani), 49 laps, 69.78mph. **Fastest lap** Phil Wright 1m12.37s, 72.42mph.

WESTFIELD SE SPORTSCARS (12 LAPS) **Overall 1,** Bill Tully, 13m24.26s, 78.20mph; 2, Anthony Brown, 13m30.86s; 3, John Grosvenor, 12 laps; 4, Steve Kelsey, 12. **Class A 1,** Grosvenor, 77.56mph. **Fastest lap** Grosvenor, 1m06.63s, 78.66mph. **Class B** Richard Hardy-Bishop, 11 laps. **Fastest lap** 1m07.16s, 78.04mph. **Class C 1,** Tully. **Fastest lap** Tully, 1m05.31s, 80.25mph.

BARC/CSCC GROUP 1 TOURING CARS (20 LAPS) **Overall 1,** Allen Lloyd (Jaguar XJ12), 24m11.50s, 72.22mph; 2, Alexander Rogan (Ford Capri S), 24m22.19s; 3, Steve Hirst (Ford Escort RS2000), 20 laps; 4, David Thomas (Ford Capri Mk1), 20. **Class A 1,** Lloyd. **Fastest lap** 1m09.97s, 74.91mph (record). **Class B 1,** Rogan, 71.69mph. **Fastest lap** Rogan, 1m10.63s, 74.21mph (record). **Class C 1,** Hirst, 71.66mph. **Fastest lap** Hirst, 1m10.63s, 74.21mph (record). **Class D 1,** Simon Dickinson (Toyota Corolla SR), 19 laps. **Fastest lap** Dickinson, 1m13.55s, 71.26mph.



Peter St Barbe's battle-scarred A35 finished third in the classic saloons. Photo: Ian Hayward



ZANDVOORT MAY 20/21

Ventos go wild in Holland

The Lucas VW Vento Challenge topped the Zandvoort bill for the popular BRSCC 'Engelse races'. They produced plenty of drama...

All categories enjoyed two races each – one on Saturday and one on Sunday. The Saturday Vento race started with a traditional first lap incident at Tarzan, triggered by Mark Lemmer, before Rob Schirle won this 10-lapper ahead of Colin Wells and Frank Greenway.

The Ventos' second race on Sunday, scheduled for 15 laps had to be aborted after just four. Schirle made a clean start to head Chris Boon, but the race was red-flagged due to three separate incidents at

different spots around the circuit involving Colin Wells, Paul Lind and Andy Kraemer.

After the circuit had been cleared the Vento gentlemen were given another try. This time Schirle and Wells set the pace until Chris Boon tapped Mark Hazell into a series of rolls at the Hugenholtz bend and the red flags came out once again. After all the damage the Vento cowboys decided to call it a day. The unlucky Hazell, who had been running in third position, was also penalized for jumping the start.

The Alliance & Leicester Formula 2000 championship saw two different winners. Poleman Stuart Sagers scored his second win of the season in the Saturday 10 lapper with arch-rival Mike Kirkham nearly six seconds behind. Elliot Lewis was third.

In the second race Sagers led for two laps, but Kirkham passed him on lap three and withstood Sagers's pressure to the end.

The Hankook Porsche 924 Championship saw two new winners for this season. Michael Neuhoff narrowly beat Gerry Taylor on Saturday. Bob Hollick was already ahead of Neuhoff by Tarzan on lap one and went on to win his first race of the season. Dave Manners and Taylor battled for third place for the entire



Mark Lemmer is knocked out of contention by a brakeless Mark Grady in the second VW Vento VR6 race. Photo: John Colley

distance, Manners taking the place.

The Chris Knott Alfa Romeo Championship saw the same names – Chris Snowdon, Graham Presley and Richard Sikes – at the top of the timesheets after practice and both races.

In the Ford Modified Saloon Car Championship events, Gary Woodcock's Sierra was a double winner – on Sunday ahead of Class B winner Lee Allen and on Saturday from fellow Class A driver Malcolm Johnson.

The BMW CC and Selenia Fiat Challenge fields raced together and Peter Challis and John Willcocks were first and second in both races. The pair provided plenty of entertainment in the second race, which Challis won after taking the lead on lap 16 and narrowly beating Willcocks's 325i to the line.

John Simpson beat all his fellow Fiat runners in both races.

■ Willem Staat

ALLIANCE & LEICESTER F2000 CHAMPIONSHIP, RACE 1 (10 LAPS) 1, Stuart Siggers, 11m41.28s, 80.35mph; 2, Mike Kirkham, 11m47.22s; 3, Elliot Lewis, 10 laps; 4, David Thirk, 10; 5, Graham Fenimore, 10; 6, Alan Bonner, 10. **Fastest lap** Siggers, 1m08.12s, 81.52mph.

RACE 2 (15 LAPS) 1, Kirkham, 17m43.98s, 79.45mph; 2, Siggers, 17m44.62s; 3, Fenimore, 15 laps; 4, Bonner, 15; 5, Mike Doble, 15; 6, Mike Bey. **Fastest lap** Kirkham, 1m08.38s, 82.40mph.

LUCAS VW VENTO VR6 CHAMPIONSHIP, RACE 1 (10 LAPS) 1, Rob Schirle, 13m07.65s, 71.54mph; 2, Colin Wells, 13m08.70; 3, Frank Greenway, 10 laps; 4, David Green, 10; 5, Chris Boon, 10; 6, Paul Lind, 10. **Fastest lap** Schirle, 1m17.18s, 73.00mph.

RACE 2 (4 LAPS) 1, Schirle, 6m18.06s, 70.86mph; 2, Greenway, 6m18.44s; 3, Boon, 4 laps; 4, Mark Lemmer, 4; 5, Steve Deeks, 4; 6, Mike Flarry, 6. **Fastest lap** Schirle, 1m17.12s, 73.12mph.

CHRIS KNOTT ALFA ROMEO CHAMPIONSHIP, RACE 1 (10 LAPS) Overall 1, Chris Snowdon (GTV6), 13m17.10s, 70.69mph; 2, Graham Presley (75), 13m20.47s; 3, Richard Sikes (33), 10 laps;

4, Andy Curtis (Alfa Sud), 10. **Class winners** Snowdon. **Fastest lap** Snowdon, 13m17.10s, 73.47mph. Curtis 14m01.04s, 66.53mph. **Fastest lap** 1m22.49s. Sikes, 13m57.38s, 67.29mph. **Fastest lap** 1m21.70s. Parsons, 14m03.84s, 66.77mph. **Fastest lap** Gavin Watson, 1m22.23s. Paul Buckley (75), 14m39.21s, 64.09mph. **Fastest lap** Buckley 1m25.36s. Mark Ticehurst (33), 14m33.87s, 64.48mph. **Fastest lap** Ticehurst, 1m24.33s.

RACE 2 (18 LAPS) Overall 1, Snowdon, 23m14.99s, 72.71mph; 2, Presley, 23m19.22s; 3, Sikes, 17 laps; 4, Watson, 17. **Class winners** Snowdon. **Fastest lap** 1m16.72s, 74.41mph. Curtis, 16 laps. **Fastest lap** Curtis, 1m22.81s. Sikes, 17 laps. **Fastest lap** 1m21.20s. Watson, 17 laps. **Fastest lap** Watson, 1m22.11s. Sam Laird (75), 17 laps. **Fastest lap** Laird, 1m24.52. Ticehurst, 17 laps. **Fastest lap** Ticehurst, 1m24.09.

FORD MODIFIED SALOON CAR CHAMPIONSHIP, RACE 1 (10 LAPS) Overall 1, Gary Woodcock (Ford Sierra RS500), 13m06.56s, 71.64mph; 2, Malcolm Johnson (Ford Sierra Cosworth), 13m10.16s; 3, Lee Allen (Ford Escort Mk5), 10 laps; 4, Julian Arnold (Ford RS2000), 10. **Class winners** Woodcock. **Fastest lap** Woodcock, 1m15.82s, 74.31mph. Allen, 13m14.60s, 70.19mph. **Fastest lap** Allen 1m17.16s. Roger Ebdon (Ford Fiesta), 13m27.50s, 69.78mph. **Fastest lap** Ebdon, 1m18.80s.

RACE 2 (15 LAPS) Overall 1, Woodcock, 19m36.98s, 71.81mph; 2, Allen, 19m44.08s; 3, Arnold, 15 laps; 4, Les Allen (Ford Escort Mk3), 15. **Class winners** Woodcock. **Fastest lap** Woodcock, 1m16.23s, 73.91mph. Allen, 1m17.38mph. **Fastest lap** Allen, 1m17.43s. Les Allen, 20m02.76s, 70.27mph. **Fastest lap** Allen, 1m18.75.

HANKOOK PORSCHE 924 CHAMPIONSHIP, RACE 1 (10 LAPS) 1, Michel Neuhoff, 14m19.05s, 65.59mph; 2, Gerry Taylor, 14m19.77s; 3, Hugh Leventon, 10 laps; 4, Bob Hollick, 10; 5, Dave Manners, 10; 6, John Quartermaine, 10. **Fastest lap** Taylor, 1m23.33s, 66.81mph.

RACE TWO (15 LAPS) 1, Hollick, 21m13.50s, 66.37mph; 2, Neuhoff, 21m14.13s; 3, Manners, 15 laps; 4, Taylor, 15; 5, Quartermaine, 15; 6, William Black, 15. **Fastest lap** Neuhoff, 1m23.71s, 67.31mph.

BMW CAR CHALLENGE/SELENIA FIAT CHALLENGE, RACE 1 (10 LAPS) Overall 1, Peter Challis (BMW M5), 13m15.69s, 70.82mph; 2, John Willcocks (BMW 325i), 13m17.16s; 3, Guy Spurr (BMW M3), 10 laps; 4, Alastair Davidson (BMW M3), 10. **Class winners** Challis. **Fastest lap** 1m16.05s. Willcocks, 70.68mph. **Fastest lap** Spurr, 1m17.88s. Jonathan Rowland (BMW 325i), 14m06.15s, 66.59mph. **Fastest lap** Rowland, 1m22.78s. K Simpson (BMW 323i), 14m07.38s, 66.49mph.

