

AUTOSPORT



JAGUAR'S COMEBACK


MOSPORT GROUP C REPORT ♦ THREE WAY F3 TITLE FIGHT
KART GP ♦ BMW M635 TEST ♦ LOVELL'S RALLY BID

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The Jaguars arrived in Group C racing, but it was the works Porsches that won the day . . . again. The race, however, was marred by the accident that befell the Kremer Porsche of Manfred Winkelhock, as Quentin Spurring reports.

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HAMEENLINNA RALLYSPRINT 23

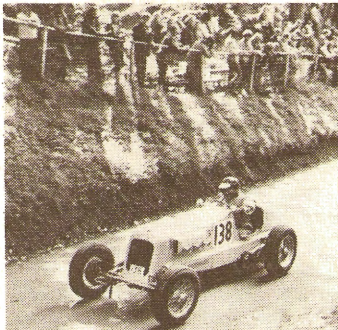

Bob Constanduros trekked to Finland to watch Finland's first ever Rallysprint event. The rally men gave the Grand Prix drivers a trouncing with Markku Alen the overall winner.

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FRONT COVER

The opening moments of the Mosport World Endurance counter saw Martin Brundle leading the works Porsches of Jacky Ickx and Hans Stuck in his new Jaguar XJR-6. Report: page 14. Photo: Martyn Elford.

NEXT WEEK

The Grand Prix men and the boys from F3000 go to the scenic Osterreicherung — Indycar action from the Pocono 500 — F3 goes to Oulton — A look ahead to the Mewla Rally — And the trucks are out at Silverstone.

*These items correct at time of going to press.

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Winkelhock's death mars Mosport 1000 WEC race

Manfred Winkelhock, the German Formula 1 and sportscar driver, lost his life last weekend as a result of a violent accident during the Canadian round of the World Endurance Championships, at Mosport Park near Toronto.

The accident happened at about one-third distance in the 1000kms Group C race, when Winkelhock was driving hard, trying to make up time after an earlier delay. For some reason not yet explained, he lost control of his Kremer team Porsche 962C midway through Mosport's Turn 2. This is a very fast, downhill left-hander with adverse camber, taken by the faster cars flat in fourth gear at around 140mph. The protection there consists of firstly a grass run-off

area, then some catchfencing further round the corner, followed by a concrete wall. Where Winkelhock's car struck the wall, it was retaining an earth bank; only a few metres round, it was freestanding and would possibly have given under such a forceful impact.

The Porsche hit the wall at hardly diminished speed, making first contact with the right front corner, then going in broadside, and coming to rest 50 metres up the road, terribly damaged. There were no tyre marks visible on the track surface and, although it seemed that the driver made some attempt to make the corner, the cause of the accident remains a mystery.

Poor Winkelhock was trapped in the

wreckage, unconscious, by his legs. With the race still going on behind a pace car (which was out for almost an hour), it took the marshals and medical team about 25mins to extricate him from the cockpit, assisted by equipment brought to the scene by the Kremer mechanics. He was then taken to the circuit medical unit, and then on by air ambulance to the Sunnybrook Medical Center in Toronto.

Hospital reports indicated that no bones were broken, which is a tribute to the massive strength of the Porsche design, but he had received head injuries apparently caused by the force of the impact. After surgery overnight, he died about 24 hours later. Report: p14. Obituary: p11.

Prost best in Monza GP tests

Inevitably there were thousands of Italian fans at Monza last week for the Formula 1 tyre testing which attracted representatives from most of the Grand Prix teams. With Alain Prost threatening to battle with Michele Alboreto for the Championship over the final races, the tifosi were not amused to find the Marlboro McLaren fastest both on race and qualifying tyres; comprehensively so on the former according to team boss Ron Dennis. Niki Lauda's test was cut short by an engine failure. Prost's best was a 1m 28.2s while Lauda only had time to do a 1m 31.0s; last year's pole time was in the 1m 26s bracket. Elio de Angelis and Nelson Piquet both lapped in the 1m 28s while Alboreto and Nigel Mansell were in the 1m 29s. Patrick Tambay, Eddie Cheever, Piercarlo Ghinzani and Pierluigi Martini were also present but failed to break the 1m30s barrier.



Acheson — back to F1?

Acheson in F1 RAM?

John Macdonald's RAM team was shattered by the news of Manfred Winkelhock's accident in the Mosport WEC race at the weekend, and further upset by the wretched calls from drivers offering their services.

"Manfred was very much a part of our team and always gave of his best despite the problems we had. I am certainly not interested in running anybody who has rung up to offer their services. If we run a second car in Austria this weekend it will be for Kenny Acheson. He is a friend of ours and we owe him a lot for sticking with us in 1983. He has helped us out in testing already this year and if he is free then he is really the only man we want to consider."

Ironically, it was to be in Austria this weekend when RAM were due to have the latest spec Hart engines for the first time. A factor which they hoped would allow Winkelhock to show his, and Gustav Brunner's neat little chassis's real potential.

Acheson was distressed by the circumstances of this renewed opportunity to resume his Formula 1 career and it marred his tremendous victory in the Japanese F2 Championship event at Fuji last weekend. His victory in the rain-affected race (with the Yokohama-tyred Nova Engineering March-Honda 85J) was by the convincing margin of 20 seconds over Satoru Nakajima's similar, Bridgestone-shod, car. Nakajima nevertheless sewed up the championship.

Fuji boycott lifted

In a unanimous vote taken during the OSCAR meeting at Mosport Park last Saturday, the Group C sportscar team managers have decided to lift their boycott of the Mount Fuji 1000 on October 6. However, they also remain united in their stand against clashing dates with Formula 1 races.

The teams were successful in having moved the date of the Shell Gemini 1000 at Brands Hatch, so as to avoid a clash with the rescheduled Belgian Grand Prix, but the Victory Circle Club in Japan was unable to comply with FISA's request for a date change due to its television contract.

At this stage, it would have been difficult for the teams to make new arrangements missing Fuji from their programme, because the Japanese event came as part of a transportation package including Sandown Park, Australia, and the new non-championship race in Malaysia.

They have therefore arrived at a compromise with FISA which restates their position as regards clashes in the future.

The factory Rothmans Porsche and TWR Jaguar teams will certainly be going to Japan, as will be the majority of the Porsche privateers including Kremer, Joest and Brun Motorsport.

STATEMENT BY TEAMS IN THE WORLD ENDURANCE CHAMPIONSHIP
WEC Team Managers meeting at Mosport, Canada, today have noted with thanks the efforts made by the FISA — and in particular by FISA President Jean-Marie Balestre and FISA Endurance Commission President Pierre Aumonier — to relocate dates of 1985 WEC races where they have clashed with Grand Prix dates.

They are also appreciative of the cooperation of the BRSCC and Brands Hatch Circuit in moving the date of their Shell Gemini 1000 to avoid a clash with the postponed Belgian Grand Prix.

Recognising the above, and taking into consideration the good of the sport and of the World Endurance Championship, the teams have agreed unanimously to support the Fuji 1000, Japan, on October 6, 1985, which the organisers are unable to relocate. Some teams will as a result again lose the services of their Grand Prix drivers at this race.

In agreeing to support this race, the teams look to FISA to respect their wishes regarding date clashes of World Sportscar Championship events and Grand Prix events in 1986 and beyond. The teams reiterate their total opposition to any clash of dates between World Sportscar racing and Grand Prix racing, and reaffirm their decision not to take part in any event from 1986 onwards where such a clash occurs.
Mosport Park, Canada, August 10, 1985.

Balestre admits Macau stars

FISA confirmed last week that the Macau Formula 3 Grand Prix can go ahead with the participation of graded drivers. Cesar Torres of the Macau governing Automobile Club of Portugal put the case for the inclusion of graded drivers to FISA President Jean-Marie Balestre personally, on the basis that this was a 'special event' and such participation was necessary for the promotion and financial viability of it. Balestre concurred and granted permission for the Formula 3 Grand Prix to be open to all drivers.

The success of Mr Torres's negotiations has opened the way for Barry Bland of Motor Race Consultants to press

ahead with invitations to compete in this, the third Macau F3 GP. This year's event has been given added status by the introduction of the FIA Intercontinental Championship and the winners of all Europe's national championships, plus the winner of the FIA European Cup and the Japanese series will be invited to match their skills against invited star drivers and other top F3 names.

Bland anticipates taking 24 to 26 cars from Europe plus six from Japan to fill the 30 car grid for the event which will be run in two heats on November 24. "We have already been flooded with enquiries," said Bland. "We have a tremendously enthusiastic new head of

the organising committee and it will be a much better event for everyone."

The major improvement will be the use of the new Forum sports centre immediately behind the pits which will be the permanent paddock and will relieve the wearying early morning starts and tedious equipment transportation problems which have been necessary in previous years. The F3 GP will again be supported by a GpA Touring Car race which will see the return of the TWR Jaguars.

The race now starts for the Dave Price British American Tobacco and West Surrey/Eddie Jordan Racing Marlboro backed teams to sign up the big names.

International Formula 3 spectacular from MCD

John Webb exclusively revealed to AUTOSPORT this week his plans for a Formula 3 SuperPrix event on the Brands Hatch Grand Prix circuit in 1986.

Webb has often been criticised for not giving Britain's premier single seater formula enough exposure on MCD circuits although, to be fair, as the British championship is promoted by the BRDC and BARC, he has to take the rounds which are allotted to him which only amounts to one each at Brands Hatch, Oulton Park and Snetterton.

"I have always said that I am not against Formula 3 but that running championship rounds is beyond my control," said Webb on Monday. "To put matters right I have decided to put my money where my mouth is and dedicate a two day meeting on the Grand Prix circuit to Formula 3 next year."

Webb charged the BARC with finding a date which was free of all European national championship rounds and the plan is to promote the meeting on similar lines to the very successful Formula Ford Festival with qualifying heats leading to a Grand Final for which there will be a £5000 first prize, with commensurate money all the way through the field.

"Monaco is the biggest F3 race of the

year but because of the limited number of starters they have to go through a strange selection process to choose their entries. For this reason it is not always fully representative. The SuperPrix will be open to anyone in Europe with a Formula 3 car," said Webb on Monday.

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means that I have got a captive audience to sell the event to," explained Webb, who added that he already had television coverage and event sponsorship arranged.

The first place prize money will undoubtedly be a major attraction to the teams (the British F3 series pays £200 for a win) while the early announcement of the event will allow proper budgeting by the teams. With this year's national championships in Europe reaching levels not seen since the heyday of the 1600cc F3 in the early 1970s, the SuperPrix promises to recall the superb European Cup F3 match races held at Thruxton in 1971 and 1972, which produced some of the finest Formula 3 racing of all time.

Leading Formula 3 entrant Eddie Jordan reacted to Webb's news with enthusiasm which he felt would be reflected throughout the formula. "This is confirmation of just how strong the British and other European championships have become in Formula 3 and providing it does not clash with any championship commitments I am sure we will all be there. It will be a great opportunity for the drivers to learn another Grand Prix circuit under intensely competitive conditions."



Thackwell — well placed.

Mugello's F3000 off?

The proposed new date for the Mugello F3000 date of September 1 has been successfully protested by the Spa 1000 kms organisers and it seems almost certain that the event will be cancelled as there are no other non-clashing dates available, FISA have said that they want there to be 12 races in the series and are investigating the possibility of running a second race at the Spa Grand Prix on Sep 15 this being the only viable alternative.

If no substitute race can be held, the current championship positions take on a new significance as the teams head to the Osterreichring and Zandvoort in the next two weeks. If there are only 11 events then a driver may only count his best eight scores. Current championship leader Mike Thackwell is well placed only having scored in five of the eight events so far, with three wins and two second places. Christian Danner, however, currently second in the table, has already scored in seven events with his Bob Sparshott March. On current form he will have to drop two scores, a fourth and a sixth. His best scores are two wins and three thirds. Emanuele Pirro, just one point behind Danner currently, can count all his scores which include two wins, two seconds and a fourth.

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Marlboro are planning an elaborate and highly competitive F3000 test for the winners of the British, French and Italian Formula 3 Championships and possibly to the European Cup winner also.

It is planned to conduct the test at Paul Ricard on the two days immediately after the FIA European Cup F3 meeting on October 26/27. The Marlboro-backed Onyx and ORECA teams will both have their March 85Bs at the circuit. Ema-

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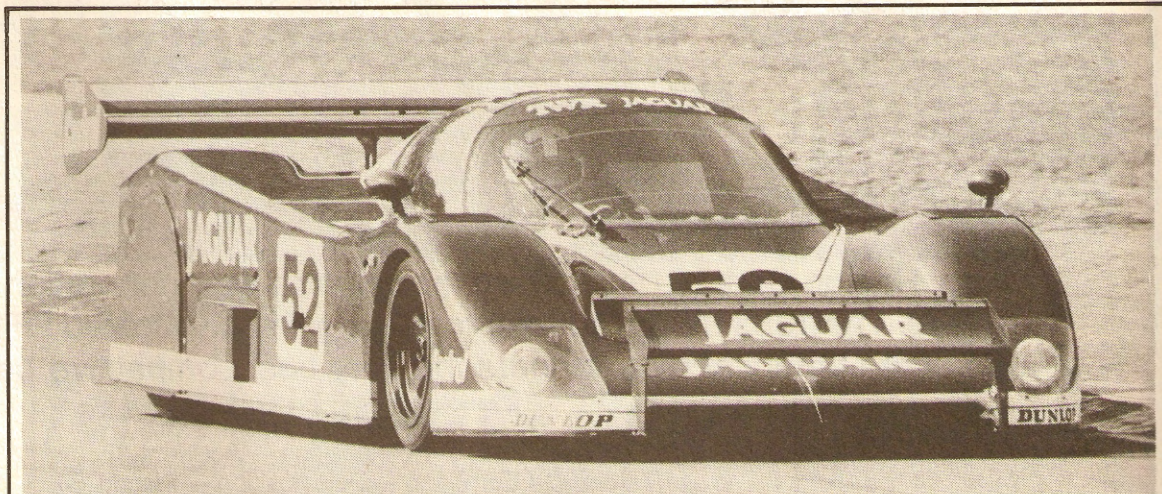
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Trimoco GpA series in decline

The Trimoco RAC British Saloon Car series looks likely to take another plunge at the coming Brands Hatch Bank Holiday meeting, with the news that Terry Drury Racing are not planning to contest any more races this year, excepting the European Grand Prix supporter.

Also planning to miss the Bank Holiday event are Frank Sytner and Barry Lee. "It costs me too much," said Frank at Snetterton, "with Brands Hatch being effectively a three day meeting, there is just no way I can afford to run."

As things stand, with no definite decisions about what form the series will be taking next year, it is proving difficult for teams to start to organise their programmes, and with the turbo cars dominating it seems likely that as the year progresses so the numbers will fall still further.



Jaguar C-car on the pace

Pictured turning its wheels for the first time, at Mosport Park last week, this Jaguar XJR-6 Group C sports car finished third on its world debut on Sunday behind the two factory Porsches. The extra front wing was used in practice only, as the TWR team experimented with ways to remove understeer, while the spats enclosing the rear wheels, which give the car a very purposeful appearance, were discarded after the first pitstop so as to get more cooling air to suspect wheel bearings. All in all, the team spent the weekend on a sharp learning curve with the new car, and did superbly well to bring it to the finish on a car-breaking circuit. Report: p14.

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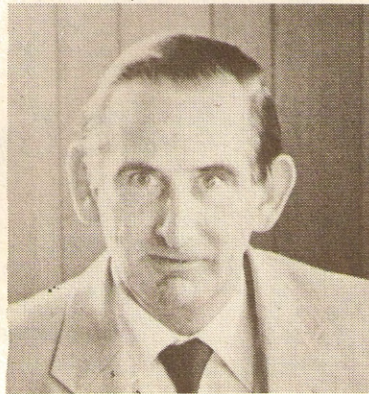
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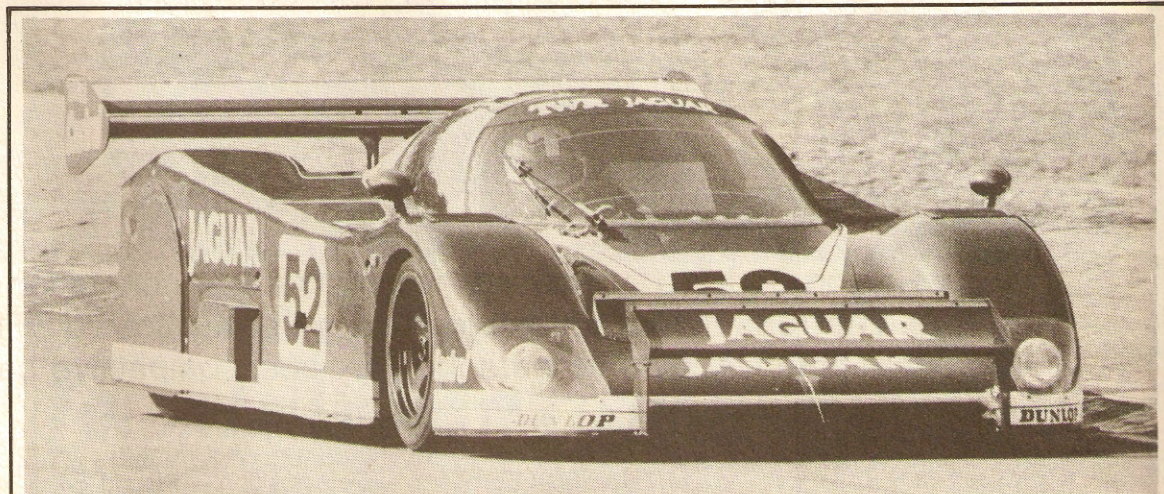
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Spence looks to Ralt as F3 title race intensifies

With his Marlboro British F3 Championship lead eroded to just four points, following a dismal week at Snetterton, Russell Spence will have a Ralt RT30 at his disposal, in addition to Team Warmastyle's Reynard 853, at least during preparations for the last five events of the 18-race series. Warmastyle Racing (a different company, note) purchased a new RT30 from Ron Tauranac on Monday afternoon, and immediately despatched ace mechanic Bent Hosbond to Weybridge to build it up. Shakedown tests were pencilled in at Mallory Park on Wednesday.

"We will continue to race the Reynard for as long as it shows itself to be competitive, with Russell as our driver," said Warmastyle boss Bill Blandford on Tuesday, "and will run the Ralt for a second driver if it is available. Our intention is to go to Oulton Park this week with the Reynard, but if it does not

go well, I've no choice but to put Spence in the Ralt. The championship is at stake now, and our commitment is to win it."

Russell did nearly 500 miles of testing with the 853 at Snetterton (even putting designer Adrian Reynard in the car on Thursday, in an effort to identify any problems), but was never close to the pace. Eventually, he pulled out of

Sunday's race as he could not keep the car on the track, as it was set up.

Title race rival Andy Wallace fared little better with his Reynard, setting his best lap time of the week on his first Tuesday run. Ralt driver Mauricio Gugelmin now splits the Britons in the points table. Will drastic measures save the day for Spence?



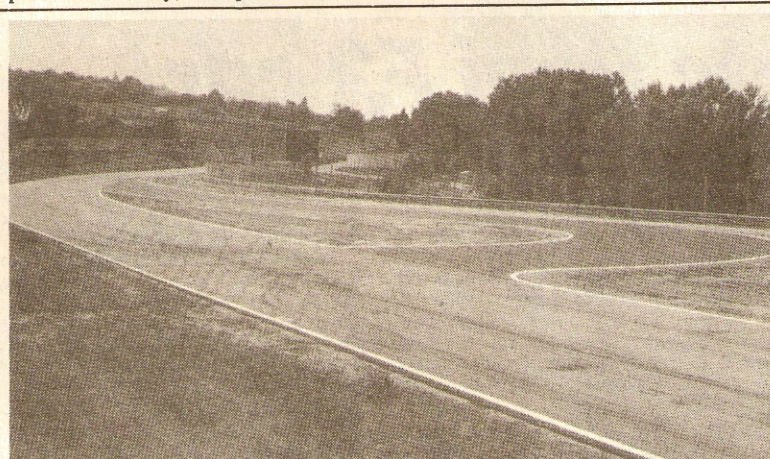
Wilson — impressed Tarry

Tarry buys new RT30

Behind Rob Wilson's non-appearance at Snetterton last weekend lies great news indeed for the personable Kiwi. Fifth overall in the recent Donington F3 round with a shoestring-run Ralt RT3, Wilson had been asked to pilot Peter Tarry's similar car in the remaining Marlboro British F3 Championship races. Tarry was so impressed with Rob's efforts, however, that he has put his ex-WSR RT3/84 up for sale, and ordered a brand new RT30 to run him in!

"We are picking up the car next week," said Tarry on Monday, "and hope to have it ready for Spa. Basically we are looking at next year, and by doing the last three events of the season should get the team used to the RT30, which will retain our Toyota engine, making it unique to Britain.

"It's a hell of a risk on my part," continued the businessman, "but we've had a rough season one way and another, yet Rob jumped at the chance to drive the old car, and it went from there. We're a small team of Cambridge enthusiasts racing for the sport. With Rob's enthusiasm and experience, I feel we can show well." The Tarry Ralt RT30 will continue to bear allegiance to the Johnson & Bailey building concern on the Marlboro series trail.



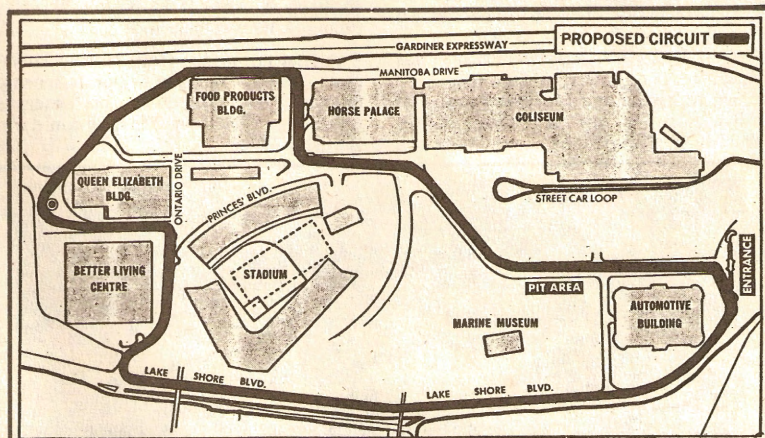
Imola's latest chicane breaks up the last fast stretch of the Italian track. Photo: Rombo.

Imola's fourth chicane

Imola has another chicane! The latest piece of chicanery brings the number of *variates* at the Faenza circuit to no fewer than four. The Dino Ferrari circuit has long been criticised for its chicanes and the news that there is another one will be greeted with horror. Situated on the entry to the Curva Villeneuve — the fast right hander on the drag down from

the start to the taxing Tosa corner — the new chicane breaks up the fastest section of track, where much of the overtaking is achieved in Grand Prix racing.

The chicane has been built in record time for the coming motorcycle Grand Prix, and it is unclear at the moment whether or not it will be used for Grand Prix cars.



Toronto CART circuit?

This is a map of the proposed city street circuit in Toronto, Canada, where a CART Indycar race is provisionally scheduled to take place next year. The track would run through the city's Exhibition grounds between the Lake Ontario foreshore and the inner-city orbital motorway (at top), just a couple of miles from the city centre. The track would be 1.78 miles long and the cars would race in a clockwise direction. Proposals for street races in Toronto were turned down by the city administration in 1969, 1977 and 1981, but this application — from longtime motor racing sponsors, the Molson brewery company — was passed by the Council last month. Some of the conditions included limiting attendance to 60,000 reserved seats, erecting noise barriers, and reimbursement for any repaving necessary. Council estimates suggest that, if the race takes place, some £164,000 would be contributed to the Toronto Exhibition facility, and £5,500,000 generated for other city business interests, but even so there is a powerful lobby against the race, formed into the Anti Grand Prix Coalition, so as to fight the proposal.

BRIEFLY

■ Both Mario Andretti and Al Unser Jr are due to undergo stringent medical checks this Wednesday by the CART doctor before being allowed to race at Pocono. Despite the brave face being shown by both men neither of them is sure to pass the medical and also prove they can extricate themselves quickly from a sticken car. Carl Haas was prepared to accept Andretti's word that he would be fit and has not contemplated seeking a replacement while Doug Shierson has prepared for the eventuality in respect of his sponsors Dominos Pizza who are also sponsoring the event. The Michigan based team owner was not prepared to divulge the name of his standby driver.

■ John Watson had a lucky escape while testing for last weekend's IROC final at the Michigan International Speedway. Wattie was practising the oval art of draughting last Thursday when his car fell foul of the now notorious Turn 3 bumps and crashed heavily into the wall. Happily Wattie was fit enough after an overnight stay in hospital, to compete in the event on Saturday and finished ninth.

■ Following the recent visit to Mexico City of FISA President Jean-Marie Balestre, plans have been confirmed for a rejuvenated Mexican Grand Prix in 1986. Mr Hose Abed, who chairs the organising committee, said that a budget of no less than \$35 million is available to completely rebuild the old Magdalena Mixhura circuit, which will be widened and resurfaced, with a new pits complex and capacious new grandstands.

■ The Tom Walkinshaw Racing team, which debuted its exciting new Group C sportscars in the Budweiser GT at Mosport, has confirmed that it intends to send two of the musical XJR-6 cars to all the remaining rounds of the World Endurance Championships at Spa Francorchamps, Brands Hatch, Mount Fuji and Sandown Park. "This is a learning year for us," said a Jaguar spokesman, "and you can be sure that we mean to learn all we can."

■ The Road America IMSA on August 25 will feature two of the stars of the World Endurance Championships when Jochen Mass races one of Jim Busby's BF Goodrich Porsches and his factory team mate Hans-Joachim Stuck gets a run in Bob Akin's Coca Cola Porsche.

■ The whole future of the Kyalami circuit appears to be in jeopardy from a purely racing, rather than political, standpoint. Its annual GP inspection is due on September 16 and none of the improvements requested, notably the widening of the pit lane, has yet started. On a national front the circuit wants to opt out of the existing national championship format and establish its own series for Formula 2, Gp1 and Thundersports. The circuit wants the drivers to sign exclusively for their series for a guaranteed prize fund, and cut of the gate receipts. Kyalami would then sell rounds to other circuits but such is the financial state of the sport that this appears to be quite unworkable.

■ The new Nurburgring circuit sadly claimed its first life last Wednesday, when German historic racer and Porsche enthusiast Hans-Dieter Blatzheim lost control of his massively powerful CanAm 917/10. The car reportedly exploded after hitting the barriers. Poor Blatzheim, trapped within, succumbed to his injuries. An occasional competitor in SuperSports events (with a Porsche 908) Hans-Dieter will be missed by his compatriots. To his family and friends, AUTOSPORT extends its condolences.

BRIEFLY

■ Indy winner Danny Sullivan had his first major CART crash while testing for this weekend's Pocono 500 last week. His Penske team mate Rick Mears had started the test programme with his scheduled race car and had turned in some impressive record beating 203mph laps before Sullivan took over. Danny crashed the March 85C heavily in Turn 1 but emerged only sore from his experience although the car was written off. The Penske team are working hard to build up another car for this weekend, having sent their usual spare back to their Poole headquarters to be fitted with the new Ilmor/Chevrolet V8 engine.

■ Austrian Jo Gartner who has not been able to secure any single seater drive this year after being let down by the Osella team is due to make his return in the works F3000 Lola at the Osterreichring this weekend.

■ Porsche WEC team manager Norbert Singer is happily back at his home near Stuttgart recovering from the burns he sustained at the Hockenheim event last month. He is expected to attend the next round at Spa but purely as a spectator.

■ Jochen Mass will contest the Elkhart Lake IMSA championship event driving one of the BF Goodrich Porsche 962s while his Rothmans works team mate Jochen Mass will drive for Bob Akin.

■ Spirit Racing's plans to run Pascal Fabre in the remaining F3000 events have fallen through because of the Frenchman's existing commitments to BMW France which clash with two of the three races.

■ The factory Rothmans Porsche team has confirmed its entry of three 962s for the BRSCC-organised Shell Gemini 1000Kms WEC round at Bfands on September 22. Jacky Ickx and Derek Bell, winners of the 1982 event, will be partnered in their respective cars by Jochen Mass and Hans Stuck. Drivers of the third car have yet to be nominated, while a T-car will also be prepared.

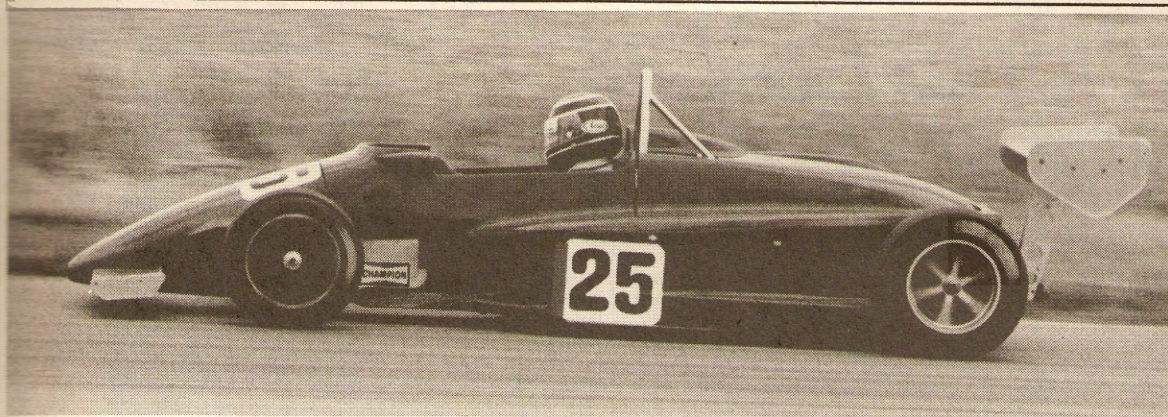
■ Mark Goddard's first corner incident in Sunday's Marlboro F3 round at Snetterton looks likely to sideline the Silverstone-based driver from the next two rounds of the championship. "I simply don't have the money to repair the Ralt for Oulton or Silverstone, but am aiming to return at Spa if nothing can be sorted out sooner."

■ Polimotor Research's intriguing Lola T616 IMSA GTP car will be driven by Peter Argetsinger and Indycar man Herm Johnson in the Lowenbrau Classic at Elkhart Lake on August 25. Briton Ian Taylor is also rumoured to be having a run in Matty Holtzberg's plastic-engined machine in the near future.

■ Our Danish correspondent reports that there are moves afoot to build a new racing circuit at Hedeland, 20 miles west of Copenhagen. Since the closure of the Roskilde in 1968 Denmark has had just two tracks: the Djurslandring and the Jyllandsring, neither of which is within easy reach of the capital.

■ Schnitzer BMW ETC pilot Roberto Ravaglia will be returning to F3 at the Macau Grand Prix later this year with a Trivellato-run Ralt-Alfa Romeo RT30. The underrated Venetian has already tested the car at Mugello. Rumours persist that Ravaglia will be seen in a March 85B in F3000 before the end of the year.

■ Terry Drury is apparently close to finalising a deal to run a turbo car in the smallest class of the RAC British Saloon Car series next year. At the moment he's not giving away any secrets, but is going to an Italian manufacturer, and it is not Alfa... The Lancia Y10 perhaps?



The neat looking Roni T85 Formula 3 was debuted at Snetterton by Ian Flux, the car finishing 13th.

Flux debuts Roni F3 car

Since the demise of the Anson SA6, only Jim Yardley's self-built Beagle has taken on the Ralts and Reynards in the contemporary class of the Marlboro British F3 Championship until last weekend's Snetterton round, where Ian Flux finally debuted the neat Roni T85.

Built by ex-March men Rob Gustavson (formerly Teo Fabi's F2 mechanic) and Nick Wasyliw of Roni Developments in Bletchley, the T85 is a flat-bottomed development of the Cygnus

machine, originally shown at the end of 1983. Hampered by lack of running costs all year, the team was brought together under Gil Baird's Tech-Speed Racing banner for Sunday's race, which it finished 13th.

"Considering that we had just 162 miles of testing under our belt at the start of the meeting, I think we are all satisfied with the car's first outing," said the ever cheerful Flux. "It's not a million miles away from the pace (1.9secs adrift of

Mauricio Gugelmin's fastest race lap in the Ralt), stable and relatively easy to balance. Basically, there seems to be nothing wrong with it that a decent amount of testing wouldn't sort out."

Overseen by former Shadow man Marvin Humphries of Tech-Speed, the VW-engined Roni was smartly presented and drew a lot of attention in the pit lane. Hopefully it will become a regular F3 contender in the weeks to come.

Jackson impresses in Intersport Ralt

It was good to see Paul Jackson back in Formula 3 at Snetterton last weekend, the rapid Surrey driver installed in Phil Kempe's regular Intersport Ralt RT30 by Valour Racing's John Upton. "When Phil could not do Donington at short notice, John spoke to Glenn Waters about doing a late deal for me," explained Paul, "but it was decided to wait for an opportunity which allowed some testing, in fairness to all parties. So here we are..."

That Jackson is very underrated has never been doubted, and he knuckled down to his second Marlboro round of the season with typical professionalism and relish. Right on the pace in midweek

practice — on his first acquaintance with a new Ralt and on old tyres — Paul qualified a strong sixth, three places ahead of Cheever in Valour's own chassis, held back by engine problems.

"The car feels terrific," grinned Paul, delighted with qualifying progress, "although I have not got the best from it yet — perhaps in the race?" Before that though, it was off to Valour's pit to change Cheever's engine!

A first lap nudge from Harald Huysman ruined Jackson's points-scoring chances on Sunday, but he deserves another go very soon. This guy could win British F3 races...



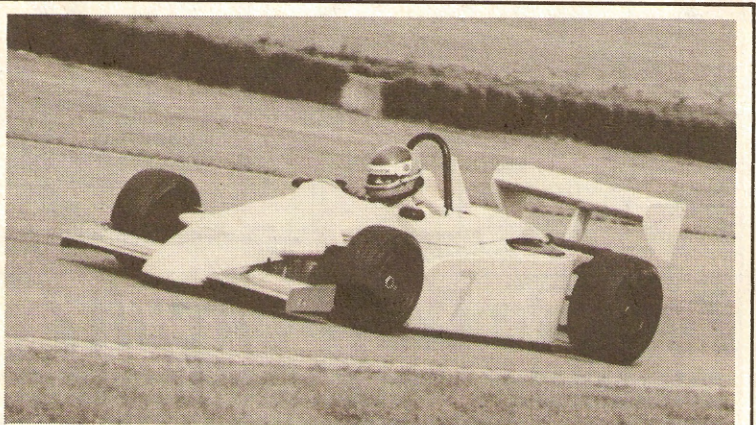
Coyne — back to F3 again.

DPR drive for Coyne

Dave Coyne is set to return to the F3 scene at Oulton Park this weekend, at the wheel of David Price Racing's second Reynard-VW 853. "The deal was finalised last week," said DPR's Andy Miller at Snetterton last Sunday, "and covers the Marlboro British Championship rounds at Oulton and Spa."

Since Julian Bailey left the team for Scan+Sport's Saab-powered Reynard, Price's team has concentrated on running Cathy Muller's Elf car in Britain. Following her Donington shunt, Cathy bounced back with a fine fifth place last weekend, and new-found confidence in her DPR-developed chassis.

Coyne has tried to break into F3 on several occasions, rarely with viable financial resources. His one-off with Murray Taylor Racing at Spa last year netted Dave the lap record, and he fully expects to be competitive at Oulton after a 4-week testing. After a frustrating season in FF2000, the Camberley man deserves the break, for which he and Price have combined to find funds.



Smythe back with RT3

Londoner Mark Smythe, who had such a harrowing time in F3 at the end of last year, is planning to return to the Marlboro British Championship fray, his Ralt-Toyota RT3 beautifully rebuilt by Peter Macdonald. 'Dundah', as Smythe is known, acclimatised himself to the now flat-bottomed car at Donington a fortnight ago, with testing advice and chassis sorting assistance from Rob Wilson.

Alboreto versus Prost in Osterreichring showdown

The 10th round of the World Championship takes the Formula 1 circus to Austria and the glorious Osterreichring circuit, nestling in the Styrian mountains. The 3.692 mile circuit is second only to Silverstone in the high speed table, last year's qualifying best being a shade under 155mph. Will they beat the 160mph barrier here too? Unlikely, it would appear, although the testing times from last month are a little unrepresentative because only a handful of cars turned up. World Championship leader Michele Alboreto set the quickest time of the tests with a 1m 28.50s lap, which was a second and half outside Nelson Piquet's 1984 pole time.

The World Championship appears to have developed into a two horse race between Alboreto and Alain Prost but remember there are still seven rounds (including this one) to go and the picture could change radically yet. Alboreto said

after his win at the Nurburgring that the Austrian race is like a second Italian Grand Prix because hordes of partisan Ferrari fans cross the border into Italy to watch their beloved red cars. Losing at Zeltweg will be like losing at Monza for



Ghinzani — appearing in second Toleman.

Alboreto and he will be under intense pressure to bag another nine points.

Alain Prost will no doubt want to bury the memory of the mistake at this circuit last year which almost certainly cost him his first World title; he will, no doubt, be just as keen to make up for the spin which may have cost him a win in Germany a fortnight ago. A win here for Prost and the Marlboro-McLaren would really open up the championship battle and there is an inevitability about Prost sitting in a menacing position all through the race just ready to play his trump card. There are faster combinations, like Keke Rosberg in the Williams-Honda, Ayrton Senna in the JPS Lotus and, if the conditions are right, Nelson Piquet in the Brabham on its ever-improving Pirellis — but they know all too well that the McLaren is not only quick but also super-reliable.

The Toleman team were just slightly surprised at Teo Fabi's Ring pole position for it was the ultra fast Osterreichring where they thought they would really come into their own. The TG185 is really in its element on very fast corners and really must be a serious contender this weekend, especially if this most capable of teams has got to the root cause of its unreliability. For the first time this year Toleman will field a second car for Piercarlo Ghinzani, which should help them be even stronger. If RAM are able to field two cars there will be 27 runners which probably means that one driver will not qualify. If this is the case it will almost inevitably be Martin Brundle in the DFV powered Tyrrell which is scheduled to be having its last race anyway.

