

AUTOSPORT



CHAMPION'S DAY

PROST WINS DRAMATIC IMOLA GP WITH DEAD ENGINE!

WAY-OUT TURIN SHOW ♦ SILVERSTONE 1000 PREVIEW

AUTOSPORT

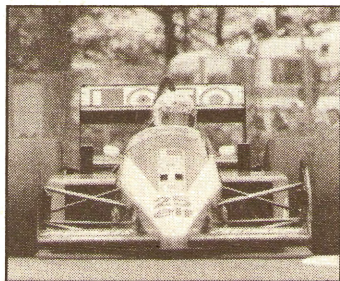
PIT & PADDOCK 4

International racing news latest – Hungarian Grand Prix latest – Ligier fall out with Renault? – Delays for Osella – Indy Rookie tests – Weaver quick in new Nissan.

COMMENT 12

Our views on the FIA fuel economy formulae – A variety of subjects discussed by our readers – Motorsports 10, 20 and 30 years ago this week – A light-hearted moment with *Catchpole*.

SAN MARINO GP 14



It happened again! The F1 race at Imola ended in farce as several of the leading runners ran out of fuel, Alain Prost among them. The World champion, however, gave his McLaren such a shaking that the TAG engine fired up again, giving him enough momentum to cross the line. Nigel Roebuck watched in disbelief.

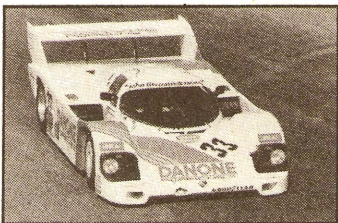
SPECIAL STAGE 24

The week's international and national rally news – Bumper year for Open series – Another fatal accident – Paris-Peking marathon for 1987 – Lovell gets new co-driver for Welsh – Llewellyn for Manx Stages? – Full previews to Tour de Corse and Fram Welsh Rally.

NURBURGRING SPRINT 28

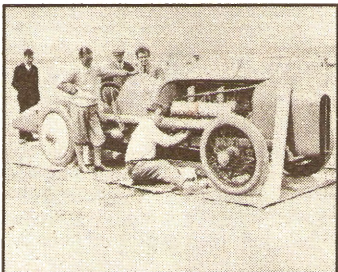
Hans Stuck romped home the winner of a disappointing ADAC Supercup series-opener with the latest factory Porsche, leaving Jo Gartner and Danny Sullivan in his wake. Quentin Spurring was out in the cold.

SILVERSTONE 1000 30



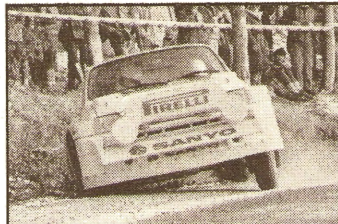
The Porsche and Lancia factory teams will find Jaguar on home ground next Monday in the first 1000kms round of the SP World Championship. If Quentin Spurring is right, they will find themselves struggling against the V12 cars, and the Kouros 1000 could be a sports-prototype classic.

ARMCHAIR ENTHUSIAST 33



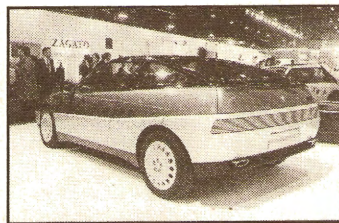
Ralph Morton's monthly feast of things to delight all those lazy people who like to do their motorsports enthusiasts bit at home, in front of the fire. Read this first, by all means, but then get out there and see it live – it's nearly spring!

WILLIE RUTHERFORD 38

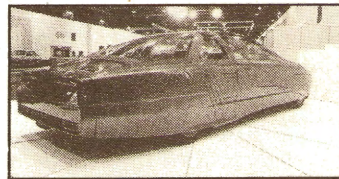


The man from Northumberland was a popular figure in national rallying during the seventies, but had to retire briefly after a spectacular accident. Now he's back – and Keith Oswin found his spirit as competitive as ever.

TURIN SHOW 42



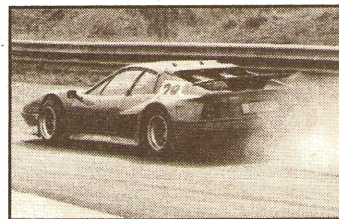
Mike McCarthy found Italy's traditional springtime motor exhibition somewhat OTT, with the designers exercising their imaginations rather more than he expected.



MATTI ALAMAKI 47

Bill Mantovani takes a look at defending European Rallycross Champion Matti Alamaki as the season gears up for the Bank Holiday opener.

SPORTSCARD 48



Our unrivalled motorsports reportage from the world over – Dyson/Cobb victory in accident-plagued Riverside IMSA GT – First Mercedes victory in Group A – Rudd takes honours at Martinsville – Francevic down under – Gachot scores first FF2000 victory – Can anyone stop Elliott? – Cornelius springs a surprise – Al Hajri wins Jordan Rally – Lane (yet) again.

SPORTS EXTRA 58

National news latest – Flat-bottom FF2000 sort out – European Historic GT series – Pratt back with LMF – Bancroft swops to Reynard – Wheatley's Historic duo.

FRONT COVER

San Marino Grand Prix winner Alain Prost heads his Marlboro-McLaren for his 22nd career victory at Imola last Sunday – a victory won with a dead engine, the last of the TAG engine's fuel load consumed. Report: page 14. Photo: Jeff Bloxham.

NEXT WEEK

Can Jaguar win at Silverstone? Read our full Kouros 1000 report – Lancia defend World rally series lead in Corsica – F3000 action at Vallelunga – Llewellyn bids for Open glory at home in the valleys – Penske-Chevrolet Indycar project – Thruxton F3 and all Bank Holiday sport – *Fifth Column* from Imola – Monaco GP prospects – Honda Accord test – Plus all our usual news and features*

*These items correct at press time.

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Hungarian Grand Prix plans progressing well

Four months before the race, and with the track not yet finished, the Hungarian Grand Prix – the first ever in an Eastern Bloc country – looks set to be the success story of the year.

With a track capacity of 130,000 spectators, the organisers have already sold 80,000 tickets to the Eastern Bloc enthusiasts alone, with the rest reserved for visitors from the West – and the hard currency the Grand Prix is supposed to generate. "We could have sold the entire 130,000 tickets in Czechoslovakia alone," said Hungarian spokeswoman Erika Laszlo. "We sold 10,000 in one day in Hungary."

Apart from publicity for Hungary on worldwide television, and a boost to tourism, Mrs Laszlo said a government objective in hosting a Grand Prix was that the Hungarian public, "should learn about driving – some of them need to! It should teach them how drivers can be polite, even at 300kph."

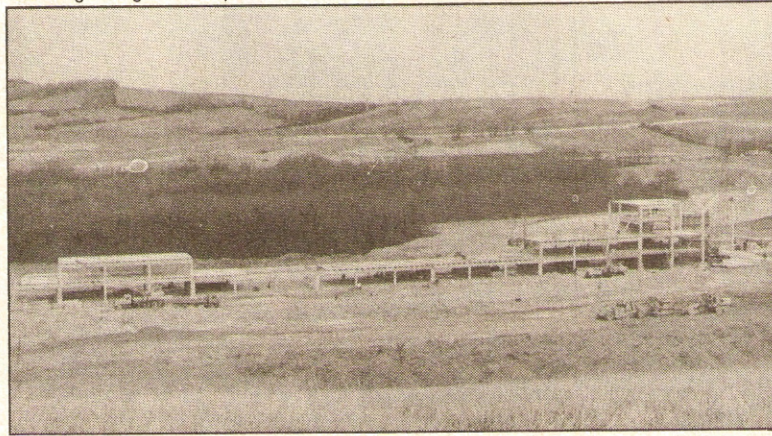
Perhaps so, although not every Formula 1 driver would agree with her!

Hungary will be training all its own marshals to staff their first Grand Prix, at Budapest in August. A competition brought 900 entrants, of which 300 have been selected for 10 weeks of training

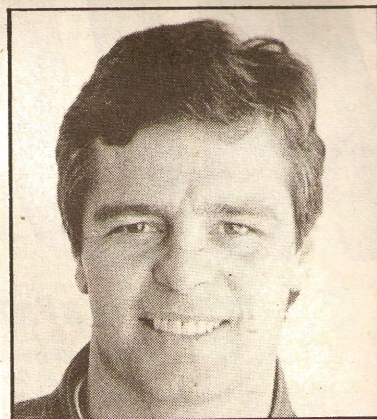
sessions. They were shown films of typical F1 accidents, had fire training including a simulated F1 accident fire, and were even tested by psychologists. All but 10 of them passed the course.

The Hungarians are stressing their long links with racing, right back to the first Grand Prix in France in 1906, which was won by Hungary's Ferenc Szisz in a Renault.

The Hungaroring takes shape. This was taken some time ago, the pits complex now completed.



The last Grand Prix in Hungary was in 1936, in a park in central Budapest. Environmental reasons prevented the race being revived on the same site this year, so the new course was constructed on a greenfield site about 10 miles from the city, next to the main autoroute. Estimates are for a 180kph (111mph) average lap speed for the 4 kilometre track, which includes 20 turns.



Derek – no help from Balestre.

No CART for Warwick

An interested spectator at Imola last weekend, Derek Warwick told us of his hopes of running in a few CART events this year – but any such thoughts were pushed aside on Sunday by FISA President Jean-Marie Balestre.

"I was speaking to a third party," Derek said, "who told me that the offer was from a one-car CART team which had won races in the last 12 months. They wanted to run me as well in some of the road races, and of course I was interested." (On our reckoning, the offer must have come either from TrueSports or Newman Haas).

Warwick went to see Balestre to clarify the licence problem. "He told me that if I ran in any CART races I'd lose my FISA Superlicence, and that it was up to me to make the choice – in other words, if I do any of these American races I've got no chance of getting back into Formula 1."

The absurdity of FISA's stance on CART is that it is a one-way street. Americans who run in CART can drive anything else they like, being protected by the laws relating to 'right to work' in the US. Ironically, as Derek was getting the bad news from Balestre, Indianapolis 500 winner Danny Sullivan was lining up to take part in the first round of the ADAC Supercup at the Nurburgring.

Guy upsets Renault

Though Renault officials are anxious to cool the situation, it is clear that Renault Boss Georges Besse is less than happy with the volatile personality of Guy Ligier. The ebullient team boss is telling everyone that he is pessimistic about the chances of continuing to have the use of the Renault engine next year. He professes not to know the origin of the problem, but insiders say Besse was extremely annoyed at the pressure put on Renault by Government sources to supply the Ligier team with engines.

Of course, Ligier is a long time friend of Socialist President François Mitterand, which is undoubtedly why Ligier got engines in the first place including backing from the Ministry of Sport.

It might have seemed things would change with the recent election of a Conservative administration in France. But Ligier apparently also has powerful friends in the Conservative ranks. The pressure has not eased and Besse remains angry.

Ekstroem Lola-Harts?

Although Brian Hart's engine probably ran its last Grand Prix of the season at Imola, with Team Haas expecting to run two of the Ford powered cars at Monaco, Hart is determined to carry on developing his F1 engine. "We still have a lot of new things in the pipeline, and when you drop everything, you can never get back into it again," says Brian. He is even considering obtaining one of the Haas chassis to use as a development test-bed, although another potential buyer has emerged for the whole Lola-Hart equipment and spares.

That is the Swiss-resident Swedish F1 enthusiastic Mrs Cecelia Ekstroem. She sent FISA a provisional entry for this year's Championship, for a car that she said is being built, (with a Motori Moderni engine) although nothing has been seen of it. But she has not actually sent the necessary 30,000 dollars to FISA for a definite entry.

Even if Mrs Ekstroem were to pay FISA now, the rules would not allow her team to compete until the Budapest race on August 10. Mrs Ekstroem is understood to have contacted drivers such as Philippe Alliot, Philippe Streiff and even Niki Lauda, asking if they can bring sponsorship to her proposed Grand Prix team ...

In Imola she approached Brian Hart, to ask if he would continue building engines for the ex-Haas cars. Hart did not refuse, but wisely said he would not consider it unless he had a firm guarantee that there were sufficient funds to run the cars satisfactorily.

Though Ford is effectively putting Hart out of the F1 business, there are no hard feelings. Hart's main project now will be to continue development of the Ford RS200 rally car.

Osella's cash crisis

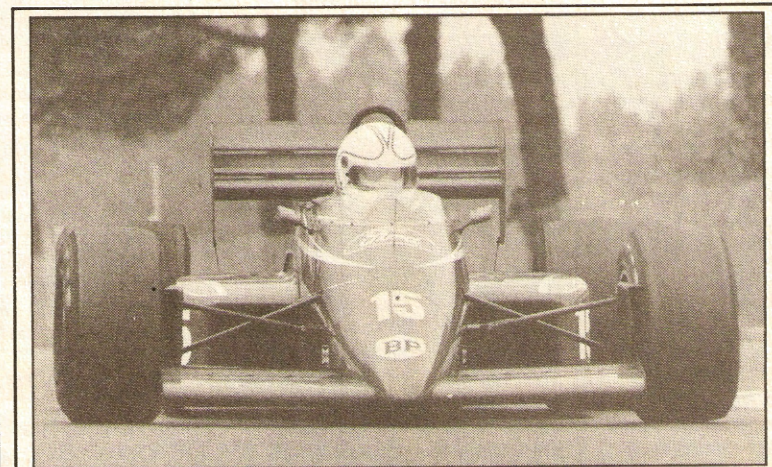
Although Osella Squadra Corse had intended coming to last weekend's San Marino GP with their new FA1H chassis, or at least the Motori Moderni engine in their old cars, a lack of financing for the team seems to have left them at the lowest ebb since they began F1 racing in 1980.

Now it looks unlikely that the team will be able to afford the Motori Moderni engine for their cars, or even the latest Alfa Romeo engines with electronic fuel metering system.

At Imola they were still using their old

mechanically injected engines, which they service themselves. Without a more modern engine it is unlikely – at circuits like Imola at least – that they will ever pull themselves up from the back of the grid. At Imola, Piercarlo Ghinzani ran well, but ran out of fuel a full 8 laps from the end of the race!

The Milan team did have their 'new' car at the race. It was sitting at the back of the pits, without an engine and unpainted, and didn't look much more advanced than the cars they were running in the race.



BP sign with Haas

In the hands of Alan Jones, the Lola-Ford V6 made its debut at Imola last weekend. Sundry problems were encountered in the race, but none was associated with Keith Duckworth's new engine. Alan was delighted with its response, but said that at present it is very short of top end power. Together with its Ford identification, the car also carried BP decals, evidence of a major new three-year agreement between the petroleum company and Team Haas.

Penske and Haas teams test for Indianapolis 500

With Goodyear inaugurating a last minute radial tyre test at Indianapolis last week the Penske and Newman-Haas teams suddenly found themselves with an unexpected opportunity to run at the Brickyard. It should be noted that radial tyres will not be used at Speedways until Pocono in August...

Team Penske had a new Ilmor-engined PC15 and a March-DFX on hand for Rick Mears and Al Unser Sr to try over the two days. Mears ran a big mileage on the 86C which he will use for the Indy 500. A second PC15 will be ready for the second week of practice but he is not due to race it until Milwaukee the week after the 500.

Unser did over 200 miles with the Ilmor Chevrolet car with no problems at all and, with nine engines now available to them, the Penske team is very encouraged by the potential of their new car and engine combination. Both drivers ran in the 210/209mph bracket through-

Big field at Vallelunga

Vallelunga plays host to the second round of the International Formula 3000 Championship this weekend. The action begins bright and early on Saturday morning when all 40 entries go in to 45 minutes of pre-qualifying to decide who will actually participate in practice and qualifying itself.

There has been much argument about how the pre-qualifying should be organised, as the teams who supported the entire 1985 series were expecting to be able to automatically gain places (13 in total) for official qualifying. Had this been the case, 27 cars would have been fighting for the other 13 places at Vallelunga. At Pau, which only starts 19, but has 44 entries, 31 cars would have been vying for just five places.

FOCA's Robert Perry reported last week that everyone will have to participate in pre-qualifying and at Vallelunga the entry will be split, by odd and even numbers, into two 20 car 'grids'. The fastest 13 in each will qualify and all 26 will be allowed to start (previously the circuit has only been licensed to start 22).

It is interesting to note that the top 26 qualifiers at Silverstone's opening race contained 13 odd and 13 even-numbered cars!

FISA fines Spaniards

Following the organisational problems at the recent Spanish Grand Prix, the Jerez organisers were fined 50,000 dollars for 'several organisational faults.'

Because of the special circumstances surrounding this first race at a new circuit, 25,000 dollars of the fine was suspended, while they also imposed a 100,000 dollar caution on the organisers as a guarantee that certain work would be carried out before 1987's race.

AUTOSPORT, MAY 1, 1986

out the test. Third team member Danny Sullivan was absent racing in Europe but he will stick strictly to the team's March 86C in his attempt to repeat his 1985 Indy victory.

Mario Andretti used the track time to work on developing the works Lola's new Bosch fuel management system and was unable to have a serious effort at setting quick times.

Moreno's Lola quickest in Indy Rookie test

With the Indianapolis Speedway due to open this weekend for the traditional month of May build up to the 500, last week saw the holding of the Rookie-orientation programme for drivers new to the circuit.

Only five drivers took part, and quickest of them all was Roberto Moreno in the Galles Lola at 205.8mph. It was expected that the Brazilian might give one of the team's Honda-powered cars some valuable tracktime during his rookie tests but, in the event, he only used a Cosworth-engined car.

As he has yet to start a 500, Jacques Villeneuve was again required to go through the formalities and he clocked 205.7mph in the Hemelgarn March.

Randy Lanier, who was told to go away and get more experience when he tried to qualify for the race a year ago, returned and did 222 laps (550 miles) in his Arciero March with a best lap of 205.0mph.

With the works Buick March team anxious to conduct some fuel system checks Steve Bren found himself being invited to drive a CART car for the very first time, the young Californian turning in a 202mph lap in the car which Danny Ongais is expected to put on pole at something approaching 220mph.

Jan Lammers did his Rookie test in Dan Gurney's Eagle although the future

of this team is again under a cloud of confusion. With Mike Curb having apparently split with the team, taking CART championship leader Tom Sneva and the Skoal Bandit sponsorship with him, Gurney has had to look for new financing to keep his team running. The Machinists Union team have taken over the first Eagle entry and have nominated Johnny Parsons to drive. Lammers will get his chance only if a second car can be completed in time.

Roberto Moreno - 205.8 at Indy.



F3000 team changes

There will be a few changes to the F3000 entry at Vallelunga this weekend.

Two inevitable alterations come as a result of the accident which caused the Silverstone race to be stopped, neither victim Thierry Tassin or Dominique Delestre being fit enough to return.

Austrian Pierre Chauvet replaces Tassin in the second EJR March, having had a test in the rebuilt car at Donington last week. Tassin is currently undergoing intense physiotherapy for damaged shoulder ligaments while his broken wrist is healing well.

Markus Hotz's Horag team will be fielding just their Lola T86/50 at this race with Guido Dacco replacing the otherwise-committed Mike Thackwell. Dacco has quit the San Remo team (and is replaced by F3 man Gianfranco Taccchino) but his deal with Hotz is for this race only.

The news of Delestre is encouraging. He had a further operation on his injured arm last week, and Hotz reported on Monday that there is a good chance of the Frenchman being back in the cockpit again this season.

Takahashi to Kremer

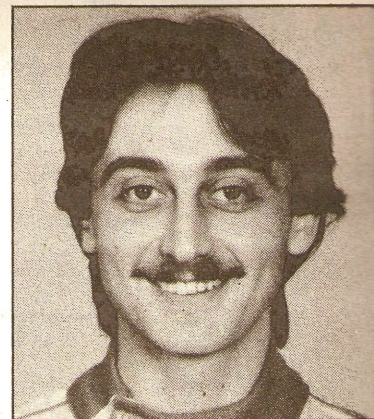
Reigning Japanese Group C Champion Kunimitsu Takahashi will join the Kremer Porsche team at Le Mans.

Takahashi, Honda's first ever World Champion when he won the 1961 500cc motorcycle title in 1961, is sponsored by Kenwood Hi-fi in Japan, who also back Kremer's car in the French classic.

San Diego Grand Prix?

Seen at Imola over the weekend were representatives from the organising committee of a proposed San Diego Grand Prix.

The Southern Californian 'high-profile' town appears to have two racing projects underway at the moment. One is a parkland circuit north of the city, which is due to play host to an IMSA event at the end of this year; the other is the GP project. This second option is planned for a new permanent circuit built in the south.



Adrian Campos - big Snetterton shunt.

Campos escapes

Adrian Campos was lucky to walk away unscathed from a nasty accident in his Peter Gethin Racing F3000 March 86B at Snetterton last week.

The Spaniard went off just after the bridge, at the 'Bombhole', and the car mounted the single tyre barrier and prized open the two layers of armo which eventually trapped the car some 18ins along the monocoque. The tub was, surprisingly, very lightly damaged, but the team reported on Monday that they had built up a car around a fresh monocoque for this weekend.

Ferté in at Corbari

Alain Ferté's place in the Corbari ITI F3000 team has been confirmed for the season. For his last minute entry into the Silverstone race the elder of the two racing brothers had just Marlboro support. However the good news last weekend was that French computer leasing company Blanchet Locatop would be co-sponsoring the car, which is expected to be a very strong championship contender.

Blanchet Locatop, long time sponsors of Philippe Streiff in F2 and F3000 with AGS, will also be sponsoring a Porsche 962 at Le Mans. Ferté will be one of the drivers, and his partner is likely to be a Grand Prix driver.

Ford's F1 Motorcraft

In a reversal of the old adage about racing improving the breed of road cars, Ford is drawing on its production components and experience for its new Cosworth designed F1 turbo engine, which Alan Jones debuted at Imola last week.

The electronic wizardry which controls the engine management system uses the normal production equipment, only 'hardened' with aerospace packaging to cope with the special conditions of heat and vibration in Grand Prix racing.

The throttle position sensor is a Granada part, with the production part number stamped on it, as is the sensor which measures the inlet air temperature.

Needless to say, Ford hope that racing will improve the breed as well, otherwise they would not be doing it...

RLR to run Bob Wollek in Liqui-Moly backed Porsche

Richard Lloyd Racing is at last in the process of finalising the race programme for its Porsche 956 GTI, after months of speculation resulting from the withdrawal from sports-prototype racing of its longtime sponsor, Canon.

The team ran its Nigel Stroud designed chassis last Sunday in the opening round of the ADAC Supercup in the colours of Liqui-Moly, claiming a fourth place finish in the 110-mile sprint with Mauro Baldi at the controls. Under the direction of Keith Greene, the car and crew has been hired out to the additive manufacturer for the entire Supercup series, which will continue at the Avus circuit in Berlin on May 11.

Baldi, whose Lamborghini Group C car has yet to be seen on a circuit, was

standing in at the 'Ring for the regular driver, Bob Wollek, who was busy last weekend finishing third in the Camel IMSA GT race at Riverside. The brilliant French driver has been released by Rothmans Porsche so as to take up the Liqui-Moly offer, even though he will be racing in the Supercup against the works/Blaupunkt Porsche of Hans-Joachim Stuck.

There are no more IMSA/Supercup date clashes, and Wollek will be doing the rest of the German championship under Greene's direction.

Meanwhile it is very likely that the new relationship between RLR and Liqui-Moly will extend to several rounds of the SP World Championship, and

certainly the car will appear this weekend at Silverstone. One of its drivers will be Klaus Niedzwiedz, who races the Ford-backed Liqui-Moly Sierra Group A car. Niedzwiedz will be racing over the weekend in the latest round of the FIA Touring Car series at Misano, but the RLR team has successfully applied for special permission from the BRDC for him to qualify for the Kouros 1000 in the Monday morning warm-up.

As we closed for press, Jonathan Palmer was in contact with his Formula 1 team owner, Erich Zakowski, asking for permission to co-drive Niedzwiedz. If Zakowski was to refuse, as seemed likely, then probably either James Weaver or Tiff Needell will race the Liqui-Moly entry.

New British gearboxes

The Midlands-based Staffs Silent Gear company have announced they are to market a new range of gearboxes in association with March Engineering.

SSG has wide experience of aerospace and marine gear applications and currently supply gear components to Williams, Brabham, Zakspeed and Lotus. Keen to become involved on a wider basis, SSG will introduce the SM10/86 aimed at the F Atlantic/F3/F Ford market and have laid down a prototype batch of 10 due for completion in late July.

Ex-Hewland employee, Ian Ashdowne, has contributed a significant part of the original work with March involved as overall design consultants overseeing the engineering and development. The 'box features a purpose-built case, up and over change, and is narrower across the output flanges. Significantly, it utilises precision ground ratios which reduce frictional losses and give an estimated efficiency increase of 3%.

The 'box will be a competitor to the ubiquitous VW-based Hewland Mk9 and is due to appear on the FF1600 cars of Phil Andrews and Paul Spooner (who are backed by SSG). The company are known to be speaking to a number of leading F3 and F Ford manufacturers and hope to have representatives at the show case Macau and F Ford Festival events respectively.

Herd goes for Junior

As expected, John Paul Jr was confirmed as the second driver for Robin Herd's March-Buick Indy team last week. JPJ's car will be sponsored by American Sun Roofs, the largest manufacturer of convertible conversions in America.

Team mate Danny Ongais will be backed by Panavision, a company recently acquired by Ted Field.

DPR stays all-Reynard

David Price Racing has reaffirmed its commitment to Reynard Racing Cars, following recent speculation that the Woking F3 team was assessing possible alternative chassis for its twin British and French championship programmes.

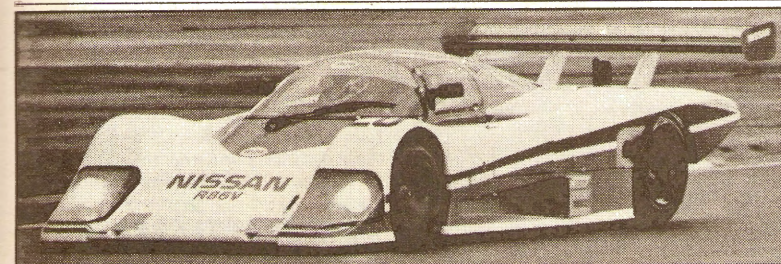
"So long as we continue to receive the full 'works support' from Reynard, there will be no reason to change the chassis," said Price himself last week. "It's no secret that we were concerned with our lack of pace at Nogaro and Albi, but we feel it wasn't entirely due to the chassis, as we appeared to have an engine disadvantage as well."

"We have subsequently been working hard on both counts, however. An intensive two-day test at Donington resulted in several chassis and aerodynamic improvements, while John Judd has produced a new specification engine for us in a very short time. We are thus looking forward to healthier results, encouraged by the Reynard win (Andy Wallace) and Dave Scott's second place for us in the recent British round, at Brands Hatch."

More pace from Perry

Perry McCarthy's remarkable F3 progress continued at Donington last Thursday, where the young Hawtall Whiting-backed driver emerged quickest of the five Lucas British championship contenders present in the wet - by 0.8secs! - and joint quickest with Madgwick Reynard team-mate Andy Wallace when the short circuit dried, later in the day. Also present were championship leader Maurizio Sandro Sala (Stelrad Ralt), Tim Davies (Terropol RT30) and the Swallow version of Julian Bailey.

"I was a bit worried about going to Donington," said McCarthy this week, "as the track condition changes so quickly. Both Andy and I got down to Im10.8s eventually, and were really pleased with the cars. Paul Haigh and I are now hoping for some dry testing before Thruxton, as I still need to find the 863's limits," concluded the former Dunlop AUTOSPORT 'Star of Tomorrow' FF1600 champion.



James Weaver pulled 175mph during the shakedown test of the new March-Nissan R86V.

Nissan flies at Donington

James Weaver had his first serious outing in the March-Nissan Group C car at Donington last week and the awesome power of the V6 engine car shattered everyone concerned with the project.

Although the circuit was damp and very greasy, Weaver was lapping in the 64s bracket using what Nissan men described at two-thirds of race boost. The quickest ever Group C time at the circuit stands to Jonathan Palmer in the Canon Porsche in the 63s, using qualifying boost.

On the short club circuit straight the March-Nissan R86V was clocked at 175mph, and 250mph on the Mulsanne straight at Le Mans is being widely tipped.

In the course of over 60 trouble free laps, Weaver's only complaint was that Gordon Coppuck's flat-bottomed aerodynamics gave him neck ache the like of which he had never experienced in a ground-effect car! "This is a sports car which handles and responds just like a single seater - very light and precise," said Weaver before jetting off on Concorde to the Riverside IMSA race.

The first March-Nissan has now been shipped to Japan for this weekend's Fuji GpC race and Weaver is due to start testing the second chassis at Silverstone this week.

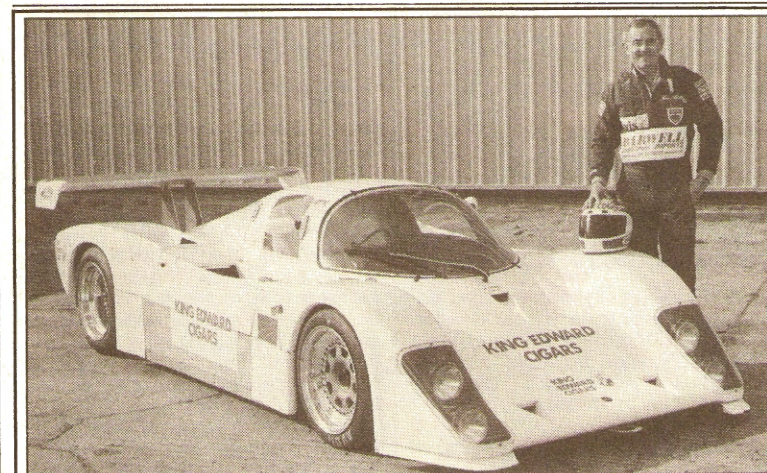
Zandvoort revisions

Zandvoort Press and PR Officer Dirk Buwalda has contacted us to point out some inaccuracies in the circuit revisions story published recently.

First, the section of the old circuit to be broken up is not to be the site of a new housing estate, but one for holiday homes suitable for use by visitors to race meetings.

Second, the work on the track itself is to be carried out in three stages, final completion to be in April 1989. However, Mr Buwalda says that Zandvoort will be in condition to stage a Grand Prix in 1987, and they have their hopes of a slot in the F1 calendar next year.

Finally, there will *not* be a race for Historic Cars at Zandvoort on August 31 of this year.



Driller joins RBR Tiga men

Surbiton dentist John 'Driller' Sheldon will contest the remainder of this season's S-PWC races in one of the RBR-Tiga (formerly Roy Baker Promotions) entered Ford BDT-engined GC285 chassis. King Edward Cigars and Barwell Travel are backing Sheldon for this weekend's Kouros 1000 at Silverstone, and team director Howden Ganley will engineer his car. Duncan Bain and Lucas director David Andrews will share the team's other C2 entry.

Mazdaspeed launches 757 S-PWC challenger

Two immaculate Mazda 757 sports-prototypes were presented to the press last week during an informal meeting at Alan Docking's Silverstone premises.

Decked out in the colours of Lucky Strike cigarettes, the Mazda 757 chassis, with its unique three-rotor Wankel engine, is the base from which the Japanese manufacturer will launch an attack on the Sports-Prototype World Championship over the next couple of years.

Designed by Briton Nigel Stroud, and assembled by Mazdaspeed in Japan, the 795kgs 757 will initially run in the IMSA GTP class, while Mazda continues development of the turbocharged rotary engine. In normally aspirated form, the brand new 13G motor produces 450bhp but with turbo assistance, 650bhp should be available in race trim.

For 1986 then, Mazda is merely looking to gain experience with its new toy which, so far, has competed in one 500kms race at Suzuka. At home the 757 ran the same engine in both practice and the race, and finished a creditable sixth overall. This result delighted the Japanese engineers who had to overcome many problems connected with the three-rotor engine, which has a particularly complex two-piece eccentric shaft construction to accommodate the middle rotor assembly.

The aluminium honeycomb monocoque of the 757 features a carbon fibre top section which was made and fitted in Japan. This is characteristic Mazda policy, the company preferring to keep as much as possible 'in-house', and learn from the experience, rather than hire everything out to foreign specialists. Safety was clearly high on the design criteria for the 757 boasts two bulkheads

in front of the driver's feet, in addition to a deformable front subframe.

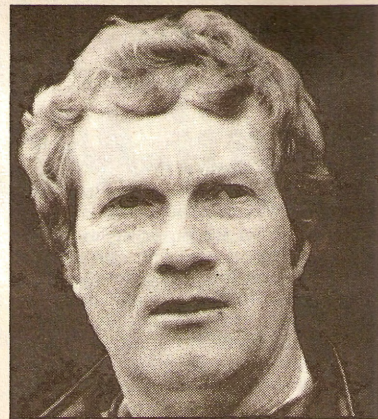
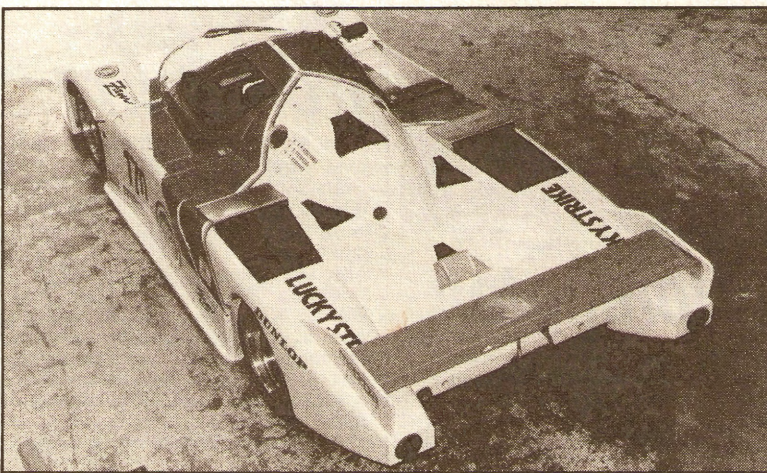
The pull-rod front suspension is interesting in that it incorporates a fully-floating damper, in the style of the Lotus 98T F1 car, while at the rear, rocker arm suspension takes advantage of the space available under the engine cover, and allows plenty of room for the ground-effect venturis. Dunlop tyres are used exclusively.

The engine is mated to a Porsche five-speed gearbox which has been turned upside down. In Porsche spec, the gearbox and engine are slightly angled to accommodate the exhaust pipes which exit from the bottom of their flat-six engine. This is not necessary for the rotary, the exhaust pipes of which exit

on the right hand side, so the gearbox has been turned upside down to lower the centre of gravity.

The Mazdaspeed team, with drivers Yojiro Terada, Yoshimi Katayama and Takashi Yorino will be joined for Silverstone and Le Mans by Irishmen David Kennedy and Mark Galvin and Belgium's Pierre Dieudonné. Operating as usual with Australian Alan Docking's assistance, they began testing this week at both Silverstone and Donington where a new car, chassis 003, was run for the first time. After the Kouros 1000 Kms this weekend, Mazdaspeed will put more miles on the new cars at the Le Mans Test Day on May 09, before final preparations being for the 24-hour 'main event' on May 31/June 01.

The Nigel Stroud designed 757 will initially run in the IMSA GTP class.



Percy—Group C Jaguar.

Percy's Jag at Le Mans

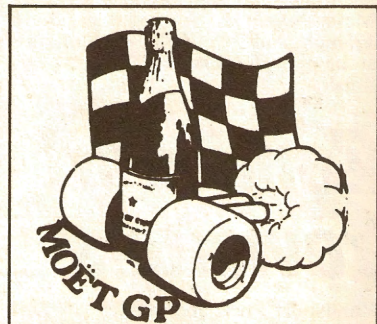
The Silk Cut Jaguar Le Mans line-up is now shaping up firmly with the news that Win Percy will be joining Brian Redman and Hurley Haywood in the third of the TWR run XJR-6s.

The leading two cars will feature regular drivers Derek Warwick/Eddie Cheever and Gianfranco Brancatelli/Jean-Louis Schlesser. It appears that these two cars will run throughout the 24 Hours with just two drivers apiece.

Kalagian badly hurt

Longtime IMSA driver John Kalagian was very seriously injured in a nasty accident during practice for last weekend's Riverside IMSA event. His RC Cola March-Buick 85G went out of control at the Esses and flipped several times.

It took some time to get the driver out of his car with the rescue crews using power wrenches to free him. He was taken to Riverside Community Hospital where he was listed as critical, his injuries including a broken neck and paralysis.



Nelson Piquet and Alain Prost were your favourites to win the San Marino Grand Prix, and it was World Champion Prost who won with an average speed of 121.917mph. The winner of our Autosport Moët & Chandon Grand Prix Competition is Miss L Hutton, of Bromley, Kent, whose guess of 121.921mph was incredibly close to Prost's winning average. Congratulations!

Turn your attention now towards the Monaco Grand Prix, which was won last year by Alain Prost at an average speed of 86.022mph, and you could win a magnum of champagne! Entries on a postcard to AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middx TW11 0JE.

Zolder circuit changes

The Omloop Terlamen circuit at Zolder is to undergo major revisions this summer, with the tight first corner being lessened to allow for more run-off area and new sandpits being installed in the two canal turns, which until now have had very little room for error.

At the back of the circuit there will be a new chicane to slow the cars through what is a very quick sequence

of corners - close to where Gilles Villeneuve was killed in 1982. This will be named after the great Canadian.

Finally the Jacky Ickx chicane leading onto the pit straight is to be tightened. The Belgian organisers hope that this will make the track safer without actually removing any overtaking areas. Work should be completed by mid-summer.

Second British F3 round at Brands Hatch in August

The success of the Cellnet-sponsored F3 race at Brands Hatch on Apr 20, has prompted MCD's John Webb to seek a second Lucas British championship round on the Indy circuit this season. After consultation with the BRDC, BARC and FOTA, it has been confirmed that the Indy circuit will host another round on Sunday, Aug 31, this to replace the event originally scheduled for Thruxton on Sep 21.

This initiative will be very popular with competitors, who previously faced the prospect of travelling to Spa for a round on Sep 13/14, turning back for Thruxton, then re-crossing the channel for the second Belgian round, at Zolder, on Sep 28! The logistical problems

caused by this costly exercise "had nothing whatsoever to do with the decision to substitute Brands for Thruxton," said the BARC's Mark Poynton, currently engaged in re-arranging the programmes at the two meetings.

Webb, not the greatest supporter of the category in recent years, thus has no fewer than four F3 feature races at Brands this season, with the Cellnet British GP supporting race, the company's August Superprix promotion and the new British round upcoming. Good attendances, plus big corporate involvement from British Telecom, Stelrad and Cellnet have apparently altered his values of late.

Grice plans full TCC programme

Allan Grice will not be taking his Holden Commodore to Misano, but plans to contest further races of the FIA Touring Car Championship are going ahead with Gricey now in a position to actually chose between potential sponsors rather than grab at the first deal that comes along. Shortly before he departed for Australia he told us that he had been talking to several Belgian sponsors (one of which is rumoured to be the Jambon des Ardennes company). "There's nothing signed at the moment, but I'm off to Australia to talk to some people and we'll see what happens when I get back."

Jean-Pierre Malcher is keen to buy the car Grice has been using to date, but Allan has also received advances from Belgians, Australians and an American. It is not inconceivable therefore that Grice will be running two cars by the end of the year. And potential partners for 'Gricey'? Vern Schuppan and Alan Jones are certainly on the list when commitments allow. Perhaps the Australian National Motor Racing Team is not dead after all...

Five Britons to contest Monaco F3 Grand Prix

Entries for the ACM's annual Monaco GP Formula 3 event closed last week, and include no fewer than seven British-based competitors, including Lucas championship leader Maurizio Sandro Sala. Michelin and Bridgestone will be the major protagonists in the 'free tyre' radial war, to be fought out by drivers from 11 nations.

Heading the entry, predictably, is the French contingent, strong both numerically and in talent. National championship leader Yannick Dalmas is on superb form with his ORECA/Marlboro Martini-VW/Spiess, his team bidding for its eighth Monaco F3 win. Dalmas will take a lot of catching, on his demon 'purple dot' Michelins.

His major challenge could well come from Italy, in the form of Alex Caffi, in Venturini's similarly-shod Dallara-Alfa Romeo, his countrymen Nicola Larini and Marco Apicella (Dallaras) and Swedish champion Thomas Danielsson, now running a Dallara in Italy, and one of Bridgestone's big hopes.

German champion Volker Weidler is stepping back from F3000 to run one of Kaufman's Martinis in the principality, while expatriate Dane Kris Nissen will be able to renew last year's rivalry with Weidler, in his Ralt.

Backing Brazilian Sala's Stelrad Ralt from the British scene will be the similar cars of Keith Fine and David Hunt (Cellnet), Martin Donnelly (Swallow),

Jupiter F3 for Willmott

Reigning Townsend Thoresen Junior FF1600 champion Adrian Willmott has abandoned his brief FF2000 career in favour of F3, and will complete the Lucas British championship in Jupiter Racing's second Ralt-VW RT30. Willmott (23), from Batcombe, Somerset, will run alongside Gary Dunn, who currently leads the Class B standings, in Peter Allnutt's other charge.

Willmott, who had a disastrously unreliable time in FF2000, will use an EJ-R chassis, with engines by his teammate's father, John Dunn of Swindon Racing Engines. "I'm looking forward to this weekend's Thruxton meeting tremendously," enthused Adrian on Monday. "I'll have driven the car twice by then (his first test was at Snetterton last Friday), and will be looking to show well as the season progresses."

Willmott - moving up to F3.



Dalmas - hot favourite.

Tim Davies (Terropol), Graham de Zille (Pegasus) and Irishman Mark Galvin in his Alan Docking-run machine.

The promising Jean Alesi's SNPE Dallara, Bernard Santal's similar car, the Martinis of Michel Trolle (ORECA) Eric Bachelart and Eric Bellefroid (Saulnier team), Reynards for Fabien Giroix and Paul Belmondo (DPR) and Denis Morin (Madgwick) will also be present, as will Ralts for EJ-R's Fred Delavallade and Gilles Lempereur.

Also entered are Michele Alboreto's brother Ermanno, and Peter (son of Erich) Zakowski, among others, while Belgian-based Norwegian Harald Huysman will bring his own brand of fire-works in Prosper Mollekens's Ralt. The big F3 race is on the Saturday, as usual, over 20 laps of the revised circuit.

Malibu GP in Riyadh

The Malibu Grand Prix racing system is to be introduced to Riyadh, Saudi Arabia, in August this year. Mr Mohammed Al Hashimi of the Recreational Products company Ltd SA, has masterminded the initiative, which will allow Saudi road drivers to sample motor racing for the first time, on the public hire basis established in the 'Malibu GP's native USA.

Motor racing, as such, is banned in the Middle East country, but this recreation facility is being strongly encouraged. The exciting course is being built beside the Riyadh-Dammam highway, just outside the kingdom's capital, and its sport is expected to prove very popular with young Saudis.

A fleet of 30 spaceframe single-seaters, powered by detuned Kawasaki 440cc vee-twin engines, will be maintained at the venue.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE

May 04
Vallelunga (I)

EVENT/DETAILS

FIA Formula 3000 International Championship

The Silverstone opener had a tremendous entry but the race itself was spoiled by the weather. On Italian soil, Emanuele Pirro must be a good bet, but so high is the quality that naming a winner is impossible. Don't discount Thackwell, Nielsen, Gugelmin, the Fertes or our own Russell Spence.

May 04
Laguna Seca (USA)

IMSA Camel GT Championship

The larger displacement Chevrolet and Buick turbos are beginning to find the reliability to challenge the previously dominant Porsches. Derek Bell/Al Holbert are still a formidable pairing with the Lowenbrau car, however.



May 04
Talladega (USA)

NASCAR Grand National Championship

Talladega is one of the quickest places on the NASCAR programme and will be some spectacle. In a tremendously varied start to the season Dale Earnhardt is the only man to have won more than once (at Darlington and North Wilkesboro), and will be keen to make it three.

May 04
Fuji (J)

All Japan Endurance Championship

29 entries graced the first round at Suzuka with Kenji and Kunimitsu Takahashi winning with their Porsche 962. The grid was very competitive with 14 Group C cars among it, including the new March 86G (Nissan powered), Domes, Porsches and a new Mazda 757.

May 04
Wanneroo Park (AUS)

Australian Touring Car Championship

Volvo 3, Nissan 1, BMW and Holden yet to score, Peter Brock will be back in Australia looking for a podium.

May 04
Misano (I)

FIA Touring Car Championship

Volvo will be looking for a back to back victory to follow Hockenheim. Look out for the Rovers, the BMWs and what about that man Grice?

May 04
Magny Cours (F)

French Formula 3 Championship, French Production Car Championship

Dalmas is the current star of the show in French F3, while Olivier Grouillard, Xavier Lapeyre and Jean-Pierre Beltoise have won for BMW, Audi and Peugeot in the production series. The meeting marks the 25th anniversary of the circuit and features an XR2 celebrity event with several star names, including Didier Pironi.

May 04
Magione (I)

Marlboro Italian F3 Championship

Enzo Coloni's boys are ahead with Marco Apicella and Nicola Larini scrapping. The Venturini Dallaras of Caffi and Bertaggia are closing...

May 04
Brands Hatch (GB)

FIA European Historic Championship

A priceless collection of machinery has been brought together by the Aston Martin Owners Club. Ferrari Dino 156s, Maserati 250Fs and Jaguar C-types will all be there. Racing from 2.30pm.

May 05
Silverstone (GB)

FIA Sports-Prototype World Championship

Preview, see p30.

May 05
Thruxton (GB)

Lucas British Formula 3 Championship

The third visit this year to Hampshire for the F3 boys, both previous encounters taken by Sala's Ralt. Maurizio suffered a hiccup last time out at Brands, however, with Andy Wallace's win in the Reynard closing him to within six points of the Brazilian. Racing from 2pm.

London Racing Car Show set to expand in 1987

Following the tremendous success of the BRSCC's Racing Car Show in January, the club and show organisers Focus are now planning a bigger, and even better, showpiece for the industry in 1987.

The venue will again be the Alexandra Palace Pavilion, the North London exhibition centre which proved so popular this year, although a greater display area will be available, together

with an expanded five-day format. The show will take place from Jan 14-18.

A second pavilion, interlinked with the hall used last time, will allow up to 25 extra stands – and a wider range of vehicles and specialist products – to be shown. More than half of the 1986 exhibitors have already reserved space for the country's premier motor sports show.

Four full days of public viewing will follow the Wednesday Press and Trade preview in '87. Over 25,000 visitors attended this year's event, and it is confidently predicted that this figure will be surpassed, with improved facilities.

Further information on the 1987 Racing Car Show is available from Paul Streeter at Focus, 79-80 Petty France, London SW1H 9ED. Tel: 01-222 9090.