Fastest lap Simpson, 1m22.13s. John Simpson (Fiat Uno), 14m33.45s, 64.51mph. **Fastest lap** Andrew Fields (Fiat Uno), 1m25.36s.

RACE 2 (18 LAPS) Overall 1, Challis, 23m59.22s, 70.47mph; 2, Willcocks, 24m00.14s; 3, Davidson, 18 laps; 4, Robyn Hood (BMW M3), 18. **Class winners** Challis. **Fastest lap** Challis, 1m19.00s. Willcocks, 70.41mph. **Fastest lap** Willcocks, 1m19.13s. Rowland, 25m09.02s, 67.21mph. **Fastest lap** 1m22.30s. Simpson, 25m11.19s, 67.11mph. **Fastest lap** Simpson, 1m22.46s. J Simpson, 17 laps. **Fastest lap** Simpson, 1m25.62s.

Hutchinson's last-gasp win

Cadwell Park played host to the 750 Motor Club on Sunday, and some of the racing could have come straight from the British Touring car book of how to thrill the crowds.

It was Formula Vee action that had the spectators gasping for breath with a great scrap between champion Trevor Welsh and Simon Hutchinson. It was real tooth and nail stuff as the lead pair scrapped at almost every corner. At the flag, it was Hutchinson who ended up just a tenth of a second in front of Welsh, with points leader Andres Serrano third.

Rodney Delves had the 750 Trophy race all but won until a problem on lap nine saw victory handed over to Roger Rowe. Steve Newey had his mirrors full while he tried to keep hold of second place in the Supersports event. Newey holding Roy Mara at bay for seven laps while Reg Woodcock disappeared into the distance with the laurels.

Damon Bland took advantage Pete Knipe's misfortune as the latter failed to take his pole slot for the 750 Formula race. Mick Harris drove a blinder in the race to finish second from eighteenth on the grid.

Mark Williams took victory in the Kit Car race, while Chris Emery and Jon Millicevic scored comfortable wins in the Formula 1300 event and Radical Roadsport race respectively.

Bob Davis was home free in the Formula Fours when his closest challenger, Alan Hicks, retired.

Nick Olson's Lotus took control of the final Roadsports race. The red flags came out on the last lap when Brian Cook's Ginetta parted company with its engine against a tyre wall.

Stuart Cooling was beaten for the first time in the Hot Hatches this season, as Steve Taylor and Jason Jackson showed a clean pair of XR2 heels to the Escort driver. Ian Smith took class A spoils.

■ Adam Proctor

Clifford Ringrose (WEV 750), 10. **Fastest lap** Rodney Delves (Kieft), 1m24.0s, 63.26mph.

FORMULA VEE CHAMPIONSHIP (10 LAPS) 1, Simon Hutchinson (Scarab Mk2), 11m30.9s, 76.91mph; 2, Trevor Welsh (Scarab GAC), 11m31.0; 3, Andrea Serrano (Predator Bowles), 10; 4, Alan Shaw (Spyder Special), 10; 5, Geoff Cogan (Sheane Mk2), 10; 6, Andy Nickless (Hawke DL5), 10. **Fastest lap** Serrano, 1m08.7s, 77.34mph.

NEWY JEWELLERS SUPERSPORTS RACE (10 LAPS) Overall 1, Reg Woodcock (Westfield 11), 11m24.4s, 77.64mph; 2, Steve Newey (Westfield Sei), 11m30.2s; 3, Roy Mara (Westfield Sei), 10 laps; 4, John Counsell (Caterham Vauxhall), 10. **Class A** 1, Woodcock. **Fastest lap** Woodcock 1m07.8s, 78.37mph. **Class B** Dave Green (Daren Mk2), 12m17.3s, 72.07mph. **Fastest lap** Green 1m12.8s, 72.99mph (record). **Class C** Mara, 11m30.8s, 76.92mph. **Fastest lap** Mara 1m08.6s, 77.46mph (record). **Class 1** 1, Counsell, 11m47.8s, 75.07mph. **Fastest lap** Counsell, 1m09.2s, 76.79mph.

WESPRESS CASTINGS 750 FORMULA CHAMPIONSHIP (10 LAPS) 1, Damon Bland (Simpson Special), 11m52.9s, 74.63mph; 2, Mick Harris (Darvi 877), 12m01.2s; 3, Keith McPherson (Marrow), 10 laps; 4, Bob Couchman (BCR 750 Special), 10; 5, Anthony Raine (Centaur), 10; 6, Dick Harvey (Darvi-91D), 10. **Fastest lap** Harris, 1m10.3s, 75.58mph.

KIT CAR CHAMPIONSHIP (10 LAPS) Overall 1, Mark Alexander Williams (Westfield SE), 12m03.4s, 73.45mph; 2, Roger Dexter (Westfield 7SE), 12m07.3s; 3, Paul Barker (Dutton Phaeton), 10 laps; 4, David Allen (Sylvia Phoenix), 10. **Class A** Williams. **Fastest lap** 1m11.3s, 74.52mph (record). **Class B** Allen, 12m18.9s, 71.91mph. **Fastest lap** Steve Newey, 1m12.1s, 73.30mph (record). **Class C** Ken Culverwell (Westfield 11), 13m04.1s, 67.77mph. **Fastest lap** Culverwell, 1m18.0s, 68.12mph.

FORMULA 1300 CHAMPIONSHIP (10 LAPS) Overall 1, Chris Emery (WEV Sports), 10m55.3s, 81.09mph; 2, Rupert Russell (Strike P15), 11m03.3s; 3, Jonathan Loader (Tiga SC84), 10 laps; 4, Garry Taylor (Mallock Mk18B), 10. **Class A** Emery. **Fastest lap** Emery 1m04.5s, 82.38mph. **Class B** Russell. **Fastest lap** Russell, 1m06.2s, 80.27mph. **Class C** Mark Hobbs (Van Diemen), 9 laps. **Fastest lap** Andrew Darby (Mullisport), 1m08.5s, 77.57mph.

RADICAL ROADSPORTS CHAMPIONSHIP CLASSES E & F, (10 LAPS) Overall & Class F 1, Jon Millicevic (Caterham Super Sport), 11m25.3s, 77.54mph; 2, John Taylor (Caterham 7), 11m36.1s; 3, John Jowle (Caterham 7), 10 laps; 4, Mick Hyde (Caterham Super 7), 10. **Fastest lap** Millicevic, 1m08.2s, 77.91mph; **Class E** Keith McKenzie (Caterham K Series), 12m32.5s, 70.61mph. **Fastest lap** 1m14.6s, 71.23mph.

YOKOHAMA TYRES FORMULA 4 CHAMPIONSHIP (10 LAPS) 1, Bob Davis (Davis T6D), 10 laps; 2, John Moore (Ethyl Jay), 10; 3, Adrian Seal (Delta T80R), 10; 4, Stuart Tilley (Royale RP30), 10. **Class A** Davis. **Class B** Seal.

RADICAL ROADSPORTS CHAMPIONSHIP (9 LAPS), Classes A, B, C & D Overall 1, Nick Olsen (Lotus Espirit), 10m50.2s, 73.55mph; 2, Phil Abbott (Mazda RX7), 11m03.7s; 3, Richard Ball (Lotus Elan S3), 10 laps; 4, John Coupe (Porsche 911E), 10. **Class A** Kevin Ginger (Triumph Spitfire), 11m20.3s, 70.30mph. **Fastest lap** Ginger, 1m14.4s, 71.42mph. **Class B** Ball, 11m06.6s, 71.63mph. **Class C** Olson. **Fastest lap** Olson, 1m11.8s, 74.01mph. **Class D** No finishers. **Fastest lap** Howard Brearley (TVR Griffith 400), 1m16.0s, 69.92mph.

MARSHALL TYRES/FAST CAR HOT HATCH CHAMPIONSHIP (8 LAPS), Overall & Class B 1, Steve Taylor (Fiesta XR2), 10m14.6s, 69.16mph; 2, Jason Jackson (Fiesta XR2), 10m18.9s; 3, Stuart Cooling (Escort XR3i), 8 laps; 4, Glen Turner (Peugeot 205 GTI), 8. **Fastest lap** Taylor, 1m16.9s, 69.10mph (record). **Class A** Ian Smith (Citroen AX GT), 11m03.1s, 64.11mph. **Fastest lap** Smith, 1m21.7s, 65.04mph (record).



Adrian Beswick leads Stuart Tilley in the Formula 4 race. Photo: Chris Walker

KNOCKHILL MAY 21

Low gear Steedman storms it

With a second covering the first nine cars in qualifying, it was little wonder that the FF1600s provided a breathtaking race.

Poleman Ricki Steedman craftily dropped in a lower cog to ensure he headed the large field off the line. Stuart Thorburn, Geordie Taylor and Andrew Kirkaldy chased him away, as Jim Forsyth spun out on lap one.

Steedman held the advantage throughout, spurning all challenges – the most determined coming from Kirkaldy.

Andrew Forrest made a superb start to control the Goodyear Eagle Road Saloon race to the flag.

Andy Cumming rocketed his Lotus Elan away from the Lynton Trailers Sports/Saloons, setting a blistering pace. Roddie Paterson's Darrian ventilated its block while trying to keep up, boosting Ken Thomson to second in his Darrian.

The main interest in the small Historic F3 championship field was provided by the lead quartet, David Jackson initially fending off Nick Crossley with Nigel Digwood and Alistair Morrison all in there swapping places.

Alas, Jackson was black-flagged his car trailing smoke. Digwood then moved to the front only to be caught and passed by Crossley in the last two laps.

The Historics inspired battles throughout. Allan MacGregor led until his Lotus 23 was overwhelmed by the Brabham of Bob Birrell. When MacGregor retired, Grant Stephen moved his Elva into second place.