AUSTRIAN GRAND PRIX WINNERS

1975 Vittorio Brambilla.....	March-Ford 751	111.23mph
1976 John Watson	GB..... Penske-Ford PC4	132.00mph
1977 Alan Jones	AUS..... Shadow-Ford DN8.....	122.99mph
1978 Ronnie Peterson	S..... Lotus-Ford 79	118.03mph
1979 Alan Jones	AUS..... Williams-Ford FW07.....	136.52mph
1980 Jean-Pierre Jabouille	F..... Renault RE20	138.69mph
1981 Jacques Laffite	F..... Ligier-Matra JS17	134.03mph
1982 Elio de Angelis	I..... Lotus-Ford 91	138.07mph
1983 Alain Prost	F..... Renault RE40	138.87mph
1984 Niki Lauda	A..... McLaren-TAGMP4/2	139.11mph

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Aug 17 Oulton Park (GB)	Marlboro British F3 Championship <i>The title is up for grabs in a year which has not witnessed the continued winning sequences that have characterised previous seasons. Always there or thereabouts, though, is Mauricio Gugelmin's Dick Bennetts Ralt, the Brazilian many people's championship favourite.</i>
Aug 17/18 Nurburgring (D)	FIA Historic Championship <i>Fabrizio Violati's gorgeous 250GTO is currently dominant, but look out for challenges from Rogers, Ealand and Mac.</i>
Aug 18 Osterreichring (A)	FIA Formula 1 World Championship, FIA European F3000 Championship <i>The World Championship is looking increasingly like a two-horse race between Michele Alboreto and Alain Prost. Full preview above. Mike Thackwell was a somewhat fortunate winner of the last F3000 round at Enna, establishing himself at the head of the championship table. With three rounds remaining, can he hang on?</i>
Aug 18 Pocono (USA)	CART PPG Indycar World Series <i>Jacques Villeneuve scored a fine first win at Elkhart Lane after a year and a half of trying. In the absence of the injured Mario Andretti, Emerson Fittipaldi and Al Unser Sr closed to within a point of the series lead.</i>
Aug 18 Zolder (B)	German F3 Championship, German Touring Car Championship <i>The old firm of Weidler and Nissen dominated again at Diepholz until they assaulted one another and left Finn, Jari Nurminen to score his first win. Not content with that, Weidler then took out Nissen brandishing a quick-lift jack, but should have cooled down sufficiently to guarantee a mere on-track duel at Zolder.</i>
Aug 18 Silverstone (GB)	British Truck GP <i>All the truck regulars will be joined by Barry Sheene and Alan Jones for what should be a fine event. Jones, renewing his association with Leyland trucks, drives a six and a half tonne Leyland Roadtrain, while Sheene will pilot a DAF.</i>
Aug 24 Bristol (USA)	NASCAR Winston Cup Grand National Championship
Aug 25 Zandvoort (NL)	FIA Formula 1 World Championship, FIA European F3000 Championship
Aug 25 Watkins Glen (USA)	SCCA Bendix TransAm Championship
Aug 25 Elkhart Lake (USA)	IMSA Camel GT Championship
Aug 25 Watkins Glen (USA)	SCCA Robert Bosch/VW Supervervee Championship
Aug 25 Suzuka (J)	All Japan Endurance Championship
Aug 26 Silverstone (GB)	Marlboro British F3 Championship

NATIONAL RACING

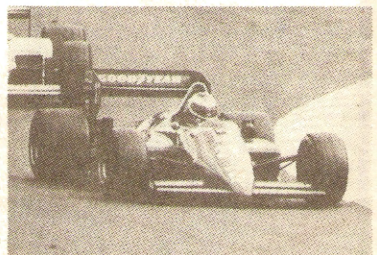
DATE/VENUE	EVENT/DETAILS
Aug 17 Oulton Park nr Tarporley, Cheshire	Marlboro British F3 Championship, Esso FF1600, B&Q Sports 2000, Trimoco Clubmans, Duckhams Road Saloons, Uniroyal Production Saloons, BCA MG Metros <i>Supporting the Marlboro F3 event (see above), the Esso FF1600 and Uniroyal Prodsaloon men should provide exciting action. Mark Blundell leads the former, while Andy McLennan and Colin Blower should fight out the tinton spoils. The Metro counter, too, will be closely fought. Racing from 1.30pm.</i>
Aug 18 Brands Hatch nr Fawkham, Kent	Thundersaloons, Champion of Brands & Pre '74 FF1600, Metro Breakers Modsports, Alfa Romeo Challenge, Ronnie Scotts Club Sportscars. <i>Woodman/Buncombe have been making Thundersaloons their own property, while Bob Berridge will make the long trip from Teesside in search of another pre '74 win. Racing from 2pm.</i>
Aug 18 Lydden nr Canterbury, Kent	750MC FF1600, Fvee, F750, F1300, 750 Mc Sportscars, FF2000, MGs <i>Antonio Armelin is the man to watch in the 750MC FF1600 series at present. Racing from 1.30pm.</i>
Aug 18 Mondello Co. Kildare, Ireland	Irish FF1600 Championship, Libre, GTs <i>The FF1600 race is the first round of the lucrative Ford series, while the libre entries include Tony Trimmer and Alo Lawler.</i>

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Aug 18 Harewood nr Leeds, Yorks.	Montague Burton Trophy Meeting <i>Apart from rounds of the Harewood Hillclimb and Longton Sprint Championships, the Ford Credit Fiesta regulars will be taking a break from circuit racing and having a round on the hill. Timed runs from 11am.</i>
Aug 18 Curborough nr Lichfield	AMMC and Notts Sports Car Club Sprint Championships <i>Racing from 2.00pm</i>

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

WORLD CHAMPIONSHIP



1 Michele Alboreto	46
2 Alain Prost	41
3 Elio de Angelis	26
4 Keke Rosberg	18
5 Stefan Johansson	16
6 Nelson Piquet	13
7 Patrick Tambay	11
8 Jacques Laffite	10
9 Ayrton Senna	9
Thierry Boutsen	9
11 Nigel Mansell	6
12 Niki Lauda	5
13 Stefan Bellof	4
Derek Warwick	4
15 Rene Arnoux	3
Andrea de Cesaris	3
17 Marc Surer	1

MANFRED WINKELHOCK

It is tragic irony that Manfred Winkelhock should have lost his life competing in a World Championship sportscar race because, even as a full-time Grand Prix driver during the past three years, this and touring car racing were where he derived his real enjoyment from motor racing.

It was not because sports or saloon cars were more suited to his modern-day, non-conformist style of driving that he preferred life outside of Grand Prix racing. It was the relaxed atmosphere and appreciation of motor racing as a sport which he found here that he liked.

Unlike many of his rivals, Manfred openly admitted that he had never had a burning passion to be a racing driver: it just happened after friends persuaded him to take part in some amateur events rather than scaring the living daylights out of them on the road. Manfred just loved to drive as a young man, and a racing career opened up for him. He did not begin really to grasp the fact that the sport would become his profession until he tested a Grand Prix car for the first time. "Until then I had never really thought of racing as a career, it was just something that I was doing and that I enjoyed. After I drove the ATS at Silverstone and did quite well, I started to think that maybe I would become a professional racing driver," he once said.

It says a lot for Manfred's placid character that the majority of his 47 Grand Prix starts were at the wheel of an ATS, a team notorious for its volatile management rather than its performances on the track. But, while Manfred was thoroughly professional in his approach to all types of racing, and always gave of his very best whatever the circumstances, he was able to remain detached from the rows and political infighting not only within his team but in Formula 1 as a whole. Towards the end of last year, when his relationship with ATS was coming to an enforced end, he did not become part of the annual back-stabbing, wheeling and dealing to earn himself a place with another team: "You have to understand that, as a person, I don't need Formula 1," he would say to those who pestered him with questions of "next year?" He wanted to drive them well, but the rest of the scene did not interest him at all. He had no time for driver crusades against rules and regulations and, twice this year, he had refused to sign petitions. He was a man of strong character who was never afraid to stand up to the pit lane bullies and defend his own point of view. His roots in the sport were in saloon and sports car racing where, as a totally unaffected individual, he could indulge himself in the sporting side of racing.

Born on October 6, 1952, Manfred began his racing career in the VW Scirocco Cup in 1976, which he won. His big break came the same year when he won a celebrity race against the top German racing drivers of the day, which led to a call from BMW Motorsport supremo Jochen Neerpasch, inviting him to join the Junior team. His relationship with BMW was a lasting one which took him through saloon car racing and into the works March Formula 2 team in 1979 and 1980, even though he had no previous single-seater experience.

Manfred developed a strong personal bond with BMW's Paul Rosche to the point where he was also allowed to be a works Ford driver in categories which did not clash.



Although he won German championship events for both Ford and BMW, his international recognition sprang from his horrendous end-over-end accident in his F2 March at Nurburgring in 1980, from which he walked away quite unharmed. The nearest he came to winning an F2 event was at Hockenheim the following year in Bertram Schafer's private Ralt, only to lose out at the penultimate corner to an audacious overtaking manoeuvre by Stefan Johansson which stunned the packed stadium into silence. It was not until some three years later that he proffered any excuse: "The engine bay was broken and I could not even drive the car in a straight line. I was just happy to be taking part and grateful for the opportunity, so I did not think it right to blame my equipment."

After a vain attempt to qualify an Arrows at Imola in 1980, Manfred's Grand Prix career began with ATS in 1982 and continued for three seasons. He was not the most naturally gifted of drivers, and the ground-effect era was perhaps most suited to his rather rough style at the wheel. His form was often erratic, like in 1982 when he qualified his ATS fifth fastest at Detroit and then

failed to qualify the following weekend at Montreal. But his dedication, commitment and bravery to the task could never be questioned.

It was Manfred's get-stuck-in attitude which attracted the RAM team's interest in him for 1985; he, in turn, appreciated their similar outlook and ambitions in racing. He already had a very close relationship with designer Gustav Brunner from previous association at ATS and Maurer, and the partnership promised to establish all the parties. Sadly, the true potential was never realised because of endless, frustrating mechanical problems.

I last talked at length with Manfred at the Silverstone tyre tests in June, where another day had ended prematurely. He was in the truck making tea for the whole team, his sense of humour maintaining the morale. At the Nurburgring earlier this month, for what sadly was to be his last Grand Prix, he was bitterly disappointed not to have been able to do well in front of his home crowd.

As the driver of a Kremer Porsche sportscar, in which he was to lose his life, and still an occasional performer in big BMW saloons, he was very much a hero

at home. Manfred's personality maintained his popularity in a country which can be cruelly critical of poor results, never giving a thought to the circumstances.

Away from the race track Manfred preferred to spend his time quietly at home in the town where he was born, Wailingen, with his wife Martina and two young children, Marjus (5) and Marina (2). It was there that he could tuck himself away in his garage and pursue his hobby of restoring three-wheeler cars.

Last Sunday's accident occurred when Manfred was again giving his all after his Kremer Porsche had been put well out of reach of overall honours. He was driving in the style we know best, and striving to make something out of a near-hopeless position. It is perhaps fitting that he should be remembered in this way, for it typified his racing career.

But the sport has lost one of its most genuine and unassuming personalities. To his wife and children, the Kremer and RAM teams and his many friends, AUTOSPORT offers its deepest sympathy for this terrible loss.

Flagging standards?

Following hard on the heels of the much publicised premature stoppage of the British GP, 'human error' was again cited as the cause of a totally unacceptable and farcical set of circumstances which 'halted' last Sunday's RAC/TT FF1600 championship round at Snetterton.

Problems arose on lap 7 following a serious looking accident which saw Jonathan Bancroft's car cartwheeling down the track, eventually coming to rest upside down on the inside of the circuit approaching Sear corner. As rescuers attended Bancroft, an ambulance arrived on the scene and white flags correctly warned drivers of its presence on the circuit. Inexplicably, and without authority from Clerk of the Course, Mark Poynton, a black flag was displayed at Sear corner.

What followed, in a purportedly professionally run championship, was an absolute disgrace. The leading four runners, who had been ahead of the accident, continued at unabated pace while the majority of competitors raised an arm and slowed on sight of the black flag. The correct procedure to stop a race, however, is the showing of a red flag, at the start line, which should be accompanied by black flags at all marshal points. Seeing the lone black, confused drivers stopped in front of the pit lane armco anticipating a restart. They were then told, in no uncertain terms, that the race had not been stopped and would run to its 15 lap conclusion. It was at this point, when it was apparent that an error had been made, that AUTOSPORT feels the race should have been stopped.

Instead, we witnessed the sight of those stationary cars rejoining the race in front of a leading competitor who was flat out through the 120mph Russell corner onto the pit straight. A major accident was averted by mere inches.

Afterwards, understandably irate drivers launched a collective protest and the whole matter turned rather unsavoury, prompted by one or two inane statements from people who should know better. Defending the decision to allow the race to continue, Deputy Clerk of the Course, Sidney

Offord, commented that there were "no dead bodies lying around". Although merely intending to convey his opinion that the track was in a safe condition, the few ill chosen words produced a predictably angry reaction from the drivers.

Even more unacceptable in the general round of buck passing, was an allegation, from someone in authority, that the accident was not that serious and that Bancroft had been despatched to hospital needlessly, and dare one whisper it, as a face saving measure for those responsible for the black flag at Sear!

This is preposterous. The unfortunate driver, in the course of many rolls, had suffered a heavy blow to the head. In such circumstances, a hospital check is a routine precaution. Motor racing memories are notoriously short, but it is not so long since a prominent American GP driver, Mark Donohue, died as a result of head injuries sustained in an accident, although he appeared completely coherent in the immediate aftermath.

Having allowed the race to run 15 laps, the BARC then issued an official results sheet declaring a result after seven, even though a red flag was *never* shown. Out of the furore arose several valid points. Having been asked to resume, the drivers had then raced the remaining eight laps for nothing. Peter Rogers officially protested the result on principle, worried that should it stand, drivers had been rewarded for ignoring the black flag (which indicates that they should report to the Clerk of the Course). A dangerous precedent.

AUTOSPORT must emphasise, however, that at no-time did Mark Poynton authorise the black flag. Its appearance placed him in a very awkward position, as the person with ultimate responsibility for the actions of those/officials at Sear. Although drivers and teams felt that time, money and effort had been wasted amid the bungling, we should be grateful for small mercies — at least nobody had been seriously hurt. Will we be so lucky next time?

CORRESPONDENCE

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

Irresponsible behaviour

The ninth round of the 1985 RAC Townsend Thoresen Formula Ford 1600 Championship was held at Snetterton circuit on August 11 and organised by the BARC. On the seventh lap Jonathan Bancroft made contact with another competitor resulting in a serious accident that left Bancroft trapped upside down in his car within the braking area for Sear Corner. For several laps the marshals attending the incident, complete with ambulance, signalled the competitors to slow down after which they showed the black flag which indicates that the race has been stopped.

Several competitors complied with this immediately, only to find that the leading quartet were continuing. Upon questioning Mr Sidney Offord about the situation he said, that they had not instructed the marshals to stop the race and then replied "Why should we stop the race, I don't see any dead bodies anywhere?"

Please tell us what is going on! We are continually criticised for not observing

the flag signals and now we find that if you do observe these signals it can work against you. We demand that safety and consistency be applied to FF1600 as in every other major formula. Do we have to wait for fatalities to occur before races are stopped?

PERRY MCCARTHY, JEREMY PACKER, PETER ROGERS, JOHNNY HERBERT, PHILIPPE FAVRE, JAMES TAYLOR, C. BLUNDELL

GP thanks

Now that the dust has settled, it is time for me to reflect and thank on behalf of the RAC Motor Sports Association and the directors of Silverstone Circuits Limited, all those people who made the 1985 Marlboro British Grand Prix such an exciting and successful event.

As in past years the Grand Prix attracted a wealth of spectators and competitors alike, yet once again the staunch and loyal support we have come to expect from British marshals and all others concerned was demonstrated without the slightest trouble. An event of the Grand Prix's nature would be impossible to organise, let alone run,

without the co-operation of these willing individuals and I cannot thank them enough for making the British Grand Prix one of the best on the motor racing calendar.

We look forward to the Shell Oils Grand Prix of Europe at Brands Hatch in October and once again call on all our friends and supporters to make the British Grand Prix in 1986 an event which is just as enjoyable.

PETER COOPER
CHIEF EXECUTIVE, RAC MSA

Well worth the money

How many spectators, I wonder, were unfortunate enough to miss the fantastic experience of visiting Silverstone 300, tucked discreetly away inside the circuit? For a mere £4.50 one could actually walk across the track, albeit on a footbridge and see some trucks. These big monsters carry the F1 cars — absolutely unbelievable!

Understandably, Silverstone go to great lengths to protect spectators by erecting catchfencing, just in case one of

these trucks decides to take a lunge at anyone. I was extremely lucky to see a rather rare site there, a species' Driver of the order *Dereake Warwickae*.

I am sure I speak on behalf of hundreds who did go, that it was well worth the money, in fact I would gladly pay twice as much next time.

I GOWER
SITTINGBOURNE, KENT

Losing touch

As I write this, I am fighting to hold back my tears, because I have just read the most heart rendering document since *Gone With The Wind*. I refer to Nigel Roebuck's *Fifth Column* (August 1).

Why poor Bernie Ecclestone suffers so much for the sport, I do not know.

It really is about time Mr Ecclestone got out of his motorhome, walked out to Stowe or Club or any part of Silverstone, and talked to the real fans, with whom he has obviously lost touch. He should realise there would still be Formula 1 without sponsors like Marlboro or JPS — it would be more economical, that's all.

As for slowing the cars during qualifying, the cheapest way to do that would

AUTOSPORT, AUGUST 15, 1985

be to stipulate that teams would have to do practice and race on two engines per car — they could not then afford to run qualifying engines.

As for the Spa debacle, I am really sorry that Mr Ecclestone has been put to so much trouble. As someone who not only went, but paid quite a substantial amount of my own money to go, all of which is now lost, I am annoyed that he has the nerve to moan about making a few telephone calls.

Once again, the problem of the Grand Prix calendar is apparently causing our great leader sleepless nights. Why does he not simply hold all the southern hemisphere GPs in our winter, and the northern GPs in our summer? The series could be divided in two, and two points tables. There could perhaps even be a decider in, say, Australia in January.

If Bernie really wants to do something with CART, why does he not arrange a race at Silverstone? Timed correctly, it could be a money spinner.

AN TAYLOR
BLAENAVON, GWENT

It's a rip-off

As a regular visitor to continental Grands Prix over recent years I have seen admission prices gradually inflate. But this week I have been informed that a ticket for the Bosch stand has increased by 69 per cent to £49 and for a seat at Tarzan by 107 per cent to £46.50. This ludicrous increase I am told is because a faceless company in Switzerland are attempting to take over the ticket allocation of the Grand Prix circus.

I am sure that most fans would appreciate being told exactly which Grands Prix this company *do* control, so that they can be aware when making plans for '86.

This sort of profiteering can only further damage the sport by excluding the true fans. We will soon need sponsors to afford the admission.

I would also be interested to hear from any spokesman of this company on how they are justifying the vast increases.

Let's hope they don't get their hands on rallying, too.

PETER SCHERER
DERBY

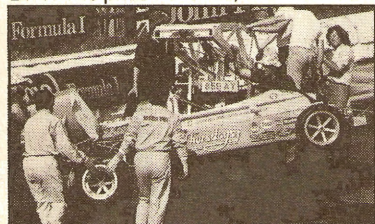
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Ten years ago this week (AUTOSPORT, August 14, 1975), Teddy Pilette won the Mallory Park F5000 event after what our man called a pretty dreadful race. The formula was on its last legs, and only 14 cars made the trip to the Leicestershire circuit. The entry was further depleted when Gordon Spice crashed heavily in untimed practice, suffering leg injuries which ended his single-seater career. Pilette's only challenger in the processional affair was Alan Jones in the RAM March, but the Aussie crashed out when lapping a backmarker (below), leaving Guy Edwards to take the runner-up spot.

The F5000 contingent was in action on the other side of the pond as well, Brian Redman winning at Mid-Ohio after Mario Andretti had retired. The race was overshadowed by a dreadful accident involving Lola driver B. J. Swanson. The 26-year-old crashed at the first corner when the throttle stuck open, suffering severe head injuries from which he died three days later. Swanson had been the only rookie to offer any challenge to the established stars.

Nigel Roebuck conducted an extensive interview with man-of-the-moment Tony Brise. The Embassy Hill driver shattered many of Nigel's illusions about the art of Grand Prix driving. He found the Hill easier to drive and much more forgiving than the Atlantics he had been used to: "You can get away with more in an F1 car. You can get it miles out of shape and it will still come back."

Historic racing cars have always been a good investment of course. Ten years ago a South African was advertising the Brabham BT33 in which Black Jack so nearly won the 1970 World Championship. The car came complete with spares, gearbox and a newly rebuilt DFV. The price? Just £5,500 o.n.o. . .

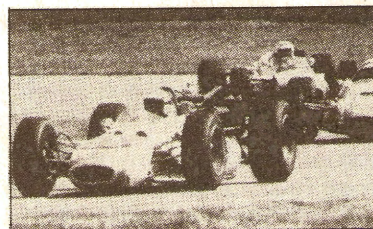


20

Twenty years ago this week (AUTOSPORT, August 13, 1965), Mario Andretti (below) scored his maiden USAC championship victory at Indianapolis — not in the 500 but in a 150 mile event held in a park eight miles down the highway from the Brickyard. This was the first time the lopsided Indycars had ever raced on a road course, and as they were running in standard speedway trim it was fortunate that the track included just one right-hander . . .

A. J. Foyt was the star of the race, leading Andretti's Brabham in a hectic dice in the early stages. A pitstop dropped Ajay's Lotus back, but he came storming through to regain the lead. However, on the last lap his car began to slow with the problem which has afflicted several generations of Lotus drivers — no gas!

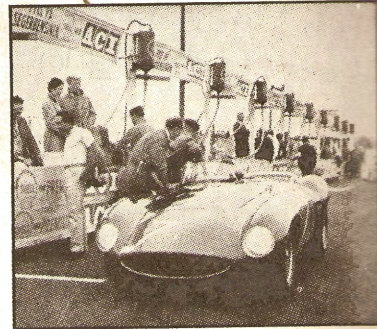
A meagre field of 10 cars made the long trip up to Karlskoga for the F2 event. What the entry lacked in quantity was made up for in quality — half of the grid were past or future world champions. After Graham Hill, Jackie Stewart and Jim Clark had retired the Brabham-Cosworth's of Black Jack and Denny Hulme scored a comfortable 1-2. Local hero Jo Bonnier was third in a Lola, ahead of Mike Spence in the second works Lotus.



Down at Brands there was disaster when a large crowd resulted in the programmes running out. The mass turn-out at the BRSCC clubbie was due to fine weather and the promise of some demonstration laps by Clark. Most went home disappointed when it turned out to be a grinning pop group drummer called Dave . . .

30

Thirty years ago this week (AUTOSPORT, August 12, 1955), Mercedes showed their continued dominance of World Sports Car racing with the 300SLR, when Juan-Manuel Fangio again beat team mate Stirling Moss to the line in the Swedish GP by just 0.3secs after 32 laps of the 4.04-mile Råbelöv circuit near Kristianstad. The third placed finisher, Eugenio Castelotti (below) in a Ferrari, was a further 1m34s behind! The event proved quite a spectacle, with the faster cars becoming airborne on the long straight between Stenslid and the Fredrikslund grandstand. Paul Frere somersaulted the 750S Ferrari, suffering a knee injury. The 300SLRs put their distinctive wind-brakes to much use . . .

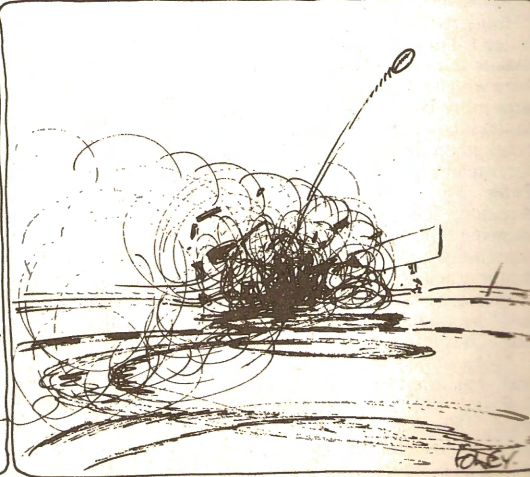
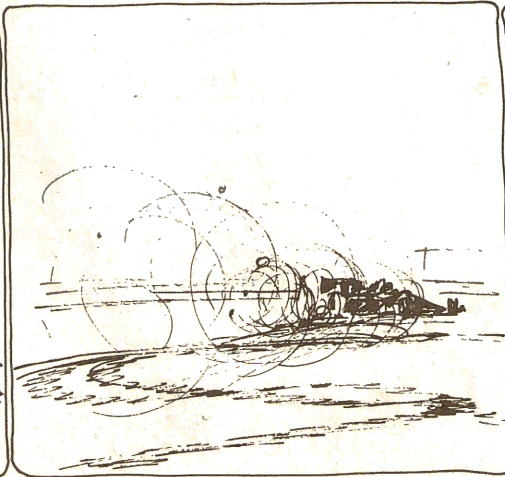
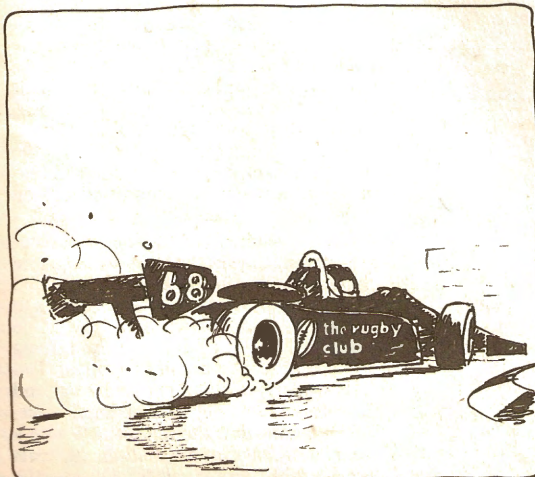


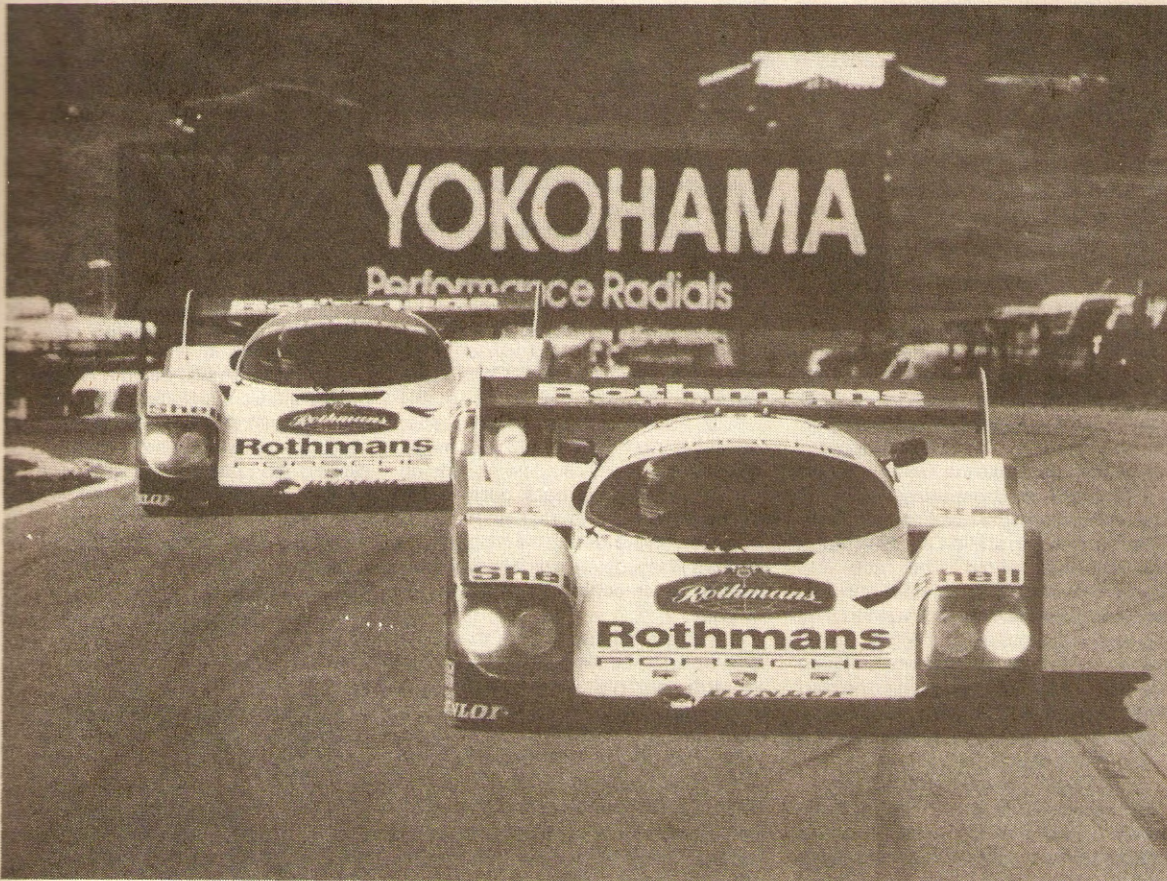
The major on-track event in Britain that weekend was the *Daily Record* International Trophy held at Charterhall. Driving Stirling Moss's Maserati, Bob Gerard came out on top ahead of Horace Gould and Louis Rosier. Gerard and Rosier shared an outright circuit record of 85.92mph. A young Jack Brabham finished fourth.

On the hills, however, there was no change, with Ken Wharton crossing over to Craigtanlet in Northern Ireland and setting BTD for the fourth year in succession. Ken entered two cars, setting his best time in Peter Bell's 2-litre super-charged ERA, although his 996cc Cooper had been slightly fleetier in practice.

Away from the tracks, Volkswagen set a noteworthy milestone . . . their millionth 'Beetle' rolling off the production line since the War.

CATCHPOLE BARRY FOLEY





Mosport Park saw victory for the works Porsches although the race was overshadowed when Manfred Winkelhock crashed his Kremer Porsche.

Tragedy in Canada

The appalling accident to Manfred Winkelhock, at third-distance in last Sunday's Mosport 1000 in Canada, marred what would otherwise have been an uplifting race for the World Endurance Championships.

Driving the Kremer team's Monza-winning Porsche 962C, Winkelhock crashed almost head on into a concrete wall on the outside of a 140mph corner, and flown to hospital in Toronto with serious head injuries where he later died.

The event was won by the works Rothmans Porsche of Derek Bell/Hans Stuck, with the sister car of Jochen Mass/Jacky Ickx less than 85secs behind. A race-long duel between the two works cars was resolved 47 laps out from the finish when Mass was caught out by a deteriorating track surface.

better than we had expected. I'm not so sure that they won't be on our pace in the race itself and this is going to be very interesting, I can promise you. But this is their first race and this circuit is hard on the cars. If they can finish — well, that will be particularly fine. We will see tomorrow."

Herr Falk had just made sure that pole position was well beyond Jaguar's reach, an exercise he had not expected would be quite as demanding as it turned out. He secured the front row with his pair of Rothmans Porsches, but it needed a truly spectacular performance by Hans-Joachim Stuck to shift even some of the limelight away from the Jaguars. Forty minutes into the morning session, working hard in very hot conditions. Stuck was

going for it when he put his right front wheel just an inch too far onto the painted kerbstone on the apex on Turn 10, the last corner. "I knew that was enough," said Hans, beaming from ear to ear, "so I was ready for a spin on the exit." It was just as well. You and I would have piled the 962C into the barrier, but Hans caught the spin and instead, angled at 45deg to the start/finish straight, found himself heading at 120mph for the pit wall. To the relief of a wide-eyed Roger Silman, who was standing there, smack in Hans-Joachim's sights, he caught the car again, managed not to over-correct, and continued on his way as though this had just been his way of saying hello to Jaguar's team manager.

Back in the pits, almost his first words informed his team manager that, next time he went out, he reckoned he could do a 1:09.8. And, half an hour later, as the spectators still buzzed about the spectacle of Stuck's meteoric progress down through the famously daunting Turn 2, the delighted organisers were able to proclaim a 1:09.78, a new outright track record.

They ought to have offered Hans a share of the gate money . . .

His 126.87mph lap eclipsed all previous CanAm marks and, although the result of outstanding car control and, of course, an outstanding car, it owed something to the track itself. Since last year's event, when Mosport came in for a lot of criticism from the teams, over £68,000 has been spent on resurfacing which made the lap times perhaps a second and a half faster. All the worst bumps have been smoothed out, but the remaining 50 per cent, most of it the uphill main straight, remains cracked and uneven. Additionally, Friday's unofficial practice began to tear up the new surface on the exit from Moss Corner, the hairpin before the straight. Stuck: "You must be very careful there, and it will be worse tomorrow. You must make sure you secure your line right onto the rough. Otherwise, the marbles will get so bad you'll be off the road."

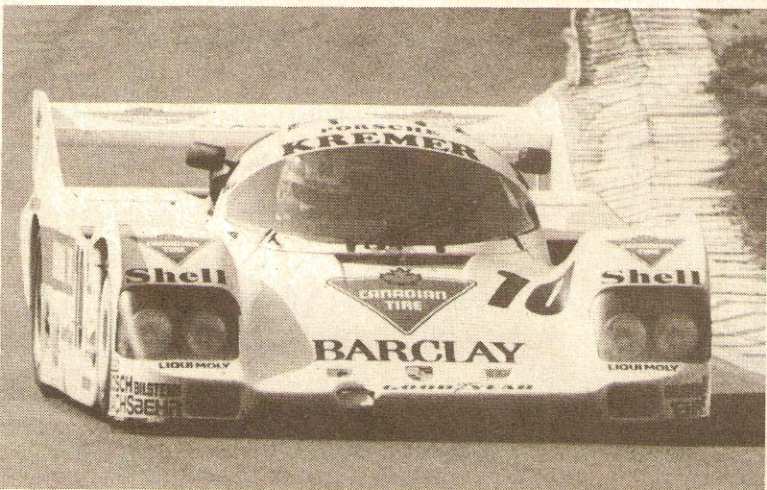
For this race, the factory team had brought none of its 3-litre qualifying engines, but Jacky Ickx made sure that the decision was not regretted when he lined up his 962C second fastest, albeit 1½secs away from Stuck's fierce pace. Their respective co-drivers, Derek Bell and Jochen Mass, missed the qualifying when they flew off to Michigan for the IROC after practising on Friday; they were permitted to race at the organisers' discretion, under a ruling applying to the WEC for the first time this year.

The Rothmans Porsche team has reacted swiftly to the disaster at Hockenheim and has made a number of provisions to prevent a recurrence, including non-return valves in the fueling hoses.

No one seriously doubted that one or other of the factory cars would win the CRDA's 1985 Budweiser GT. But the team was undoubtedly looking over its shoulder at the lead Jaguar, which was third fastest and only another 1½secs behind — its lap time driven without the benefit of high boost pressure and, making the German team ponder even more, on 'soft-race' tyres.

Tom Walkinshaw Racing conducted the opening days of the WEC debut of the charismatic Jaguar XJR-6 with a studied professionalism, making sure progress to the early point where a lap by Mike Thackwell at 1:14.8 became the talking point of the pre-qualifying days. The XJR-6 can generate massive rear end downforce in its big-volume air tunnels, which means that the team starts with a clear advantage in exploiting the car's considerable adjustability. During the

Marc Surer was delayed after an incident with a backmarker early in the race.



QUALIFYING

"I think these cars are very fine, very fine indeed. They are beautifully made and it makes so much difference to have them here with us. I am so pleased that there is now more competition in the WEC and that it is coming from such a team. In the races when there are three big manufacturer teams it will be fantastic." This was Peter Falk, Porsche's competitions director, letting his image slip and showing that, cold and calculating as he sometimes appears, at heart he is one of motor racing's genuine, red-blooded enthusiasts. "Don't they sound wonderful?" he said. "Just listen! That's a nice noise, it reminds me of our 917s. . ."

More important was that Herr Falk was not merely pleased to see the Jaguars, but sincerely impressed by them. "You know," he said, "they have surprised us a lot. We thought that they would be quite fast, but the lap times are

practice, the team experimented with all the permutations offered by an extra nosewing and spats entirely enclosing the rear wheels, aligned with adjustments to the regular aerodynamic package including the two-tier rear wing and the wide trailing edge of the standard nosewing. However, not even all this and the usual compromises of springs, rollbars and ride height could entirely rid the cars of understeer as the drivers came off the brakes in some of the turns and got on the throttle.

This characteristic quickly rooted the front tyres, and the extra wing made the situation worse. Finally it was decided to run without the wing pending the arrival of wider fronts getting more rubber onto the road. These arrived from England during the second qualifying session, and produced an immediate improvement.

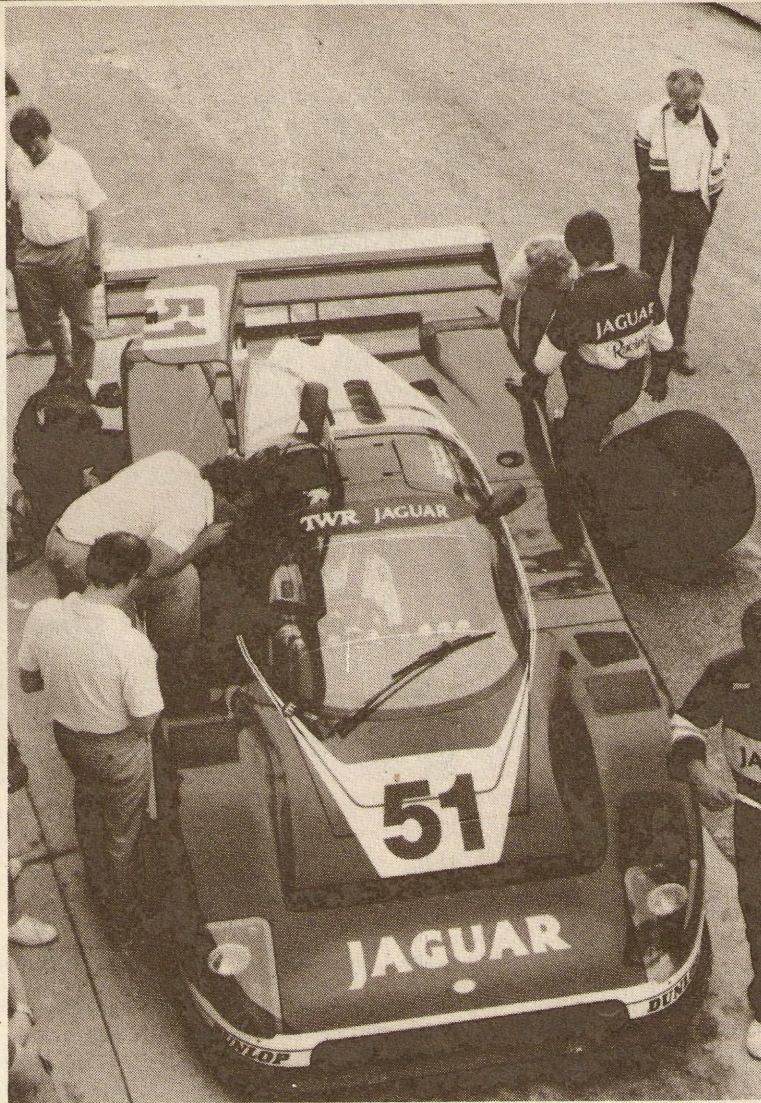
Making life with the brand new Jaguar even more demanding was the nature of the circuit, for the team had had no opportunity to test in England on any circuit, which was as hard on the cars. A small pile of broken splitters in the back of the TWR pits told the story, but structurally the XJR-6 remained strong.