Silverstone debut for TL-D's Tiga turbo

Tim Lee-Davey's works-supported Tiga-Cosworth turbo GC86 will make its S-PWC debut in this weekend's Kourou 1000 Kms event at Silverstone. The Tiga Team entry will be supported by the

Kentish barrister's 1985 backer *Penthouse* magazine, and run by the Brands Hatch-based McNeil Engineering

The new Tiga chassis, powered by a 3.3-litre V8, will run a number of proven

components from TL-D's previous Spice Tiga GC84/85 initially, until the latest parts are fully tested. Dunlop Denloc tyres and NGK spark plugs will be used throughout the season.

BRIEFLY

■ The official FOCA tyre test days for the Shell Oils British GP at Brands Hatch, will take place on May 28/29. Admission on each day will cost £5, children £2. Formula 3 testing will also be featured on the agenda.



Palmer – promotional role.

■ West Zakspeed F1 team leader Jonatan Palmer has recently secured a personal sponsorship deal with City Rentals, the fast-growing car rental and vehicle supply company. Palmer is expected to play a key role in the concern's open days and promotional campaigns.

■ The John Fitzpatrick Racing team had the most frustrating weekend of all the Porsche Group C privateers at the Nurburgring. The team took its Porsche 956B to Germany for Franz Konrad to drive in Sunday's opening round of the ADAC Supercup, only for the deal to turn sour at the last moment. David Prewitt and the crew had no choice but to pack up on Saturday evening and return home to Silverstone.

■ Rapid Movements, the world's longest established specialist motor sport freight forwarding concern, recently opened its new American operations centre at 2649 Greenleaf, Elk Grove Village, Illinois, 60007. Tel: 0101 (312) 439-9032. Olivia Jacob is in charge of the facility in Chicago.

■ Reigning Swedish F3 champion Thomas Danielsson's services are being courted by both Michelin and long-time supporters Bridgestone, for the 'free tyre' F3 feature races at Monaco and Imola this season. Thomas is currently racing in the Italian championship, at the wheel of a Euroracing-run Dallara chassis.

■ Madgwick Motorsport, winners of two British F3 championship rounds to date this season, through Andy Wallace, has a third Reynard-VW 863 available for the Cellnet-backed non-championship race at the British GP meeting in July. Suitably funded drivers wishing to join Wallace and Perry McCarthy in the team for this prestigious event should contact Robert Syngé on (0280) 701501.

■ 1984 Swedish F3 champion Leif Lindstrom (cousin of ETC champion of '84, Thomas) will be driving in selected rounds of the FIA Touring Car Championship this year. Leif, who raced a VW Scirocco with Thomas in the late seventies, will make his debut in the Bridgestone-shod car at Anderstorp on May 18.

■ Mantorp Park on May 04 will see a non-championship 'warm-up' F3 event for the Scandinavian F3 men opening the Swedish motor racing season. Niclas Schonstrom, Henrik Barkstrom and Michael Johansson are expected to be frontrunners this year.

■ Following his excellent F3 form in recent weeks, Gary Brabham has secured some personal backing from Loctite products, through Trident Racing Services.

NATIONAL RACING

DATE/VENUE

May 03, Oulton Park
nr Tarporley, Cheshire

EVENT/DETAILS

Metro Breakers Modsaloons, Super Road Saloons, Mini Miglias, Mini Se7ens, Historic F Junior/Historic F3, Champion of Oulton FF1600, Formula E FF1600

Bill Griffin's BMW beat Jim Mensley's big Rover in the last Modsaloon counter. Meanwhile, on the single-seater front, Richard Peacock, Wally Warwick and Malcolm Barfoot will be the men to watch in the Formula E Ford thrash. Racing from 12.25pm.

May 03/05, Silverstone
nr Towcester, Northants

FIA Sports-Prototype World Championship, Esso FF1600, Renault 5 Elf Turbo UK Cup, Esso MG Metro Challenge, HSCC Historic GT Championship

A fine programme of supports for the Sports-Prototype event. There is sure to be an excellent turn out for the Esso FF1600 race with no clashing RAC round. Elliott, Ayles, van Uiter, Booth, Village and Robertson are good enough to get the adrenalin going, while there will be several others knocking on the door, or the armco... Qualifying Saturday; Sunday racing from 1.20; Monday, racing from 11.20.

May 05, Thruxton
nr Andover, Hants

Lucas British F3, Thundersports, Sports 1600, MGOC Championships

With the new Lola being brought to the country by Andy Ratcliffe not yet ready, Foulston/Brindley will start the race as inevitable favourites. Mike 'Fulmar' Taylor has been setting the Sports 2000 pace and will once more be well to the fore, partnered by the experienced Rick Morris. Racing from 2pm.

May 05, Castle Combe
nr Chippenham, Wilts

Racing Displays British FF2000, Pre-74 FF1600, Uniroyal Prodsaloons, MGCC BCV8s, Modified Midgets, Standard Midgets

Mark Blundell is looking very good with the Anglo European Racing Reynard, always a front-runner in British FF2000 and with the first round of the European series already under his belt. In the Uniroyal contest, expect the Starions of Blower, McLennan and Scarborough to set the pace, pushed hard by the Escort RS Turbos, Gerry Marshall's Opel Monza and the Mercedes 190 of Ian Taylor. Racing from 1.30pm.

May 05, Cadwell Park
nr Louth, Lincs

Ford Credit Fiestas, Alfa Romeos, Mini Miglias, Mini 850s, Dunlop-Autosport Star of Tomorrow FF1600, Bernard Hunter FF1600, Road Sports

A full junior FF1600 field will be sampling the demanding Cadwell Park for the second time, while Ian Briggs is setting the pace in the Fiesta championship. At Cadwell, though, he will be pushed hard by Robin Parsons who is local and instructs at the Team Touraco school based at the circuit. Racing from 2pm.

May 05, Snetterton
nr Thetford, Norfolk

Thundersaloons, Renault 5TSs, Budget Road Saloons, Champion of Snetterton FF1600, Jim Russell RDS races

Rod Birley and Andy Rouse won the opening Thundersaloon race at the same circuit but this time, Rouse will not be piloting the Sierra Cosworth and Birley has yet to name his partner. Vince Woodman and John Cleland team up in the Holden Senator. In the Champion of Snetterton series, Marcus Koch currently leads the way. Racing from 2pm.

May 05, Lydden Hill
nr Canterbury, Kent

Formule Libre, FF1600, Hot-rods, Bangers, Production Rallycross

Tim Barry won the Libre event with his 3.4 March-Cosworth last time out, having started last. He must be favourite for a repeat. Racing from 1pm.

OFF TRACK

DATE/VENUE

May 04, Prescott
nr Cheltenham, Glos

EVENT/DETAILS

Guyson USA British Hillclimb Championship, Shell Oils Rydale BMW Midland Hillclimb Championship

The previous round at Wiscombe was a victim of the weather. Prescott is thus the first event since Roy Lane took the opening round at Loton Park five weeks ago with his Steel King Pilbeam.

May 04, North Weald

Sevenoaks and District Motor Club Spring Sprint

Open to five categories: Standard production cars, Roadgoing cars, Modified, Sports racing, Single-seaters, the event is a round of the ASEMCA Connaught Engineering, LCAMC Autolec, ASSMC, and Bristol Street Motors Speed Championships. Action starts 10am.

May 04, Curborough
nr Lichfield, Staffs

Curborough Speed Trials

Promoted by the VSCC, the meeting features a full entry of Vintage, Sports, Racing and Edwardian cars. Competitive runs start 1.30pm.

May 04, Horn
Austria

European Rallycross Championship, round 1

Full preview – see Sports Extra.

May 04, Blue Circle Cement
Works, Westbury, Wilts

Castrol Autotest

The Bath Motor Club promoted event forms part of the BTRDA, ASWMC, ACSMC and TVMC Championships.

May 05, Croft
nr Darlington, Co Durham

British Rallycross Championship

Mark Rennison has proved very fast in testing at the venue in his RS200 with John Welch hoping to return from Austria in time to compete against the regulars including Gibson and Hopkins.

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

High tech – low interest

There are times when we despair of this sport's governing body. On French TV on Monday night FISA President Jean-Marie Balestre aggressively defended the fuel restriction rules in Formula 1, despite the fact that the previous day's San Marino Grand Prix had been reduced almost to farce.

We understand that Balestre was angered by remarks on the subject made by Imola winner Alain Prost after the race. The World Champion considers the rule crazy – "We're supposed to be racing drivers, yet we spend all our time watching computer read-outs to tell us when we can go fast. It makes a complete joke of Formula 1."

The President's constructive response to Alain's criticisms? "If Prost doesn't like the rules there are plenty of other people who'd like to take his place." Balestre went on to say that he had "talked to all the drivers at Imola, and they all agreed it was a good rule". The most charitable interpretation of this last fatuous statement is that he must have misheard them. We have talked to not a single Grand Prix driver who has anything but contempt for the fuel rules.

This is something of a tired old drum we're beating here, but we make no apology. Balestre's stated intention in bringing in fuel restriction rules – first 220 litres, now 195 – was to reduce horsepower, to keep speed in check. A safety move, in other words.

If this was their aim, FISA has manifestly failed. This year's cars are considerably faster than last year's: despite the reduction of 25 litres this season, Prost completed the 60 laps of Imola more than two minutes inside de Angelis's winning time of 1985. That means that his average lap was two seconds quicker than Elio's.

Some will point out that, had the limit stayed at 220, speeds would have been even faster, and that is undeniable. But we speak here only of *average* speeds over the whole race. Whatever the fuel limit, so long as a driver has a cockpit-adjustable boost switch he has the capacity – albeit temporarily – to give himself whatever horsepower he chooses. So how does a fuel restriction curb it?

No, FISA's argument is palpable nonsense. It is in the nature of motor racing that any regulation is seen as a challenge: any competitive team is going to run as close to it as possible, look for way around it. When they introduced the

220-litre limit, the teams turned up with iced fuel. FISA banned it. So now the fuel companies are working hard on 'dense' mixes...

At Imola in 1985 the limit was 220, and lots of people ran out towards the end. This year it is 195 – and lots of people ran out ... And so long as there is *any* fuel restriction, whatever it is, this will happen. Alfa Romeo, let us not forget, used to find ways of running out before there was any limit at all!

In the seventies they used to have fuel restrictions in Indycar racing, and they had exactly the same problems. "Either you ran out," Mario Andretti told us, "or you cruised for most of the way so you could be sure of racing towards the end." When CART took over from USAC, they scrapped the fuel limit immediately, instead introducing a turbo boost limit. And suddenly the racing was good again.

We appreciate that this was a simple procedure in what was, and is, largely a one-engine type of racing. Introducing 'pop off' valves into Formula 1, with its multiplicity of engines, would be an unworkable nightmare. But some means of controlling horsepower, other than by fuel limit, must be found.

Spectator attendances at Grands Prix are dwindling, and there is no point in pretending otherwise. And one of the reasons, M. Balestre, could just be that people are losing interest in something they cannot easily follow.

Look at Nelson Piquet's race at Imola. He easily led the opening laps, got bad news from his fuel read-out, unavoidably cruised the middle portion of the race until the figures balanced, then charged again in the late laps. A good battle was in prospect with Rosberg – but that ended when Keke ran out of fuel with less than two laps to go ...

This is a sport which prides itself on its colossal worldwide TV coverage. It *needs* that income, depends on it. But how long will TV companies want to televise events such as Imola?

It is a serious problem this, and one to which all involved parties should address themselves urgently. On Monday Balestre spoke airily of "maybe bringing it down to 180 litres for next year." Lift your head from the sand, JMB. Even *listen* to your sport's World Champion once in a while. Alain Prost can win races, whatever the rules. He'd just like to be able to keep both eyes on the road while he's doing it ...

CORRESPONDENCE

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

Playing it safe

As part of the medical team at the recent International F3000 event at Silverstone I attended three or four incidents and was horrified to find that behind the driver, instead of two separate devices for electrics and fire extinguishers there was a combined device. These varied in size, shape, position and mode of operation. Furthermore in the cockpits, extinguishers were not clearly labelled, nor was there any indication of the position of on or off. Last year a Dutch car had everything labelled, but in Dutch!

At Woodcote a very experienced marshal had to return to an extremely dangerously situated car – trapped under the catchfencing – to hunt for the appropriate switches after having to ask the driver where it was. In another incident, while endeavouring to remove a serious-

ly injured and trapped driver, Dominique Delestre, imagine our delight when, believing everything to be turned off, we heard the sound of the petrol pump operating...

In the interests of safety, I request FISA to introduce for all open single seater cars a simple standard system for extinguishers and ignition both behind the driver and in the cockpit. I would suggest the following arrangement of emergency rings. Behind the driver on the left side a fire extinguisher ring large enough for a fire marshal wearing thick flame proof gloves to be able to get a finger or a hook into. On the right side behind the driver a similar ring to turn off all power – both of these to be pull-operated. Cockpit switches and buttons should be labelled with international symbols and should always be in the top left corner of the dashboard.

Thus, marshals would be able to find the right switches quickly and save all the present confusion.

Finally, my family and I would like to 'thank' all those F3000 drivers who, while I was attending their colleague Delestre, continued to pass by at racing speeds within a few feet of us, despite the rain and yellow flags. Thank goodness I had my earplugs in ...

DR WILLSON
MILTON KEYNES, BUCKS

Slip-sliding away

We are very sorry to have had to cancel the second round of the Guyson USA British Hill Climb Championship, the AWS Group Leaders Championship and the Chase Web 'Award of Merit' Championship. However, anyone who saw the conditions in the paddock late

on Apr 19 will realise that we had no option.

Wiscombe paddock usually dries very quickly, and although a heavy shower during an event can cause considerable disruption, it has always in the past absorbed the worst effects of the rain quickly, enabling the meeting to continue. This year, however, there had been rain on 26 of the previous 28 days, and the ground was saturated, leaving the paddock a mud bath which necessitated manhandling over 200 vehicles off the paddock to prevent them sliding sideways down the hill.

We have investigated the possibility of running the event again at a later stage in the year, but calendar clashes make this impossible.

JIM WHYMAN
SECRETARY, ASTON MARTIN OC

La Pista Magica

The magic of it all! It's such a treat to read a report (*Monza S-PWC*, Apr 24) from a circuit with character. Sinister and decaying it may be, but what atmosphere. It has chicanes; but they did that in the '30s, too. You only have to wander around the park and see little cameos of circuits long gone to know that Monza has special ingredients. No-one really likes it; but no-one wants to lose it.

Monza, like Group C racing, may be unreal; but where would we be without either?

ANDREW WHYTE
 ETTINGTON, WARWICKSHIRE

Polishing the image

While the British F3 championship can rightly claim to have improved greatly in the last couple of seasons, I cannot help but wonder what the racing would be like if we had a few more of the combinations available in the continental series to brighten things up a bit.

We can only read about the exploits of the Dallaras and Martini chassis in France and Italy, why cannot someone bring them over to England so we can actually get to see them in action.

They have, after all, proved themselves to be more than a match for the Ralts and Reynards they face. And what about some more Alfa engines. Please F3 teams have a look at the potential so that the public can have a look at the cars, I'm getting a bit bored of Ralts and Reynards.

TONY FISON
 LUTON, BEDS

Russell's no square!

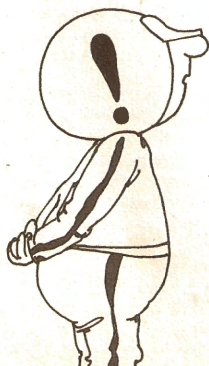
I was at Silverstone for the F3000 event and as it was raining I went with my two sons into the pits. We came across Russell Spence and he went out of his way to stop and talk to us. He also gave my boys a cap each to keep the rain out and a load of stickers. It made my day. There are people who are quick to put drivers down but Russell really made it great to be there. Let's have more down to earth drivers. It makes all the difference.

D F MONK
 WIGSTON MAGNA, LEICS

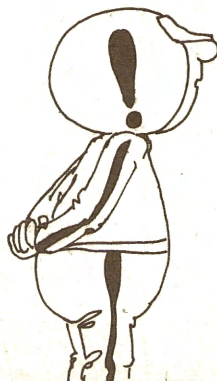
CATCHPOLE

By BARRY FOLEY

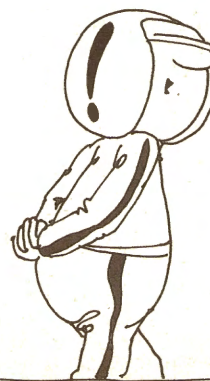
ALL I CAN SAY IS, IT'S JOLLY...



...LUCKY THAT PROST HAD THAT...



...SPARE CAN OF LIGHTER FUEL IN THE CAR.

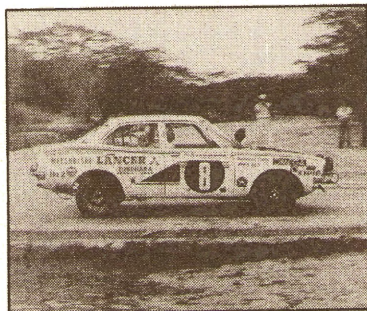


FOLEY

10

Ten years ago this week (*AUTOSPORT*, April 29, 1976), the forthcoming Spanish GP at Jarama was notable for two factors. Firstly, those huge air boxes behind the driver's head were being outlawed and rear wings were being brought forward, as shown by the Ligier – replacing the wonderfully distinctive 'Teapot'. The other point of note was that more cars (31) were intending to try to qualify for the race than the Jarama circuit had official provision for (27). Sounds a little similar to F3000 these days, doesn't it?

There was change in the *AUTOSPORT* office a decade ago, with current Racing News Editor Ian Phillips handing over the Editorship to its current incumbent. How time flies...

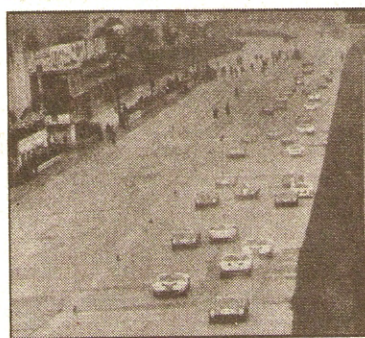


Mutterings in the Grand Prix paddock included the news that Niki Lauda was no longer known as 'Mighty Mouse' and had become 'The Rat' – his popularity waning. And Alan Jones was receiving backing from a home exercise system – something he might well use today?

The retirement of the Peugeot V6 Coupes and the favourite Lancia Stratos team left the Safari Rally to the Colts, with Joginder Singh leading home a Mitsubishi Colt Lancer 1-2-3 (above).

Two faces currently well known in the Formula Ford paddocks around the country, Quest's Mike Thompson and Laser's Howard Drake were in fierce contest at Brands Hatch in an FF1600 race, with Drake's Royale seemingly pulling away but spinning and giving the former's Rostron a lead he was not to lose.

20



Twenty years ago (*AUTOSPORT*, April 29, 1966) Jack Brabham was making the headlines once again as he scored his third consecutive international F2 victory, this time at a rain-soaked Barcelona, outdoing his pursuers, led on this occasion by J Y Stewart, Denny Hulme and David Hobbs with Graham Hill straggling in sixth.

In the supporting F3 event the two heats were won by Brian Hart and Mike Beckwith respectively with, among their chasers, such luminaries of yesteryear as Peter Gethin, Harry Stiller, Charlie Crichton-Stuart, and a youthful Derek Bell.

The opening round of the Sports car Championship was at Monza (above). It was rainy, naturally, but the Italian crowds saw victory for Ferrari: John Surtees and Mike Parkes leading home the troops, among them Guy Ligier in a Ford GT40. Old racing drivers never die they just become team managers...

Over in Austria, Sir John Whitmore climbed aboard his Alan Mann-entered Lotus Cortina and set about the European Touring Car competitors at the 1.6 mile Aspern circuit (normally used as an airfield) Giving chase? Andrea de Adamich, 'local boy' – he was at the time – Dieter Quester and Hubert Hahne (brother of Armin).

And, there were 75 entries for the 1966 Indianapolis 500, among them AJ Foyt, Bobby Unser, Jim Clark, Johnny Rutherford, Gordon Johncock, Dan Gurney, Jackie Stewart, Mario Andretti and Gary Bettenhausen. So what's 20 years anyway...

30

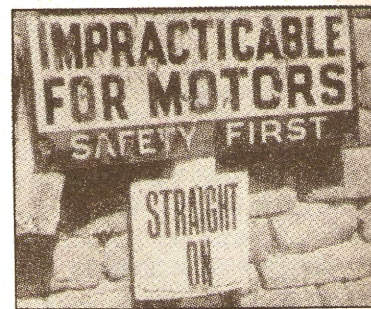
Thirty years ago this week (*AUTOSPORT*, April 27, 1956) Stirling Moss (below) won the Aintree International 200 F1 race with his Maserati, the event marking the 35th anniversary of the original '200', England's first long distance race held for the first time at Brooklands in 1921.

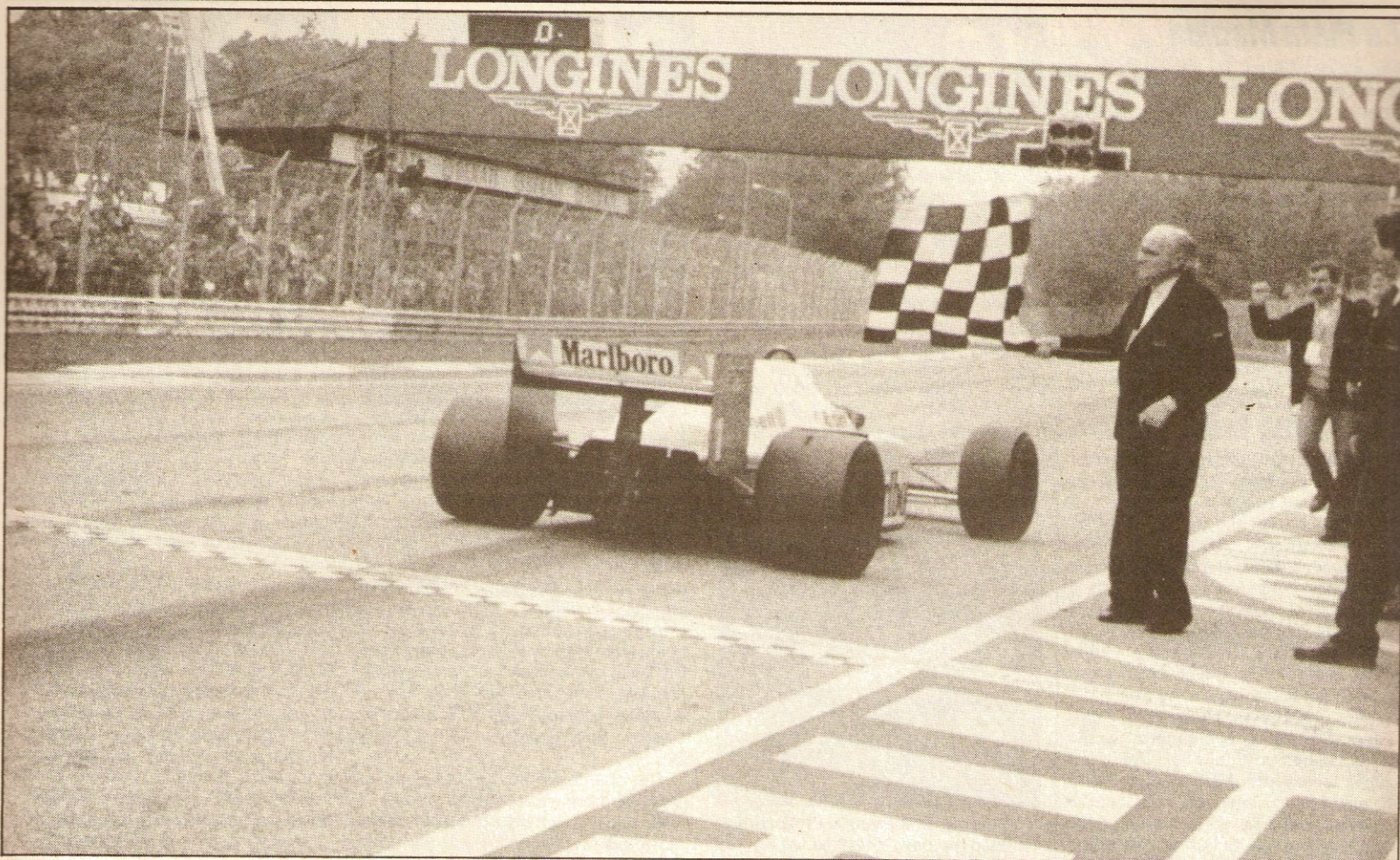
For an international event there was a disappointingly small 15 car entry and Moss was somewhat surprised to win in his three year old Maserati. The new BRM had been expected to show well and indeed led for the first half of the race before troubled by braking difficulties. These were related to disc problems and an indication of the state of the technological art was the feeling that drums were still superior to discs on a circuit demanding constant use of the anchors.

We also featured a pictorial report of the season's first F1 race from Syracuse. And what a race. Fangio led his team-mates Musso and Collins over the line by one-fifth of a second.

In our correspondence columns, the subject of safety was under discussion. Sports cars were the focus of attention but our correspondent also suggested that driving standards were not all that they might be. One suggestion was that drivers should have to win at least six club meetings before being permitted to partake in any national or international event. Now if that were in force today, I wonder how many runners some championships would have?

The Land's End Trial took competitors to the edge of the earth! Nothing stopped a Land's Ender... (below)





The World Champion drifts across the Imola finish line, his car out of fuel. As last year, the San Marino Grand Prix became an economy run, and Prost, as ever, judged it best . . .

The winning formula

It was always going to be a tactical race, a matter of balancing 190 miles against 195 litres, that much we knew. Ideally, the winner's engine would die, starved of fuel, immediately after taking the flag. That would mean that he and his computer had done their job to perfection, sliced the San Marino Grand Prix as fine as possible.

Alain Prost is getting there. Last year he ran out a few hundred yards after the finish (but was disqualified at the post-race weight check). This year his McLaren began to run out a few hundred yards *before* the flag, but judicious flicking of the steering wheel fed the engine the lees in the tank, and they were enough to get the World Champion to the line.

The other front runners used either too much (Rosberg's McLaren) or too little (Piquet's Williams): Imola 1986 came down to that.

QUALIFYING

Michele Alboreto rather upset the symmetry of 1986 last weekend, and it was appropriate, was it not? that he — the only Italian Ferrari driver in a generation — should do it at Imola. Even this unusually sanguine of Latins admits that racing at home is worth a couple of tenths a lap, but there was more to it than that. Testing at the *Autodromo Dino Ferrari* the week before had gone rather better than expected: the balance of the F186 was decidedly improved, and the horsepower certainly seemed to be there.

"Of course we have to wait to see the

straightline speeds of the others," Michele said before practice on Friday, "but I think we are competitive there. I think . . . I hope . . ."

The Longines speedtrap figures confirmed him in his optimism. The highest speed recorded over the finish line — 168.427mph — was set by Alboreto's car, and the best at the approach to Tosa — 201.405 — was registered by team mate Johansson.

No, this is not in prelude to a fairy tale of Ferrari on the pole in Italy. Michele and Stefan actually qualified fifth and seventh, but they looked more *genuinely* competitive than at any time since last August. We should remember that in

the final session at Kyalami last autumn numbers 27 and 28 were beaten through the trap by all save a Minardi and an Osella. So major engine redesign work over the winter has been well done.

Alboreto's fifth place on the grid broke up the Gang of Five. We have grown accustomed to Senna's Lotus on the pole, then the Williams-Hondas, then the McLarens. The Italian's quickest lap, however, split up Prost and Rosberg, and the crowds responded as if it had been fastest of all.

Ayrton, though, was unchallenged, tops in both sessions, and more than half a second clear. The Lotus 98T behaved like nothing else as it flicked through the quick chicane towards the end of the lap, changing direction in a series of darts. It didn't *look* nice, rather recalling the

pods — but only when it goes over a bump do you get sparks from the middle of the car's underside. Seems odd that, to me, from a flat-bottomed car . . ."

If that be the case, I asked, why has it not been officially protested? Time was, after all, when F1 team managers would protest a rival for blowing his nose on the Second Sunday in Epiphany. If you're all so sure, why don't you *do* something about it? "Difficult to prove," came the reply, "and it's not actually that simple: what exactly are we protesting — except that our understanding of the rules is that the car should not be in semi-permanent contact with the ground, and therefore shouldn't need rubbing strips? Thought we'd finished with all that nonsense three years ago . . ."

On Saturday afternoon, however, Senna's car was one of four to have its underside checked, and a FISA statement later confirmed that all had been found 'legal'. "If that's FISA's decision," said another designer, "OK, we know where we stand. But it's a pity, because it means we'll all have to do it — create stupid bloody cars, and give the drivers headaches and bruised backs and all the rest of it. Willy Dungl looks like having a busy summer . . ."

As in Spain Senna set his best time on the opening day. Nearly a second clear of anyone else, he nevertheless said that not all had been well, that he expected to improve in the final session, get into the 1-24 bracket. "I was not completely

ALBORETO: "I think we are competitive here . . . I hope."

rock-hard ground effect cars of 1982, but as a spectacle it was awesome. Senna was visibly quicker even than such as Piquet and Rosberg.

As in Jerez sparks cascaded from the car, and as in Jerez rival teams muttered and moaned. "I've been watching it," said A Designer. "It comes down the straight, and sparks fly from the side-

happy with the brakes, and we didn't get the tyres absolutely right. I didn't drive that well either, and everything should be better tomorrow."

Imola, however, was uncannily similar to Jerez: Ayrton was one of very few drivers not to improve on the second day (although again fastest), and said afterwards that traffic had spoiled his best run.

Team mate Johnny Dumfries had a different problem. Eleventh fastest on the opening day, the Scot blew up late in the Saturday morning session, and spent nearly the whole of the last session waiting for his car's engine change to be completed. Senna, of course, had need of the spare 98T, the qualifying car, and there was no question of Johnny's borrowing Ayrton's race car. Finally, at four minutes to two, he got out, and there was time for a single flying lap. Not surprisingly, he failed to improve, and his Friday time was now good only for 17th place. It was not the happiest of birthdays for Dumfries: "There's not a lot to say about it..." was his stoic comment. Derek Warwick, watching at the chicane, will have relected on it.

For the third race on the trot the Williams duo, Piquet and Mansell, qualified second and third. For both, however, proceedings got away to a poor start, Nelson blowing an engine on Friday morning, and Nigel being hampered by a misfire. "I decided to run one set of soft race tyres and one of qualifiers in the afternoon," Mansell said, "because I'd had so little running in the morning. I was pleased with the car generally, but my engine still wasn't very good - about 10kph down on Nelson's. I was only three-tenths slower on the Cs than on the qualifiers, though, so that makes me feel very good about the race."

On Saturday Nigel improved by six-tenths, moving up to third in the process, but not quite able to break into the twenty-fives. Only Nelson was able to join Senna in that select bracket, and his quick runs were spellbinding. On Saturday morning he had another engine failure, as well as gearbox problems, and for the final session used the T-car. The first run brought a 1-26 even, despite a missed gearchange out of the final chicane, and the second had him down to 1-25.6.

As in the Friday session the great Brazilian then came out for a third run on a mixed set, and once more this proved to be his best. With the tyres well past their Sell By date, his passage through the Variante Bassa - the quick

Nigel Mansell gave his all in qualifying, as we have come to expect. He was third on the grid - his race, though, was to be short.



If he was Welsh they would call him 'Ayrton the Pole' - no one could touch Senna in qualifying.

chicane towards the end of the lap - begged description. In correction he was hard on left lock, then on right, and not a fraction did he lift. At 1-25.569 it was only a shade inside his previous best, but in the circumstances it was stunning.

How, though, could you discount McLaren - particularly in light of their notoriously - or perhaps admirably - restrained qualifying horsepower? Despite being only 14th fastest through the traps (appreciably slower than team mate Rosberg), Alain Prost was nevertheless fourth on the grid, a couple of tenths in front of Keke.

As ever, the World Champion's

smoothness belied his pace. I watched the two McLarens at the Variante Bassa during the last session, and would have bet my house that Rosberg's lap was quicker. Not so. "No, no problems," Alain grinned confidently. "I am short of power for qualifying - but I've been telling you that every weekend for two years!

"Really, the only problem for us has been the same for everyone. Here it's impossible to get the qualifiers working well - by the time the fronts are up to temperature the rears are finished. Otherwise I am pleased with the car. Balance is nice for the race, I think."

Sixth, sharing the third row with

Alboreto, we had Rosberg, to whom an injustice was done at Jerez. To his team it seemed initially in Spain that Keke had badly miscalculated his fuel, running too long with too much boost. For that reason 'The Rock' cruised for a long way to be sure of making the finish. Later it was discovered that a considerable amount remained in the tank: his cockpit computer read-out had played him wrong. Here, of all places, he did not want a repetition of that...

JOHANSSON:

"Sometimes it's fine, next lap nothing. It doesn't exactly give you confidence at Tosa or Rivazza."

The Ferraris, as we said, were fifth and seventh, their every trip out of the pits greeted with ecstasy. But how would they be in the race? Certainly their straightline speed was impressive, but lurid slides through the quick chicane suggested little or no rear wing, and both Alboreto and Johansson admitted qualms about the brakes, Maranello's recent bugbear.

Following his accident in Spain (brought about by complete brake failure), Stefan was still feeling sore, but at least there was a specific and explicable reason for that shunt: a bleed nipple had been incorrectly machined. More worrying, both for Michele and himself, was a recurrence of the dread 'long pedal' during qualifying at Imola.

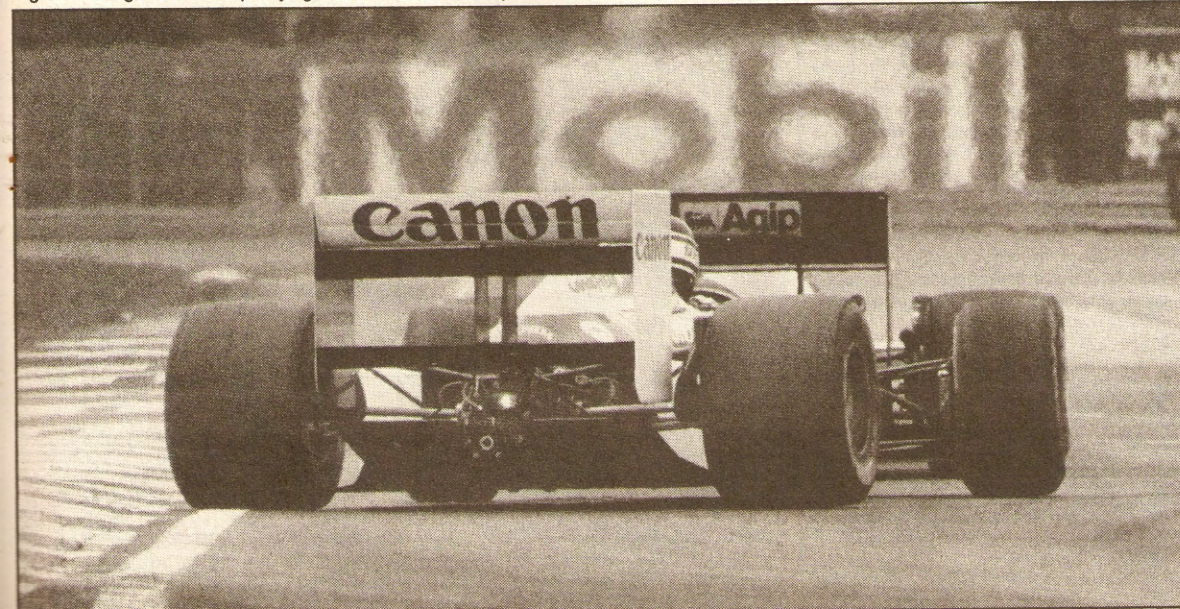
"Sometimes it's fine, next lap nothing - and you have to pump!" he explained. "It doesn't exactly give you confidence at somewhere like Tosa or Rivazza..." Alboreto agreed: "I had the problem on Saturday morning, but at least it was OK in the last session. Stefan had it all day."

He also had a slow puncture in his left rear tyre on his final qualifying run, so seventh best time was a fine effort. It would be less than accurate to suggest the Ferrari drivers were wildly optimistic for the race, but at least the signs were that they would be a factor on home ground, and that, Michele said, was reason enough to smile.

As usual René Arnoux was Pirelli's fast man in qualifying, eighth best in his Ligier JS27. "The big problem for us here," he commented, "is that we can't make the qualifiers work very well with our chassis. They seem to suit the Benettons better than us." And Gérard Larrousse confirmed it: "We've had to make big set-up changes to the cars to suit the tyres, so qualifying has been rather a compromise."

Arnoux and Jacques Laffite, indeed, went completely separate ways, René running with very little wing in the search for straightline speed, Jacques preferring to go for downforce. Like all the other Renault customers, they had 'pneumatic' engines in qualifying, and for the first time both drivers had 'race' versions for Sunday, Renault's other three going to Lotus.

Berger and Fabi were ninth and 10th with their Benetton-BMWs, and a little disappointed with that. Gerhard, after all, had set the fastest time during testing a week earlier. But both drivers suffered with persistent engine problems through the qualifying days. Misfiring blighted their efforts on Friday, and each had a fresh engine for Saturday.



►► "We lost so much time yesterday that we had to spend the morning on different things," said Berger. "Teo ran all the time with full tanks, looking for a good race set-up, and I concentrated on a qualifying set-up for the last session."

In the afternoon, though, both men had cutting out problems with their BMWs – and also ran throughout on soft Pirelli race tyres rather than qualifiers. Fabi said there was no point in doing otherwise: "We get good grip from the qualifiers, yes, but not for a whole lap..." In the circumstances, the team did well to take row five.

NANNINI: "Much better than any other engine I have used. I hope it lasts all season."

One of the standout performances of practice was by Tambay, who placed 11th with Carl Haas's Lola-Hart. There is undeniably some needle in this team at present, Patrick feeling that he, rather than Alan Jones, should have had first crack with the new Ford V6 engine. He was very keen to out-qualify the Australian at Imola, and indeed it was always on the cards that he would do so, for Alan had to run the Ford on race boost throughout practice, and had himself commented favourably on the top end power of the Hart – which is what you need at Imola.

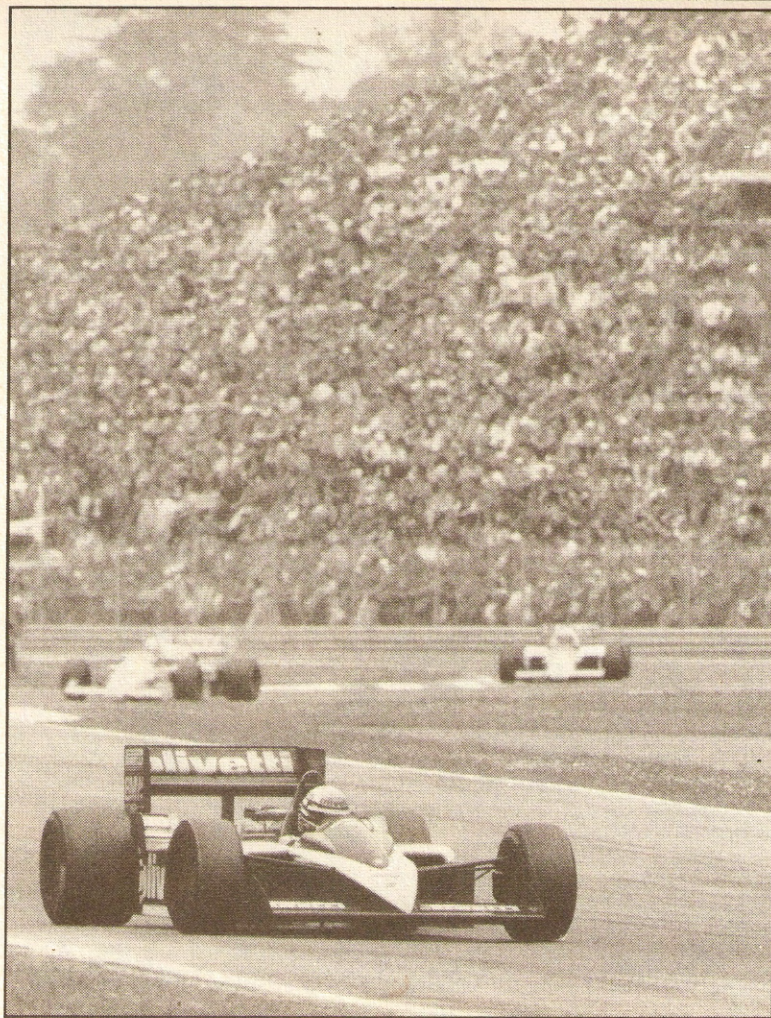
"I made some good progress with the chassis this morning," Tambay remarked on Saturday, "and the whole thing worked well this afternoon – except that I used slightly longer gears with the increased boost, and that perhaps disturbed the balance in some of the long corners."

Patrick was using an '86-spec Hart engine for the first time (at this, perhaps Brian's last race in F1), and found its response a lot better. Hart himself commented that this probably had something to do with a minor installation fault discovered in the Lola's fuel system since Jerez. It seemed rather a shame that this should have been found just as Brian's four-cylinder is about to disappear from the scene...

Thierry Boutsen, second here last year, did well to qualify the ageing Arrows A8 in 12th spot. Neither he nor Marc Surer was at all impressed on Friday, each remarking that his car felt unstable and imprecise. For Saturday, therefore, it was decided to put the cars back to 1985-spec: off came the deflectors behind the front wheels and also the gearbox spacer, which shortened the wheelbase.

On the second day the Belgian was much happier – despite being held up by the inevitable de Cesaris on his quickest lap. Both he and Marc improved by nearly a couple of seconds. They did, of course, have the advantage of BMW horsepower (from the conventional engines, anyway...) at this power track, but one of Surer's runs was spoiled by a misfire.

Right in the middle of the grid was Martin Brundle's new Tyrrell-Renault 015, which one might have expected to find a little higher. The car, which was shunted during practice at Jerez, is very short of testing, and frankly it showed. Through the last chicane it looked rather clumsy and unwilling to change direction quickly. In the first session Martin was slowed by a misfire, his 'pneumatic'



It was not a good weekend for Brabham. Both cars qualified well down and Patrese ran out of gas

Renault unwilling to rev above ten-six.

On Saturday the misfire was gone, but there was a new problem: "We got a leak in the water injection system in the nose of the car," Martin explained, "which meant, basically, that I got soaked! The thing was that the footwell got wet through, and my feet started slipping off the pedals. At the end of the session I came in to have the soles of my shoes dried, and to get a mixed set of used qualifiers. But I mistimed it a bit, and there wasn't time for me to have another run."

For all that Brundle was well over a second quicker than on Friday, but there was no real opportunity for the unfortunate Streiff to make any further progress with the old 014. At the Variante Bassa on Saturday morning Philippe spun at the exit of the right-hand half and hit the guardrail hard enough to tear off a rear wheel. The mechanics did a fine job to have the car repaired for the last session, the Frenchman choosing to go out first on a set of Goodyear Cs. A later run on qualifiers was ruined by traffic, and he was well slower than on Friday. That meant starting 22nd, but there was the consoling thought that a new 015 will be at Monte Carlo for him.

Brabham-BMW... ahem... were frankly a disaster at this, a race in Italy attended in force by their sponsor, Olivetti. Patrese qualified 16th, de Angelis three places lower. In testing a week earlier the team had brought down one of last year's BT54s for comparison purposes. It proved quicker than the BT55 (with 'laydown' BMW motor), and Riccardo and Elio said they frankly preferred it – in nearly every respect.

There was, however, never any intention of bringing the old cars back for the race, and this was very much to the

drivers' regret. Its handling and gearbox problems apart, the BT55's abiding problem is low-down acceleration. Out of the last chicane Patrese and de Angelis were visibly slow, and by the finish line speed trap were beaten, for example, by the Minardis, let alone the 'conventional' BMW-powered Benettons and Arrows. Yet by the next trap, at the approach to Tosa, the cars' extremely low frontal area was really coming into play, and by this point the BT55s were among the fastest of all.

Was the poor acceleration due to an oil scavenging problem? Was it related to the Weismann gearbox? Neither, perhaps. Over the course of the Imola

JONES: "I feel already it's a good 'race' engine. I think I can finish quite well here."

weekend the BMW engineers thought they had maybe isolated the problem, but were unwilling to speak about it 'on the record' for the moment.

The Brabham pit, usually a paragon of orderliness, is anything but at present, rather recalling the early days of the BMW programme five years ago. This is one of those few teams absolutely central to Formula 1, and one doesn't like to see it in such straits.

The two Italian drivers both managed to improve in the last session, although neither emerged in the first half-hour.

During the morning both cars had suffered with leaking clutches, which meant removing the gearboxes of each, making a modification to the bellhousing. Patrese, in fact, got only one run. And yes, both had previously been in gearbox trouble, Riccardo spending most of Friday morning stranded out on the circuit.

Ahead of Elio on the grid was a Minardi – and not that of de Cesaris, either! Nannini looked really impressive each day, and spoke highly of his Motori Moderni V6 – "Much better than any other one I have used. I hope it lasts all the season!" There were, of course, the usual remarks about "2-litre engines in Italy" from some quarters, but this young Italian looked thoroughly at ease on this, a track he knows well, and was both quicker and tidier than his more experienced team mate, who got in everyone's way as usual, and was nearly a second slower than Nannini.

Jonathan Palmer was tight-lipped and diplomatic about the arrival of Huub Rothengatter at Zakspeed, but it did seem rather a pity that, having made excellent progress with his two cars in Spain, the team should have come to Italy with two drivers and no spare car. That meant, for example, that when Jonathan's car went onto three cylinders on Friday morning he had to stand around for an hour and a quarter... Then, in the afternoon, he was baulked three times on his qualifying runs – once by Berger, twice by Rothengatter...

"We made quite a progress this morning," he reported on Saturday, "and on the first qualifying run we didn't run much boost, saving it for the second. It felt much quicker then, and I got quite a good tow from Prost for a bit. It was certainly going to be my best lap by a long way, but..."

At the quick chicane, 300 yards from the end of the lap, the Zakspeed snapped to a sudden spin. There was nothing there to hit, but as Palmer slowly drove to the pits there was a nasty scraping noise from the car. It had looped because the left rear wishbone had broken.

There seems to be a feeling in America that, by attacking Libya, they have made Europe far too dangerous a place to visit. The Ford hierarchy was conspicuous by its absence at this, the debut race for the new Duckworth-designed V6, although Carl Haas, understated and anonymous as ever, was there to see how Alan Jones got on.

He qualified the Lola-Ford 21st, and if that sounds unimpressive we should first of all bear in mind that at no stage did the engine run anything other than 'race' boost. And I was pleased indeed to hear Mike Kranefuss, Ford Director of Special Vehicle Operations, stress that the company had no plans whatever to develop a special qualifying engine in the future. Sanity from a major manufacturer.

Alan himself was very complimentary about the new V6: "Its low down response is really excellent – smooth and progressive, which also helps the chassis because you don't get those sudden changes in attitude that you got with the Hart, where the power came in with more of a clout. Yes, it is a little down on top end power at present, but I feel already it's a good 'race' engine. I think I can finish quite well here..."