Colin Gallie led a re-started Super Sports/Saloon event away. But, after developing a misfire, he was demoted by both John Muir and winner Tony Burch.

Ian Gibbon and Chris Higson fought a nail-biting squabble for 2CV glory, which went to Gibbon.

Ken Thomson led the closing Kit Car event from start to finish.

■ Bill Henderson

GOODYEAR EAGLE ROAD SALOONS (12 LAPS) Overall & over 1600cc 1, Andrew Forrest (2.0t Ford Sierra Cosworth), 13m03.34s, 71.69 mph; 2, Mario Cairra (2.0t Ford Sierra Cosworth), 13m05.21s; 3, Derek Hastings (2.2 Talbot Sunbeam Lotus), 13m10.18s; 4, Kevin Adam (2.0t Ford Sierra Cosworth), 13m15.66s. **Fastest lap:** Hastings, 1m04.24s, 72.95mph (record). **Up to 1400cc** 1, Jimmy Patrick (1.4 Mini), 13m31.82s, 69.18 mph. **Fastest lap** Patrick, 1m06.26s, 70.63 mph (record). **1400-1600cc** Keith MacAskill, (1.6 Vauxhall Nova) 13m21.42s, 70.08mph. **Fastest lap** MacAskill, 1m04.83s, 72.19 mph.

LYNTON TRAILERS CHAMPIONSHIP (12 LAPS) Overall & Class B 1, Andy Cumming (2.0 Lotus Elan), 11m24.49s, 82.05mph; 2, Ken Thomson (2.0 Darrian T90), 11m45.50s; 3, Tony Burch (2.3 Skoda), 11m45.53s; 4, Richard Ward (2.0 Lotus Elan), 11m46.27s. **Fastest lap** Cumming, 55.552, 84.25 mph. **Class C** Lyndon Griffin, (1.6 Westfield), 12m10.23s, 76.91 mph. **Fastest lap** Iain Gorrie (1.6 Darrian T90), 58.54s, 79.95mph. **Class D** 1, Colin Gallie (2.0 BMW M3), 12m 09.15s, 77.02mph. **Fastest lap** Gallie, 58.50s, 80.00mph. **Class A** 1, Simon Allaway (3.6 Lotus Esprit), 12m23.88s 75.50mph. **Fastest lap** Colin Simpson (2.0 Ford Escort), 58.13s, 80.51mph.

FF1600 (12 LAPS) 1, Ricki Steedman (Van Diemen-Scholar RF91), 11m38.98s, 80.35mph; 2, Andrew Kirkaldy (Van Diemen-Scholar RF92), 11m40.88s; 3, Stuart Thorburn (Van Diemen-Minister RF91), 11m41.64s; 4, Geordie Taylor (Reynard-Taylor FF84), 11m42.44s; 5, Stewart Roden (Van Diemen-Auriga), 11m45.26s; 6, Roy Low (Reynard-Scholar 84FF), 11m45.37s. **Fastest lap** Steedman, 56.87s, 82.29mph.

OREGON TIMBER FRAME HOMES F3 CHAMPIONSHIP (12 LAPS) 1, Nick Crossley (1.6 Chevron B20), 12m17.75s, 76.12mph; 2, Nigel Digwood (Ensign), 12m19.53s; 3, Alistair Morrison (March 733), 12m20.42s; 4, Paul Newton (Ensign LNF3), 12m39.46s, 5, Bob Sellix (March), 12m43.55s; 6, Bernard Giller (Royale), 11 laps. **Fastest lap** Crossley, 59.57s, 78.56 mph.

HISTORIC CARS (12 LAPS) Overall 1, Bob Birrell, (1.6 Brabham), 13m25.75s, 69.70 mph; 2, Grant Stephen (1.1 Elva), 13m50.69s; 3, Tom McWhirter (3.8 Tojeiro-Jaguar), 14m17.38s; 4, Nick Fleming (1.3 Lotus Elite), 14m27.48s. **Pre-War** 1, Tom Richardson (1.1 Brooklands Riley), 13m 54.84s, 50.45 mph. **Fastest lap** 1m29.24s, 52.44mph. **Class B** Birrell. **Fastest lap** 1m02.51, 74.87mph. **Class C, Pre-'56** 1, Darren McWhirter (2.0 Tojeiro-Bristol), 11 laps, 61.01mph. **Fastest lap** Tom McWhirter, 1m07.03s, 69.82 mph. **Class D, Post-'55** 1, Fleming. **Fastest lap** Allan McGregor (1.6 Lotus 23B), 1m03.83s, 73.32mph (record).

SUPERSPORTS/SALOONS (10 LAPS) Overall 1, Tony Burch (2.3 Skoda), 10m00.73s, 77.91 mph; John Muir (2.0 Toyota Starlet), 10m04.02s; 3, Colin Gallie (2.0 BMW M3), 10m06.40s; 4, Derek Butcher (1.6 Toyota Corolla), 10m52.52s. **Fastest lap** Burch, 58.41s, 80.12 mph.

FORMULA LIBRE (9 LAPS) 1, Ron Cumming (2.0 March 832), 7m54.42s, 88.78 mph; 2, Alex Dobbie (2.0 Ralt), 8m23.02s; 3, Charles Jaffray (2.0 Vauxhall Lotus), 8m44.36s; 4, Tony Wood (2.0 Mallock Mk29), 8m49.61s; 5, David Park (2.0 Reynard), 8m19.69; 6, John Hastie (1.7 Mallock Mk20/24), 8m22.80s. **Fastest lap** Cumming, 51.70s, 90.52 mph.

SMRC CITROEN 2CV (12 LAPS) 1, Ian Gibbon, 16m37.66s, 56.29mph; 2, Chris Higson, 16m38.79; 3, Graham Harper, 17m02.75s; 4, 'I MacSikkar', 17m19.85s; 5, Rona Sarafilovic, 17m23.09s; 6, Terry Sharp, 17m25.14s. **Fastest lap** Higson, 1m21.68s, 57.30 mph.

HISTORIC REPLICA & KIT CARS (12 LAPS) 1, Ken Thomson (2.0 Darrian T90), 12m 07.13s, 77.24 mph; 2, Oilly Ross (2.0 Westfield), 12m28.53s; 3, Dave Muse (2.0 Pulsar), 12m45.67s; 4, Neville Singleton (2.0 Westfield), 12m46.82s. **Fastest lap** Thomson 59.58s, 78.55mph. **Historic Replica:** 1, Ed Chester (1.9 Sutel), 13m04.29s. **Fastest lap** Chester, 1m04.10s, 73.01 mph (record).



SILVERSTONE MAY 20

Finney fights back to win

The MGCC ran an 11 race programme over the two day International Weekend. The grids were full and the racing close, but timekeeping problems left many many results in doubt.

A glorious field including Aston Martin DB4s, Shelby 350 GT, TVR, Ford Mustang, E-type Jaguar and MGs lined up for the combined race for the Goldsmith & Young Thoroughbred & Sports Car Championship and Class D of Moss Europe BCV8 Championship.

At the front the full race V8 MGs were pitted against the Aston Martin DB4s of Gerry Marshall and David Heynes. Richard Finney's MGB GTV8 led off, but on cold tyres took to the grass, leaving Marshall to lead MG men Steve Williams and Warwick Banks.

Williams demoted Marshall on the third lap, but next time round Finney was back on the leader board in fifth place. Two laps later, he was third and clawed his way back to the front with two laps remaining. Williams beat Marshall to second and Heynes kept Banks down in fifth place.

The customary High Speed Trial saw Philip Standish's Morgan Plus 8 leading home 15 qualifiers, before racing proper got underway with Class A and C of the Moss Europe B/C/V8 Championship. Tom Stewart led that initially, before spinning at Copse, letting Peter Schuster inherit the lead followed by John Palmer and Peter Collis. Schuster too was to spin, leaving Palmer to win from

sparring partner Collis.

Confusion reigned at the start of the combined Halfords Midget/Phoenix Petroleum Challenge race, but Dick Trevett in the Metro Turbo led throughout from the similar car of Andrew Sothorn. Peter Hall won the Midget race after a hugely entertaining dice with Terry Farman, Mick Mercer and Chris Hart.

The Cocksfoot Cup saw an unexpected defeat for John Hewitt, who retired his all-conquering MGB at half distance, handing the lead to the Midget of David Ecob.

The T-Series race promised much with Dave Clewley's supercharged TB ceding pole to Philip Walker in the Turner Special, rebuilt after its Mallory Park accident last year. John Sebort's rapid Wolesey Hornet retired on the third lap, leaving Clewley setting a rapid pace from Walker. The handicap results gave the win to Walker.

The Class B cars from the B/C/V8 Championship were combined with the Halfords Midgets in a split-grid race, again bedevilled by a chaotic start. The Midget of Lawrence Cutler set the pace in the smaller capacity class to comfortably lead home David Shannon and David Ecob. Roy McCarthy's MGB roadster won the other class after a hard dice with Brian Lambert and Barry Sidery-Smith's similar cars.

The Triple M Handicap was won on the road by Philip Walker's MG



Ricki Steedman heads for a hard-fought FF1600 victory. Photo: Bill Henderson



Phoenix Challenge winner Dick Trevett's Metro Turbo hassles a Midget. Photo: Steve Jones

KN despite the close attention of Len Thompson's Lagonda Rapier.

The Drayton Manor Park MG Metro Cup, run with the smaller capacity Goldsmith & Young cars, was red-flagged after Alastair Johnson's Metro rolled at Luffield.

The re-run saw Roy McCarthy posting his second win, from Colin Jones's MGA Twin Cam. The leading Metro Turbos of Dennis Robinson and George Bryan clashed at Luffield on the final lap, with Bryan stranded and Robinson taking victory.

The Phoenix Challenge saw Julian Sole taking a comfortable win from David Ecob.

Racing concluded with a Two Driver Pit Stop race, with a maiden victory going to Suzie Hart-Banks, partnered by Colin Percy.