In the circumstances, then, the Jaguar lap times were remarkable, for Thackwell's Wednesday testing effort was only an early indication of the potential. Come the Friday practice, Martin Brundle was lapping in the high 13s, and on Saturday morning he finally had a clear lap and the XJR-6 was there, smack on the pace, within half a second of Bellof's 1984 pole. Dunlop's Bill Mack had brought some out-and-out qualifiers, but they made no difference, the XJR-6 never having been run on the very soft rubber. Martin's time, in fact, was set on the softest of three race compounds, which turned out here to be good for fewer than ten laps.

Tyre life, even with the hardest compounds, was a cause for concern in both the Jaguar and the Porsche camps, the XJR-6 wearing out its fronts, the 962C its left rears.

As regards weight, the Jaguars were at a substantial disadvantage, even though the works Porsches were unusually heavy here, coming in at 885 (MIX) and 895 kilos (BEST). The XJR-6 weights were 955 (Brundle/Thackwell) and 965 (Heyer/Schlesser). The extra weight of all the cars came from beefed up suspension for the Mosport track and, in the case of the 'Tomcats', extra water radiators in case of extreme heat.

The TWR team, however, could be well satisfied with a job well done. Brundle: "We really have learned a helluva lot already—much more than we could have done from many miles of testing back home. More than once, we've tried something that has im-



Peter Falk takes a look at the new Jaguar XJR-6 while Tom Walkinshaw advises Mike Thackwell.

mediately given us a few tenths, and it just goes to show that there's a whole lot of potential in this car. Come the race, I reckon we ought to be able to run well on the pace of the Porsches, and we're looking OK on the fuel consumption, too."

STUCK: "I knew that was enough, so I was ready for a spin on the exit."

Apart from setting the third fastest time, the team was able to complete all its race tests before the end of the first session, leaving just a few tests to run on the second car during the afternoon. Driven by Hans Heyer and Jean-Louis Schlesser, it had never turned a wheel

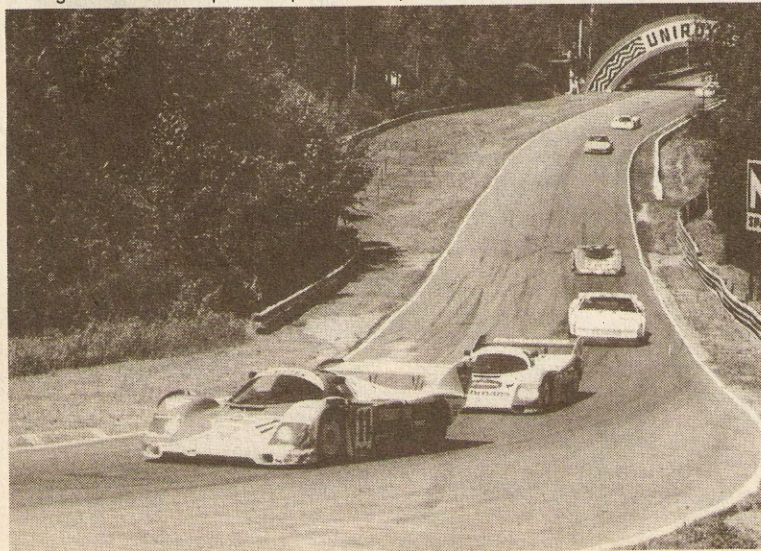
before the Wednesday at Mosport, and nor had an XJR-6 been driven by Schlesser until Friday, but it was the Frenchman who set an impressive fifth fastest time on Saturday morning. Thackwell also took turns at the wheel of the car in both sessions.

Tom Walkinshaw himself stood down on this occasion, assuming a management role in the absence of designer Tony Southgate, who had suffered the death of his father during the previous week.

This purposeful performance by the TWR team was enough to make a

sandwich out of the lead Kremer entry, the Barclay Porsche 962C which had additional backing here, like its sister car, from Canadian Tire. The team had available just one set of Goodyear qualifiers, on which Marc Surer — having to go for it and hope that the slower drivers were mirror-conscious — was put off the road at Turn 5 (the Moss Corner hairpin) by Mauricio Gellini in the Grifo Alba, who was also intent on setting a time. The incident resulted only in body damage to the Alba, but Surer had to go for his grid position on race

Through the scenic swoops of Mosport the Group C cars made quite a spectacle . . .



rubber, going a mite faster than co-driver Manfred Winkelhock.

The second Kremer entry was Kees Kroesemeijer's Porsche 956B, in which the Pamatex backed Dutchman was joined by Ludwig Heimrath, *pere et fils*. Even the enthusiastic Junior was held on a tight rein by the Kremer brothers, and the car was qualified with circumspection.

The Cosmik March — still with its controversial undertray enclosed — went well enough on Friday, but the team lost Saturday altogether when the car's fuel bagtank went porous. A new tank was flown in from the team that used to run the car, DJ Racing in Indianapolis, and Christian Danner and the team owners were allowed to start under the promoters option rule.

High on Jaguar quality but so disappointingly low on quantity, the C1/GTP entry was completed by El Salvador entrant/driver Fomfor's Sauber, actually the chassis that had finished ninth at Le Mans two years ago, now fitted with a 6-litre PME Chevrolet V8 stockblock in place of the BMW M88 unit. The engine is capable of around 610bhp at 6800 rpm, but the team would have to race at 7400 to make the WEC fuel allowance, and in any case the car was driven very indifferently.

The Sauber caused more problems for faster cars than any of the seven C2 cars that made the trip from Europe, among which qualifying predicted a close duel between the Jaeger Spice and Labatts Gebhardt teams. The English Enterprises GTO Camaro and a pair of quite well driven Carrera RSRs completed the entry, along with a very slow GTU Mazda RX-7, but the total field was an image-damaging 19 cars, with a lap time differential exceeding 26secs.

RACE

The warm-up passed off without untoward incident, and it was interesting that the Kremer/Barclay team was able to top the timesheet with a race-trim lap by Winkelhock in 1:13.9, only two-tenths away from the car's qualifying performance. Both the Jaguars were on the front-running pace, Brundle doing 1m15.1s and Schlesser 1:16.3, split by Bell's works Porsche on 1m16.1s. The TWR team's rationed supply of wider front tyres went to the Brundle/Thackwell pairing, the second entry staying with the less effective fronts which were also, after all the practice failures, in short supply. Danner ran the Cosmik March on a 1m20s pace, the car running well with its new bagtank in place.

As a claimed 80,000 people basked in the sun, fanned by a cool breeze, they were rudely awoken by Martin Brundle in a spectacular start. As the field came through the last turn, the factory Porsche team set out to outflank the Jaguar, Ickx dragging his feet and falling behind Stuck, so that the poleman could gain a few yards. But the plan went wrong. Brundle floored it when he saw Stuck go, but then realised that there had been no green flag, and lifted, just as it was needed. Martin just kept it all on and shaving the pits wall as he blasted down the inside, he emerged alongside Ickx as the Porsche was about to turn into the first corner. Ickx stayed wide. Greeted by a tremendous cheer from the Jaguar stand on the infield, Brundle shot out of the downhill right-hander firmly in the lead of the Budweiser GT.

Ickx lost no time in trying to remove the usurper. But Brundle found that leading was an emotionally rewarding experience: "I wasn't blocking him," he said afterwards, "just making his life difficult. He might have been able to pass



me if he had been *really* willing to work for it — I reckon I left him just about enough room.”

Lapping in the low 1m15s — a pace he could comfortably maintain without jeopardising his fuel economy — Martin kept Jacky firmly behind him, so Hans-Joachim came past his team mate on lap 6 to see what he could do, the three leaders towing Surer around in the Kremer car. A few seconds behind the leading quartet, Schlessler, although carefully conserving his front tyres, was doing a good job keeping Heimrath Jr in check in a battle over fifth position.

Stuck could do nothing about the Jaguar, either, and became bored with the situation, so he tweaked his boost control and went into the lead at the top of the long straight on lap 10. Ickx did the same a lap later, demoting Brundle to third.

No way could the Rothmans-Porsches drop the Jaguar, however. But on unlucky lap 13 a mechanical failure on the XJR-6 did the job for them. Brundle was heading for the pits with a left front wheelbearing failure. It was thought that the problem might have been caused by the extra loading created by the wider front rubber: for whatever reason, the car was out after a glorious first 32 miles of its career.

The TWR team switched Brundle and Thackwell in with Schlessler in the other car, leaving Heyer without work.

As the Jaguar pitted, the twin works Porsches came through alone, for Surer had had a collision in Turn 5 with a backmarker, which broke the right rear upper suspension. The Kremer team had to fit a new triangle, and nine laps had gone away before Marc could rejoin, way down in 16th place.

On lap 14, Heimrath finally passed Schlessler, so that the order on lap 15 showed Stuck leading by 2secs from Ickx, then 12secs to Heimrath in the second Kremer Porsche, with the surviving Jaguar still in touch. Although a lap behind now, Danner had brought the Cosmik March through from the back of the grid to fifth position, followed by the C2 class leading cars of Facetti (Alba), Spice (Tiga) and Smith (Chevron), with the Sauber a tardy tenth behind Graham in the Gebhardt.

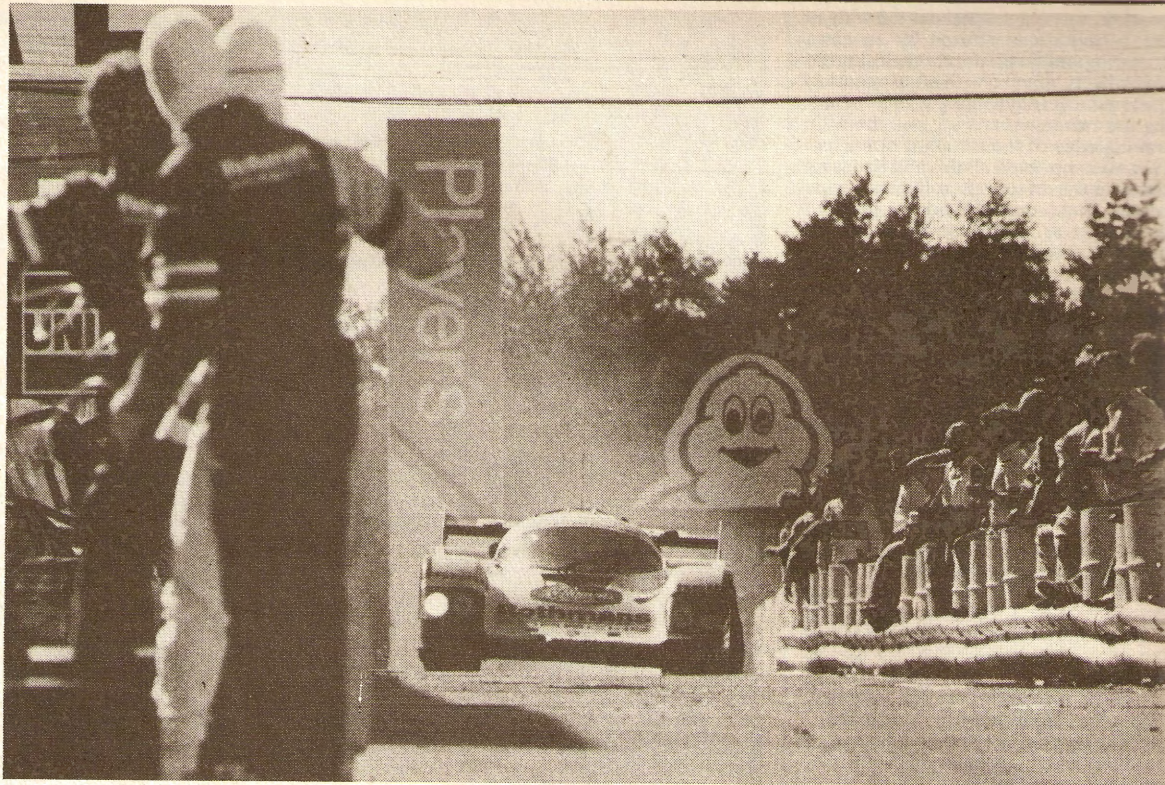
Heimrath was brought into the pits about 10 laps early by a black flag, apparently because of a loose body section although no such problem was found. Schlessler had already retaken third position from the Canadian, by outraking him at the Turn 3 uphill right-hander, but Jean-Louis was also early in the pits.

Feeling a vibration on the left front, he got on the radio to the pit and the team brought him in, the car 3mins at rest while the mechanics checked it out, finding nothing wrong. Thackwell rejoined with a lot to do.

At the front, the Rothmans-Porsche team was in the throes of what would be a long, hard duel between its two cars, already utterly in command of the race. Ickx brought in the second placed car after 42 laps, Stuck the leader after 43.

At the hour, Bell was leading with Mass only 5secs behind and closing, the works cars two laps clear of the field. The Cosmik March was still third ahead of the Canadian Tire Porsche, the C2 lead battle between the Alba and the Spice Tiga, and the delayed Jaguar.

The two competitive cars that had been delayed, driven by Thackwell and Winkelhock, now engaged in a head-to-head duel on the road, although the Barclay Porsche was seven laps behind the Jaguar. The dice took the Jaguar through into fourth place by lap 70, and



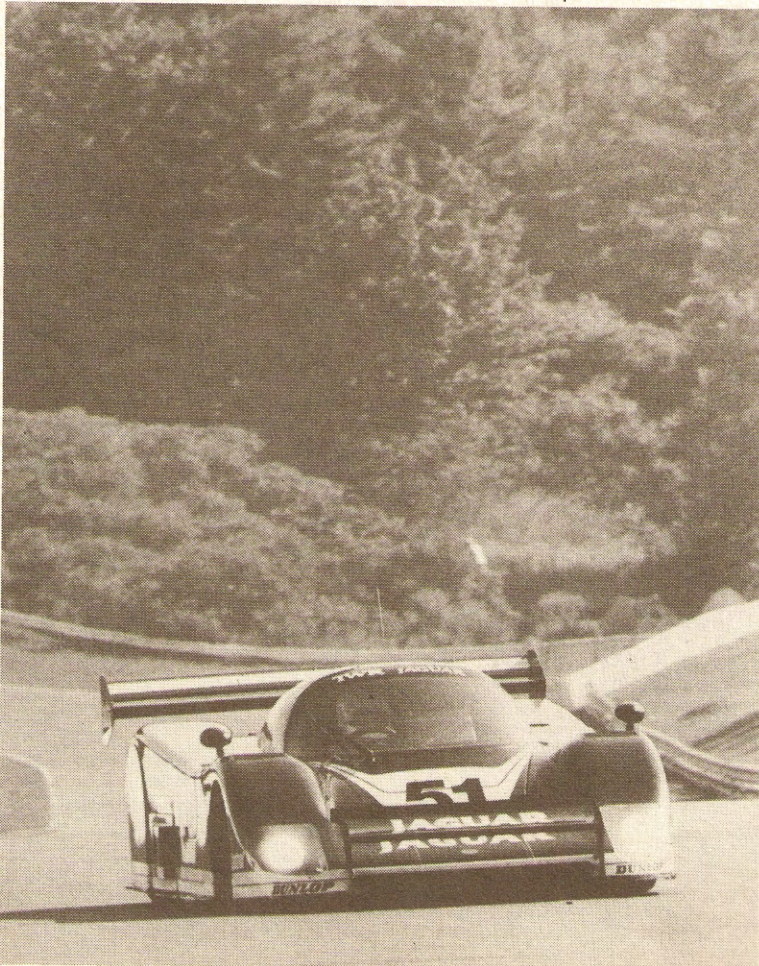
The MIX Porsche was leading until a puncture on lap 74, leaving the BEST car in the lead . . .

the Kremer 962C into ninth. Although this car was not quite as quick as its sister XJR-6, Mike was able to stay with Manfred even though the latter was charging hard, all consideration of fuel consumption forgotten. Both men came close to hitting the C2 class leading Alba when it spun at Turn 10, but Winkelhock, thanks to better luck with the

backmarkers, had opened out a gap on Thackwell when, on the 83rd lap of the race (an hour and three-quarters), he crashed very heavily on the flat-in-fourth, downhill left-hander, Turn 2.

Exactly what happened is uncertain. An eye-witness reported that it looked as though the Kremer Porsche had lost adhesion in mid-corner. The driver tried

Martin Brundle powers the XJR-6 uphill — the TWR team made an impressive debut.



to make the turn but the car went straight on in the second part of the corner, missing the flimsy catchfencing by about 20 metres and striking the concrete wall beyond at perhaps 130mph. Contact was made by the right front corner and, when the wreck came to rest 50 metres further up the road, poor Winkelhock was trapped by his legs in the car for 25mins.

The pace car was out for 56mins while he was extricated and taken to the track medical unit, before being flown by helicopter to hospital (see *Pit & Paddock*).

A total of 21 laps was run under the yellow. Before the accident, Mass had hauled in Bell and had taken the lead on lap 54, only to lose it 20 laps later when the left rear tyre punctured, the result of the rapidly deteriorating track surface not only at Turn 5, but also at Turn 10. During the yellow, Bell handed over to Stuck, and Thackwell to Brundle.

The pitstop by the leading car was well timed but nevertheless it allowed the sister car to close up once more on the road, and the order during this long yellow was Bell/Stuck leading narrowly from Mass/Ickx. When the works cars had completed 100 laps, the Jaguar was on 94, the Canadian Tire Kremer Porsche on 93, the C2 Spice Tiga on 92 closely pursued by the Cosmik March, after some strong early driving by Danner, the car going well on its Yokohamas here. The German's further progress was hampered, however, by the pace of his partners.

The first racing lap was lap 107. Winkelhock's accident, and the lack of even a remote challenge to the Rothmans Porsches, left the rest of the race flat. There was the question of whether the TWR Jaguar team could finish its first race, but the only real point of racing interest was the in-house duel between the BEST and MIX Porsches.

This endured for more than two hours, the twin 962Cs never separated by more than a few seconds. The factors of the MIX puncture and the early stop under the yellow by the BEST entry seemed to have given the latter a significant advantage, but hard driving by both Mass and Ickx gradually removed it. They were assisted by a tyre warning light coming on

in Bell's cockpit at one stage, which led Derek to race with caution and drop his pace, and by a single lap during which Bell dropped over 10secs on Jochen because of traffic. The upshot was that the MIX car not only stayed close, but also wiped out its refuelling deficiency, and Herr Falk was able, with a twinkle in his eye, to fix things so that both his cars would be taking on identical fuel loads during their final pitstops.

This mischievous plan went awry. Having taken over the lead, then lost it again, Mass resumed in first place on lap 200 with an hour and a quarter remaining. Only 10mins later however, leading the race by 4secs, Jochen got the car a mite out of line at Turn 10, where a 'slick' of damaged track surface had developed, 35 metres long. He did well to keep the spin down merely to a slide, but the rear end of the Porsche slammed into the guardrail, and Mass had to do a crawl around another 2.46-mile lap to his pit, with a flat left rear, a smashed wheel and a broken top suspension link.

BEST car manager Walter Nacher instantly gave Stuck a 'slow' signal, and all he and, in the final shift, Bell had to do was stand up and be counted. Klaus Bischoff's MIX mechanics did a great job repairing the damage in only 5½mins, but the game was lost.

The Jaguar, meantime, remained embroiled in a battle for third position with the Canadian Tire Porsche, with Brundle and Thackwell doing all the driving. During Thackwell's second shift, he hauled in the Kremer 956B and passed it to take third place, then going away well. However, the left front vibration returned and, when the brake pedal went soft, this was clearly caused by a problem with the caliper, which had to be changed in a later pitstop.

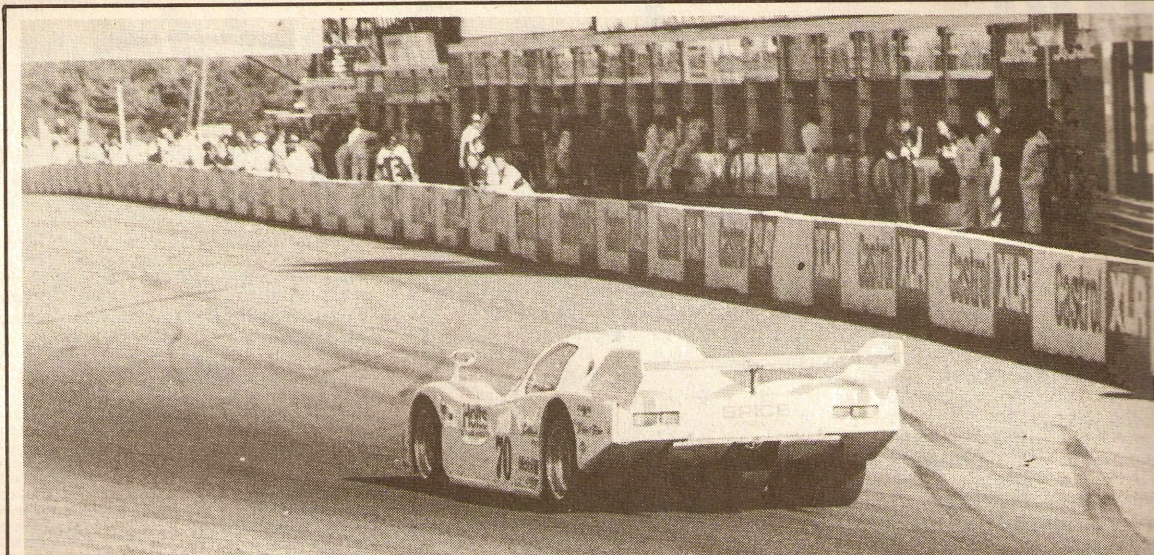
Fortunately for the TWR team, its car was not only significantly faster than the Porsche, but its rival also lost 7mins in the pits after Heimrath Sr had become at least the third driver to fall foul of the Sauber. A collision in Turn 9 damaged the front bodywork and also broke the noseframe.

During the final two hours, while Brundle was racing a last double-shift, the Tomcat's engine began to sound and feel a little rough, and Martin dropped the revs to around 5500, determined to bring the car to the finish. And then, about 15 laps out, something finally failed in the valvetrain, and the powerplant lapsed onto 11 or sometimes even 10 cylinders. The unit also developed a water leak.

Going down to 5000, and spending as much mileage as possible in fifth gear, Martin could still turn laps in the low 1m19s, too quick for the Kremer Porsche to close the gap. At the end, it was still half a minute behind.

The Cosmik March looked good for a top ten finish when it blew a turbo, which had to be changed. Then the replacement unit also began to smoke, leading Gordon Horn's crew to believe that the problem was caused by a scavenging fault. Preferring caution to bravado, the team kept the car in the pits until just before the end, then sending out its man to record a finish — albeit not a classified one.

The 1985 Budweiser GT was a strange, two-horse motor race, resolved by one of sportscar racing's best drivers, marred by the dreadful accident of poor Manfred Winkelhock which drew a dark cloud over Mosport Park. Yet it was highlighted by a genuinely impressive, race-long performance by the new Jaguar and we must look ahead to Spa, when the missing privateers and the factory Lancias will meet a powerful new team now convinced of its potential.



The Spice Tiga team won their fourth C2 victory of the year and are now within an ace of clinching the championship.

C2: Spice almost there

The Spice Engineering team from England, Gordon Spice and Ray Bellm with their Cosworth powered Jaeger Tiga, achieved a fourth victory in the 700-kilo division. The team is now within a few points of wrapping up both the C2 Prototype Cup and equivalent Drivers championship.

Spice went no less than 2½secs under the C2 qualifying record in claiming the class 'pole' from Frank Jelinski in the similarly powered Labbatts Gebhardt, with Carlo Facetti outclassed on this occasion with the turbocharged Totip Alba, the Carma team having left its high-boost qualifying engine at home in Italy. The other C2 cars from Europe were Grifo Autoracing's Alba-Cosworth — the sole Dunlop interloper on this Avon territory — John Bartlett's Goodmans Chevron, one of Roy Baker's improving, Ford turbo engine Tigas and Ark Racing's Arthur Hough Pressings Ceekar, this well prepared but underpowered little contender making a rare overseas appearance so as to sustain a challenge for the runner-up spot in this interestingly varied class.

In the race, Spice led at first but was soon onto team manager Jeff Hazell's strict fuel schedule and was passed by the 'works' Alba. The Gebhardt, John Graham off the pace with his left-side tyres overheating, fell behind and lost more time with two quick pitstops to adjust the rear vision mirrors.

Robin Smith brought the neat but heavy

Chevron through to third place, but later the engine lost oil pressure and the car was retired after a clearly improved performance.

Facetti led the class — he and Spice running strongly, sixth and seventh overall for a long while — until stopping for fuel after completing 42 laps. Spice took it up and went through to his 54th lap, and the writing was on the wall.

The turbo Alba gave spirited chase, but Martino Finotto spun backwards into the barrier at Turn 10, knocking the rear wing askew. The resultant delay took all the pressure off the Spice team, even though the British car had lost almost 2mins in the pits because of a mistake during the refuelling process. Spice and Bellm built a substantial lead to go with their fuel advantage.

Probably the most fuel-efficient car, the Ceekar excepted, was the blue Gebhardt, but it lost whatever advantage it might have had in that department when almost an hour of the race was run under yellow. Raced hard and well as always by Jelinski, the Gebhardt nevertheless stayed close enough in touch to take full advantage of another delay for the Alba-Carma, which occurred when Jean-Pierre Frey had an 'off' and could not immediately restart. The Gebhardt moved into second place on lap 148.

The Italian car fought back, and came so close once more to the German one that it was able to pass it on lap 169, but only when

the Gebhardt made a scheduled fuel halt. Handling better on harder compound rubber, the Gebhardt was soon back in second place, and it stayed there to the end.

The Alba should have finished second, but a few laps out from the finish the hapless Facetti was punted off the road in Turn 8 when he got in the way of Jacky Ickx, who was making a forlorn bid to catch the leading car. Badly damaged at the front and along its left side, the Alba remained at the side of the road until Facetti fired it up and lurched across the line — only to be disqualified under the last-laptime rule.

The Ceekar had a couple of spins (as did most of the C2 cars) but came through to a good third place at the expense of the Alba, so that the team is now virtually second equal in the series with Carma and the absent Ecurie Ecosse.

The Grifo Alba ran into all kinds of problems. Although capable of running smack on a competitive pace when healthy, the red car misfired sporadically over 8000 rpm due to a fuel pressure problem. Additionally it lost 15mins when the fuel pump failed altogether, and then 45mins when the starter motor had to be replaced. Finally, 30mins went away when Mauricio Gellini was put into the barriers when following the Spice Tiga past the other Alba in Turn 1, and the lower left suspension was broken.

The Baker Tiga, which went very quickly while driven by Canadian CanAm pilot Joe de Marco, lost a turbo and then had to have a new oil cooler. Neither it nor the Grifo Alba were classified.

MOSPORT PARK (CDN)

Aug 11, Budweiser GT, FIA World Endurance Championship of Teams, round 5, FIA World Endurance Championship of Drivers, round 6, 253 laps — 622.13 miles

Pos	Drivers (Nats)	Class/Chassis-Engine	Tyres/Result	Qualifying	Pos
1	Derek Bell (GB) Hans-Joachim Stuck (D)	C12.6t Porsche 962C	D ... 5h55m41.988s	1:09.775	1
2	Jochen Mass (D) Jacky Ickx (B)	C12.6t Porsche 962C	D ... 5h57m06.848s	1:11.284	2
3	Martin Brundle (GB) Mike Thackwell (NZ) Jean-Louis Schlesser (F)	C15.3 Jaguar XJR-6	D ... 234 laps	1:14.782	5
4	Ludwig Heimrath (CDN) Ludwig Heimrath Jnr (CDN) Kees Kroesemeijer (NL)	C12.6t Porsche 956B	G ... 234 laps	1:16.287	6
5	Gordon Spice (GB) Ray Bellm (GB)	C23.3 Tiga-Cosworth GC85	A ... 231 laps	1:18.980	7
6	Frank Jelinski (D) John Graham (CDN)	C23.3 Gebhardt-Cosworth 853	A ... 225 laps	1:19.165	8
7	'Fomfor' (SAL) Uli Bieri (CDN) Matt Gysler (CDN)	C16.0 Sauber-Chevrolet C-9	G ... 211 laps	1:24.885	12
8	David Andrews (GB) Max Payne (GB)	C22.0 Ceekar-Ford	A ... 203 laps	1:32.217	15
9	Jerry Thompson (USA) Gary English (USA)	GTO 6.0 Chevrolet Camaro	H ... 199 laps	1:28.791	14
10	Steve Zvirin (USA) Rob Peters (CDN) Peter Dawe (USA)	GTU 1.3r Mazda RX-7	H ... 184 laps	1:37.841	18
NC	Carlo Facetti (I) Martino Finotto (I) Jean-Pierre Frey (CH)	C21.8t Alba-Carma AR6	A ... 218 laps — accident	1:20.367	9
NC	Mauricio Gellini (I) Pasquale Barberio (I)	C23.3 Alba-Cosworth AR3	D ... 157 laps — running	1:22.413	10
NC	Christian Danner (D) Costas Los (GR) Mikael Nabrink (S)	C12.6t March-Porsche 84G	Y ... 148 laps — running	No time	19
NC	Joe de Marco (CDN) Chuck Grantham (USA)	C21.7t Tiga-Ford GC285	A ... 146 laps — running	1:26.534	13
R	Rudi Bartling (CDN) Fritz Hochreuter (CDN)	GTO 3.0 Porsche Carrera RSR	G ... 125 laps — engine	1:33.110	16
R	Ray Brezink (CDN) Jack Burnett (CDN) Jean-Michel Centeno (CDN)	GTO 3.0 Porsche Carrera RSR	G ... 103 laps — engine	1:33.011	17
R	Marc Surer (CH) Manfred Winkelhock (D)	C12.6t Porsche 962C	G ... 69 laps — accident	1:13.710	4
R	Robin Smith (GB) Stanley Dickens (S) Max Cohen-Olivar (MOR)	C23.0 Chevron-Cosworth B26	A ... 27 laps — oil pressure	1:23.371	11
R	Martin Brundle (GB) Mike Thackwell (NZ)	C15.3 Jaguar XJR-6	D ... 12 laps — wheelbearing	1:12.602	3

Tyres: D=Dunlop; G=Goodyear; A=Avon; H=Hoosier; Y=Yokohama.

Winners' average speed: 104.94mph. Fastest lap: Stuck 1m12.915s (record). Group C2: Spice/Bellm, 1m21.986s. World Championship for Teams: Rothmans Porsche, 92; Kremer Porsche Racing, 43; Martini Lancia, New Man Joest Racing, 38; Richard Lloyd Racing, 31; Team Brun Motorsport, 28. C2 Prototype Cup: Spice Engineering, 90; Carma FF, 41; Ecurie Ecosse & Ark Racing, 40; Gebhardt Engineering, 25; Jenswinther Denmark, 20. World Championship for Drivers: Stuck/Bell, 82; Ickx/Mass, 66; Klaus Ludwig, 46; Winkelhock/Surer, 45.

Wilson gets a Sport in Audi's Manx push

With the Shell Oils Open Championship finely poised with one round to go, Audi Sport UK has come up with a real boost to Malcolm Wilson's chances, both in terms of car and support. For the first time, an outsider has been handed the keys to a factory run Sport Quattro, thereby giving the Cumbrian driver the sort of horse power that he asked for when he seemed likely to win the title.

After the Scottish Rally in June, Wilson asked Audi Sport UK to seek the Sport Quattro for the Ulster and Manx rallies but Ingolstadt was reluctant to part with the, then, latest specification version of the Quattro. Now they have changed their thinking and Wilson will have not only the car but full support from the team. Roland Gumpert himself

is making the trip from Ingolstadt to join the David Sutton equipe for the occasion.

The presence of Gumpert and the Sport Quattro is, however, only part of the Manx package. Michele Mouton will once again have the Sport Quattro S1 that she drove, albeit briefly, in Ulster, while David Llewellyn will be at the wheel of his regular A2 model, actually the one driven by Mouton at the start of the year.

In order to win the Open Championship, however, Wilson needs to keep the Opels of Jimmy McRae and Russell Brookes (currently tied at the head of the table) behind him and with a gap of at least one place. Therefore, Audi have drafted Harald Demuth into the equation to provide yet more opposition.

With the manufacturer's title also at stake, Audi are taking no chances on an event where the Quattro has yet to finish, at any level . . .

Manx International Provisional entry list

1. Mouton/Pons	B	Audi Sport Quattro S1
2. Demuth/Radaelli	B	Audi Quattro A2
3. Eklund/Whitlock	A	Toyota Celica Supra
4. McRae/Grindrod	B	Opel Manta 400
5. Brookes/Broad	B	Opel Manta 400
6. Wilson/Harris	B	Audi Sport Quattro
7. Sundstrom/White	B	Peugeot 205 Turbo 16
8. Fisher/Frazer	B	Opel Manta 400
9. Llewellyn/Short	B	Audi Quattro A2
10. Kaby/Gormley	B	Nissan 240RS
11. Haugland/Vagal	B	Skoda 130LR
12. Pond/Arthur	A	Rover Vitesse
13. Lovell/Davis	A	Ford Escort RS Turbo
14. Wood/Nicholson	A	Vauxhall Astra
15. Aitken-Walker/Morgan	A	Peugeot 205 GTi

S4 delay angers Markku

Markku Alen took time off from his practice for the 1000 Lakes at the weekend, to star on the Finnish Rallyprint at the weekend, emerging the winner, and keeping a good selection of Grand Prix drivers and rally aces in their places. Apart from the win, Markku had little to smile about however as the news about the Lancia Delta's problems—still mysteriously referred to as parts problems—had come as something of a shock.

"I'm upset and surprised that no-one has told me that the car will not be ready for Sanremo," he explained. "The first thing I knew was when I read about it in the press." Alen was promised a four wheel drive car for the 1000 Lakes this year, has already taken one blow, and is now worried about whether the car will appear on the RAC Rally, "I hope it's ready for the Monte Carlo," he continued, before suggesting that he would go home and study his contract . . .



Fisher — slimline Manta 400.

Lightweight Manx Manta for Fisher

Bertie Fisher has sold the Opel Manta 400 which he has driven for a couple of seasons and Sydney Meeke Motorsport have taken delivery of the second lightweight shell from GM Dealersport. The plan is to prepare a new car for Fisher in time for the Tudor Webasto Manx International Rally in September.

The news came as something of a blow to Jimmy McRae who had hoped that the second shell might be going his way this year and now he will have to tackle the Manx in the heaviest of the three works Mantas. "Mine is now a rather old car," he told us on Monday. "Although it has not been in a serious accident, general repair work has increased its weight by around 20kgs since it was built."

The news of Fisher's acquisition naturally prompted speculation about the team's plans for 1986. Almost certainly, Fisher is to receive a boost to his support package, if not a full team drive, and possibly the switch to Michelin on the Ulster Rally now has greater significance as the team are contracted to the French tyres.

There has been speculation that McRae is not leaving the team but may restrict his programme to a determined quest for the European crown and, in addition, tackle some home nationals with the 4WD car that Opel are developing.

AUTOSPORT, AUGUST 15, 1985

Vatanen improves but is still very ill

Ari Vatanen is now making a good recovery in Helsinki following his horrific accident on the Rally of Argentina, but suffered a critical period at the weekend following an eight hour operation on his left leg. Surgeons at the Orthopaedic Hospital of Helsinki completed the operation on his upper tibia on Thursday and it was considered quite successful, although afterwards Vatanen experienced severe respiratory problems and he was transferred to the city's Surgical Hospital.

In intensive care and using an artificial respirator, the weekend was a crucial period, but by Monday morning the hospital doctors were sufficiently confi-

dent to take him off the respirator and on Tuesday he was improving.

"The doctors now describe his condition as stable," explained Antti Syvalahti of the Finnish Federation after speaking with the driver's family. "They have no idea how long he will be in intensive care, but are optimistic." It seems the sudden deterioration in his condition last week was associated with two broken ribs on his right side, which led to a deflated lung. His injuries, including a broken lumbar vertebra, were sustained when his Peugeot 205 Turbo rolled on a fast section in Argentina, but doctors still consider he will eventually make a full recovery.



Shinya Yamauchi took this Cordia Turbo 4WD to second place on the Lucky Strike Rally.

Mitsubishi plans to develop Cordia

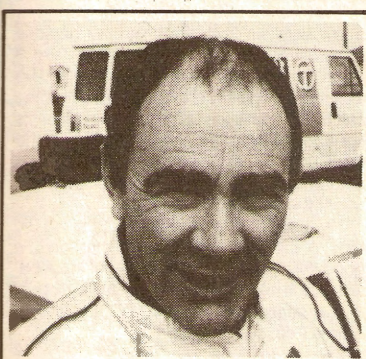
It seems that Shinya Yamauchi's second place on the recent Lucky Strike Rally of Malaysia has change the attitude of Mitsubishi towards their Group A programme for the future.

Team boss, Kimata, stated recently that he was expecting to develop a Tredia for Group A rallying but it now seems that the Cordia Turbo, in four-wheel-drive trim, has been promoted to the top of the list.

Although the 1997cc engine could only

produce 145bhp in its original guise (running in the Malaysian event's Open category), the team is assuring us that a more powerful output is expected when the car is homologated.

The promise from Mitsubishi is that Yamauchi will debut the car on a European round of the World Championship during 1986, the company well aware of the lead currently held in four-wheel-drive cars from Japan by the Subaru factory.



Harryman at home

Speaking from his home on Monday, Terry Harryman was in fine spirits and making a good recovery from the injuries he received on the Argentina Rally two weeks ago. After the flight home in the air ambulance, hospital staff in Belfast had expected that Harryman would be detained for some weeks, but after further observation he was allowed home, where he is now resting, a neck support the only requirement by the hospital.