At the slow chicane it was very apparent that this is a young engine at the very beginning of its development. On half-throttle between the left and right, for instance, it fluffed rather, but these are very early days. Jones felt sure he would have gone quicker on the second day, had not a cracked exhaust manifold slowed his second – unbaulked – run.

To no one's great surprise, the Osellas of Danner and Ghinzani were right at the back, Piercarlo losing any hope of improving in the last session when his engine quit after only half a lap. There was an incomplete version of the new Motori-Moderni engined Osella to be seen in the Italian team's pit, but its debut seems some way off . . .

RACE

Is public interest in Formula 1 really beginning to wane? These days we are becoming accustomed to empty grandstand seats on race day, and in some places, like Estoril, Spa, the Nurburgring and, more recently, Jerez, spectators have been easy to spot. From a traffic point of view, of course, it is pleasing, but otherwise rather worrying. I hear tell of US corporations involved in F1 who looked askance at the TV pictures from Spain - what is this we're supporting? A sport no one wants to go and see?

Part of it is the escalating cost of getting in. Loose change for a Monegasque is a week's pay for a Spanish farm worker, but such matters seem not to be considered -

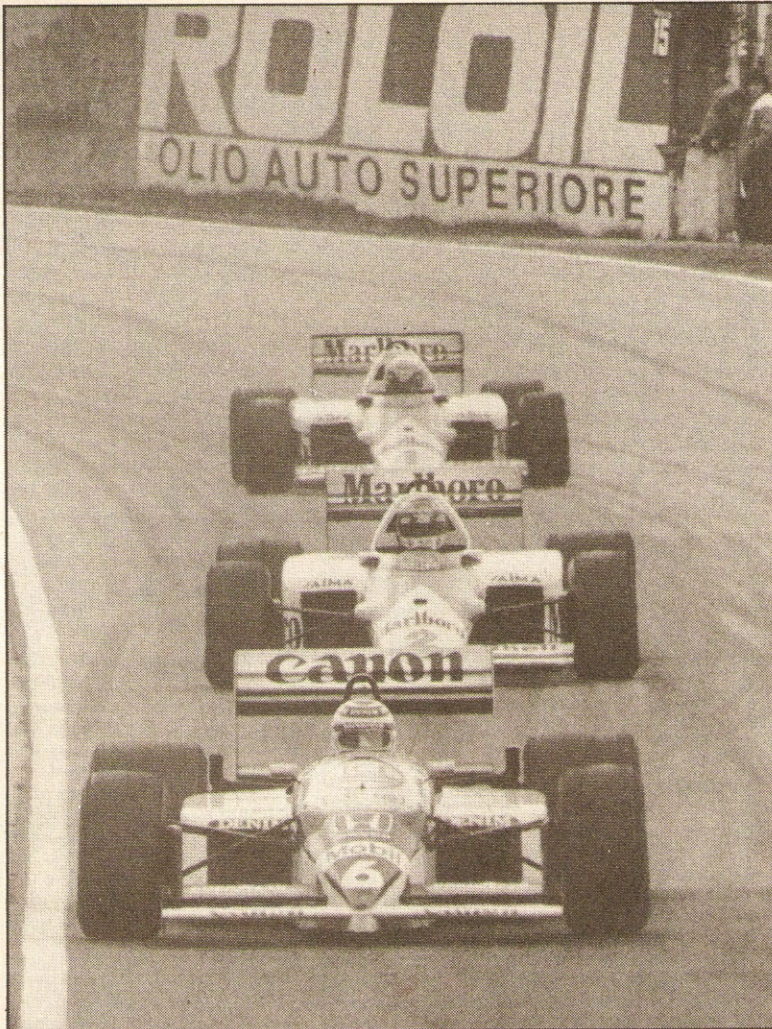
- ah, but wait a minute. Of course! It's TV revenue that matters, not race fans who actually bother to come along. I know that. I was told by Someone Important.

It may seem like a curious time to mention this, for Imola has always been a money-spinner, and the hillsides were well populated again last weekend. By contemporary standards it was a huge crowd, but in Imola terms it was definitely down on years past - and this with Ferrari clearly in with a shout.

Maybe the weather played a part. Saturday evening's forecast was for rain, and the streets were indeed wet when we awoke. People may well have glanced at the sky, and decided on an afternoon in front of the tube.

As it turned out the promised downpour did not arrive until proceedings were completed for the day, but the track was still a little damp as the 26 drivers set out at mid-morning for the 30-minute warm-up session. It brought few surprises: Rosberg's McLaren quickest, then Senna and Prost. But Berger served notice of intent with fourth best time, and Tambay once more impressed with the Lola-Hart, eighth fastest.

Not so happy were the Ferrari men, Alboreto ninth and Johansson 12th. "It's like I thought," Michele grimaced. "OK in qualifying set-up, not so good on full tanks - the opposite of how we were in Spain . . ." And decidedly fed up was Laffite, who found his 'pneumatic' Renault V6 misfiring and down on power. The Ligier mechanics lost no



Piquet led the race in the early laps, but the McLarens kept on closing in . . .

time in beginning an engine change, but it meant that Jacques would go to the line with a conventional 'valve spring' engine.

Unlike Jerez, Imola was very much a planned tyre stop race, and the Goodyear runners went unanimously for Cs all round. The Pirelli teams thought in similar terms, opting for the equivalent, but Brabham, at this stage figuring there was little to lose, decided to put Patrese's BT55 on a harder compound in the hope he could go all the way on them.

At two o'clock, as drops of rain spattered down, the cars came out once more for final warm-up laps, and this brought disaster for Brundle, whose new Tyrrell 015 crashed heavily at the ultra-fast Tamburello. There was damage to the monocoque and to the left-

hand corners of the car, and once more Martin had to go into another race with old 014.

"Something happened at the back of the car - I don't know what," he said. "It swerved left, then right, didn't spin, then hit the guardrail . . ." Ken took the news ill.

So to the start, or rather the final parade lap. Neither Jones's Lola-Ford nor Palmer's Zakspeed would start as the field was waved away, but Alan eventually got going, caught up the pack and weaved through to take up his original place - a move happily unnoticed by the officials.

Jonathan was worse off, however, and as Senna slowly led the field up towards the startline the Zakspeed was hurriedly pushed off the road and back into the pit lane. There they got the engine fired up,

and Palmer emerged after the rest had departed.

Ayrton as usual got away superbly, as did Piquet, but Mansell - his engine not completely clean - could not match them, and was beaten away by Prost. Alboreto, indeed, had the Ferrari really stoked up and briefly considered a gap between the Williams and McLaren: this swiftly diminished, however, and Michele decided against. It was the smart thing to do, but lifting cost a couple of places.

Through Tamburello the opening lap had a familiar look, with Senna's Lotus heading a gaggle of Williams and McLarens, but this time the pattern was disturbed. As they headed through the lefthander named for Gilles Villeneuve, Nelson simply powered by on the outside, and at Tosa Rosberg went past Mansell into fourth place.

After his good showing in practice, Nannini unhappily spoiled it all by going off at Tosa less than half a minute into the race.

Lap one: Piquet, a good way clear of Senna, Prost, Rosberg, Mansell, Alboreto, Arnoux, Johansson, Tambay, Fabi and Berger. In these early stages Nelson really had the hammer down, and after two laps was nearly four seconds clear. Although running what was considered a 'safe' amount of boost, he was to regret it later.

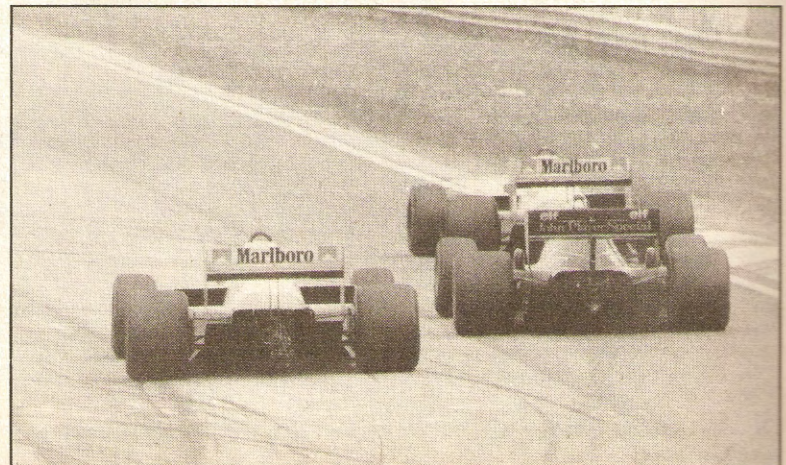
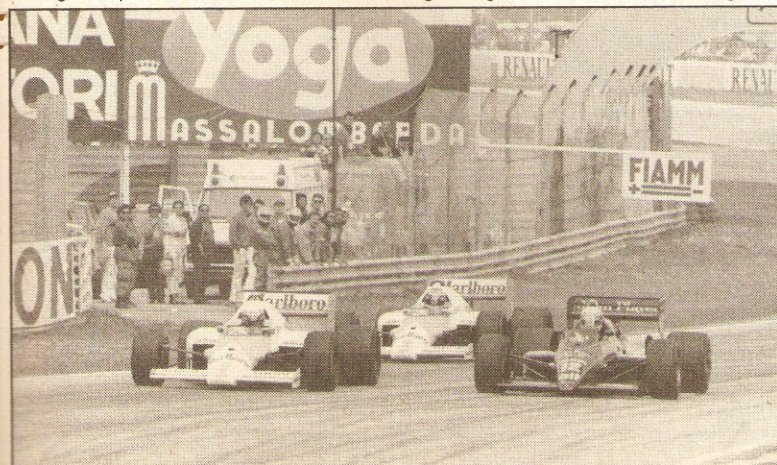
The fourth lap brought changes. Into Tosa Prost passed Senna in a very assertive move, and on the exit of the corner Rosberg, too, went by the Lotus. Was this Ayrton boxing clever, remembering last year, conserving fuel? It seemed unlikely to be that simple, for the Brazilian is a man who likes to lead, and in fact he knew already that not all was well with his car.

Lap four also brought Mansell into the pits - no surprise for he had been passed by both Ferraris and Arnoux's Ligier. Something was awry in the electrics, and the misfire was worsening. Nigel went out again for a few laps, but was soon back for good, dense smoke heralding the demise of one Honda V6.

As Piquet continued to disappear over the horizon - six seconds ahead after four laps - Rosberg decided he wanted to be second, and accelerated past team mate Prost through Tamburello and Villeneuve. But for a while the two of them, running nose to tail, made no impression on the Williams-Honda.

The 1983 San Marino winner had a brief race on Sunday. After running as high as eighth with the Haas Lola-Hart, Tambay was into the pits after only five laps: a piston had failed, and the 415T engine's life ended where it had begun. It was here in 1981 that Henton and Warwick appeared for the first time with the Toleman-Harts.

. . . Which he duly does as the three stream out of the corner and away up the hill.





As the midfield stream through Tosa, Nannini exits the event, his car running over Laffite's rear wheel. The Italian's promising practice meant nowt.

▶▶ On lap eight it was the turn of Dumfries to head for the pits. He had made a good start from his 18th grid position, gained four places, but now came in with what he first believed to be a brake problem. "The pedal had gone 'soft'," he said, "but in fact it was due to the failure of the right rear wheel bearing – the disc was knocking the pad."

Johnny resumed for one more slow lap, but when he arrived back at the pits this time he found a busy scene: there already was Senna, with exactly the same problem! Ayrton had done most of his last lap with smoke pouring from the errant bearing, at Tosa moving well out of the way to let Alboreto through. This was his first retirement of the season.

The crowd really liked this, of course, as they do any time a car in front of their Ferraris quits. Michele was now up to fourth, but in truth there looked to be nothing he could do to progress further.

His team mate, in the meantime, was dropping back, and had been passed by both Benetton and Laffite's Ligier. "Maybe he's thinking about last year," remarked Derek Warwick, spectating

with us at the Variante Bassa. "If you notice here, he's not really gunning the engine at all. Must be thinking about fuel..."

Johansson would willingly have settled for that explanation, logical as it was. As it was, he had a fundamental problem – one might say *the* Ferrari problem of 1986: "My brakes just about disappeared from the fourth lap onwards. Couldn't bloody believe it was happening *again!* For just about the whole of the race it was a matter of pumping the pedal hard before every corner, so I couldn't go quickly at all. The one certainty I had was that I wouldn't run out of fuel, believe me..."

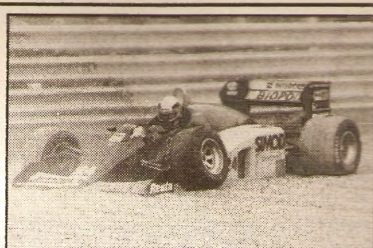
Stefan was an early caller for fresh tyres, on lap 21, although Arnoux had already brought his Ligier in for fresh Pirellis half a dozen laps earlier. At the same time team mate Laffite came in to retire, having made impressive progress from 14th on the grid up to seventh before his old-style Renault engine began to lose boost.

At this stage of the race Piquet, although still in the lead, knew he had a major fuel problem. "He'd done

nothing wrong at all," commented Frank Dernie after the race. "In the first few laps – when he was pulling away – he was using the amount of boost we thought would be quite safe. Then, after 10 laps, he found he was using more fuel than he should have been, for some reason, and he knew that unless he rolled it off he wasn't going to make the finish." In fact, Nelson did not come back 'on schedule' with his fuel until eight laps from the end.

The McLarens, therefore, quickly began to close in, and soon we had a trio running at the head of the field. But Rosberg never managed to pass the Williams-Honda, and one had the impression that the canny World Champion was sitting there very happily in third spot, content to benefit from the tow.

Behind the leading three Alboreto pressed on as hard as possible, unable to get on terms but some way clear of the Benetton pair, still running together. Michele came in for tyres on lap 26, his mechanics getting him out again in a remarkable 8.4 seconds, which kept him in fourth place.



Exit Nannini...

Three laps later it was Piquet's turn, Nelson raising his hand to warn Rosberg, still right on his tail. The Williams stop was not quite as quick as the Ferrari one, and Piquet himself was slow to get on the move after the car came down from its jacks: he was stationary for 13.3s, rejoining in third spot.

Lap 30, halfway, and now it was Prost's turn to pit, Alain off, literally as the rear wheels hit the deck, in 8.6s – which meant that when he came back out he was ahead of Piquet. Not that getting past Nelson would have presented any problem, in actual fact, for the Williams-Honda was now in 'cruise' mode, its driver waiting for his computer to tell him he could go race. This is Formula 1?

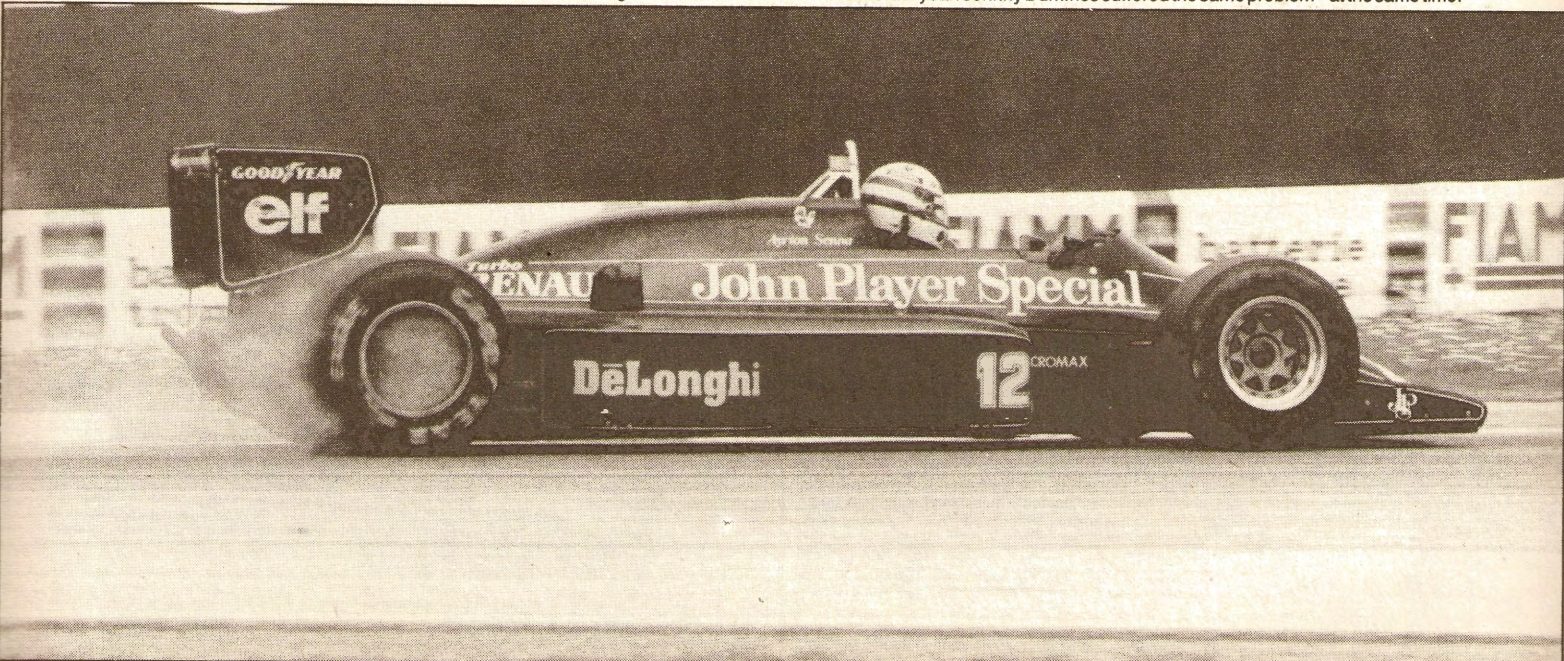
Time was when a tyre stop meant more, when fresh rubber entailed tentative running for a lap or two until the temperatures came up. Not any more. These days they are preheated in electric blanket devices in the pits, enabling a driver to go hard in no time at all. Thus Prost almost immediately began setting new lap records, making his break with a clear road ahead of him. After 32 laps he was only 22 seconds behind Rosberg – who still had to stop.

This Keke did at the end of lap 33, but the stop was not a good one: 14.8s. One of the rear wheels took a long time, spinning as Rosberg apparently took his foot off the brake pedal. Afterwards he said that the clutch had been dragging, that it had not been forgetfulness in the heat of the moment.

"After that," he said, "Alain was history, gone. I knew I couldn't try and go balls out after him because of the fuel situation, so I just concentrated on beating Nelson, and I thought I had that pretty well under control..."

Prost, in the meantime, was simply streaking away, and had it not been for his reputation as the thinking man's race driver one might have thought he was

The poleman on the way out. Senna's Lotus pours smoke from an errant bearing – the Brazilian's first retirement of the year. Johnny Dumfries suffered the same problem – at the same time.



pushing on unnecessarily hard. "No, no, there was no problem I could see. All the time I thought about minimum boost, saving fuel, using the car - particularly the brakes - to go quickly." His progress in this period of the race was something to see.

The position up front seemed settled now, apart from the question of which drivers, if any, would run dry before the flag. We had the World Champion on a charge, his team mate settling for second. Piquet still tooling round waiting for the right read-out message, Alboreto - to paroxysms of rapture from the crowd - closing in on him.

Behind them ran Arnoux, driving a fine, if easily overlooked, race for Ligier. He had taken fifth place from Berger on lap 33, and behind the two of them, remarkably, was Patrese's Brabham on its hard Pirellis. Riccardo's was undoubtedly one of the best drives of his life. He had the BT55 up into the top 10 within half a dozen laps of the start, despite being on hard tyres, and all afternoon he went hard, perhaps surprised that the car kept going (de Angelis's had blown up at the 20-lap mark). By this stage of the race, indeed, he was up to sixth and running in company with Arnoux. Berger, mindful of the fuel situation, was sitting back for a bit.

The Lola-Ford had an eventful debut, Jones predictably gaining lots of places in the early laps. By lap 14, in fact, he had been up to ninth and was enjoying himself, but then had come the first pit stop for attention to a broken gear linkage and a split water radiator.

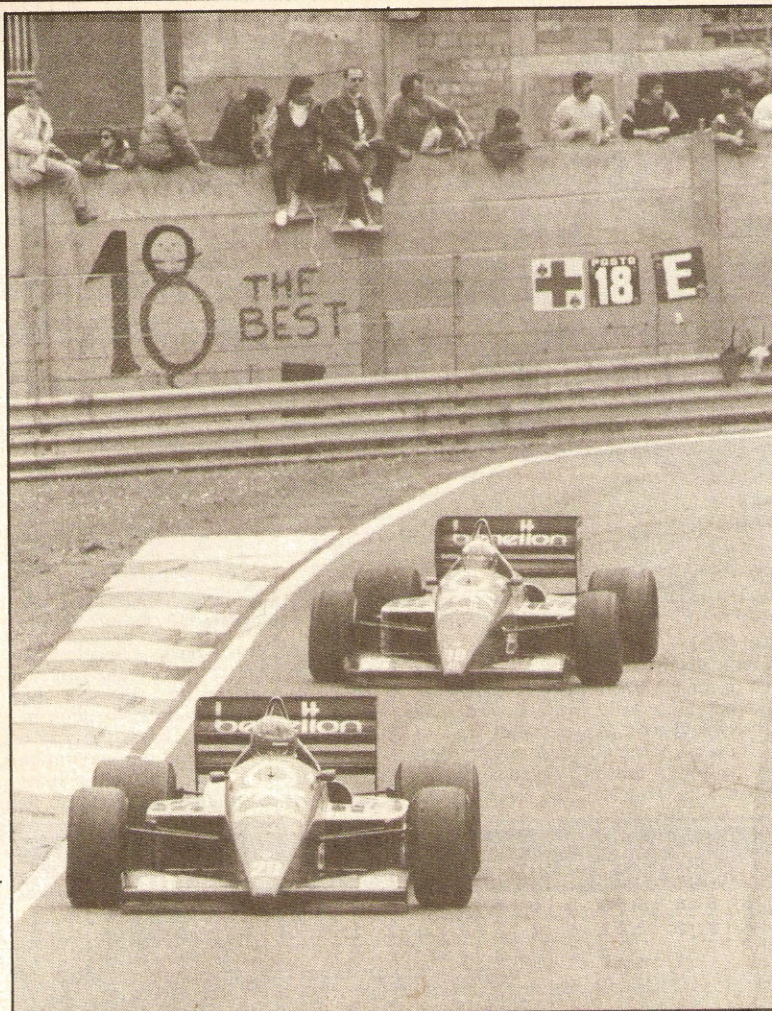
Ordinarily the car would have been retired in these circumstances, but this was its first race, and the Haas team decided to make the repairs, use what remained of the race as a test session. After half an hour, therefore, Alan took to the track once more, lapping quickly for another 14 laps before stopping for good with overheating caused by air trapped in the cooling system. It had been impossible to bleed it properly when the replacement radiator was fitted.

"It's a bit disappointing," he said later, "because the engine itself was still running perfectly. It's got fabulous response out of slow corners - I could leave most people on initial acceleration - but it's very lacking at the top end at present. I found myself getting swamped on the fast stretch down to Tosa. Still," he went on, cheering up, "I think the potential's definitely there. It's strong, and a lovely engine to use - I tell you, we should take it to Le Mans. Seriously!"

Palmer, who had a fine run in the Zakspeed after his startline problems, retired with no brakes after 38 laps, and Fabi, again running in convoy with team mate Berger, went to the pits with a dropped valve in his Benetton-BMW.

Forty laps, two-thirds distance: Prost, 11 seconds clear of Rosberg, then half a minute to Piquet, who was seven seconds ahead of Alboreto. Fifth, nearly a lap down on the leader, was Arnoux, with Patrese still at his heels. Johansson and Berger were a lap down, and then we had the Arrows pair, running together, and the Tyrrells of Brundle and Streiff, also in convoy. At the back was poor Ghinzani, wasting another Sunday of his racing career in the Osella.

At the front Prost looked untouchable, but Piquet was now beginning to leave Alboreto behind (crowd lapses into sullen Italian silence) and to make inroads into Rosberg's advantage. By lap 50 Alain led Keke by 23 seconds, but Nelson was only 14 behind the number 2 McLaren, and at last beginning to get user friendly signals from his computer. With eight laps left he got the Japanese



The Benetton twins spent much of the race together: Fabi retired but Berger went on to third place.

electronic equivalent of *Go For It!*

Now we got some sign of a racing car being raced again. With no apparent worries about making the finish Piquet began to fly, taking two or three seconds a lap from Rosberg. Even so the McLaren man believed all was under control.

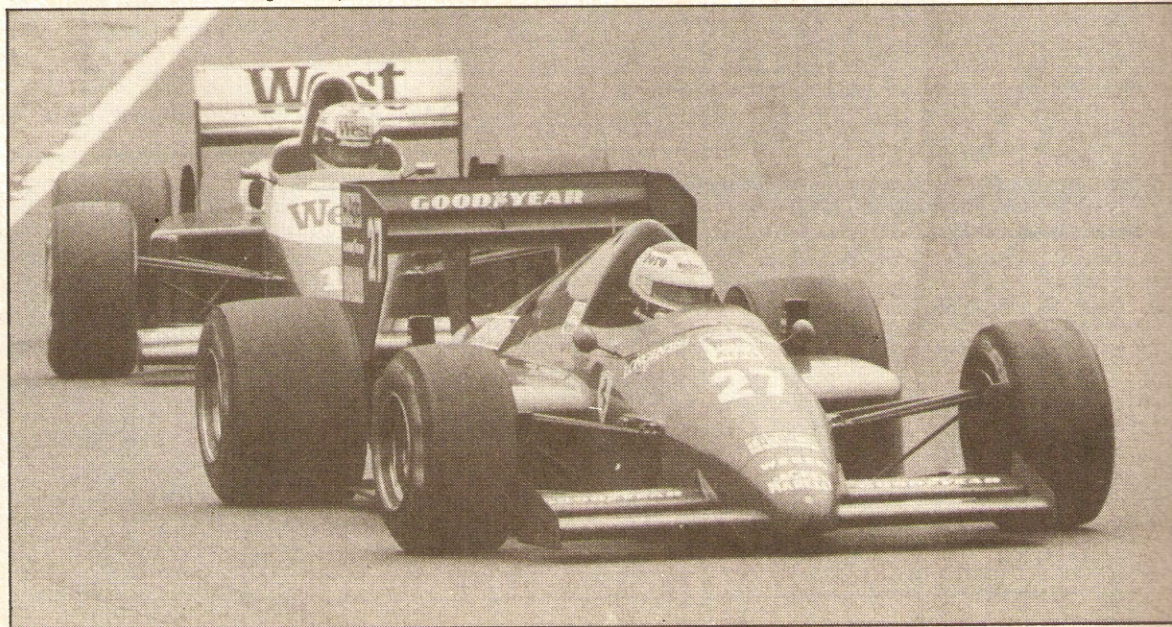
"From my gauges I thought I had it worked out. It was going to read zero-zero as I crossed the line. I guess it must have looked as if I turned up the boost to hold him off, but I didn't. I'm not an idiot - I don't run out of fuel if I have

information that tells me different. I couldn't believe it when the thing ran dry. I don't think I could have done a better job ..."

The car coughed its last at Tosa on lap 59, so that Piquet, by then right with the McLaren, had no need to worry about getting by. Second place was his, immediately after he had set the fastest lap of the race, more than two seconds under the old lap record. Yessir, M Balestre, these fuel restrictions certainly slow the cars down ...

Now we were into the same panto-

Ferrari fortunes looked like taking a turn upward, but with just a couple of laps to go Alboreto was out. The tifosi were not happy ...



PROST: "I don't think I could have done a better job."

mime as last year. As the San Marino Grand Prix went into its final minutes, cars began to splutter. Already Alboreto, to a moan of despair from the hillsides, had pitted at the end of lap 57. Ferrari gave 'loss of boost pressure' as the reason for Michele's retirement, but one might have expected the Italian - even down on power - to drive to the finish.

Rosberg, as we know, stopped on lap 59, and at the same moment Patrese was cruelly robbed of fourth place when the Brabham coughed its last. Surer crept through the Variante Bassa with a dead engine - and the commentator became hysterical when it was seen that Prost, too, was almost at a standstill at Rivazza on his last lap! *Mamma Mia!* Was there any way Johansson could still win this thing? That is what he was suggesting to the crowds, anyway ...

"I was amazed when it began to misfire," Alain related. "You know, we had some problems with the computer at Jerez, so for this race we set it up very conservatively - I thought I would have enough to do a slowing-down lap, in fact. Suddenly it seems I will not make the finish! I tell you, after what happened to me here last year, I would have been very upset if this happen ..."

All was well. Prost sloshed around what little Shell remained in his tank, and the engine picked up again enough to get him to the line, after which he immediately parked and gave a boxer's salute to his mechanics. Only seven seconds later Piquet crossed the line, and was well able to complete another lap - even to rev the Honda hard in the scrutineering bay.

Nelson was not the only man to rocket through those closing laps, for Berger, too, had enough fuel to make a charge. He had passed the brakeless Johansson on lap 54, and when Alboreto retired and Patrese ran dry the Benetton man was up to third, the only man to finish in the points every time out this year.

It was a superb drive, this, without benefit of a clutch for the last 30 laps, and Gerhard showed remarkably swift presence of mind in the last few yards.

SAN MARINO GP

April 27, 1986
FIA Formula 1 World
Championship, round 3
Circuit: Imola (I)

Race data:
Weather:
Distance:

60 laps of 3.132 mile circuit
Overcast, warm
187.92 miles

Winner:
Previous result:
Fastest lap:
Existing record:

Prost, McLaren MP4/2C
de Angelis, Lotus 97T
Piquet, Williams FW11/04
Alboreto, Ferrari 156-85

Average speed: 121.917mph
Average speed: 119.18mph
1:28.667, 127.151mph
1:30.961, 123.95mph

ENTRIES

No	Driver (Nat)	Car/Chassis	Engine
1	Alain Prost (F)	McLaren MP4/2C-03	TAG V6 turbo
2	Keke Rosberg (SF)	McLaren MP4/2C-02	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 015-01	Renault V6 turbo
3T	Martin Brundle (GB)	Tyrrell 014-03*	Renault V6 turbo
4	Phillipe Streiff (F)	Tyrrell 014-04	Renault V6 turbo
5	Nigel Mansell (GB)	Williams FW11-02	Honda V6 turbo
6	Nelson Piquet (BR)	Williams FW11-04†	Honda V6 turbo
6T	Nelson Piquet (BR)	Williams FW11-03	Honda V6 turbo
7	Riccardo Patrese (I)	Brabham BT55-04	BMW S4 turbo
7T	Riccardo Patrese (I)	Brabham BT55-02	BMW S4 turbo
8	Elio de Angelis (I)	Brabham BT55-03	BMW S4 turbo
11	Johnny Dumfries (GB)	Lotus 98T-02	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 98T-03	Renault V6 turbo
12T	Ayrton Senna (BR)	Lotus 98T-01	Renault V6 turbo
14	Jonathan Palmer (GB)	Zakspeed 861-02	Zakspeed S4 turbo
15	Alan Jones (AUS)	Lola THL 2/002	Ford V6 turbo
16	Patrick Tambay (F)	Lola THL 1/002	Hart S4 turbo
17	Marc Surer (CH)	Arrows A8-02	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-04	BMW S4 turbo
19	Teo Fabi (I)	Benetton B186-03	BMW S4 turbo
19T	Teo Fabi (I)	Benetton B186-02	BMW S4 turbo
20	Gerhard Berger (A)	Benetton B186-01	BMW S4 turbo
21	Piercarlo Ghinzani (I)	Osella FA1G/85-02	Alfa Romeo V8 turbo
22	Christian Danner (D)	Osella FA1G/85-01	Alfa Romeo V8 turbo
23	Andrea de Cesaris (I)	Minardi M185B-01	Modeni V6 turbo
24	Alessandro Nannini (I)	Minardi M185B-02	Modeni V6 turbo
25	René Arnoux (F)	Ligier JS27-02	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS27-01	Renault V6 turbo
26T	Jacques Laffite (F)	Ligier JS27-03	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari F186-087	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari F186-090†	Ferrari V6 turbo
29	Huub Rothengatter (NL)	Zakspeed 861-01	Zakspeed S4 turbo

*Race car
†New car

LAP TIMES

FRIDAY

Overcast, warm

Senna	1:25.050
Mansell	1:25.890
Prost	1:26.273
Alboreto	1:26.428
Mansell	1:26.752
Rosberg	1:26.956
Johansson	1:27.497
Arnoux	1:28.362
Laffite	1:28.411
Berger	1:28.559
Dumfries	1:29.244
Fabi	1:29.328
Tambay	1:29.665
Brundle	1:29.687
Boutsen	1:29.931
Nannini	1:29.985
Jones	1:30.087
Streiff	1:30.123
Surer	1:30.156
Patrese	1:30.341
de Angelis	1:30.881
de Cesaris	1:31.956
Palmer	1:33.352
Ghinzani	1:34.461
Danner	1:37.485
Rothengatter	1:40.903

SATURDAY

Overcast, warm

Senna	1:25.286
Piquet	1:25.969
Mansell	1:26.159
Prost	1:26.176
Alboreto	1:26.263
Rosberg	1:26.385
Johansson	1:27.009
Arnoux	1:27.403
Berger	1:27.444
Fabi	1:27.538
Tambay	1:27.860
Boutsen	1:28.022
Brundle	1:28.329
Laffite	1:28.389
Surer	1:28.637
Patrese	1:28.828
Nannini	1:29.244
Ghinzani	1:29.607
de Cesaris	1:29.713
Palmer	1:30.024
de Cesaris	1:30.131
Jones	1:30.517
Rothengatter	1:31.953
Dumfries	1:44.764
Surer	1:50.971
Laffite	1:52.436
Streiff	2:51.270

WARM UP

Overcast, warm

Rosberg	1:32.188
Senna	1:32.225
Prost	1:33.078
Berger	1:33.278
Mansell	1:33.457
de Angelis	1:34.413
Piquet	1:34.588
Tambay	1:34.721
Alboreto	1:35.164
Arnoux	1:35.336
Fabi	1:35.693
Johansson	1:35.852
Patrese	1:36.002
Boutsen	1:36.193
Danner	1:36.743
Brundle	1:36.873
Nannini	1:37.382
Ghinzani	1:38.227
de Cesaris	1:38.594
Jones	1:38.832
Rothengatter	1:39.867
Palmer	1:39.888
Dumfries	1:44.764
Surer	1:50.971
Laffite	1:52.436
Streiff	2:51.270

RACE

Overcast, warm

Piquet	1:28.667
Berger	1:29.141
Prost	1:29.464
Rosberg	1:29.652
Alboreto	1:30.316
Johansson	1:30.768
Arnoux	1:31.435
Patrese	1:31.842
Senna	1:31.999
Mansell	1:32.145
Fabi	1:32.246
de Angelis	1:32.544
Jones	1:32.615
Laffite	1:33.223
Palmer	1:33.406
Boutsen	1:33.435
Surer	1:33.565
Brundle	1:34.022
de Cesaris	1:34.134
Tambay	1:34.321
Dumfries	1:34.540
Danner	1:34.558
Streiff	1:34.811
Ghinzani	1:35.748
Rothengatter	1:36.263

STARTING GRID

12	Senna	1:25.050
6	Piquet	1:25.569
5	Mansell	1:26.159
1	Prost	1:26.176
27	Alboreto	1:26.263
2	Rosberg	1:26.385
28	Johansson	1:27.009
25	Arnoux	1:27.403
20	Berger	1:27.444
19	Fabi	1:27.538
16	Tambay	1:27.860
18	Boutsen	1:28.022
3	Brundle	1:28.329
26	Laffite	1:28.389
17	Surer	1:28.637
7	Patrese	1:28.828
11	Dumfries	1:29.244
24	Nannini	1:29.244
8	de Angelis	1:29.713
14	Palmer	1:30.024
15	Jones	1:30.087
4	Streiff	1:30.123
23	de Cesaris	1:30.131
29	Rothengatter	1:31.953
22	Danner	1:33.806
21	Ghinzani	1:34.461

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	1	Prost	McLaren-TAG	60	1-32:28.408
2	6	Piquet	Williams-Honda	60	1-32:36.053
3	20	Berger	Benetton-BMW	59	
4	28	Johansson	Ferrari	59	
5	2	Rosberg	McLaren-TAG	58	Classified - stopped on circuit
6	7	Patrese	Brabham-BMW	58	Classified - stopped on circuit
7	18	Boutsen	Arrows-BMW	58	
8	3	Brundle	Tyrrell-Renault	58	
9	17	Surer	Arrows-BMW	57	Classified - stopped on circuit
R	27	Alboreto	Ferrari	56	Loss of turbo boost
R	21	Ghinzani	Osella-Alfa	52	Turbo
R	25	Arnoux	Ligier-Renault	46	Lost wheel
R	4	Streiff	Tyrrell-Renault	41	Gearbox
R	19	Fabi	Benetton-BMW	39	Engine
R	14	Palmer	Zakspeed	38	Brakes
R	22	Danner	Osella-Alfa	31	Engine
R	15	Jones	Lola-Ford	28	Overheating
R	23	de Cesaris	Minardi-Modeni	20	Engine
R	8	de Angelis	Brabham-BMW	19	Engine
R	26	Laffite	Ligier-Renault	14	Loss of boost
R	12	Senna	Lotus-Renault	8	Wheel bearing
R	5	Mansell	Williams-Honda	8	Engine
R	11	Dumfries	Lotus-Renault	8	Wheel bearing
R	29	Rothengatter	Zakspeed	7	Loss of turbo boost
R	16	Tambay	Lola-Hart	5	Engine
R	24	Nannini	Minardi-Modeni	0	Accident

WORLD CHAMPIONSHIP POSITIONS

DRIVERS	CONSTRUCTORS		
1 Senna	15	1 Williams-Honda	21
Piquet	15	2 McLaren-TAG	18
3 Prost	13	3 Lotus-Renault	15
4 Mansell	6	4 Benetton-BMW	8
Berger	6	5 Ligier-Renault	7
6 Rosberg	5	6 Ferrari	3
7 Laffite	4	7 Tyrrell-Renault	2
8 Johansson	3	8 Brabham-BMW	1
Arnoux	3		
10 Fabi	2		
Brundle	2		
12 Patrese	1		



TECHNICAL DATA

Entrant	Car	Tyres	Fuel/Oil	Plugs	Shocks	Clutch
Marlboro McLaren	McLaren	Goodyear	Shell	Champion	Bilstein	AP
Tyrrell Racing Organisation	Tyrrell	Goodyear	Elf	Champion	Koni	AP
Canon Williams	Williams	Goodyear	Mobil	NGK	Koni	AP
Motor Racing Developments	Brabham	Pirelli	Shell/Castrol	Champion	Koni	AP
John Player Special Team Lotus	Lotus	Goodyear	Elf	Champion	Koni	AP
West Zakspeed	Zakspeed	Goodyear	Shell	Champion	Koni	AP
FORCE	Lola	Goodyear	Shell	Champion	Koni	AP
Barclay Arrows BMW	Arrows	Goodyear	Shell/Castrol	Champion	Koni	AP
Benetton Formula	Benetton	Pirelli	Agip	Champion	Koni	AP
Osella Squadra Corse	Osella	Pirelli	Agip	Champion	Koni	AP
Minardi Team	Minardi	Pirelli	Agip	Champion	Koni	AP
Equipe Ligier Gitanes	Ligier	Pirelli	Elf	Champion	Koni	AP
Ferrari SpA	Ferrari	Goodyear	Agip	Champion	Koni	AP

Top names line up to boost Open Championship quality

The British Open Championship has historically attracted some of the greatest names in rallying but starting with the Fram Welsh International this weekend, British enthusiasts can look forward to a string of top stars scheduled to appear in the second half of the 1986 Shell Oils RAC Open series.

Stig Blomqvist is the added attraction in Wales, hoping to put Sweden, and Ford, to the top while in Scotland next month, the European Championship qualifier will see the regulars – which include the 1983 World Champion Hannu Mikkola, plus countrymen Mikael Sundstrom and Harri Toivonen – challenged by some of the stars from the World Championship.

Safari Rally winner Bjorn Waldegard, plus Fred Gallagher will head a two car team of Toyota Celica Turbos on the Glasgow based classic, although greatest attention will perhaps focus on last year's winner, Malcolm Wilson with the works MG Metro 6R4, pitched into competition with the team's regular Open representative, David Llewellyn.

The Ulster International, in August, will be crucial in the championship race, which comes to a climax, on the Tudor Webasto Manx International in mid-September when the series should be decided, in the company of a fleet of Ford RS200s which are expected to start.

The company line up which will in-

clude regular man Mark Lovell is also expected to feature one of Sweden's latest chargers, Stig Andervang – who has already notched up to two international wins with an RS200 – plus Robert Droogmanns. The real bonus for home fans could however be the Manx's crucial position on the European Championship calendar. Currently, Salvador Servia leads the Euro affair, but with rivalry from the strong Italian contingent which boasts several Lancia Delta S4s driven by Fabrizio Tabaton, Dario Cerrato and others, all of them are likely to be looking at the pace note, tarmac Manx event – one of the last coefficient 4 round of the Championship, for crucial points.

Corsican safety debate

Safety is a subject which is very much in everyone's mind at this time, and in the days before the start of the Tour de Corse there was much debate between the drivers over a number of the special stages which feature in this latest round of the World Championship. There are several tests which are affected by road-works, and apparently an incredible number of the roads (the Corsican round is the only all-tarmac counter in the series), are affected by gravel patches.

The Peugeot Talbot Sport team was considering using "gravel cars" in order to help their drivers with tyre choice in a manner to that which is now accepted practice on, for example, Monte Carlo where ice note crews often help make such decisions.

The length of some stages was also giving rise to some comment, with the final 83km thrash in particular attracting strong views. Crossing three mountains in its course, some felt that (with the very changeable weather which is affecting the island), there were real dangers if the cars were running slick tyres and hit a rainstorm.

An early meeting between some parties was held on Monday, and a further discussion, involving certain team managers, was expected this week.

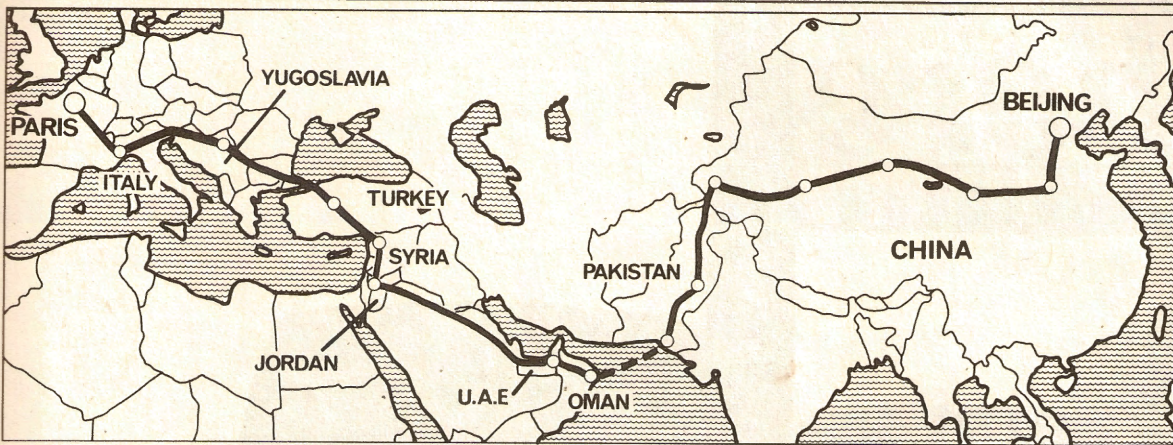
Rothmans pull out?

Saeed Al Hajri's victory in Jordan signified the final appearance of a Rothmans Porsche team car in the Middle East Championship. The Qatari will next appear, with a Porsche, in the Acropolis and after that he expects to compete on some, as yet unspecified, asphalt rallies. Team chief, David Richards, stated, "We are now selling the gravel specification cars, and have not yet decided what type of car Al Hajri will drive in future." It is widely expected he will compete with a Metro 6R4.

Al Hajri first competed in a Porsche 911 SC RS in 1984, since when he has won seven Middle East Championship rallies out of 12 – in addition to the Pharaohs with a 959. There are plans to send McRae, rather than Al Hajri, to Cyprus, however. Sources close to Rothmans suggest that promotional advantage can be gained by letting a rival cigarette maker (Marlboro) win this year's series – and by returning in 1987 to regain the title.

Bin Sulayem moves on

Mohammed Bin Sulayem has negotiated Marlboro support for a series of rallies outside the Middle East, including Cyprus, Morocco and also Argentina. Henry Liddon, speaking on behalf of Toyota Team Europe, who prepare Bin Sulayem's car, say there is no chance that the Dubai driver could drive one of their cars in South America, and currently he is seeking the chance of driving for another manufacturer.



New plans to resurrect Paris-Peking

Ambitious plans to re-create the famous Paris Peking Rally have recently been released by the Societe du Tour de France, with a date in late 1987 nominated for the adventure. All recent attempts to organise such an event have failed, often because of the political problems associated with traversing such regions as the Middle East, and China, but the provisional route would take competitors straight through both.

Backing the rally are both the French federation – the FFSA – and FISA whose executives are expected to play a part in certain negotiations. The start date is given as August 20, 1987, with a 16,000km route scheduled to take 25 days, the finish in Beijing on October 10. The itinerary includes Italy, Yugoslavia, Bulgaria, Turkey, Syria, Jordan,

Saudi Arabia, Qatar, United Arab Emirates, Oman, Pakistan and China.

No backers have been associated with the competition, although the French sporting paper *L'equipe* is already closely involved, a predictable move, considering that the paper has been involved in many rallying events – including the Monte Carlo Rally and Paris-Dakar – during recent years.

To establish the route, and meet governments and local authorities, the organisers are embarking on a major reconnaissance mission this summer, expected to take some two months, with a team of 14 personnel and seven vehicles involved. The plan is to complete a full recon, planning all aspects of the route, including controls, refuelling points and the making of the roadbook. The per-

sonnel will include two professional drivers (not yet named), note takers, mechanics, and even cameramen needed for the roadbook, a cartographer, doctor and a journalist.

How the plans progress will be interesting, because the only ferry crossing which currently figures is from Oman to Pakistan, so that some difficult Middle East countries – including Syria – must be crossed. Predicting affairs in the region must be highly difficult, and finding an authorised, safe route this year may not be the complete answer 12 months later. One major boost for the event, however, could be the fresh approach which is evident in China, where the 555 Rally was held for the first time last autumn.

Ford: No star visits

Ford do not have any plans to continue bringing World Championship drivers to rounds of the Open series once this weekend's activities in Wales draw to a close. Kalle Grundel appeared in Ireland while Stig Blomqvist will represent the team in Wales but suggestions that there could be an appearance by one of these – probably Grundel – in Scotland next month were denied by Ford Motorsport on Monday.