■ Andrew Roberts

HIGH SPEED TRIAL (12 LAPS) 1, Philip Standish (Morgan Plus 8), 15m34.88s, 75.87mph; 2, Jerry Trace (Eva Courier), 15m49.11s; 3, John Grottick (MGB GTV8), 11 laps; 4, David Auden (MGB), 11; 5, Colin Percy (MGC GT), 11; 6, Robert Slater (MGB), 11. **Fastest lap** Standish, 1m15.83s, 77.95mph.

MOSS EUROPE MGB/C/V8 CHAMPIONSHIP (9 LAPS) Overall & Class C 1, John Palmer (MGB), 10m47.58s, 82.15mph; 2, Peter Collis (MGB), 10m47.97s; 3, Peter Schuster (MGB), 9 laps; 4, John Griffiths (MGB), 9. **Fastest lap**: Schuster, 1m09.62s, 84.90mph.

Class A 1, Lew Bergonzi (MGB), 8 laps, 70.05mph. **Fastest lap** Steve Mannings (MGC GT), 1m21.55s, 72.48mph.

PHOENIX PETROLEUM CHALLENGE/HALFORDS MIDGET CHALLENGE (9 LAPS) Overall & Phoenix 1, Dick Trevett (MG Metro Turbo), 11m40.46s, 75.95mph; 2, Andrew Sothorn (MG Metro Turbo), 11m44.84s; 3, Nick Waite (MG Metro Turbo), 9 laps; 4, Phillip Rees (MG Metro), 9. **Fastest lap** Nick Peters (MG Metro Turbo), 1m15.39s, 78.40mph. **Midgets** 1, Peter Hall (MG Midget), 12m33.39s, 70.61mph. **Fastest lap** Terry Farman (MG Midget), 1m19.72s, 74.14mph.

MGCC COCKPIT CUP (7 LAPS) Overall 1, David Ecob (MG Midget), 8m52.52s, 77.00mph; 2, Martin Richardson (MGB), 9m06.60s; 3, Andrew Storer (Austin Healey Sprite), 7 laps; 4, Jon Paul Ivey (MG Midget), 7. **Class A1**, Richardson, 75.70mph. **Fastest lap** Richardson, 1m09.52s, 85.02mph. **Class B** 1, Ecob. **Fastest lap** Not available.

MGCC T-REGISTER CHALLENGE (9 LAPS) Overall 1, Philip Walker (MG Turner Special), 10m21.05s; 2, Dave Clewley (MG TB), 10m34.17s; 3, Andy Hart (MGA), 9 laps; 4, Erik Benson (MG TD), 9. **Invitation Class Walker**. **Fastest lap** John Seber (Wolsley Hornet), 1m16.28s, 77.49mph. **Class A** 1, Tony Searson (HRG), 9

laps. **Fastest lap**: Searson, 1m33.37s, 63.30mph. **Class B** 1, Benson. **Fastest lap** Richard Green (MG TC), 1m26.56s, 68.29mph. **Class C** Clewley. **Fastest lap** Clewley, 1m16.33s, 77.44mph.

MOSS EUROPE MGB/C/V8 CHAMPIONSHIP (8 LAPS) Class B 1, Roy McCarthy (MGB), 10m37.41s, 74.19mph; 2, Brian Lambert (MGB), 10m39.56s; 3, Barry Siders-Smith (MGB), 8 laps; 4, Joe Parrington (MGB GTV8), 8; 5, Peter Garton (MGB), 8; 6, Geoff Pyke (MGB), 8. **Fastest lap** Lambert, 1m14.88s, 78.94mph.

HALFORDS MG MIDGET CHALLENGE (9 LAPS) Overall 1, Lawrence Cutler (MG Midget), 10m34.33s, 83.86mph; 2, David Shannon (MG Midget), 11m01.70s; 3, David Ecob (MG Midget), 9 laps; 4, Richard Wildman (MG Midget), 9. **Class A** 1, Cutler. **Fastest lap** Cutler, 1m09.17s, 85.45mph. **Class B** 1, Ecob, 78.35mph. **Fastest lap** Ecob, 1m13.71s, 80.19mph.

THOROUGHREDS SPORTSCARS/MOSS EUROPE MGB/C/V8 (9 LAPS) Overall 1, Richard Finney (MGB GTV8), 10m22.90s, 85.40mph; 2, Steve Williams (MGB V8), 10m28.95s; 3, Gerry Marshall (Aston Martin DB4), 9 laps; 4, David Heynes (Aston Martin DB4), 9. **Moss Class D** Finney. **Fastest lap** Finney, 1m06.12s, 89.40mph. **Class A** 1, Graham Ball (Aston Martin DB4), 8 laps, 71.39mph. **Fastest lap** Russ Taylor (MGA), 1m20.16s, 73.74mph. **Class C** 1, Howard Brearley (TVR Griffith 400), 10m43.99s, 82.61mph. **Fastest lap** Brearley, 1m09.84s, 84.63mph. **Class D** 1, Marshall, 84.14mph. **Fastest lap** Heynes, 1m08.41s, 86.40mph.

TRIPLE H HANDICAP (9 LAPS) 1, Philip Walker (K3 Replica), 12m15.85s, 72.29mph; 2, Len Thompson (Lagonda Rapier), 12m16.46s; 3, Paul Smeeth (Richard Bolster Special), 9 laps; 4, Mike Dowley (MG PB), 9; 5, KP Waistell (MG L), 9; 6, Mike Allison (MG NB Magnette), 8. **Fastest lap** Thompson, 1m19.29s, 74.55mph.

MG METRO CUP/THOROUGHREDS SPORTSCAR CHAMPIONSHIP (5 LAPS) Overall & Thoroughred 1, Roy McCarthy (MGB), 6m24.12s, 76.94mph; 2, Colin Jones (MGA Twin Cam), 6m24.42s; 3, Martin Shaw (MGA), 5 laps; 4, Geoff Pike (MGB), 5. **Fastest lap**: Jones, 1m14.64s, 79.19mph. **Metro Class A** 1, Allison Grooms (MG Metro), 7m46.35s, 63.37mph. **Fastest lap** Grooms, 1m26.72s, 68.16mph. **Metro Class B** 1, Robert Croft (MG Metro), 7m11.43s, 68.50mph. **Fastest lap** Croft, 1m20.11s, 73.78mph. **Metro Class C** 1, Dennis Robinson (MG Metro Turbo), 7m05.62s, 69.44mph. **Fastest lap** George Bryan (MG Metro Turbo), 1m18.75s, 75.06mph.

PHOENIX PETROLEUM CHALLENGE (9 LAPS) Overall 1, Julian Sole (MG Midget), 11m16.38s, 78.65mph; 2, David Ecob (MG Midget), 11m24.78s; 3, Colin Jones (MGA Twin Cam), 9 laps; 4, Bob Lines (MGA), 9. **Class A1**, Sole. **Fastest lap** Sole, 1m12.76s, 81.24mph. **Class B** 1, Jones, 76.74mph. **Fastest lap** Jones, 1m14.55s, 79.29mph. **Class C** 1, John Spencer (MG Midget), 12m23.10s, 71.59mph. **Fastest lap** Graham Coles (MGA), 1m19.87s, 74.01mph. **Class D** 1, Alan Brooke (MG Metro), 8 laps, 67.59mph. **Fastest lap** Brooke, 1m23.62s, 70.69mph.

MGCC TWO DRIVER PIT-STOP RACE (9 LAPS) 1, Suzie Hart-Banks/Colin Percy (MGB), 11m55.89s, 74.31mph; 2, Richard Finney/Stephen Radcliffe (MGB GTV8), 11m57.49s; 3, Andrew Sothorn/Dennis Robinson (MG Metro Turbo), 9 laps; 4, Chris Hart (MG Midget), 8. **Class A** 1, Chris Hart, 65.64mph. **Fastest lap** Paul Hendrick/Doug Smith (MGB GT), 1m19.63s, 74.23mph. **Class B** 1, David Brooke (MGB), 8 laps, 65.61mph. **Fastest lap** Brooke, 1m18.71s, 75.10mph. **Class C** 1, Hart/Percy. **Fastest lap** Finney/Radcliffe, 1m10.81s, 83.47mph.

MONDELLO PARK MAY 21

Pollock turns the tables

Jason Pollock took a superb win in the second round of the Bridgestone Formula Opel Championship at Mondello Park on Sunday to put himself into the lead of the series.

The Formula Opel counter was action-packed throughout, but Pollock was well in command of the 22-lapper, despite excellent drives from both Peter Duke and Gary O'Brien, who finished second and third.

Poleman Sam Thompson survived an off-track excursion with new lap record bolder Mike Edgar while dicing for second, to finish sixth. Donal Loughrey - after a poor qualifying - recovered from an early spin to chase home fourth-placed Derek Cunneely.

A 50-kilo penalty did little to stop the mercurial Michael Cullen romping home for his second win in the Dunlop Touring Car Championship, while behind him Barry Barrable set about Mervyn Miller to finally demote his fellow Astra pilot on the penultimate lap. Yet another Astra, in Gordon Kellett's hands took a good fourth from Alan Dawson Peugeot 309 and rapid starter Brian Ward's Honda Civic.

There was the usual frantic racing in the three Formula Vee events. Dermot Doherty annexed the Brief Couriers 'C' race after passing early leader John Ruddy, while Fergal Begley finally got the better of Oscar Christie in the Silkolene 'B' Championship race.

Brian Hearty won a tough Yorkie 'A' Championship race after a bitter battle with Gerry O'Reilly and Paul Heavey. O'Reilly was eventually second ahead of Pat Donegan and Ray Moore.

Sean Sammon took a fine victory in the Pre-'90 FF1600 Championship race race over series leader Derek Daly, while Denis Sheehan eclipsed the rest of the Pre-'85 runners to beat Lowry Scarlett home. Tim Mullen again showed Jeff Wright the way home in the DHL Worldwide Express Star of Tomorrow FF1600 event.