Questioned about retirement, he responded, "What's that?", before continuing to insist that he would be doing the Lombard RAC Rally if at all possible. Peugeot's team boss, Jean Todt, has not yet announced any drivers for either Sanremo or the RAC, but expects to run two cars on the events.

GpA Supra for RAC?

Team Toyota GB is currently trying to settle a budget for the RAC Rally in order that they can run their Group A Supra. Traditionally, the team have assisted Team Europe with the Group B project on the November event but this year, it seems, they are free to go their own way.

The RAC, however, is outside of their original programme and so additional finance is being sought, along with confirmation from Per Eklund that he will be free to drive the car.

Rule change is Kalle's all-clear

Kalle Grundel and Peter Diekmann now look certain to start the 1000 Lakes Rally as substitutes for the injured Vatanen/Harryman crew. Because Peugeot boss Jean Todt had been forced to change both crew members after the closing date for entries, speculation suggested that there may be some response from other manufacturers, but it seems that M Todt has managed to ensure that the FISA understand his problem.

As a result of an approach from the French Federation, the FFSA, on behalf of Peugeot, the FISA has agreed that there should be a change in the wording in the international regulations, and that instead of the Yellow Book stating that only one crew member may be changed after entries close, the relevant paragraph now explains that both crew members may be replaced in the case of *force majeure*. Todt therefore will head for Finland next week, confident that he will have two cars on the start ramp, and that any moves by rival manufacturers to resist will inevitably fail.

In case there had been a delay in FISA changing the rules, Todt also quickly changed the co-driver's name

before the August 5 deadline, and so to meet the event regulations he would then merely have needed to substitute Grundel.

Such manoeuvring by Peugeot has not gone unnoticed by rival teams, Audi Sport's Arwed Fischer commenting that, "There are some strange things happening. It is a difficult situation, but I don't think that we will be taking any action, as there is no point with the World Championship already finished. If we are good enough to win, then we should be able to beat both of them, not just one. It is a time to behave as sportsmen." A most refreshing attitude, considering that this is the second time this year that Todt has convinced the Paris-based FISA officials of the need to make some hasty changes to their regulations. At the start of the year, Timo Salonen was a B seed, with no prospect of promotion to the ranks of an A seed until the end of the year. But when he finished third overall on the Monte Carlo, he was one of the first to receive instant upgrading, instead of having to wait until the end of the season, as had been the custom until 1985.

Citroen BX delayed

Although the Citroen BX 4WD project had been expected to make its World Championship debut on the Lombard RAC Rally, it now seems as if Citroen boss Guy Verrier has cancelled those plans, and the car will first appear on the Monte Carlo Rally in 1986.

Homologation into Group B is still scheduled for October, but more time is

apparently needed and so the front engine turbo project will not be seen publicly until next January. Talking about his drivers for next year, Verrier nominated Philippe Wambergue, plus another Frenchman, who he is still talking to. Last year Jean Claude Andruet put up a fine performance in the little Visa Mille Pistes, and he could be expected to feature.

Audi's success — Michele's dilemma

The Audi Sport Quattro S1 won another rally at the weekend, although unfortunately it was a rather minor affair, the Mantta Rally, contested by Hannu Mikkola, co-driven by Heikki Mikkola. Heikki has been World Champion in motocross numerous times, and also has considerable backing from Castrol — as does the Audi Sport team — so the two men enjoyed a day's sport, and gave the Audi squad some encouragement for next week's world championship qualifier, the 1000 Lakes.

Looking further ahead in 1985, it seems probable that Audi Sport will be on the Ivory Coast Rally in October, where Stig Blomqvist and Michele Mouton are the possible representatives. The French girl has been notable by her absence from the Ingolstadt line up this season, but is desperate to find something for the future, and a top three place in Africa would ensure that she retains her A seeding which otherwise looks likely to be lost. Speaking in Finland at the rallysprint, she explained that she needed a programme which would motivate her, or else she might as well quit.

Metro tests again

Although the Finnish papers expected to see the MG Metro on a small National event at the weekend, the team never intended to appear as the car was in southern France undergoing further asphalt testing.

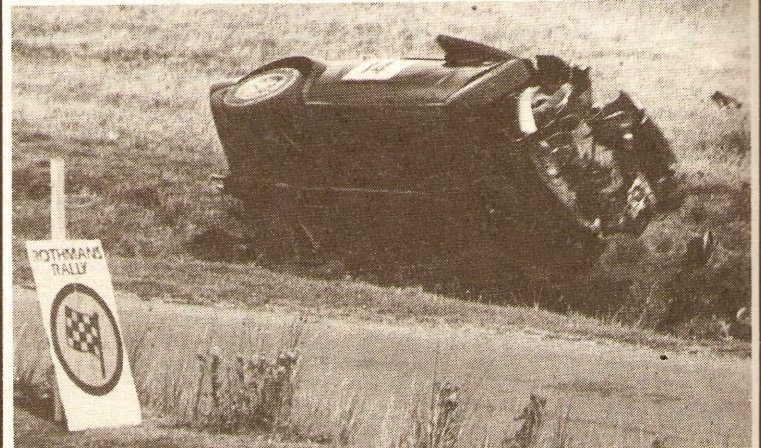
Although we could not get details of the session, it seems that Michelin were involved, and that the results were encouraging.

Tony Pond was expected to drive the car on next weekend's Mewla Stages but the team feel that there is little to be gained at present.

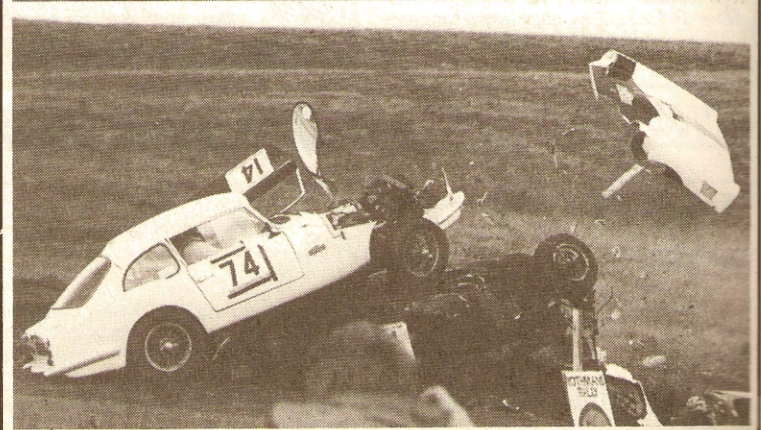
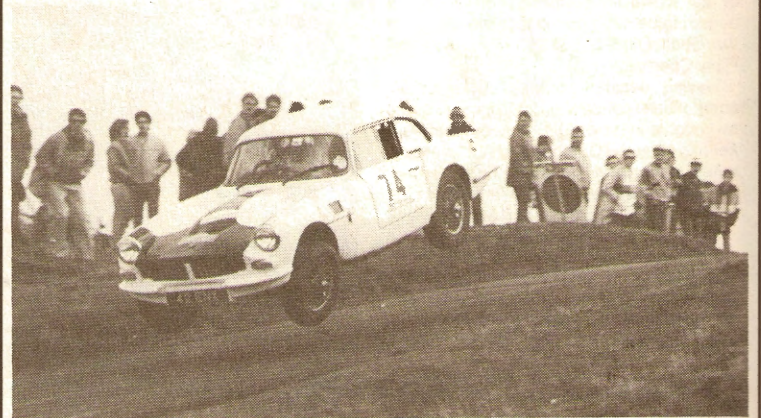


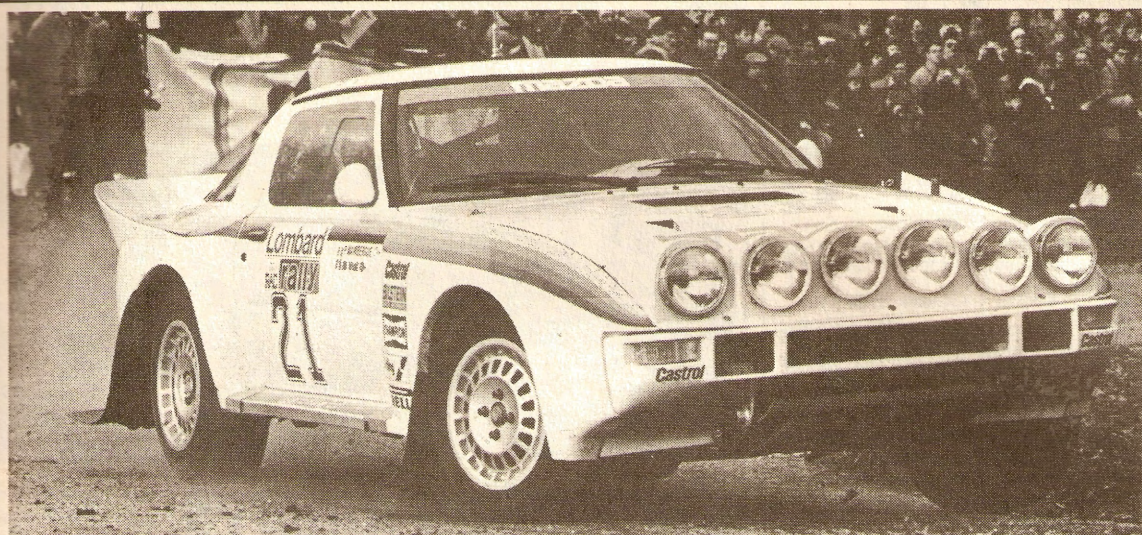
Coronation turkeys

Phillip Young's Lotus Elan seems to have taken the right approach to Deer's Leap on Epynt during Saturday's Coronation Rally but, as the picture below shows, the editor of *Sporting Cars* could not control it on landing . . .



. . . but just as he was counting the cost of his activities, along came John Valler in the Reliant Sabre — note the unusual suspension alignment — to land smartly atop the stricken Lotus. Sequence: Chris Harvey.





Mazda Rallye Team Europe are rare visitors to these shores but will bring the RX-7 Group B car in search of RAC Rally experience.

Works RX-7s for Kielder

Mazda Rallye Team Europe confirmed on Monday that their early season intentions of bringing the Group B RX-7 to this country before the Lombard RAC Rally, have come to fruition and that two cars would appear on the Marlboro Lindsfarne Rally in September.

David Palmer revealed on Monday that Ingvar Carlsson and Rod Millen would be at the wheel of the cars, Carlsson is also likely to appear on the Audi Sport National Rally in

October for a second taste of the British forests. The Swede's regular co-driver, Beny Melander, is expected to make the trip, but as yet no name has been scheduled alongside the New Zealander.

Achim Warmbold is intending to run both drivers on this year's RAC Rally, Carlsson returning after a good run last year, while Millen has yet to tackle our home international in the latest version of the rotary

engined car. Last year, Millen had intended to bring his 4WD version from America but the Pro Rally series was in full swing and he opted to remain at home.

It would seem, however, that the decision to bring just the Group B cars to Britain this year, has precluded any hope of seeing the proposed Group A 4WD 323 model on which Warmbold's Brussels based team are working.

Sundstrom brings T16 to Nationals

Following discussions in Coventry at the end of last week, Mikael Sundstrom is almost certain to be seen on the last two rounds of the Shell Oils/AUTOSPORT RAC National Rally Championship.

Having decided to take out a British competition licence in order to include these two events in his programme, the team are keen to enter the Cumbria and Audi National rallies to increase the young Finn's experience with the powerful 205 Turbo 16 in the forests before the Lombard RAC Rally.

"Mikael has done a fantastic job with the car so far," agreed Des O'Dell on Monday. "We want him to have the best chance of a good result in November and we are working hard to make sure he gets the miles under his belt beforehand."

■ Gwyn Thomas goes to next weekend's Mewla Stages with a healthy 15 point lead in the Warwick Wright PTS Challenge over Mike Riddick. The much travelled Jon Joannides lies third, a further seven points adrift.

Sundstrom — Cumbria and Audi.



Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Note check

The organisers of next weekend's Shell Oils/Rally Radio Link Mewla Stages have decided to repeat the controlled recce of the ranges that was so well received last year. With many of the leading National crews strangers to the area, the opportunity to check their notes is a welcome safety factor, particularly as pre-event practice is not allowed.

Crews must sign on before venturing onto the ranges, where they will proceed in convoy over the stages to be used. The recces will begin at 1030, 1200 and 1330 on Saturday, August 25 before the event begins at 1730 at the Abernant Lake hotel.

BRIEFLY

■ Pressure of work has forced Dave Whittock to stand down as Per Eklund's co-driver for the 1000 Lakes. Bruno Berglund will stand in.

■ James Cullen will drive Mark Lovell's National Championship Nissan 240RS on the Manx International in September.

■ With several British crews venturing to the Limburgia Rally in Belgium this weekend, Telecom's *Eventsline* will cover its first event from overseas. Details on 061-246 8066. In future, it seems, Warwick Wright of Chiswick will be supporting the system's World Championship reports, beginning on August 19 with a preview of the 1000 Lakes Rally.

■ Alistair Brearley's new FTD Sprintex supercharged Manta was on show at Ingliston last Sunday and is expected to undergo its first test session this weekend. The car's rally debut should be either on the Autumn Stages or the Lindsfarne Rally.

■ A disturbing incident on Saturday night robbed the Merlin Fireplaces Epynt Stages of one rescue crew. A large group of rowdy spectators had camped out at Dixies Corner and when asked to quieten down by the organisers who were trying to rest before their event, attacked the official concerned. He spent the night in hospital nursing severe injuries after the brutal actions of the hooligan element and was unable to take up his duties the following day. The sport can well do without such undesirable elements.

■ Roger Lane is currently in intensive care at Abergavenny's Nevill Hall hospital, following a serious accident on the Epynt ranges last weekend. The 33 year old Reading estate agent had to be cut from his Ford Escort after hitting a tree during the Merlin Fireplaces Epynt Stages on Sunday and is apparently suffering from multiple injuries, including a fractured pelvis. Co-driver, Stuart Derry, escaped with severe bruising.

DIARY

Bell Watson Stages, August 25: Some places are still available for this event and last minute enquiries are to be directed to Mrs Sue Adams, on Doncaster 531424.
Galway Summer Rally, August 31: The final round of the Irish Shell Sport Championship is based on Headford. Full details from Brian Thornton, 12 Sylvan Avenue, Newcastle, Galway. Entries from outside the Irish Republic close today (Thursday).

Stort Valley Stages, September 8: Details of this 40 stage mile event, counting for several southern based championships are available at £35 from Graham Pestell, 17 Irving Close, Thorley Park, Bishop's Stortford.

Castrol Everyhope Stages, September 22: Durham AC's event offers 32 miles in seven stages for £68 and full details are available from Mrs Jackie Turnbull, 6 Meadow Way, Lanchester, Co Durham. Tel: 0207 520250 (evenings).

Dimanche Tour, October 13: The event based in Bramshill Forest, is a round of the ASEM, ACSMC and TVMC Stage Championships, along with the London Lada Challenge. 40 stage miles are on offer for £82.50 with details from Mrs PH Walton, 4 Grange Close, Guildford, Surrey.

Quip Forest Stages, October 26: The final round of the BTRDA Championship should prove a cracking finale and with the prospect of National Championship status in 1986, the Trackrod MC event will be out to impress. Full details from Victoria Renny, 21 Woodhill Gardens, Leeds.

WEEKEND SPORT

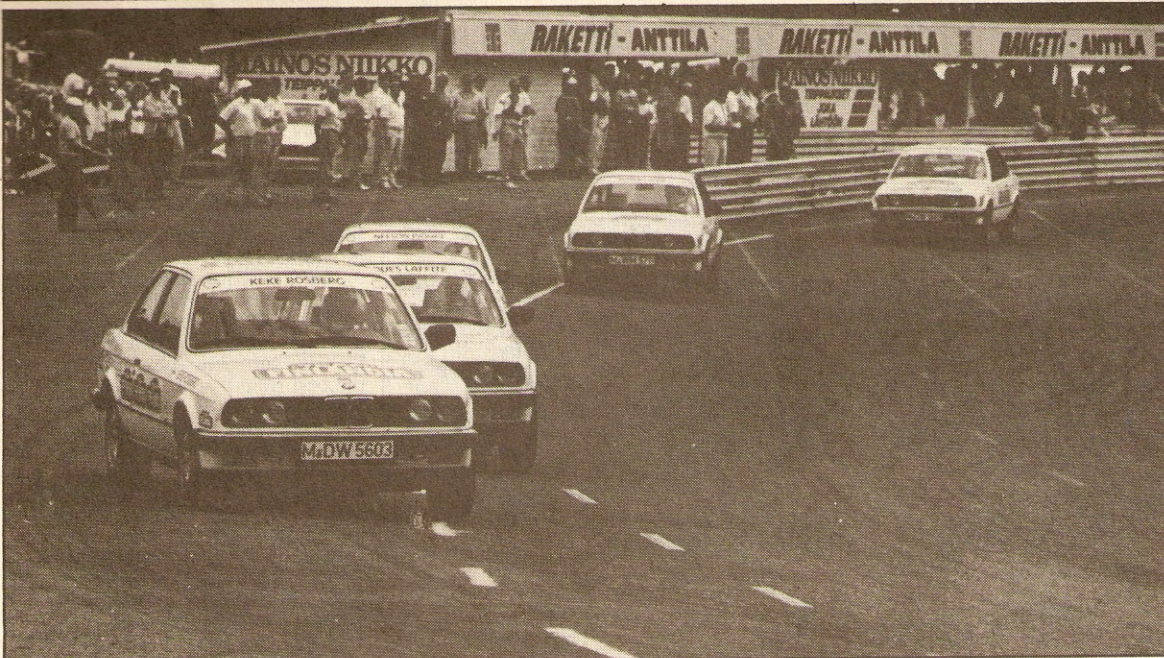
NATIONAL RALLYING

DATE/VENUE **EVENT/DETAILS**

Aug 17/18 Kendal

Devils Own Rally. *Motoring News* and BTRDA Rally Championships, round 7.
Ron Beecroft heads the premier road rally championships in his Escort RS2000 and on home ground must start favourite to extend that lead towards an impossible target for the others to aim at.

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



Keke Rosberg (leading) and Jacques Laffite put on a superb display in the 323i race, while Piquet and eventual winner overall, Alen, follow.

Finland's home victory

Over 25,000 went to Hameenlinna last Saturday to see Markku Alen take a popular home win in Finland's first ever ralliesprint. He never won one individual event, but second in the slalom, second in the rally stage, and third in the race gave him victory. With Timo Salonen, Stig Blomqvist and Michele Mouton, the rally men beat racing drivers Keke Rosberg, Elio de Angelis and Nelson Piquet by 130 points to 101, so the home pride was saved.

The Hameenlinna ralliesprint was the brainchild of Ortwin Podleck, Keke Rosberg's manager, after a long chat with Nick Brittan, organiser of the Donington ralliesprint, to pick up some hints. And Ortwin's event ran along similar lines to Donington's: four racing drivers (Keke Rosberg, Elio de Angelis, Nelson Piquet and Jacques Laffite) against four rally drivers (Stig Blomqvist, local man Timo Salonen, Markku Alen and Michele Mouton). Each driver would have a different sponsor, including Neste, the government-owned oil firm, one of its customers, Union Oil, the Kortti Puhuu bank, *Apu* magazine, Sparkomatic and various others, a number of them entirely new to motor sport.

There would be three separate events counting towards a team prize: a rally stage (two laps of Hameenlinna European rallycross circuit), a slalom (again two laps centred around the main 'bowl' of Hameenlinna), and a 15 lap race of the figure of eight circuit. BMW 323is would be used for the race and rally stage and Honda Civics for the slalom.

First event was the special stage, four trips off the tarmac circuit onto the dirt. The rallycross course, like the slalom, was designed by Simo Lampinen. Each driver had a single practice lap, and then two consecutive laps. It was no surprise to find Timo Salonen fastest. Both his runs looked perfect, and the 25,000 strong public also thought so too as they applauded both runs. Second quickest was Markku Alen, first to go and benefiting from a smoother track but making one small mistake. Keke Rosberg was a popular third, 'finding the limit' on the practice runs which included a number of mistakes, and then having two good runs. He received a tremendous reception, particularly as he beat Stig Blomqvist. Stig looked sharp

during his competitive runs, and he didn't seem to make mistakes, but his time was relatively slow and he was at a loss to explain it. Perhaps his problem was the same as Michele Mouton's: too long with an Audi Quattro and unused to anything else.

Second best of the racing drivers — the remaining three were all driving their first ever rally stage — was Elio de Angelis. Elio seemed to get more sideways on the tarmac than on the loose and admitted, "I was slow, very slow. It's amazing how quick the rally drivers are." Nelson Piquet looked good in practice and lost a little time on his first lap, but went quickly on the second which gave him some satisfaction, particularly as he prepared for it after making mistakes on the first. Bringing up the rear was the French pair, Michele feeling rather rusty after her holiday in the South of France and Jacques Laffite, the clown of the event. Jacques had an eventful first run,

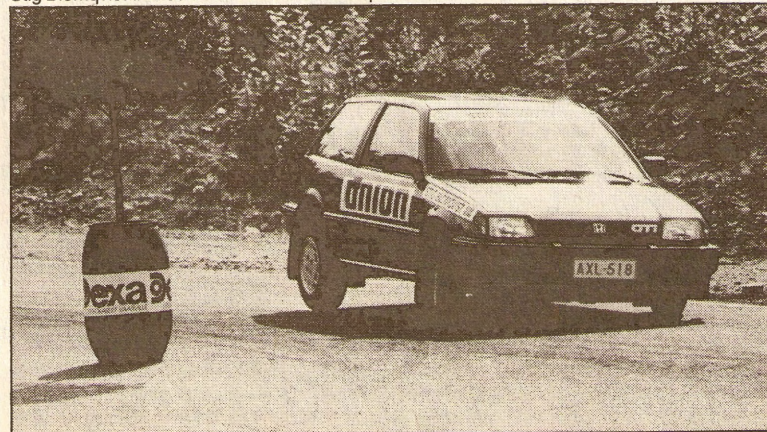
but his second was better . . . but the slowest.

RALLY STAGE

1, Timo Salonen, 1m55.94s; 2, Markku Alen, 1m57.37s; 3, Keke Rosberg, 1m59.34s; 4, Stig Blomqvist, 2m00.32s; 5, Elio de Angelis, 2m02.92s; 6, Michele Mouton, 2m05.98s; 8, Jacques Laffite, 2m07.68s. This put Salonen in the lead with 20 points, the rest getting 15, 12, 10, 8, 6, 4, 2.

After one of Finland's biggest pop groups, 'Dingo', had played to the crowd, it was time for the slalom, a section between cones around the circuit, and then two pirouettes around plastic trees, a further slalom section and then a final pirouette around a tree for the finish. Each driver had a practice run, and then two separate runs, the best time to count. Fastest on both runs was Blomqvist, each time warmly applauded by the crowd with neat displays as he kept the power on during the 360 degree turns around the trees. Alen was second quickest on both occasions. While making it a 1-2-3 for the rally drivers was Salonen, his second run time counting after he had made a mess of a pylon first time round. Fourth quickest was Jacques Laffite on his second run although both his runs were warmly applauded by the crowd. "Now if I could make money doing that every weekend," said Jacques, "it would be rather easier than

Stig Blomqvist thrilled the crowds with his superb car control on the slalom course.



Formula 1." Behind him came de Angelis and Rosberg, Elio having to count his first time after touching a tree in the second and being penalised 5 secs after a very fast run that was quicker even than Blomqvist's. Keke's tyre smoking style was entertaining but not particularly quick. Mouton was seventh again — "my favourite number" — while Piquet looked a little non-plussed about it all and was more than a little astounded to hear that you can gain your national racing licence for slalom racing in Germany!

SLALOM TIMES

1, Blomqvist, 1m01.44s; 2, Alen, 1m02.23s; 3, Salonen, 1m02.58s; 4, Laffite, 1m03.09s; 5, de Angelis, 1m03.84s; 6, Rosberg, 1m03.89s; 7, Mouton, 1m04.09s; 8, Piquet, 1m05.10s. Scores after two rounds: 1, Salonen, 32pts; 2, Alen & Blomqvist, 30; 4, Rosberg, 18; 5, de Angelis, 16; 6, Laffite, 12; 7, Mouton & Piquet, 8.

The question after the first two parts was, would the racing drivers finally get their own back? Laffite was on pole position after 15mins practice, followed by Alen, Mouton, Piquet, Salonen, de Angelis (who broke the clutch), Blomqvist and . . . Rosberg!

The 15 lap race was tremendous. Laffite got a good start from Alen while Piquet had a tremendous time making up places on the inside of the first corner. At the end of the first lap, Laffite led from Alen, then came a gap to Piquet, Mouton, Blomqvist, Rosberg, Salonen and de Angelis. Poor Michele got pushed off by Stig on lap 2: "Pushed me off to go and pick flowers," said Michele afterwards. Even as early as this, Jacques looked very confident at the front as the BMWs slaved through the corners at high speed. Rosberg, of course, was the man to watch. He was in third, but on lap 4 he had overtaken Piquet and soon began to draw away. Blomqvist, Salonen and de Angelis were having a great battle further back.

The lead battle looked a little settled, although Alen had closed up considerably on lap 8 when the course car came out to bunch everyone up in true NASCAR-style. However, de Angelis had a huge spin before he saw the pace car, and after a little fun and a couple more spins to get going again, he was to be found at the back of the field.

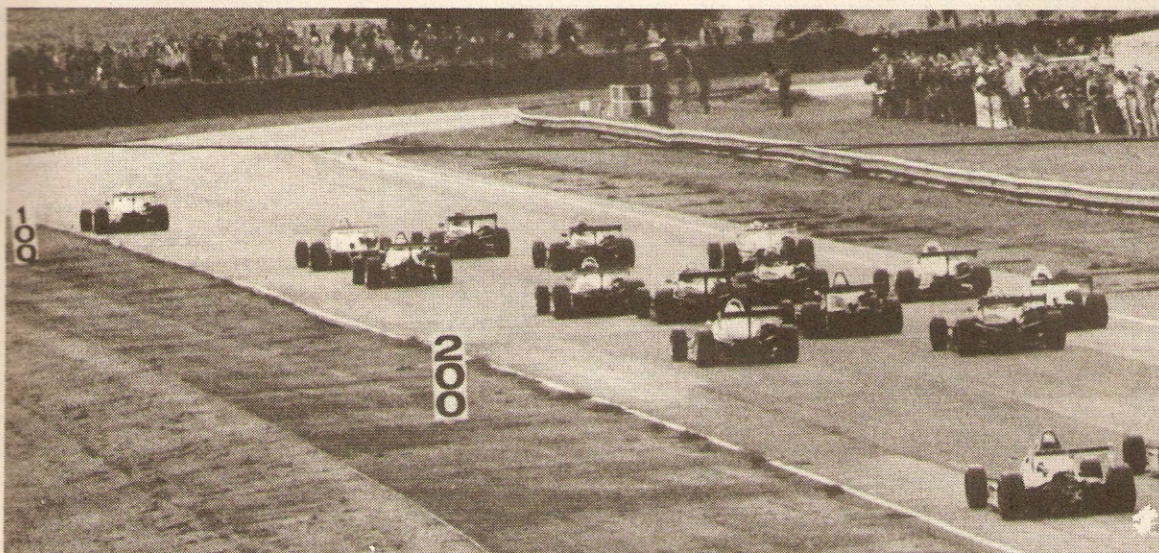
After one lap of the pace car, it went in, and although Laffite, Rosberg, Piquet and Alen were very close together, the real race was between Laffite and Rosberg, with Laffite leading laps 10 and 11, Rosberg 12 and 13, Laffite lap 14 and Rosberg 15. "It was important that we racing drivers should finish well, and important that Keke finished well, so I did what I could for Keke. I hope he remembers . . ." The two of them had a great tussle and the crowd loved it. Indeed, on the last lap, Keke took the lead on the uphill lefthander after the pits, and gave Jacques a slight nudge. That pushed him to the outside of the track, and both Nelson Piquet and Markku Alen slipped through to take second and third. Poor Jacques finished fourth.

So, Markku Alen won the first Finnish ralliesprint. He hadn't won a single race, but the Taffel snacks-sponsored driver has had such a rotten rally season that who would begrudge him his win? Keke, sponsored by Team Finlandia, had won his race and finished equal second with Stig Blomqvist.

RACE TIMES

1, Rosberg, 26m59.73s; 2, Piquet, 27m00.31s; 3, Alen, 27m02.15s; 4, Laffite, 27m02.35s; 5, Blomqvist, 27m02.91s; 6, Mouton, 27m06.05s; 7, Salonen, 27m06.48s; 8, de Angelis, 27m47.49s.

Final positions: 1, Alen, 42pts; 2, Blomqvist & Rosberg, 38; 4, Salonen, 36; 5, Piquet, 23; 6, Laffite, 22; 7, de Angelis, 18; 8, Mouton, 14.



And they're off, and van Kouwen already has a healthy lead as the field turns into Riches prior to the rallying interlude.

Double Dutch

"The key to Snetterton is to come out of the slow corners very quickly," said Gerrit van Kouwen, after the second copybook victory of his outstanding debut F3 season at the tricky Norfolk venue on Sunday. "My team and I now have a very good understanding, and the Ralt was beautifully balanced for the race." Set-up with comparatively little downforce for more straight-line speed, its driver hungry for success, the RT30 opened a gap of 2secs on the first tour.

Only Mauricio Gugelmin had any kind of antidote to this form, some demon late-braking and racecraft in traffic eroding van Kouwen's advantage. The Brazilian was gaining ground steadily when the race was brought to a premature end by Gary Evans's wrecked RT30 (mid-track at Russell) and was only a second adrift at the chequers.

QUALIFYING

Four races now in as many weeks, commencing with the BARC's annual trek to East Anglia. A tough schedule by any standards, particularly for those teams caught up in the ravages of Donington a fortnight ago. Pegasus Motorsport, Docking-Spitzley, David Price Racing and Chuck McCarty's teams had all built new cars during the week off, while Eddie Jordan's crew had double the fun in their efforts to keep Harald Huysman in Ralts, the Donington replacement RT30 having been junked seven days later at Knutsdorp. Yet, as the insurance brokers groaned and coughed up, the manufacturers and suppliers got fat, and the mechanics earned their keep the hard way, the Marlboro British F3 world spun onward and all were present and correct come first qualifying on Saturday afternoon. A worthy reflection on countless hours of toil from the back room boys, so soon undone?

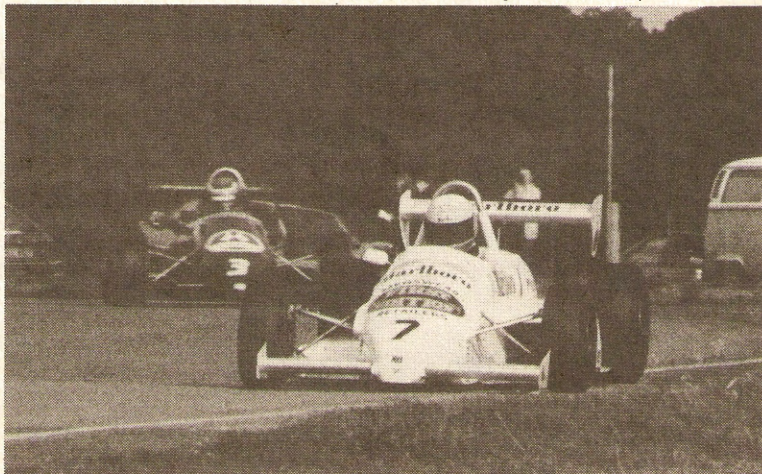
From early last week it was clear that Trevor Foster's Pegasus men (engineer Andy Thorby and chief mechanics Nick Burrows and Andy Hollingworth) had done their sums right, for both Gerrit van Kouwen and Graham de Zille were flying, their Ralts stable and consistent. Graham indeed astounded the pundits with fifth best time when it mattered on Saturday, the Leicester lad delighted with his new tub and brimming with confidence for the first time. That he eventually fell back a row in such

quality company was no disgrace, while Gerrit consolidated his front row slot with the quickest time on Sunday morning, albeit 0.7secs away from his week's testing standard.

Only Dave Scott was officially ahead though, the Donington victor trying hard enough to spin between Riches and Sear while on a first day flyer. He was happy with the Swift Caravans/Mint Ralt's balance though, and contented himself with scrubbing race tyres on Sunday, when times were generally slower.

Mauricio Gugelmin was a consistent third in the West Surrey Ralt, Dick

Van Kouwen put on a controlled display and only Mauricio Gugelmin could keep in touch.



Bennetts's team having changed its engine and several spark boxes during the week to satisfy his quest for perfection. They altered the set-up completely, between sessions, and Gugelmin's speed through both Riches and the Esses was prodigious. Early on Sunday, the blue RT30's left pod and floor were damaged by the undertray of Julian Bailey's Reynard, torn off on the kerbing at Russell when Mauricio was in the tow...

The lone Alfa Romeo-engined car was next up, Tim Davies salvaging some honour for the Reynard *marque* by hauling Tom Alpern's 853 up the order on day 2. Almost virgin white this week (only the intervention of Swallow Finance, GridComm, the Pedrazzani brothers and Tim's personal backers bringing it out at all) the machine was held back by old tyres initially, Davies electing to save his new set for the morning. He bent a track rod after a mistake at Riches after his quick lap, and matched the effort once Nick Potter and the Dutton crew had straightened it hastily in the pits. The tracking was reset later. "We're not far away now," grinned the Welshman, just 0.03 sec adrift of top man van Kouwen on Sunday, yet with Gugelmin and Scott still in between!

Works settings were "paying dividends" for Gary Evans, much happier this week with his Murray Taylor

Racing/Bedford Trucks RT30, although the gusty crosswind on race morning played havoc with his gear ratio revisions, and cost him a rung on the grid. A slight off at the end of the morning battered the nosebox and the floor.

With Phil Kempe absent (in Japan), Glenn Waters and John Upton struck a deal for Paul Jackson to drive the black Intersport Ralt, and mighty impressive he was too, qualifying a consistent sixth on his first acquaintance with an RT30 from the cockpit. Vastly underrated for too long, Paul deserved the break, although he now confessed to not knowing sufficient about the car to get the best from new tyres so soon. After Saturday practice Paul returned to Upton's Valour camp, to change the engine in Ross Cheever's chassis, hobbled by a broken rear anti-roll bar next morning, but still ninth overall.

Keith Fine was puzzled to have lost ground since mid-week testing with the United Arab Bank/Intersport entry, which was rolling too much on new tyres and could not be cajoled through Riches. Cathy Muller shared her row with de Zille after a very useful improvement on Sunday, her new Elf Reynard looking pristine as ever under Andy Miller's care.

The Jordan duo, Harald Huysman and Steve Harrington, were firmly ensconced in the mid-field pack, the Marlboro car receiving a fresh engine for Riches, the Australian's making progress too.

Less chuffed were the championship leaders, Spence and Wallace, their Reynards on row 6, four ranks behind rival Gugelmin at this stage and both clearly in desperate trouble. Russell, with 472 miles of pre-event testing under his belt — and not awt to show for it — never did balance the shallow-podded Warmastyle car, while Andy (in the ex-Davies tub with his regular peripherals) tried a catalogue of settings, pods, wings — and even a midweek engine rebuild at Neil Brown's — in an attempt to eke some straight-line-speed out of the Swallow 853. To no avail. Smiles were few and far between in the end garage, cohabited by the series pacesetters. Gugelmin was rather more optimistic.

Andrew Gilbert-Scott and Mark Galvin completed the Ralt runners in their rebuilt RT30s, the Irishman delighted that his 'new' car felt exactly the same as its predecessor, yet foxed by losing 0.4 sec since mid-week. Gil Baird funded Ian Flux's first outing in the neat Roni T85 (see *Pit & Paddock*) which performed creditably on its debut.

Up to three cars (and five engines) this week, Scan + Sport's closely-matched *troupe* was led by Anthony Reid, still trying to optimise the set-up of his Reynard-Saab after limited testing miles. Maurizio Sandro Sala (with the unique mechanically-injected 16-valve unit) and new boy Julian Bailey were in the same boat, although 'Julio' had been quickest of the trio on Friday — and fastest of all in the wet 'free' practice session which many took advantage of on Saturday morning. He was not alone in hoping for rain.

RACE

Dry it was though, and sunny too, as the green was given. Poleman Scott mistimed his revs, got excessive wheelspin and was swamped, van Kouwen, Gugelmin and Davies beating him to Riches, Mauricio and Tim side-by-side into the corner, and on to Sear. Further back, Ms Muller made a fabulous start, blasting past de Zille (held up by Jackson) and

the black car to be sixth on the Revett Straight. The French girl was able to grab fourth place by the end of the first lap, at the expense of Evans and Scott...

Back to Riches though, where de Zille and the fast-starting Wallace had a squeeze (Graham rejoining near the back rather than try to barge his way into the queue); where Sobriquet had his nose fin chopped by Stover; and where the works Saab rallycross team put on an impromptu 'Morris dance!' Rammed from behind, Sala's car was flicked left into Reid's which instantly cannoned into the path of—wait for it—Bailey, merrily making up places on the outside. Julian rejoined, angry, while the other slunk back to the pits, cabbage field remnants akimbo. Also out in the mêlée was Class B polesitter Goddard, who found the previously black road ahead suddenly filled with spinning Reynard, and swiped his Ralt's nosebox away.

Sear, seconds later, and Huysman punted Jackson off, Paul resuming way down the field, the Norwegian continuing unabated, nose fin bent. Same corner, lap 2, and the demise of Scott's challenge. Trying to outbrake Muller, Dave simply turned in on the brakes and the car snapped away. Furious with himself, Scott set about his recovery drive, which eventually saw him overhaul both Galvin (who had a skirmish with Gilbert-Scott at the Esses on lap 5, Andrew pitting with broken front suspension and steering) and Jackson to take 10th place.

But what of the race for the lead? What race? onlookers said at the end of the first lap, when van Kouwen sailed serenely into sight at Coram, way clear of the field. Like a scalded cat he had fled through Riches, and when Gugelmin and Scott had briefly intertwined wheels, his breakaway looked complete. Through Russell on rails, and so quick as the Volkswagen engine gathered momentum down the long straights Gerrit continued, stretching his rivals to the limit. Out and out his lead went for five laps, then Gugelmin began to mount a meaningful challenge, with Davies not far adrift in the shrill-sounding Reynard-Alfa. Then came Muller and Evans, Cheever and Wallace in convoy, ahead of Fine, with Huysman and Harrington scrapping in his mirrors. Spence crept into the pits, after two offs, his car undriveable...