Two fans are killed in Fastnet Rally accident

The series of tragic accidents that have hit the safety record of rallying in recent months continued at the weekend. On the Fastnet Rally in Ireland, John O'Leary's Fiat 128 Special left the road at speed on the 15th stage. The car killed two spectators outright and injured two more, one (a seven-year-old) seriously.

Details of the incident are still confused, but it seems that the car left the road on a slight right-hander before a

square right. O'Leary was lying seventh overall, out of just 35 starters, on this non-championship Skibereen MC event.

Officials were apparently satisfied with the standard of marshalling at the corner, which was being used for the second time in the event when the accident occurred. The rally was immediately stopped when the severity of the incident became known.



The chances for outright success in Corsica seem to rest heavily in favour of Lancia. Below: The Martini squad line up.

Corsica: The racer's edge

The year may only be a few months old, but already the signs are clear. The 1986 World Rally Championship will be fought out all the way between the forces from Peugeot and Lancia. Approaching the fifth round, the Tour de Corse — or Rally of France — it is the Italians which hold a narrow advantage and are full of confidence with a three car team of Delta S4s ready for the Corsican clash. Markku Alen has won there two out of the last three years: Massimo Biasion's first major win is rapidly becoming overdue; and Henri Toivonen took the Monte Carlo in January and missed the Safari to concentrate on the preparations for Corsica.

Team boss Cesare Fiorio has regularly spoken out against the concentration of events in the opening months, feeling that with such varied conditions, it puts too much pressure on the teams. And yet, his is the most experienced squad, and although life has not been easy, it is those years of competition which may prove the deciding factor as the season progresses.

Toivonen's work has meant that the trio have more powerful engines, and completely revised suspension with a lower ride height for the all-tarmac road race. And even before he embarked on such developments on the Mediterranean island, the asphalt performance of the Delta S4 was clearly demonstrated on the opening stages of Portugal, when the same driver line up dominated the leader board — Biasion up front. Whether it would have stayed that way will remain a topic for debate as all the leaders withdrew after the terrible accident which befell Joaquim Santos.

Since that day, everyone involved in the sport has reconsidered all aspects of the safety problem, and FISA has established some fresh guidelines, although actual spectator safety is inevitably the responsibility of the event organisers. Corsica is the first European event since the accident; it is perhaps vital that the French officials set a high standard.

One man utterly determined to set the driving standard will be Timo Salonen, current World Champion and Peugeot's 1985 star, who found himself at the receiving end from the French press when they did not appreciate the wily character's decision to settle for second place on Monte Carlo. An angry response in Sweden saw him leave everyone struggling until an engine problem halted the run. In France, in front of the same journalists who were around in January, Salonen and Seppo Harjanne may choose to further underline their point.

On their side will be a revised 205 Turbo 16, which will show a number of modifica-



tions since the car made its world debut on the event last year (when Bruno Saby took second place). The new 16ins wheels will allow the use of Michelin's latest rubber, developed for the particularly long, twisting tests, while the engineers hope to have eliminated some of the understeer on tight corners with a revised shock absorber system. Plus, there is a newly homologated six speed gearbox, and so Salonen, backed by Saby and Michele Mouton, must be optimistic of re-establishing Peugeot's championship attack over the Bank Holiday.

One man who won't take part is current World Championship points leader Juha Kankkunen, rested by team boss Jean Todt who is using the Finn for development work for the next round in Greece, later in May. The move gives Mouton — partnered by her old chum Fabrizia Pons — a first outing as part of the official Peugeot Talbot Sport equipe, and her return to the front line will be interesting.

Kankkunen, therefore, looks likely to be overtaken in the points race this weekend, unless of course, there is a heavy retirement rate. Last year's rally was marred by the tragic death of Lancia's Attilio Bettega, and as the Italians withdrew, the opposition in the shape of Audi, Opel, and Peugeot (all but Saby) failed to last, and Jean Ragnotti took a surprise win for Renault.

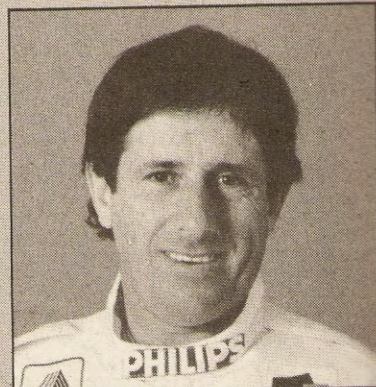
This time, a repeat by the little stuntman may be too much to ask for, because he is in a Group A Renault 11 Turbo, and may have to work hard to stay clear of the challengers in the newly instigated World Championship for Group A. Both the Volkswagen and Fiat Uno teams are on the island, and coupled with the local heroes — including Yves Loubet's Alfa — this battle will be of real interest.

Which leaves us with just the Austin Rover World Championship Team. There has been plenty work aimed at closing the gap on the front runners, with improved torque characteristics from the V6 engine, plus a healthy reduction in the total weight. But the intensity of the competition between Lancia and Peugeot means that they, too, are looking for every little advance, and the Cowley drivers, Tony Pond and Malcolm Wilson, will have their work cut out in Corsica. There again, Pond has had many fine drives on the island (including a third place in 1981 in an uncompetitive Datsun), and understands what is needed.

With the fortunes of the team at a low, still looking for their first finish of the year, a conservative approach must be the tactic. An outright victory is likely to remain a dream, but Corsica is one of the toughest counters in the world series. With 70% of the route run as special stages (1122km), it is longer and harder than even Monte Carlo or the Lombard RAC. It is one of the last great road races, which is likely to provide an important pointer to the rest of the season, for all the regulars.

LEADING ENTRIES

1	Alen/Kivimaki	B	Lancia Delta S4
2	Salonen/Harjanne	B	Peugeot 205 Turbo 16
3	Pond/Arthur	B	MG Metro 6R4
4	Toivonen/Cresto	B	Lancia Delta S4
5	Saby/Fauchille	B	Peugeot 205 Turbo 16
6	Biasion/Siviero	B	Lancia Delta S4
7	Ragnotti/Thimorier	A	Renault 11 Turbo
8	del Zoppo/Roggia	A	Fiat Uno Turbo
9	Wilson/Harris	B	MG Metro 6R4
10	Mouton/Pons	B	Peugeot 205 Turbo 16
11	Chatriot/Perin	B	Renault Maxi 5 Turbo
12	Auriol/Occelli	B	MG Metro 6R4
13	-	-	-
14	Loubet/Andrie	A	Alfa Romeo 75
15	Balas/Laine	A	Alfa Romeo GTVE
16	Oreille/Oreille	A	Renault 11 Turbo
17	Wittmann/Feltz	A	Volkswagen Golf GTI
18	Rayneri/Cassina	A	Fiat Uno Turbo
19	Eriksson/Diekman	A	Volkswagen Golf GTI
20	Dongues/Proux	N	Renault 5 GT Turbo



Ragnotti — Group A victory this year?

TIMETABLE

1st leg: Start, Ajaccio 0800 on Thursday May 1, for 570km (including 11 stages of 415km), with halts at Quenza (1220-1240), and Migliacciario (1537-1557), arriving Bastia at 2000.

2nd leg: Start Bastia at 0900, Friday May 2 for 423km (with 8 special stages of 267km), and a regrouping at Corte (1420-1440), arriving Calvi on Friday at 1800.

3rd leg: Start Calvi 0600, Saturday May 3, for 609km including 10 stages of 423km (regrouping at Ajaccio 1040-1100 and at 1440-1455), before the finish at Ajaccio on Saturday May 3 at 1800. Route is 1603km including 29 special stages of 1106km.

WORLD RALLY CHAMPIONSHIP for Drivers, after 4 rounds

1	Kankkunen (SF)	36
2	Alen (SF)	27
3	Toivonen (SF)	20
4	Moutinho (P)	20
5	Waldegard (S)	20
6	Salonen (SF)	15
7	Bica (P)	15
8	Torph (S)	15

WORLD RALLY CHAMPIONSHIP for Manufacturers, after 4 rounds

1	Lancia	51
2	Peugeot	47
3	Audi	29
4	Toyota	20
5	Volkswagen	19
6	Ford	14

WORLD RALLY CHAMPIONSHIP for Group A, after 4 rounds

1	Eriksson (S)	19
2	Wittmann (A)	16
3	Oreille (F)	13
4	Ericsson (S)	13
5	del Zoppo	13
6	Kirkland (EAK)	13

TOUR DE CORSE RESULTS 1980-1985

1980	1981	1982	1983	1984	1985
Therier	Darniche	Ragnotti	Alen	Alen	Ragnotti
Rohri	Frequelin	Andruet	Rohri	Biasion	Saby
Coppier	Pond	Beguini	Vudafieri	Ragnotti	Beguini
Saby	Baliet	Rohri	Saby	Nicolas	Coleman
Mouton	Kaby	Saby	Bettega	Blomqvist	Loubet
Gardavot	Eklund	Frequelin	Andruet	Andruet	Balas
Rouby	Tichadon	Mouton	Franceschi	Bettega	Bouquet
Farucci	Swaton	Vincent	Coulourmies	Chatriot	Bartoli
Bagarry	Bentoli	Alen	Coppier	Frequelin	Paoletti
Desangles	Farucci	Simonett	Guyot	Loubet	Bernardini

Names in bold indicate drivers competing this year.

Freeman lands co-driver's job alongside Lovell in RS200

At the end of last week, Ford Motor-sport announced that Roger Freeman would be the replacement for Peter Davis in the RS200 this weekend. In an effort to bring better performances from their British driver, Ford decided to 'rest' Davis for the third round of the Shell Oils RAC Open Championship, the Welsh Rally.

As Peter Ashcroft of Ford told us when the news broke, "We are seeking greater input from the navigator." In last week's *Special Stage*, we reported that several co-drivers had been approached to take up this, officially, one-off ride. Peugeot apparently vetoed Terry Harryman's appointment, even

though his programme with Michele Mouton is limited to the German Championship, and Fred Gallagher could not step in as he was due to be in Cologne with Toyota this weekend. David Whittock was another top name to be approached but he, too, was unable to accept. Therefore, Freeman was nominated and, should the new partnership work well together in Wales, further outings are expected.

While Ford were clearly intending to find a world class partner for Lovell - as they freely admitted that Lovell's performance was to be closely monitored - Freeman is no stranger to the Boreham operation. A close friend of John

Taylor, Freeman has frequently been involved with the British Junior Team in recent years as well as being the regular partner for Phil Collins. A solicitor from Chester, Freeman's experience has often been used to encourage new drivers in their initial outings and it is to be hoped that he and Lovell quickly strike up the necessary rapport. If not, Lovell could find himself out of a job, shortly after landing a prized drive.

The Somerset driver has been loyal to Ford for many years - apart from taking the National title with a Nissan last year - but the Boreham squad are now, apparently, hungry for a return on their investment.

Airikkala: No more appeals

Pentti Airikkala has decided not to take his dispute with the RAC MSA regarding alleged offences during the 1985 Lombard RAC Rally, to the FISA and the matter will now rest with the decision of the RAC Stewards (*Special Stage*, Apr 3 and 10). However, Airikkala is far from happy with several aspects of the case and the publicity attracted by the Stewards' decision. There remains an unsavoury ring to the manner in which the announcement of that decision was handled.

The service crew who ventured onto the stage was apparently waved past the blocking tape by marshals who, the tribunal agreed, were inexperienced and unsure of the regulations regarding access of non-official vehicles to special stages.

The tribunal, presided over by Lord Shawcross, agreed that "The failure of the organisers to put proper obstruc-



Pentti - matter resolved.

tions in the access to the special stage, and of the marshals to stop the estate car at that point are substantial matters of mitigation."

The tribunal therefore reduced the fines imposed on Airikkala and returned his appeal fee, yet made no suggestion that the organisers of the event, the RAC MSA, be penalised in any way for their part in the matter. Indeed, in several places, the initial announcement of the appeal results (sent to us by telex on Apr 1), has words and phrases missing, thus giving a somewhat coloured slant to the slightly more balanced view stated in the full version of Lord Shawcross's findings.

Certainly, however, the unfortunate incident has highlighted a need for the RAC Rally organisers to ensure more obvious blocking of stage access points and education of marshals who are expected to man such locations.

More power for blown Metro 6R4

Alistair Brearley is scheduled to debut his supercharged Metro 6R4 on the forthcoming Autofit Argyll Stages - the event where the revised shape car made its own debut in Tony Pond's hands last year - and the news from Scotland is that it will feature not one, but two, of the FTD Sprintex units.

Brearley should have driven the car on the recent Sonat Granite City Rally but, with the power boosters still being developed, the entry was withdrawn a few days earlier. Rather than fit the intended S102 unit, Fleming Thermo Dynamics decided that they would get better response, flexibility and reliability from a pair of S82 units instead.

Power figures for the new car are, as yet, unavailable but we understand that the car is already impressively quick. With two superchargers now fitted, it should really take some catching ...



The Prince in action.

Royal team expands

At a press conference at the Amman Marriott Hotel, after the finish of the Rothmans Jordan Rally, HRH Prince Abdullah, oldest son of King Hussein, announced that his "Royal Rally Team", formed to help young Jordanian drivers enter foreign rallies, will go this year to the European Championship Rally in Cyprus and also the Middle East Rally in Dubai. "I hope in another year we will be able to do other events, for example the RAC Rally in Britain," he added.

25-year-old Prince Abdullah finished third in the Jordan Rally at the wheel of a Bill Gwynne prepared Opel Manta 400. On his first ever rally he had won the novice category, but had a spell of bad luck until winning the recent Jerash Rally, in the north of the country. He was co-driven by a friend, Amr Bilbesi, and who the Prince allowed to take the wheel on the all-tarmac sections. Questioned about the external security measures, he said he would prefer that they were not necessary as they were a distraction to his driving.

This year the Prince's luck has changed and, of the three cars from the Royal Rally Team, only his reached the finish in Jordan. He is not the first member of his family to be involved in rallying as the King won the first ever rally held in his country, in 1964. It was not the same as today's event, however. It was a social occasion for invited guests, used a secret route and finished with a picnic!

Llewellyn to drive 6R4 on Manx Stages?

David Llewellyn could be a late entry for the Nexus Manx Stages, we learnt earlier this week. The current Open Championship leader is trying to get a run on the next round of the Marlboro National Rally Championship with AUTOSPORT in order to gain some experience with the R-E-D Metro 6R4 on the island roads before September's final round of the Open series.

"David's name is on the reserve entry list," explained R-E-D team manager, Peter Cattenach, on Monday. "If the organisers can find us a space, we shall run the car for practice. We are only interested in actually competing, not merely running as course car."

The entry list for the Nexus Manx is, however, full and a healthy number of reserves are waiting in the wings. It is to be hoped, however, that Llewellyn could indeed get a run as the appearance of the current star of British rallying on the island with the latest supercar would add to the attraction, for local residents.

■ Stories from the practice period for the Manx Stages indicate that this year's event will be one of the fastest ever as many of the roads used are wide and smooth. However, the presence of fresh tyre marks indicates that one or two crews have been checking their pace notes rather more quickly than others ...

VW identify problem that stopped Granite Golfs

The problem that afflicted the VW Junior Team in Scotland appears to have been due to modified head gaskets on the engines supplied by the Hanover firm who do the work for the factory squad and supplied four brand new engines for the British

drivers. Only one car, that of Robin Phillips, survived the Granite City and subsequent inspection indicates that the engine in his car would not have lasted much further. An alternative gasket should soon be available to alleviate the problem.



Mazda 323 still on for visit

Mazda Rallye Team Europe are still likely to appear on later rounds of this year's Marlboro/AUTOSPORT National Championship with their four-wheel drive 323. Gearbox problems hampered the car's early outings on the World Championship and further work has been necessary before other outings could be planned.

However, Achim Warmbold is intending to test the revisions at the end of May or, possibly, the beginning of June, the venue likely to be in Germany or Greece. If all goes well, the promised visits to Britain could take place. Last year, Ingvar Carlsson brought the Mazda RX-7 to the Lindisfarne Rally for testing and a repeat visit with the Group A car could be a possibility.

SHELL OILS RAC OPEN CHAMPIONSHIP: WELSH PREVIEW



Can Llewelin repeat his Irish win on home soil to extend his series lead, or will Mikkola (below) continue the Quattro's forest success story?

Home rule for Wales?

It is David Llewelin's 26th birthday on Saturday but he would gladly put back the celebrations by a day if he could toast victory on this home event. The Fram Filters International Welsh Rally marks the third bout of the six round Open Championship, currently led by the rising superstar, and there are high hopes that the enthusiasm that this talented Welshman has brought to the series will be rewarded by a second international success.

For Llewelin, the Welsh is one event that he would desperately like to add to a growing list of successes. Rather like Jimmy McRae's determination to one day beat the Scottish Rally, Llewelin wants to produce the goods for his army of home fans.

But the task will not be easy. Two previous World Champions (and winners of the event) line up ahead of the works Metro 6R4. Hannu Mikkola stands to become the only man to win the event four times if he succeeds this weekend, while Blomqvist will recall an easy victory in 1983. Having failed to finish the Circuit of Ireland, Mikkola will be eager to maintain the Quattro's unbeaten forest record on the championship, while Blomqvist will try to take the laurels for the Ford team with his RS200.

For the Swede, this will be his first outing in Britain with the Boreham supercar but his experience will not cause him too many sleepless nights. Team mate, Mark Lovell, however, may be in a different position as his future in the Ford squad seems to be in the balance. Co-driver, Roger Freeman, has been drafted in to push Lovell towards a top placing, but it is also no secret that Lovell's ability is under the spotlight.

Jimmy McRae has had a fraught time of things with his Rothmans Metro so far this year, a promising third on the National Breakdown being his only result. If the David Richards team is to go to Scotland without too much pressure, they will need a sensible score here. Don't overestimate their determination...

Other Metros in Wales appear in the hands of Harri Toivonen and Mike Stuart, the former chasing his first finish despite some spirited driving and the latter on only his second rally with his version.

Mikael Sundstrom is another driver yet to score on the series. He led the first round until a much publicised accident and then suffered a seized gearbox within a handful of road miles following a change of unit. For Wales, therefore, the team are again under pressure.



The four-wheel drive teams should dominate as usual, but Russell Brookes – the reigning Open Champion – is poised to reap the rewards on an event that has often produced good results. Whatever the eventual outcome, the Andrews Manta should fly over the early tarmac stages of Bute Park and Epynt to give the Midlander the advantage as the forests are encountered. And, if conventional cars are to get among the points, watch out for the Nissans of Louise Aitken-Walker and Simon Davison, each well up in Ireland with Davison producing one of the drives of the rally.

Group A has been dominated by Pentti Airikkala's Astra this season and there would seem to be no reason to expect anything different in Wales. But Andrew Wood has chased hard in his similar car and will threaten, while a good performance from the other Vauxhall runners could ensure an extended lead in the manufacturers series. But, is it not time for David Mann to come up with the goods for Toyota? And

don't ignore the little Group B Skoda of John Haugland, back again having missed the Circuit, and out to capture a top placing with undoubtedly talented driving.

Last year's Welsh hinted at a promising future for the rally. If the cards fall right this weekend, the event could produce an entertaining festival for the enthusiast.

SPECTATOR INFORMATION

Saturday, May 3
Start: Cardiff Castle, 0930, Parc Ferme before the start with cars leaving the start ramp for the short drive to the first stage.
Bute Park: Adjacent to start ramp, this tricky stage in the grounds of Cardiff Castle offers an ideal opportunity to view proceedings in safety. First car starts at 0933.
Dixies: From Cardiff, crews tackle the demanding tarmac roads of the Epynt military ranges for several hours. As ever, only one spectator area is defined with access from the A40 at Llywel. Park as directed and leave emergency access. Cars between 1134 and 1751.
Tarenig: South of A44, west of Llanidloes with good parking on private land. Cars at 2130.
Aberystwyth: Service and rest halt in town centre. Cars arrive at 2320 for one hour service halt. Restart at 0315.

Sunday, May 4
Maesgwm: West of A470, north of Dolgellau. Cars at 0500.
Dyfi: Off A470, north of Machynlleth. Follow arrows to spectator car parks. Cars at 0650.
Tarenig: Details as before. Cars at 0830.
Lady Megan: Off A485, south of Llanbythter. Follow arrows and park as directed. Cars at 1343.
Pembrey: Off A485, west of Llanelli. Access road notoriously congested, be patient and give crews priority. Police activity likely to be high so drive with caution. Cars due at 1430.
NB: Spectator information supplied to the press has been kept to the bare minimum. We therefore apologise for the sketchy nature of the above. The organisers are keen to point out that more detailed information is available if you purchase the event programme...

SHELL OILS RAC OPEN CHAMPIONSHIP, after 3 rounds

Overall: 1, Llewelin, 35; 2, Brookes, 25; 3, Mikkola, 20; 4, Lovell, 18; 5, Airikkala, 14.
Group A: 1, Airikkala, 40; 2, Wood, 24; 3, Hockley, 21.
Manufacturers: 1, Vauxhall (A), 40; 2, MG (B), 35; 3, Opel (A), 30; 4, Opel (B), 25; 5, Audi (B), 20.



Toivonen – Wilson retained.

No change

Suggestions that Harri Toivonen is about to switch co-drivers are apparently unfounded. Following the Circuit of Ireland, there were rumours that the Finn and his British co-driver, Neil Wilson, were not happy together, a situation compounded by the lack of a co-driver's name on the initial entry list for this weekend's Welsh Rally.

However, R-E-D team manager, Peter Cattenach, insisted on Monday that there were no plans to change the occupants of the Unipart Metro 6R4 and that Wilson would be retained for the remainder of the Open Championship.

Girls on top

Finnish ladies champion, Mina Silankorva, will provide the opposition to Louise Aitken-Walker this weekend in the battle for the ladies prize on the Welsh Rally. Silankorva will be at the wheel of her private Mazda RX-7 and, if the outing proves fruitful, a further appearance in Scotland is more than likely.

Morgan's Merc

Russell Morgan is a late entry for the Welsh Rally with his new, Group N, Mercedes 190. The car boasts a 2.3 litre, 16-valve engine which produces 185bhp. Support comes from Mobil, Cicely Continental and Mercedes UK. After this weekend's debut event, the team intend to contest the Scottish, Manx and Lombard RAC Rallies.

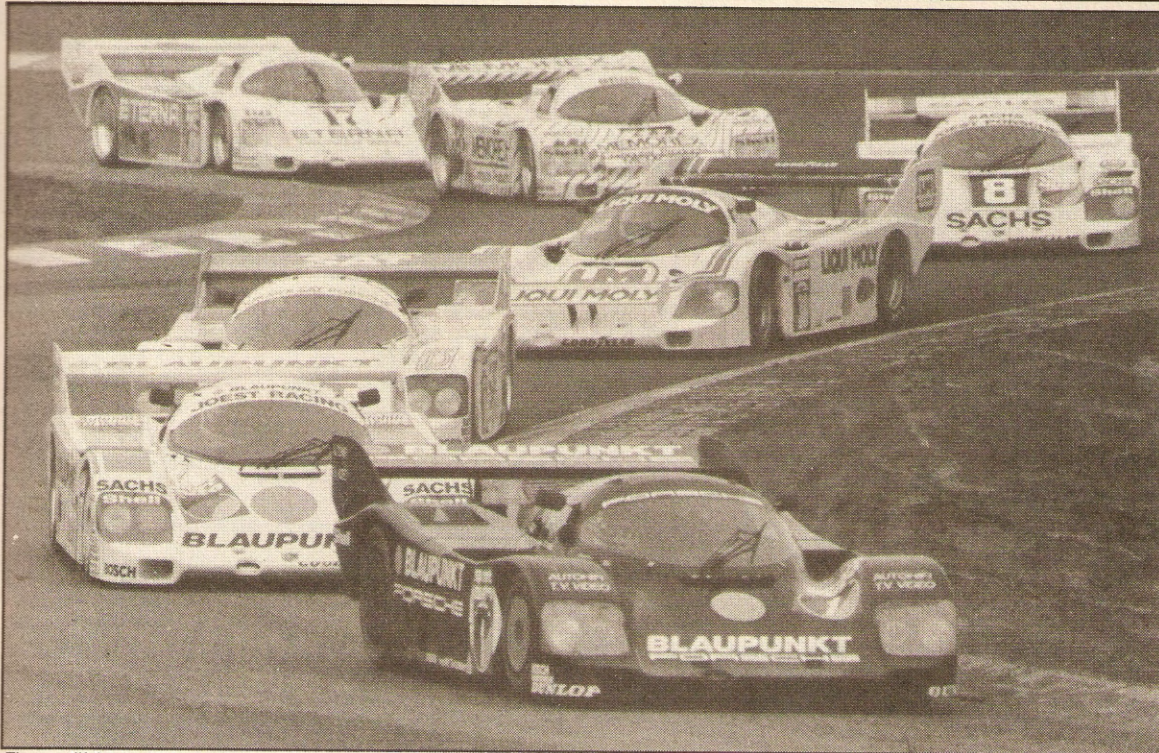
BRIEFLY

■ Alistair Sutherland will be renting John Green's private Metro 6R4 this weekend in order that he can contest the Welsh Rally and keep his own CBC Motorsport version for the following week's Nexus Manx Stages.

■ Norwegian driver, Monty Karlan will have a royal send off for his Welsh outing this weekend. His co-driver is Alexander Ferner, the 21-year-old son of Norway's Princess Astrid. This will be the King's grandson's first ever rally.

■ Hugh Kent should be well groomed this weekend as one of his backers for the TR7V8 is the Brothers Constantinou concern. The names should be well known to the better groomed among you as they are the reigning world champion hairdressers...

■ Two drivers on the recent Cardona Rally in Spain were linked with unusual cars. Antonio Zanini gave up his Ford RS200 for a prototype Suzuki SJ410 while Salvador Serbia's younger brother, Jose-Maria, drove a Seat Ibiza 4x4 with twin engines...



First qualifying heat on the Saturday, and Stuck leads Sullivan, Gartner, Baldi, 'Winter', Jelinski and Brun at the start.

SuperStuck!

Give the factory Porsche team a challenge, and you can be sure that its response will be nothing less than 100 percent. Last weekend's challenge was the first enactment of the brave new concept in German motorsports, the ADAC Supercup, a five-race series of sports-prototype sprints promoted by *Sport Auto* magazine. And the response of Peter Falk and his men was to provide Hans-Joachim Stuck with a purpose-built Porsche 962C so crushingly effective that the World Champion could dominate qualifying and both Saturday heats, and finally win Sunday's feature race as he liked. Stuck left the rest of a small field breathless – and fuel-less – in his wake, although Jo Gartner was a fighting second for Kremer, ahead of Indy 500 winner Danny Sullivan, guesting for the Joest team.

QUALIFYING

The annual ADAC Eifelrennen is one of Germany's longest established sporting occasions, the 1986 edition being the 48th in the series, but the concept of the Supercup series – while arguably it does not go far enough – is hardly traditional. After two qualifying sessions, the teams were mustered for a pair of seven-lap qualifying heats on Saturday afternoon, for the second of which the first 10 cars were formed up on the grid in reverse of their heat one finishing order. The results of the heats were computed on aggregate so as to establish the grid order for the 39-lap feature the next day.

There was never a moment's doubt about pole position for the first heat. Damp or dryish, Hans Stuck was comfortably fastest with the latest development model of the factory package first seen at Monza: that is, the 962C chassis with the 3-litre engine featuring water-cooled cylinder bores, and the PDK dual-clutch transmission.

Second fastest, in both sessions, was the experienced 'John Winter' with Joest Racing's Sachs 956, outperforming his rookie team mate, Danny Sullivan, who qualified fourth. The Indycar star, new to both the Nurburgring and Group

C, was nevertheless enjoying the experience with the team's 956B, another recipient of Blaupunkt sponsorship.

Splitting the two Joest Porsches was Mauro Baldi, here for a one-off drive in Richard Lloyd Racing's honeycomb 956 GTI. The British team has hired car and crew to Liqui-Moly for the Supercup series.

The fastest qualifier of the trio of Brun Porsches was the Eterna/Schiesser 962C of team owner, Walter Brun, followed by the Memorex 956B of Frank

Jelinski, the talented German here for his second outing with a C1 Porsche. The team's lead entry is the ex-Canon 956, now in Jaegermeister livery and driven by Drake Olson, but the American was still finding life on Michelin's difficult, needing testing miles with the car. His practice was curtailed after an 'off' in the first session.

Jo Gartner put the Kremer-SAT 962C in among the Brun cars by qualifying sixth.

Apart from the eight Porsche 956/962 variants, there was precious little of interest for this opening round of the Supercup. The fastest of the rest of Peter Hoffmann's brutal Chevrolet V8 powered C1 car, followed by Jurgen Weiler's Rial wheels backed Gebhardt C2 car, Ernst Schuster's ex-Joest team Porsche 936C and a couple more C2s.

In the first qualifying heat, Stuck took the black factory entry away from the field at a second lap, proving that the new package is just as effective when the boost controls are wound up high. Gartner came through to take second place and was over 18secs clear of Jelinski at the end, the Memorex driver followed at intervals by Baldi, Brun, 'Winter' and Sullivan.

Schuster, who finished 10th, found himself on pole for heat two, but the slower cars left plenty of room for the faster men to come past off the startline. Stuck, starting 10th, put the thing in a perspective unwelcome to the promoters by coming through into the lead on

the second lap! Again, Gartner was second, but Sullivan was now finding his way and defeated Jelinski to take third, with Baldi fifth from 'Winter' and Brun.

Olson, who missed both heats while his car was being repaired, would start from the back.

RACE

Three factors made the size of the race day crowd surprising: the known unpopularity of the Nurburgring 'folly'; the cold weather, with a strong possibility of rain; and the 12-car, one-make dominated race in prospect. The public, however, moves in mysterious ways, and 15,000 turned up ...

Gartner got the drop on Stuck at the start, and the factory driver was headed for the first time all weekend. He hounded the SAT driver all the way round the opening lap and, as they exited the final corner, Hans-Joachim's trick shift from third to fourth was a zillion times quicker than Jo's, and the black car went past under acceleration. We all thought that was the end of the day's motor racing.

Gartner, however, never once gave up the chase, and kept the gap at around 1-2secs the whole while, occasionally getting closer. But the thing was only an illusion: the Austrian had to begin backing off with about seven laps to run, getting short on fuel, and went slower and slower until finishing the race, more or less, on the vapours. One always had the feeling, on the other hand, that Stuck could have gone faster yet and this was confirmed in scrutineering, when 3.8 litres was found in the tank.

Baldi, despite a 'flat' engine, seemed to be mounting a challenge at first, but quickly faded and was passed on lap 6 by Sullivan, who had had a flying first lap. Danny left Mauro behind but never looked like hauling in the leaders, and finished the race with two laps on the reserve tank, almost 25secs behind the Kremer car. Baldi also drove a lonely race into an equally distant fourth place.

The race, in fact, became strung out surprisingly quickly. Once he had shaken off his team owner, Jelinski drove it alone in fifth position, lapped five laps out from the finish. Brun was an unchallenged sixth.

Olson showed signs of coming on strong in the race, moving into seventh place after nine laps at the expense of 'Winter' whose engine was refusing to rev above 6000. On Drake's 16th lap, however, his wretched weekend was finally halted when the left front tyre burst, sending the Jaegermeister car onto the grass run-off.

An entertaining, if inconsequential duel between Schuster and Weiler was resolved in the favour of the C1 driver when the Gebhardt's fuel pump went on the blink, causing the C2 car to run the last 15 laps with a chronic misfire.

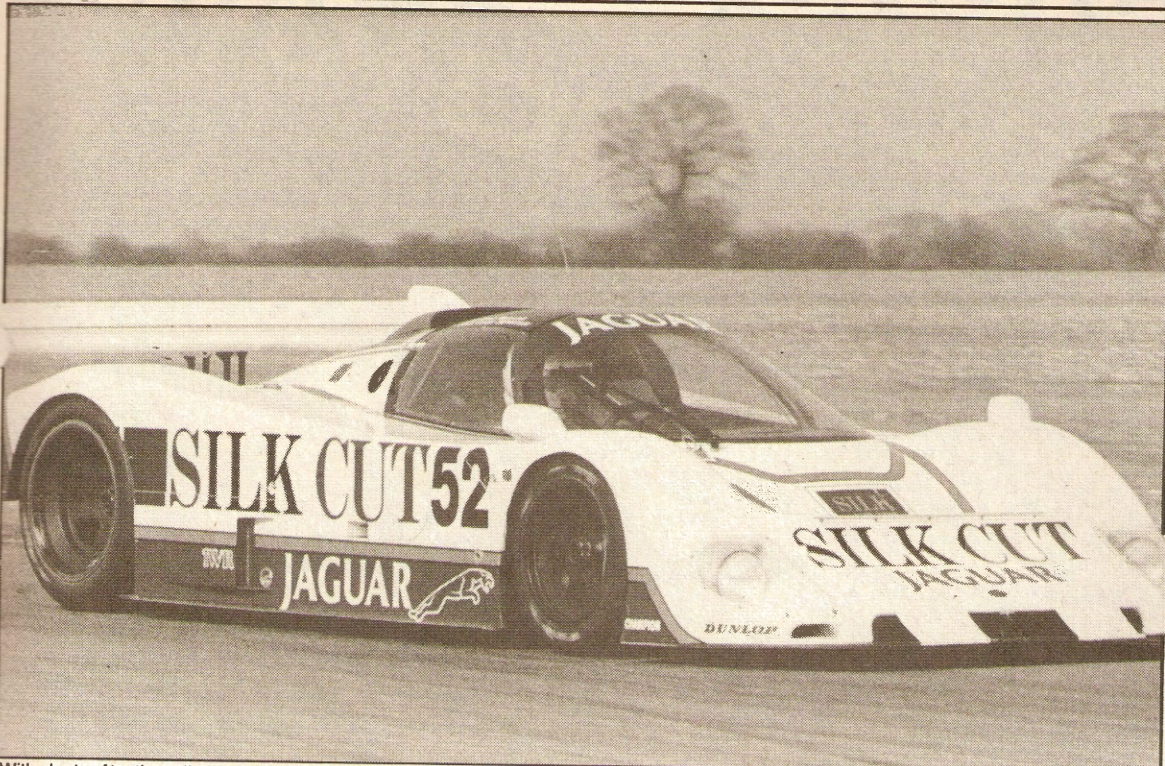
One of the easiest working days in the life of Hans Stuck, by the way, netted £6380. Gartner earned £4300 for the Kremers, who need the money more.

NURBURGRING (D)

Apr 27, ADAC Supersprint Championship, round 1, 39 laps – 110.07 miles

Pos	Driver(Nat)	Car/Engine	Tyres	Result	Qual	Pos	Heat	Heat
1	Hans-Joachim Stuck (D)	3.0t Porsche 962C	D	1:00:22.50	1:50.12	1	1	1
2	Jo Gartner (A)	2.6t Porsche 962C	Y	1:01:02.39	1:57.97	6	2	2
3	Danny Sullivan (USA)	2.6t Porsche 956B	G	1:01:27.18	1:56.14	4	7	3
4	Mauro Baldi (I)	2.6t Porsche 956 GTI	G	1:01:52.37	1:55.45	3	4	5
5	Frank Jelinski (D)	2.6t Porsche 956B	M	38 laps	1:59.08	7	3	4
6	Walter Brun (CH)	2.6t Porsche 962C	M	38 laps	1:57.88	5	5	7
7	'John Winter' (D)	2.6t Porsche 956	G	36 laps	1:53.67	2	6	6
8	Ernst Schuster (D)	2.8t Porsche 936CJ	D	34 laps	2:18.63	11	10	11
9	Jurgen Weiler (D)	3.3 Gebhardt-Cosworth 853	A	34 laps	2:12.61	10	9	9
10	Rudi Jausslin (D)	3.3 Gebhardt-Cosworth 843	A	32 laps	2:39.11	13	12	10
R	Drake Olson (USA)	2.6t Porsche 956	M	15 laps – tyre	2:10.84	8	–	–
11	Peter Hoffmann (D)	5.7 Hoffmann-Chevrolet	D	29 laps	2:12.53	9	8	8

Winner's average speed: 109.39mph. Fastest lap: Stuck, 1:31.80, 110.68mph. Next round: Avus (Berlin), May 11. Tyre code: A = Avon; D = Dunlop; M = Michelin; Y = Yokohama.



With plenty of testing miles under its belt, the works TWR Silk Cut Jaguar team should be vying for victory on home ground with the XJR-6 C-cars.

A Jaguar victory?

Listen here: if you decide not to go to Silverstone next Monday for the Kouros 1000, you could be deciding to miss the sight of a Jaguar winning a round of the FIA Sports-Prototype World Championship. So make the decision very carefully ...

The Silk Cut Jaguar team has driven many testing miles on the Grand Prix circuit and, if lap times are any guide, the latest version of the XJR-6 Group C1 car will be setting the pace this weekend.

The last three 1000kms races at Silverstone, of course, have been won by the works Rothmans-Porsche team, which will be appearing for the first time at this track with its new, trick-transmission cars. And a late entry has come from Martini Lancia, whose latest C-car was so impressive in the series-opener at Monza.

Hold on tight: it could be a rough ride in the grandstands ...

The Kouros 1000 will be the first round of the Teams section of the World Championship, round 2 for the Drivers, which is led by the reigning champions, Derek Bell and Hans Stuck. The BRDC has assembled a fine entry and the meeting - over the three days Saturday, Sunday, Monday - will feature every one of the available World series contending cars, which is a tribute to the British club's organisation.

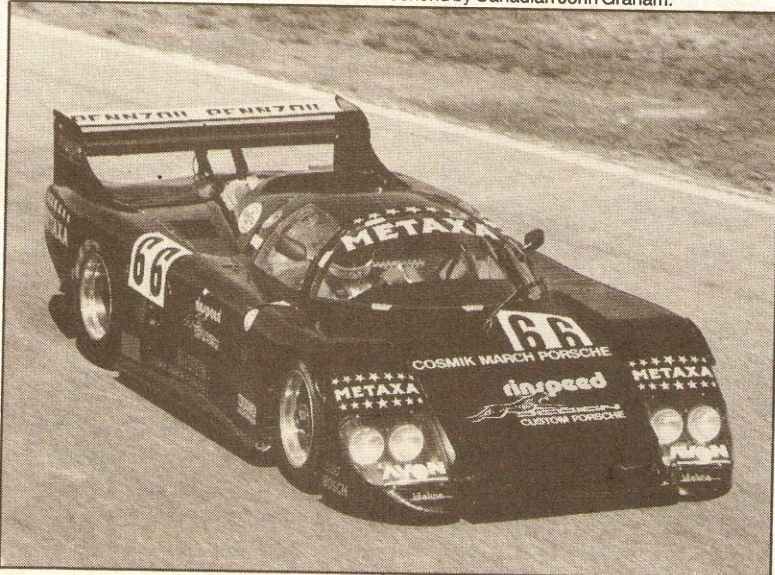
The factory Porsche team, fresh from its 'supersprint' victories at Monza and Nurburgring, tops the entry list with its two PDK transmission cars for Bell/Stuck and Mass/Wollek. Listen out for those super-quick gearshifts, and you will soon realise that, in terms of fuel economy (achieved by reduced throttle movement) and sheer pace, the works team has made a substantial forward leap in performance this year. For this reason, it is unlikely that the victory will be won by any of the privately entered Porsches, none of which has the dual-clutch PDK system.

The works cars are also exclusive users of the latest 3-litre engine with

water-cooled cylinders, which is intended to improve fuel economy further yet. Although the team's new German Supercup car is down near the weight limit, the Weissach engineers have not had the time to modify the World series cars and, as at Monza, their excessive weight will certainly work against them. But only a fool would predict against Rothmans-Porsche: BEST and JOB will be right up there, of that you can be sure.

Only a faulty cockpit fuel gauge came between Martini Lancia and victory at Monza 11 days ago, and it is the best kind of news that the works team has decided after all to bring de Cesaris/Nannini to the Kouros 1000 so as to prove its belief that the LC2-86 - a dramatically improved version of the 1985 car - is a clear race-winner. Bearing

Costas Los is joined in the Cosmik March this weekend by Canadian John Graham.



in mind the Patrese pole of a year ago, the stopwatch conflict between Stuck and de Cesaris should be spectacular, whether it takes place on Saturday or Sunday, or in both sessions. Those 3-litre qualifying engines will be wound up to maximum boost, which in Andrea's case is over 2 bar: he must be favourite for pole position, on the basis of the unadulterated 'grunt' of the Ferrari-built V8.

Silk Cut Jaguar has no boost knobs inside the normal induction XJR-6 cars: ask any team member, however, and (looking over his shoulder lest Tom Walkinshaw can hear him) he will tell you that, on soft tyres, the car is capable of dipping well into the nines. Contrary to popular belief, Silverstone is not a sheer power circuit, but one where downforce is also very important. A relatively high proportion of the lap is driven on a racing line. This will bring its own problems with slower cars but, provided he gets a clear lap, it would not be surprising if Warwick (whose turn it is to qualify the car shared with Cheever) does get below 70secs. The Lancia qualifying car, however, will have up to 1000 horsepower to offset its relative lack of downforce, and Patrese managed a 1:10.8 a year ago. If Derek or Hans-Joachim put him under real pressure, Andrea will be pitching for an eight ...

They would probably deny it, but the TWR men do nurture an ambition for pole position. Such a thing would be very fine for the British fans, but remember that this is a 1000kms race, and the pole is irrelevant to the actual result. The Silk Cut Jaguars proved at Monza that they can hack it with the turbocars, even under sprint conditions, and the team's quiet confidence in victory is totally sincere.

Of the rest, the most impressive performance so far this season has come from Joest Racing, whose Taka-Q Porsche was very much the star performer at Monza before a transmission failure parked it. Klaus Ludwig, however, will be absent from Silverstone (racing the IMSA Ford Probe at Laguna Seca), and the team will miss his pace and experience. Brun Motorsport will be the privateer to beat if team manager Peter Reinisch puts Larrauri in with Boutsens, although Kremer will run the trio of Swiss-entered cars close, for Gartner is emerging as a real racer.

The venue, of course, will suit the RLR/Liqui-Moly team, although it was not certain as this was written that Jonathan Palmer would be permitted to race the car with which he has starred at Silverstone in the past. If JP is present, then here is another frontrunner.

The new Mercedes V8 turbo engine Sauber, backed by the race sponsor, Kouros, surprised everyone at Monza with a very strong performance, Nielsen/Pescarolo mixing it with the best privateers. Given a little fragility among the factory entries, this beautifully built car (be sure to go pit-walkabout on Monday morning, just to feast your eyes on it) could finish high in the points.

Twenty-one C1 cars, then, backed up by 20 in the C2 category, which put on a fine display of variety and competitiveness at Monza. With so many chassis and engine combinations this year, it is difficult to predict the winner, but certainly there will be another battle involving the stylish new Spice, the works Alba-Carma and Gebhardt. The class will also feature the debuts of such cars as the latest Metro 6R4 powered Ecosse, the Colt turbo powered Royale and the works-backed Roy Baker team Tiga turbos. In the IMSA category, look out for the new, Porsche lookalike Mazda 757 cars.

Enjoy this.

TIMETABLE

Saturday May 03

09.30-12.30	1000kms untimed practice
Lunch Break	
14.00-14.25	Qualifying Renault Turbo cars
14.40-15.05	Qualifying Formula Ford 1600 cars
15.20-15.45	Qualifying MG Metro cars
16.00-17.30	Qualifying 1000 km cars

Sunday May 04

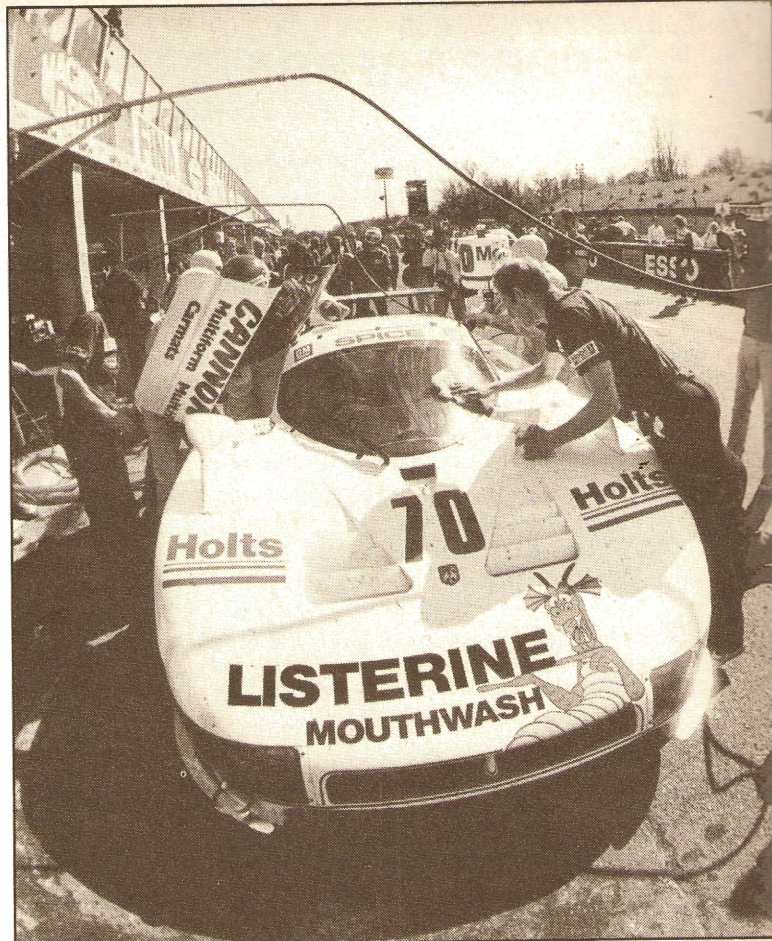
12.00-12.25	Qualifying Historic GT cars (small)
12.35-13.00	Qualifying Historic GT cars (large)
13.20	RENAULT 5 ELF TURBO UK CUP RACE (10 LAPS)
14.00	ESSO FORMULA FORD 1600 CHAMPIONSHIP RACE (10 LAPS)
14.50-16.20	Qualifying 1000kms cars
16.45	ESSO MG METRO CHALLENGE RACE (10 LAPS)
17.25	ATLANTIC COMPUTERS HISTORIC GT CHAMPIONSHIP RACE (SMALL) 15 LAPS

Monday May 05

08.30-09.30	Pit Road Walkabout
09.45	Silverstone Racing School Parade
09.45-10.45	Fuelling of Pits
10.00-10.30	Untimed warm-up 1000 kms cars
10.35-10.45	Unipart Aerobatic display
10.50	Drivers briefing
11.20	ATLANTIC COMPUTERS HISTORIC GT CHAMPIONSHIP RACE (LARGE) 15 LAPS
12.00-12.10	Jaguar Aerobatic Display
12.10	Warm-up Lap
12.27	Start of Pace Lap
12.30	KOUROS 1000KMS
	FIA SPORTS-PROTOTYPE WORLD CHAMPIONSHIP RACE 212 LAPS

PREVIOUS WINNERS

Year	Drivers (Nats)	Car	Speed
1976	John Fitzpatrick (GB) Tom Walkinshaw (GB)	BMW CSL	106.14mph
1977	Jacky Ickx (B) Jochen Mass (D)	Porsche 935	112.40mph
1978	Jacky Ickx (B) Jochen Mass (D)	Porsche 935-78	114.91mph
1979	John Fitzpatrick (GB) Bob Wollek (F) Hans Heyer (D)	Porsche 935	111.74mph
1980	Desire Wilson (ZA) Alain de Cadenet (GB)	De Cadenet LM	114.60mph
1981	Harald Grohs (D) Walter Rohrl (D) Dieter Schornstein (D)	Porsche 935	100.35mph
1982	Riccardo Patrese (I) Michele Alboreto (I)	Lancia Martini	117.20mph
1983	Stefan Bellof (D) Derek Bell (GB)	Porsche 956-83	123.20mph
1984	Jacky Ickx (B) Jochen Mass (D)	Porsche 956-83	122.13mph
1985	Jacky Ickx (B) Jochen Mass (D)	Porsche 962C	136.90mph



Heading the Group C2 entry list is the Spice SC86C with Gordon Spice and Ray Bellm aboard.