Chris Paul moved into the lead of the Ford of Ireland FF1600 Championship with his second win in succession, after early leader Noel Dunne dropped back to third with a broken wheel bearing following a brilliant start. Poleman George McAlpin took a close second to Paul with Dunne and Mark McKenna finishing joint third in a dead heat.

The packed 12-race programme also featured two races for the visiting Hill House Hammond XR Challenge competitors, Keith Jones and Colin Upton taking a win apiece.

Jack Taylor won the Historic Handicap Championship race, while Graham McClintock notched up victory in the Fiat Ritmo/Uno Challenge.

■ Linda Keen

Upton, 10. **Fastest lap** Andrew Robertson, 1m20.02s, 49.89mph. **Escort XR3i** 1, Karl Core, 14m31.09s, 47.94mph.

Fastest lap Steve Walsh, 1m22.56s, 48.55mph. **PRE-'85/PRE-'90 FORMULA FORD 1600 CHAMPIONSHIP (12 LAPS)** 1, Sean Sammon (Mondiale M87S), 13m21.1s, 62.55mph; 2, Derek Daly (Reynard 89FF), 13m26.27s; 3, Noel McIntyre (Mondiale M88S), 12 laps; 4, Denis Sheehan (Crosle 25F), 12. **Fastest lap** Daly, 1m04.35s, 64.90mph. **Pre-'85** 1, Sheehan, 60.96mph. **Fastest lap** Bjorn Schiller (Crosle 67F), 1m04.68s, 64.56mph.

BRIEF COURIERS FORMULA VEE 'C' CHAMPIONSHIP (12 LAPS) 1, Dermot Doherty (Sheane), 13m08.62s, 63.54mph; 2, John Ruddy (Sheane), 13m08.62s; 3, Joe Close (Falcon Sheane 92), 12 laps; 4, Fionn Coyle (Leastone), 12; 5, Philip Kehoe (Sheane), 12; 6, Hugh Maguire (Sheane FV94), 12. **Fastest lap** Doherty, 1m04.45s, 64.79mph.

DUNLOP TOURING CAR CHAMPIONSHIP (12 LAPS) 1, Michael Cullen (Opel Astra 16v), 13m07.60s, 63.63mph; 2, Barry Barrable (Opel Astra 16v), 13m11.38s; 3, Mervyn Miller (Opel Astra 16v), 12 laps; 4, Gordon Kellett (Opel Astra 16v), 12; 5, Alan Dawson (Peugeot 309 16v), 12; 6, Brian Ward (Honda Civic V-tec), 12. **Fastest lap** Miller, 1m18.00s, 64.07mph.

SILKOLENE FORMULA VEE 'B' CHAMPIONSHIP (12 LAPS) 1, Fergal Begley (Sheane), 12m53.74s, 64.77mph; 2, Oscar Christie (Sheane FV91), 12m53.98s; 3, Pat Callanan (Sheane Mahon FV95), 12 laps; 4, Matthew Dunne (Sheane), 12; 5, Troy McKeown (Sheane), 12; 6, Andy Kavanagh (Sheane), 12. **Fastest lap** Callanan, 1m03.19s, 66.09mph.

HILL HOUSE HAMMOND FORD XR CHALLENGE (7 LAPS) 1, Colin Upton (Fiesta XR2), 8m08.74s, 59.81mph; 2, Justin Boyce (Fiesta XR2), 8m09.30s; 3, Ian Griswold (Fiesta XR2), 7 laps; 4, David Wall (Fiesta XR2), 7; 5, Mark Griffiths (Fiesta XR2), 7; 6, Martin Dobson (Fiesta XR2), 7. **Fastest lap** Griswold, 1m08.92s, 60.84mph.

BRIDGESTONE FORMULA OPEL CHAMPIONSHIP (22 LAPS) 1, Jason Pollock, 20m15.07s, 75.61mph; 2, Peter Duke 20m15.30s; 3, Gary O'Brien, 22 laps; 4, Derek Cunneely, 22; 5, Donal Loughrey, 22; 6, Sam Thompson, 22; **Fastest lap** Mike Edgar, 54.09s, 77.20mph (record).

HISTORIC CAR HANDICAP CHAMPIONSHIP (10 LAPS) 1, Jack Taylor (MG Midget), 11m52.56s, 58.61mph; 2, Gerry Freeman (Mallock), 12m19.16s; 3, Bertie Carruthers (Porsche 911), 10 laps; 4, Pauline White (MG Midget), 10; 5, Aolife Cassidy (MGB), 10; 6, Peter Harro (MGB), 10. **Fastest lap** Carruthers, 1m06.06s, 63.22mph.

DHL WORLDWIDE EXPRESS STAR OF TOMORROW FF1600 CHAMPIONSHIP (10 LAPS) 1, Tim Mullen (Van Diemen RF92), 10m06.73s, 68.83mph; 2, Jeff Wright (Van Diemen RF92), 10m08.83s; 3, David Quinn (Mondiale M89S), 10 laps; 4, Raymond Wallace (Van Diemen RF92), 10; 5, Bjorn Schiller (Crosle 67F), 10; 6, John Whelan (Van Diemen RF90), 10. **Fastest lap** Wright, 59.34s, 70.37mph.

YORKIE FORMULA VEE CHAMPIONSHIP (12 LAPS) 1, Brian Hearty (Sheane McCrystal), 12m48.29s, 65.23mph; 2, Gerry O'Reilly (Sheane), 12m49.16s; 3, Pat Donegan (Sheane), 12 laps; 4, Ray Moore (Leastone JH002), 12; 5, John Mahon (Sheane RV92), 12; 6, Paul Newport (Heavey Sheane), 12. **Fastest lap** Moore, 1m02.04s, 67.31mph.

FIAT RITMO/UNO CHALLENGE (10 LAPS) 1, Graham McClintock (Uno), 12m29.93s, 55.69mph; 2, Eugene Heary (Uno), 12m32.68s; 3, Stephen Mell (Uno), 10 laps; 4, David Pratt (Uno), 10; 5, Nigel Pratt (Uno), 10; 6, Bobby Jolly (Ritmo), 10. **Fastest lap** Nigel Pratt, 1m11.51s, 58.40mph.

FORD OF IRELAND FF1600 CHAMPIONSHIP (12 LAPS) 1, Chris Paul (Van Diemen RF92), 12m06.96s, 68.93mph; 2, George McAlpin (Van Diemen RF94), 12m07.52s; 3, Noel Dunne (Swift SC92) & Mark McKenna (Swift D-SC92), 12 laps; 5, Simon Woodsie (Mondiale M91S), 12; 6, Derek Daly (Reynard 89FF), 12. **Fastest lap** McAlpin, 58.80s, 71.02mph.



Michael Cullen won again. Photo: Sleanor

Wellhausen shows his class

Eike Wellhausen's classy drive to victory in Sunday's Sports car race was an impressive enough performance, but what really made it stand out was that he achieved it on rain tyres.

Wheel damage from a previous race forced the Lister Jaguar driver to take up pole with taped bodywork, deeply grooved boots and much determination.

Stuffed on the startline, Wellhausen blasted past Brian Talbot and Shaun Duffield down the back straight, repeating the move on David Morrison's leading D-type.

Tentative attacks from Morrison soon turned into a full blooded Russell dive which Eike failed to cut off. Twice Morrison got through but always Wellhausen managed to eke a little more from the Lister to wrest back the lead.

Previously Morrison had claimed his first ever win in the Standard and Modified race after Wellhausen's tangle at Russell. The confident, lap record breaking drive had David beaming through his laurels. The Brian Talbot and Jim Duffield D-types followed him home.

The opening laps of the Centurian Challenge were more akin to a sprint than a 51 lapper as tyres smoked and drivers wrestled with slides. Caterhams proved the optimum package by filling the top six places over the first half.

John Taylor made the early running whilst Geoff Breakell methodically clawed his way to third. John Smith's smouldering TR7 had the pace car out at mid-distance and when the action recommenced Taylor motored on to lap everyone.

Joe Henderson's TR6 split the top group, preventing a Caterham whitewash and pipping Johanne Breakell to fourth, the father and daughter team ruing the pitstop taken before the caution period.

Martin Sutherland bounced his

way through Russell on his way to third in the XK challenge. Loathe to back off he induced some lurid fishtailing when Derek Pearce threatened over the closing stages. Winner George Page kept his cool as Roger Cope hung off the brakes at the final corner.

A wave from Keith Files on the TR register coast down lap acknowledged a good clean Class D battle with eventual victor Nick Anderson. Colin Pendle stroked his rumbling TR7 V8 to an easy win after John Smith's challenging TR7 kicked up the dust at Riches.

The Pendle V8 reappeared in the Allcomers race in Graham Millers hands, tearing through the field to lead by lap three. Tony Brass' M3 harried through the corners and was there when Millers' transmission failed on the last tour.

Julian Carter

BRIDGESTONE JAGUAR XK SALOON CHALLENGE (10 LAPS)

Overall 1, George Page (3.8 340), 15m53.90s, 73.66mph; 2, Roger Cope (3.8 Mk2), 15m55.40s; 3, Martin Sutherland (4.2 XJ6), 10 laps; 4, Derek Pearce (3.8 Mk2), 10. **Fastest lap** Grant Williams (3.8 340), 1m33.73s, 74.97mph (record). **Class A** 1, Page. **Fastest lap** Page, 1m33.78s, 74.93mph. **Class B** 1, Williams, 16m02.58s, 73.00mph. **Fastest lap** Williams (record). **Class C** 1, Pat Callis (2.5 Mk1), 17m22.07s, 67.43mph. **Fastest lap** Callis, 1m42.10s, 68.82mph. **Class D** 1, Sutherland, 15m59.03s, 73.27mph. **Fastest lap** Sutherland, 1m33.85s, 74.87mph.