Just as Mauricio was making his charge, Evans darted past Muller as Cathy missed a gear into Coram, and the Eddie Jordan 'twins' were pushing Fine up towards the battling quartet. Davies, by now beginning to lose his rear tyres, was gradually drawn in by Evans, by this time with Cheever in tow, the American having also disposed of the lady, left to deal with Wallace. The protracted struggle between Harrington and Huysman went Harald's way, after Steve's front left tyre was spiked in a playful wheel-banging session.

Into the last quarter and Gugelmin was right with the Dutchman, jinking superbly through the backmarkers. Yet van Kouwen refused to be rattled, his cool consistency beyond reproach. Cheever dived inside Evans a couple of times in Coram, to be eased onto the grass each time ("I would have done exactly the same," smiled Ross afterwards, "we're out here to race after all..."), as both were catching Davies.

When Tim ran wide at Sear on lap 21, Gary pounced, rushing by on the back straight, only for Davies to look round the outside into the Esses. On the second element of the complex they clashed, fairly hard, and Tim pulled clear. At Russell, 5800rpm in fifth, Evans found



The race had to be stopped a couple of laps early when Gary Evans's wrecked Ralt RT30 came to rest in a dangerous position.

no response to his turn-in, due to deranged suspension. Head on the white Ralt ploughed into the tyre wall, and bounced out—wrecked—onto the apex of the super-fast 'ess'. Gary was out in an instant, running to safety, and the Clerk of the Course halted proceedings two laps early, after observing its circumnavigation for a couple of laps.

Gugelmin was homing in on the leader again when the flag was put out. Caught him he may have done; passed him a different matter both parties agreed, but Gerrit was not to be denied from the word go! Mauricio, with fastest lap, cheerfully narrowed the gap in the title race—seven points now cover the top three—while Cheever, the tyre troubled Davies, Muller and Wallace completed the day's scorers, Andy emerging from a grim week with a point more than he had dreamed of after qualifying. Fine was a steady seventh, while de Zille rallied well after his moment, gaining rapidly on Keith.

Stott credit

Manxman Paul Stott was the latest of Richard Dutton's 'junior team' members to be drafted in to the Anglo American Racing F3 squad, the Sports 2000 driver acquitting himself well all weekend in the Ray Stover-owned 'racehire' Ralt-VW RT3. Stott qualified fifth in the eight-car Pre-'84 division, having battled to negate understeer through-out practice ("more likely to be me adapting to the driving style than the car," opined Paul realistically), but grasped the lead on the opening lap and never looked like relinquishing it.

Mark Goddard (Savoir Fare/Chapman RT3) just pipped Saturday leader Giles Butterfield (The Rugby Club/Docking-Spitzley RT3) in qualifying. Butterfield put together a real scorcher on his last lap, only to drop it in a big way at Russell. How the

black Ralt missed the bank not even its intrepid pilot knows, but survive it did, only to be delayed in the mêlée which removed Goddard and Sobriquet from the race, and delayed Stover also, on lap 1. Stott, in the clear, raced through gratefully.

Butterfield was quickly back into the groove, seeking his hat-trick of class victories, but Paul's very sensible approach and consistency (with fastest lap to boot) kept the white car just out of reach, even though Giles was reeling him in towards the end. As in Class A, the result would have been closer had the race run its full 25 laps. Steve Kempton (whose appearance on Saturday was but brief before he deposited his Worldwide Dryers RT3 in the boonies at Sear) and Carlton ("I settled for some reasonable points") Tingling ran together the whole way in third and fourth, while survivors Stover (another to skate off on the first day of qualifying) and Terry Pudwell (Jupiter Racing RT3) mopped up the final points.

SNETTERTON (GB)

Aug 11, Marlboro British Formula 3 Championship, round 13, 23 laps — 44.09 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	24:18.46	1:02.76	1:20.62	2
2	Mauricio Gugelmin (BR)	A	Ralt-VW RT30	24:19.82	1:02.71	1:02.70	3
3	Ross Cheever (USA)	A	Ralt-VW RT30	24:35.55	1:03.08	1:03.15	9
4	Tim Davies (GB)	A	Reynard-Alfa Romeo 853	24:37.76	1:03.38	1:02.86	4
5	Cathy Muller (F)	A	Reynard-VW 853	24:44.51	1:03.16	1:03.09	8
6	Andy Wallace (GB)	A	Reynard-VW 853	24:44.75	1:03.36	1:03.36	12
7	Keith Fine (GB)	A	Ralt-VW RT30	24:50.71	1:03.76	1:03.41	13
8	Graham de Zille (GB)	A	Ralt-VW RT30	24:52.88	1:03.26	1:03.00	7
9	Harald Huysman (N)	A	Ralt-VW RT30	24:54.18	1:03.98	1:03.19	10
10	Dave Scott (GB)	A	Ralt-VW RT30	24:54.91	1:03.27	1:02.53	1
11	Paul Jackson (GB)	A	Ralt-VW RT30	24:59.22	1:03.39	1:02.98	6
12	Mark Galvin (IRL)	A	Ralt-VW RT30	25:03.15	1:04.20	1:03.81	17
13	Ian Flux (GB)	A	Roni-VW T85	25:16.85	1:04.60	1:04.71	22
14	Julian Bailey (GB)	A	Reynard-Saab 853	25:21.74	1:04.16	1:04.03	15
15	Paul Stott (GB)	B	Ralt-VW RT3	25:22.44	1:04.75	1:05.06	25
16	Giles Butterfield (GB)	B	Ralt-Toyota RT3	25:24.41	1:04.83	1:04.67	21
17	Steve Kempton (GB)	B	Ralt-Toyota RT3	22 laps	1:05.28	1:05.49	27
18	Carlton Tingling (JAM)	B	Ralt-VW RT3	22 laps	1:05.01	1:05.04	24
19	Ray Stover (USA)	B	Ralt-VW RT3	22 laps	1:05.00	1:04.88	23
20	Terry Pudwell (GB)	B	Ralt-Toyota RT3	22 laps	1:06.63	1:06.07	28
R	Gary Evans (GB)	A	Ralt-VW RT30	20 laps—accident	1:03.09	1:02.94	5
R	Steve Harrington (Aus)	A	Ralt-VW RT30	17 laps—suspension	1:03.76	1:03.55	14
R	Russell Spence (GB)	A	Reynard-VW 853	6 laps—handling	1:04.11	1:03.20	11
R	Andrew Gilbert-Scott (GB)	A	Ralt-VW RT30	4 laps—suspension	1:04.43	1:03.63	15
R	Anton Sobriquet (GB)	B	Ralt-Toyota RT3	0 laps—wishbone/nose fin		1:05.27	26
R	Mark Goddard (GB)	B	Ralt-Toyota RT3	0 laps—accident		1:04.62	20
R	Maurizio Sandro Sala (BR)	A	Reynard-Saab 853	0 laps—accident		1:03.85	18
R	R. Anthony M. Reid (GB)	A	Reynard-Saab 853	0 laps—accident		1:03.77	16

Winner's average speed: 108.83mph. Fastest lap: Gugelmin, 1m02.71s, 110.04mph Class B (Pre-March '84 cars): Stott, 1m04.70s, 106.66mph. Next round: Oulton Park, August 17. Championship positions: 1, Spence, 61 points; 2, Gugelmin, 57; 3, Wallace, 54; 4, Davies, 39; 5, Scott, 31; 6, van Kouwen, 24; 7, Evans and Cheever, 16; 9, Huysman, 10; 10, Muller, 9; 11, Phil Kempe, 7; 12, Sala and Reid, 5; 14, Gilbert-Scott and Rob Wilson, 2. Class B: 1, Tingling, 67; 2, Goddard, 46; 3, Mike Wright and Stover, 35; 5, Butterfield, 26; 6, Kempton, 25; 7, Ross Hockenhill, 23; 8, Sean Walker, 15; 9, Bill Coombs and Godfrey Hall, 13; 11, Stott, 10; 12, Kevin Jones and Pudwell, 5; 14, Ronnie Grant, Sobriquet and Dick Parsons, 4; 17, James Tolerton, 2.



Neil McGrath drove a fine race to finish second, winner of the non-turbo race again... Victory, though, belonged to Andy Rouse.

Seventh heaven

It rained on July 15 this year. They say that if it rains on St Swithin's Day, it will go on for 40 days. An old wives' tale perhaps, but at Snetterton, the meteorological disaster that is the summer of '85 ran true to form. The wind bludgeoned and blustered and the clouds spat rain from time to time, and through it all, as ever, sailed Andy Rouse and his Ford Sierra Turbo to win the Trimoco race yet again.

Down through the order, however, this was the best race there has been all season, with plenty of action to keep the small Norfolk crowd happy. It was good to watch...

QUALIFYING

Snetterton looks like a windy sort of place. Old airfields, for some reason, always are, and Snetterton has the feel of an old airfield. You half expect to see Biggles emerge from one of the Nissen huts, silk scarf blowing into the distance, and climb aboard a car in the paddock and 'taxi' to the pits. It is a place where even the most perfect smoothed-down hair is ruffled, and most people look like mad professors.

On the way to the circuit I remarked 'Oh, Andy Rouse will win again.' That opinion never really wavered, although once again it was Dave Brodie who took the pole position in his Colt Starion Turbo. Things, however, had not begun well for 'The Brode'. He had got just 15 metres from the team awning on his way for the first timed session when the Starion, travelling backwards, went over a kerb and broke a steering arm—all this was in the paddock remember! So for the Colt team, at least, it was left to the Sunday session. Inevitably, the provisional pole in that first session went to Andy Rouse, with two Rover Vitesses alongside! No, it wasn't some great Austin Rover return to the series, it was Neil McGrath and Pete Hall: a Connells car in an ICS sandwich. In the second session Brodie was out, snatching pole from Rouse and Frank Sytner weighed in, putting his BMW up to fourth spot. With Mike Newman failing to appear the top class runners were down to just six. Ten green bottles...

The last of the bunch was Barry Sheene—a disconsolate Barry Sheene—with a brave face. "If you braked where you wanted to for Sear," he winced, "you'd end up in Thetford." There were times this weekend when you got the distinct

impression that it would have been better to go to Thetford. The Toyota looked plain dangerous, but the driver struggled on bravely. Was this really the same car which we saw Win Percy in last year? It is to be doubted. Barry Lee, who was cruising merrily along in his rally engine Escort was able to follow the Supra for a while in practice. "It was sad to watch," he commented. Somebody deserves a rocket for what happened at Snetterton, and it isn't the driver.

Graham Goode took up his customary class B pole, although Richard Longman draws ever closer. Goode, still somewhat aggrieved by the post-Grand Prix machinations, missed the first session when his revamped Zytech management system failed to deliver, and it was a case of rip out the box, and drive like crazy to Birmingham to get it fixed. Longman

blew a head gasket on Sunday morning, but it was nothing to cause alarm! Jon Dooley had a whole second advantage on his fellow Alfa men on the weekend his car was celebrating its fourth anniversary in racing (cake and all!), with lack of money, misfires and old rubber holding up the pursuing Rob Kirby, Mark Hales and Phil Dowsett.

Down in the baby class (curiously, like rabbits, there seem to be more of them everytime you look) Chris Hodgetts once again led the way with arch-rival this year, Dick Belcher, next up, and an enthusiastic Patrick Watts third. "More corners, less straights, more fun," said the prosaic Patrick. Tony Crudgington had a little assistance in practice from Chris Hodgetts (nothing like giving the opposition a bit of a hand) and it clearly helped a lot, while Alex Moss continued his rough ride on Sunday morning when an engine let go and he had to resort to the Brooklyn hack unit again...

RACE

"What's it going to do?" they asked one after another as though I was some wild-haired holidaymaker from the London weather centre. 'Leapy' Lee announced that he was going to do a rain dance, but Barry Sheene was long-faced: "I used to sit in the motorhome and plead for it to rain, but today..."

As it turned out, the rain held off. Barry "I've got it right, they're all wrong" Lee appeared on wet rubber, while Patrick Watts spoiled his practice form by changing to intermediates at a very late stage in the assembly area and had to start from the back of the grid. As they lined up, it was clear that already Sheene was in trouble, up went the bonnet and the plugs were changed.

The front row got away reasonably cleanly, exchanging a bit of paint on the way into Riches with Brodie leading as they headed to Sear. The Brode was in trouble, however, his tyres not heating up—"Harrassing, to say the least!" Somehow he slithered and slewed his way round in the lead, but at Sear second time round off he went for a tiptoe through the cabbages, hanging onto second but allowing Rouse through to lead. McGrath and Sytner (smoking unhealthily) circulated in their wake, but the real battles were further down: Richard Longman, Graham Goode and Pete Hall battling like crazy; the Alfas doing likewise until Jon Dooley began to creep away. Sheene going backwards to retire on lap 9 while just ahead of the Escorts of Hodgetts and Belcher.

No one could touch Rouse (as usual) and Brodie's challenge failed on the 13th lap when a turbo housing sheered and the Colt stumbled into the pits. McGrath and Sytner (his Bee Em by now like a smoke grenade on wheels) circulated out of touch, but the other battles were hotting up. Longman and Goode side by side and Hall right there. Dooley had been closing remarkably on this dice until the Alfa's transmission went—"It was the only new bit we had on the car"—on lap 9. Kirby and Hales therefore led the Alfa class and were battling mightily—it had to end in tears, or in the cabbages... It duly did. Kirby's car hesitated exiting Riches and the ploughing penman took avoiding action among the vegetables (Kirby too joining in). Both recovered to take the flag half a lap later...

Longman and Goode battled till four laps from the end when Goode, with tyres absolutely shot, succumbed to the RS Turbo which itself got caught up in the baby battle one lap down. Hodgetts and Belcher side by side, with Longman right there. A heated discussion was later to be seen on the podium as Hodgetts and Longman debated an incident on the last lap. It rather spoiled what had been a wonderful clean fight between Hodgetts and Belcher. Tony Crudgington impressed with third in class, while the rest bumped their way around, Geoff Kimber-Smith having a propshaft disappear on lap 7!

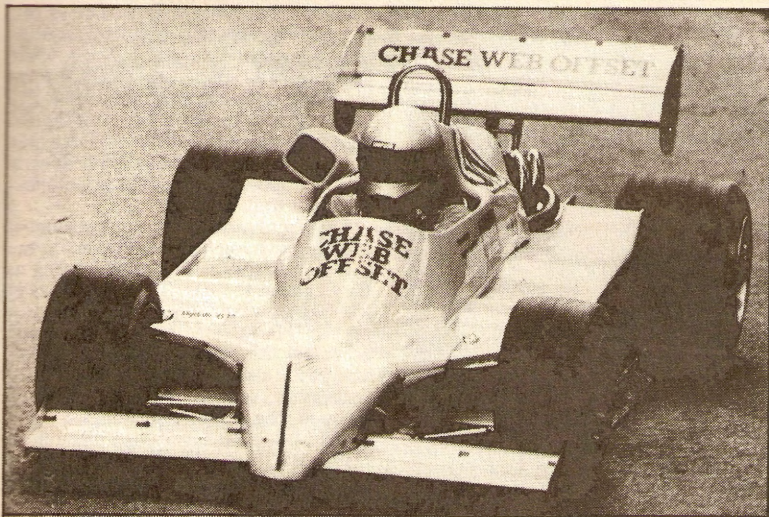
All in all, something for the Trimoco runners to be proud of, and something which spectators surely appreciated...

SNETTERTON (GB)

Trimoco RAC British Saloon Car Championship, round 9, 25 laps — 47.75 miles

Pos	Driver	Class	Chassis/Engine	Result	Qualifying	Pos
1	Andy Rouse	A	2.31 Ford Sierra Turbo	30:57.87	1:11.77	2
2	Neil McGrath	A	3.5 Rover Vitese	31:10.03	1:12.21	3
3	Frank Sytner	A	3.5 BMW 635CSI	31:27.75	1:13.20	4
4	Richard Longman	B	1.6 Ford Escort RS Turbo	31:29.64	1:14.02	8
5	Pete Hall	A	3.5 Rover Vitese	31:31.52	1:13.44	5
6	Graham Goode	B	1.8 Nissan Bluebird Turbo	31:32.58	1:13.52	7
7	Phil Dowsett	B	2.5 Alfa Romeo GTV6	32:00.86	1:15.47	12
8	Rob Kirby	B	2.5 Alfa Romeo GTV6	32:06.93	1:15.18	10
9	Mark Hales	B	2.5 Alfa Romeo GTV6	32:24.71	1:15.53	11
10	Chris Hodgetts	C	1.6 Ford Escort RS1600i	24 laps	1:16.76	13
11	Richard Belcher	C	1.6 Ford Escort RS1600i	24 laps	1:17.10	14
12	Tony Crudgington	C	1.6 Toyota Corolla	24 laps	1:18.53	18
13	Alan Curnow	C	1.6 Ford Escort RS1600i	24 laps	1:17.43	16
14	John Morris	C	1.6 Ford Escort RS1600i	24 laps	1:18.04	17
15	Alex Moss	C	1.6 Ford Escort RS1600i	23 laps	1:19.61	21
16	Patrick Watts	C	1.6 Ford Escort RS1600i	21 laps	1:17.41	15
R	David Brodie	A	2.8i Colt Starion Turbo	13 laps—turbo	1:11.49	1
R	Jon Dooley	B	2.5 Alfa Romeo GTV6	9 laps—transmission	1:14.17	9
R	Barry Sheene	A	2.8 Toyota Celica Supra	9 laps—electrics	1:13.45	6
R	Barry Lee	C	1.6 Ford Escort RS1600i	8 laps—engine	1:18.72	20
R	Geoff Kimber-Smith	C	1.6 Toyota Corolla	7 laps—propshaft	1:18.25	19

Winner's average speed: 92.86mph. Fastest laps: Class A: Rouse, 1m12.39s, 95.33mph; Class B: 1m13.75s, 93.57mph; Belcher, 1m17.47s, 89.08mph. Championship positions: 1, Rouse, 67pts; 2, Hodgetts, 64; 3, Goode, 63; 4, McGrath & Belcher, 45; 6, Kirby, 39. Next round: Brands Hatch, Aug 26.



Victory at Shelsley's 80th birthday celebrations went to Griffiths in the Chase Webb Pilbeam.

Birthday treat

A magnificent collection of hillclimb machinery, both old and new, graced the slopes of Shelsley Walsh last weekend to join Midland AC in celebrating the hill's 80th birthday. In true British tradition the weather did its utmost to dampen the proceedings, Sunday morning plagued with heavy rains. Fortunately, the precipitation abated, allowing the 13th round of the British Hillclimb Championship to stage the vital points scoring run-off on a much drier course.

The day belonged to Martyn Griffiths, for so long the championship leader, the Chase Web Offset Pilbeam pilot stemming the winning run of Chris Cramer's Unidraw Gould by nearly 0.4secs. However, such was the position in the British Championship that it was the Stroud architect who left the historic hill at the head of the points table, it perhaps being appropriate that the modern Shelsley Special should take the lead at the Worcestershire hill on the day that its constructor received the John Bolster Trophy.

The meeting was also a qualifying round of the Rydale BMW Midland and the Aston Martin Leaders Hillclimb Championships and desperately important for Dave Whitehead, whose Chrysler Stiletto lay first and second respectively in the two series. He certainly seemed well on the way to another class win following the opening (wetter) runs, the methanol-powered machine over 2secs clear of Mervyn Brake's Maguire Hartwell Imp. However, the story changed during the second climbs. Brake was unable to find the expected improvement and slipped to fourth place, demoted by the Davrian Imp of Ian Fidoe. The sensation of the class was undoubtedly Marc Cramer, son of joint British Championship leader Chris. Having taken to the scenery on his opening run the Reliant Kitten protagonist attacked as hard as he dared on the second, the push-rod powered machine producing a magnificent sub 40s ascent to take the lead. Whitehead responded with a tremendous start and certainly kept the pressure on, but even he could not quite come to terms with Stroud's latest secret weapon, missing Marc's time by 0.17secs. Cramer's efforts deservedly collected the HSA 'Man of the Meeting' award while Whitehall still retained his lead in the Rydale BMW Midland Championship, although he surrendered his clear second place in the Aston Martin series, being joined in the runner-up spot by Bob Dayson.

The abysmal morning conditions still failed to keep Nic Mann's incredible

Morris Minor from the premier spot in the over 1300cc special saloon car class, although he was forced to work hard to hold at bay Steve Everitt's well driven supercharged Alfa Sud. With a little more adhesion available on the second runs Nic put the result beyond doubt with another spectator thrilling climb, while Chris Johnson was also far happier, the Martin Sutton Hydraulics Chevette storming through from fifth to second place, 0.35secs ahead of Roger Jones, who as always ushered his Volkswagen Scirocco along in fine style. Another excellent climb from Everitt assured him of fourth place while AUTOSPORT managing director Simon Taylor amused himself by attempting to confine his Listerised Jaguar XJS to the 'black bits', no easy task as BBC TV's *Grandstand* programme should prove shortly.

Bob Dayson was another desperate for both Rydale Midland and Aston Martin Leaders points and despite being forced to re-run his second attempt as the finish banner had fallen down made no mistakes. The Cougar Developments Caterham 7 refused on this occasion to succumb to the pressure exerted by Tony Croft's QED twin cam motivated Lotus 7, gaining revenge for recent defeats by taking the class with just over half a second to spare.

The over 1600cc modified sports cars proved a real handful on the first runs with Tony Bancroft taming his turbo Porsche to lead the way. He repeated the effort in the afternoon, powering to a convincing win from Robin Rew, the

former hillclimb photographer handling his Rooster Turbos AC 3000ME with tremendous verve to head home the BRS Caterham 7 Black Brick of Nick Carr by 0.06 secs.

This division provided the best scrap of the day as Ken Snailham motored into fourth place, the Lotus 7 just a further 0.07 secs in arrears and in turn holding a tenth in hand over Dave Parr's Davrian. Bancroft however was three quarters of a second ahead of the battle for second place, but his prowess was matched by Peter Garland who produced a magnificent climb with his roadgoing Morgan Plus 8 to take a splendid sixth place overall, ahead of several very potent race prepared machines.

Surprisingly, the Clubmans cars were a little thin on the ground, but if their lack of numbers was unusual the result was not, David Grace again storming the hill with his Mallock U2 to lead on both runs from partner Allan Warburton.

Roger Gregory's first climb in the BDA propelled Mallock U2 saw him in command of the up to 1600cc sports racing car class on the first runs, ahead of the redoubtable Bill Wood. But on the second climbs, Wood managed fourth place only, being overcome by the Myers Special of Paul Bason. Gregory appeared to have sewn things up with his second climb, but then Barry Groombridge produced a real flier with his twin cam powered U2, clipping the first run leader's second effort by 0.31secs to take a very fine victory indeed.

Always a hard trier, Charles Wardle produced a couple of fine climbs to set his seal on the over 1600cc sports racing car class, but he came under considerable pressure from his own co-driver Jim Robinson, the wet weather exponent just a quarter of a second down.

After a slightly disappointing first climb, John Corbyn took his Jedi by the scruff of the neck to produce a superb sub

37s climb to take the modern 500cc single seater section by over 4secs from his co-driver for the day Jonathan Perkins. Local PC Phil Nuthall appeared with his unique Crumpette Special and shook the resident hillclimbers by actually leading the way on the first runs, a position he could not maintain on the second.

Ron Warr, the dominant force in the historic 500cc single seater section in recent times, has really suffered a problem with the return to the fray of Barry Brant, but not at Shelsley, for he produced a superb climb with the Cooper Mk6 which even the class supremo from a few years back could not match. back could not match.

Another desperate for Leaders and Midland Championship points was Russ Ward, who looked well on the way to another victory in the 1100cc single seater class following the first runs. However, an incorrect tyre choice for the second climb cost the Saracen driver dearly as Eryl Davies produced one of his best ever drives to place his Pilbeam SP1 at the head of the field with over half a second to spare. Ward retained second place and his advantage in the Leaders championship thanks to Whitehead's earlier defeat.

There were a few surprises in store when the 1600cc single seaters took to the hill in the morning, Haverfordwest farmer Billy Morris coping with the nasty conditions to head the way with his DBM. It changed in the afternoon, however, as Chris Knapman hit best form with the Gym and Tonic Chevron to power to the head of the field, staving off the Mitchell Cotts March of Tony Southall by 0.24secs with a time which would have made the championship run-off had he not been a Leaders contender. Morris, like the majority, improved well, but was forced to settle for third place over a second down on

Nostalgia at Shelsley Walsh — Clive Richards ascends the hill in his HWM Jaguar.



Southall. Terry Clifford, who had been flying in practice the previous day with the Cheltenham Cameras Pilbeam was not to feature following an 'off' on the first wet which sidelined him for the rest of the day.

The large capacity racing car class was all about the second runs. Martyn Griffiths was in determined mood, for the Chase Web Offset Pilbeam stormed to the head of the field with an almost massive 0.75sec in hand over the Guyson Pilbeam of Tim Thomson. The winner at Shelsley in June, Roy Lane was also revelling in the still far from ideal conditions, the Steel King Pilbeam BMW only a further third of a second down, while Chris Cramer was visibly trying with the Unidraw Gould and completed the sub 28s climbers, just a further fifth down following a fine effort which clinched the Guyson International 'Award of Merit' Hillclimb Championship. Having looked decidedly unhappy in the wet, Dave Harris attacked with customary flair in the afternoon, the Unican Pilbeam bursting through to take fifth place by 0.25sec from John Hunt, the latter, due to Alister Douglas-Osborn contracting a stomach 'bug', waving the Glissade flag alone.

The pre-war Classic Car class produced another stirring drive from Guy Smith whose Frazer Nash was way fastest on the road, but Malcolm Dungworth's smooth climb in the beautiful Riley 9 single seater proved good enough to give the former Pilbeam pilot the award by 0.24secs on corrected times. With Divina Galica spinning Terry Grainger's Lotus 23B out of contention on the second runs, Graham Galliers (Crossle) took the next class on scratch, while with handicaps applied it was again a close thing, Peter Kirby's AC Ace holding at bay Harry Whitehouse's MG TB by just 0.11secs.

The final class of the day featured a handicap class for cars which have been notable in the history of Shelsley. A typically stirring climb from the Frazer Nash of Ron Footitt resulted in victory by 0.5secs from Clive Richard's Wiscombe Park BTD setting HWM Jaguar, but really the class was all about nostalgia, with Bruce Spollon's ERA, Julian Ghosh's Vauxhall Villiers, Freddie Giles's Salome and Roy Lane's immaculate McRae GM1 bringing back happy memories of over three quarters of a century of hillclimbing at the British home of the sport.

After the nostalgia, which was completed by a calvalcade that included the Bugatti 4WD car which some 50 years ago in Jean Bugatti's hands had set Shelsley alight before crashing, and Tony Marsh, reunited with the Graham Galliers owned Marsh Special, it was back to

Thrilling the spectators as ever, Nic Mann in his Rover Turbo powered Morris Minor.



the serious business and round 13 of the British Hillclimb Championship. With conditions mercifully improving by the minute it was, in the main, the second climbs which again counted. Having qualified in 11th place, Tony Southall produced two typically spirited climbs with his Mitchell Cotts March, but the 1600cc car was to slip to 12th, just 0.05secs down on Jim Thomson who would almost certainly have been well among the points scorers had the Guyson Pilbeam not slowed dramatically with engine problems approaching the finish on the second run. Once more Charles Wardle had qualified his Mallock Hart and yet again he charged the hill in enthusiastic style to take 10th with a fine sub 30s effort. David Gould opened well with the Unidraw backed car to hold equal fourth with Dave Harris, but he was one of the few not to improve and he slipped to ninth, but must have been happy to leave Shelsley the proud possessor of the John Bolster Trophy (see *Sports Extra*). Two very clean runs from the AWS/Glissade Pilbeam of John Hunt resulted in eighth place, 0.09secs ahead of Gould, but could not quite match Max Harvey who was enjoying a fine Shelsley and clipped the 29s barrier en route to seventh. For Tim Thomson the run-off proved disappointing, the Guyson Pilbeam looking a stern challenger for a top three placing, but Tim was unable to prove the point as the motor kept cutting out and his missed the second climb, slipping to sixth place.

The new sprint champion Ray Rowan was impressing with his smooth style, the GKN Technology/MTS Automotive Testing Toleman challenging the hill-climbers with an early 28s climb to clinch fifth, but even Ray could not quite match Dave Harris who after his lacklustre start in the class runs was right back on form, throwing the Unican Pilbeam through Crossing to annex the Toleman by 0.22secs.

Two fine efforts from Roy Lane saw the BMW powered Steel King Pilbeam again causing the Hart brigade problems, but he just failed to beat 28s and although he pipped Harris to third place by 0.06secs he was just unable to match Cramer. Level at the top of the championship table prior to the run-off it was Griffiths and Cramer who led the charge at Shelsley, the former leading on the first runs. Cramer gave everything on his second climb, the Gould twitching into the Esses. It was a ten tenths effort, but even Cramer could not match Griffiths's first climb, missing the mark by 0.23secs as he usurped Lane by a mere 0.02secs. All that remained was for Griffiths to stamp his authority on the event, which he did in the best possible

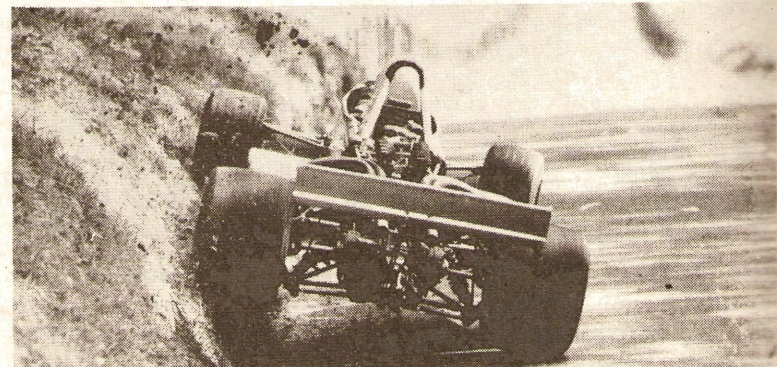


Ghosh and his '22 Vauxhall Villiers, the car victorious at Shelsley with Raymond Mays in 1929.

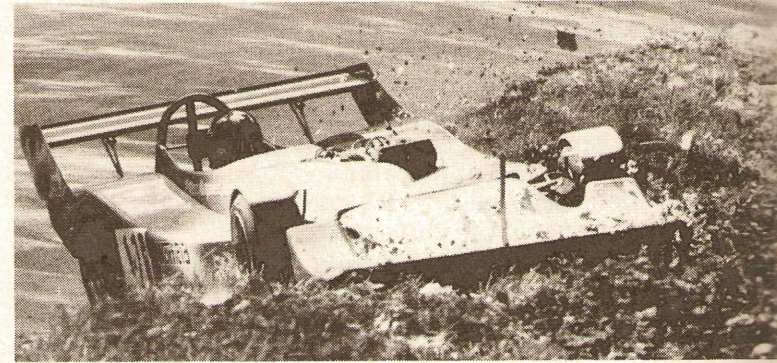
way, closing the meeting with the best run of the day, to take the spoils by 0.39secs.

However, with the drop scores coming

into play it was Cramer who left Shelsley with the championship lead; the last three rounds could well provide a titanic struggle for the 1985 championship.



Just visiting the scenery... Fortescue-Thomas's Anson-Rover and Blankstone's Mallock.



SHELSLEY WALSH (GB)

Aug 11, British Hillclimb Championship, round 13

BTD: Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 27.60s.

Top 12 run off: 1, Griffiths, 27.60s; 2, Chris Cramer (2.5 Gould-Hart 84/2), 27.99s; 3, Roy Lane (2.7 Pilbeam-BMW MP53), 28.02s; 4, Dave Harris (2.8 Pilbeam-Hart MP50), 28.08s; 5, Ray Rowan (2.5 Toleman-Hart TG280H), 28.30s; 6, Tim Thomson (2.8 Pilbeam-Hart MP50/OT.J), 28.50s; 7, Max Harvey (2.8 Pilbeam-Hart MP53/04), 28.92s; 8, John Hunt (2.7 Pilbeam-Hart MP54), 29.08s; 9, David Gould (2.5 Gould-Hart 84/2), 29.17s; 10, Charles Wardle (2.2 Mallock U2-Hart Mk21), 29.90s; 11, Jim Thomson (2.8 Pilbeam-Hart MP40RXH), 30.46s; 12, Tony Southall (1.6 March-BDA M5) 30.51s.

Class winners: Marc Cramer (1.3 Reliant Kitten-Ford), 39.13s; Nic Mann (3.5 Morris Minor Rover Turbo), 38.11s; Bob Dayson (1.6 Caterham-Ford TC Super 7), 36.91s; Tony Bancroft (3.3 Porsche 911 Turbo), 35.25s; David Grace (1.7 Mallock U2-Ford Mk14/25), 32.68s; Barry Groombridge (1.6 Mallock U2-Ford TC Mk16), 34.00s; Wardle 31.73s; John Corbyn (0.5 Jedi Suzuki Mk1), 36.82s; Ron Warr (0.5 Cooper JAP MkVI), 40.05s; Eryl Davies (1.1 Pilbeam-BDH SP1), 32.89s; Chris Knapman (1.6 Chevron-BDA Mk47/49), 31.06s; Griffiths, 27.70s; Malcolm Dungworth (1.5 Riley 9-12), 47.74s; Graham Galliers (1.6 Crossle-Ford TC C7), 37.15s; Peter Kirby (2.5 AC Ace) 44.25s; Ron Footitt (3.5 Frazer Nash), 41.61s.

British Hillclimb Championship positions: 1, Cramer, 92pts; 2, Griffiths, 89; 3, Douglas-Osborn, 81; 4, Thomson 69; 5, Lane, 66; 6, Rowan, 54; 7, Harris, 52; 8, Harvey, 40; 9, Hunt, 36; 10, Gould, 30.

Guyson International Award of Merit Hillclimb Championship: 1, Cramer, 79pts; 2, Gould, 66; 3, Hunt, 63; 4, Wardle, 54; 5, Grace, 25; 6, Robinson & Knapman, 21; 8, Brown & Hopkins, 20; 10, Southall, 18.

Aston Martin Leaders Hillclimb Championship: 1, Ward, 72pts; 2, Whitehead & Dayson, 69; 4, Snailham, 66; 5, Knapman, 55; 6, Corbyn, 48; 7, Johnson, 46; 8, Istead, 45; 9, Groombridge, 42; 10, Fidoe, 34.

Rydale BMW Midland Hillclimb Championship: 1, Whitehead, 60pts; 2, Ward, 57; 3, Grace, 54; 4, Dayson, 51; 5, Garland, 49; 6, Carr, 48; 7, Snailham, Wardle & Corbyn, 46; 10, Knapman, 42.

Birmingham Post Top 10 Challenge: 1, Griffiths, 59pts; 2, Lane, 56; 3, Harris, 46; 4, Douglas-Osborn, 42; 5, Thomson, 33; 6, Cramer, 31; 7, Dowson, 26; 8, Hunt, 20; 9, Rowan, 18; 10, Harvey, 17.



Fat Michelins keep the M635 firmly glued to the road and tail-end breakaway is progressive and easily controlled.

M for masterful

It's amazing the difference a letter makes. Take M, for example. Now BMW make a glorious coupe, the 635CSi. It costs £26,195 providing you don't have any of the optional extras such as an anti-theft device (£307) or air-conditioning (£1475) fitted. Order yourself an M635CSi, however, and you have to stump up with £33,160 before you even start considering the goodies to go with it. To the casual observer, you don't get much for your money — visually they might just notice the slightly deeper front air dam and the discreet rear spoiler, though those deep-dished, spoked wheels give a hint of something rather special. But front and rear there is a badge, a small letter M with a blue and red flash to one side. It's really those small letters that tell you why the M635CSi costs more.

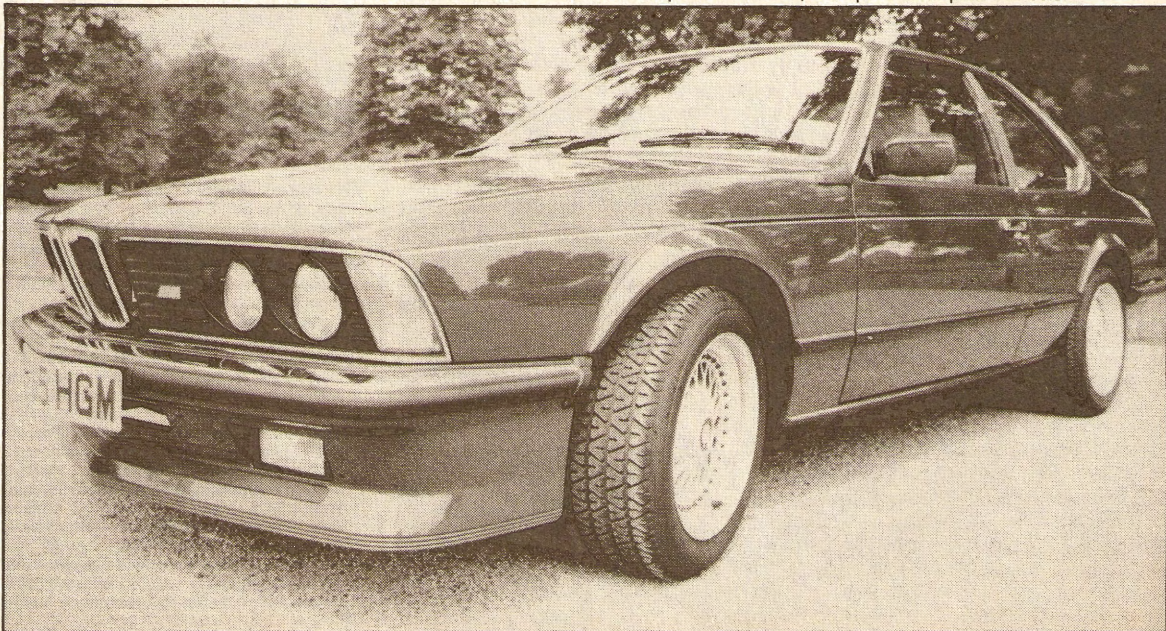
They tell you that, under the bonnet, you have one of the most magnificent engines in the world. BMW make, without question, the best production engines in the world anyway, but that under the bonnet of the M635CSi is special even by their high standards. Like most of the others it is a straight six, a bore and stroke of 93.4mm and 84mm giving it a capacity of 3453cc. Sitting on top of those cylinders, though, is a head containing two camshafts and four valves per cylinder, fed by Bosch's Motronic electronic fuel injection. The result is 286bhp at 6500rpm, and 246lb ft of torque at 4500rpm, which is some 70bhp more than the standard 635CSi gives at its 5200rpm peak — but only 22lb ft more torque, showing that most of the advantages of the two extra valves per cylinder come at the top end. It is not so much that the engine's output is high, as that it is highly efficient: remembering the capacity, a figure of 82.8bhp/litre is almost incredible for an untemperamental, unblown, road car.