KOUROS 1000KMS ENTRY LIST

GROUP C1

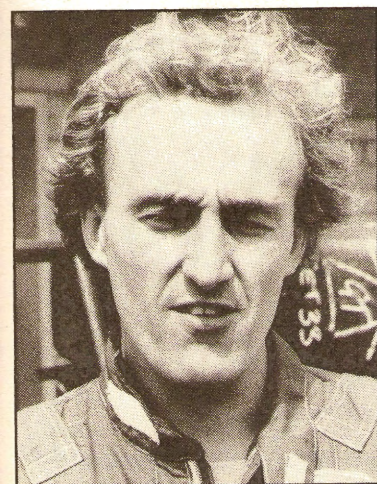
Pos	Drivers (Nats)	Team	Car/Chassis
1	Hans-Joachim Stuck (D) Derek Bell (GB)	Rothmans Porsche	3.0t Porsche 962C
2	Jochen Mass (D) Bob Wollek (F)	Rothmans Porsche	3.0t Porsche 962C
3	TBA TBA	Rothmans Porsche	2.6t Porsche 956
4	Andrea de Cesaris (I) Sandro Nannini (I)	Martini Lancia	3.0t Lancia LC2 86
5	Bruno Giacomelli (I) Gianni Muscati (I)	Sponsor Gest Team	3.0t Lancia LC2 86
6	Paolo Barilla (I) John Winter (D)	Joest Racing	2.6t Porsche 956
7	Mike Follmer (USA) John Morton (USA)	Joest Racing	2.6t Porsche 956
8	Jurgen Laessig (D) Fulvio Ballabio (I) Richard Hamann (D)	Obermaier Racing	2.6t Porsche 956
9	Jo Gartner (A) TBA	Kremer Racing	2.6t Porsche 962C
10	Yves Courage (F) TBA	Primagas Cougar	2.6t Porsche 956
11	Klaus Niedzwiedz (D) TBA	Richard Lloyd Racing	2.6t Porsche 956
12	Walter Brun (CH) Massimo Sigala (I)	Brun Motorsport	2.6t Porsche 956
13	Thierry Boutsen (B) TBA	Brun Motorsport	2.6t Porsche 956
14	Oscar Larrauri (RA) Jesus Pareja (E)	Brun Motorsport	2.6t Porsche 962C
15	Tim Lee-Davey (GB) TBA	Team Tiga	3.9t Tiga-Ford FC86
16	Tiff Needell (GB) Mauro Baldi (I)	Portman Lamborghini	5.7 Lamborghini Countach QVX
17	Emilio de Villota (E) Fermin Velez (E)	JFR Danone	2.6t Porsche 956
18	Derek Warwick (GB) Eddie Cheever (USA)	Silk Cut Jaguar	6.0 Jaguar XJR-6
19	Gianfranco Brancatelli (I) Jean-Louis Schlesser (F)	Silk Cut Jaguar	6.0 Jaguar XJR-6
20	Henri Pescarolo (F) John Nielsen (DK)	Kouros Racing	5.6t Sauber-Mercedes C-8
21	Ernst Schuster (D) Sigg Brun (D)	Schuster	2.8t Porsche 936CJ
22	Costas Los (GR) John Graham (CDN)	Cosmik Racing	2.6t March-Porsche 84G

GROUP C2

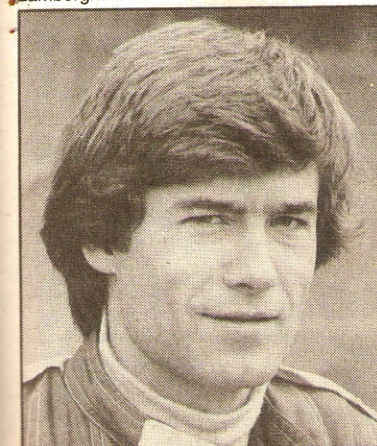
70	Gordon Spice (GB) Ray Bellm (GB)	Spice Engineering	3.3 Spice-Cosworth SC86C
71	TBA TBA	Bartlett Racing	3.3 Chevron-Cosworth B62
72	Stanley Dickens (S) Max Payne (GB) Frank Jelinski (D)	Team Gebhardt	3.3 Gebhardt-Cosworth 853
73	Ian Harrower (GB) Evan Clements (GB) TBA	ADA Engineering	3.3 Gebhardt-Cosworth 843
74	Will Hoy (GB) Gareth Chapman (GB) Dan Murphy (USA)	Chamberlain Engineering	1.8t Tiga-Hart
75	TBA TBA	Ecurie Ecosse	3.3 Ecosse-Cosworth C285
76	Ray Mallock (GB) Mike Wilds (GB)	Ecurie Ecosse	3.3 Ecosse-Cosworth C286
77	Martino Finotto (I) Carlo Facetti (I)	Carma FF	1.9t Alba-Carma AR-6
78	TBA TBA	Grifo Autoracing	3.3 Grifo F826C
79	Luigi Taverna (I) Mario Sala (I) Marco Vanoli (CH)	Techno Racing	3.3 Alba-Cosworth AR2 6
80	Robin Smith (GB) 'Stingbrace' (I) Richard Jones (GB)	Simpson Engineering	3.3 Simpson-Cosworth
81	Chris Ashmore (GB) TBA	ARK Racing	1.8 Ceekar-Ford
82	Martin Schanche (N) Torgier Kleppe (N) Birger Dyrstad (N)	Schanche Team	1.8t Argo-Zakspeed JM19
83	Jens Winther (DK) David Mercer (GB)	Jens Winther	3.5 URD-BMW
84	David Piper (GB) David Brodie (GB)	PC Automotive	2.0t Royale-Mitsubishi RP40M
85	Louis Descartes (F) Jacques Heuclin (F)	ALD	3.5 ALD-BMW
86	David Andrews (GB) Duncan Bain (GB)	RB Promotions	1.7t Tiga-Ford GC286
87	Adrian Hall (GB) Mike Kimpton (GB)	RB Promotions	1.7t Tiga-Ford GC286
88	Jean Claude Ferrarin (F) Hubert Striebig (F)	JC Ferrarin	2.0 Isolola-BMW 002
89	Pasquale Barberio (I) Jean-Pierre Frey (CH)	Kelmar	3.3 Spice-Cosworth SC85C

IMSA

21	Richard Cleare (GB) TBA	Richard Cleare Racing	3.0t March-Porsche 85G
22	David Kennedy (IRL) Tahashi Yorino (J)	Mazdaspeed	2.6 Mazda 757
23	Yoshio Katayama (J) Yojiro Terada (J)	Mazdaspeed	2.6 Mazda 757



James Weaver (above) will drive a Porsche for either Lloyd or Kremer, while Tiff Needell may race a Porsche in place of the Lamborghini.



EDITED BY RALPH MORTON

BOOKS

GRAND PRIX GREATS

By Nigel Roebuck

Published by Patrick Stephens

Hardback, 216pp, £14.95

Nigel Roebuck has the perception of the finest camera, in the sympathetic hands of an old master. His eye for his chosen subject is deep in its scrutiny, his ear keenly honed also. His memory is photographic, misses not a detail, and his powers of recall almost unerring. By his own admission, Nigel's principal interest lies in man, rather than machine, when it comes to racing. This fascinating book delves revealingly into the complex characters of 25 of the greatest drivers to have graced Grand Prix motor racing, analyses precisely their rationale on life, as well as the sport.

Many are the occasions when Roebuck, as Grand Prix Editor of *AUTOSPORT*, has captivated our attention – as colleagues – with racing anecdotes from recent seasons or bygone eras. Even when asked to repeat a story for the umpteenth time, months or years

later, he cheerfully obliges, minute detail changing not at all. Now, at last, racing enthusiasts the world over can enjoy, as we have been privileged to, Nigel's animated recollections and assessments of the stars he has worked with for the past 15 years, and many more whom he has come to know through personal meetings or fanatical research, and encyclopaedic reading of contemporary material.

The book spans more than 50 years, painting superb cameos of the aces, from Achille Varzi and Bernd Rosemeyer, via Ascari, Behra, Fangio, Moss, Clark, Stewart and Lauda, to today's giants, Piquet, Prost, Rosberg and the prodigy Senna. Perhaps fittingly, but coincidentally as the alphabet has it, this attractive volume begins, and is concluded by, two of Roebuck's greatest influences and heroes: Chris Amon and Gilles Villeneuve.

Laced liberally with lucid and memorable quotes from the drivers themselves and their contemporaries, reasoned argument and incisive comment, each study is a masterpiece in its own right, complemented perfectly by a wonderfully inspired selection of photographs. It would be wrong to choose a personal 'favourite' among the stories, for I was enthralled by them all, as I am certain you will be. By its very nature, Roebuck's book is a personal and subjective affair, written with his customary flair and passion. It deserves to become a classic, to be supplemented by further volumes in the years to come.

While the subject matter and half tones are excellent, I personally am not so enamoured of the colour portraits of each driver, specially commissioned from artist Craig Warwick. To me, some have a rather insipid appearance, although they certainly do not detract from the book. You may disagree on both scores. The cover, surely a major selling point, is not very clever and may not attract the custom of the more casual enthusiast, alas. Like Murray Walker, who wrote the foreword to this great work, I commend it for both its content and tremendous value. Not to be missed, on its publication date, May 19.

MAWP

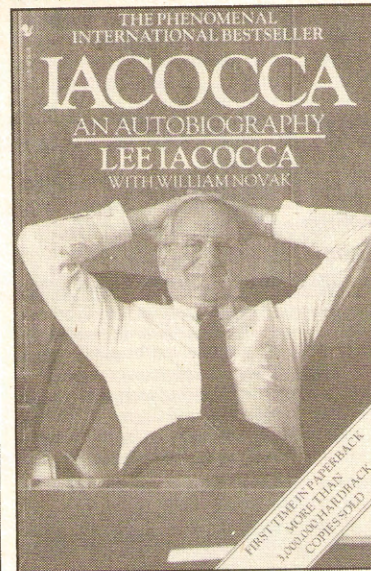
IACOCCA: AN AUTOBIOGRAPHY

With William Novak

Published by Bantam Books

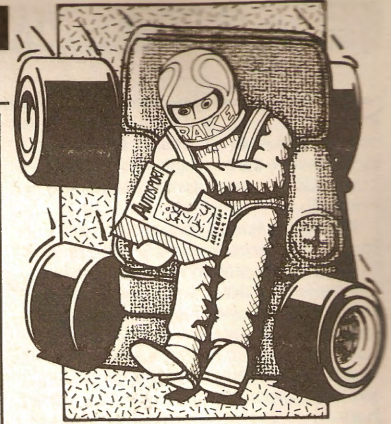
Softback, 367pp, £3.95

An autobiography about that all American hero – the self-made man – is not something that would generally have one rushing to the bookstands, but when that man is Lee Iacocca, the son of Italian immigrants who rose to become President of the Ford Motor Company, then that book sure has a story to tell. Lee is the epitome of the All-American Dream.



After 30 years with Ford, having taken his star into the ascendancy by masterminding such successes as the Mustang, Iacocca was summarily fired by Henry Ford II with the limp excuse that: "Well, sometimes you just don't like someone..." And that was that.

The first few chapters of the book are



enough to put the reader off, with a sense of self-importance really smacking one in the face, but beyond that the book is eminently readable, not only telling a good tale – especially about when he joined Chrysler and resurrected the ailing number three – but also imparting a fair measure of business tips. Pick it up on Friday and I guarantee you will have reached the end by Sunday. It is simply a good read, as well as providing an interesting insight into the vagaries of the American automotive industry. And to Henry II...

BSJ

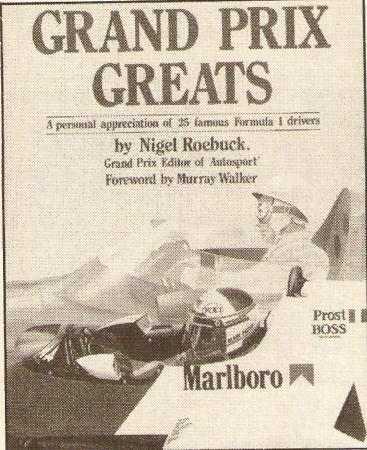
JAGUAR V12 RACE CARS

By Ian Bamsey & Joe Saward

Published by Osprey

Hardback, 176pp, £16.95

To my mind, the instantly out-of-date motor racing book is irritating. Because of publishers' commercial urge to catch the tide of public interest, motor racing literature is riddled with incomplete driver biographies and car profiles. One can almost imagine the conversations over the years: "Right, so-and-



Apollo Race & Rally Wear Limited

CAPTION COMPETITION

APRIL WINNER



Winston, muttering: "I have to wind him up like this to let him think he's number 1!"

Kate Stevenson of Castle Donington, Derbyshire.

RUNNERS UP

Congratulations to Kate Stevenson, who wins one of Apollo Race & Rally Wear's fabulous race/rally jackets. We thought her caption neatly summed up the expression of both Win Percy and Tom Walkinshaw. She, no doubt – being a local – was there.

We did, however, receive a huge amount of entries, so thank you all. We enjoyed many of

AUTOSPORT, MAY 1, 1986

them. There were, too, a few suggestions from around the office: 'See you, God', being one of them. The other: 'And on the seventh day, Tom created God'. (Thank you, too, Mr Kinch for your similar suggestion.) There was also one from 'The Boys' at the TWR Jaguar factory relating to the 'Fantasy Island' TV show: 'Boss, boss, de plane!' But enough of this, the best of the rest follows:

Look, Jean-Louis is practising his overtaking manoeuvres.

G L Colledge of Huddersfield, Yorkshire.

Listen God, if you want to drive for TWR next year, the weather had better start improving.

Gareth Williams of Swansea, West Glamorganshire.

No, Tom, drink the champagne first, then get the wind up...

R Shorter of Meopham, Kent.

Thank you Ayrtton!

Steve Seddon of Wednesfield, Wolverhamptonshire.

Well, you couldn't stop me with your weather, so I guess it's you and me now!

Christina Evans of Uckfield, Sussex.

If I let the cork out pointing in this direction, the wind should bring it down just right and wipe that stupid grin off my mate's face!

F Wilcox of Horsham, West Sussex.

If that turns out to be Saab's new TCC racer I'm going to the scrutineers.

David Cole of Oakham, Leicestershire.

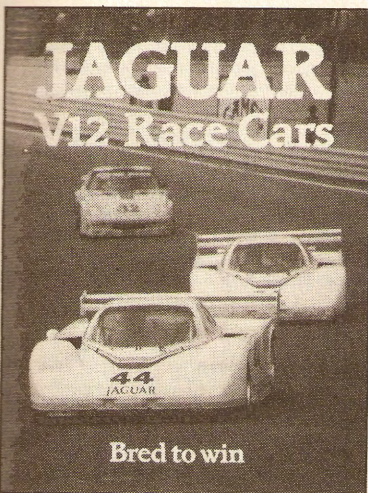
MAY CAPTION COMPETITION

Congratulations Ms Stevenson, one of Apollo Races & Rally Wear's jackets is coming your way. All you have to do to win the same is send in a funny caption to the picture below. You might remember a clay pigeon shoot, courtesy of JYS, at Geneagles earlier this year. So, what do you make of these three sharpshooters at the event: Johnny Dumfries, Martin Brundle, and Innes Ireland? Further details overleaf.



so's going to win the championship this year. Who can write the book quickly enough to get it out by Christmas, and won't want too much money?"

Jaguar V12 Race Cars probably wasn't conceived in such a scenario, but the timing of its publication is probably wrong. Already, with the Tom Walkinshaw Racing Silk Cut Jaguar XJR-6s having made an impressive start at Monza in the season, when they are truly challenging for the Sports-Prototype World Championship for the first time, this book is out of date. I suppose it can be argued that this is just when the enthusiast needs all the background to the current programme, but the book as an historical record is flawed as a result.



Bred to win

There is another problem with a book giving an historical background to a 'living' story. All those involved must tell their story with diplomacy. The result? A superficial record. The reader can only guess at what was not told in *Jaguar V12 Race Cars*, but I would suspect that there is more than meets the eye to Jaguar's arms-length association with Bob Tullius's Le Mans efforts, and the disastrous Broadspeed ETC cars of 1976-77.

So it is that the narrative is a fairly straightforward account of all the racing exploits of Jaguar's famed V12 engine. There

is a little about the current engine's four-cam predecessor which was to power the XJ13, then we move on to Tullius's Group 44 successes with E-types and XJSs, and finally his Le Mans efforts with the XJR-5. In between there are visits to the ETC scene, by AUTOSPORT's Joe Saward, with the story of the Broadspeed XJ12 coupé and TWR XJS efforts. It's quite strong on the racing record, but thin on background.

Where the book scores very high marks is in its illustration. The photographic coverage is lavish, almost excessive, with action shots galore in colour and black and white of all these separate V12 racers.

Until the V12's racing career is closed – with a Le Mans win under its belt? – this book will serve as an adequate background, but one day there will be room for the definitive story.

MJH

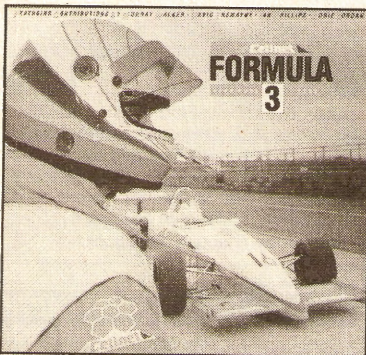
CELLNET FORMULA 3 YEARBOOK 1986

Edited by Brian McPhee

Published by Telecom Securicor Cellular Radio Ltd, 142-146 Goswell Road, London EC1V 7PE

Softback, 48pp, £3.50

Just as they are enlightening the public to the advantages of cellular communications, Cellnet's overt motor racing promotion is bringing racing to the masses also. In addition to sponsoring British youngsters David Hunt and Keith Fine in the National Formula 3



FORMULA 3

Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*. Please circle jacket size after your name. PLEASE USE BLOCK CAPITALS.

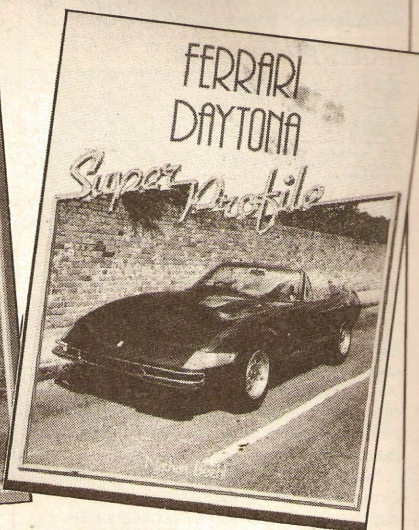
MY CAPTION IS:

.....

NAME S M L

ADDRESS

Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Thursday, May 29, 1986.



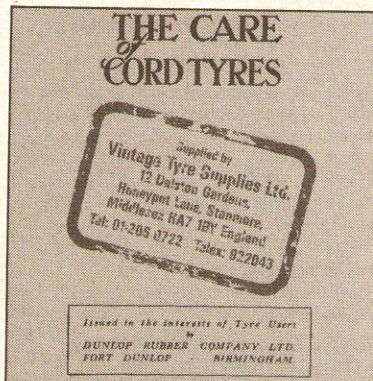
Two further books in Haynes's 'Super Profile' series: *Ford – Consul/Zephyr Six/Zephyr Zodiac Mk1* (Michael Allen) and *Ferrari Daytona* (Nathan Beehl). Both follow the usual 'Super Profile' format, with history, road test, sporting career – remember those reliable NART Ferraris? – and buying secondhand. Both are available from most good bookshops at £5.95 each. Always good value for the marque enthusiast.

championship, the British Telecom and Securicor offshoot is, through its retailers, introducing thousands of guests to motor sport via on-circuit hospitality at meetings.

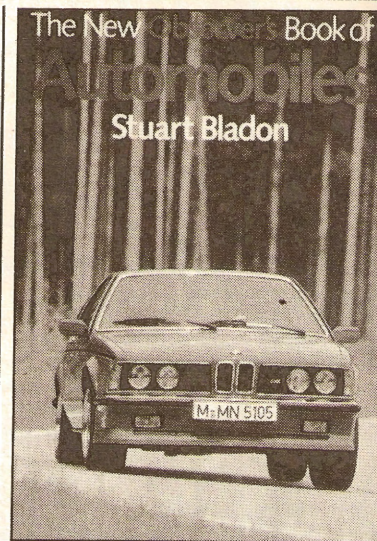
This worthwhile publication serves a dual role, for not only does it present the inside story of Cellnet's involvement with the Intersport team, but it also paints a fascinating overall picture of the Lucas British F3 series as a whole. An essential trackside companion for the company's invited VIPs (many of whom will be seeing racing cars for the first time), the handy square-format book is also packed with a wealth of information aimed at the regular F3 enthusiast and racegoer.

Presented in association with AUTOSPORT's Ian Phillips, David Tremayne and Eddie Jordan (with a foreword by Murray Walker), the yearbook is a guide to the formula, its men and machines, and looks at this season's teams, the circuits and F3 action over the years. The colour pictorial content is imaginative and eye-catching – like the livery of the Cellnet Ralts – and the package is competitively priced. Available at the circuits, and also through W H Smith retailers countrywide, it will hopefully be the first of a series.

My only major criticism of the book centres on the photo captioning which is not only without the insight of the main text, but also riddled with unnecessary factual and spelling errors. Nevertheless, a good effort which will be widely read. Well done Cellnet. MAWP



A rather pleasant little booklet dropped into our office recently, entitled *The Care of Cord Tyres*. Just perfect for the vintage car user – or, indeed, anyone interested in things motoring historical – it is available from Vintage Tyre Supplies Ltd, 12 Dalston Gardens, Honeyput Lane, Stanmore, Middlesex HA7 1BY. Price? A mere £1.75 (and that includes p&p).



THE NEW OBSERVER'S BOOK OF AUTOMOBILES

By Stuart Bladon

Published by Penguin

Softback, 192pp, £2.95

As ever, it is always a pleasure to welcome Stuart Bladon's *Observer's Book of Automobiles*, reminding one of happy childhood days spent in the back of my father's car on some Sunday trip out, eagerly spotting any and every automobile, and using the book as reference for those I didn't know.

This year's issue, as Stuart mentions, has gone for topicality as much as possible: the latest shape Escort, Peugeot 309, Renault 21 and so on are included. As well as this, there's a smattering of American cars, as well as cars you might not expect to see on the British roads: for example the MG EX-E offering a "glimpse of the future, promising many interesting possibilities in a high performance GT." Go on, treat your nipper (and yourself!). RNM

New from Newnes are a couple of 'Beginner's Guides': *Car Fault-Finding and Repair* (Rodney Jacques); and *Car Maintenance* (Denis Rea). Both provide simple to follow instructions and are competitively priced at £4.95 each. There is, also, from the same company, a second edition in the 'Q&A' series of John Hartley's *Automobile Steering and Suspension*, revised by John Warner and the stalls at £2.95.

DER RALLYSPORT 1985-1986

By Reinhard Klein

Published by Reinhard Klein Verlag, Hauptstr, 353, 5000 Kohn 90, W Germany

Hardback, 176pp, POA

For British rally enthusiasts, photographer Reinhard Klein is already a well-known character, as one of the sport's finest cameramen, and the main contributor to *Rallycourse*. He has, for a number of years, produced his own annual, which has previously been of landscape format but for 1985-1986 *Der Rallysport* adopts the *Rallycourse* format, and essentially makes use of the English publication's design with the same pictures and lay-out.

Klein has boosted the number of pages, however, with a section which includes a technical look at the cars, at Paris-Dakar, and the German and Austrian Rally Championships. Plus, to keep the German readers happy, there is an interview with Walter Rohrl. In German, it's appeal will be limited in this island, but for the true enthusiast, the pictures are fabulous.

PMF

4 TIEMPOS

By Javier del Arco

Published by Arcis Ediciones, Traversa de Las Cortes 200, Alico 2, 08028 Barcelona, Spain

Hardback, 272pp, 3700 pesetas

In Spanish, but bursting with statistics on everything from Formula 1 to World Endurance to World Rally and beyond, this is an interesting annual, which is now well established in Europe.

For those interested in the whole motor sport year, *4 Tiempos 1985-1986* presents a fascinating collection of the complete 1985 season which will yield lap charts for every Grand Prix, complete classification of the Indy 500, stage times from every major rally, and lots, lots more.

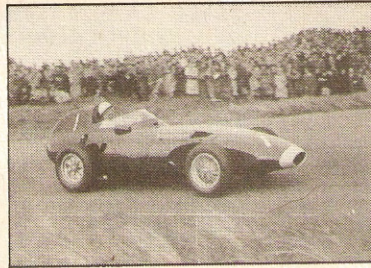
There is a bit of colour, and a fair number of advertisements sprinkled through the 272 pages, but it is a most complete publication for those wanting easy access to what really happened in the sport through the past season.

PMF

BRIEFLY

■ The high-tech – and you'd better believe it! – world of slot car racing is holding its finals (with Tolly-Cobbold sponsorship) at the Gaisborough Sports and Community Centre, Maryon Road, Ipswich. The meeting will be held over the Bank Holiday weekend (May 03-05) with GP practice and supporting events on Saturday, the big GP final Sunday, and National teams final on the Monday. Admission? A paltry 20p.

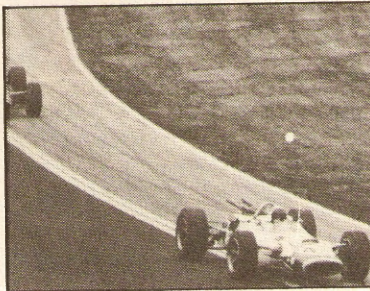
■ The 1986 edition of the AA guide to *Stately Homes, Museums, Castles and Gardens in Britain* is available from AA centres and bookshops, priced £4.95. It gives admission charges, opening hours and maps of over 2000 public attractions.



100 years of motoring photography – Moss in '58.

■ An exhibition of 100 years of motoring photography, including a special section on racing and rallying, is on view at the National Motor Museum at Beaulieu, Hampshire, until Jun 01. It will re-open at the Science Museum in South Kensington from Jun 10 to Aug 17.

WHO, WHAT, WHERE, WHEN?



Last month's photograph obviously had more of you foxed – for the postman had an easier load. However, those that did write in all proved correct. So, first out of our hat this month was Mr Colledge of Huddersfield (a Caption Competition entrant as well this month, incidentally).

Congratulations to you, Mr Colledge, who pointed out the following facts correctly:

Who: Jackie Stewart

What: Lola-Ford T90 (or Bowes Seal Fast Spl)

Where: Indianapolis 500

When: May 30, 1966

Mr Colledge also gave us some additional facts to savour: Stewart's car was entered by

John Mecom, and inherited the lead on lap 153 only to drop out near the end with engine failure. Stewart was eventually awarded sixth place: and \$25,767 . . .

The race was famous on two accounts, of course. First, the huge pile up at the start; and second, the lack of finishers combined with the mix up over who had won – Graham Hill or Jim Clark?

Clark went to victory lane, only to find Hill there, officially the victor. Perhaps our reporter, Skip Lange, should sum up the event: "Perhaps the clearest impression we carried away from the sesquicentennial running of the Indianapolis 500-mile race was that the whole affair is one grand role of the dice. Without discounting the fine drives turned in by Hill, Stewart, Clark, Ruby and others, nor the beautiful mechanical complexity of the machinery involved, it is clear that neither skill nor planning nor fortitude played a determining role in the outcome of the event."

Before we turn to this month's event, though, others of you supplied additional information, which is always pleasing to see. Such as this from David Cole of Oakham, Leicestershire: "JYS drove this Mecom-entered Lola in his first Indy in place of the injured John Surtees and was leading

■ Those of you lucky enough to receive cable TV will need to make a note of the following dates when Screen Sport will be showing its regular motorsport programmes. These will now be shown on Fridays at 8pm (repeated Sunday at 6pm) and include: May 02, San Marino GP and the Jordan Rally; May 09, Vallelunga F3000, Tour de Corse, Misano Touring Cars and the Welsh Rally; May 16, Monaco GP; May 23, Pau F3000 and Anderstorp Touring Cars; May 30, Belgian GP and Spa F3000.

■ The National Motor Museum at Beaulieu is holding a special event on Sunday Jul 13 devoted to cars of the 1960s, with commentary by noted historian Graham Robson. Those coming to Beaulieu on that day in a pre-'70s car will be admitted at half-price and included in the exhibition area to form part of the event.

PAGE & MOY LTD

until the 475-mile mark when his oil pressure failed leaving fellow Lola driver, BRM team mate and rookie Graham Hill, to win from Jim Clark's Lotus. JYS was officially placed sixth and returned the next year but failed to finish (classed 18th) again with a Mecom Lola. He should have driven an STP Lotus 56 Turbine car along with Clark and Hill in 1968 but Jim was killed in an F2 at Hockenheim and Jackie broke his wrist testing an F2 Matra at Jarama. He never raced at Indy again." So, there you have it, from Mr Cole . . .

To this month's competition, then, to win one of Page & Moy's superb £40 travel vouchers. This month, a famous saloon racer – come on, you recognise that youthful face! – but taken some time ago in a rather perilous condition. Who is it, what, where, and when? Send your answers on a postcard only please to *Who, What, Where, When?* Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW2 5EH. Entries to reach us by last post on May 29. Happy hunting! PS: If you can tell us who's in the Escort, all the better!



Up, up and . . .

Keep your eyes looking skyward this summer for Colt Cars's red and white hot air balloon, piloted by experienced Bristolian Philip Clark (holder of the British distance record – 350 miles in 11 hours).

The balloon will be floating above many of the major agricultural shows, including the Royal Show at Stoneleigh, as well as such occasions as the Bristol Powerboat Grand Prix, the Rotherham Motoring Weekend, and the International Motor Show at Birmingham's NEC.





The Rutherford approach to rallying was always spectacular! This is him on the York National in 1979 with the Mazda 323, co-driven by Bryan Harris. Below: The man himself.

Back in the old routine

It is difficult to believe that Willie Rutherford has only been in stage rallying a shade over 10 years. The personable man from Hexham in Northumberland seems to have been a part of the scene for many years longer. When he returned to the National Rally Championship at the start of last season, it was almost as if nothing had changed.

But things were very different from his first steps into stage rallying with a Ford Anglia. He had driven Escorts, Porsches and Mazdas along the way but was now at the wheel of a four-wheel drive Sierra Turbo and on his way to a near fairy tale comeback, narrowly missing the title last year. For 1986, the Sierra has given way to a Metro 6R4. How does Willie see the sport today?

"This year's Marlboro/AUTOSPORT National Championship has taken a big step forward," considers Rutherford. "The entry lists – particularly the Granite City Rally with 145 starters – are tremendous. There is so much being done to promote the championship and the sport in general that rallying is now moving into a much more marketable arena than ever before.

"The interest being shown in the series by manufacturers is encouraging and I believe that there are far more opportunities today than for many years."

But the cars that are contesting the 1986 National Championship are a far cry from the Ford Anglia with which Willie made his first steps back in 1975. In his opinion, is the sport more competitive?

"The quality of equipment that is available at all levels is far better than before," he considers, "but the desire to be competitive is no more and no less. There has been a general increase in the standard of car preparation all the way through the field, as far as I can see, and

that is reaping its own rewards. Sponsors are more willing to back drivers who are making efforts to properly prepare cars and manufacturers are also more keen to get involved these days. I was at a recent meeting to discuss the championship and I was encouraged by the interest shown by the manufacturers."

But the criticism still remains that the latest breed of supercars, even the 'Clubmans' Metro 6R4 with which Rutherford is competing this year, is further widening the gap between the top drivers and those who aspire to be so. Does Rutherford agree?

"When I first started rallying with the Anglia, I would probably have felt that way about the top cars. I would perhaps have wanted the National Championship to ban things as advanced as the Metro 6R4. But, over the years, I came to believe that there must always be something to set the standard to which one should aspire. The presence of cars such as the Metro in the championship, I feel, give the series credibility and pro-



vides a target for other drivers to aim at. There are plenty of rally championships in this country and if drivers don't like competing against these exciting new cars, then they should take another route.

"But, I think that most serious drivers are quite happy to chase us and show the manufacturers what they can do. After all, look where the entries are..."

Would Rutherford, therefore, rush out and buy a Metro if he was starting his rally career in 1986?

"If I was in the position of a young driver, trying to decide what car I should use to get the best out of my abilities, I would apply the same principles today as I did 10 years ago. I would select the car that I knew I could afford to run to a very high standard. It really doesn't matter what car that is, so long as it can be run properly. It would be no good whatsoever trying to run a 6R4 if I could barely afford to buy the thing in the first place.

"We started with an Anglia at a time when, perhaps, we would have preferred to have an RS2000. I couldn't afford to run the Escort to the same standard as the Anglia and so that was where we started. It seemed a funny route at the time, but the car was run, as well as we possibly could and it was perfectly all right for us to have our first accidents without ending our competition career immediately."

Before very long, Rutherford's choice of car began to reap unexpected rewards. When the Anglia finally cried enough - after two separate rolls on the Autumn Stages in 1976 - a Mazda RX-3

... there are far more opportunities today than for many years."

was acquired and the Anglia running gear coerced inside. This creation was unleashed on an unsuspecting Castrol/AUTOSPORT series in 1977 and, after banging and crashing its way round the country, the car took Willie to 13th overall. The following year saw Rutherford build a 323 for the season; "A desperate motor car," as Willie recalls, "but one which enabled me to go rallying again."

In fact, as this 2.6 litre, rotary engined machine was unique in being the only one outside Japan, the factory were taking an interest in the project. Again - as our picture files embarrassingly reveal - the car was frequently involved in 'brushes' with the scenery, but brought fourth place (behind the likes of Vatanen and McRae) on the Lindisfarne after another roll.

"We had a good relationship with Mazda," explains Willie, "and they asked me to build a 626 for them. We were to do some International events at their expense to see how good the car might be. I also persuaded them to help fund a proper Group 4 Escort so that we could have some sort of comparison between the two cars, which they kindly agreed to do."

It was a fairly momentous period for Willie as, on the Mintex Rally at the start of the 1980 season, the Escort was leading the event quite comfortably, until ignition failure in Dalby slowed progress and allowed the established names to grab Rutherford's rightful glory. The Mazda proved to be a well handling car but its lack of power kept it down the order on most events. During his days with the Mazda and Escort projects, Rutherford had been linked



The Mintex Rally in 1980 saw Rutherford heading the superstars with his Escort RS until electrical failure left the regular faces to take the glory.

with both Bryan Harris and Hugo Kennedy (the Ken part of Kenord Motorsport that had looked after the cars), each of whom would play a significant part in Rutherford's comeback last year.

But, when things were looking bright for Rutherford, fate (which had so far dealt a reasonable hand) stepped in with dramatic effect. Willie was invited to participate in a Rallysprint at Lambton Lion Park, near Newcastle.

"We were chasing the £500 first prize which was there for the taking," recalls Rutherford. "But we had a big accident, meeting another car head on when we both left the road at the same time on a narrow part of the course, and the car was written off. The whole thing cost around £15,000 and brought my rallying to an immediate halt."

Rutherford admits that he desperately wanted to continue in the sport but was equally sure that finances would not stretch to replacing the car. "I tried to get back, but the cost was just too high. While the desire to go rallying again was still there, I had begun to think that I would have to force it out of my system

for ever. And then, out of the blue, I got a call from Hugo - with whom I had lost touch - and he needed help."

The R-E-D team, where Kennedy now worked, had been testing their four-wheel drive version of the Sierra 4T in Kielder. The car had been damaged and needed garage work. Willie's premises were to hand and the old pals act went into action.

"Dave Campion, by way of thanking me for my help, offered me a ride up the road when the work was done. I was too busy to take up the offer at that moment so I went along to a test session a little while later. Roger Clark and Louise-Aitken Walker were there and, afterwards, Dave asked me if I fancied a drive in the car. Naturally I grabbed the chance and I took Dave through the stage. A week later, he was on the 'phone to offer me the drive for the 1985 Shell Oils/AUTOSPORT Championship. It was like a dream come true and I accepted immediately, taking up the offer from the York National onwards.

"There was no question of firing up my own enthusiasm for rallying after

that gap. I had always wanted to get back into the sport, but had begun to give up hope of actually doing so."

Was it very different from how he had left it those four years earlier?

"The pace actually seemed about the same as I recall. Relatively speaking, there are no more talented drivers around today than when I left the sport but the main change, of course is in the quality of equipment. With the sort of cars that we have today, it is a lot easier to be competitive than before."

Rutherford admits that he was not keen on tackling this year's National Championship. "I felt that, having done everything last year, with the exception of actually winning the series, there was little point in another year at the same level. But, the team had now switched their allegiance to Austin Rover and that meant the Metro 6R4. The whole package was geared for the national series and it was therefore better to stay where we were for another year."

Sanyo stepped in as sponsors for the project, a deal that owes much to previous connections. They were involved recently with the Group A racing Rovers and, by past links with Tony Fowkes's Escort, they were no strangers to rallying or Bryan Harris - co-driver for Fowkes and now Rutherford's right hand man again.

"I am now back, doing what I wanted to do all along," confesses Rutherford. "Competing with a professionally run team, in an organised manner, at the highest level that we possibly can, is what we have always set out to do. If someone offered me a works drive, I would take it immediately. If there was a chance to do World Championship rallies, I would grab the chance.

"You just have to make the best of every opportunity. I started rallying with, like many others, the naive belief that, if you did something spectacular on a rally, you would immediately be offered a works drive. That Mintex rally proved how wrong we all were..."

It is refreshing to talk to Willie.

The big Mazda 626 handled well but lacked power. This 1980 Manx shot seems to belie the story...





Last year saw Rutherford at the wheel of the R-E-D 4x4T (above, winning the Granite City Rally) narrowly missing the title, while for 1986 he is at the wheel of the Sanyo Metro 6R4 (below).

There is an abundant enthusiasm for a sport where complacency and politics have taken over from the enjoyment aspect. High finance has brought its own pressures, but Rutherford remains a true enthusiast, determined to succeed but equally concerned with just being a part of the scene in a professional manner.

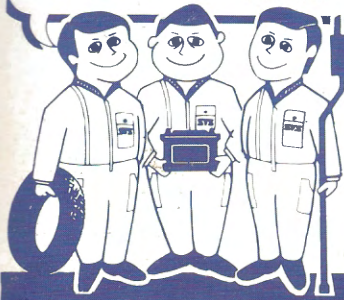
How then does he view his chances on this year's Marlboro/AUTOSPORT National championship?

"Logically, we should win it comfortably. We have the experience and the car, coupled with a well organised team behind us. Our main threat is Andrew Wood in the Manta. His car is not as competitive as ours, but it has years of development behind it and is extremely reliable. His results have already shown that he has a great deal of ability and that is where the strongest challenge to our championship hopes is likely to come from.

"But you have to believe in your own ability, or you are on a hiding to nothing. You are bound to have a few doubts along the way when things go wrong, but you cannot let them get you down. As for myself, I want to see just how far I can go . . ."



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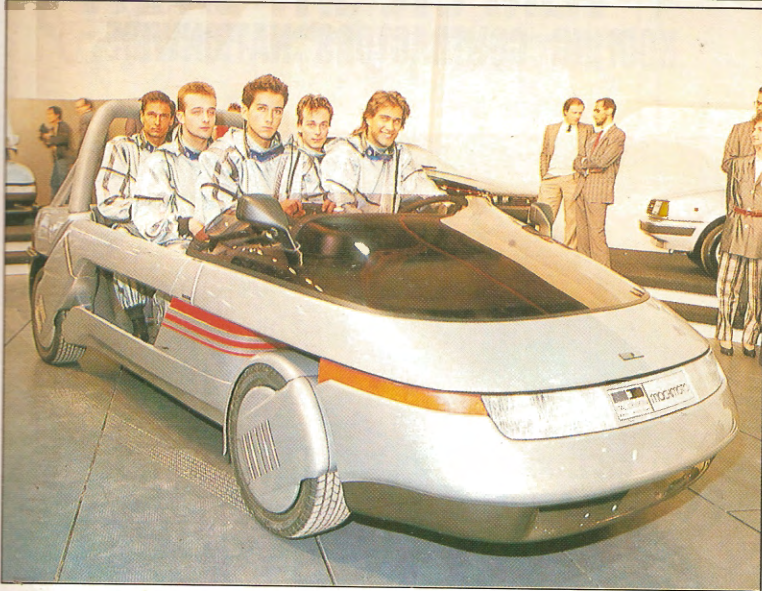
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ROOFING MITSUBISHI STARION TURBO

By **MIKE McCARTHY**



Above: Itai Design's amazing Machimoto, half motorbike, half beach buggy. Right: The British Alien, a way-out design study, which gave the Italians something to think about.



Comedia dell'arte

It was exceedingly difficult to take the Turin Motor Show too seriously. Two explosions from over-worked electrical junction boxes in the old Fiat factory (which plunged the coachbuilders's hall into laughter and darkness) seemed to sum it up.

After all, how do you take (for example) Itai Design's Machimoto (or it could have been Machomoto)? It looked like two three-seater motorbikes joined together side by side, and ensconced thereon were a team of male models who were straight out of *Star Wars* . . . Then there was our own UK-based company IAD, whose Alien was intended to 'Out Countach the Countach', and by heaven they succeeded, much to the chagrin of the Italians. On the production side the only

really new car was a Lancia. A Lancia with a Ferrari engine, mind you. Nothing, you may say, too unusual about that – but this one is a front-wheel drive machine with 200-odd bhp.

Turin, though, is the show for the coachbuilders, for dream cars, not grey porridge, and once again the likes of Pininfarina, Itai Design, Bertone and so on provided the entertainment value that is a highlight of the Italian show. Interesting, though, was the British undercurrent. The Alien and Rover's CCV design study gave a fairly strong indication that the Brits are to be taken seriously. Pity neither were runners, however, unlike the Italian offerings – and, much more significantly, the Japanese show cars we've seen in the last few months.

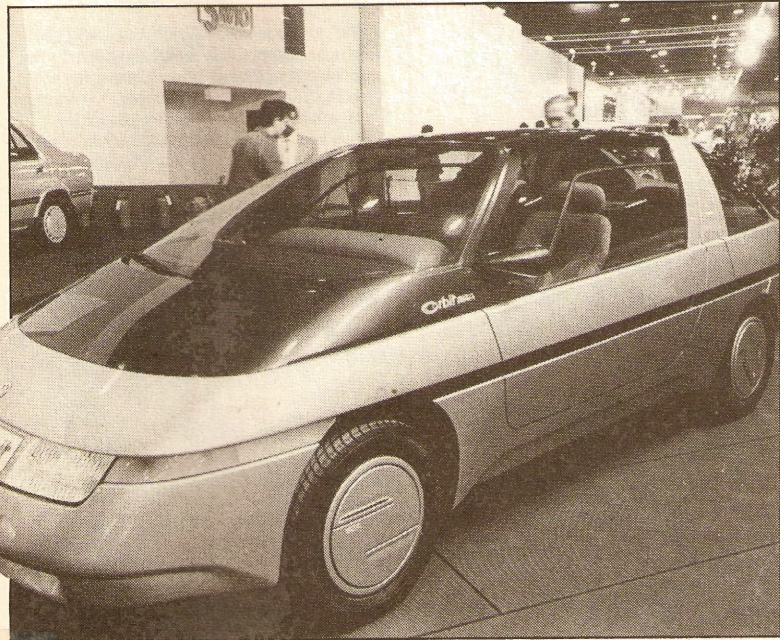
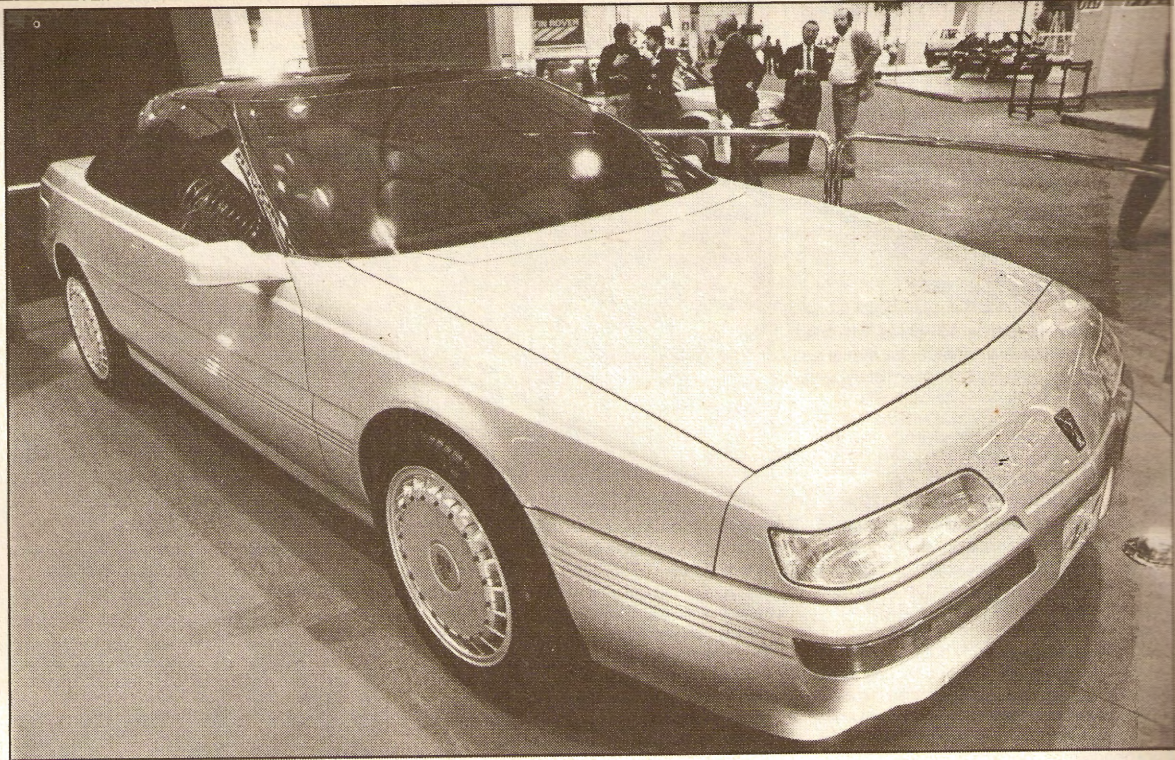
Left: Pininfarina's clean coupe and sportscar on Alfa mechanicals – replacements for the long-lived and much loved Spider? Right: Bertone's Citroen-based Zabrus was slippery, functional – and bland . . .