COX AND BUCKLES SPARES TR REGISTER CHAMPIONSHIP (10 LAPS)

Overall 1, Colin Pendle (3.9 TR7 V8), 14m39.85s, 79.86mph; 2, Joe Henderson (2.5 TR6), 14m45.84s; 3, John Smith (3.9 TR7 V8), 10 laps; 4, John Churchill (2.5 TR6), 10. **Fastest lap** Smith, 1m26.18s, 81.54mph (record). **Class A** 1, Mike Reason (2.2 TR3A), 9 laps. **Fastest lap** Reason, 1m35.55s, 73.54mph (record). **Class C** 1, Steve Chapman (2.3 TR4), 15m24.29s, 76.02mph. **Fastest lap** Alan Tomkins (2.0 TR4), 1m29.30s, 78.69mph (record). **Class D** 1, Nick Anderson (2.5 TR 6), 15m34.68s, 75.18mph. **Fastest lap** Anderson, 1m30.44s, 77.70mph. **Class E** 1, Henderson, 79.32mph. **Fastest lap** Henderson, 1m27.08s, 80.69mph (establishes record). **Class F** 1, Pendle. **Fastest lap** Smith (establishes record).

THE STANDARD AND MODIFIED JAGUAR CHALLENGE (10 LAPS)

Overall 1, David Morrison (3.8 D Type), 14m47.52s, 79.17mph; 2, Brian Talbot (3.9 D Type) 15m01.58s; 3, Jim Duffield (4.2 D Type) 10 laps; 4, Derek Pearce (5.3 XJS) 10. **Fastest lap** Morrison, 1m25.20s, 82.47mph (record). **Class A** 1, Andrew Ward (3.8 Mk2), 16m12.57s, 72.25mph. **Fastest lap** Ward, 1m34.14s, 74.64mph (establishes record). **Class C** no starters. **Class D** 1, Pearce, 15m32.15s, 75.38mph. **Fastest lap** Pearce, 1m31.31s, 76.95mph. **Class E** 1, George Page (3.8 340), 15m56.87s, 73.43mph. **Fastest lap** Page, 1m33.58s, 75.09mph. **Class F** no starters. **Class G** 1, Morrison. **Fastest lap** Morrison (record).

ALLCOMERS SPORTS AND SALOON RACE (10 LAPS)

Overall 1, Tony Brass (2.3 BMW M3), 14m41.05s, 79.75mph; 2, Joe Henderson (2.5 Triumph TR6), 14m42.28s; 3, Jim Duffield (3.8 Jaguar D Type) 10 laps; 4, Graham Miller (3.9 Triumph TR7 V8), 10. **Fastest lap** Miller 1m25.11s, 82.56mph (establishes record). **Class A** 1, Mike McKenna (2.2 Triumph TR 4), 9 laps. **Fastest lap** McKenna, 1m36.84s, 72.56mph (establishes record). **Class B** 1, George Page (3.8 Jaguar 340), 15m43.59s, 74.47mph. **Fastest lap** Page, 1m32.02s, 76.36mph (establishes record). **Class C** 1, Miller, 15m25.58s, 75.92mph. **Fastest lap** Miller (establishes record). **Class D** 1, Brass. **Fastest lap** Brass, 1m25.64s, 82.05mph (establishes record).

SPORTSCAR RACE (10 LAPS)

Overall 1, Eike Wellhausen (3.8 Lister Jaguar), 14m37.13s, 80.11mph; 2, David Morrison (3.8 Jaguar D Type), 14m37.96s; 3, Brian Talbot (3.9 Jaguar D Type), 10 laps; 4, Shaun Duffield (4.2 Jaguar D Type), 10. **Fastest lap** Wellhausen, 1m26.25s, 81.47mph (record). **Class C** no starters. **Class D** 1, Wellhausen. **Fastest lap** Wellhausen (record).

JAGUAR WORLD TROPHY RACE, THE CENTURIAN CHALLENGE (51 LAPS)

Overall 1, John Taylor (1.7 Caterham 7), 1h15m23.04s, 79.23mph; 2, Charles Cook (1.7 Caterham 7S S), 1h16m16.65s, 50 laps; 3, Keith Starr (1.7 Caterham 7SS), 49 laps; 4, Joe Henders on (2.5 Triumph TR6), 48. **Fastest lap** Taylor, 1m20.65s, 87.13mph (record). **Class A** 1, Taylor. **Fastest lap** Taylor (record). **Class C** 1, Henderson, 48 laps. **Fastest lap** Henderson, 1m25.84s, 81.86mph. **Class D** no finishers. **Fastest lap** John Smith/Mike Read (3.9 Triumph TR7 V8), 1m26.17s, 81.55mph (record). **Class E** 1, Kerry Horan (4.7 TVR Griffith), 46 laps. **Fastest lap** Horan, 1m31.03s, 77.19mph (establishes record).



Colton returns in record fashion

In a shattering fast Isle of Man RAC Hillclimb round which saw half the championship runners inside the existing outright record for Lhergy Frissel's 2.2km course, Mark Colton bounced back after his Barbon accident to score the first British championship victory for Mike Pilbeam's new MP72.

Chased hard by Andy Priaulx, Colton set the pace all day in the hastily-repaired Judd-powered car. But it was David Grace who found the vital edge to snatch the runner-up spot in the points battle.

Raising the Pilbeam-DFR's ride height to combat the exceptional downforce generated on the high speed course, he found over a second improvement to close in on the leader.

He'd put the pressure on the young Guernseyman Priaulx, whose all-out reply in the Pilbeam-DFL was just two-tenths short of regaining the place.

Colton was safe, but underlined his win by rewriting the course record for the umpteenth time. Graham Priaulx stomped back up through the order for fourth place behind his son, while Tony Marsh recovered from a missed gear in his hard-worked Toleman to snatch fifth from Peter Harper.

Hero of Thursday's 5km event, the Sheffield driver screwed the utmost from his Vision but with just four cylinders a lack of power told in the end.

RAC BRITISH SPRINT CHAMPIONSHIP

Even experienced sprint campaigner Tony Marsh had to concede victory as Bill Bristow sped to the first British Championship win of his career at the Isle of Man's Jurby sprint.

Despite running well inside record pace in his Toleman V8, Marsh could find no reply to the Ralt-Hart driver's remarkable final charge, though his second place was enough to take him to the head of the RAC British Sprint Championship table.

Starter motor problems and the loss of a front wing hampered Lhergy Frissel 5km hero Peter Harper during the class runs, then a flat battery added to his tale of woe to leave the Vision Viper third in the run-off, ahead of Bristow's co-driver Russ Pickering.

Mechanical carnage was rife. Peter and Margaret Blankstone were sidelined with steering arm failure on their MP62 and with only third and top gear left, Paul Parker's Mallock headed Peter



Geoff Breakell's Lotus 7. Photo: Styles



Eike Wellhausen's Lister Jaguar powered him to victory in the Sportscar round at Snetterton. Photo: Richard Styles

Griffiths' misfiring Chevron as they staggered to the finish to complete an abbreviated points battle.

After three days of hillclimbing dogged by breakages, Simon Frost and Ken Snailham's perseverance finally paid off with a class one/two for their Argo-Vauxhall. Former Leaders champion Frost bagging the 2-litre racing record and both drivers inside the old course mark.

Sole 500 racing runner David Bancroft reset Jedi supremo John Corbyn's class standard with his OMS, but highlight of the sparsely populated support field came as Steve Liptrott snatched the 2-litre ModProd win in a Caterham battle with local ace Nick Shrigley-Feigl.

■ Jerry Sturman

RAC BRITISH HILLCLIMB CHAMPIONSHIP, ROUND 5
RAC MSA LEADERS HILLCLIMB CHAMPIONSHIP, ROUND 5
BTD Mark Colton (3.5 Pilbeam-Judd/Merlin CV MP72), 53.07s (course record). **Championship run-off** 1, Colton, 53.07s; 2, David Grace (3.5 Pilbeam-DFR/Hart MP58), 53.42s; 3, Andy Priaulx (4.0 Pilbeam-DFL/NM MP58), 53.62s; 4, Graham Priaulx (4.0 Pilbeam-DFL/NM MP58), 55.49s; 5, Tony Marsh (4.0 Toleman-DFL/Merlin TG191), 56.04s; 6, Peter Harper (2.5 Vision Viper-Beattie V2H), 56.19s; 7, Andy Kittle (3.5 Pilbeam-Judd/Merlin CV MP72), 56.99s; 8, Bill Bristow (2.5 Ralt-Hart/Beattie RT36), 58.17s; 9, Russ Pickering (2.5 Ralt-Hart/Beattie RT36), 59.24s; 10, Tom Brown (2.0 Ralt/Gould-Hart RT37), 59.87s. **Class winners** Steve Graves (1.0 Daihatsu Charade), 81.44s; Nick Shrigley-Feigl (2.0 Caterham-BDG Super 7), 70.20s; Tony Lambert (3.0 Ferrari 308 GT4), 65.84s (record); Paul Parker (3.5 Mallock-Rover Mk16), 67.52s (record); Dud Moseley (0.5 Motosu-Suzuki HC2), 69.48s; Graham Curwen (1.6 Van Diemen-Ford RF87), 74.86s; Peter Griffiths (2.0 Chevron-Millington B47), 59.60s (record). **RAC BRITISH SPRINT CHAMPIONSHIP, ROUND 3. BTD** Bill Bristow (2.5 Ralt-Hart/Beattie RT36), 50.98s (course record). **Run-off** 1, Bristow, 50.98s; 2, Tony Marsh (4.0 Toleman-DFL/Merlin TG191), 51.34s; 3, Peter Harper (2.5 Vision Viper-Beattie V2H), 53.05s; 4, Russ Pickering (2.5 Ralt-Hart/Beattie RT36), 53.449s; 5, Paul Parker (3.5 Mallock-Rover Mk16), 63.90s; 6, Peter Griffiths (2.0 Chevron-Millington B47), 93.05s; no other starters.