As most of you probably know, the 'M' stands for 'Motorsport', and it is this division of BMW (under Dr Paul Rosche, also responsible for the BMW engine in the F1 Brabhams) which has

developed the M635CSi.

The power unit itself dates back to the abortive M1 of the mid-seventies, but is slightly uprated. It was indeed reputed to give 1000bhp in turbocharged form — rather too much, BMW opined, to require a blower for the M635! In addition, though, the Motorsport division worked on the chassis and suspension of the 635 to make sure it could cope with that extra 70bhp. Thus, apart from those subtle aerodynamic aids, springing has been stiffened and the suspension adjusted using lessons learnt from the race track, there are massive (11.8ins x 1.2ins) ventilated discs all round with ABS anti-lock as standard, a beefed-up five speed gearbox and low profile

The M635 is visually different from its CSI stablemate in subtle fashion, with a deeper front air dam, rear spoiler and spoked wheels.



220/VR390 tyres sit on those 165TR390 forged light-alloy wheels.

The specification of the car is basically that of the 635CSi, other than those items mentioned, this means that it is a 2+2 coupe, front-engined with rear-wheel drive, and the suspension is by MacPherson struts at the front and a semi-trailing arm set-up at the back.

At 29.5cwt, and with a Cd of 0.39, the M635CSi is no lightweight, nor is it particularly 'streamlined' by today's standards, but those 286 horsepowers will out. According to *Autocar*, the top speed of the M635 is 156mph, it will sprint to 60mph in a breath-taking 6.1secs, and then on to 100mph in 15.6secs. Use all revs, and you can touch 130mph in less than half a minute — now *that's* travelling. The M635 isn't quite one of the ultimate supercars — it would have to go some to equal the Lamborghini Countach QV's 178mph and 4.9secs to 60mph, for example — but it is easily in the top five per cent of fast cars. For comparison, the Jaguar XJS in 5.3-litre form gave 147mph and 7.8s (hampered by its automatic transmission), and in 3.6-litre form 141mph and 7.4s, the Porsche 911 Carrera 150mph and 5.4s, and the 911 Turbo 162mph and 5.1s. The M635CSi is in select company.

And yet — unless you floor the throttle from the moment you climb into it — there's no suggestion that the M635 is such a flyer. It starts instantly, idles easily, and will pull away gently and cleanly. There are no hesitations, hiccups, transmission wind ups or any other sign that the engine is anything but a torquey, conventional straight six. It is muted and utterly smooth.

Use rather more throttle and the engine note takes on a slightly metallic growl, and this heavy car surges forward effortlessly as if powered by one of those vast American V8s of days gone by. Use all the throttle and your heart rate doubles, your eyes feel as if they'll pop out of your head, and you're blasting down the road at a speed that seems to increase exponentially. It all happens so quickly that you hardly spend any time in first before you grab for second, and then you've only just changed when you have to slam the lever into third. By now the exhaust is that most beautiful of sounds, a throaty straight-six on full bore. The result is pure distilled exhilaration.

As we know from the race tracks, this fine coupé can be made to handle well, if rather luridly at times. That this experi-

ence has trickled down onto the road cars is fairly obvious after a few miles: you can feel there's a lot of weight changing direction on corners, but you can also feel what's happening at the wheels. The grip from those fat Michelins is very high indeed in the dry, so you have to be travelling very quickly to discover that the handling is anything other than neutral: driven defensively, the car doesn't put a tyre wrong.

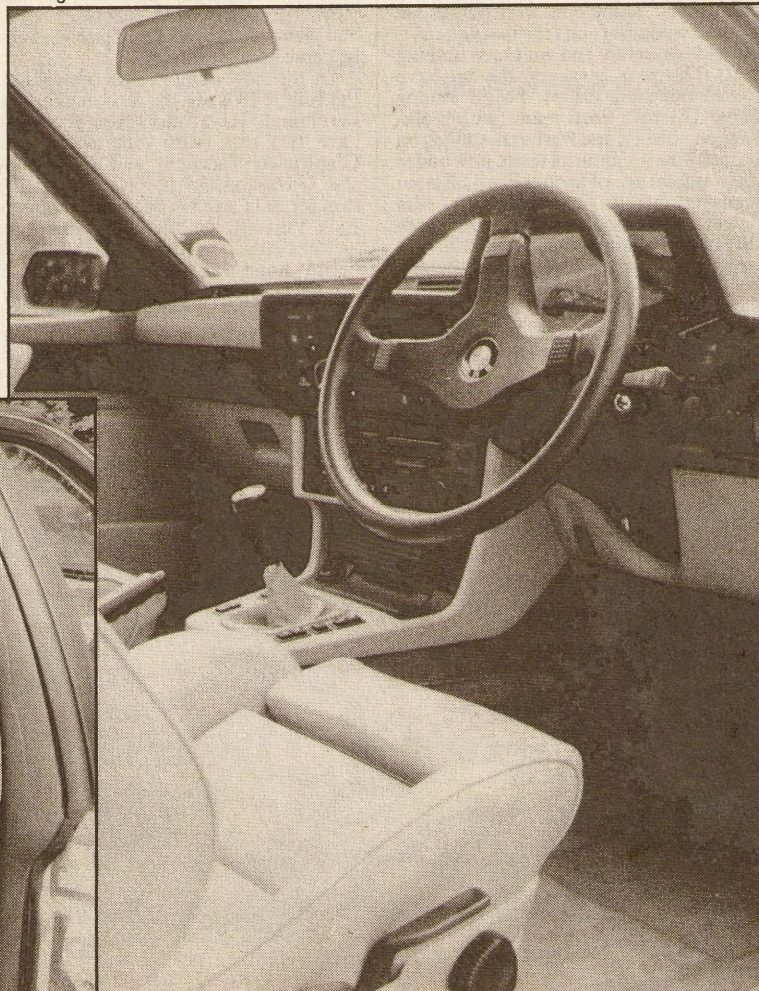
Even with a limited-slip diff, though, it is possible to break the rear end away with too much throttle: in the dry this simply leads to a progressive move outwards of the tail, easily reduced by lifting off or increased with more throttle. In the wet it can happen rather more suddenly and dramatically, though. The steering can only be described as perfect, finger-light for parking but ideally weighted at speed and correctly geared. And, if an emergency stop should arise, the brakes are up to it.

Entering the cockpit of the M635, you know you're moving into another world. There are those fat, sumptuous, leather-covered seats that are actually less resilient than they look, and could do with less size and more support, but which are supremely comfortable over long distances. In front of you is BMW's unmatched fascia, with the minimum of instruments — a large speedo and tachometer and small fuel and water temperature gauges — but with service indicator lights, plus an additional and separate check control panel. All the minor controls work so well, and are so well placed, that you suspect that BMW invented ergonomics. The pedals, too, are ideally placed for heel and toeing, but the clutch is actually quite heavy in operation. The gearchange, too, we would only rate as good rather than excellent — it can be notchy and baulky, though throws are short. The gate is standard 'S' incidentally, rather than of the 'sports pattern' variety whose left and back first slot can cause problems for less confident drivers. There is plenty of room in the front for all shapes, but not enough leg room in the back to call it a full four seater.

It's a bit difficult to talk about the refinement of the M635 since the engine doesn't quite have the absolute silky smoothness of the V12 Jaguar, nor is it so well suppressed — but then we must confess that the noises it makes are music to our ears. Nor does the ride match up to the Jaguar XJS's — but then we also like the BMW's taut, solid, glued-to-the-road feel. Where it definitely doesn't match up to the Jaguar is in the area of wind noise — the frameless side windows



Above: The deeper front air dam gives a more purposeful, but still attractive appearance. Below: Everything falls to hand in the excellent interior. Bottom: Four seats there may be, but both head and leg room are limited in the back.



tend to bow out at speed causing a loud roar (but only at speeds over about 110mph, so it's no real hardship!).

Summing up, the BMW 635CSi is an excellent car, but the M635CSi is superb. It combines muscle with luxury, tautness and solidity, which all add up to one of the great cars of the era. And what appeals most to me personally, is that it is all so understated — no garish flashes, inter-wheel sill spoilers, bat wings, just those oh-so-subtle badges fore and aft. I could almost forgive it its enormous cost just for that alone — but who needs to forgive it anything? ■

BMW M635CSi

£33,160

Specification

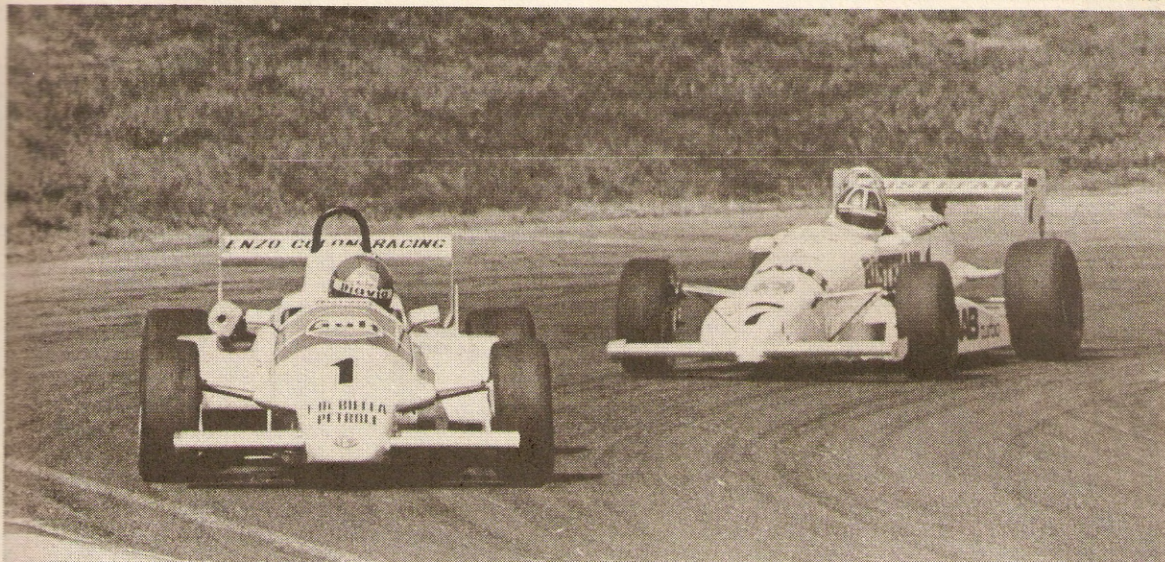
Cylinders/capacity	..... Six in line, 3453cc
Bore/stroke	..... 93.4 x 84mm
Valve gear	..... Twin OHC, four valves per cylinder
Fuel system	..... Bosch Motronic
Power/rpm	..... 286bhp (DIN)/6500rpm
Torque/rpm	..... 246lb ft (DIN)/4500rpm
Gear ratios	..... 3.51, 2.08, 1.35, 1.00, 0.81:1
Final drive	..... 3.73:1
Steering	..... Power assisted recirculating ball
Brakes	..... Discs all round, servo assisted
Wheels	..... Light alloy, 165TR390
Tyres	..... 220/55VR 390
Suspension (F)	..... Independent by Macpherson struts, coil springs, anti-roll bar
Suspension (R)	..... Independent by semi-trailing arm, coil springs, anti-roll bar

DIMENSIONS

Length	..... 187ins
Wheelbase	..... 103.4ins
Track (F/R)	..... 56/57.6ins
Width	..... 67.9ins
Weight	..... 29.7cwt

PERFORMANCE

<i>(Autocar figures)</i>	
Maximum	..... 156mph
0-60mph	..... 8.1s
0-100mph	..... 15.6s
50-70mph (4th/5th)	..... 6.4/8.8s
Fuel consumption (urban/56mph/75mph)	..... 17.1/34.5/27.7mpg
Test consumption	..... 16.4mpg



Alex Caffi and Fabrizio Barbazza have been making an impact in the Marlboro Italian F3 series, but it is Franco Forini who leads the title race . . .

The European Community

It doesn't take a genius to point out that the Marlboro British Formula 3 series is booming. In our glorious isolation, we tend to overlook the activities of our EEC partners, but, if you actually stop to have a look, it quickly becomes clear that F3 is booming on the Continent as well. Yes, the British series is good, but — sacrilege though it may be — the Italian series has all the ingredients from our national series, and a lot more besides . . .

A quick glance around the entry lists of Europe reveals some interesting drivers. In Britain we have Americans, Brazilians, Finns, not to mention a Norwegian/Belgian (!), a Jamaican, an Australian and a Dutchman. Well, in Italy they have a Peruvian thrown in among the Italians, Spaniards and Swiss. The French can lay claim to Americans and Swiss, while the Germans have Danes, Finns, more Swiss, Austrians, a Spaniard and even a Mexican. Cosmopolitan bunch, these F3 drivers . . .

Over here we have seen a two-way constructors battle between Ralt and Reynard. The first six races of the year heralded the arrival of the Reynard chassis — six straight wins, with Russell Spence and Andy Wallace fighting it out in their respective PMC Warmastyle and Swallow Racing 853s. Since then, of course, Ron Tauranac has fought back (as we suspected he might). The RT30 might have appeared an ungainly beast with its lop-sided pod configuration, but there is no denying it is now a match for the carbonfibre whizzkids from the Bicester factory. And now we have a situation of seven different drivers having shared the last eight races. That has to be good.

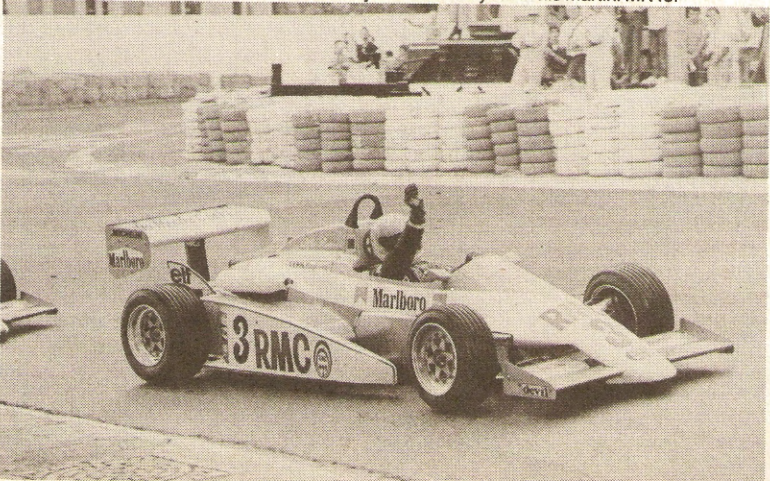
In Britain, though, there is little excitement on the engine front. All the races have been won by Volkswagens and no-one has looked like beating the German company until a few weeks ago when the first Alfa Romeo sneaked across the Channel for Tim Davies to show off to the world.

Out in Italy the Alfa Romeo and the Volkswagen units have been battling away all year. They have Ralts by the score, a Reynard (with a big Bicester assault expected shortly), and to add to the flavour Martini MK45s and, of course, the Dallara 385s. The score to date? Ralt 2: Reynard 1: Martini 1: Dallara 7. Judging by the number of Dallara-lookalike sidepods popping up here and there, the Italian cars have got to be good!

Up at the front it is a three-way battle between the Dallaras of Fabrizio Barbazza and Franco Forini and the Martini of Alex Caffi. Barbazza and Forini used to be teammates, and both were noticeable by their wildness (and I mean *wildness* — Harald Huysman, you ain't seen nothing yet!). This year, however, the duo have joined opposing camps: Forini joining Paolo Guerci's Forti team (with Volkswagen power); and Barbazza staying on in a reformed Venturini team, now under the watchful eye of former Euro F3 team manager, Mario Crugnola (with Alfa power). The Swiss Forini presently leads the Italian championship, but the still very wild Barbazza has been making the headlines all year in his Bistefani/Mapes/Saab car — often more off the track than on — still with three wins to his credit the blond-haired Italian (!) must be getting it right.

Their opposition has come for the most part from the Team Coloni Gulf Martini-Alfa Romeo MK45 of Alex Caffi, with assistance from his very rapid teammate Nicola Larini (watch out for that name).

Pierre-Henri Raphanel — more wins than anyone else this year in his Martini MK45.



Until Enna-Pergusa, Caffi looked set to be the bridesmaid for the whole year with a string of second places, keeping him in the championship points, but just out of the glory.

At the start of the year things were not quite so clear cut, and Ralt chassis were able to steal a bit of limelight for themselves. Marco Apicella (Coperchini A piconf Ralt RT3 — yes, RT3) took the honours at Misano and Spaniard Luis Sala sneaked a win at Varano in his Luciano Pavesi-run Campsa Ralt RT30. Apicella has since switched to the Reynard chassis, with plenty of speed and plenty of incident! But, last weekend he came good at Misano.

Of the now demoralised opposition, the Ralt RT30s are the most numerous: Ferdinando Ravarotto's crew at Novara have two cars (with Alfa power) for Gianfranco Tacchino and rising lady star, Giovanna Amati; Pavesi has similar cars for Sala and his Spanish teammate Luis Villamil; Gabriele Seresina runs another Alfa-powered machine for very bright hope for the future, Stefano Modena (kart champion *extraordinaire*). The Volkswagen challenge comes from Roberto Farneti's Automotor team from Ravenna, with RT30s for Franco Scapini and Felice Tedeschi; and Premaracing's Dieci decimi car for Giorgio Montaldo.

As yet, Italy has no Saab engines, but it is probably just a matter of time before they too wade into the battlefield (and if you have ever been lucky enough to see

an Italian F3 race, you'll know that that is no understatement).

Saab have been having very little success in Britain with the Scan + Sport cars, but there now seems hope that David Minister, who has recently taken over engine work, will be able to remedy some of the maladies and put Anthony Reid and Maurizio Sandro Sala back where their talent dictates they really should be.

In Sweden, however, Saab having been having a field day of late, with the Reynard-Saab of Thomas Danielsson winning three out of four Swedish championship races and the title. The protege of former F3 man, Picko Troberg, Danielsson has shown he has potential (albeit a touch untamed) and he is one of a gaggle of Scandinavian youngsters on their way up. Danielsson's only real out-and-out challenger is his former karting rival, Steven Andskar, who has already wrapped up the Nordic (read Scandinavian) title with a brace of wins in his Ralt-Volkswagen RT30. No-one else has come close to these two (both, interestingly only 20 years old), although two men from Malmo: Joackim Lindstrom and Christer Offason show signs of making an impact. The Swedish and Scandinavian series, however, remain the least competitive in Europe (excluding the nominal Swiss series).



Volker Weidler — leading in Germany.

The grids may be huge, but the machinery is not up to scratch, and the sponsorship too hard to find.

Saab made a very brief foray into the French series at the start of the year with the Scan + Sport Reynard of Fabian Giroix. The *Formule Renault* graduate quickly switched to VW power, and has recently defected to the Martini *marque*.

The Marlboro French series has long been the preserve of the Magny Cours constructor. A few seasons ago Dave Price Racing set off to invade France with a Ralt (the French had not seen the car before) and destroyed the opposition with Pierre Petit driving the Credit Agricole car. A year later Price went back with Francois Hesnault and a Saudia/Elf car and tried to do the same. The French, however, fought back and at the end of 1983 the title had been regained by Michel Ferté and the ORECA team. Last year they continued their incredible run with Olivier Grouillard taking the title. This year 'Les Rosbifs' arrived in force: Price with a Reynard for Paul Belmondo; Eddie Jordan Racing with a Ralt RT30 for Dominique Delestre and the Scan + Sport team with Giroix.

The news is that the ORECA team are still in control, and their only challenger is Michel Trollé in his Elf-backed Ralt-Volkswagen RT30. Pierre-Henri Raphanel and his young teammate Yannick Dalmas have won six of the eight races, with Trollé picking up the spoils at Ledenon and Dijon. The Alfa



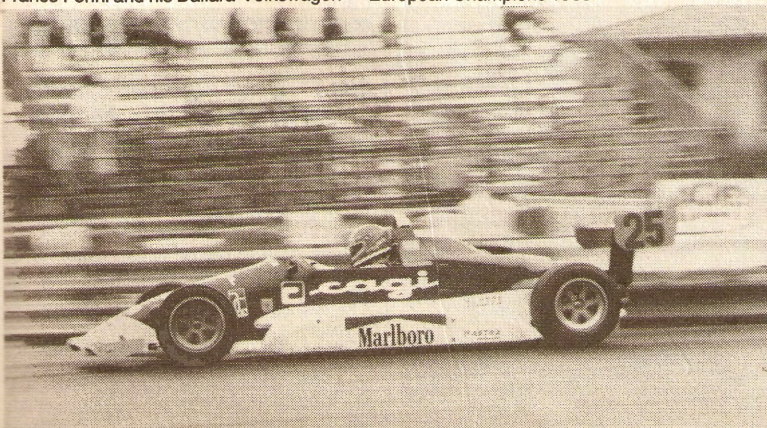
Yannick Dalmas — a star of tomorrow?
Romeo engine rules the roost. Delestre has looked threatening on occasion in his Dave Benbow-prepared machine, but some of the more established names have not figured as might have been expected. Frederic Delavallade (who gave Grouillard a run for his money last year) has had an unsettled season switching from the Ferté Racing Organisation to the Avia Martini-VW team and Belmondo, Denis Morin and Philippe Renault have all drawn blanks. All, no doubt, asking what it takes to beat the ORECA team . . .

In Germany, too, the Martini has been successful. The Kaufmann team with Volker Weidler at the wheel of their MK45 winning four races. Weidler's chief opponent has been Dane Kris Nissen, driving Volkswagen Motorsport's leading Ralt RT30 entry. These two, however, have a tendency to get a bit carried away, and at the recent Diepholz race they contrived to collide, handing victory to Finn Jari Nurminen in a Malte Bongers Ralt-Alfa Romeo. Alfa's only German success this year.

Uwe Schafer turned up with a Reynard and won (amid much acrimony) at the Austrian round at Zeltweg, but since then the talented youngster has not been able to mount a sustained challenge on the two front runners. The only other man to upset the status quo was Eric Bachelart who won the opening Zolder round in a modified RT3.

The Volkswagen Motorsport team, run by Bert Schafer, has Spaniard Adrian Campos alongside Nissen, and the Spaniard has yet to shake off his tag of a crasher. When he stays on the track there is no doubt he is quick, but the problem is sticking to the black tarmac bits and pointing in the right direction. Schafer also runs a 'B' team — modified Ralt RT3s for Altfred Heger and Manuel Reuter — and both have shown signs that in a more modern car they might well be challengers.

Eric Bachelart has been something of a gipsy this year. One week he races in Germany, the next, he is in France. He Franco Forini and his Dallara-Volkswagen — European Champions 1985?



has only managed one win, but another must shortly follow.

So far we have heard of just four chassis, but there are plenty more smaller marques struggling to make the grade. In Britain the Anson and Magnum chassis have failed to make any real impression (although both have done well in Scandinavia). In Italy, beside the numerous Ralts of all shapes, sizes and vintages, there are the Arno, Alba and Wainer cars.

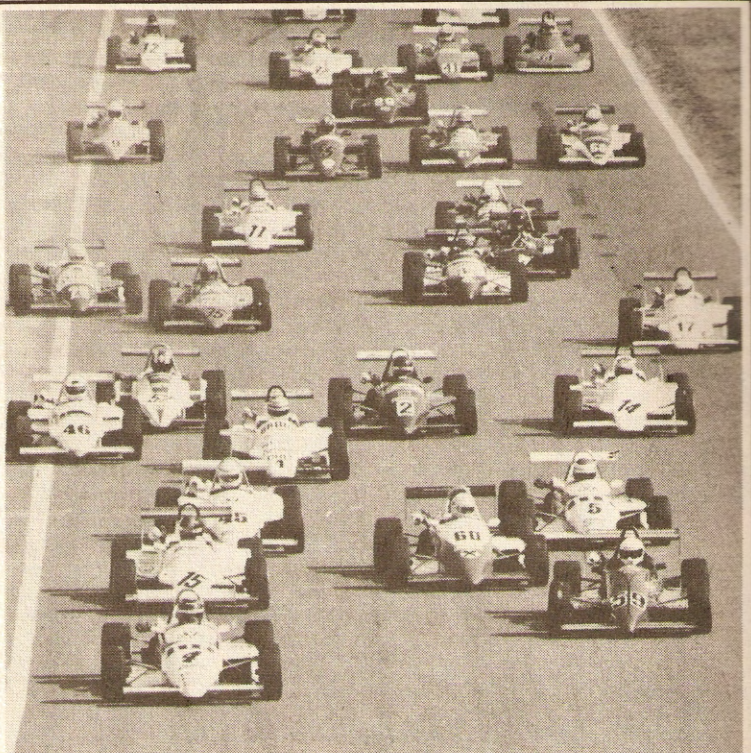
Arno began the year with an impressive six cars divided into two teams with Reporter clothing sponsorship. Sadly, the 03-385 chassis has not been a success despite the efforts of Luca Maggiorelli in particular. Albas come and go, but there never seems to be any consistent attack, while Wainer Mantovani's WM10 model has been raced in Italy by no lesser drivers than Stefano Livio and Oscar Larrauri — without success.

The French, too, have their individual efforts, the most successful of which is the all carbonfibre Duqueine VQ4 which has picked up a couple of good placings already this year. Obviously in need of development and more finance, the car looks lovely and with the right backing might break into the market. The Swiss Swica team have also been seen in France, incongruously with British drivers — Andrew Gilbert-Scott and James Weaver.

The question that everyone wants an answer to is which of the available chassis is the best. Without the full blown European series the cars have only really met up on one occasion, the Monaco Grand Prix support event, which, as usual saw some unwilling to take part because of calendar clashes. The race round the streets of the Principality has long been a Martini preserve, and is always something of a lottery. The first corner sets the pattern for the race and this year, like many before, there were mass eliminations at St Devote. Some things in F3 don't change.

Later in the year the leading runners from all the series are due to gather at Ricard for the European Cup — a one-off race to decide a European Champion. A gambling man would tell you that the Dallara must be in with a good chance, but in France those ORECA Martinis always seem to fly. Whatever else it shows, Ricard will be an enthralling meeting . . .

Of this year's crop of F3 drivers — first years in the formula — a handful stand out: Larini, Modena and Tedeschi in Italy; Trollé and Dalmas in France; Wallace, Gerrit van Kouwen and Maurizio Gugelmin over here; and Schafer, Reuter and Markus Oestreich in Germany. When the clans gather at Paul Ricard it'll take a brave man to name names, but I have a sneaking suspicion that Forini will be there at the end. Pure speed is one thing, but a little experience in F3 goes a mighty long way . . .



Kris Nissen (left) leads the German runners off the line at Hockenheim.

MARLBORO BRITISH F3 CHAMPIONSHIP

Silverstone.....	Andy Wallace (GB).....	Reynard-Volkswagen 853
Thruxton.....	Russell Spence (GB).....	Reynard-Volkswagen 853
Silverstone.....	Russell Spence (GB).....	Reynard-Volkswagen 853
Thruxton.....	Russell Spence (GB).....	Reynard-Volkswagen 853
Donington Park.....	Andy Wallace (GB).....	Reynard-Volkswagen 853
Zolder (B).....	Russell Spence (GB).....	Reynard-Volkswagen 853
Thruxton.....	Gary Evans (GB).....	Ralt-Volkswagen RT30
Thruxton.....	Andy Wallace (GB).....	Reynard-Volkswagen 853
Silverstone.....	Mauricio Gugelmin (BR).....	Ralt-Volkswagen RT30
Brands Hatch.....	Ross Cheever (USA).....	Ralt-Volkswagen RT30
Silverstone.....	Gerrit van Kouwen (NL).....	Ralt-Volkswagen RT30
Donington Park.....	Dave Scott (GB).....	Ralt-Volkswagen RT30
Snetterton.....	Gerrit van Kouwen (NL).....	Ralt-Volkswagen RT30

MARLBORO FRENCH CHAMPIONSHIP

Nogaro.....	Pierre-Henri Raphanel (F).....	Martini-Alfa Romeo MK45
Magny Cours.....	Pierre-Henri Raphanel (F).....	Martini-Alfa Romeo MK45
Ledenon.....	Michel Trollé (F).....	Ralt-Volkswagen RT30
Pau.....	Pierre-Henri Raphanel (F).....	Martini-Alfa Romeo MK45
La Chatre.....	Pierre-Henri Raphanel (F).....	Martini-Alfa Romeo MK45
Rouen.....	Yannick Dalmas (F).....	Martini-Alfa Romeo MK45
Dijon.....	Michel Trollé (F).....	Ralt-Volkswagen RT30
Paul Ricard.....	Yannick Dalmas (F).....	Martini-Alfa Romeo MK45

MARLBORO ITALIAN F3 CHAMPIONSHIP

Valllunga.....	Fabrizio Barbazza (I).....	Dallara-Alfa Romeo 385
Misano.....	Marco Apicella (I).....	Ralt-Alfa Romeo RT3
Varano.....	Luis Sala (E).....	Ralt-Alfa Romeo RT30
Mugello.....	Franco Forini (CH).....	Dallara-Volkswagen 385
Magione.....	Fabrizio Barbazza (I).....	Dallara-Alfa Romeo 385
Monza.....	Fabrizio Barbazza (I).....	Dallara-Alfa Romeo 385
Imola.....	Franco Forini (CH).....	Dallara-Volkswagen 385
Monza.....	Franco Forini (CH).....	Dallara-Volkswagen 385
Enna.....	Alex Caffi (I).....	Martini-Alfa Romeo MK45
Mugello.....	Franco Forini (CH).....	Dallara-Volkswagen 385
Misano.....	Marco Apicella (I).....	Reynard-Alfa Romeo 853

GERMAN F3 CHAMPIONSHIP

Zolder (B).....	Eric Bachelart (B).....	Ralt-Volkswagen RT3
Nurburgring.....	Kris Nissen (DK).....	Ralt-Volkswagen RT30
Hockenheim.....	Kris Nissen (DK).....	Ralt-Volkswagen RT30
Wunstorp.....	Volker Weidler (D).....	Martini-Volkswagen MK45
Avus.....	Volker Weidler (D).....	Martini-Volkswagen MK45
Zeltweg (A).....	Uwe Schafer (D).....	Reynard-Volkswagen 853
Erding.....	Volker Weidler (D).....	Martini-Volkswagen MK45
Norising.....	Volker Weidler (D).....	Martini-Volkswagen MK45
Hockenheim.....	Kris Nissen (DK).....	Ralt-Volkswagen RT30
Diepholz.....	Jari Nurminen (SF).....	Ralt-Alfa Romeo RT30

*Result provisional

SWEDISH F3 CHAMPIONSHIP

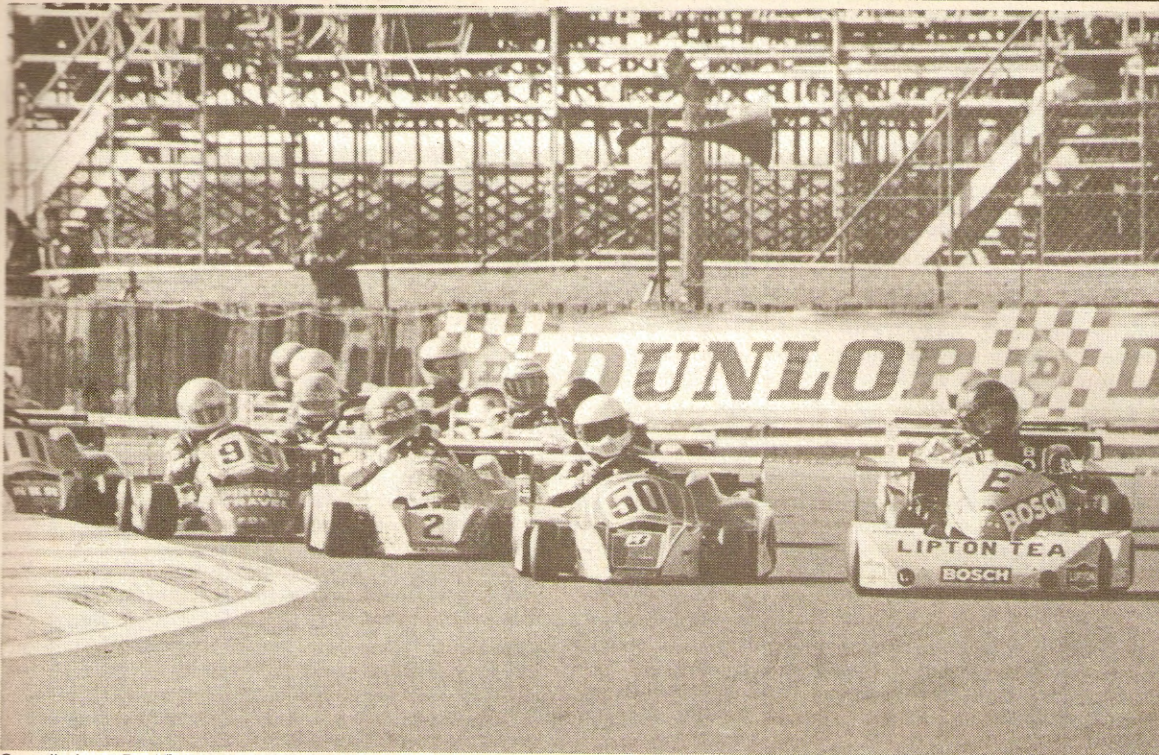
Anderstorp.....	Steven Andskar (S).....	Ralt-Volkswagen RT30
Falkenberg.....	Thomas Danielsson (S).....	Reynard-Saab 853
Kinekullering.....	Thomas Danielsson (S).....	Reynard-Saab 853
Knutsdorp.....	Thomas Danielsson (S).....	Reynard-Saab 853

NORDIC F3 CHAMPIONSHIP

Hameenlinna (SF).....	Steven Andskar (S).....	Ralt-Volkswagen RT30
Anderstorp.....	Steven Andskar (S).....	Ralt-Volkswagen RT30

NON CHAMPIONSHIP EVENTS

Monaco.....	Pierre-Henri Raphanel.....	Martini-Alfa Romeo Mk45
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Overall winner Poul Petersen leads away the Formula E field from Dave Buttigieg, Tim Parrott and Steve Styryn.

Petersen's World title

The British Grand Prix was the final round of the Formula 'E' World Championships with six drivers in contention. And with foreign drivers having finally broken the British hold on the sport, only Derek Rodgers of the Leaside team could be counted on to bring the honours back to Britain. Dutchman Perry Grondstra was leading the World Championships with 25 points, Derek Rodgers on 19, Swiss Paul Gudel, South African Derek Irving, Norwegian Torgjer Kleppe and Dane Poul Petersen following closely with only a few points between them. All these potential winners were from different countries unlike previous years when half the front runners were British.

Karts actually apex through Woodcote Corner faster than Formula 1 cars due to the chicane being removed for safety reasons, Englishman Dave Buttigieg rumoured to have gone through Woodcote in sixth gear and therefore at around 150mph. He recorded fastest lap at 115.47mph on a cold and recently dried out track.

Stephen Coward (Zip-Relax) repeated his 1981 result and came home in front in the National 125cc class.

There were three supporting races made up of the spectacular 125cc karts fielding the biggest entry of 130 drivers, 210cc karts and the rapid 250cc single cylinder karts.

In karting qualifying is not just done on lap times but also through a series of qualifying heats and is rather a complicated process of combining the two, but

the result ended up with Derek Rodgers on pole sharing the front row with Tim Parrott (GB), Steve Styryn (GB), Poul Petersen (DK), second row Rob Kerkhoven (GB), Martin Hines (GB), Richard Dean (GB), third row Lennart Bohlin (S), Dave Buttigieg (GB), Stephen Gill (GB) and Roger Goff (GB). The rest of the grid, with many other well known names, totalled 57.

For the first lap it was impossible to gauge who was in the lead, or make predictions on the outcome, as the lead was exchanged at least a dozen times before they got round to complete the first lap at Woodcote. Suffice to say that 40 karts were in the lead spread over about 60 yards as they apexed through Woodcote, slipstreaming and at least four abreast. The second time down Hangar straight saw a pattern emerge and by the time they got back to complete lap 2 Poul Petersen was in the lead hotly pursued by Rodgers, Buttigieg, Goff, Parrott and Dean, but still it was anyone's

race as they were constantly swapping the lead.

The race was only between Petersen and Rodgers as far as the World Championships were concerned, but Buttigieg was upsetting the applecart as the three of them started to pull away on the third lap. Butty (as he is fondly known) returned to Formula 'E' for the first time after three years of retirement due to lack of sponsorship, but with the backing of Bridgestone tyres in the middle of the season he was proving the rumours of the past decade that he is perhaps the fastest kart driver in the world.

The race became Petersen and Buttigieg, swapping the lead two or three times a lap with Rodgers desperately trying to remain in contention to claim the World title. Bohlin (current World Champion) and Goff also chased hard. Further down the field current points leader Grondstra was struggling to improve his mid-field position to snatch enough points to win the title but it was obvious to all that barring accidents Rodgers or Petersen would end up the winner. Ex-125 driver Stuart Ziemelis, having started No 56 on the grid, was already past Grondstra and making up for a dismal qualifying session. Goff and Parrott went out with mechanical problems and Hines, Bohlin and Sandy Dalgarno started to make up ground.

It now seemed that Butty and Petersen had the race to themselves having broken free, Butty having a definite edge of about 50 yards going through Stowe for the fifth time. To the disappointment of all his supporters Butty seized down the pit straight and retired.

Petersen seemed to slow on the eighth and final lap, perhaps through tyres going off or a slowing engine, and Bohlin, Rodgers, Hines and Dalgarno started to close. Petersen, however, held it all together and through Woodcote for the last time he took the chequered flag by about 0.25secs from Bohlin, Rodgers and Hines, the first four places actually taking up only 0.62secs on the line. Perhaps the finest kart Grand Prix seen at Silverstone for many years.

The 125cc Grand Prix was perhaps the best of the supporting races won by Stephen Coward, followed by Paul Molloy and Chris Stoney. Coward won this same race in 1981 and is a very popular winner being one of the safest and cleanest drivers out of the 125 field which is known for frequent accidents and sometimes bull-headed driving.