Austin Rover were one of two British companies which took on the Italians at their own (styling) game at Turin. From Roy Axe's design studios came the CCV, or Coupe Concept Vehicle (right), and AR make no secret of the fact that it is based on the upcoming Rover 800. The CCV is no more than a beautifully finished and trimmed shell, but wheelbase is the same as the 800, and power unit, suspension and chassis could be straight from the same model.

The shape is undeniably sleek, with a predicted Cd of 0.27, and has a strong AR family image. The roof, in particular, is very much like that of the EX-E: flushed glazed with a ceramic coated polycarbonate roof panel. The slim homofocal headlamps allow a smooth nose, and both front and rear are designed to American standards with moulded impact absorbing structures. Inside it's a full four-seater with luxury galore everywhere.

To our eyes it is very pretty – and above all practical. It looks as if it could really go into production, and isn't either just a 'pure' shape with all the idiosyncracies that implies, nor a gewgaw-laden blob where 'touches' – a favourite phrase among stylists – dominate.

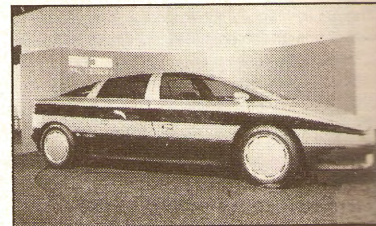


Ital Design's Machimoto is another device that cannot be taken seriously. This motor-car looks like a couple of motorbikes slung together, but is in fact powered by one of VW-Audi's Golf GTI 16-valve engines, complete with transmission and front suspension. I can but quote the company's own press release to describe the absurdity of the whole concept: 'Neither car nor motorcycle, Machimoto (whose name derives from a combination of 'macchina', car, and 'moto', motorcycle) is the running synthesis of these two types of vehicles. It retains the car's mechanical layout, floorplan/platform concept, stability and safety, with the motorcycle's system of sitting astride a long saddle and sensation of riding in the open air. Machimoto is not a trifle nor an idea meant to cause amusement (oh, how sic!) . . . Giugiaro drew inspiration for its research from products such as the dune buggies of the seventies, and then set about making them more 'sociable' etc . . .'

To be honest, I'm not sure that either of Ital's other models are going to be regarded as classics in time to come. The Incas was a development of the Maya (right) we've seen before, and is basically a four-door super-slippery saloon powered by an Oldsmobile experimental four-valve 2260cc four-cylinder engine placed sideways

across the tail. The shape is undeniably smooth – but also undeniably mediocre, a sort of play-it-safe, follow-the-trend teardrop with a few of those important 'touches', such as the glass inserts in the doors that follow the section that runs from front lights to rear lights, and a sort of aircraft steering handlebar/joystick control in front of the driver . . . Yawn.

The other offering is a variation on the Renault Espace theme, a sort of compact space-wagon based on Golf Syncro mechanicals and called Orbit (left). Frankly both Incas and Orbit were boring: could it be a case of Ital Design overkill leading to the unpredictable becoming too predictable? The only interesting fact to emerge was that the Incas has more than just a power plant injection from GM . . .



Ghia's stand had two vehicles on display. One was Ford's concept car of the future, Probe V, which we've seen before but which looked absolutely stunning in a deep shade of red instead of its previous silver . . . The other was an estate car, called the TSX-6 (right), which really had very little going for it. The bulbous nose was simply clumsy, while the complex seating arrangement, involving three rows of seats and a raised roof, didn't seem to do very much more than the average Peugeot 505 estate. A clever 'touch' – that word again – was the way the rearmost part of the roof could slide forward and the bottom half of the tailgate fold down to give a pick-up type of layout.

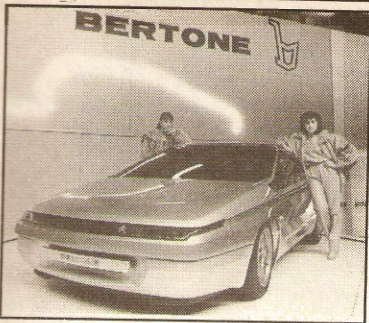
But one touch doth not a break-through make. To be honest, compared to the Granada, the TSX-6 looked positively old-fashioned . . .



Almost unnoticed on the Maserati stand were some minor changes to the styling (below). Look closely and you'll see wrap-around lights – very BMW – and what you can't see is a cleaner rear three-quarter and tail as well.

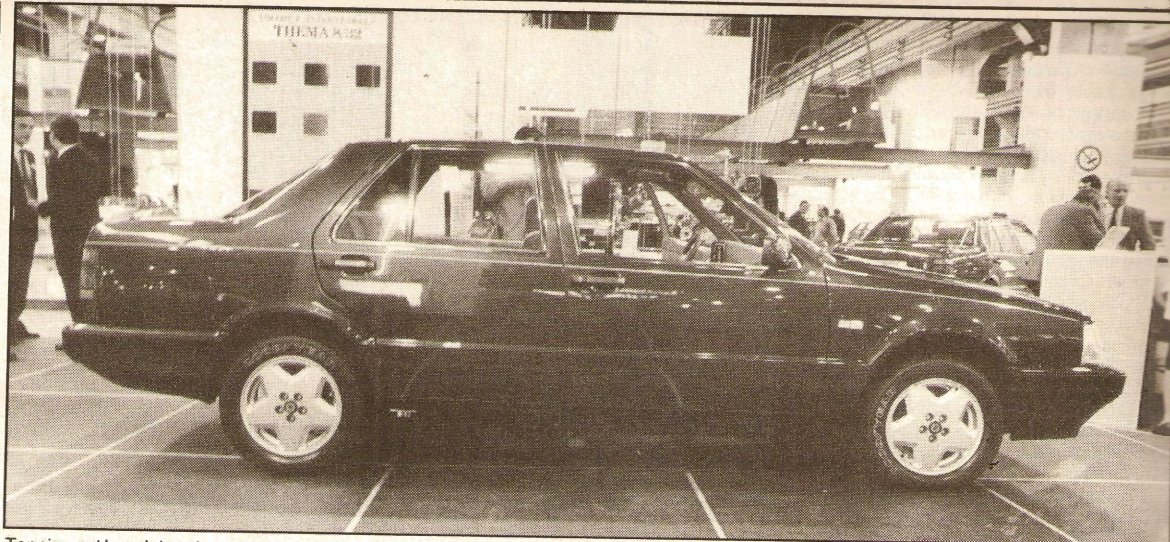
New at the show – but not on display – was the 425, a four door with a 2.5-litre engine. There was also a display head which showed how their six-valve porting (that's right, six valves) worked, and it's all very simple with a rocker shaped like a fan, the narrow end acting as the fulcrum, the broad end as the tappets . . .





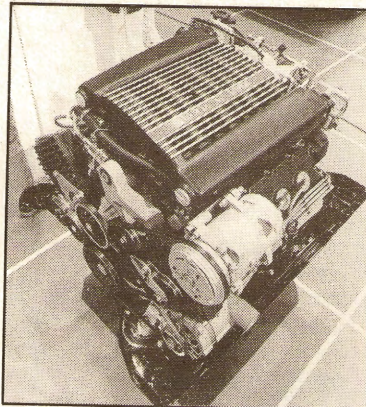
Bertone's offering was called Zabrus, which is apparently a beetle of the Carabidae family that inhabits Europe, Asia Minor and Italy, and its sole claim to fame is its characteristic wings which rise vertically and enable it to travel long distances. In other words, like the Scarabeo of some years ago, based on the Alfa 33, the Zabrus (above) is a way-out styling exercise with a beetle name, but this time based on Citroen BX-4TC four-wheel drive mechanicals.

It's streamlined, certainly, and smooth, with lots of clever touches such as doors that rise like its namesake - vertically - and just like those of the Countach, another Bertone design. It is also undeniably boring, combining almost all the styling clichés we've seen over the last few years such as the air deflectors behind each front wheel arch and in front of the rear ones, the line that takes in the front headlamps, sweeps down the side and blends into the rear, the semi-hatchback look that's in production on the Honda Aerodeck, and the drop-line between windscreen and side windows. Not even seats which are positioned by a system of infrared ray cells automatically for correct height can detract from the fact that the Zabrus is, sadly, bland and uninspired. Bertone could do better...



Topping out Lancia's saloon car range is the stunning new Thema 8.32 (above). The name doesn't refer to the time it was built, but to the engine: a V8 with 32 valves, last seen in the Ferrari 308. It produces 215bhp at 6750rpm, and no less than 210lb ft of torque at 4500rpm. But Lancia claim to have 80% of that peak from 2500rpm on. Mods to this engine for the Lancia application include a 90deg throw crank in place of a 180deg device in the interests of greater smoothness plus changes to the lubrication system.

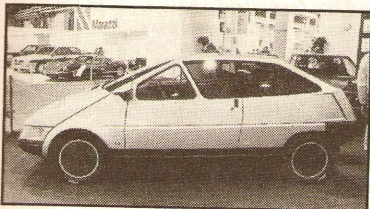
This voluminous power plant (right) fills the Thema's engine bay and puts its power down to the front wheels via a beefed-up Thema gearbox. Not surprisingly, the Thema's all-round MacPherson strut suspension and disc brake set-up have come in for attention too, while ABS is standard, a first for an Italian car.



Light alloy wheels are Ferrari five-spoked in shape, and carry 205/55VR15 tyres.

Lancia claims a maximum speed of 240kph (150mph) and a 0-100kph (0-62mph) time of 6.8s which makes it one very hot saloon. And it's all done through the front wheels, so we look forward to driving it with - er - interest, shall we say. And it's going to be fairly exclusive, with output between 1100 and 1200 for the first year, and each will be made to individual requirements - there'll be no stockpiling.

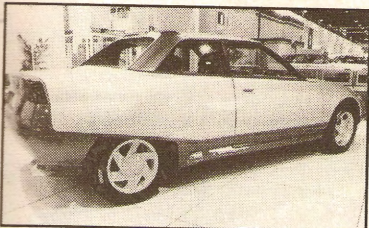
No price has been quoted, but it won't be cheap, and there'll be relatively little external identification: those Ferrari wheels, a mildly modified nose and front bumper, 'miniskirts' as Lancia delightfully call them down the sides and rather special badges at front and rear. Sounds ideal for a superb Q-car...



The name Maggiora may not be famous, nor that of designer Paolo Martin, but in fact much of their work has been seen before.

Maggiora were founded in 1925 and have produced bodywork for such famous cars as the 1959 Touring-bodied Alfa 200, the Maserati Mistral, and, currently, the Bitter saloon and coupe (assuming Bitter keep going).

Paolo Martin, their designer, has such notable machines under his belt as the Pininfarina BMC 1800 (a predecessor of the Citroen CX in shape) and the interior of the Rolls Carmargue. It seems a shame, then, that the best they could come up with was a curious little coupe whose front door line, with its over-emphasised quarter light, merely gave it an exceedingly awkward look...



Following the trend, Michelotti's show car, based on the Toyota MR2, had very little to recommend it. The MR2 is not particularly good looking - there's too much fussy detail for that - but Michelotti's version is even uglier.

However, the over-heavy look of the tail is neatly matched by the rotundity of the lights in the nose. Give us the original - please.



You can't call it pretty, can you? Stunning seems appropriate, as does exaggerated; or wild: all are accurate descriptions of International Automotive Design's Alien.

Don't take it too seriously. As one of IAD's designers said, it was an attempt to 'out Countach the Countach' and in that they have succeeded. There's a bubble front and a

separate power module at the back, handlebar type steering, a fixed driving position with moveable pedals, in-door minor controls, inflatable seat cushions - gizmos, in fact, all over the place.

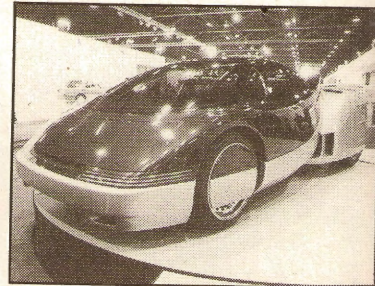
But the purpose behind the Alien is to demonstrate the company's skills - and if you think they're a tin-pot outfit, think again.



Two that caught our eye were a neat little beach car based on the Fiat Uno, complete with wicker seats and timber bumpers and side strakes (right), while the other was... well, different. How do you fancy an armour-plated Fiat Panda?

Yes, that's right, an armour-plated Panda... Don't ask us why, or what happens to the performance, but we did notice the manufacturer in deep discussions with a Belfast journalist, and wouldn't it be sensational in London traffic?

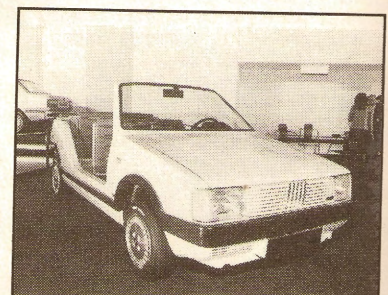
No taxi or bus driver would mess with you...



Obviously the work they do is, on the whole, secret - but they employ more than 570 people and they've just been conferred with the Queen's Award for Export Achievement. They rank up there with Pininfarina, Ital Design and the others...

As to the Alien itself, it is highly unlikely it will ever see production. More significant is that the designer of the exterior, Martin Longmore, is an ex-Formula Ford and F3 racer. In other words, he knows about dynamics as well as looks. Significant, too, was the fact that on the IAD stand there was a Metro 6R4, one of the ugliest cars to appear in a month of Sundays. They didn't display it as an example of their styling work but to show what they can do in the field of real life.

I predict we will be seeing a lot of IAD in years to come...





Lydden Hill 1985: Alamaki leads Bolneset and Welch, the Finn going on to take the European Rallycross title.

Matti: A pot for Pori

Valkenswaard, Holland 1985. The European Rallycross Championship had just ended and 'Mr Rallycross' Martin Schanche had been stripped of his title by the normally quiet Finn Matti Alamaki. Not today though. The new Champion was overcome with emotion, his supporters ecstatic at this popular victory. A week earlier, though, Alamaki had given up all hope of winning following a disastrous penultimate round in Germany. But now it was a different story. The weeks of preparation the previous winter had paid dividends, and the European title was, finally, his.

Few in Britain know much about this tall, blond driver from Pori in southern Finland, a fact made worse by Alamaki's inability to speak English. So *AUTOSPORT* recently decided to look into the background of this rapid Porsche pilot, and see how he intends to defend his European rallycross title this year.

Now 30 years of age, Matti Alamaki has lived in Pori all his life, having been born there in the winter of 1956. His family owned a haulage firm and following the death of his father, Matti's mother took over the task of running this business. With his keen interest in engineering, it wasn't long before Alamaki was brought in to lend a hand and he is now in charge of the service department that looks after the company's fleet of trucks. A bachelor until last year, Alamaki married early in '85.

At the age of 20, Matti made his first foray into motorsport, but only on a very small scale - with model cars, or microcars as they are called in Finland. The Finn proved very good at microcar racing and was soon recruited into his national team. Two years later, in 1978, Matti had moved on to the real thing, ice-racing on the frozen Finnish lakes in a Group 1 Sunbeam Avenger. The transition to rallycross came a year later and after being placed third in 1980, in '81 Alamaki became the European Champion (GT Division) driving the Happy-time Porsche, taking the title from Swede Olle Arnesson who had been top of the table the previous two years.

This was at the time when the series had been split into two classes and while winning the GT Division was no mean feat in itself, the class often suffered

from poor entries so the 'true' Champion was always seen as coming from the touring car division, where Schanche often ruled. For '82 things changed. The GT cars went back in with the saloons and two new classes were created: Division 1 for Group A cars; and Division 2 for Rallycross Specials/Group 5 cars. It was this year that the Audi Quattro appeared on the rallycross scene, Austrian Franz Wurz using such a car to claim his third EC title following a year-long battle with Schanche. Suddenly four-wheel drive was the order of the day but it was to be some time yet before Alamaki would have his new supercar ready. Firstly, finance had to be found. However, results speak for themselves and as the Quattro continued to rule and everyone began changing over to turbo power, it quickly became obvious to the Finn that something rather special was needed to combat the likes of Schanche, with the 4WD turbo Xtrac on the way.

Back to the time of Wurz's victory, though, and after continuing for a while with his normally-aspirated Porsche 911, with backing now from Marli, Alamaki also changed to a turbo power unit. But, with only fifth and seventh places in the Euro series in '82 and '83, the time had come finally for a change.

Fellow countryman Seppo Niittymaki was already running a twin-turbo engine specially built for him by the Porsche factory, but Matti decided to tackle the problem from a slightly different angle. Rolf Nilsson was the first to debut a four-wheel drive Porsche, at the French EC round in June '84. But, following a long summer break, Matti had his new machine ready for Arnedonk in Bel-

gium. It, too, had 4WD, but the engine was something special: a 3.3 twin-turbo unit (ex-Joest) from a 935 Porsche of the former Deutsche Rennsportmeisterschaft. True power output was a staggering 750bhp and the new car took Alamaki straight into the 'A' final. Niittymaki, who was also debuting his 650bhp 4WD Porsche, fared much worse, his engine suffering internal damage when a timing chain tensioner broke during free practice.

It took Alamaki a few meetings to master his new mount but at the British EC round at Lydden Hill of that year, the Finn adequately demonstrated the car's potential when he shattered Walter Mayer's track record by a staggering 5.5secs. In the end, though, with his clutch on the way out, Matti had to take second place behind Niittymaki, and another second, to Schanche in Germany, and third in the final in Norway saw Alamaki placed fifth overall again in the Euro series.

The Finn was not happy, though. The balance of the car was not quite right,

and the front wheels spent too much time off the ground so that little advantage was being gained from the 4WD. His driving, too, could be better, he decided. So, over the winter of '84/'85 Alamaki tucked himself away to do his sums. Weight distribution on the car was sorted out, suspension and brakes altered to match the car's performance, and from the moment the car appeared for the first round of the 1985 EC series, Matti immediately looked a favourite for the title.

Rapidly, his confidence in the car, and consequently his driving ability, grew, until last year Alamaki became the fastest Porsche driver on the track. He won in Finland, France and Belgium. But, more importantly, Alamaki won when it really mattered - at the European Final in Holland. The title was going to Finland.

What of Alamaki's chances of retaining that title this year? In '85 the European championship fight was between three drivers: Schanche, Arnesson and Alamaki. This season looks like being a repeat performance. The EC series starts at Horn in Austria on May 04 but surprisingly, Schanche will be missing that one as his Group C racing commitments means he will be at Silverstone. Not that this will worry the four times former champion. He never has any luck in Austria anyway!

Arnesson will be there, though, hopefully with his new 20-valve A2 Quattro. Niittymaki has a new Xtrac, his Porsche having been bought by the newcomer of 1985, Finn Jukka Peltari. Alamaki himself was hoping to have a new Peugeot, but this was not to be as the factory could not promise the champion a new evolution two engine. Matti still has the use of a factory car if he wishes, with the old engine, at selected non-championship events this year.

With the new Group B weight limits coming into force this year, Alamaki has prepared a completely new 4WD twin-turbo Porsche, but with a smaller engine, thus saving about 100kgs. The size of this one is 2.8-litres but with power output in the region of 600-700bhp, so his chances of retaining the title look good indeed. Support for Alamaki's title defence this year comes from North State, the cigarette company. Battle for the 1985 European Rallycross Championship commences this weekend, with Trevor Reeves hoping to uphold British honours in Group A with the Ford Escort RS Turbo. A number of other British drivers will also be there including John Welch, so it promises to be another exciting series. ■

Alamaki celebrates his Euro title at Valkenswaard in Holland.





NATIONAL RACES

McGarvell

INGLTON, Apr 20: In this, the opener for Scottish Championship events, Tom Bell in his Chevette joined a host of established names on the winner's rostrum for his first time, having erupted from the grid, in pursuit of Ray MacDowall. As Bell took the lead, David Leslie pulled out of third place when Howard Fowler's Capri suffered ignition failure, his demise elevating the Iain Gardner and the duelling Bruce Lyle and Olly Ross, the trio losing their

David Carvell is led by Dave Loudoun on the opening MG Metro lap.



INGLTON

SMRC

The Appleyard Challenge for Modsports & Saloons (12 laps) – overall: 1, Tom Bell (2.3 Chevette), 11m32.3s; 2, Ray MacDowall (2.2 Sunbeam Lotus), 11m33.3s; 3, Allan McGregor (1.6 Caterham 7), 12m02.0s; 4, Bruce Lyle (1.6 Ford Fiesta), 12m03.2s; **Sports cars:** 1, McGarvell; No other starters. **Fastest lap:** 58.7s, 63.17mph (record). **Saloons up to 1600cc:** 1, Lyle, 2, Olly Ross (1.6 Ford Fiesta), 12m06.9s; 3, Iain Gardner (1.6 Autokit Peugeot 205 GTi), 12m08.1s. **Saloons over 1600cc:** 1, Bell; 2, McDowall; 3, Radovan Saraflovic (2.2

Sunbeam Lotus), 12m24.1s; **Fastest lap:** McDowall & Bell, 56.7s, 65.40mph (equals record). **Tom Brown FF1600 Scottish Junior race (12 laps):** 1, Andy Sim (JBM SL Reynard), 10m48.5s, 68.61mph; 2, Georgie Taylor (Royale RP 33), 10m50.7s; 3, Bryan Gowans (PRS RH1), 10m53.0s; 4, Derek Butcher (Reynard FF85), 11m07.1s; 5, Angus McPherson (Crossie 55FF), 11m08.9s; 6, Fraser Greenwood (Van Diemen RF82), 11m09.5s. **Fastest lap:** Sim, 52.5s, 70.63mph.

Sportstune GT race (12 laps) – overall: 1, Bill Paul (2.0 AC3000ME), 10m26.2s, 71.62mph; 2, Ian Forrest (1.0 Drambie Imp), 10m28.2s; 3, Eric Munnoch (1.0 Davrian), 10m29.1s; 4, Ricky Gauld (1.0 Davrian Mk 8), 10m33.7s. **Up to 1000cc:** 1, Forrest; 2, Munnoch; 3, Gauld. **Fastest lap:** Forrest, 51.8s, 72.28mph. **Over 1000cc:** 1, Paul, No other starters. **Fastest lap:** 50.7s, 73.14mph.

Esso MG Metro race (12 laps): 1, David Carvell, 11m46.2s, 63.0mph; 2, Chris Lewis, 11m48.7s; 3, Vic Covey, 11m49.0s; 4, Dave Loudoun, 11m49.4s; 5, Peter Baldwin, 11m58.7s; 6, Phil Manser, 12m05.2s. **Fastest lap:** Carvell, 57.3s, 64.71mph.

Saint Roques Automobile Sports/Clubmans Challenge race (8 laps) – overall: 1, Kenny Allen (1.7 Vision V84), 6m24.7s, 77.11mph; 2, John Fyda (1.7 Vision V85), 6m29.6s; 3, Eric Paterson (1.7 Vision V85), 6m36.4s; 4, Les Duncan (1.7 Vision), 6m36.9s. **Sports:** 1, Laurence Jacobsen (2.0 Chevron B16), 6m46.8s; 2, Keith Bowmaker (Lola 492). No other finishers. **Fastest lap:** Jacobsen, 49.4s, 75.06mph. **Clubmans A:** 1, Allen; 2, Fyda; 3, Paterson. **Fastest lap:** Allen, 47.0s, 78.89mph. **Clubmans B:** 1, Frank Lethbridge (1.6 Mallock 25B), 7 laps. No other starters. **Fastest lap:** 54.1s, 68.54mph.

Taggart Road Saloons up to 1600cc race (12 laps): 1, Gardner, 12m06.1s, 61.28mph; 2, Ross, 12m06.9s; 3, Lyle, 12m14.4s; 4, Alan Keith (1.6 Ford Escort), 12m29.3s; 5, John Irvine (1.6 VW Golf GTI), 12m41.9s; 6, Jimmy Fleming (1.6 Toyota Celica), 12m43.5s. **Fastest lap:** Gardner, 58.8s, 63.06mph (record).

Edinburgh Students' Charities Cup/McAndrews FF1600 race (12 laps): 1, Cameron Binnie (Van Diemen), 10m34.3s, 70.16mph; 2, Roy Low (Lola T644E), 10m36.3s; 3, Harvey Gillanders (Van Diemen RF85), 10m38.0s; 4, Sim, 10m50.0s; 5, Gordon Wilson (PRS), 10m52.8s; 6, Colin Birkbeck (Van Diemen), 10m53.4s. **Fastest lap:** Binnie, 52.0s, 71.31mph.

Dutton Forshaw Road Sports Car race (12 laps) – overall: 1, Stuart Gray (1.6 Caterham 7), 12m09.3s, 61.01mph; 2, Graham McCallum (2.7 Porsche 911), 12m12.7s; 3, Keith Scott (1.7 Dutton Phaeton), 12m20.8s; 4, Tom McCallum (3.5 Triumph TR7 V8), 12m22.7s. **Up to 1600cc:** 1, Gray; 2, Ed Chester (1.6 Dutton); 3, Simon Frost (1.6 Lotus Elan). **Fastest lap:** Gray, 58.4s, 63.49mph. **Over 1600cc:** 1, McCallum; 2, Scott; 3, McCallum. **Fastest lap:** Scott, 59.4s, 62.42mph.

Scottish FF2000 race (12 laps): 1, Tom Brown (Reynard0), 11m17.1s, 65.72mph; 2, Stewart Roden (Reynard), 11m17.6s; 3, Campbell Chisholm (Van Diemen RF82), 11m43.8s; 4, Sandy McEwan (Royale Irwin AH86), 11m54.8s; 5, Neil Cochrane (Reynard SF86), 11m55.1s; 6, Kevin McCormick (Van Diemen RF83), 12m03.1s. **Fastest lap:** Chisholm, 51.4s, 72.14mph.

Austin Rover Scotland Road Saloons over 1600cc race (12 laps): 1, Hugh Chalmers (2.2 Ecosse Chevette), 11m54.1s, 62.31mph; 2, MacDowall, 11m57.3s; 3, Bell, 12m01.5s; 4, Howard Fowler (3.0 Ford Capri S), 12m15.7s; 5, Andrew Jeffrey (Renault 5GT Turbo), 12m22.2s; 6, Ronnie Stahl (2.0 Ford Escort), 12m28.5s. **Fastest lap:** Chalmers, 57.8s, 64.15mph (record).

overall placings to the flying Allan McGregor, who slashed the lap record.

The lead in the Junior FF1600 race was disputed between poleman Georgie Taylor and Willie Rose, but it was Andy Sim who fought through, leaving a rejuvenated Bryan Gowans a close fourth. This quartet pulled out a big lead over the Crossie of Angus McPherson, but it was the pace of Derek Butcher which claimed fourth after Rose pitted with engine maladies.

Bill Paul stormed his Dumbuck Hotel AC3000ME away from the second place squabble in which the Drambie Imp of Ian Forrest vanquished the Davrian of Eric Munnoch leaving Ricky Gauld about 5secs in arrears, Martin Dunn the only other to complete the full distance.

Despite being pipped briefly for the lead by David Loudoun, David Carvell fought to the front of the Metro Challenge as local driver Vic Covey elbowed past Chris Lewis. Laurence Bristow flipped at Clock and Michael Green failed to complete a lap. Fifth was resolved in favour of Peter Baldwin from Phil Manser this leaving a lonely Derek Bowley clear of the battling Chris Gould and Roly Nix.

John Fyda led the smallest Clubman/Sports 12 lapper, but Kenny Allan slammed his 'old' Vision through as the



Forrest, Paul and Munnoch. Paul won.

Agra man struggled with an undisclosed problem, just holding off Eric Paterson and Leslie Duncan. John McGaughay had a fraught day, his Grid 001 suffering a persistent misfire in practice, then succumbed to a fractured rear upright. Laurence Jacobsen was threatening in the Chevron B16, heading Alex Dobbie and hillclimb exponents Alex Graham and Allan Johns. Alas, the race had to be ended after 8 laps to allow the fire engine to check out what turned out to be a hoax fire call in the McRobert Pavilion.

Olly Ross stamped his authority in the up to 1600cc saloon race, at least for 11 of the 12 laps, but his Fiesta was being caught by the 205 GTi of Iain Gardner, knocking a chunk off Bruce Lyle's lap record in his progress, the latter a subdued third, comfortably ahead of Alan Keith who also had an easy time after Mike Cannon was called in following a start incident which eliminated Robert Thomson.

The FF1600 runners are never to be outdone when it comes to spectacle, and it was to be so in their final. Cameron Binnie fought clear of Roy Low and Harvey Gillanders. Behind, there was an almighty scramble from which emerged Junior victor Sim, demoting Gordon Wilson and Colin Birkbeck, the latter overwhelming Bryan Gowans.

The road sports event provided Stuart Gray with another impeccable demonstration victory in the Caterham 7, while Graham McCallum took the larger engine category in second place, leaving the odd bodied Dutton of Keith Scott to overcome locking brakes just ahead of Tom McCallum, who did well to keep ahead of the charging Ed Chester. This left Simon Frost to sneak his yellow Elan past the Europa of Peter Jeffrey.

The FF2000 race missed Stephen Robertson after a practice crash, but recently appointed local Reynard agent Tom Brown battled clear of the black version of Stewart Roden, the pair well ahead of Campbell Chisholm and lawyer Sandy McEwan who had demoted Neil Cochrane, making his first appearance in this class with a new Reynard.

The closing race, for road saloons, found Hugh Chalmers ensconced in the Ecosse Chevette and in dominating mood he left Tom Bell to fight out second, and lose to the forceful driving of Ray McDowall. Howard Fowler used his Capri's power to overwhelm the Renault 5 GT Turbo of Andrew Jeffrey, while Ronnie Stahl kept his sliding Escort on the island for sixth place.

BILL HENDERSON

What about Boutwood!

LYDDEN, Apr 20: Peter Boutwood was on top form and scored an FF2000 double with his Lola T580, while Tim Barry gave his gorgeous ex-Chris Cramer March 76A its Lydden debut and walked away with the *Formule Libre* event.

Boutwood scored his first win in the Phoenix Banner-Towing Pre-'81 FF2000 round, which he led from start to finish, thus consolidating his championship lead. The personable Londoner was already four lengths ahead of Peter Ware by the first corner, and steadily increased that advantage. Ware was then forced to press on a bit when he realised that Tony Hancock's Reynard was gaining fast. Boutwood, despite understeer problems, went on to win by about 3secs. Hancock also drove well to close up to within two lengths of Ware at the end. After a race-long duel for fourth place Rod Townsend managed to maintain a slender advantage over Steve Fitzsimmons, whose similar Lola was suffering from chronic understeer.

The Modsports Challenge event was most unusual – both finishers drove Davrians! Only five cars started, with the Davrians of Richard Ridd and Ron Greenfield leading. But Greenfield soon dropped back because of a sick engine. Nevertheless, his second place seemed safe enough until Kevin Ginger (Triumph GT6) got the bit between his teeth. On lap 6 Greg Radley's Midget slewed into the bank at Pits Bend and came to rest dangerously close to the edge of the track. Pippa Jacobsen, who was going well with her Caterham Super Seven, arrived at the corner a shade too quickly, slid onto the verge just missing the abandoned Midget, and spun to a halt on the infield. And then there were three! But by this time Ginger's GT6 had caught up with Greenfield. As they sped down Hairy Hill for the last time the Triumph sneaked ahead down the outside, but Greenfield left his braking very late and claimed the corner. With his line taken, Ginger understeered straight on up. Final score: Pits Bend 3: competitors 2!

Derek Pullman beat poleman Roy Lewington (Lola T642E) away at the start of the FF1600 event, the latter spinning out at Pits Bend. Simon Sabel was therefore promoted to second place, and he put up a brave fight against Pullman, although he was never really close enough. Mark Pattinson held third place by dint of much squealing of tyres, and Doug Mitchinson finished fourth after Phil Jarvis had spun at Pits Bend.

There were so many entries for the Road-going Saloons event that they had to be split into two races, for cars up to, and over 1800cc. The larger category was first, and it was notable for the careless abandon with which the winner, Joss Ronchetti drove his Sunbeam Lotus. With one arm nonchalantly on the door, he attacked each corner as if it was a forest special stage. Inevitably, he spun through 360 degrees at Pits Bend, but was so far in front that he resumed without losing the lead. Boy's own staff for a boy racer! Gary Rock's well-driven, but slightly incongruous Datsun 240K held second place throughout, although he was under considerable pressure from Malcolm Jones. On the last lap of his first race, Ray Webb's 3.5 Rover SD1 finally managed to find a way past Patrick Grant's Opel Manta, but the New Zealander regained fourth place on the run-in to the flag.

The best race was the second round of the Flint Motor Engineers FF2000

AUTOSPORT, MAY 1, 1986

BRANDS HATCH: RACING DISPLAYS FF2000

Gachot breaks his duck

After threatening for so long, Bertrand Gachot finally scored his first victory in the Racing Displays series, the win taking the Belgian to the top of the table.

The moment qualifying got underway, Gachot was the man to beat. Pacific Racing boss Keith Wiggins was tight-lipped and would only say that a 'suspension tweak' had made his man happier, Gachot on pole by some 0.6secs. Sharing the front row was John Pratt, back aboard Louis Karmios's Reynard 86SF.

Mark Blundell was next, troubled by not one, but two deflating wheels during practice, while Madgwick charge John Alcorn had his Reynard 86SF a fine fourth, the plaster now removed from his broken wrist.

A tenth slower was Dave Coyne's Swift, the Camberley man sharing the third rank with Finn Tomi Luhtanen (who held the series lead with Paulo Carcasci prior to the race). Carcasci himself was a tenth adrift of Luhtanen and headed no fewer than four drivers all on 1m30.2s. Both Paulo and Tim Jones complained of down on power engines while Henrik Larsen and Jonathan Bancroft were next. Bancroft, however, was not to race (see *Sports Extra*).

The biggest talking point surrounded not what was going on out on the track but rather the activity in the pit lane. Since the events at Zolder a week earlier, there had been many a muttering about flat bottoms, and at 6.20 on Saturday, Race Director John Symes issued a notice informing competitors that all cars inspected after practice infringed the flat bottom regulations. With RAC man Peter Riches in attendance to specify what was needed, the expected decision to inspect the cars at Castle Combe on May 5 was *not* made and the teams were told that their cars would be inspected for compliance after racing on Sunday. This resulted in much hacking of aluminium and plywood (see *Sports Extra*) and even more speculation as to what was rigid, what was flexible and how hard you

had to hit a rigid object to make it flexible. Things were all a bit heated and mechanics had a busy night...

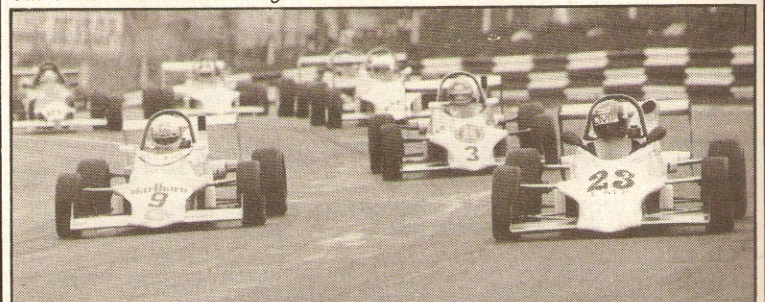
Come Sunday, attention turned to the race, and from his second successive pole position, Gachot made a fine start and simply drove away. To date the formula has been notable for close, fierce, battling but this time Gachot was gone. It was a virtuoso performance. 3.77secs clear after 3 laps, Bertrand was in a class of his own and left an understeering Pratt to fall into the clutches of Blundell. Mark forced inside John exiting Paddock on the fourth tour and set fastest lap while trying to get to grips with Gachot. The Belgian responded, though, reclaiming the point for fastest lap on the way to opening a 5sec gap by the flag.

Henrik Larsen had driven a storming opening lap with the Van Diemen before a wheel retaining bolt sheared and despatched the luckless Dane to the fence. This left Coyne, a gap to Alcorn, Carcasci, Jones and Luhtanen. This group caught backmarker Ron Bailey on the sixth lap and, going for the inside at Graham Hill Bend, Alcorn was forced to lift momentarily. It was enough to let Carcasci streak alongside and hold the inside for Surtees, the Brazilian taking fifth. Paulo then pulled out a slight margin and with the first four all secure, interest switched to the battle for sixth. Alcorn was reeled in by Luhtanen and Carville, the all Reynard train left to fight among themselves when Tim Jones went off on oil at half distance. Alcorn grimly hung onto his position, while further down Herbert's Quest - trying a new wing arrangement (see *Sports Extra*) and Rohan Onslow entertained until the latter spun at Westfield.

Nobody, though, was to take this day from Gachot unless it was the scrutineers. At the chequer all cars were ushered into *parc fermé* and drivers held their breath. About an hour later everyone, thankfully, was given a clean bill of health.

TONY DODGINS

Gachot and Pratt battle it out through Paddock. Blundell watches.



BRANDS HATCH

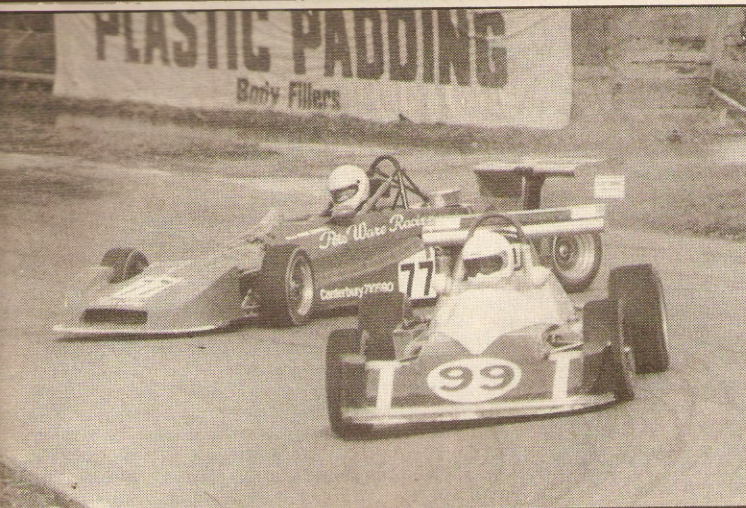
Apr 27

Racing Displays British FF2000 Championship, round 7

12 laps - 31.36 miles

Pos	Driver	Chassis/Engine	Result	Best lap	Qual	Pos
1	Bertrand Gachot (B)	Reynard-Neil Brown 86SF	18m04.5s	1:29.2	1:28.7	1
2	Mark Blundell (GB)	Reynard-Neil Brown 86SF	18m09.7s	1:29.3	1:29.5	3
3	John Pratt (GB)	Reynard-Neil Brown 86SF	18m11.1s	1:29.3	1:29.3	2
4	Dave Coyne (GB)	Swift-Neil Brown DB3	18m19.3s	1:30.3	1:29.9	5
5	Paulo Carcasci (BR)	Van Diemen-Neil Brown RF86	18m24.7s	1:30.1	1:30.2	7
6	John Alcorn (GB)	Reynard-Neil Brown 86SF	18m27.7s	1:30.5	1:29.8	4
7	Tomi Luhtanen (SF)	Reynard-Nelson 86SF	18m27.9s	1:30.5	1:30.1	6
8	Bobby Carville (USA)	Reynard-Neil Brown 86SF	18m28.1s	1:30.1	1:30.6	11
9	Joachim Lindstrom (S)	Argo-Neil Brown JM17	18m33.4s	1:30.6	1:30.8	12
10	Johnny Herbert (GB)	Quest-Nelson SF86	18m37.8s	1:30.6	1:31.8	13
R	Tim Jones (GB)	Reynard-Neil Brown 86SF	6 laps - accident	1:31.1	1:30.2	8
R	Frank Bradley (GB)	Swift-Neil Brown DB3	4 laps - accident	1:34.8	1:32.9	16
R	Jeremy Payne (GB)	Reynard-Swindon 84SF	0 laps - accident	---	---	24
R	Oscar de Vries (NL)	Reynard-Neil Brown 84SF	0 laps - accident	---	1:38.3	22
R	Henrik Larsen (DK)	Van Diemen-Neil Brown RF86	0 laps - accident	---	1:30.2	9
R	Paul Thomas (AUS)	Reynard-Neil Brown 84SF	0 laps - driveshaft	---	1:32.3	15

Winner's average speed: 104.10mph. Fastest lap: Gachot, 1m29.2s, 105.4mph. Championship positions: 1, Gachot, 80pts; 2, Carcasci, 70; 3, Luhtanen, 66; 4, Blundell, 64; 5, Coyne, 61; 6, Jones, 57. Next round: May 05, Castle Combe.



Mark Rowsell spins behind Peter Northover in the Flint FF200 event.

championship. Again, Boutwood went straight into the lead, but this time he was challenged strongly by John Dickinson, who was back after a year's lay-off. On lap 2 Steve Holland managed to find a way past Steve Fitzsimmons to take third place, despite a slowly deflating rear tyre. At the same time, Glen Wallis and Steve Nicholls tangled at Chesson's Drift, Nicholls honestly admitting afterwards that he was "probably pressing on too hard on cold tyres". This promoted Tony Hancock to fifth, but he soon retired when the Reynard's battery caught fire! Derek Haimes and Pete Northover were next, battling hammer and tongs. In the closing stages Dickinson dropped back slightly as his engine began to lose its coolant, and he finished 0.5secs behind Boutwood. Fitzsimmons finished third, ahead of Holland, and Haimes held on to beat Northover by just half a length.

For once in a Special Saloon event at Lydden John Dewing's Imp was beaten away from the line, and Steve Harman and Howard Pannell were ahead of him as they rounded Chesson's for the first time. The Anglia-Jaguar of Graham Smith was next, closely followed by Les Mann. On lap 3 Dewing dived inside Pannell at the Devil's Elbow and then quickly caught Harman. After a lap to assess the situation Dewing nipped past and cruised home to win. Pannell drove spectacularly and well to finish a length behind the Imp.

As black clouds loomed on the horizon, Tim Barry, who was starting

from the back of the grid with the ex-Chris Cramer March 76A, was praying that it would stay dry. Fortunately for him it did, and the 3.4 Cosworth GA engine bellowed mightily as he snaked through the field. By the end of lap 1 the black March was chasing Melvyn Coon's Mallock for second place. Diving past Coon at Chesson's he set off after the leader, Peter Ware, finally surging past with a glorious burst of noise as they sped down Hairy Hill. From then on it was a formality for Barry, but Coon's engine was down on power and he dropped back to finish behind Steve Holland and Pete Northover.

The last race was for up to 1800cc Road-Going Saloons. Somewhat surprisingly, John Chambers led throughout. Ian Trodd continued to impress and he held second place ahead of the Sciroccos of Steve Pattinson and Tim Dodwell. Terry Back's Alfa Sud was challenging Dodwell in the early stages, and eventually he succeeded in passing the VW. But next time round the Alfa was pushed off into the startline marshals' post by the Honda Civic of Steve Jarvis, who had taken to the grass when being lapped by Pattinson, and jinked back onto the track at just the wrong moment. So Chambers cruised home to win from Trodd, Pattinson and Dodwell. John Groves's diminutive Metro lunged around the outside of the Elbow to pass Keith Oldfield's Audi 80GT, nosed ahead at the Hairpin and went on to finish fifth.

KERRY DUNLOP

BARC

LYDDEN

Phoenix Banner-Towing Pre '81 FF2000 race (15 laps): 1, Peter Boutwood (Lola-Neil Brown T580), 12m07.1s, 74.26mph; 2, Peter Ware (Lola-Neil Brown T580), 12m10.0s; 3, Tony Hancock (Reynard-Neil Brown 86SF), 12m10.5s; 4, Rod Townsend (Lola-Thorpe T580), 12m20.6s; 5, Steve Fitzsimmons (Lola-Minister T580), 12m21.9s; 6, Patrick Blakeney (Royale-Nelson RP27), 12m46.6s. Fastest lap: Hancock, 47.2s, 76.27mph.

Modsports race (12 laps): 1, Richard Ridd (1.0 Davrian Mk7a), 10m59.4s, 65.51mph; 2, Ron Greenfield (1.0 Davrian Mk8), 11m12.2s. No other finishers. Fastest lap: Ridd, 53.3s, 67.55mph.

FF1600 race (12 laps): 1, Derek Pullman (Van Diemen-Minister RF80), 9m53.2s, 72.82mph; 2, Simon Sabel (Crossle-Boss 25F), 9m56.3s; 3, Mark Pattinson (Royale - Luckhurst RP26), 10m10.2s; 4, Doug Mitchinson (PRS-Minister RH02), 10m26.1s; 5, Phil Jarvis (Lola-Rowland T342), 10 laps; No other finishers. Fastest lap: Roy Lewington (Lola-Minister T342E), 48.2s, 74.68mph.

Over 1800cc road-going Saloon race (12 laps): 1, Joss Ronchetti (2.2 Talbot Sunbeam Lotus), 11m09.8s, 64.49mph; 2, Gary Rock (2.4 Datsun 240K), 11m26.6s; 3, Malcolm Jones (2.0 Ford Escort RS2000), 11m27.4s; 4, Patrick Grant (2.0 Opel Manta), 11m46.4s; 5, Ray Webb (3.5 Rover SD1), 11m46.9s; 6, Steve Medhurst (3.0 Ford Capri), 11m48.2s. Fastest lap: Ronchetti, 53.6s, 67.61mph.

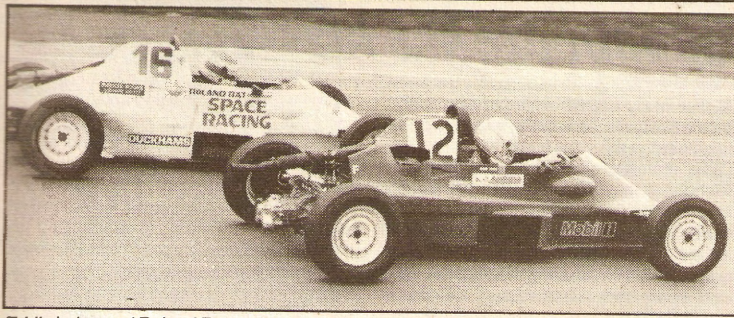
Flint Motor Engineers FF2000 race (15 laps): 1, Boutwood, 10m59.8s, 81.84mph; 2, John Dickinson (Van Diemen-Nelson RF81), 11m10.0s; 3, Fitzsimmons, 11m11.0s; 4, Steve Holland (Royale-Minister RP30), 11m21.0s; 5, Derek Haimes (Royale-Neil Brown RP27), 11m28.4s; 6, Pete Northover (Reynard-Minister SF79), 11m28.5s. Fastest lap: Boutwood, 43.0s, 83.72mph.