Edwin Faulkner prepares to blast off in his Maserati. Photo: Jerry Sturman

KIMBOLTON MAY 21



Luke Hines on his way to winning the first British Formula Yamaha round. Photo: Dixon

Hines shows winning variety

Luke Hines, son of World Karting Champion Martin, dominated the the first ever Bridgestone Junior Yamaha Championship competition to be held in Britain.

The Hoddesdon teenager won two of his heats putting him on pole for the final, in which he was unstoppable; rivals Matthew Granger and Daniel Welch not even in sight at the finish.

Anthony Davidson brought his Gillard/DeBruyn home first in both RAC MSA Formula Junior Intercontinental A finals after starting from second place on the grid, despite a particularly good showing from poleman Daniel Barrett on a Techno-Parilla.

In fact Barrett dominated the qualifying heats but couldn't manage to stay ahead long enough in the A final to claim overall victory.

In the B final Davidson was left to his own devices as Barrett and Kent's Tom Sisley (Kali/TKM) became embroiled in a truly spectacular battle that saw the former spin down to 13th by the finish of the race.

The ABKC Formula Cadet Championship was won from pole by Neil Doran, but it wasn't as simple as that. The lead changed constantly as he endured a superb dice with Lewis Hamilton and Michael Conway for the



entire 12 lap race distance.

Robbie Kerr stole victory from under Gary Paffett's nose in a tense battle for victory in the Formula Junior TKM final, with third-placed Michael Spencer and Scott Baines staying with them as the four ripped away from the rest of the pack.

■ Chris Dixon

VAUXHALL/AUTOSPORT RAC MSA JUNIOR BRITISH KART CHAMPIONSHIPS, ROUND 1

FORMULA CADET (12 LAPS) 1, Neil Doran (Zip-Corner); 2, Lewis Hamilton (Zip-Corner); 3, Michael Conway (Zip-Corner); 4, Kurt Granger (Zip-Corner); 5, Ben Chandler (ARC-Corner); 6, Adam Chamley (Zip-Corner).

FORMULA JUNIOR TKM (14 LAPS) 1, Robbie Kerr (TKM-TKM); 2, Gary Paffett (Zip-TKM); 3, Michael Spencer (Sprint-TKM); 4, Scott Baines (Wright-TKM); 5, James Harris (Knight-TKM); 6, Adam Jones (Venom PC-PC/TKM).

FORMULA JUNIOR YAMAHA (14 LAPS) 1, Luke Hines (Zip-Yamaha); 2, Matthew Granger (Zip-Yamaha); 3, Daniel Welch (Zip-Yamaha); 4, Andrew Delahunty (Vixen-Yamaha); 5, Michael Coomber (Zip-ZED/Yamaha); 6, James Holman (Solo-Yamaha).

JUNIORICA, FINAL 1 (12 LAPS) 1, Anthony Davidson (Gillard-DeBruyn); 2, Daniel Barrett (Techno-Parilla); 3, Craig Smart (Wright-Promod/Parilla); 4, James Wright (Wright-Parilla); 5, Stefan Hodggets (Wright-Parilla); 6, Gareth Howell (Tonykart-Vortex).

JUNIORICA, FINAL 2 (12 LAPS) 1, Anthony Davidson (Gillard-DeBruyn); 2, Daniel Barrett (Techno-Parilla); 3, Tom Sisley (Kali-TKM); 4, James Wright (Wright-Parilla); 5, Alexander Davies (Gillard-Parilla); 6, Gareth Howell (Tonykart-Vortex).



Formula TKM winner Robbie Kerr leads Gary Paffett and Michael Spencer. Photo: Dixon

FULL CIRCLE

CROFT MAY BE BACK ON THE MOTOR RACING MAP, BUT THE BATTLE WASN'T EASY

Croft's new operating company, Croft Classic & Historic Motor Sport (CCHM) has overcome numerous obstacles in the last two years to re-open the circuit. For this otherwise widely-encouraged project to re-establish an important sporting and leisure facility, where the precedent already exists, has been strongly opposed by vociferous, minority local lobbyists.

But thanks to the efforts of managing directors Trevor Chaytor-Norris and Jimmy Wilson, landowner Kate Chaytor-Norris, racers Paul Gibson and Andrew McAlpine and prominent local business figures Trevor Barker and Dennis Cheeseborough, the track is back in action for the first time this weekend with the Historic and Sports Car Club Renaissance Meeting.

Local authority planning considerations (which still rule out Sunday morning practising and racing, as before) and safety imperatives have meant that the new 1.79-mile circuit has changed from its 1964-81 configuration. Most noticeably, the Spa/Oxo section at the end of the Railway Straight has been replaced by two left-right complexes, leading into a long right-hand curve to the re-profiled chicane. The pits are now on the outside of the track, which avoids the potential hazard of the old pits entrance being on the exit line from the chicane.

This once led to a summons from the stewards for Sedic Bell after he and Andy Barton raced wheel-to-wheel, on either side of the pit wall!

Trackside amenities are not yet fully redeveloped, just as in 1964, and the opening meeting – then as now – features cars and motorcycles.

Although the HSCC will run the opening meeting, and the operating company has a 'Historic' title, there are already BARC and BRSCC meetings lined up for later this year. For the foreseeable future, the track will host club racing and continue with rallycross. A BTCC round is unlikely for several years although manufacturers would surely like to showcase their cars in the heavily populated North-East.

Non-race day use of circuits has burgeoned since 1981 and Croft Promo-Sport has been formed to operate and manage corporate events and track days. Exclusive and general track testing will be available from June.

The telephone number for all initial Croft enquiries is (01325) 721815, except for rallycross which remains George Shield's province on (01325) 350121.

Croft will be reborn as a racing circuit this weekend, almost 31 years after what was then called Croft Autodrome opened on a scorching hot August Bank Holiday Monday in 1964 and over 13 years after it closed in 1981. Now – and confounding the sceptics – racing is back at the new Croft circuit and half-forgotten memories are prompted by the gridfull.

I was one of a huge, sunbaked crowd, estimated at the time as anything from 30,000 to 50,000 strong, who enjoyed the mixed car and motorcycle programme for the opening *Daily Mirror* Trophy meeting. The track was good, even if the amenities were still on the non-existent side of basic, and the racing was exciting.

Chris Summers (Lotus-Chevrolet 24) won the big race and set the lap record at 1m16.2s, 82.68mph for the allegedly 1.75-mile circuit. However, we reserved our most rapturous applause for Wickersley Marcos driver Phil de Roeck... On

“ Helmut Kelleners, in the awesome March 707, put it succinctly: ‘Der track ees gut, der car ees sheet!’ ”

the first lap he didn't spin at Tower.

Once Croft Autodrome got into its stride, trackside facilities were added and drivers came to appreciate the qualities of the demanding, fast, roughly triangular circuit on which National and International meetings were staged once a year. Renowned car sorters, including Frank Gardner and

Chevron's Derek Bennett, rated Croft as a real track, while German Helmut Kelleners, who won the Interserie round in 1970 in the awesome March 707, put it particularly succinctly: 'Der track ees gut, der car ees sheet!'

A special highlight came in 1966 when the big CanAm-type Lolas and McLarens came in force for the Wills Trophy race. John Surtees arrived on the grid late for the final, after a last minute change to wet weather tyres, and grinned across at Bruce McLaren and Chris Amon, pointing at the ominous black cloud hovering into view. Big John's late decision paid off when the rain fell and he won easily in his Lola T70.

Denny Hulme missed this particular party after Sid Taylor's Lola had blown an engine in testing, but he returned to win in 1967, his world championship year, in one of Sid's T70 GTs, on an even wetter day, when David Hobbs 'won' on the road but was ruled out because he had not started his heat.

By 1970 the top of the bill was the Guards International Trophy for the frantically close Formula 3

AFTER A 14-YEAR ABSENCE, RACING RETURNS TO BRITAIN'S NORTH-EAST THIS WEEKEND WITH THE RENAISSANCE OF CROFT CIRCUIT. CHRIS MASON REPORTS

Some vintage Cro





Top: Furious Formula 3 racing was a hallmark of Croft circuit. Middle: Helmut Kelleners in the March 707 which he described in less than generous terms! Bottom: Brian Robinson and Andy Barton in an F3 race from 1979. Below left: 1968 saloon action as Brian Robinson's Lotus Cortina leads the field from the startline as Geoff Wood and Graham Birrell make chase

■ CROFT'S COMEBACK

October 1981, in his Chevrolet Camaro. In between, he fought many a torrid battle in his immensely successful Lotus Elan 26R with John Absalom's ultra-rapid Ginetta G4.

A late entry at the first meeting was ex-karter Tony Dean, then a novice with an F3 Lotus 31. Tony progressed very successfully to international sports car racing, CanAm and F5000, and often ran at Croft with a mouth-watering succession of Porsche, Ferrari, BRM, Brabham, McLaren and Chevron exotics.

A further touch of class was lent by the large band of highly competent northern-based Chevron B6/8/16/19 racers who took in Croft clubbies in between major meetings elsewhere. John Lepp, Trevor Twaites, George Silverwood, Pete Smith, Peter Lawson, Brian Robinson, Ken Walker and Pete Clark spring instantly to mind.

There was a whole north-eastern 'circus' of Formula Ford drivers who raced at Croft more often than anywhere else. Leading talents at various times included Meek, Clark, Mick Starkey, Cameron Binnie and Darlington 'locals' Dave Manners, current Fiat racer John Simpson and Wally Warwick, among many more.

And then there was 'Iron Man' Andy Barton, from Newburn. A non-starter at the inaugural meeting, he more than made up for that lapse by becoming easily Croft's most successful driver with no fewer than 68 victories in his deceptively disreputable-looking Morris Minor, Minis (fighting so many battles with Sédric Bell and Darlington's fastest plumber, Alex Clacher in his Imp), Mini-Marcos, Lotus 69, Sana, and assorted Marches and Chevrons.

Among the drivers of big saloons, Mick Hill was a great crowd pleaser with the famous Janglia and Boss Capri, while the softly-spoken Borderer Doug Niven (Escorts) was the most successful of a large number of Scots regulars with 38 wins.