The 250 National Grand Prix was won by Mark Allen, 13secs clear, which is a lot in karting and he really appeared to be in another race altogether. In fact he would have beaten a lot of the Formula 'E' drivers on his race average speed.

The 210 National Grand Prix went to Andy Martin in a race that became processional, but nonetheless difficult in the wet.

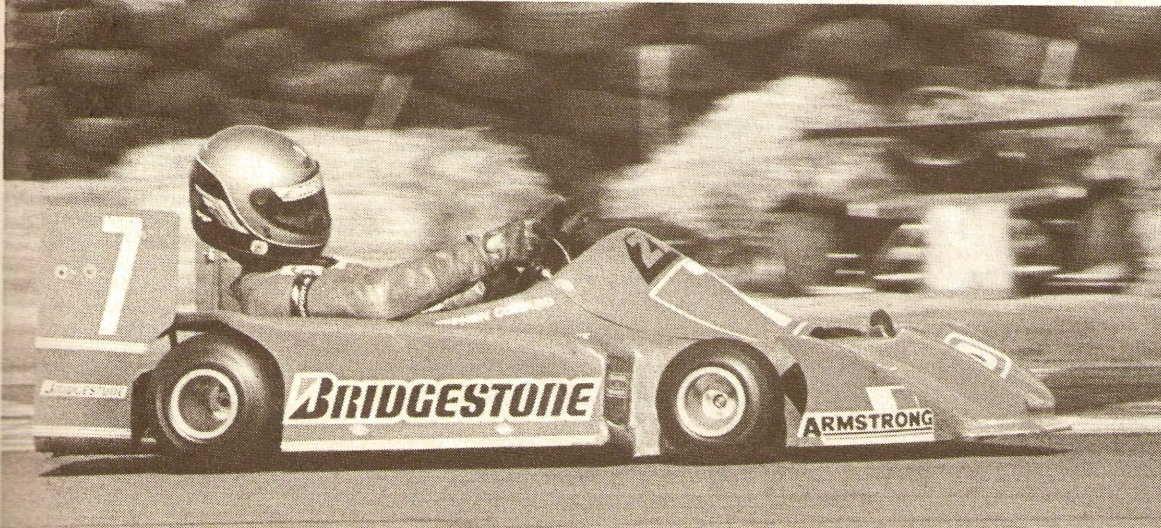
SILVERSTONE (GB)

Aug 11, Daily Express/Hermetite British Kart Grand Prix, Formula 'E' World Championship, round 3

1, Poul Petersen (PVP Rotax), 13m55.05s, 113.56mph; 2, Lennart Bohlin (Zip Russell Rotax), 13m55.30s; 3, Derek Rodgers (Zip Anderson Rotax), 13m55.47s; 4, Martin Hines (Zip Rotax), 13m55.67s; 5, Sandy Dalgarno (Zip GP Rotax), 13m59.13s; 6, Torgjer Kleppe (Dino Anderson Rotax), 14m08.89s; etc.

Fastest lap: Dave Buttigieg (Zip Bridgestone Rotax), 1m31.25s, 115.47mph.

Bridgestone CIK World Championship for Formula 'E' after final round: 1, Poul Petersen, 30pts; 2, Derek Rodgers, 29; 3, Perry Grondstra, 27; 4, Paul Gudel & Torgje Kleppe, 22; 6, Derek Irving, 17; etc.

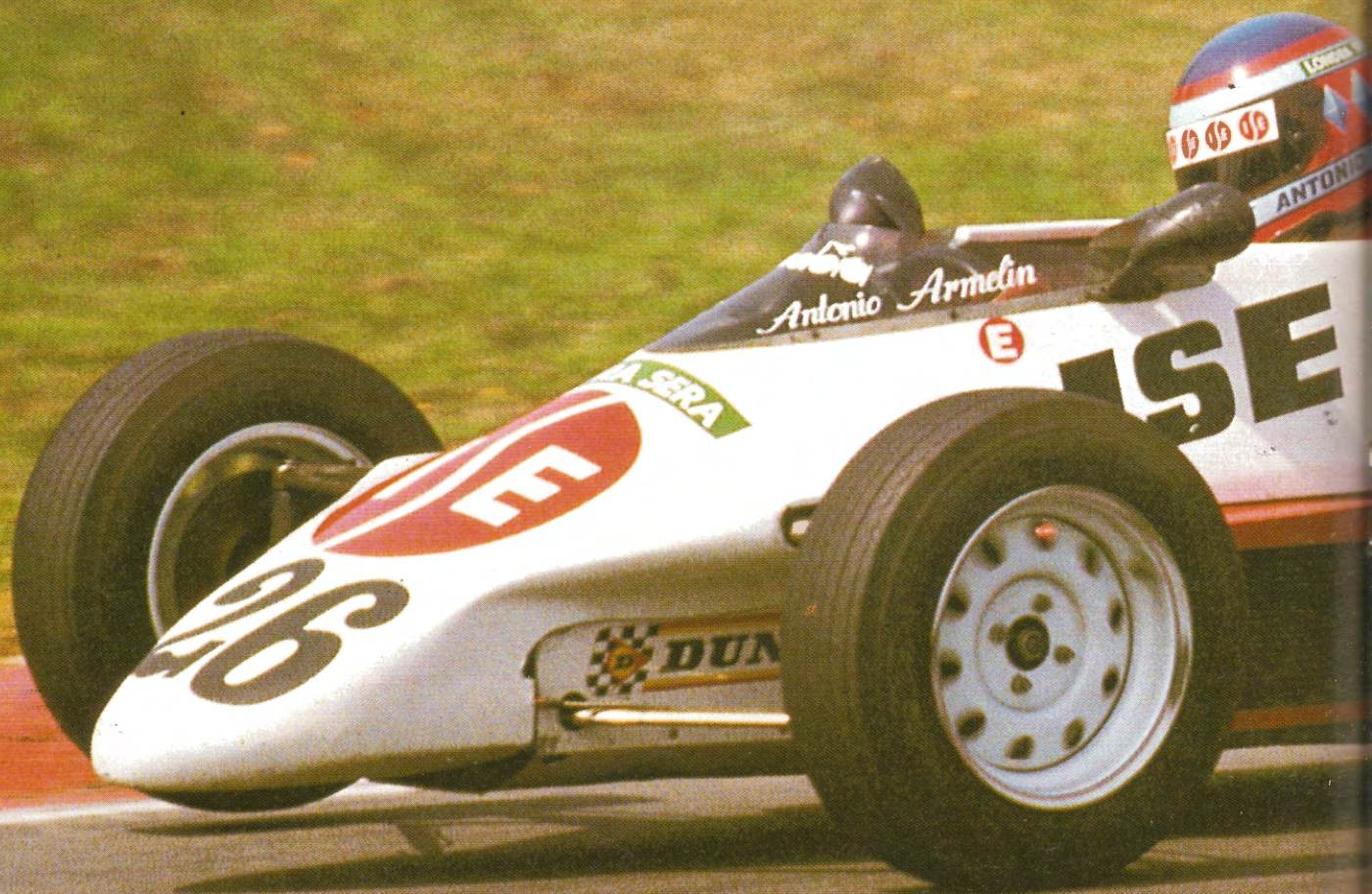




LONDRA SERA



**ITALIAN
PINE
FURNITURE**



ANTONIO ARMELIN - LEADER OF THE 750 MC FF 1600 C

At the heart of this car is a 1600cc ratio 5-speed gearbox and limited slip



HAMPIONSHIP - COOPER RACING REYNARD MINISTER

AUTOSPORT



Mark Lovell, seen here on the Gwynedd opener, has twice led this year's championship with the big Nissan 240RS and currently looks a good bet for the title.

Willie Rutherford has quickly adapted to the R-E-D 4x4T and came close to winning the Russek a few weeks ago to add to his Granite successes in April.



Marks out of five

With a little over half the season completed, the Shell Oils/AUTOSPORT RAC National Rally Championship is being led by Mark Lovell, his chase for the 1985 title being carried out in a full house version of the big Nissan 240 RS.

But Lovell is being hounded by two other drivers in very different cars. The season has seen the return of Willie Rutherford, now driving a four-wheel-drive version of the R-E-D 4T, and Britain's leading lady, Louise Aitken-Walker, in a more conventional Escort from the same stable.

It may appear that the series will be settled between these three drivers but, a year ago, Louise was leading the championship and eventual winner, David Llewellyn, was ninth, 34 points in arrears . . .

Way back in March, the vastly improved Skip Brown Gwynedd Rally got this season's adventure under way, but proved little, it seems, about the current possibilities for the eventual outcome. An impressive array of variety and colour lined up at the Llandudno start, with reigning champion, David Llewellyn crossing the start ramp first. It was an appropriate way to start the season with Llewellyn quelling any suggestions that the championship might be a road to nowhere, his new works Audi Quattro providing a suitable carrot to the new hopefuls.

But, while Llewellyn set off around

Great Orme first, the major interest was supplied by the presence of the second generation, slightly longer wheelbase, Metro 6R4, as usual in the hands of Tony Pond. The car was still looking for its first win, and the sceptics were already keen to write off the project.

And to complete the variety show, we had Roger Clark lining up third in the new Sierra from R-E-D, the original car now fitted with a four-wheel-drive system.

Llewellyn led after the tarmac opener, but from there on it was Pond all the way, the little car surviving an engine fire near the end to record its first win. The team

were naturally delighted, and the impetus was there for them to go away and work on the stunning new, definitive, version that we would see later in the year. Llewellyn drove steadily with his new charge to take second while Britain's rally legend produced one of his famed late charges to finish third.

The highest placed National Championship contender was Alec Cannon — in Phil Collins' Ascona — with Louise Aitken-Walker and Mark Lovell in close attention. Names missing from the finishing order were Bill Dobie, who crashed on the penultimate stage; Bill Lymburn, who blew the Escort's engine on the last one; Ken Wood, whose season with the Rover was already off to a bad start, and Roy Cathcart who had pushed the Malcolm Wilson Quattro to third before the turbo failed.

The second round of the series took crews to the Yorkshire forests where the championship was swung about face with only a couple of stages gone. Cannon retired early on when the car shed its oil pump pulley and, for a time, it seemed that Allan Edwards's four-wheel drive Escort was finally going to make the finish of a rally. He had quickly opened up what is a now customary lead, but, with six stages gone, the powerful car was claimed by the infamous Mikkola's Bend, that tree savaging the car to such an

extent that it has been completely reshelled since.

Clinton Smith was another early leader, until the engine of his immaculate Manta 400 went sick, eventually breaking its propshaft a few stages later. And Willie Rutherford was showing promise with the R-E-D 4x4T, the Hexham man quickly getting back into the swing of a sport that has been robbed of his quiet, mischievous, humour for too long.

But the championship race was wide open, as was the event. Having struggled with punctures on the opening round, Lovell had been cautious in Yorkshire, but might have lost it all through some rather poor preparation. The rear suspension began to give serious problems and it seemed that Lovell may have to withdraw, but Bob Freeborough's men set to with a will and fourth place was enough to secure that championship lead.

The event, however, was destined to fall to an outsider, Chris Mellors taking the ex-Bertie Fisher Escort RS to a surprising win. Through last season, Mellors had produced excellent performances, but cruel luck had frequently stepped in. Now, at least, Mellors had got his own back . . .

Another surprise performance on the rally came from George Hill in the Safety Devices rear-wheel Astra. Having had a



troubled year in 1984, the car finally came good in April to bring the team its first finish, although Hill is no stranger to second place on the rally. Sadly however, this show of promise was to come to nought in championship terms as the car has recently been put up for sale.

By far the toughest event in the calendar is the Sonat Granite City. The rocky stages around Aberdeen are as hard a test of man and machine as any other. This year was no exception.

Once again, Allan Edwards led from the start, only to have the car leap off the road at half distance when chasing for the finish with **Ken Wood** in the Golden Wonder Rover. Wood had won last year and was desperate to repeat the feat. But the contest was to prove too much for either man, the Golden Wonder car suffering diff failure in the closing stages, when comfortably ahead.

Mark Lovell clipped a bank early on, breaking the axle and heralding an unhappy day. Ultimately a steering arm broke and threw the car into a ditch where Lovell was to remain.

Roy Cathcart was up there again with the Quattro, robbed of a top place near the end when suffering two punctures simultaneously, while **Roger Chilman** finally overcame his early season electrical problems on an event where he usually does well.

But there were two real stars on this occasion. Firstly, there was **George Marshall**. Beset with reliability problems and ill fortune with his Chevette, the Scot unveiled his brand new Nissan 240RS on the event. Despite a few teething troubles, the car performed well and netted second place. And the other star? That had to be the outright winner of the rally, none other than **Willie Rutherford**. The man simply drove superbly, mastering the big car and driving as though he had been at the wheel for years. As co-driver, Bryan Harris, said afterwards, "You aint seen nothing yet!" And there were few who doubted the sentiment.

Lovell's failure to stay the course immediately cost him the championship lead, that honour going, by way of consistent, if unspectacular, driving to **Richard York**. The likeable Midlander had finished just outside the top 10 in Wales, fifth in Yorkshire and now seventh in Scotland. But he would miss the next round, the Nexus Manx, due to his dislike of tarmac and the decision would almost certainly cost him the position.

And indeed it did as the island event produced the m...ish in Yorkshire meant the series lead. Rod...e finish with his trouble...ad been beaten over the...ne older car of the jovial

Stuart Nicholls splashes through the Granite City mud towards the lead of the prestigious Group A category. Below: Louise Aitken-Walker using all the road and more during the Gwynedd Rally in March. The Scots lass is one of three drivers in the leading bunch this year.



manifold and Staniforth...tor failure. **Nigel Wo** retired from its come...porous block bringin...demise.



George Marshall built a new Nissan 240RS for his home event, the Granite City, and promptly finished second. He now lies fifth in the championship.

While many drivers still cling to their elderly Group 2 and Group 4 cars, it must be said that 1985 has seen the greatest upsurge in Group A machinery to date, and the points table reveals the variety of cars that have scored points. Not only that, but the less powerful cars have frequently mixed it with the 'big boys' twice getting on to the top 10 list at the end of the day.

Early in the season, **Sanjiv Shah** seemed set to clean up the category in much the same way as John Midgley had done 12 months ago — indeed driving one of Midgley's own cars — but the Kenyan student hit a bad patch in mid season and has failed to score on the last three events.

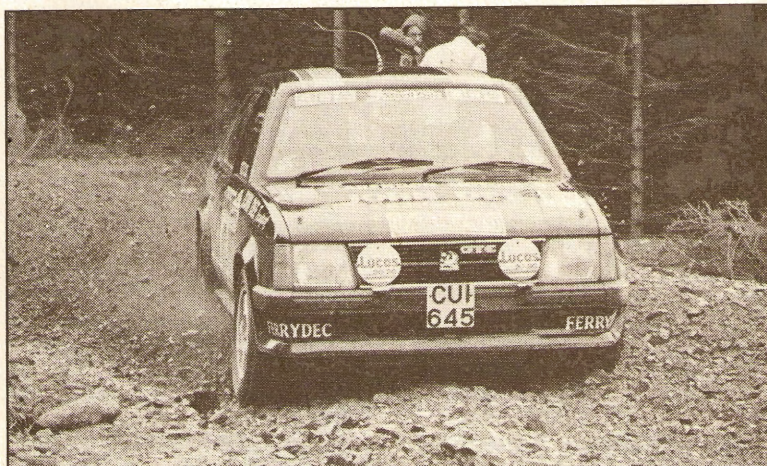
So has Toyota's domination of the category at National level faltered in the same way as on the International scene? Certainly, it is the GM banner that is being flown higher than the others at present, **Stuart Nicholls**, **Graham Parkinson** and **Simon Davison** setting the pace. Indeed, these three are also well placed in the overall championship, such has been their performance.

Davison and Nicholls sandwiched the Sunbeam of **Gwyn Thomas** in Wales while Shah had been forced to storm back through the field after a time consuming off on an early stage. Nigel Worswick's intriguing Capri has also departed the fray early on when the flywheel decided to make a name for itself and broke out through the bulkhead, happily with no physical damage to co-driver, **Stuart Derry**.

Andy Middlehurst, **Roy Gillingham** and **Rod Menzies** have all opted for the new Corolla GT this season. Middlehurst played himself in gently at the start, Gillingham also getting on with learning the task ahead, while Menzies seemed to suffer more than most with the handling quirks of this complex machine. Indeed, it was not until the Russek before Menzies was truly happy, but he sadly ended his day off the road while still laughing at the demise of his fellow Mellors-Elliott Motorsport team-mate, Chris Mellors, who had also slid off a few corners earlier.

In Yorkshire, the presence of a batch of Group Nxcars in the midfield, caused heated arguments from the Group A runners, but it was not enough to stop Davison taking the early lead from the Toyotas of **Darrell Staniforth** and **Sanjiv Shah**. It was Shah, however, who stormed through to take top points at the end of the day, while Davison half rolled the car on the final stage. Indeed,

Advantage Vauxhall



Simon Davidson's old Astra GT/E has proved quick on occasion.

Shah also got into the top 10 with his fine drive. Staniforth and the third placed, **Brian Oswald**, not too far behind either.

It was already becoming clear that the new Nova Sport was a car to be reckoned with, Graham and **Sue Parkinson** really flying along and destined to do so on every event. But, as we now know, the car's homologation was not entirely as it should be and, for the moment at least, we cannot predict whether or not the points scored early in the season will be allowed to stand.

The English may have beaten the Scots for outright honours on the Granite City, but Group A was firmly in the hands of the home team. And it was **David Gillanders** in the impressive Volvo 240 Turbo who dominated the proceedings, despite being hampered by turbo problems early on. For a time, it looked as though **Keith Morris** may snatch the advantage with his well driven Sunbeam, but that was largely due to a touch of illusion by the Volvo crew. The battling Astras ended their duel with Davison in front this time, although his non-finish in Yorkshire meant that Nicholls retained the series lead. Rod Menzies reached the finish with his troublesome Toyota, but had been beaten over the last few stages by the older car of the jovial

John Saint, himself responsible for building the Post Office backed version driven by **Ken Ridley**.

Round four, the Nexus Manx Stages, was expected to be the scene of a good showing by the event sponsors in their Manta GT/E. So far this season, the ex-Dave Metcalfe car has shown tremendous reliability and has netted a good class placing. The outcome of the Manx will never be known as, thanks to an act of mindless vandalism, the car ground to a halt with sugar blocking the petrol system. Legal proceedings are apparently being followed to snare the culprits.

Sweet and sour, you might say, for **Don Bailey** and **Frances Houghton**, but certainly not for the Nicholls and Davison steamroller. Nicholls won by 1sec this time, with the former Escort Turbo Champion having to relinquish the early lead due to cracked brake discs. Middlehurst's hopes of a good placing were dashed when the police took an unkindly attitude to his driving and the other Toyotas were struggling, Saint with a broken manifold and Staniforth retiring with distributor failure. **Nigel Worswick's** Capri also retired from its comeback event, a rather porous block bringing about the car's demise.



seen on the series for some time. Throughout the day, **Phil Collins** and **Mike Pattison** fought tooth and nail, Manxmeister Collins having to draw on every ounce of his experience as he was forced to use the older, heavier **Ascona** while the Manta was being refuelled after the Welsh. The disadvantage was to prove too much for the Herefordshire flyer and Pattison's G3 Escort took an 8secs victory, the pair rarely more than 11 secs apart all day.

Lovell's third place — he backed off as he was aware that to challenge the two leaders was folly, neither of them eligible for championship points — restored him to the championship lead, his nearest rival, **Louise Aitken-Walker**, having to contend with eighth. The R-E-D 4x4T of Rutherford suffered with a strange oil pressure problem on the fast roads and could manage no higher than 10th, but it was still a creditable performance on an island not noted for charity to four-wheel drive cars.

Two drivers produced starring roles, **Dennis Moody** making his first visit to the Manx and finishing sixth and **Dougie Watson-Clark** managed to take a worthy finish in the County Garage Sierra, a rear-wheel drive 'special', rather akin to the original R-E-D car. Manx crews,

But, after some intensive fettling during the break, the Nicolet car came back with a vengeance, winning Group A on the Russek with ease and finishing ninth in the process. **David Gillanders** had brought the big Volvo out of exile to lead initially, but a cracked exhaust and broken turbo stepped in to halt any hopes of a Granite repeat, while **Gwyn Thomas** was close behind. Staniforth was right up there too, but could not hold off Worswick when the gearbox was leaking badly. The Astras were struggling, notably Davison, who had broken his hand recently, while the Parkinsons were having to compete with a 1984 spec Nova SR. The Rod Cattini team, looking after both Nicholls and Parkinson, was having its work cut out on this occasion.

One surprise package on the event was the Containerships Golf GTI. Normally driven, with great verve, by **Steve Fairlie**, it now seems that the partnership is at an end. In Wales, the pilot was Britain's best known downhill skier, **Konrad Bartelski**. And it was well driven too, only an unfortunate timing error keeping the team out of the honours at the end of the day.

The Group A contest is closer than the overall championship at this point and no-one can be sure how the next round will go, never mind the end result. Nicholls and Parkinson still have two scores to drop, while Davison has but one. We shall have to wait and see.

Those impressive Parkinsons . . .



►► Tony Higgins and Gary Leece, mixed it with the visitors, but the expected challenge from Ian Corkill expired along with the new Manta's engine on the opening test. And who says that road rally crews are no good on the stages? Apart from Pattison, now established among the stage runners, reigning Motoring News/BTRDA Champion, Gwyndaf Evans, confounded the event's extraordinary seeding to run inside the top 10 for most of the day, only a broken ball joint costing him a worthy place.

The long summer gap enables most crews to rebuild and rethink and, usually by the time that the second half begins, everyone is back to full strength again. Missing from the entry list for the Marlboro Russek, however, were Bill Dobie and Roger Chilman. The former had still not rebuilt the Manta engine

following another failure to finish on the Manx, while Chilman was 'off sick' with a damaged back.

But the event did have one thing that most other events had missed out on. The very latest Metro 6R4!

It had been hoped that Malcolm Wilson may have appeared in order to give Tony Pond a run for his money but that did not happen and no-one was doubting that the rather odd shaped car would be a front runner. Unfortunately, however, the car lasted but a handful of miles before an obscure problem with the timing belt brought the exercise to a premature halt. The team went home — and missed one of the most tense finales to any round of the series in recent years . . .

Throughout the day, the rally saw a battle between three drivers. Leader from the start was Willie Rutherford, challenged by Lovell and Louise Aitken-

Walker, the Scots lass showing a return to her best form in recent months and on an event where she has never finished outside the top four.

With one stage to go, Rutherford was well clear of Lovell who in turn had just 5 secs advantage over Louise after a gearbox problem. The chase for second place was on in earnest and the two shattered their previous times over the stage, Lovell by just enough to stay clear. But Rutherford was in trouble, an anti roll bar breaking and slowing the leader to such an extent that, by the time the stage was run, he had slumped to third.

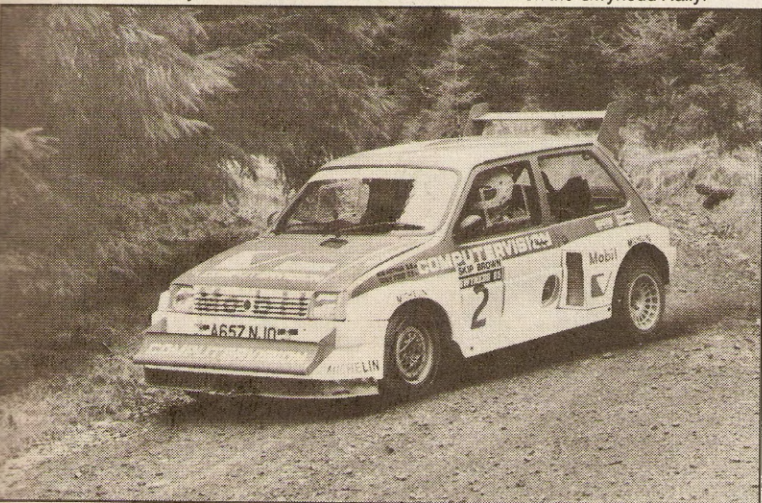
Behind the leading trio, Ken Wood finally defeated his 1985 jinx to bring the Rover home fourth, even though the diff was somewhat porous by the finish, and Peter Slights showed that he is an emerging talent to watch in the future.

And so it was Mark Lovell who brought Nissan home to Swansea at the

head of the pack to score the young man's first ever rally win at any level. It was an important day in his career, for his credibility was coming under increasing scrutiny. Now he could set his sights on the title, for the Team Nissan Europe operation have made no secret of their desire to win the Shell Oils supported series with a Castrol sponsored car . . .

But there are still four, very different rounds to go. Tarmac is next on the menu with the Shell Oils Rally Radio Link Mewla on the Epynt army ranges, with two trips through Keilder and a thrash around the mid-Wales forests to wind up the season. Lovell, Aitken-Walker and Rutherford have made a break at the head of the field but there are many other drivers capable of catching them if the cards fall right. And, with each still to drop one more score, it would be folly at this stage of the season to start gazing into crystal balls . . .

March 9, 1985 and Tony Pond takes the Metro 6R4 to its first win on the Gwynedd Rally.



Neil Burton is the convincing leader of the Skoda Trophy.

Going for a Burton

The Skoda Trophy '85 has seen a small, but beautifully marked, bunch of characters taking full advantage of this excellent series. With over £4000 at stake and with prize money for every event, it has not been unknown for the winner of this category to take home more financial reward than the outright winner of the rally . . .

Neil Burton leads the series, as he has from the first round, when he beat off the challenge from Ray Dale, but the presence of Arthur Priestner and Jim Clark, has kept him on his toes.

Indeed, it was Priestner who won the York round of the series from Burton to prove that these little Group A cars would certainly be able to provide some real competition, even if they were no match for the more developed Novas in the overall standings.

The Granite City Rally marked a low point in the series with a dearth of entries and, for a

time, it seemed that a particularly valuable part of a potential top driver's learning curve may fall flat on its face. People joke about Skodas but, with such a small outlay to find, Group A rallying with class results almost assured, should be a more attractive proposition to anyone with half a brain.

On the Isle of Man, Burton was the only finisher, despite a broken wishbone near the end, while Priestner blew his engine and John Crowley retired with a broken throttle cable.

With five events gone in the championship, Neil Burton looks set to net that top prize, but rest assured that Priestner and Clark will be chasing hard to redress the balance. Skoda have confirmed their intention to continue with the Trophy in 1986 and it is to be hoped that more drivers will take up the gauntlet.

RAC AUTOSPORT		Shell Oils		NATIONAL RALLY CHAMPIONSHIP							
		Gwynedd Rally, Mar 9	York National Rally, Mar 30	Granite City Rally, Apr 20	Manx Stages Rally, May 11	Marlboro Russek Rally, Jul 13	Mowla Stages Rally, Aug 25	Lindisfarne Rally, Sep 7	Cumbria Rally, Sep 28	Audi Sport National, Oct 19	Total points
After five of nine rounds											
Drivers overall											
1, Mark Lovell (Nissan 240RS)	20	19	—	25	25	—	—	—	—	—	89
2, Louise Aitken-Walker (Ford Escort RS)	22	—	17	20	22	—	—	—	—	—	81
3, Willie Rutherford (R-E-D 4x4T)	—	16	25	19	20	—	—	—	—	—	90
4, George Marshall (Nissan 240RS)	19	—	22	16	—	—	—	—	—	—	57
5, Stuart Nicholls (Vauxhall Astra GT/E)	9	10	12	13	8	—	—	—	—	—	52
6, Richard York (Ford Escort RS)	14	18	16	—	—	—	—	—	—	—	48
7, Simon Davison (Vauxhall Astra GT/E)	12	—	13	12	11	—	—	—	—	—	48
8, Graham Parkinson (Vauxhall Nova Sport)	8	7	11	11	9	—	—	—	—	—	46
9, Chris Mellors (Ford Escort RS)	—	25	18	—	—	—	—	—	—	—	43
10, Pete Wells (Ford Escort RS)	—	13	—	22	—	—	—	—	—	—	35
Co-drivers overall											
1, Pete Davis	19	19	—	25	25	—	—	—	—	—	88
2, Bryan Harris	—	16	25	20	20	—	—	—	—	—	81
3, Ellen Morgan	20	—	17	22	22	—	—	—	—	—	81
4, Lyn Jenkins	18	—	22	17	—	—	—	—	—	—	57
5, Mike Soanes	9	13	12	14	9	—	—	—	—	—	57
Group A drivers											
1, Stuart Nicholls (Vauxhall Astra GT/E)	20	19	22	25	17	—	—	—	—	—	103
2, Graham Parkinson (Vauxhall Nova Sport)	19	16	20	20	18	—	—	—	—	—	93
3, Simon Davison (Vauxhall Astra GT/E)	25	—	25	22	20	—	—	—	—	—	92
4, John Saint (Toyota Corolla)	9	15	19	18	16	—	—	—	—	—	77
5, Darrell Staniforth (Toyota Corolla)	18	22	—	—	22	—	—	—	—	—	62
Group A co-drivers											
1, Mike Soanes	20	22	22	25	18	—	—	—	—	—	107
2, Sue Parkinson	19	20	20	20	19	—	—	—	—	—	98
3, Dave Nicholson	25	—	25	22	22	—	—	—	—	—	94
Group N drivers											
1, Gordon Martin (Talbot Samba)	—	3	—	—	5	—	—	—	—	—	8
2, Simon Stubbings (Toyota Corolla GT)	—	—	—	—	6	—	—	—	—	—	6
3, Pat Messer (Peugeot 205 GTI)	—	—	—	3	—	—	—	—	—	—	3
Group A up to 1300cc											
1, Graham Parkinson (Vauxhall Nova Sport)	7	5	3	5	4	—	—	—	—	—	24
2, Neil Burton (Skoda 120LS)	6	2	—	4	3	—	—	—	—	—	15
3, Arthur Priestner (Skoda 120LS)	5	3	—	—	—	—	—	—	—	—	8
Group A 1300cc to 1600cc											
1, John Saint (Toyota Corolla)	—	4	8	12	7	—	—	—	—	—	31
2, Darrell Staniforth (Toyota Corolla)	9	9	—	—	12	—	—	—	—	—	30
3, Gwyn Thomas (Talbot Sunbeam ti)	12	6	—	7	—	—	—	—	—	—	25
Group A 1600cc to 2000cc											
1, Stuart Nicholls (Vauxhall Astra GT/E)	6	7	4	5	3	—	—	—	—	—	25
2, Simon Davison (Vauxhall Astra GT/E)	7	—	5	4	4	—	—	—	—	—	20
3, Terry Woods (Ford Escort)	4	6	—	—	—	—	—	—	—	—	10
Group A over 2000cc											
1, Nick Edmond (Rover SDI)	—	—	—	5	4	—	—	—	—	—	9
2, David Clibbery (Rover SDI)	—	2	—	3	2	—	—	—	—	—	7
3, Chris Tilly (Rover SDI)	—	3	—	—	3	—	—	—	—	—	6
Open, all capacities											
1, Mark Lovell (Nissan 240RS)	7	6	—	12	12	—	—	—	—	—	37
2, Louise Aitken-Walker (Ford Escort RS)	9	—	4	7	9	—	—	—	—	—	29
3, Willie Rutherford (R-E-D 4x4T)	—	3	12	6	7	—	—	—	—	—	28
Manufacturers											
1, Toyota	9	12	8	12	12	—	—	—	—	—	53
2, Talbot	12	7	6	7	—	—	—	—	—	—	32
3, Vauxhall	7	7	5	5	4	—	—	—	—	—	28
4, Skoda	6	3	—	4	3	—	—	—	—	—	15
5, Rover	—	3	—	5	4	—	—	—	—	—	12
Skoda Trophy '85											
1, Neil Burton	9	4	—	7	6	—	—	—	—	—	26
2, Arthur Priestner	7	6	—	1	1	—	—	—	—	—	15
3, Jim Clark	5	—	—	—	—	—	—	—	—	—	5

Accusations fly in Brands Racing Displays FF2000

Last Sunday's Racing Displays FF2000 round at Brands Hatch was marred by a series of post-race protests and counter protests which delayed the official results for several hours.

The controversy began at the start when second qualifier, Martin Donnelly, moved right on the way up to Paddock, almost forcing Bertrand Fabi into the barrier. The French-Canadian later protested Donnelly's driving, while the Irishman reckoned Fabi should have backed off.

Three laps into the race Fabi and Dave Coyne tangled at Druids, the Van Diemen driver retiring on the spot while Fabi continued minus nosecone. The two had differing views as to what happened, Coyne asserting that Fabi had simply

pushed him from behind, while the Penistone driver maintained that Coyne had cut across him. Coyne lodged a dangerous driving protest against Fabi.

Shortly after, John Pratt spun into the wreckage of the abandoned Duckhams car, causing the race to be stopped while the mess was cleared up. After four stoppages this year, at Brands alone, competitors and officials should perhaps be aware of procedures, but for 20 mins there was confusion as mechanics were stopped from working on cars, some having actually tried to refuel.

Penistone's attempt to replace the nose on Fabi's car caused an upset. The team were originally told that the car would have to restart the second part of the race as it had finished the first. Then it

was decided that they could refit the original nose (which at the time was lying crumpled up at Druids!). Having retrieved the offending piece of bodywork the team were finally allowed to start with a replacement. They also changed a damaged tyre under the supervision of a scrutineer.

At the restart Fabi was able to charge through to second behind Donnelly, thus keeping comfortably ahead in the title race. Rushen Green Racing then put in a protest about the nose change.

Fortunately all protests were rejected so there is no question of the matter going any further. Most parties were agreed that rules on what can and cannot be done on the grid need to be clarified.

Revised FF2000 Van Diemen tested

A revised version of the FF2000 Van Diemen RF85 was tested at Brands Hatch last week by regular drivers, Dave Coyne and John Pratt. Also assisting with the development was ex-F3 pilot, David Sears.

Outwardly identical to the current car, major changes are in the suspension department in an attempt to cure the car's apparently healthy appetite for

Yokohamas, especially in warmer weather.

Tests proved inconclusive on Thursday, Pratt's evaluation session spoiled by a blown engine. For last Sunday's Racing Displays counter, both drivers were back in their normal chassis. Coyne's having been rebuilt following his shunt at Oulton Park two weeks ago. Qualifying saw Coyne and Pratt fourth and fifth, both

only 0.5secs from the pole and nearer the pace than for some time. Come the race, however, the recent run of bad fortune continued, Coyne left stranded at Druids with a bent car after a controversial coming together (see separate story). The stricken car was then hit by... yes you've guessed it, Pratt! Things can only improve for Britain's leading '84 FF1600 men...



Gould claims John Bolster Trophy

The inaugural John Bolster Trophy has been won by David Gould, for the concept, design, construction and performance of his superb single-seater hillclimb car. To be presented annually by AUTOSPORT in conjunction with the Midland Automobile Club (promoters of the Shelsley Walsh hillclimb), the award recognises an exceptional endeavour in the field of amateur motor sport. John Bolster

typified the pioneering 'home-builder' and his 'Bloody Mary' is without doubt the most famous of a long line of 'Shelsley Specials' seen in competition at the venue over the past 80 years. We are indebted to John's widow Rosemary for graciously presenting the first trophy at Shelsley on Sunday, and also consenting for 'Bloody Mary' herself to be present for the occasion. Gould's crea-

tion, which incredibly now leads the RAC British Hillclimb Championship in Chris Cramer's hands (and lies tenth in David's) was the unanimous choice of the judging panel, his prize a beautiful tantalus of decanters, containing Vodka and Tomato juice—a 'Bloody Mary'. Our congratulations to David on winning this major award. Feature story next week.

Competitors needed for Spa FF1600

AUTOSPORT was recently contacted by organisers of the Benelux FF1600 Championship round at Spa on Aug 31, who are keen to have a top class entry for the only FF1600 race to be held at the circuit this season. No less than 60 cars will be allowed to start.

A problem for any British series hot shoes who fancy the trip to Belgium, is the RAC/TT round at Oulton Park the following day. Anyone who thinks they can solve the logistical problems should contact Pierre Delettre at the Royal Spa Automobile Club (Telex 49625).

Novice FF date changes

Recent date changes surrounding the European GP and the Shell Gemini 1000Kms at Brands Hatch have led to changes in the Dunlop-AUTOSPORT Star of Tomorrow championship schedule.

The supporting event at the Brands 1000Kms (Sep 21) now coincides with the date allocated to the snowed off Oulton round of March 16. This has now been transferred to October 5 and means that the Star of Tomorrow competitors have a hectic run in to the end of the season, with four races in as many weekends. The remaining dates for the series now read as follows: Aug 25, Snetterton; Sep 21, Brands Hatch (GP circuit); Sep 29, Cadwell Park; Oct 5, Oulton Park; Oct 12, Castle Combe.

Todd's Brands Hatch 'debut'

MCD Circuit Director, Peter Todd, otherwise known as Dambuster, finally had his first ever race at the Sun Free Raceday after years of wishing. Todd, son of well known English actor Richard Todd, has many miles of the track under his belt in the course of his management duties but jumped at the chance of a relaxing race in one of the BHR Escort XR3i saloons.

Peter qualified second fastest, survived an anxious spin on the damp at Paddock bend, ignored a black/white warning flag and duly recovered to finish third having set fastest lap. A fair first effort for the lad who used to camp overnight and marshal at the track some 15 years ago! But he did not take at all seriously the telex handed to him apparently coming from Ferrari asking him if he was free on October 6!

Mondello record?

There is a spectacular field of F1, F5000 and F Atlantic cars for the *Formula Libre* race at Mondello Park on Sunday (August 18). Irish-born Alo Lawler from Merseyside drives the ex-Alain Prost McLaren and Dubliner Tom O'Leary will be at the wheel of the Theodore formerly raced by Columbian, Roberto Guerrero. Tony Trimmer will pilot his F5000 Lola and heading the Atlantic drivers will be rapid Ulsterman, Trevor Templeton. Given the right track conditions, it is expected that, Graham McRae's 12-year-old 53.4s lap record will fall.

Record entry for British Truck GP at Silverstone

Whether or not you are a fan of truck racing, Silverstone could well be worth a visit this coming weekend (Aug 17/18). The Multisport British Truck Grand Prix sees the biggest field for a truck race assembled anywhere in the world, with 72 trucks raced by drivers from 11 different countries in a nine race programme over the two days.