Special Saloon race (12 laps) - overall: 1, John Dewing (1.0 Hillman Imp), 9m49.4s, 73.29mph; 2, Steve Harman (1.0 Hillman Imp), 9m59.3s; 3, Howard Pannell (2.6 Alfa Romeo GTV6), 9m59.8s; 4, Graham Smith (4.0 Ford Anglia-Jaguar), 10m03.2s. Class A: 1, Pannell; 2, Smith. No other finishers. Class D: 1, Dewing; 2, Harman; 3, Les Mann (1.0 NSU), 10m03.7s. Fastest laps - Class A: Pannell, 49.2s, 73.17mph. Class B: Dewing, 47.5s, 75.78mph.

Formule Libre race (12 laps): 1, Tim Barry (3.4 March-Cosworth 76A), 8m39.6s, 83.14mph; 2, Ware, 8m47.9s; 3, Holland, 9m01.6s; 4, Northover, 9m06.6s; 5, Melvyn Coon (1.7 Mallock U-2 Chambercoo Mk20B), 9m08.8s; 6, Glyn Williams (1.6 Lola-VW T252), 11 laps. Fastest lap: Barry, 41.6s, 86.53mph.

Up to 1800cc Road-Going Saloon race (12 laps): 1, John Chambers (1.8 VW Golf GTI), 10m51.0s; 2, Ian Trodd (1.8 Ford Escort Mexico), 10m55.8s; 3, Steve Pattinson (1.8 VW Scirocco), 11m09.0s; 4, Tim Dodwell (1.9 VW Scirocco), 11m09.9s; 5, John Groves (1.3 MG Metro), 11m22.9s; 6, Jeff Bryant (1.5 Alfa Sud), 11m33.8s. Fastest lap: Chambers, 53.4s, 67.41mph.

BRANDS HATCH: RAC TT FF1600



Eddie Irvine and Roland Ratzenberger both ran well, but neither reached the flag.

I've seen that face before

Right now, there appears to be an air of inevitability about Jason Elliott. Such feelings are reinforced by last weekend's race at Brands Hatch which, although he never really dominated and which was a messy restarted affair, nevertheless saw Jason emerge with his fourth win from five rounds.

Jeremy Packer planted his Racefax Van Diemen on pole with a 1m37.2s, fully 0.4secs faster than Elliott, while Rick Shortle was impressive in the RCRS Reynard 84FF, using his circuit knowledge to hold the pole for 80% of the session. Peter Rogers shared the second rank with him in the Racing for Britain supported Laser HD86, the car only just finished in time.

Austrian FF1600 champion Roland Ratzenberger was next with his Geoff Cherry run RF86, a fine effort considering this was Roland's first sighting of the Brands Grand Prix circuit. A further 0.3secs adrift, championship second place man Philippe Favre pipped Gary Ayles' Quest for seventh. Gary would have been higher up, but for an off caused by a jammed throttle.

European opening round winner of a week earlier, Gerald van Uiter put the Marlboro-backed works Reynard 86FF on the outside of row 4 ahead of inaugural Portuguese champion Antonio Simoes and a returning Eddie Irvine, who was armed with the ex-Gary Thomas Van Diemen.

As the lights flicked green after what seemed an eternity, Elliott made the best getaway from his outside berth and rocketed into Paddock with Packer, Shortle, Rogers, Ratzenberger and Ayles snapping at his heels. Across the line for the first time and already Irvine was making strong progress, up to seventh ahead of van Uiter, Bottoms and Stapley. Up the hill to Druids, Kenny Brack had a lurid moment, the

Benetton bedecked Quest stuck in the gravel trap after a complete 360°.

Next time round, Elliott ran wide at Paddock and both Packer and Shortle were through in an instant. Rick immediately began to challenge for the lead, but, with the door slammed in his face at Graham Hill Bend, was slow along the following Cooper Straight and had Elliott dive inside him again at Surtees. van Uiter, troubled by recurring brake problems, was the next to make a mess of Paddock, immediately swallowed up by a whole gaggle of pursuers, the Reynard posting a retirement.

Peter Rogers had the Laser right with the lead trio, a small gap intervening before a heated battle featuring Ratzenberger and Irvine. Eddie nipped inside 'the Rat' at Graham Hill Bend and was the fastest car on the circuit at this point. Already we had lost Ayles and Simoes in an incident out at Dingle Dell, before Phil Andrews caused the race to be red flagged in what can only be described as the most comprehensive destruction of a Van Diemen yet seen (see *Sports Extra*).

At the restart, Elliott again headed the field into Paddock with Shortle stopped at the end of the pit road. Rogers, Packer, Favre, Ratzenberger and Bottoms followed, the latter pair getting a bit physical which led to Roland's departure with a bent track rod.

Quickly, Elliott and Rogers detached themselves with the Laser taking the lead in a brave lunge for the inside of Paddock. Elliott sensibly made room and grabbed the lead back in an equally incisive move at the same corner a lap later, this time around the outside. Further back Stapley ousted Bottoms but then lost it at Paddock, leaving Dewhurst and Polis unchallenged.

TONY DODGINS

BRANDS HATCH

Apr 27

RAC/Townsend Thoresen FF1600 Championship, round 5

10 laps - 26.14 miles

Pos	Driver	Chassis/Engine	Result	Best lap	Qual	Pos
1	Jason Elliott	Van Diemen-Scholar RF86	16m34.7s	1:37.8	1:37.6	2
2	Peter Rogers	Laser-Minister HD86	16m35.8s	1:37.6	1:38.0	4
3	Jeremy Packer	Van Diemen-Auriga RF86	16m38.9s	1:37.8	1:37.2	1
4	Philippe Favre	Van Diemen-Minister RF86	16m42.9s	1:37.4	1:38.4	6
5	Rowan Dewhurst	Quest-Ivey FF86	16m53.3s	1:38.5	1:39.5	15
6	Thales Polis	Van Diemen-Auriga RF86	16m54.1s	1:38.5	1:38.9	13
7	Greg Hart	Ray-Auriga FF86	17m07.0s	1:39.5	1:41.7	22
8	David Germain	Quest-Minister FF86	17m16.2s	1:39.4	1:39.8	8
9	Trip Leon	Van Diemen-Ford RF86	17m17.1s	1:39.0	1:40.3	20
10	Jack Dickinson	Van Diemen-Scholar RF86	17m31.2s	1:42.2	1:44.1	23
R	Tony Negal	Van Diemen-Auriga RF85	9 laps - accident	1:39.1	1:40.1	19
R	Tony Bottoms	Van Diemen-Scholar RF86	9 laps - accident	1:39.0	1:39.2	14
R	Andrew Stapley	Ray-Ford FF86	9 laps - accident	1:38.2	1:38.8	12
R	Eddie Irvine	Van Diemen-Auriga RF85	7 laps - accident	1:37.4	1:38.7	10
R	Roland Ratzenberger	Van Diemen-Minister RF86	5 laps - track rod	1:38.1	1:38.1	5
R	Rick Shortle	Reynard-Minister 84FF	5 laps - clutch	1:38.2	1:37.7	3
R	Phil Andrews	Van Diemen-Minister RF86	4 laps - accident	1:38.6	1:38.8	11
R	Gerald van Uiter	Reynard-Minister 86FF	4 laps - brakes	1:39.1	1:38.6	8
R	Gary Ayles	Quest-Ivey FF86	2 laps - accident	1:39.5	1:38.6	7
R	Antonio Simoes	Van Diemen-Minister RF86	2 laps - accident	1:39.8	1:38.7	9
R	Kenny Brack	Quest-Scholar FF86	1 lap - accident	1:52.3	1:41.3	21
NS	Stephen Robertson	Van Diemen-Auriga RF86	-	-	1:39.5	16

Winner's average speed: 96.20mph. Fastest lap: Favre and Irvine, 1:37.4, 96.60mph. Championship positions: 1, Elliott, 83pts; 2, Favre, 49; 3, Packer, 36; 4, Rogers, 31; 5, Robertson, 30; 6, Dewhurst, 25. Next round: May 26, Thruxton.

JDC jamboree

OULTON PARK, Apr 26: Early morning fog blanketed this Cheshire area at the time the Jaguar Drivers Club should have been starting its meeting. Still, the JDC ran its meeting impeccably - all for sports or saloon cars, incidentally - catching up on the lost time despite the 43-lap 5th Cheshire Cats Trophy race. Indeed, the racing was excellent, as was the weather for a change.

First race - for Pre-'68 Jaguar Inter-Area points - had shown the MkIIs of Tony Williams and Rod Newall closely matched. So it proved in the race, Williams just leading from Newall until lap 7 when Newall finally went by. Behind these two, George Page (340) ran third before spinning at Cascades, the place thereafter disputed by Ray Ingman, Derek Pearce and Mike Quinn at various stages, the place finally going to Pearce.

Dave Ellis walked the 15 lap Inter-Marque championship round, his AM V8's winning margin over 53secs. John Greasley ran a strong second before pitting at two-thirds distance, the spot thereafter inherited by Michael Cousins. Richard Chilton and Malcolm Hamilton fought over third.



The Merv Sherlock/Jeff York 911 suffered no problems, winning from pole.

Cool for cats

Over 100 miles, (43 laps) the JDC's Cheshire Cats Trophy is a race for sports cars, which have to be road legal, taxed and tested and allows driver changes but no refuelling. Indeed a pit stop is mandatory for all cars, even those going the full distance with just one driver.

Run in sunny conditions, the race had the Merv Sherlock/Jeff York Porsche 911 on pole with the Michael Phillips/Richard Chilton Porsche Carrera 0.3secs slower. Completing the front row were Jez Coates and Simon Wheeler in their diminutive Caterham.

At the start, Phillips took an early lead from Sherlock, but on lap 2 Steve Cole through to second place at Lodge. Already, the Ferrari 512BB of Greenhalgh/Millard was smoking extensively, heading for the pits and retirement. Towards the back the Austin Healey of Nigel Grant was trailing its exhaust, although this did not appear to compromise the driver's cornering brio!

The front runners circulated steadily until lap 15 when Cole made his pit stop and Sherlock moved into second spot. Cole lost time in the pits and it was obvious that all was not well with the TVR which did only one further lap before retiring with maladies at the rear end - caused, perhaps, by the constant bottoming at Deer Leap.

On lap 19 the leader pitted, but the Porsche had started to drop oil and the smart 930 was wheeled back to the paddock. This left Sherlock in the lead from the

After a short lunch break, the meeting recommenced with a 10-lap Production Jaguar Challenge, most runners of race one coming out again. Newall and Williams rejoined battle, Newall passing Williams at Lodge on the fourth lap, thereafter pulling away to a 4secs advantage at the flag. Brian Arculus (XK120) and Pearce battled it out over third, Pearce winning the tussle eventually.

A round of the MG NW Cocksfoot championship went easily to the Hale Kitchens MGB of Mark Ashworth, Paul McLean chasing vainly over the 10 laps. First standard car was Robert Nettleton's Midget (fourth), second in class a close-fought affair between Bill Hewitt's 'Ethel' and Ashley Jacques's Midget.

Pre-'57 cars were next on the bill after the mini-enduro, joined by a few more modern examples: out for a run, but not championship points. Steven Phillips shrugged off Dick Bradley's early challenge. Behind, Henry Lowther chased vainly after Richard Ward's fleet Alfa for third.

The Park Place Thoroughbred Sports race saw another victory for Reg Woodcock, so adding to his wet victory here last weekend. This week, the Woodcock TR3 had a dry track to contend with, as well as Mike Salmon's rapid DB4. In-

Coates/Wheeler Caterham and the similar car of Reg Price and John McLean, this despite a quick spin for the leading Caterham at Island.

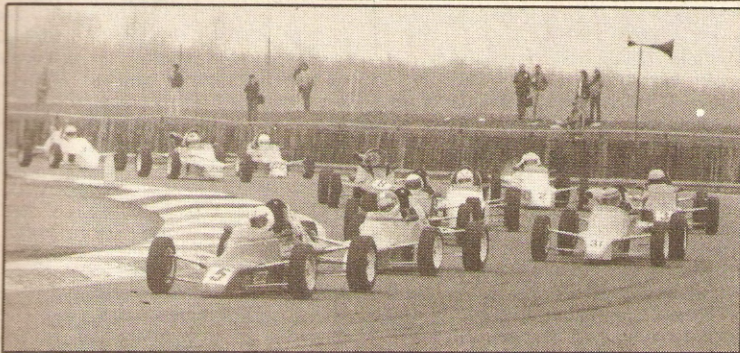
The Coates/Wheeler car went into the pits just after the lead changed and dropped back to fifth overall. Jon Wrightson went straight on at Lodge in his Elan Sprint, then headed for the pits. Nothing was damaged and he rejoined three places down in eighth place. With the drivers changed in the leading Porsche, York shot out of the pits still in the lead ahead of Price/McLean with the Millard/Wenham 930 up to third, Coates/Wheeler back in fourth and the Chester Wedgewood/John Morrison Giroflex Porsche running a strong fifth.

Among the leaders little change occurred in the second half, except that the pair of Caterhams made it two and three with the Coates/Wheeler car getting past the 930 on lap 28 - at which point the leader had lapped everyone else. The spectacular cornering antics of Morrison kept him on the same lap as the second, third and fourth placed men to claim fifth. A further lap down was the Jim Deacon Morgan + 8 after a steady drive and early pit stop, while seventh to ninth places were filled with Porsche variants, the Quick/Taylor 911E, the Loades/Conoley Carrera and the Patison Corbett 911E, all being on the same lap. Wrightson recovered from his 'almost' accident at Lodge to finish 10th.

From a grid of 23 starters, there were 15 classified as finishers, two not classified were still running at the finish.

PAUL BOOTHROYD

SILVERSTONE: STAR OF TOMORROW FF1600



Race winner Brent Cornelius (66) watches as Steven Key leads through Copse on lap 1.

Smash, bash and crash!

At the end of practice, completing his 100% record in the series, Paul Warwick was on pole with a time of 1:01.6 - good enough to put him on about the third row of an RAC/TT FF1600 grid. He was particularly pleased as an earth lead had broken after a handful of laps. He was not clear and away, though, as Antonio Russo and Kurt Luby, now Van Diemen mounted (see *Sports Extra*) were right behind him with 1:01.7. Andrew Guye-Johnson's Quest was an interloper in the RF86 ranks in fourth, followed by Steven Key, Paul Spooner and Mark Hazell, with the Reynard of Peter Eccleston completing the list of likely front runners.

Key made the best start to lead into Copse, not bad from row 3, with Warwick and Luby tucking in behind. Out of Becketts, however, Warwick led down the Club Straight, but the pack was right there and Luby pulled past to his right and Key to the left, with Russo right behind. No one wanted to brake and Luby thought that he had the line. He pulled left, his rear wheel smote Warwick's front and his car then turned sharp left in front of the others... Luby collected Key and they ended their races against the barriers on the left before Woodcote, while Warwick and Russo ended theirs on the kerbing of the GP circuit chicane. The front four runners were out.

Somehow, Spooner and Guye-Johnson managed to avoid the fracas immediately ahead of them, guiding their cars through the rubber smoke to lead across the line, with Hazell, Eccleston and Brent Cornelius in pursuit.

At the end of lap 2, this bunch of five were nose to tail, with a slight gap back to another pack, led by Stuart Jones from Harry Pardoe, John Bearman, William Oakes and Neville Smith. Then, into Woodcote on lap 3, Hazell showed that he is a force to be reckoned with, diving through a very small gap at the apex to take the lead. This lead

he held for another lap and then Spooner found some time before Becketts and put a few car lengths between himself, Hazell and Guye-Johnson, with Cornelius and Eccleston trailing slightly.

Spooner's advantage started to come down and on lap 7 it was a three-way battle again. Charging to Woodcote it looked as though Hazell was by on the outside. He took the corner, but Spooner was not ceding and was too close, interlocking wheels and pushing Hazell into a spin. They spun across the track, wheels interlocked, with Guye-Johnson also entangled. The third named managed to extricate himself and rejoin in third place, but what happened next was very stupid. A quite rightly annoyed Hazell then tried to drive his RF86 back into the race, over the front suspension of Spooner's car, incurring further damage to both cars... While the collision had not been of his making, the reaction and further confrontation off the track was unnecessary.

So, a delighted Cornelius managed to extend a lead over Eccleston, the latter losing time through Copse, to score victory in his fourth ever race... Guye-Johnson recovered to third, with Harry Pardoe coming through to fourth just ahead of Smith, Bearman, Jones, Oakes and Peter Quinn, the last named not helping his cause with a time-wasting near spin at Woodcote. Charles Rickett brought the lone Crossle home in 10th ahead of a brace of Royale RP26s of Mark Bryan and Paul Murphy.

BRUCE JONES



SILVERSTONE

Apr 27

**Dunlop/Autosport 'Star of Tomorrow' FF1600 Championship, rd 3
10 laps - 16.08 miles**

Pos	Driver	Chassis/Engine	Result	Best lap	Qual Pos
1	Brent Cornelius	Van Diemen-Scholar RF85	10m45.9s	1:03.3	1:03.6 ...10
2	Peter Eccleston	Reynard-Minister 84FF	10m47.4s	1:03.4	1:02.9 ...8
3	Andrew Guye-Johnson	Quest-Ivey FF86	11m01.2s	1:02.9	1:02.1 ...4
4	Harry Pardoe	Reynard-Aldon 84FF	11m07.1s	1:05.3	1:05.1 ...13
5	Neville Smith	Van Diemen-Minister RF84	11m08.1s	1:04.9	1:05.4 ...14
6	John Bearman	Ray-Auriga FF85	11m08.4s	1:05.4	1:04.7 ...11
7	Stuart Jones	Van Diemen-Auriga RF85	11m09.3s	1:04.3	1:03.6 ...9
8	William Oakes	Van Diemen-Scholar RF86	11m10.5s	1:05.3	1:05.5 ...15
9	Peter Quinn	Van Diemen-Scholar RF85	11m11.1s	1:05.3	1:05.0 ...12
10	Charles Rickett	Crossle-MacDonald 60F	11m21.0s	1:06.1	1:06.2 ...21

R	Mark Hazell	Van Diemen-Minister RF86	8 laps - accident	1:02.9	1:02.7 ...7
R	Paul Spooner	Van Diemen-Minister RF86	7 laps - accident	1:03.6	1:02.5 ...6
R	Paul Warwick	Van Diemen-Scholar RF86	0 laps - accident	-	1:01.6 ...1
R	Antonio Russo	Van Diemen-Auriga RF86	0 laps - accident	-	1:01.7 ...2
R	Kurt Luby	Van Diemen-Scholar RF86	0 laps - accident	-	1:01.7 ...3
R	Steven Key	Van Diemen-Scholar RF86	0 laps - accident	-	1:02.3 ...5

Winner's average speed: 89.62mph. Fastest lap: Hazell & Guye-Johnson, 1m02.9s, 92.03mph. Championship positions: 1, Warwick, 20 pts; 2, Guye-Johnson, 19; 3, Spooner, 15; 4, Cornelius, 14; 5, Hazell, 12; 6, Russo, 10; etc. Next round: Cadwell Park, May 05.

No holding the Holden

SILVERSTONE, Apr 27: When the rain started falling first thing in the morning, the prospects for a good day's racing at the Northamptonshire venue didn't seem too good, especially as the autopilot on my aged car was malfunctioning and I was heading for Snetterton... However, grey it may have been, but there was plenty to watch, too much sometimes (see separate box for the Dunlop/Autosport action), with John Cleland/Vince Woodman taking the mighty Holden Senator to victory in the feature event.

Starting from pole in the 40 lap Shell Oils Thundersaloon race, Rod Birley's Sierra was beaten away by Woodman, who just managed to dive into Copse first, with Terry Nicholls's Capri next up from Davina Galica in the first small class car (the Chevette of ex-sprinter Mike Smith) and then the Davies brothers's Firenza with Hot Rodder Pete Stevens making a rather poor get-away to come through in seventh behind Barrie Williams's Nissan. Woodman then simply pulled away into the distance, with Birley opening a gap to Nicholls.

There was drama on lap 7, however, as the second-placed Sierra appeared to have its transmission seize as it entered Woodcote... Birley did well to wrestle the smoke-belching beast out of a slide and into the pits for retirement. The cause? A gearbox filler plug had come loose, worth about 10p (plus VAT)...

This left the Holden yet further ahead, with interest coming from Galica's smart Chevette, which was reeling Nicholls in, especially through the traffic. There was also a terrific battle

Taylor is hounded by Millard (15) and Faure in the furious Giroflex Porsche action.



SILVERSTONE

BRSCC

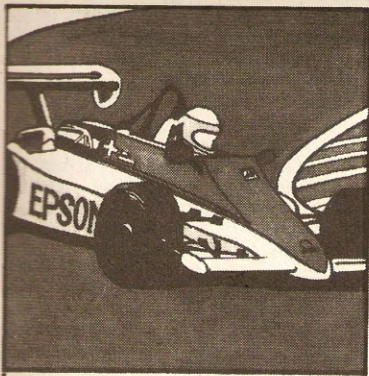
Contract Clean Renault 5TS race (10 laps): 1, Steve Poulter, 13m05.3s, 73.71mph; 2, Steve Jones, 13m17.6s; 3, John Richardson, 13m27.9s; 4, Stuart Flowers, 13m30.8s; 5, Steve Meloy, 13m31.7s; 6, Marc Donaldson, 13m35.1s. **Fastest lap:** Poulter, 1m17.1s, 75.08mph (record). **These results are provisional.**

Shell Oils Thundersaloon race (40 laps) - overall: 1, John Cleland/Vince Woodman (Holden Senator), 40m25.9s, 95.44mph; 2, Terry Nicholls/Derek Wileman (Ford Capri-Cosworth), 41m42.6s; 3, Mike Smith/Divina Galica (Vauxhall Chevette-Hart), 39 laps; 4, Iain Exeter/Roger Mac (Lister Jaguar XJS), 38 laps. **Over 2500cc:** 1, Cleland/Woodman; 2, Nicholls/Wileman; 3, Exeter/Mac. **Fastest lap:** Cleland/Woodman, 58.5s, 98.95mph (record). **Under 2500cc:** 1, Smith/Galica, 90.88mph; 2, Tony & John Davies (Transped Vauxhall Firenza), 38 laps; 3, Chuck Nicholson/Don Williamson (Mazda RX-7), 37 laps. **Fastest lap:** Smith/Galica, 59.3s, 97.61mph (record).

Compton Trophy race for Formule Libre cars (20 laps): 1, Alo Lawler (McLaren/Alan Smith M30), 16m59.8s, 113.52mph; 2, Richard Piper (Theodore-Cosworth N183), 17m37.8s; 3, Tim Barry (March-Cosworth 86A), 19 laps; 4, Roger Orgee (Lyncar-Swindon F2), 19 laps; 5, Paul Rhodes (Chevron-R48), 19 laps; 6, Chris Aylott (Chevron B19), 18 laps. **Fastest lap:** Lawler, 50.1s, 115.54mph.

Giroflex Porsche Production race - Class A only (10 laps): 1, Bill Taylor (Carrera RS), 11m19.9s, 85.14mph; 2, Nick Wenham (930 Turbo), 11m20.7s; 3, Chris Millar (Turbo), 11m21.1s; 4, Keith Russell (Carrera), 11m25.3s; 5, Gavin Watson (Turbo), 11m28.5s; 6, Nick Faure (Turbo), 11m28.8s. **Fastest lap:** Faure, Wenham & Millar, 1m06.6s, 86.91mph.

Metro Breakers Modsaloon race (10 laps) - overall: 1, Bill Griffin (BMW 323i), 10m25.3s, 92.57mph; 2, Jim Mensley (Rover Vitesse), 10m28.7s; 3, Brian Chatfield (Ford Capri), 10m42.7s; 4, John Edwards (Ford Escort), 10m53.7s. **Over 2000cc:** As overall. **Fastest lap:** Griffin, 1m01.4s, 94.28mph. **1301-2000cc:** 1, Edwards, 88.55mph; 2, Kevin Eaton (Ford Escort RS2000), 10m54.0s; 3, Chris Hood (Ford Escort), 11m29.0s. **Fastest lap:** Edwards, 1m04.5s, 89.74mph. **1001-1300cc:** 1, David Lawrence (Hillman Imp), 11m19.2s, 85.22mph; 2, Gordon Thomson (Mini Cooper S), 9 laps; 3, Chris Snowden (Mini Cooper S), 9 laps. **Fastest lap:** Lawrence, 1m06.6s, 86.91mph (record). **Under 1000cc:** 1, Tony Cutting (Hillman Imp), 9 laps, 83.26mph; 2, Peter Stride (Hillman Imp), 9 laps; 3, Douglas Fairbairn (Sunbeam Stiletto), 9 laps. **Fastest lap:** Cutting, 1m07.5s, 85.76mph.



INTERNATIONAL RACES

C'est lui!

NURBURGRING, Apr 27: Up to last Sunday, the Swedish invasion of Germany had gone well. But the Volvo 240 Turbos of Per-Gunnar Andersson and Per Stureson were outpaced when the third round of the German Touring Car Championship was staged as the main supporting event at the ADAC Supercup meeting at Nurburgring. The race fell to an impressive performance by Volker Weidler, at the wheel of his *Lui!* Commodore Mercedes 190E.

The event showed the healthy state of the Group A scene in Germany, with 35 starters, including a dozen cars of real quality. Under German 'Group A' rules, the bigger capacity cars are penalised by means of extra weight and smaller rim widths, so that Weidler's car was competitive all weekend in overall terms, qualifying third and smack on the pace. The outcome was that the AMG-prepared Mercedes, run by Helmut Marko, achieved the first overall victory for Mercedes in Group A racing.

Weidler drove the entire race under pressure from Kurt Thiim in the Auto Technik Nickel team's Rover Vitesse, the winner of the series opener at Zolder in March. The Toshiba-sponsored Rover came close enough on several occasions to mount real attacks, but the '85 German Formula 3 champion kept his head and, putting a backmarker between himself and '84 F3 champion Thiim going into the final corner, held on to win by just over a second.

Olaf Manthey finished a distant third with his Vogelsang team BMW 325i, well clear of the Liqui-Moly Sierra XR4Ti of the Ford-backed HWRT team driver, Klaus Niedzwiedz.

Andersson, in the Team Beckers Volvo, held off Fritz Mueller's Mullerbrau BMW 635 to claim fifth position. Thanks to his round two victory at Hockenheim, Andersson retains his championship lead over Niedzwiedz and his compatriot, Stureson.

The initial race leader, poleman Manuel Reuter halted the Ford Ringshausen Sierra as early as the fifth lap with a suspected steering failure.

QUENTIN SPURRING

NURBURGRING (D)

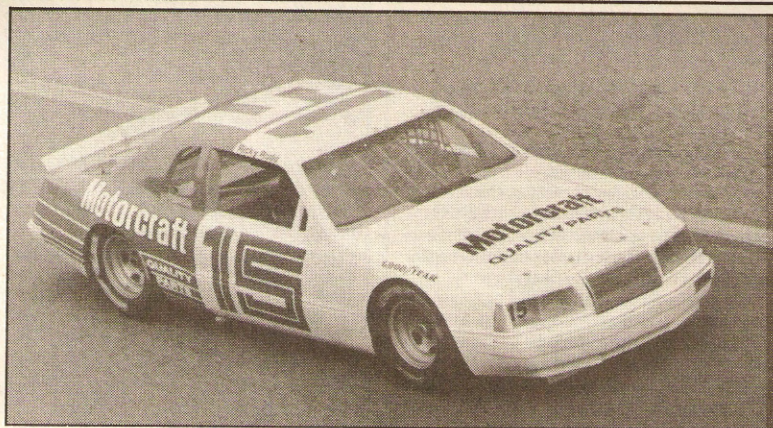
German Touring Car Championship, round 3

25 laps – 70.56 miles

1, Volker Weidler (Mercedes 190/2.3), 48m03.44s, 88.09mph; 2, Kurt Thiim (Rover Vitesse), 48m04.47s; 3, Olaf Manthey (BMW 325i), 48m49.61s; 4, Klaus Niedzwiedz (Ford Sierra XR4ti), 49m02.68s; 5, Per-Gunnar Andersson (Volvo 240 Turbo), 49m11.44s; 6, Fritz Mueller (BMW 635 CSI), 49m13.20s; etc.

Fastest lap: Thiim, 1m54.30s, 88.89mph.
Championship positions: 1, Andersson, 52pts; 2, Per Stureson (Volvo 240 Turbo) and Niedzwiedz, 44; 4, Thiim, 38; 5, Kurt Koenig (BMW 635 CSI), 30; 6, Manthey, 27; etc.

Next round: Avus (Berlin), May 11.



And the winner is... Martinsville produced an unusual NASCAR event: victory for Ford.

Dutch day in Belgium

ZOLDER, Apr 20: Gerald van Uiterit drove an intelligent race to win round 1 of the Bridgestone FF1600 Eurocup.

German Mark Hessel claimed pole with his Van Diemen, and got away to lead from van Uiterit and Johan Adams. The Dutchman was soon pushing Hessel, the German in trouble with a misfire. Trying to compensate for a lack of power, Hessel overdrove and spun on lap 3. This delayed van Uiterit and it was French champion Philippe Gache in the Quest who came through in front. He was soon overhauled by the well driven Reynard 84 FF of German Logan Wilms. With eight of the 12 laps gone, van Uiterit fought his way back to second and set about Wilms, catching him on the penultimate lap. Knowing he was faster, he didn't panic but calmly pressured the German into a mistake and nipped by for a well deserved win.

TONY DODGINS

ZOLDER

Bridgestone FF1600 Eurocup race

10 laps – 26.63 miles

1, Gerald van Uiterit (Reynard 86FF), 25m51.97s; 2, Logan Wilms (Reynard 84FF), 25m57.82s; 3, Philippe Gache (Quest 86FF), 25m59.94s; 4, Jy Jaervilehto (Reynard 86FF), 26m08.24s; 5, Reine Andersson (Van Diemen RF86), 26m11.7s; 6, Matti Sarilo (Van Diemen RF86), 26m13.41s.

Fastest lap: Van Uiterit, 2m05.60s, 76.34mph.

Local boy comes good

MARTINSVILLE, Apr 27: Off in the wild blue yonder of Virginia is the small Martinsville oval, a 0.625mile flat track with two long straights and, near as damn it, hairpins at each end.

Ohio's Tim Richmond put his Hendrik-prepared Chevrolet on the pole for the Sovran Bank 500. It proved to be a race of attrition with leaders falling out one after another – not from accidents, but rather engine and drivetrain problems. Bill Elliott was out early on; Richard Petty put in another good showing but his engine went. Darrell Waltrip ran at the front before he too blew up leaving Dale Earnhard to take on the running... until his Chevrolet popped. Geoff Bodine was up with the leading group too and, yes, he blew up too. Richmond retired early, Bobby Allison had been delayed in pitlane and Jody Ridley, who was running in the top three had been delayed. So who won?

Local boy, resident of Chesapeake,

Virginia and Motorcraft Ford driver Ricky Rudd finally took the chequer a lap clear of the rest, despite running high temperatures after a brush with Richmond early on had damaged the nose of his T-bird. Following him was Ruttman who had been right at the front until lap 380 when he cut a tyre and had to pit, losing a lap. He rejoined but a damaged steering arm took the edge off his challenge. Terry Labonte cruised home third three laps down and it was time to get out the hankies when Rookie of the Year contender Alan Kulwicki brought his Ford home fourth. The Greenfield, Wisconsin driver, a stripling by NASCAR standards at just 30 years old, was delighted, "this is better than winning any race," he expounded. Brings tears to the eyes, doesn't it? Aspiring singer-songwriter Kyle Petty toured home fifth, with the top 10 being completed by Bobby Hillin Jr, Ken Schrader, Bobby Allison, a delighted Derricke Cope who has never before reached the dizzy heights of ninth in a Winston Cup race and Jody Ridley... Not one Chevy in the top 10.

Without a win to his name this year Darrell Waltrip still leads the points standings as the teams head off to Talledega, Alabama for the fastest of all the NASCAR events of the year – the Winston 500 – where pole can be expected to be set at around 212mph!

MARTINSVILLE

Sovran Bank 500

NASCAR Winston Cup, round 8

500 laps – 263.00 miles

1, Ricky Rudd (Ford Thunderbird), 500 laps; 2, Joe Ruttman (Buick Le Sabre), 499; 3, Terry Labonte (Oldsmobile Delta), 497; 4, Alan Kulwicki (Ford Thunderbird), 496; 5, Kyle Petty (Ford Thunderbird), 496; 6, Bobby Hillin Jr (Buick Le Sabre), 495; 7, Ken Schrader (Ford Thunderbird), 493; 8, Bobby Allison (Buick Le Sabre), 492; 9, Derricke Cope (Buick Le Sabre), 489; 10, Jody Ridley (Pontiac Grand Prix), 487; etc.

Next round: Talledega, May 04.

Peter imperfect

ADELAIDE, Apr 28: Twenty kilometres to the north of Adelaide is Bob Jane's Adelaide International Raceway, no relation to the Grand Prix street circuit of that same city. The 1.5 mile track a fairly fast permanent track with a reputation for wearing out left fronts. With 60 laps to complete the ATCC regulars faced the longest race of the 'sprint' series.

There was a good field of 24 cars this time out with Peter Brock back in the fold after his European adventures, John Bowe appearing for the first time for Volvo (in an ex-RAS car arriving the day before practice) and an ex-works

Mitsubishi Starion run on a private deal by works driver of '85, Bradley Jones.

Pole saw a battle and by the end of it the top 10 cars were all within 1.5secs of the poleman – Peter Brock, who had made use of a huge heap of Bridgestone tyres (he has contracts with both the Japanese company and Pirelli). Alongside on the front row of the 3-2-3 grid were George Fury in his Peter Jackson Nissan Skyline Turbo and the hastily thrown together Volvo of Bowe.

At the start Brock was away and in the early laps was aided by MHD team mate John 'Slug' Harvey who made a demon start and held off the pursuers as Brockie hightailed it for the chequered flag. Harvey however flatspotted his front tyres and came in early to change them. Bowe went charging up an escape road with brake problems and dropped back, while former motorbike man Graeme Crosby in his Syntime-sponsored Holden Commodore worked past Fury for second. The former Australian rally champion was having engine problems with his Nissan and was to retire.

The man to watch now, though, was Glenn Seton, Fury's team mate in the Peter Jackson team who moved into second place on the 21st lap and fought a good battle with Crosby and the closing Francevic until lap 51 when his engine popped and he parked his stricken Skyline alongside that of his team leader. Brock had gone too, his engine venting itself in a major way on lap 44 handing the lead to Seton and thence to Francevic who duly took the flag with a healthy margin over a fading Crosby. Charlie O'Brien came through third ahead of Bowe, Harvey and Johnson.

Tony Longhurst drove a sensible race to bring his JPS BMW325i home seventh ahead of a tyre-shredded Bradley Jones and the BMW 635CSi's of Garry Rodgers (Bob Jane T Marts) and Jim Richards (JPS). The latter having had to stop for new tyres.

After the race the transporters set off for Wanneroo where, 1800 miles on, they meet this weekend for round 5.

BOB JENNINGS

ADELAIDE (AUS)

Australian Touring Car Championship, round 4

60 laps – 90.37 miles

1, Robbie Francevic (Volvo 240 Turbo), 1h01m10.83s, 88.64mph; 2, Graeme Crosby (Holden Commodore), 1h01m27.05s; 3, Charlie O'Brien (BMW635CSI), 1h01.28.95s; 4, John Bowe (Volvo 240 Turbo), 1h01m42.92s; 5, John Harvey (Holden Commodore), 1h01m46.03s; 6, Dick Johnson (Ford Mustang), 59 laps; 7, Tony Longhurst (BMW 325i), 59 laps; 8, Bradley Jones (Mitsubishi Starion), 59 laps; 9, Garry Rodgers (BMW 635CSI), 59 laps; 10, Jim Richards (BMW 635CSI), 58 laps; etc.

Fastest lap: Peter Brock (Holden Commodore), 59.1s, 91.37mph (record).

Championship positions: 1, Francevic, 110 pts; 2, Longhurst, 68; 3, George Fury (Nissan Skyline), 54; 4, Harvey, 48; 5, Richards & Crosby, 47; etc.

Next round: Wanneroo, May 04.

Instant Caffi

IMOLA, Apr 27: The Italian F3 men (or at least most of them) were in action in a non-championship Grand Prix supporting event at Imola, the Targa Dino Ferrari. After qualifying the grid was rather neat and tidy with the Saab/Bistefani Venturini team on the front row and the Marlboro/Gulf Coloni team on the second! Pole went to European F3 champion Alex Caffi by some 0.742secs from his team mate Enrico Bertaggia with the second row seeing talented Nicola Larini outqualifying his more experienced team mate, championship leader, Marco Apicella. Euro-racing Junior Team man Thomas

Danielsson was fifth with Fabio Mancini's Coperchini Dallara ensuring another top six for the Dallara chassis. The fastest challenger being Massimo Monti in his Premarcing Ralt-Volkswagen RT30/86.

The race itself lasted but 15 laps with rain stopping play as the remaining runners carouselled around the track. At the time the leader was Caffi who led from the start and brushed off the advances of Apicella (literally, for Coloni's man ended his race on the spot). Giorgio Montaldo took a fortuitous second in his Forti Dallara while Fabio Mancini spun from that position on the last lap and was classified third. Bertaggia took fourth just ahead of Nicola Larini, who proved the star of the show, having been left at the start he fought his way through the field, setting the fastest lap on the way. Had the race run its full distance Nicola might have been there...

GAETANO DIMA

IMOLA (I)

Targa Dino Ferrari di F3

15 laps - 47.25 miles

1, Alex Caffi (Dallara-Alfa Romeo 386), 27m48.912s, 101.92mph; 2, Giorgio Montaldo (Dallara-Volkswagen 386), 27m56.317s; 3, Fabio Mancini (Dallara-Alfa Romeo 386), 27m58.499s; 5, Nicola Larini (Dallara-Alfa Romeo 386), 27m58.758s; 6, Walter Voulaz (Ralt-Volkswagen RT30/86), 28m02.415s; 7, Thomas Danielsson (Dallara-Alfa Romeo 386), 28m07.576s; 8, Alberto Apicella (Dallara-Alfa Romeo 386), 28m11.918s; 9, Eugenio Visco (Dallara-Alfa Romeo 386), 28m21.088s; 10, Mauro Martini (Dallara-Alfa Romeo 386), 28m27.736s; etc.

Fastest lap: Larini, 1m48.790s, 104.06mph.

C'est bon, Jean?

MONTLHÉRY, Apr 27: Jean-Pierre Beltoise celebrated his 49th birthday in style at the Montlhéry circuit just south of Paris, taking his Peugeot 505 Turbo to overall victory, 5.5secs ahead of the exciting Audi 200 Quattro Turbo of Xavier Lapeyre. Third place went to the Mercedes 190E of Dany Snobeck, who moves into the championship lead after three races. It was Beltoise's and Peugeot's first win since the Montlhéry event of 1984!

In the course of an exciting race Jean-Louis Bousquet (Philips Renault 5 Maxi Turbo) collided with Bernard Beguin's ORECA Marlboro/Motul BMW M5 and Jean Ragnotti threw his Renault around like a rally car. Anyone would think he was a rally driver...

Ragnotti, despite his dislike of the tarmac strip, managed fourth place ahead of Alain Cudini's Mercedes and Beguin's BMW with Guy Frequelin's Opel Senator (read beefed-up Holden Commodore) ahead of Claude Ballot-Lena's Audi.

MONTLHÉRY (F)

NOSCAR French Production Car Championship, round 3

30 laps - 63.68 miles

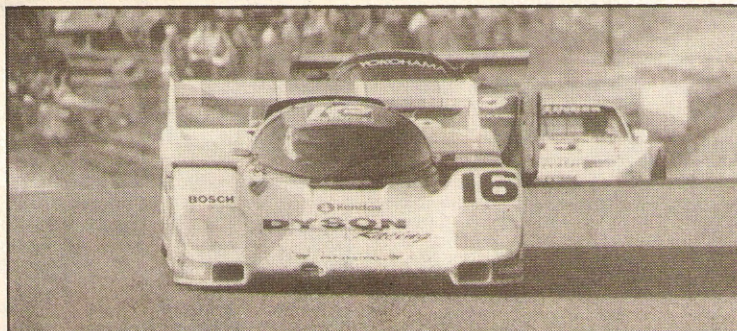
1, Jean-Pierre Beltoise (Peugeot 505 Turbo), 45m10.25s, 84.79mph; 2, Xavier Lapeyre (Audi 200 Quattro Turbo), 45m15.75s; 3, Dany Snobeck (Mercedes 190E), 45m31.75s; 4, Jean Ragnotti (Renault 5 Maxi Turbo), 45m48.33s; 5, Alain Cudini (Mercedes 190E), 29 laps; 6, Bernard Beguin (BMW M5), 29; 7, Guy Frequelin (Opel Senator), 29; 8, Claude Ballot-Lena (Audi 200 Quattro Turbo), 29; 9, Max Mamers (BMW 635CSi), 29; 10, Gerard Bleyne (BMW 635CSi), 29; etc.

Fastest lap: Beltoise, 1m28.99s, 86.09mph.

Championship positions: 1, Snobeck, 68pts; 2, Lapeyre, 64; 3, Cudini & Ragnotti, 47; 5, Olivier Grouillard (BMW M5), 45; 6, Beltoise, 44; etc.

Next round: Magny Cours, May 04.

RIVERSIDE: CAMEL IMSA GT



Price Cobb/Rob Dyson's winning Porsche 962 was one of the few to run untroubled.

A race of many leaders...

Price Cobb/Rob Dyson, driving the latter's new Porsche 962, were the leading survivors and thus winners of an action packed six-hour Camel GT race at the nine-turn California desert course. The race contained 13 lead changes among seven teams and drivers before Dyson drove past the ailing Porsche of Al Holbert/Derek Bell with 54 laps remaining. The Lowenbrau car retired with transmission trouble and the Dyson/Cobb duo went on to win by one lap over the Porsche of Jochen Mass/Darin Brassfield, all without regular lead driver Drake Olson, who was driving for Walter Brun at the Nurburgring.

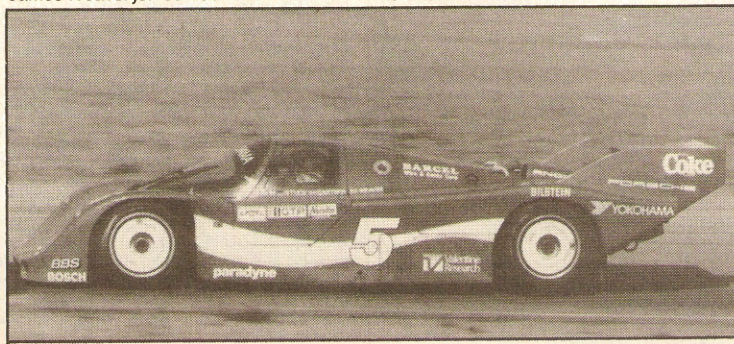
The LA Times/Ford-sponsored event was interrupted by a shocking shunt at Turn 1 involving the Corvette GTP of Doc Bundy, Lyn St James' Ford Probe and the Jaguar XJR-7 of Chip Robinson. Although their cars were very badly damaged in the fifth-gear, walled corner, the three drivers walked away from the incident which took place near the 90min mark.

Qualifying found the March-Buick of John Paul Jr. on the pole with a record speed of 129.851mph. That came as little surprise because the 3.25-mile course features a long straight and mostly high-speed corners, well-suited to the power-laden Buick turbo. A surprise in second, however, was the Lola-built Nissan chassis of the Electramotive team, driven by the new driver pairing of Elliott Forbes-Robinson/Geoff Brabham. Those two veterans replaced Electramotive team owner Don Devendorf/Tony Adamowicz after the Miami race for testing and development work on the 3.0-litre V6 turbo car, a move that evidently has paid dividends. Unfortunately, the car would complete only 27 laps in the race because of a crash with Brabham aboard.

Klaus Ludwig (Ford Probe), Holbert, Pete Halsmer (Ford Probe), Bob Wollek (Bridgestone Porsche 962), Sarel van der Merwe (Corvette GTP), Bob Lobenberg (March-Buick), Jochen Mass (Goodrich Porsche 962) and Cobb comprised the remainder of the grid's top 10.

Paul dominated the first 12 circuits before his engine let go. The sister March of Bob

James Weaver joined Bob Akin in the Coke car to finish fourth.



Lobenberg then went to the front, only to have its Buick turbo fail after 17 laps in the lead. Then began the non-stop lead changes brought on by overtaking, pit stops, spins and retirements. Among the leaders were the Wollek/Paolo Barilla Porsche; Ludwig and Tom Gloy in a Probe, as well as the Porsche of Holbert and Bell. The defending champions of the race after last year's 1-2 finish, the BF Goodrich Porsches were unable to match the rugged pace, as was the Yokohama-shod Porsche 962 of Bob Akin/James Weaver, sitting in for Jo Gartner/Hans Stuck.

The pace took its toll on all the leaders but the winners, who led in the early going for four laps. Wollek/Barilla fell behind with a broken throttle cable, Ludwig/Gloy retired with a broken driveshaft and the transmission expired in the Porsche of Holbert/Bell. Although it was hurriedly built from a new Weissach tub after a major shunt at Road Atlanta destroyed the team's original chassis, the Dyson team's Porsche managed to avoid serious problems. Their victory meant the five-race-old season has yet to see repeat winners, but it was the fourth win for Porsche.

Jim Downing and John Maffucci won the Camel Light class in their Argo-Mazda; Jack Baldwin and Jim Miller took the GTO class honours in a Peerless Racing Camaro; and veteran Roger Mandeville and Danny Smith drove an RX-7 to the GTU class win, while an accident to GTO driver Les Lindley put his entry into the catch fencing, injuring two fans.

JONATHAN INGRAM

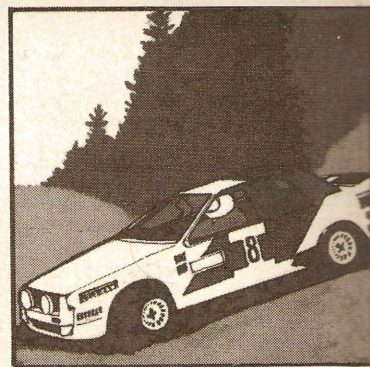
RIVERSIDE (USA)

Camel IMSA GT Championship, round 5

6 Hours, 178 laps - 578.5 miles

1, Price Cobb/Rob Dyson (Porsche 962), 95.948 mph; 2, Darin Brassfield/Jochen Mass (Porsche 962), 177 laps; 3, Bob Wollek/Paolo Barilla (Porsche 962), 176 laps; 4, James Weaver/Bob Akin (Porsche 962), 170 laps; 5, Jack Baldwin/Jim Miller (Chevrolet Camaro - GTO), 168 laps; 6, Jim Adams/John Hotchkis (March-Porsche 83G), 168 laps; 7, Scott Pruett/Bruce Jenner (Ford Mustang - GTO), 166 laps; 8, Jim Downing/John Maffucci (Argo-Mazda JM19 - Camel Light), 163 laps; 9, Micheal Chandler/Steve Cameron/Danny May (Ford Thunderbird - GTO), 163 laps; 10, Jim Busby/John Morton (Porsche 962), 162 laps.