The final outright record holder was future Indycar racer Jim Crawford (F2 Toleman), who left the record at 58.9s in 1981. Jim's speed was listed as 106.96mph, but contemporary computer-assisted measurement methods suggest that the Autodrome circuit was actually longer than its official 1.75 miles.

Back in 1973, Jim had enjoyed a fairy tale rise to stardom. He borrowed his employer Stephen Choularton's Formula Atlantic March, after just a handful of previous races in an old Formula Ford, and proceeded to give Tony Dean a hard time while smashing the outright record for the first time at 1m04.0s. This earned the unusual interviewing 'opener' from fellow scribe Tony Todd: 'I'm Tony Todd from *Motoring News*. Who the hell are you?' ■

CLUBSPORT

Sat May 27: KIRKISTOWN (GB) A 500 Motor Racing Club of Ireland meeting. Qualifying: 0930; Racing: 1330. Admission: £5, children free. Tel 01247 771325.

Sat May 27/Mon May 29: CROFT (GB) Racing returns to Croft with a Historic Sports Car Club meeting. Qualifying: Sat/Sun/Mon 1030/1245/0900; Racing: 1300/1400/1300. Admission: £6/£8/£10 or £16 for full weekend, children u15 free. Tel 01249 758175.

Sun May 28/Mon May 29: OULTON PARK (GB) British Touring Car Championship meeting. Ultrafilter International Formula Renault Sport, FVauxhall and FVJunior, Slick 50 FFord, Ford Credit Fiesta and Elf Renault Clio Cup, ICS Historic Saloons. Qualifying: Sun 1205; Racing: Mon 0945. Admission: Sun/Mon £8/£16, children free. Tel 01829 760301.

Sun May 28/Mon May 29: BRANDS HATCH (GB) Racing Ahead: British Engine Insurance Formula Renault 1700, Supersports Vauxhall, Pirelli Porsche Cup, Pirelli Porsche Classics, EUROCARs, Firestone Citroen 2CVs, Dunlop Rover Turbo Cup and motorcycle racing. Qualifying: Sun 1000; Racing: Sun/Mon 1430/0930. Admission: Sun/Mon £5/£10, Sun/Mon children free/£1. Tel 01474 872331.

Mon May 29: CASTLE COMBE (GB) A BRSCC meeting. Monoposto/Mono-Kent, BARC/BRDC Sports 1600, Thundersaloons, Modified Saloon Cars, Toyo Tyres Super Road Saloons, Big Boy's Toys Beetle Cup. Qualifying: 0830; Racing: 1330. Admission: £8, children £2.50. Tel 01249 782929.

Mon May 29: MALLORY PARK (GB) A BRSCC meeting. ARP/Toyota Formula 3, Pre-'90 Formula Ford, *Daily Star* Renault 5TS, Dunlop Rover GTi. Qualifying: 0930; Racing: 1400. Admission: £6.50, children free. Tel 01455 841670.

Mon May 29: SILVERSTONE (GB) A Racing Ahead meeting. British Formula 3 Championship, BRC FF1600, BRDC GT Championship, Pirelli Maranello Ferrari Challenge, Mini Miglias and Mini Se7ens. Qualifying: 0900; Racing: 1130. Admission: £10, children free. Tel 01327 857271.

Mon May 29: THRUXTON (GB), A BARC meeting. Universal Racing Services Pre-'83 Ford 2000, BARC/BRSCC Classic FF1600, Moss Europe MGCC BCV8. Qualifying: 0905; Racing: 1345. Admission: £8, children free. Tel 01264 772607.

Sat May 27/Sun May 28: GURSTON DOWN (GB), RAC British Hillclimb Championship. West of Broad Chalke, off A354 from Salisbury. Tel 01725 552832.

Sun May 28: CAVAN STAGES RALLY (IRL), Round 5 of the RIAC VARD Championship.

Sun May 28: RUMSTER (GB), Scottish Hillclimb Championship round. Three miles North-West of Lybster, off A9.

ft originals

racing of the time, with victory falling to Carlos Pace. The following year, when Rothmans were the sponsoring smokes, Aussie Lotus driver Dave Walker won from future World Champion James Hunt, at a time when James was earning his 'Hunt the Shunt' tag.

Alas, the signs of decline were apparent as early as 1971/72, when it became clear that no new investment would be forthcoming to put in hand the upgraded safety measures which would be needed for Croft to retain its international track licence.

Nevertheless, there remained many seasons of club racing and much to enjoy for Croft's regulars, for club racing, after all, had always been the track's backbone.

Several of the drivers who contested the first Autodrome meeting became firm favourites with Croft crowds. Race winner Chris Meek (Ginetta G4), the flamboyant Leeds property developer and present day owner of Mallory Park, went on to win 38 races at Croft in the widest imaginable variety of cars, and provided more good stories than Nigel Mansell!

The 'Jolly Ginger Giant' from Rochdale, Jon Fletcher, contested the first meeting in a Lotus 7, and the last Autodrome meeting in



Service not included



JERRY WILLIAMS

Rally Correspondent
Daily Mail

As someone who can only dip in and out of the World Rally Championship I am sometimes taken aback by developments. This month's Tour de Corse marked my first visit to the 'circus' since last November's Network Q RAC Rally. And how things have changed.

Many drivers complained that newly-restricted engines were struggling to top 300bhp. 'They're harder to drive. It might feel very fast to Joe Bloggs, but it isn't to us,' said Colin McRae. Neither did they like the new tyre regs, and indeed, oft-shredded spares showed that even the hardest rubber was being pushed to the limit.

Still, the cars looked pretty exciting to me (although as a mere hard-driving 405 SRI man I am not well placed to argue the merits of 300bhp against 400). And they sounded glorious, helped by the fact that in Corsica, engines can be run virtually unsilenced - Brits, you don't know what spine-chilling noises a Subaru can make.

No, what astonished me was the absurdity of the FIA's application of service restrictions. The new rules led directly to a scene the like of which I never want to witness again. I was on hand when an utterly desolate Bruno Thiry went out of the rally after crawling from underneath his car caked in grease and dirt.

Sporting misfortune doesn't usually make me overly sentimental, but the moment Bruno flung his gloves to the ground in despair was almost unbearable. All the joy of a maiden world level victory had been torn from the Belgian's grasp through no fault of his own.

Throughout, he had been the class act; delightful in his stage triumphs, bubbling with pleasure, yet modest. For the education of those who inhabit the Place de la Concorde, it is worth recounting in

detail an incident that does our sport no credit.

First, Bruno arrived at the 'refuel point' before stage 21, front nearside wheel making ominous grinding noises. Then Francois Delecour pulled in with clearly bent offside suspension. Immediately we had the arresting sight of Francois, sweating copiously in the 25-degree heat, stripped to the waist and braced against the Escort as he struggled to straighten its strut with a beefy jack handle.

Alongside, Bruno lay under his car, feverishly removing a driveshaft before turning to the failed wheel bearing. His co-driver, Stephane Prevot, alternately held and kicked the wheel to order. Stephane's expression told the story.

Incredibly, parked across the two stricken Escorts was a fully-stocked Ford service van. But it was there only as a fuel tanker. Thiry and Delecour were not permitted to take parts from it and Ford mechanics were prevented from doing more than remove wheels and refuel the cars.

Engineer Philip Dunabin, under Thiry's car with him, could only advise as a distraught John Taylor, Ford's operations boss, paced the area. 'It looks as if it'll be handed to Didier Auriol on a plate,' he said with a grim smile.

Earlier during the rally I had watched Colin McRae - also at a 'refuel point' - dive urgently

beneath his Impreza, remove its sunnguard and tighten the power steering unions. Again, the team was powerless to help. I wondered then, what if hot fluid had sprayed into Colin's eyes, or badly burned his hands?

Now, as Bruno and Francois worked frantically on searing, sharp metal, the risk of personal injury seemed redoubled. Throughout, Ford's patch was as jam-packed as a rush-hour Tube train. Rival drivers and navigators prowled the area. 'This is the new rules. Stupid,' muttered Didier.

Their team bosses crowded round, necks craning, obviously concerned, but no doubt also making sure the regs were not broken. Eventually Bruno gave up the fight and threw himself in anguish into the back of another service van. As I left, he was sitting on a grassy bank across the road, head in hands.

Fortunately, none of the several parties of non-rallying journo's being shepherded around the event was present. How their mouths would have gaped. I imagined trying to explain the situation to a daily paper reporter; a stringer for an international news agency, a film crew from mainstream TV, or a casual spectator. Just the sort of people we should be selling rallying to. They'd find it laughably Mickey Mouse that a driver, paid to be among the world's elite, should have to repair his car while some of the planet's best mechanics looked on.

There is nothing wrong with the principle of the new cost-cutting service restrictions. It is the FIA's interpretation that is obtuse. Surely the short-term answer is easy. Any section of a WRC route should be either service or no service - the former including refuelling and tyre swapping points. Then, if a driver decides to risk working on his car in a 'no assistance zone' then that is up to him. At least such rules would be unambiguous and would prevent the *Faulty Towers* scenarios I watched, wide-eyed.

Such a change would involve only a 'relaxation' of restrictions, rather than new legislation. Neither need it mean loss of face for Guy Gouthard's Rallies Commission. And everyone wants it, so there is no reason for the FIA to get twitchy about mid-season changes.

For the longer term, I understand that the World Rally Teams Association has offered a simple solution - that routes should be designed around no more than three all-purpose service 'units' per team. The unit can be whatever a team feels it needs or can afford. However, it seems that M Gouthard is unable to grasp the concept.

This one will run and run. As for Corsica, it says much for Thiry that within two hours of that dreadful moment he was back at Rally HQ, smiling ruefully, while giving scores of interviews. It does nothing for rallying's image that he should be put in that position. ■

“It's laughably Mickey Mouse that a driver should have to repair a car while his mechanics looked on”



Thiry stormed the Tour de Corse - but ended up covered in grease rather than bubbly

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