Next round: Laguna Seca, May 04.



INTERNATIONAL RALLIES

And again Andervang

HELLENDOORN RALLY, Apr 25/26: Stig Andervang can seemingly do no wrong with his Ford Holland RS200 at present. At the weekend he raced to a 5mins victory on the Rothmans Hellen-doorn Rally, ahead of the Rothmans Audi Team Quattro of John Bosch - formerly the Barron supported car. Andervang was fastest on 20 of the 22 stages (in very wet conditions) to close on Guy Colsoul in the race for West Euro Cup honours.

Bosch's performance was encouraging as he virtually had to drive the rally blind. Having contested the previous weekend's Sonat Granite City, he had missed much of the practice period but, despite an early excursion, drove well through the event, taking the Dutch series lead in the process.

The early battle was between Andervang, Guy Colsoul (fastest on the opening stage) and Jan Van der Marel with Bosch closing fast. The Quattro driver forced past to take second on stage 15 while Colsoul finished third after Van der Marel blew the Manta's engine.

HELLENDOORN RALLY (NL)

1, Andervang/Liewma (Ford RS200), 2h28m21s; 2, Bosch/Osterbaan (Audi Quattro A2), 2h33m28s; 3, Colsoul/Van de Kimmene (Opel Manta 400), 2h36m01s; 4, Doosje/Poel (Opel Ascona 400), 2h45m24s; 5, Kottulinsky/Thorner (Volvo 242 Turbo), 2h46m06s; 6, Van Merksteijn/Grouve (Audi 80 Quattro), 2h46m17s.

Dutch Championship: 1, Bosch, 292pts; 2, Colsoul, 291; 3, Maaskant, 280.

West Euro Cup: 1, Colsoul, 114½pts; 2, Andervang, 100; 3, Abendroth, 99; Joannides, 97; 5, Bosch, 95½.

Sainz day

SIERRA MORENA RALLY, Apr 25/27: After his retirements in Costa Blanca and Garrigues, Carlos Sainz won round 4 of the Spanish series. With the absence of Salvador Servia with financial problems in his team, Sainz had no other rival than Antonio Zanini and his Ford RS200, after resolving the Costa Blanca gearbox problems, opening a narrow lead over the first four stages.

However, the 12 times Spanish champion took advantage of the falling rain reducing the gap to 13secs after nine stages. For Sainz this was the last opportunity to maintain his chances in the championship and the Renault works driver fought hard, arriving at the rest halt with 25 secs advantage over Zanini. In the second leg, Sainz open his lead to 1m13secs on the first three stages and the Ford driver preferred to finish the event rather than risk an incident.

Third place fell to 'Beny' Fernandez with his Philips Opel Manta 400 while his team mate, Josep Arque was obliged

▶▶ to retire with a blown head gasket. Group A went to Borja Moratal and the little Peugeot 205 GTI followed by Juan-Carlos Pradera with a similar car, while Josep Bassas retired with transmission problems in his Alfa Romeo GTV 65.

ESTEBAN DELGADO

SIERRA MORENA RALLY (E)

Spanish Tarmac Championship, round 4

1, Carlos Sainz/Antonio Boto (Renault 5 Maxi Turbo), 2h47m10s; 2, Antonio Zanini/José Autet (Ford RS 200), 2h48m44s; 3, Beny Fernandez/José Orozco (Opel Manta 400), 2h50m37s; 4, Borja Moratal/José Rodríguez (Peugeot 205GTI), 2h59m50s; 5, Juan Pradera/Ignacio Olaizola (Peugeot 205 GTI), 3h03m14s.

Championship points: 1, Salvador Servia, 698pts; 2, Sainz, 426; 3, Moratal, 423; 4, Fernandez, 406; 5, Pradera, 400; 6, Xavier Domingo, 395.

Saeeded first

JORDAN RALLY, Apr 23/25: Qatari driver Saeed Al Hajri won the final event for the Rothmans Porsche team in the Middle East, by withstanding a rally-long challenge from Dubai's Mohammed Bin Sulayem, at the wheel of a Marlboro sponsored Toyota Celica Twincam Turbo.

The second event in the Middle East series this year is the only round not held in the Gulf area. This year the rally started on the Wednesday evening, making a six-hour loop to the north of Jordan over mostly gravel stages. Starting number one, Al Hajri took a lead he never lost. Soon in trouble was the Audi Quattro of Michel Saleh, rented from the 555 Rally Team. First, he was delayed by electrical trouble, and then on the second stage he went off the road. Later on he went off for good.

On Thursday the rally went south to the archaeological centre at Petra. Bin Sulayem began his attack and steadily the Toyota reduced the Porsche's lead. At Petra the gap was down to 2mins, but third placed Tony Georgiou was out having crashed into a 'wadi' at full speed. From 13th place, HRH Prince Abdullah was now up to seventh, his bodyguards shadowing his every movement by helicopter.

A series of drivers fought for third place. After Georgiou it had been Naji Heneine from Lebanon with a Renault 5 Turbo but this suffered a split radiator. Then Issa Halabi crashed and by the end of the day this place was taken by George Khayyat. Bin Sulayem then lost time when the front suspension failed, costing him the chance of victory.

The 10 stages on the final day's rallying were as demanding as ever. With three stages to go, Abdullah's Opel had passed Khayyat's Nissan, while the Group A winner, Ali Al-Jafrah, was up to fifth. There is now a break until

October before the last two rounds in the series which will be held in Oman and Dubai. There is little effective chance of Bin Sulayem being defeated in his race to the title.

MARTIN HOLMES

ROTHMANS JORDAN RALLY (HKJ)

Middle East Championship, round 2

1, Saeed Al Hajri/John Spiller (Porsche 911SC RS), 3h35m50s; 2, Mohammed Bin Sulayem/Solve Andreasson (Toyota Celica TC Turbo), 3h37m18s; 3, HRH Prince Abdullah/Amr Bilbeisi (Opel Manta 400), 4h27m31s; 4, George Khayyat/Keith Ferry (Nissan 240RS), 4h28m22s; 5, Ali Al-Jafrah/Khaled Sultan (Toyota Corolla), 4h48m42s; 6, Jaber Al Marri/Vasco Manacas (Daihatsu Charade), 4h53m26s; 7, Haitham Mufti/Terry Thorp (Daihatsu Charade), 4h56m19s; 8, Hani Misharat/Wafai Mseis (Toyota Corolla), 5h25m02s; 9, Khaled Dallal/Raed Bilbesi (Daihatsu Charmant), 5h28m37s; 10, Hasan Alaeddin/Mohammad Shaban (Talbot Sunbeam), 5h51m03s.

Middle East Championship: 1, Bin Sulayem, 44 pts; 2, Al Marri, 29; 3, Bjorn Waldegard & Al Hajri, 28; 5, Al Jaffrah, 27; 6, Saleh & Prince Abdullah 18; etc.

Follow the leader

CARDONA RALLY, Apr 19: Organized by the Royal Automobile Club of Spain, the gravel rally championship consists of seven events made up of few, short and secret special stages, covered three times each in daylight, with a distance not above 100kms, open to any vehicles under special regulations, which attracted 75 entries for the first round.

Former GM works driver, Juan-Carlos Oñoro posted the best times in the first two stages with his Opel Manta 400, but Guillermo Barreras, last year's champion, rapidly emerged with his Renault 5 Turbo and settled in the lead, after having completed his car on the morning of the event.

The chase for third place was a constant battle between Porsche drivers, Isidro Oliveras and Ramon Pich, and Antonio Rius with his old Seat 124 (but with a Fiat 131 Abarth engine and his co-driver over the rear axle as Christian Geistdorfer was on the 1978 RAC Rally), until the first two were slowed by injection problems and a puncture respectively. Among the retirements were the Lancia Delta S4 of Jose-Ignacio Sunsendegui with a rear wishbone broken and the BMW 524 TD of Joan Arnella.

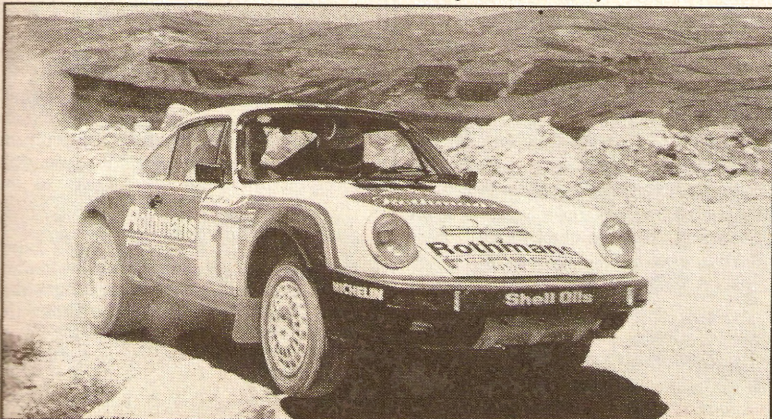
ESTEBAN DELGADO

CARDONA RALLY (E)

Spanish Gravel Championship, round 1

1, Barreras/Minguez (Renault 5 Turbo), 1h06m35s; 2, Oñoro/Lacalle (Opel Manta 400), 1h07m08s; 3, Rius/Ortiz (Seat 124 Proto), 1h09m17s; 4, Pujol/Blanco (Talbot Lotus), 1h11m44s; 5, Villanueva/Alonso (Citroen Visa 1000 Pistas), 1h12m00s; 6, Oliveras/Jorba (Porsche 911 SC), 1h12m02s.

Saeed Al Hajri takes his Rothmans Porsche over the rough terrain to victory.



NATIONAL RALLIES

Late spinner

Apr 26: Dave Williams had victory in his grasp as he started the last stage at Down Ampney, near Cirencester, but he spun his Nissan 240RS and Ron Davies/Peter Vallis nipped in to snatch an unexpected win on the eight stage event which had 90 entries and support from Mitsubishi Motors. Bob Downen was on the pace in his Gartrac Escort for four stages but delayed himself by clobbering a post on the Cirencester CC event which counted for Cotswolds MSC and West Midlands single venue points.

MITSUBISHI MOTORS STAGES

1, Ron Davies/Peter Vallis (Ford Escort RS), 33m59s; 2, Dave Williams/Wayne Goble (Nissan 240RS), 34m07s; 3, John Stangle/Geoff East (Ford Escort RS), 34m20s; 4, Bob Downen/Neil Fuller (Ford Escort GE Gartrac), 34m28s; 5, Dave Wilkes/Stuart Lacey (Vauxhall Chevette HSR), 34m37s; 6, Martin Prew/Kevin Soles (Ford Escort RS1800), 34m38s.

A foggy day

Apr 26/27: Epynt MC's Round of the Welsh Road Rally Championship Division 1 fell to Jim Bothwell/John Morris and Bothwell now heads the series after five rounds.

For much of the 160 mile route in Powys and Herefordshire the Shropshire crew were engaged in a stern struggle with Steve Hill/Dave Kirkham but their slender halfway advantage was not enough to prevent Bothwell taking maximum points when both Hill and Kirkham suffered slight attacks of illness near the end of a tight event where fog on the Brecon Beacons meant all but seven crews collected a fail.

POWYS FACTORS RALLY

1, Jim Bothwell/John Morris (Vauxhall Chevette 2.3), 34m10s; 2, Steve Hill/Dave Kirkham (Ford Escort RS2000), 35m12s; 3, Hywel Davies/Howard Davies (Ford Escort RS2000), 41m38s; 4, Gareth Richards/Paul Jones (Ford Escort RS2000), 48m04s; 5, Phil & Mike Roach (VW Golf GTI), 52m56s.

A Triumph triumph

Apr 26: Seventy nine crews turned out for the South West Stages run by Exeter MC which was based around Maldon forest and in a late burst the power of Ian Joel's TR8 told and he and Martin Dixon charged through to a comfortable win. Three Astras got into the top six with Warren Hunt/Duncan Forrester leading the way in the runner-up spot after overtaking Tony Snell's Escort who had built up a narrow advantage after six of the tests.

SOUTH WEST STAGES

1, Ian Joel/Martin Dixon (Triumph TR8), 41m42s; 2, Warren Hunt/Duncan Forrester (Vauxhall Astra), 42m07s; 3, Tony Snell/Brian Dicker (Ford Escort), 42m12s; 4, David Young/Dave Senior (Vauxhall Astra), 42m20s; 5, Kim Kirk/Brian Blandford (Vauxhall Astra), 42m23s; 6, Steve Winter/Tim Herbert (Ford Escort), 42m30s.

A clear win

Apr 26: With seven stages in Hamsterley forest and the other two farm tracks Northallerton AC had variety for their 62 strong entry on their Daihatsu sponsored event which was won in fine style by Richard Mawson and George Tindall who had 39secs in hand after 35 miles of action.

Steve Bannister/Dave Oldfield set the pace on the opening stage but went off on the second, lost roughly 1min to the rest of the pace setters and finally had to settle for third. Yuk Hodgson had moved to third by stage 8 but then the head gasket went on this ANECC Stage Championship round.

TOUR OF HAMSTERLEY

1, Richard Mawson/George Tindall (Ford Escort RS1800), 29m38s; 2, Andy Elliott/Eddie Ganderton (Ford Escort RS2000), 30m17s; 3, Steve Bannister/Dave Oldfield (Ford Escort 2-litre), 30m25s; 4, Steve Magson/Steve Wardle (Opel Kadett GTE), 31m16s; 5, Ray Cook/John Parker (Escort 1600), 32m03s; 6, Steve Smith/Steve Shaw (Vauxhall Chevette 2.3), 32m34s.

'Dutch' winner

Apr 26: The former ordnance survey depot at Ruddington hosted 78 crews for the Potteries & Newcastle MC nine stage event and quickest of all was Dave Holland. He and Brian Murphy ran away from the rest of the field to score their second win at the venue this year.

RUDDINGTON STAGES

1, Dave Holland/Brian Murphy (Ford Escort 2-litre), 48m28s; 2, Steve Johnson/John Vincent (Opel Manta), 50m11s; 3, Bob Morley/Jeff Moss (Ford Escort 1600), 51m08s; 4, Colin McKenna/Tony Revell (Ford Escort 2-litre), 51m17s; 5, Dave Cockerill/David Jones (Ford Escort 2-litre), 51m25s; 6, Stephen & Jeff Clarke (Triumph TR8), 51m26s.

Biss off!

Apr 26/27: ASEMC Road Rally Champions Mike Shotton/Pete Turner were the only crew to finish the Croydon DMC event without a fail on their cards for the navigational aptitude of the mappers left a lot to be desired on this plot-and-bash style event over 130 miles of lanes in Surrey and Sussex. Missed codeboards costs Mike Biss/Malcolm Barber outright victory and Dick Capsey/Paul Beeson (Ford Escort RS2000), lost second through a similar error.

CADMOC RALLY

1, Mike Shotton/Pete Turner (Ford Escort RS2000), 25m; 2, Mike Biss/Malcolm Barber (Vauxhall Astra), 1F 13m; 3, Dick Capset/Paul Beeson (Ford Escort RS2000), 1F 20m; 4, Malcolm Grubb/Terry Schraider (Ford Escort Mexico), 1F 58m; 5, Steve Jenkins/Graham Tuer (Ford Escort 1600), 2F 23m.

Successful commuter

Apr 26/27: Ken Skidmore got his revenge over his road rally rival Tony Shields when he took an 18sec victory on the Lightning MSC event in Lancashire and Cumbria. Skidmore came to the event hot foot from seventh spot and a class win on the Tour of Hamsterley and reversed the decision of the recent Ribbles Rally.

Geoff Birkett was out with his new Manta 400 and while not really on the pace was happy with third in a field of 49 finishers from an original 70 who completed a 148 mile route.

TWILIGHT RALLY

1, Ken Skidmore/Charlie Woodward (Talbot Sunbeam), 12m32s; 2, Tony Shields/Kevin Savage (Vauxhall Nova 1300), 12m50s; 3, Geoff Birkett/Dave Orrick (Opel Manta 400), 16m00s; 4, Dave Calvert/Joe Riding (Ford Escort 2-litre), 16m06s; 5, Mick Fishlock/Dave Calgill (Ford Escort 2-litre), 20m07s; 6, Andy Howarth/Pete Oldfield (Vauxhall Astra 1300), 20m27s.



OFF TRACK SPORT

Lane again

CURBOROUGH, Apr 27: It almost goes without saying that Dave Whitehead secured the up to 1300cc special saloon car class, and Bob Claxton celebrated his new Stelrad sponsorship by leading the over 1300cc special saloon car class halfway, but could not respond to a magnificent second run charge from Paul Clarke.

The up to 1600cc class became another Bob Dayson benefit.

The supercharged Rover-powered Reliant Scimitar GTE of Les Trafford is a real force to be reckoned with in the unlimited modsports class, proving the point with a very well controlled second run which took victory by a comfortable margin from the roadgoing Morgan +8 of Mike Hall.

Two on the limit runs from the Rydale Cars/Shell Oils Mallock U2 of Nick Whale gave him nearly 2 secs in hand over the Vision of Rob Welch.



Hunt/Kaye - second overall.

One-make masters

Last weekend's South West Stages saw both the AC Delco Astra Challenge and the Burnham-on-Sea MC Fiat Challenge crews in action. For the Astras, the night/day format nearly proved successful in the best possible way as, for the second year running, one of their machines took second overall. Last year it was Tony Saddington who hit the heights en route to the championship while this year saw Salford hotshoe, Warren Hunt, lead the way. John Thompson led the 26 starters initially, but Hunt was soon through while David Young and Kim Kirk battled for third. Lack of rear brakes saw Thompson retire in the last batch of stages and Young was on hand to net second spot from Kirk with a hard charging Steve Bamber fourth and Simon Chapman fifth of the 15 finishers.

The Fiats also saw an entertaining contest with George Mullins taking his Uno to the head of a trio of the little superminis, Graham Boulit finishing second and Gethin Jones third, having struggled for the first 12 stages with an exasperating misfire that kept the car to below 4000rpm. The result pushes Mullins into a single point lead over Paul Ceci with Boulit and Pat Coleman - slowed at the weekend with a faulty alternator during the night stages - tied in third place.

The expected close battle between the Maryk of Deryk Young and Fony Brown's Mallock for honours in the up to 1600cc sports racing car class did not materialise, thanks to Young's superb form. The Hereford driver produced a superb second run which gave him the class win by over a second.

The Mallock-Harts battled out the over 1600cc sports racing car class, this weekend being Peter Blankstone's turn.

The modern single seaters of Brian Hirst and Peter Sullivan were both non-starters due to practice problems. Thus, the spirited Trevor Hulks won.

Despite a fine second run effort from the Reynard of Gordon Marston, Richard Homer was not to be denied.

Phil Ducker produced an excellent effort with his Minwall Design GRD in the 1600cc class, snatching victory.

A superbly subscribed unlimited single seater class produced a scrap between Ray Rowan and Roy Lane. Rowan held an advantage of 0.75secs halfway, but Lane proved in determined mood on the second run taking over by 0.09sec. The very much on-form Richard Ames powered his Autogarage Chevron Hart into third place, holding at bay the unsponsored Anson of Alan Payne.

Having qualified 12th for the run-off, Phil Ducker finished in that position, 0.3secs down on the turbo Rover-powered March of Roy Woodhouse. Ninth fell to the Edwards Catering Company Techcraft March of Paul Edwards, the Mitchell Cotts of Tony Southall equalling Edwards' best, but losing out on aggregate.

Another superb effort from Nick Whale claimed eighth place for the Clubmans car, just 0.18secs adrift of Richard Ames. The Chevron driver, having qualified third, was forced to drive for a finish on the second run, his first being ruined by an 'off' when the throttle jammed at the final bend. A fighting second run from the championship sponsor David Render saw his Pilbeam MP50 coming through to snatch sixth place, but even the most experienced sprinter could not match Russ Ward. Having qualified for his first ever championship run-off, the reigning Leaders Hillclimb Champion flew in his Martin-Vega on the second run to take a very well deserved fifth place. Rodney Eyles' Ralt battled strongly into fourth place, but found Alan Payne's second run too much to match. Having clipped a cone on his opening attempt the Midlander still gave all on his second run, the Anson Rover slipping into third.

And then there was the Roy and Ray show. Lane getting the better of Rowan by just 0.05secs. **ROBIN BOUCHER**

CURBOROUGH SPRINT

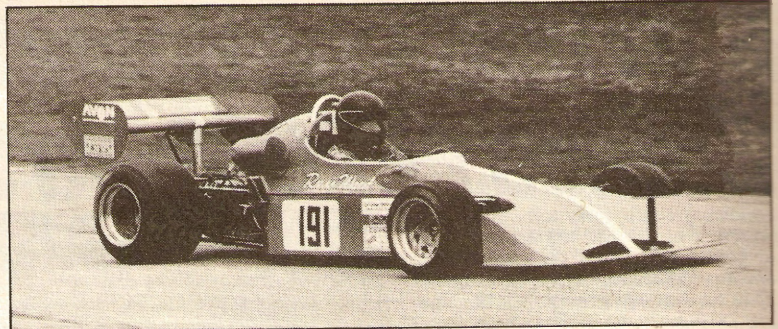
Warecrete British Sprint Championship, round 2

FTD: Roy Lane (2.7 Pilbeam-BMW MP53), 28.95s.

Top 12 run-off: 1, Lane, 28.95s; 2, Ray Rowan (2.7 Toleman-Hart TG280H), 29.10s; 3, Alan Payne (4.0 Anson-Rover SA4), 31.12s; 4, Rodney Eyles (2.5 Ralt-Hart RT3/4), 31.21s; 5, Russ Ward (2.0 Martin Chevrolet BM16), 31.42s; 6, David Render (2.8 Pilbeam-Hart MP50), 31.61s; 7, Richard Ames (2.5 Chevron-Hart B40), 31.82s; 8, Nick Whale (1.7 Mallock U2-Beattie Ford Mk27), 32.00s; 9, Paul Edwards (3.3 Techcraft March-Cosworth DFL 79S), 32.27s; 10, Tony Southall (2.0 March-Hart MS), 32.27s; 11, Roy Woodhouse (3.5 March-Rover Turbo 77782), 32.35s; 12, Phil Ducker (1.6 GRD-BDA HS85/1), 32.64s.

Class Winners: Dave Whitehead (1.3 Chrysler Stiletto-BDH), 34.78s; Paul Clarke (2.6 Vauxhall Chevette), 35.49s; Bob Dayson (1.6 Caterham Super 7-Ford TC), 35.22s; Les Trafford (4.0s Reliant Scimitar-Rover), 35.47s; Whale, 32.74s; Deryk Young (1.6 Maryk-Ford M16), 33.41s; Peter Blankstone (2.0 Mallock U2-Hart Mk27S), 31.04s; Trevor Hulks (0.5 Cooper-JAP MkV), 39.91s; Richard Homer (1.1 Delta-Hartwell Imp T824), 34.82s; Ducker, 32.84s; Lane, 29.61s.

HSA Man of the Meeting: Deryk Young



Reigning Leaders Hillclimb Champion Russ Ward drove well to finish fifth at Curborough.

Shield stars

NORTH WEALD, Apr 20: The weather played a major part in the proceedings as John Welch came through to win the Waltham Services rallycross meeting. This was scheduled as round 3 of the RAC British championship, but heavy rain prior to the event had made the going very tough over the loose. Competitor after competitor became stuck in the mud. So the circuit was altered and the meeting cut from three to two qualifying runs. Eventually it was announced that the event would not count towards the British Championship.

Reigning Champion Trevor Hopkins set the ball rolling with a win over Ron Hudson, Paul Bullivant, Dennis Atkinson and Erling Jensen, the latter two finding the power of their cars something of a handful in the conditions. Eager to extend his points lead, Welch set the fastest time of those first runs, nearly 3secs up on the next fastest man Mark Rennison in the Darlington and Simpson Rolling Mills Ford RS200. Dimi Mavropoulos was third quickest, with Barry Squibb recovering from gearbox problems and proving a threat to the leaders. Quickest in Formula B was Brian Betteridge from a pleased Peter Nielsen (NSU). Barry Willmott held station at the top of Formula C, while Tony Barty headed Formula D.

With the track drying rapidly it was the turn of the Formula D cars to have their moment of glory, on the second runs. Barry Crump was quick with a 2m46.02s, but Russ Swift and Michael Shield both toppled him. In the very last race of qualifying, they were to be pipped at the post. Ray Greenbank was first across the finish line but was deemed to have jump-started, so it was Dave Ward who was awarded victory, also being fastest overall!

In the finals, Shield staged a remarkable recovery as he proceeded to qualify for the Superfinal after winning both the Formula D 'B' and 'A' races. The Formula C 'A' final went to Bullivant from Pease, Nick Martin and Bill Stewart, the race being run twice after it was stopped a lap short first time. Squibb won the Formula B final after being pressed hard all the way by Hudson but, in the end, only the former had been quick enough to reach the Superfinal.

There was trouble again at the start of the Formula A final as Rennison, Mavropoulos and Welch all tried to squeeze through the chicane abreast. Needless to say they didn't make it, Dimi just getting through but Welch's Sealink/STP/Sphere Drake Xtrac bounced off the tyres and into Rennison which sent the latter off. As a fuming Rennison guided his RS200 back to the paddock, Welch proceeded to charge his way through the field, eventually taking the lead from Dimi on lap 3 to win. Mavropoulos by now had a puncture and quickly dropped down the order as Hopkins took over second spot which, despite also suffering with a puncture,

from a hard pressing Atkinson, Jennings, Jensen (whose suspension had collapsed) and Ron Pearson.

Welch was first away at the start of the Superfinal and never headed as he took a convincing victory. Hopkins's throttle broke after less than half a lap leaving Atkinson to take up the challenge. Dennis came home a clear second but it was a close thing for the next three places as Squibb led Pease and Bullivant across the line, only tenths of a second separating them. Shield and Martin completed the order.

BILL MANTOVANI

NORTH WEALD RALLYCROSS

BTRDA Clubmans Rallycross Championship, round 2

Superfinal: 1, John Welch (1.9 Ford Escort turbo 4WD), 2m48.6s; 2, Dennis Atkinson (3.3 Porsche 911), 3m03.3s; 3, Barry Squibb (2.2 Ford Escort), 3m07.4s; 4, Kevin Pease (1.6 Ford Fiesta), 3m07.7s; 5, Paul Bullivant (1.6 Ford Fiesta), 3m08.8s; 6, Michael Shield (1.6 Ford Fiesta), 3m09.4s; 7, Nick Martin (1.6 Ford Escort), 3m11.6s; 8, Trevor Hopkins (1.8 Ford Escort turbo 4WD), retired.

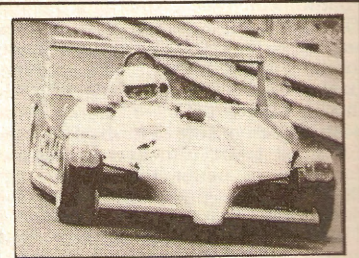
Formula A final: 1, Welch, 3m00.0s; 2, Hopkins, 3m05.1s; 3, Atkinson, 3m09.6s; 4, Mike Jennings (2.0 Ford Fiesta 4WD), 3m15.1s; 5, Erling Jensen (3.5 Rover SD1), 3m24.8s; 6, Ron Pearson (2.1 Ford Escort turbo), 3m26.3s; 7, Dimi Mavropoulos (2.2 Audi Quattro), retired; 8, Mark Rennison (1.8 Ford RS200), retired.

Formula B final: 1, Squibb, 3m14.2s; 2, Ron Hudson (2.0 Ford Escort), 3m15.2s; 3, John Pearson (2.0 Ford Escort), 3m17.3s; 4, Mark Lloyd (2.3 Ford Escort), 3m18.0s; 5, Willie Vevers (2.1 VW Beetle), 3m27.2s; 6, Gary Baker (2.0 Ford Fiesta), 3m27.8s; 7, Peter Nielsen (1.8 NSU), retired; 8, Brian Betteridge (2.2 Lotus Esprit), retired.

Formula C final: 1, Bullivant, 2m58.9s; 2, Pease, 3m05.8s; 3, Martin, 3m14.6s; 4, Bill Stewart (1.6 Ford Escort), 3m15.2s; Colin Rowley (1.6 Ford Fiesta) & Barry Willmott (1.6 Ford Fiesta), DNS.

Formula D 'A' final: 1, Shield, 3m13.4s; 2, Russ Swift (1.3 Vauxhall Nova), 3m17.5s; 3, Dave Ward (1.3 BL Metro), 3m19.1s; 4, Ray Houghton (1.5 BL Mini), 3m23.0s; 5, Ray Greenbank (1.5 BL Mini), 3m29.6s; 6, Tommy Taylor (1.3 BL Metro), retired; 7, Tony Barty (1.6 Ford Fiesta), retired; 8, Barry Crump (1.6 Ford Fiesta), retired.

Formula D 'B' final: 1, Shield, 3m14.4s; 2, John Waghorn (1.4 Citroen Visa), 3m15.0s; 3, Geg Harris (1.4 BL Metro), 3m29.5s; 4, Tony Bell (1.5 BL Mini), 3m31.2s; 5, Alan Goodey (1.5 BL Mini), 3m31.8s; 6, Ron Wright (1.5 BL Mini), retired; 7, Dave Pritchard (1.5 BL Metro), retired; 8, Chris Lodge (1.4 BL Metro).



Kenny Allen - consolidated his lead.

DOUNE HILLCLIMB

Scottish Hillclimb Championship leader Kenny Allen extended his advantage at Doune last weekend, scoring BTD. Alex Graham pushed him hard, but had to settle for a class win. There were many Road Saloons out too, with Mike Connon and Alistair Gray taking the laurels. Full report and pictures next week.

Flat bottoms dominate Brands FF2000 – a solution?

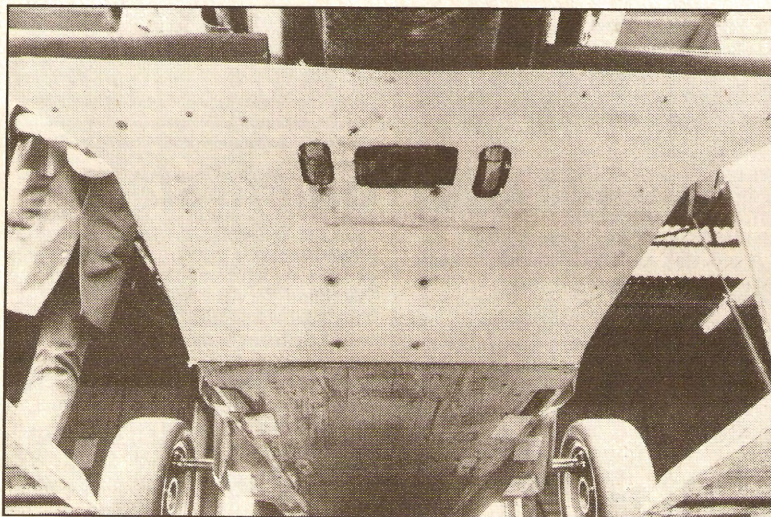
Following controversy over the interpretation of the FF2000 flat-bottomed regulation that caused the results of the opening Zolder Euroseries race on Apr 20 to be declared provisional, the Racing Displays British competitors were hit by further trouble last weekend.

Following Saturday practice, Race Director John Symes issued a notice that all cars inspected after practice infringed the flat bottom regulation which came into effect on 1 Jan '86. They were further warned that cars would be inspected again after racing the following day to ensure compliance.

The ruling which was subject of the contention states that: "Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from directly beneath the car must lie on one plane within a tolerance of +5mm. All these parts must produce a uniform solid, hard, rigid (no degree of freedom in relation to the body/chassis unit) impervious surface, under all circumstances. The periphery of the surface formed by these parts may be curved upwards with a maximum radius of 5cm."

Much of the problem surrounds the fact that this year's FF2000 cars—unlike monocoque chassis in F1, F3000 and F3—do not have single piece bottoms. There are thus joins and overlapping surfaces where additional material has been rivetted to the undertray in order to meet the regulations. Within the course of racing, these surfaces take a pounding and can become distorted to the point where they exceed the +5mm tolerance. Eligibility thus becomes a question of maintenance.

Another grey area concerns the aluminium side-plates added to the Reynards to ensure compliance with the "sprung parts lying within one plane between the wheels" requirement. The exact interpretation of 'rigid' then becomes the



Multiple surface bottoms are prone to distortion through wear and tear.

question, and indeed the rigidity of the said plates varies between individual cars of the same make depending upon the material used to brace them against the chassis!

The man in the thick of the action, and with the unenviable task of having to sort it all out, was RAC technical commission representative Peter Riches. Peter advised the competitors as to the requirements for compliance and there followed a number of differing approaches. Bert Ray's new chassis was actually the only one without problem, being the lone car designed with a single surface bottom. Many Reynard runners left their cars alone save for strengthening the mounting of their sideplates while Adrian Reynard himself was convinced that his cars conformed: "Really, there is no need to change anything. The cars were approved at design stage and the whole matter has been blown up out

of all proportion by certain individuals."

Those taking a more drastic approach included Motiv Racing who mounted hardboard coated with sealant to the underside of Luhtanen's Reynard. Frank Bradley's crew were also busy, affixing a plywood base to Coyne's chassis. Most other teams replaced damaged surfaces, while Van Diemen fabricated an additional metal bottom plate.

Following the race, won by Bertrand Gachot and reported in *Sportscard*, all cars were impounded in a *parc fermé*, and everyone in the top six was adjudged to comply. It was the widely held belief last weekend that nobody was gaining, or indeed seeking to gain any advantage whatsoever in their interpretation of the law and in the circumstances we can only hope that we have seen the back of the problem.



Bancroft – better luck soon?

Bancroft's Reynard

Jonathan Bancroft was due at the Reynard factory in Bicester first thing last Monday morning to take delivery of a new 86SF with which to contest the remainder of the Racing Displays FF2000 championship.

Bancroft has had a number of disappointing showings with the Swift DB3 and things came to a head at Brands Hatch for round seven of the British series last weekend when Bancroft informed Frank Bradley of his decision to purchase a Reynard after Saturday practice, having qualified the Swift 10th. "I was confident in the car's potential early on, but really things are not progressing at all and I am not happy with the car's preparation. Silly things have been going wrong and I simply cannot afford to waste any more time," commented a disgruntled Bancroft.

After considering Bancroft's decision, Bradley took back the DB3 chassis on race morning, along with the Swift held by Motiv Racing for Tomi Luhtanen, which is as yet unused. "Really, I do feel for Jonathan because he's had the most appalling luck, but there was little point in letting him race the car if his heart wasn't in it. If he'd had a shunt in the race it would just have meant a lot more work," he added.

Thus reduced to the role of spectator, last year's Formula Ford Festival runner-up confirmed that Bradley had returned his money and that he would contest the remainder of the Racing Displays series in a Reynard fettle by Motiv. With only 12 of this year's 20 rounds to count in the Racing Displays series, Bancroft still has the possibility of putting together a strong scoring sequence before season's end.

All change for Luby

Having started the season in a Ray FF86, winning the second round of the Townsend Thoresen Junior FF1600 Championship at Silverstone, Kurt Luby was out again at the Northamptonshire circuit at the weekend, with a new car and a new team.

From now on the Bolton lad will be running his own team and is using one of the all-popular Van Diemen RF86s for an assault on both the junior FF1600 series, with occasional forays into the Esso and RAC/TT senior championships later in the year. Kurt was immediately on the pace, albeit not completing a race lap (see *Sportscard*), so watch out for his distinctive orange car...

AUTOSPORT, MAY 1, 1986

Thundersaloon BMW 635 again for Arif

Following their successful run in the first Thundersaloon series race Barry Barnes and Wil Arif are teaming up again in the former's BMW635CSI at Snetterton this Bank Holiday Monday, May 5. Although slightly hampered by an overheating gearbox, the Kentish duo bombed round to be fifth overall and are confident of better things now that Barnes has the right gear ratios fitted for the Norfolk track.

Arif's '86 plans include the prospect of teaming up with Orpington dentist Dave Mercer in the Group C Vogue which has undergone extensive lightening in the close season ready for selected Thundersports races, although Mercer's plans to contest Le Mans may preclude an early appearance in MCD's big banger series.

Meanwhile, Arif's Reynard FF2000 chassis is being prepared for a number of pre '80 races for which he has backing from Ray Parts who market suspended ceilings.

Pratt back in LMF Reynard

The ever spectacular John Pratt reappeared on the Racing Displays FF2000 scene at Brands Hatch last weekend for the first time since winning the second round at Silverstone.

Pratt's future had seemed somewhat undecided in recent weeks, John even making a trip across to Ireland to test a Crossle, but through the generosity of Louis Karmios he is now to see out the remainder of the British FF2000 series in a London Motor Fleet Reynard.

Pratt's position has not been assisted by a persistent debilitating virus, thought at first to be scarlet fever, which has dogged him for almost a month. At

Brands last weekend, however, he was much more relaxed than of late and firmly planted the updated 84SF on the front row alongside Bertrand Gachot.

With Australian Paul Thomas leaving Karmios' team, Pratt will soon back-to-back test both London Motor Fleet Reynards before making a decision upon a race chassis. Karmios himself will race whichever chassis Pratt discards. With a win and a third already under his belt in a series which has produced six different winners from seven races, Pratt must be viewed as a serious contender for the title with only 12 of the 20 rounds to count.

Silverstone Formula Fraught

There was a rather unnecessary confrontation in the pit lane at Silverstone after the Dunlop/AUTOSPORT FF1600 race. Having felt aggrieved at losing the lead when involved in a spin with Paul Spooner, Mark Hazell chose to take affairs into his own hands and leaped on Spooner. Chosing not to participate in any fisticuffs, Spooner lodged a protest and Hazell was subsequently banned from racing for 30 days, as well as being

endorsed for 'careless driving' due to the manner with which he extricated his car from Spooner's: over the latter's front wheel.

While not wishing to make a case of Hazell's spur-of-the-moment reaction, it does show how taking the laws into one's own hands will not be tolerated. Having just organised some new sponsorship for his FF1600 season, Hazell must be rueing his antics.

Major backing for European Historic sports & GT cup

Steigenberger Hotels, Germany's premier accommodation group, is sponsoring a five-race series of invitation events for Historic sports and GT cars, at major European circuits this summer. The international Steigenberger Super Sports Cup competition is for cars from the 1964-71 era, as is the HSCC's domestic Atlantic Computers series.

Additionally, a class will be run for

cars of over 5-litre engine capacity, thus enabling selected Porsche 917/10 CanAm/Interseries contenders and original 8-litre CanAm machinery to take part. Substantial start money is being offered to competitors, and the overall winner of the short series will win a fortnight's holiday for two at the Steigenberger Hotel of his/her choice, worldwide.

The series opens at Brands Hatch on Jun 01, with further events at Nurburgring, Jun 07; Hockenheim, Jun 14; Zolder, Aug 10 and Nurburgring, Aug 17. Chris Aylett of the Historic European Racing Organisation (HERO) has amassed 14 British entries already, and has a few more invitations available. Full details from Chris on (0926) 882266.

More support for Duncan's Clubmans bid

Leslie Duncan was among a number of Scottish Clubmans invaders at Brands Hatch last Sunday, but the 41-year-old mining company managing director from Carlisle, near Glasgow, was right out of luck.

Duncan's Vision V86 was sporting new sponsorship from the Brown International Group and Dalplant, and on his first ever visit to Brands had claimed the pole by 1.6secs. At the start, however, Duncan was outdragged by the Visions of Paul Gibson and John Fyda plus Mike Lane's rapid Mallock, and rounding Surtees his progress was halted in a confusing multi-car collision.

A long journey for less than a mile's racing for Duncan's Vision was too badly damaged to continue in the re-run. But, it was a plucky performance and Duncan's pole time was still 0.1secs quicker than eventual winner Fyda's record lap in the race.

Duncan's new support means that he will contest the Trimoco Clubmans and Register series, with his ultimate aim being the World Sports Prototype series.



Wheatley poses proudly with his Lola and BRM, both sporting new sponsorship.

Wheatley's Historic twosome

Mike Wheatley, one of the most popular competitors on the Historic sports car racing scene, has put together an exciting programme of domestic and international events this season, with both his magnificent BRM P154 CanAm car and the long-serving Lola T70 Mk3B GT.

The Northwood driver, proprietor of shopfitting specialists Shelley Builders, will campaign the twin Chevrolet-powered beasts in the colours of his enthusiastic new sponsors, Premium Pen plc, purveyors of quality advertising pens and associated promotional regalia. As with Mike's previous backers, the 'pen pushers' are totally new to

motor sport, and keen to capitalise on their first involvement.

Ace engineer John Sabourin (the former Lotus Elan modsports racer) has rebuilt both chassis over the winter, and will tend them at the circuits as ever. In an effort to beat the mighty McLaren M8s, Wheatley is running the BRM in winged 'interim' form for the first time.

The bold white and red P154 will be a leading contender in the Atlantic Computers series which starts at Silverstone this weekend, while the superb Lola coupe (now with a 5.7-litre power unit installed) will be a major attraction in International SuperSports races.

Austin's SRS

Austin Kinsella, narrowly beaten at the last Silverstone Racing School closed meeting, won his FF1600 race from the pole last Saturday and deservedly won the BRDC's valuable Driver of the Day award.

Both Maestro races were won from the front by Allan Woodings and Neil Riddiford. The novice FF1600 event was won by Jeremy Hoyland, while Stephen Rankin won a fraught race against Phil Wood and James Baker (who took the flag backwards). The senior event fell to Richard Morris who calmly saw off the challenge of American serviceman John Lee who suffered his first defeat in five races.

BRIEFLY

■ The little-used Crossle 60F was out and about at the weekend, at Silverstone, in the hands of ex-Pre-'74 FF1600 runner Charles Rickett. Run by MacDonald Engineering, for whom he works, Charles is planning to race the car in the junior FF1600 series, giving the car much needed 'air time' on English circuits - where Crossles have not sold well in recent years.

■ Danny Wright, fourth overall in last year's TT Junior FF1600 series, and currently without a drive, was back in the cockpit last weekend. However, he was not in an FF2000 car as he had hoped, but at Silverstone sharing a BMW638 Thunderslone with Martin Lainchbury. However, having set some encouraging times in a Sports 2000 car at Donington last week, Danny is intending to take in a few Thundersports rounds, and then maybe some FF2000.

■ Out for his third race at the weekend was Peter Quinn who turned out for the Dunlop/AUTOSPORT 'Star of Tomorrow' FF1600 race at Silverstone in the ex-Jari Haavisto Van Diemen RF85, run by Roy Baker Racing. Backing for his racing comes from Micom, a computer hardware company. Ninth place was a good start.

■ Protests raised against the Starions of Colin Blower and Graham Scarborough and the Escort RS Turbos of Mike Smith and Bob Sands after the opening round of the Uniroyal Prodsaloon championship at Brands Hatch, have subsequently been withdrawn.

■ A reliable source who should know informed us that as from the second round of the Uniroyal Prodsaloon championship at Castle Combe on May 5, all turbocharged contenders will be fitted with a boost monitoring device similar to that used in the new Saab Mobil Turbo Challenge.

■ A recent inquest into the death of marshal Jeremy Simon Byrn of Cheverton Rd, Upper Holloway at last October's Formula Ford Festival meeting at Brands Hatch recorded a verdict of misadventure.

■ Following his metal-bending start to the season at Thruxton on Mar 09, Eric Haigh will be back into the Renault 5 Elf Turbo UK Cup fray at Silverstone this coming weekend. Eric is most grateful to Paul Howarth - who will be crewing for Sigi Brun at Silverstone incidentally - and his men at the Saddleworth Motor Co who rebuilt the wreck, and to sponsors Autotrans who located the spares. Eric has also attracted some additional backing from Genesis Business Systems, the Leeds-based main distributors for Sperry Computers of which he is an employee.

Something old, something new . . .

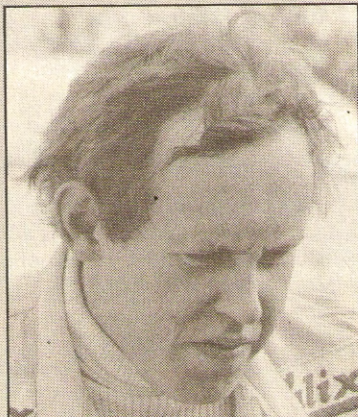
The European Rallycross championship kicks off this weekend at Horn in Austria and once more the battle is expected to be between the the same three drivers who dominated the series last year; Olle Arnesson, Martin Schanche and Finn Matti Alamaki who finally emerged on top in '85.

Of the three, Schanche possibly comes out a fraction ahead of the others. He heads for the first round with his trusty 4WD X-Trac while his main rivals are all fielding new cars which have yet to prove themselves.

Arnesson, who was third overall last year, expects to be out with his new A2 Quattro powered by a 20-valve engine, while Alamaki, who was looking to put a Peugeot deal together will be out in a 2.8-litre 4WD twin turbo Porsche.

Late last year, the champion approached World Rally champion Timo Salonen to see if the French factory could be persuaded to let him have a 205. They were, but could not promise a second evolution car and certainly not a second evolution engine. To the Finn this meant a difference of some 200bhp and so the Porsche it was, the car reputedly turning out some 700bhp.

Fellow Finn and former Porsche expon-



Arnesson - new A2 Quattro.

ent Seppo Niittymaki has been at Gartrac over the winter and takes the new X-Trac to Austria while Jukka Peltari, who fared so well in his first championship season last year, now has to learn to handle Alamaki's old Porsche.

It isn't all change, though, as Belgian

champion Francois Monten carries on with a Quattro and Piet Dam remains faithful to BMW. John Welch will be going to Austria with the STP X-Trac so will almost certainly miss the British round at Croft the following day. Schanche will have the busiest time, though, commuting back and forwards to Silverstone in order to practice and race in the Sports-Prototype race there on Bank Holiday Monday.

In Group A, won last year by Swede Anders Norstedt, Trevor Reeves poses a very serious threat with his Ford Escort RS Turbo and is already tipped to be placed in the top three at the end of the year.

BILL MANTOVANI

EUROPEAN RALLYCROSS CHAMPIONSHIP 1986

May 04	.....	Horn (A)
May 18	.....	Hameenlinna (SF)
Jun 22	.....	Alencon-Essay (F)
Aug 10	.....	Ingelmunster (B)
Aug 17	.....	Valkenswaard (NL)
Sep 07	.....	Norway (N)
Sep 20	Lydden (GB)
Oct 05	Buxtehude (D)
Oct 12	Knutsdorp (S)

CBC
MOTORSPORT

DUNLOP TYRES

LUCAS

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CONGRATULATIONS TO A REAL TEAM EFFORT! Alistair Sutherland - Peter Watts - CBC MG Metro 6R4



Winners of the Sonat Granite City Rally 19th April 1986

Autosport