As well as the acknowledged truck experts such as last year's winner Duilio Ghisloti and Brands Superprix winner, Gaudentio Mantova, many famous names from the motor racing world will

be taking part. Alan Jones drives a Leyland Roadtrain while Barry Sheene will swap his Toyota Supra Trimoco car for a Daf truck.

Four times World Hot Rod Champion, Barry Lee is also in the line-up alongside former European Rallycross Champion, Rod Chapman (who currently leads the European truck racing Challenge). Former British Rally Champion, Russell Brooks will also be in evidence along with former F1 Stock-car champion, Les Mitchell, motorcyclist Steve Parrish and reigning British

Sports 2000 champion, Mike O'Brien. Formula 3 Reynard pilot, Tim Davies drives a Bedford, while Willie Green will guide an ERF.

Side attractions include a lorry driver of the year contest, tractor pulls, a convoy d'elegance, stunt motorcyclists Arto Nyqvist and Richard Almey and a drag demonstration from Sylvia Hauser. Admission covering both days is a fine value £7, with Grandstand seats an additional £3 or £5 and accompanied children under 15 enjoy free circuit admission.

Indy-Style practice for Brands Sprint

The Failsafe Battle of Brands Superprix on August Bank Holiday weekend will feature Indy style qualifying runs.

Each car will practice in turn, the order decided by ballot, and will then undertake one warm-up lap, three timed laps and one slowing down lap. Should a driver fail to qualify on the Saturday afternoon, he will have the opportunity of qualifying during the Monday morning warm-up. Irrespective of times set by anyone in the Monday warm-up, Saturday qualifiers will take precedence with Monday times starting from the back of the grid.

To date, the BRSCC have received 20 entries for the 80 mile sprint which boasts a £12,500 prize fund. Heading the list is the John Foulston-owned 5.7-litre Lola for John Brindley.

Warecrete Sprint round abandoned

The Warecrete British Sprint Championship round at Blackpool last Sunday was unfortunately abandoned after the first of the two class runs. Conditions in practice were very poor indeed and the session was marred by a high speed accident involving the Spalding Sport March-Hart of championship contender Rodney Eyles.

According to the driver, the car aquaplaned off while halfway down the finish straight, the damage being very comprehensive indeed. Eyles has been offered the use of a Mallock U2 for the next sprint championship round at Colerne and hopes to at least defend his current third place in the Warecrete series.

It appears as though many drivers opted out of the first class run at Blackpool and with conditions deteriorating the organisers were forced to abandon the meeting without a second class run or a championship section. Under RAC rulings the event still counts as a championship round as it actually commenced although no sprint championship contenders scored points.

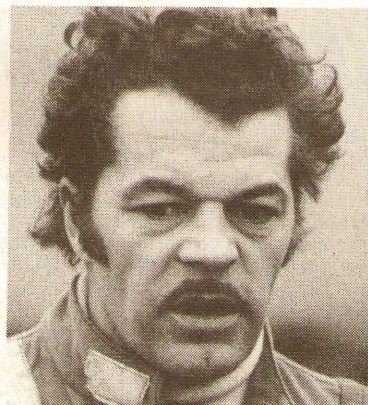
Euro Rallycross Champion in Belgian controversy

A most controversial incident marred the latest round of the European Rallycross Championship at Maasmechelen, Belgium last weekend.

During a drivers briefing, it was explained that all heats would consist of five laps, with finals held over six. Norwegian, Martin Schanche, was leading the 'A' final from Matti Alamaki when he slowed on the completion of lap 5. Taking off his helmet, Schanche was then horrified to note the field streaming past to start the final lap, duly resuming *sans* helmet.

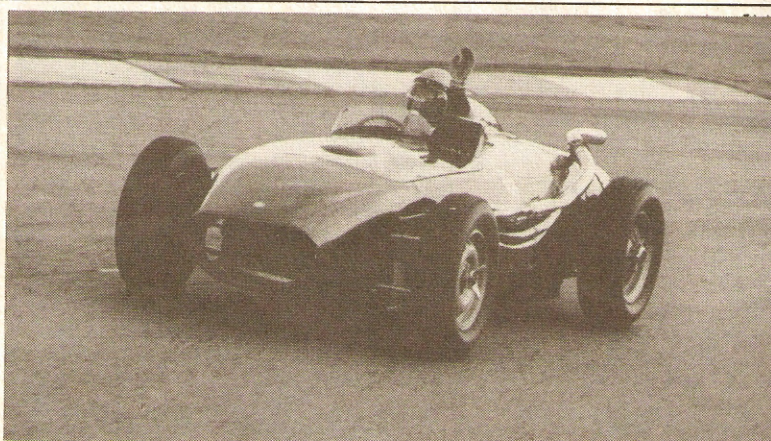
Alamaki crossed the line first but a furious Schanche proclaimed that he had seen the chequered flag waved on completion of his fifth circuit. Seemingly, nobody else had seen the flag and it appeared that Martin's error was an expensive one.

Things did not end there, however. More pressure brought to bear on the organisers by Schanche saw the decision reversed and Schanche declared the



Schanche — controversial victor.

winner after five laps. This action, quite unfathomable to many, caused a storm of protest, the matter now resting with the Belgian motorsport authorities in Brussels. Strange indeed! . . .



John Coundley had his first run in a racing car for 20 years at Donington recently.

Coundley's Lister return

John Coundley, who drove Lister, Lotus and Jaguar sports cars extensively in the 1950s and early 1960s, had his first run in a racing car for 20 years at Donington Park recently. Coundley, best remembered for his efforts in the Lister-Jaguar WTM 446, jumped at the opportunity to do a session in John Pearson's unique single-seater "Monzanapolis" Lister, raced just once by Jack Fairman in 1958 and subsequently hillclimbed by the late Phil Scragg. Coundley, who himself

shared a Lister coupé with Fairman, had a whale of a time in the car, now in the blue of Ecurie Ecosse for the first time.

Pearson also took the ex-Team Elite Lola T70 Mk3B along for a customer, on the completion of a splendid restoration job by his Whittlebury-based business. Both John and his son Gary, usually seen in an FF1600 Hawke, had runs in the Chevrolet-powered coupe in the afternoon, Gary setting a commendable time in the 1m21s bracket.

BRIEFLY

■ Citroen (UK) are supplying Peter Jackson (current leader of the LCAMC and ACSMC Autotest championships) with a Visa GTi for the special invitation-only Autotest that is to be held in Coventry as part of the centenary celebrations on August 25. The International team competition starts at 10.30am near the Cathedral.

■ Before last weekend Colin Stancombe had not won any of the 11 previous JPS Champion of Brands FF1600 rounds but through consistency had earned a healthy points lead to top the table. The Hornchurch-based Ford SV engineer put that right with two maximum scores on Saturday and Sunday in his Marley Vehicle Leasing Lola, which he prepares himself with the help of girlfriend Maggie — she grinds the valves! Sunday's win, gained following the stewards disqualification of Rick Shortle, puts him 33 points clear of Bob Hawkins who failed to start Saturday's race when a CV joint broke on his Templeworth Ray on the warm-up lap.

■ The RIAC has granted approval to RIAC Competition Licence holders to race hot rods at Mondello Park, the same concession applying to the Tipperary Raceway at Cashel — the Co. Kildare & Tipperary circuits being the only ones in the Republic to comply with the stringent safety standards laid down by the RIAC. This now opens the door to the staging of hot rod racing at Mondello Park in 1986.

■ The annual Irish Formula Ford Festival at Mondello Park will see Vivion Daly defending his 1984 title at the wheel of a works Mondiale. Daly is driving the car for the remainder of the season in place of the Reynard he campaigned earlier in the year.

■ Six times British Hillclimb champion, Tony Marsh was reunited with his 4WD car at Shelsley Walsh last weekend, courtesy of Graham Galliers. Twenty years ago Marsh won Shelsley in 33.50s. His third practice run this year resulted in a time of 33.50s!

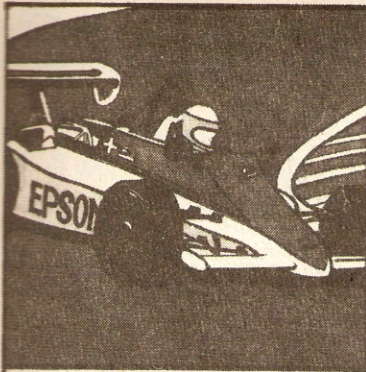
■ The Jim Russell Racing Drivers School, established since 1957, is to start courses at Oulton Park in November. The school feel that Oulton will not only provide pupils with another demanding circuit but will also serve conveniently those living in the North of England, Scotland, Wales and Ireland. All courses will include a school race, generally at a public meeting.

■ Aintree will host an open test-day on Saturday August 24 with full rescue, ambulance and marshal cover. The session will run from 10am-5pm and there will be a £20 charge (£15 to club members). Places should be booked in advance with a £5 deposit. The contact is Jim Beby, 5 Halstead Road, Aintree, Liverpool. Tel: 051 5236803.

■ Frank Bradley's FF2000 mechanic left his Snap-On toolbox in pit garage 20 at Donington Park on August 4. Anyone who may know the present whereabouts of the red and black chest is invited to ring Racing Displays boss, and British FF2000 sponsor Bradley on 01-890 3169.

■ Historic 2-litre sports car racers Jim Wallis and Chris Aylett are both rumoured to be looking for 1970/1 CanAm cars with which to contest the HSCC's 'big banger' class next season. Both currently run Chevron B19s with success.

■ Australian FF2000 driver Neil Cunningham was due to test Christal Racing's Tiga SF85 at Brands Hatch last Thursday, but a last minute hitch delayed the outing. Cunningham, who raced a hairy 5-litre Holden Commodore back home, has barely sat in a car this year, due to lack of finance.



INTERNATIONAL RACES

'Appy fella, Apicella

MISANO, Aug 10: Marco Apicella gave Reynard their first win in the ultra-competitive Marlboro Italian F3 series at the Santa Monica circuit near Rimini. Earlier in the year Apicella won at the track in an old Ralt RT3, so he clearly knows the circuit well.

In qualifying it was the Ralt troops that led the way with another surprise poleman following Enrico Bertaggia's recent Mugello pole. On this occasion the man up the front was Rinaldo Capello. Highly talented but grossly underfinanced Capello had 0.24secs advantage on Spaniard Luis Sala in his Luciano Pavesi Ralt-Alfa Romeo RT30, with eventual winner Apicella way down in eighth place. The first 10 runners were covered by just 0.5secs.

In the race itself Apicella was able to lead home Fabrizio Barbazza and Nicola Larini, with championship leader Franco Forini in fourth place. Capello had a coming together with Felice Tedeschi and could manage only seventh place, while championship hopeful Alex Caffi failed to finish, allowing Fabrizio Barbazza to close the gap in the championship.

MISANO (I)

Marlboro Italian F3 Championship, round 11

35 laps — 76.30 miles

1, Marco Apicella (Reynard-Alfa Romeo 853), 44m56.42s, 101.87mph; 2, Fabrizio Barbazza (Dallara-Alfa Romeo 853), 44m57.49s; 3, Nicola Larini (Martini-Alfa Romeo MK45), 45m08.34s; 4, Franco Forini (Dallara-Volkswagen 853), 45m11.50s; 5, Luis Sala (Ralt-Alfa Romeo RT30), 45m12.63s; 6, Stefano Modena (Ralt-Alfa Romeo RT30).

Fastest lap: Forini, 1m16.32s, 102.96mph.

Championship positions: 1, Forini, 57pts; 2, Alex Caffi (Martini-Alfa Romeo MK45), 44; 3, Barbazza, 42; 4, Apicella, 23; 5, Sala, 20; 6, Larini, 19. Next round: Monza, Sep 01.

Kenny's back at the top

MOUNT FUJI, Aug 11: Kenny Acheson stood proudly in the middle of the rostrum for the first time in more years than he probably cares to remember after round 6 of the All Japan F2 series: he had truly come good, winning in his Nova Engineering Advan March-Honda by a dominant margin from reigning champion Satoru Nakajima's Epsom backed entry. The weather may have been lousy, but Kenny didn't care.

The race meeting was packed into one day, rather than two, much to the disgust of the drivers, with the only timed practice session being run in very wet

conditions. Pole was taken by pre-race favourite, Nakajima, but Acheson made his intentions clear by posting a time just 0.06secs slower. Next up came Kenji Takahashi, Roberto Moreno and Takao Wada on Yokohama-Advan rubber, with the Bridgestone-tyred Kauyoshi Hoshino in sixth and top Dunlop runner Masahiro Hasemi next up. Eighth and ninth places on the grid were occupied by the Yamaha-engined Marches of Keiji Matsumoto and Geoff Lees.

The 16-car grid was depleted when F2 debutant Aguri Suzuki crashed his March-BMW842 and decided not to take part.

The start of the race was delayed as the track was flooded, but then three hours later the lights turned to green, admittedly for a 25 rather than 35-lap race. Acheson made the best start, but was somehow outbraked into the first corner by Nakajima. Hoshino and Moreno gave chase.

After three laps Acheson was right on Nakajima's tail and by lap 6 he was by. Going around the outside at the hairpin. From here on his Yokohamas worked well and he pulled away and 1½secs a lap, easing off only in the last few laps, and still finishing 21secs ahead.

Second place was sufficient for Nakajima to retain his All Japan F2 crown, but he was made to work for this by the

third-placed Kenji Takahashi. The progress of both Moreno and Hoshino was hampered by contact, which left Moreno with bent front suspension (and retirement) and Hoshino well down the field. Geoff Lees retired with engine trouble.

Eje Elgh was fortunate to escape when he crashed very heavily at the high-speed last corner. His March-Honda hit the armo, flipped and came to rest upside-down. Eje was unhurt, but the same could not be said of the car . . .

Kenny's victory puts him in second place overall, one he hopes to maintain, now that the title has been clinched.

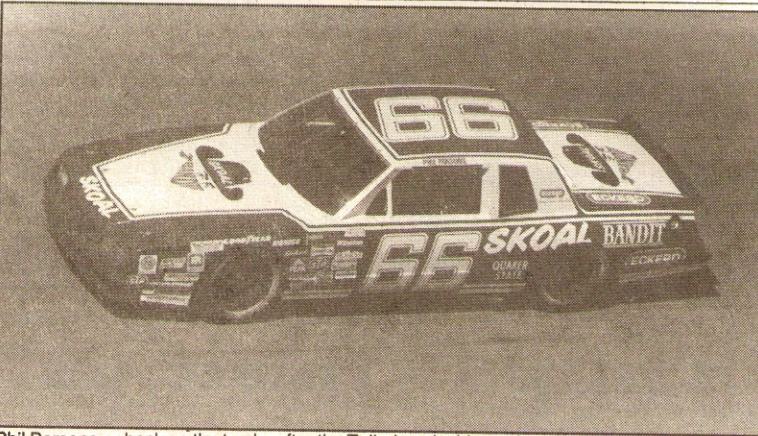
KUNIIHIKO AKAI

FUJI (J)

All Japan F2 Championship, round 6

25 laps — 68.5 miles

1, Kenny Acheson (March-Honda 85J), 38m10.26s, 108.31mph; 2, Satoru Nakajima (March-Honda 85J), 38m31.34s; 3, Kenji Takahashi (March-BMW 85J), 38m32.85s; 4, Takao Wada (March-BMW 842), 38m50.43s; 5, Yoshihiro Tachi (March-BMW 85J), 38m53.61s; 6, Keiji Matsumoto (March-Yamaha 85J), 39m12.84s; 7, Kunimitsu Takahashi (March-BMW85J), 39m14.46s; 8, Masahiro Hasemi (March-BMW 85J), 39m19.75s; 9, Osamu Nakako (Ralt-BMW RH6), 24 laps; 10, Hideshi Matsuda (March-BMW 85J), 24 laps.



Phil Parsons — back on the tracks after the Talledega incident a fortnight ago.

Blistering Bill

MICHIGAN, Aug 11: Bill Elliott kept up his amazing 50% record of success at round 18 of the NASCAR Winston Cup Grand National Championship at the bumpy Michigan International Speedway, scoring his ninth win of the year in his Ford Thunderbird.

Darrell Waltrip led most of the race after poleman Elliott had been involved with an incident on the opening lap with Neil Bonnett, which saw Elliott pitting to have bodywork straightened out. Bill then fought his way back through the field and took the lead on lap 151 and thereafter pulled away steadily, crossing the line 4.9secs ahead of Waltrip America's winningest racing driver, regular stock car driver, Dick Trickle (who managers up to six races a week) had a go in Digard Racing's R&D Chevrolet Monte Carlo and finished a creditable eighth.

Michigan also saw the final round of the IROC championship which saw a clean sweep for the Grand National boys in the identical Chevrolet Camaros. Victory went to Harry Gant (not to mention a purse of some \$158,000), and was enough to give Gant victory in the championship over Darrell Waltrip, although the two were equal on points. In the race itself Gant led home Terry Labonte, Cale Yarborough, Waltrip, with the first non-NASCAR man home being CART Indycar man Bobby Rahal,

ahead of Derek Bell and 'Terrible Tom' Sneva. John Watson came home ninth despite having had a huge accident in practice on Thursday when his Camaro hit the the bumps at Turn 3 and went head first into the wall ending up upside down. Wattie spent a night in hospital, but was fit enough to race.

MICHIGAN (USA)

NASCAR Winston Cup Grand National Championship, round 18

Champion Spark Plug 400

200 laps — 400 miles

1, Bill Elliott (Ford Thunderbird), 137.430 mph; 2, Darrell Waltrip (Chevrolet Monte Carlo), 200 laps; 3, Harry Gant (Chevrolet Monte Carlo), 200 laps; 4, Kyle Petty (Ford Thunderbird), 200 laps; 5, Benny Parsons (Chevrolet Monte Carlo), 199 laps; 6, Phil Parsons (Chevrolet Monte Carlo), 199 laps; 7, Rusty Wallace (Pontiac Grand Prix), 199 laps; 8, Dick Trickle (Chevrolet Monte Carlo), 199 laps; 9, Terry Labonte (Chevrolet Monte Carlo), 199 laps; 10, Buddy Arrington (Ford Thunderbird).

Next round: Bristol, Tennessee, Aug 24.

International Race of Champions, round 3

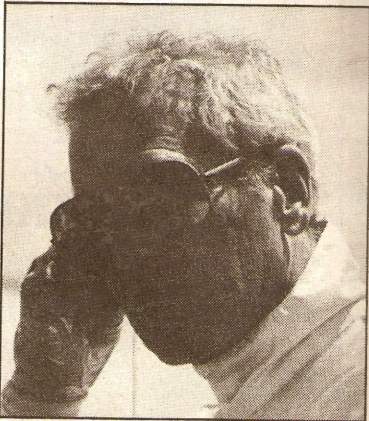
50 laps — 100 miles

1, Harry Gant, 50 laps; 2, Terry Labonte, 50 laps; 3, Cale Yarborough, 50 laps; 4, Darrell Waltrip, 50 laps; 5, Bobby Rahal, 50 laps; 6, Derek Bell, 50 laps; 7, Tom Sneva, 50 laps; 8, Jochen Mass, 50 laps; 9, John Watson, 50 laps; 10, Tom Gloy, 49 laps.

Championship positions: 1, Gant, 45pts; 2, Waltrip, 45; 3, Rahal, 40; 4, Sneva, 32; 5, Labonte, 31; 6, Bell, 31; 7, Watson, 30; 8, Yarborough, 29; 9, AJ Foyt, 28; 10, Mass, 27.

The Miller thriller

LIME ROCK PARK, Aug 10: Away in the hills of Connecticut at Lime Rock Park Paul Miller won a thrilling Trans-Am race in his Porsche 924 Turbo. Paul Newman put in a sparkling performance at what is his home track, taking his second consecutive pole in his Nissan



O' Blue Eyes — on pole again

300ZX Turbo, but once again was sidelined by mechanical failure, when a radiator hose broke while he was leading.

The early part of the race saw an entertaining battle between Newman and Dallenbach, the two outbraking each other at every opportunity, but eventually Newman pulled away and when he retired had a 1.5secs lead. There was a fine squabble for third spot, too, involving the Buick of Elliott Forbes-Robinson, Miller and Chris Kneifel. The Mercury Capris, however, boiled their tyres and ended the race with virtually no grip. Dallenbach had a spin with three laps to go and Kneifel two in two tours!

The race was disrupted midway when a huge accident saw Rob McFarlin's Chevy Camaro cartwheeling into the barriers. The driver emerged unhurt, but there was a long yellow while the wreckage was cleared away. Willy T Ribbs retired as the race was restarted when his Mercury Capri blew its engine. Forbes-Robinson fought his way through the Capris, but could not pass Miller, although he was only 1sec down at the chequer.

Later in the day 22-year-old Michael Greenfield, son of regular Formula Atlantic pilot Peter, won his second ever Atlantic race in an E-Car event, despite making a terrible start, which saw him third into the first corner. By the end of lap 1 the youngster was ahead and away to a comfortable win.

LIME ROCK PARK (USA)

SCCA/Bendix TransAm Championship, round 9

66 laps — 99 miles

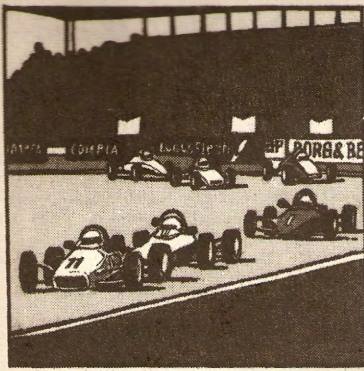
1, Paul Miller (Porsche 924 Turbo), 66 laps; 2, Elliott Forbes-Robinson (Buick Somerset Regal), 66 laps; 3, Wally Dallenbach Jr (Mercury Capri), 66 laps; 4, Chris Kneifel (Mercury Capri), 66 laps; 5, Les Lindley (Chevrolet Camaro), 65 laps; 6, Jim Miller (Mercury Capri), 65 laps; 7, John Brandt Jr (Chevrolet Corvette), 64 laps; 8, Jerry Miller (Buick Century Regal), 64 laps; 9, Murray Edwards (Chevrolet Corvette), 62 laps.

Next round: Watkins Glen, Aug 25.

Formula Atlantic E-Car Championship race

40 laps — 60 miles

1, Michael Greenfield (Ralt RT4), 112.323 mph; 2, Michael Angus (Ralt RT4), 40 laps; 3, James King (Ralt RT4), 40 laps; 4, John Christian (Ralt RT4), 40 laps; 5, John Timken (Ralt RT4), 39 laps.



NATIONAL RACES

Kay's OK

SNETTERTON, Aug 11: With the exception of the Renault 5 Elf Turbo Cup race, very thin grids characterised the support races at the BARC organised Marlboro British F3 round.

Opening the programme, a mere eight cars comprised the Wendy Wools Special Saloon grid. David Enderby made the best getaway, his VW Karmann Ghia heading Peter Baldwin and pole man, Brian Chatfield, through Riches. It did not take Chatfield long to assert himself, though, the fearsome BMW 320 heading the field second time around and stroking away to an easy win. Enderby then spent the remainder of the race in close company with Baldwin, finally defeating the Marshall Mini by 1sec.

The battle for fourth place was the highlight of the race. Tony Davies' Transped Firenza held the position initially, but had Ginger Marshall's Reliant Kitten crawling all over it. The Kitten was nimbler round the twisty sections, notably Coram, but lacked the power to make a decisive challenge until Marshall really screwed himself up and drove round the outside of the Firenza at Coram on the last lap.

A full grid of immaculately turned out Renault 5 Turbos illustrated the healthy state of the new series and saw David Kay on pole. Regular front-runner, Steve Hine, could only qualify a lowly 23rd, honestly admitting that only half the Dave Cox leads Roger Saunders — Saunders was to roll out of the race on the ninth lap.

problem was the car. He was hoping for better things . . .

After appearing to get the power down best, Kay was headed through Riches by fellow front row men, Rob Hall and Bill McGovern. Second time round Kay was up to second, and headed the field on the following lap. Hall would not give in, forcing his way back in front with four laps remaining. Kay, though, was not to be denied and nipped by again two laps later, holding on by a mere 0.3secs.

Hine's progress through the field was meteoric. Twelfth by lap 3, eighth by lap 5, the Marchants car was right with third-placed Roger Saunders by the ninth lap. Contact was made at the Esses, however, the luckless Saunders rolling out of the race. Another inverted car, this time at Russell, was Trevor Gibbs, but both drivers were safely out of their cars. Amid the fracas, Hine had dropped to eighth, temporarily promoting Neil McGrath to fourth, but came through to fourth in the final laps, claiming the fastest lap en route.

Guy Woodward was a comfortable pole winner for the Powerscreen Sports 1600 race, but was bested at the start by a flying Eddie Kimbell. Pressing Woodward hard for second was Mike Sanders, Mike claiming the place when Woodward's Mallock expired down the back straight on lap 2. This promoted Dave Orchard to third, from where he quickly set about Kimbell and Sanders, who had nipped through into the lead third time around at the Esses. Promoting himself to the head of the field at half distance, Orchard's Maxell Tapes backed Centaur had a 2sec margin over Sanders at the flag, with Kimbell a steady third ahead of Graham Kay who had fought his way past new Clubmans Chairman, John Watson, on the last lap.

A thoroughly professional Champion of Snetterton FF1600 round, comprising all of eight cars, rounded off the day's proceedings. Championship leader, Simon Davey was utterly dominant, and in the absence of Gary Knesevitch, Chris Tolchard brought his RF84 home second to close the gap to Knesevitch for runner-up spot in the series. Richard Samulis was third in a race which lacked any real dicing at all.

TONY DODGINS



SNETTERTON

BARC

Wendy Wools Special Saloon race (10 laps) overall: 1, Brian Chatfield (BMW 320), 13m33.38s, 84.84mph; 2, David Enderby (VW Karmann Ghia) 13m40.55s; 3, Peter Baldwin (Marshall Mini GT), 13m41.33s; 4, Ginger Marshall (Reliant Kitten), 13m41.33s. **1301cc & over:** 1, Chatfield; 2, Tony Davies (Transped Firenza), 14m05.69s; no other starters. **Fastest lap:** Chatfield, 1m19.87s, 86.40mph. **1001-1300cc:** 1, Enderby, 13m40.55s, 84.10mph; 2, Baldwin; 3, Peter Wartenberg (Maguire Mini), 13m58.74s. **Fastest lap and overall:** Enderby, 1m19.39s, 86.92mph. **Up to 1000cc:** 1, Marshall, 14m04.70s, 81.70mph; 2, Pat Mannion (Sunbeam Stiletto), 9laps; 3, Norman Lackford (Fiat 850 Sport), 8laps. **Fastest lap:** Ginger Marshall, 1m22.38s, 83.77mph.

Renault 5 Elf Turbo Cup race (15 laps): 1, David Kay, 20m40.44s, 83.45mph; 2, Rob Hall, 20m40.70s; 3, Bill McGovern, 20m46.66s; 4, Steve Hine, 20m43.03s; 5, Neil McGrath, 20m49.41s; 6, David Grimshaw, 20m50.17s. **Fastest lap:** Hine, 1m21.13s, 85.06mph.

Powerscreen (GB) Sports 1600 race (10 laps): 1, Dave Orchard (Centaur-Harris 14X), 12m19.22s, 93.35mph; 2, Mike Sanders (Mallock U2-Neil Brown Mk24), 12m21.36s; 3, Eddie Kimbell (Mallock U2-Neil Brown), 12m28.23s; 4, Graham Kay (Phantom-Minister P80/84), 12m31.94s; 5, John Watson (Mallock U2-Minister Mk23/5), 12m32.07s; 6, Paul Jefferies (Mallock U2-Ford), 12m57.12s. **Fastest lap:** Sanders, 1m12.23s, 95.54mph.

Champion of Snetterton FF1600 race (10 laps): 1, Simon Davey (Van Diemen-Thorpe RF82), 12m33.23s, 91.62mph; 2, Chris Tolchard (Van Diemen-Thorpe RF84), 12m47.72s; 3, Richard Samulis (Van Diemen-Thorpe RF80), 13m05.47s; 4, Gary McLaren (Van Diemen-Scholar RF84), 13m12.04s; 5, Mike McKay (Van Diemen-Thorpe RF82), 13m14.73s; 6, KJ Deurloo (Sparton-Scholar FF82), 13m21.79s. **Fastest lap:** Davey, 1m14.15s, 93.07mph.

AUTOSPORT, AUGUST 15, 1985

SNETTERTON: RAC/TT FF1600



Kerb hopping was once again rife among the Formula Ford 1600 brigade.

Blundell amid the farce

The ninth round of the RAC/TT FF1600 championship degenerated into pure farce following a nasty accident involving Jonathan Bancroft's Racefax Van Diemen. In a nutshell: a lone black flag appeared at Sear corner as marshals attended to Bancroft, other posts displayed white flags and yellow flags, some drivers stopped and others did not. Eventually, when some 75% of the field had crawled to a halt, they were told to get going again and finish the race. Having done so, drivers were then presented with a result declared after seven of the scheduled 15 laps. This, lest we forget, is a professional championship where large sums of money are involved and the racing taken most seriously. The word 'professionalism' was a sad incongruity in the light of the organisation at Snetterton last weekend. A kindergarten egg and spoon race was more the level.

What took place on the circuit in terms of a 'race' paled into insignificance somewhat, but what was worthy of note, and rather worrying at the same time, was a meagre entry of 15 cars. There were times in the recent past when a round of the country's top FF1600 championship would be oversubscribed and necessitate a qualifying heat. That said, the standard among those entries was high indeed. Poleman, Bertrand Gachot, was under the lap record, while the top 11 qualifiers were within 1sec of it.

Mark Blundell and Paulo Carcasci shared the front row with Gachot, while Bancroft and Damon Hill filled row 2. Three more Van Diemen RF85s occupied the third rank, headed by the improving Jeremy Packer. Perry McCarthy's Milldent car and Ruairi O'Coileain's Duckhams entry joined him.

The first non-Van Diemen was Johnny Herbert's ninth-placed Quest. Herbert was again out in the '86 development chassis and found it less balanced than at Cadwell a week previously. Having understeered off at Riches in qualifying, Johnny had gone cabbage ploughing, arriving back in the Paddock covered in greenery. He hoped for better things in the race.

At the green, Blundell made a blinding start and quickly made a break. Chasing the Fleetry car into Sear, Hill and Gachot made contact, Damon losing a wheel and Gachot completing a quick gyration before rejoining. Hill claimed that Gachot had simply driven into him, the normally amiable Damon sufficiently moved to protest Bertrand's driving. Gachot, for his part, claimed the corner was his and that Damon had simply missed his braking point.

Herbert, meanwhile, had made a fine start and was pressing O'Coileain and Bancroft for third. Having succumbed to Herbert, Bancroft then found himself under threat from the recovering Gachot. Bertrand was fired up, taking off over the Russell kerbing before challenging Bancroft along the straight up to Riches. Gachot blamed his first lap tangle with Hill for the ensuing problem. Exiting the corner, Bertrand got into a huge slide and ran wide, Bancroft was launched into a cartwheel, landing nose first before coming to rest upside down on the inside of the circuit not far from Sear. Jonathan was dragged from the car and despatched to hospital for a check, while amid the rescue operation, with an ambulance on the track, a black flag was shown for three laps at Sear without authorisation from the Clerk of the Course.

Peter Rogers immediately thrust his hand into the air and stopped, along with many other drivers. The leaders, however, continued at unabated pace, Carcasci saying that the race is stopped only when a red flag is shown at the start line. Although it became obvious that the majority of runners had stopped (they pulled up alongside the pit wall), the leaders' interpretation was technically correct. It was now, however, that the race should have been stopped. Instead, drivers were told to restart. This led to heartstopping moments in front of the leaders who were coming flat through Russell. As things transpired, those drivers who had raced laps 8 to 15 had done so for naught — an unacceptable state of affairs.

TONY DODGINS

SNETTERTON

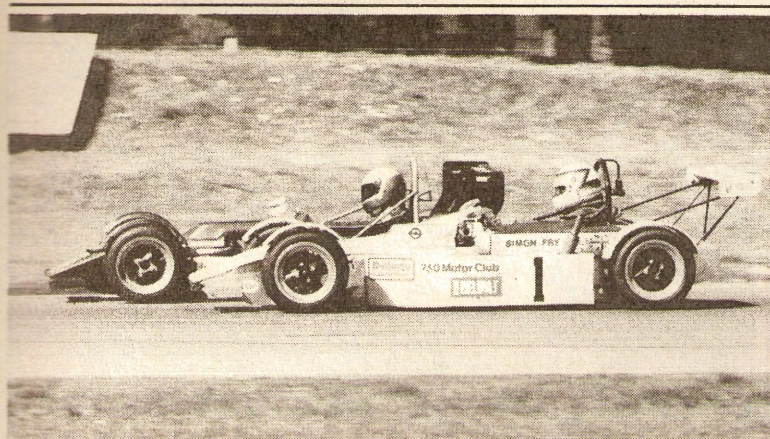
Aug 11

RAC/TT FF1600 Championship, round 9

7 laps — 13.42 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos	Pos
1	Mark Blundell	Van Diemen-Minister RF85	8m40.03s	1m12.52s	1m10.95s	2
2	Paulo Carcasci	Van Diemen-Minister RF85	8m44.80s	1m12.32s	1m11.28s	3
3	Johnny Herbert	Quest-Auriga FF85	8m49.54s	1m12.76s	1m11.58s	9
4	Ruairi O'Coileain	Van Diemen-Minister RF85	8m53.85s	1m13.56s	1m11.57s	8
5	Alexander Alexis	Van Diemen-Minister RF85	9m00.40s	1m13.67s	1m11.75s	10
6	Jeremy Packer	Van Diemen-Auriga RF85	9m01.11s	1m14.56s	1m11.41s	6
7	Lindoro da Silva	Van Diemen-Gatmo RF85	9m05.62s	1m14.48s	1m12.52s	13
8	Perry McCarthy	Van Diemen-Minister RF85	9m05.62s	1m13.61s	1m11.52s	7
9	James Taylor	Van Diemen-Scholar RF85	9m06.18s	1m14.18s	1m13.20s	14
10	Philippe Favre	Van Diemen-Minister RF85	9m37.83s	1m13.75s	1m11.98s	12
11	Peter Rogers	Laser-Auriger 85F	10m04.05s	1m14.19s	1m11.85s	11
R	Damon Hill	Van Diemen-Minister RF85	Accident		1m11.40s	5
R	Bertrand Gachot	Van Diemen-Gatmo RF85	Accident	1m12.87s	1m10.72s	1
R	Jonathan Bancroft	Van Diemen-Auriga RF85	Accident	1m13.09s	1m11.30s	4

Winner's average speed: 92.89mph. **Fastest race lap:** Carcasci, 1m12.52, 95.42mph. **Championship positions:** 1, Blundell, 105pts; 2, Gachot, 99; 3, Carcasci 73; 4, Bancroft, 64; 5, Herbert, 52; 6, Arbis, 44. **Next round:** Aug 24/6, Brands Hatch.



Simon Fry fought for the lead with Ernie Frost and Bob Simpson, but lost out...

Victory to the Ash Blond

BRANDS HATCH, Aug 10: The 750MC overcame a few problems, including the non-arrival of a sizeable number of marshals and a morning impeded by a torrential downpour, to stage their special brand of clubmans racing last Saturday.

Hornchurch-based Ford engineer Colin Stancombe has a sizeable lead in the JPS Champion of Brands series yet remained the only regular front-runner without a win to his name. But from pole position Colin finally outran the rest in his Marley Vehicle Leasing Lola to score maximum points. Tim Harvey held down a close second throughout and survived some mid-race pressure from Ted Whitbourn's repaired Ray which fell away when they came upon backmarkers. Len Bull had been close on Whitbourn's heels until a lengthy spin along Cooper Straight on lap 6 ended his challenge. Chris Hall was a rather subdued fourth but fellow Jamun team-mate Paul Sleeman was lacking power and was passed by Andrew Stapley's Queensway Autos RF82 and 750MC Series leader Antonio Armelin at half distance.

John Moore dashed into the lead of the 750MC Modsports race from the third row in his Silkolene Turner and looked set for a runaway win. Richard Gamble recovered from a tardy start and rounded Moore at Druids on lap 2 but the Marcos cut dead forcing his retirement. It then looked as if Moore would come under threat from a fast closing Dick Whittington who had spurred past a quartet of squabbling Davrians along Brabham Straight. But Whittington's big Jaguar E-Type got out of shape approaching Paddock and slid into the tyre wall, fortunately without too much damage. Robin Harvey and Stephen Radcliffe were having a mighty duel for class honours but with Harvey's white Mk8 looking decidedly awkward the Sussex driver did well to hold onto the spoils. Close behind these Rupert Russell outdid Brian Kippax on the last lap for the 1-litre honours while poor Julie Thwaites fell back with a sick engine.

Ernie Frost took control of the Dellorto Reliant 750 race in the opening laps but reigning champion Simon Fry and former double-champion Bob Simpson applied a great deal of pressure. Fry nipped through along Cooper Straight when Frost was outfumbled by a backmarker, but Frost soon regained the lead. It was three abreast for a time and then Fry bravely sliced through on the inside approaching Paddock Hill on lap 9, only to veer straight off at Graham Hill Bend on the final tour. A delighted Frost took the flag and increased his points lead

over second-placed Simpson while further back Jeremy Bailey had got the better of Dick Harvey and Richard Crossman.

Steve Hall's pole-claiming TR4 had no answer to Reg Woodcock's TR3 in the dry and the wily Warwickshire driver romped home in the well-subscribed TR Register Championship. Peter Cox's silver TR4 held second early on but was overhauled by John Welburn's TR2 and Hall, although he stayed glued to Hall's bootlid. A terrific three-way class duel finally fell to Michael Reed's TR6 from John Ellis and Martin Hall on the line.

Kevin Martin signalled his intention to early Autocavan Formula Vee leader Peter Roberts each time they entered Clearways, but the reigning champion kept the door firmly shut until Martin took a much tighter line on lap 5 to ease through. From then on the 1983 Vee champion eased away, lapping close to the record, to increase his hold on the title. A frantic scrap for third place had Laurence Maynard, Mike Steley, Andrew Ingham, Mark Hadfield and Andy Giles all but tripping over each other. It was resolved when Steley pitted with a puncture after a spin at Paddock and Giles slammed hard into the barriers at Graham Hill Bend.

Another full grid contested the *Kit Cars & Specials* race. Tim Dutton was ruled out on lap 2 in an alarming moment along Cooper Straight which caught out Alaistair Bell, but up front Tony Ingram's Ginetta had things well tied up despite the constant shadow of Ted Marlow's Dutton. Steve Roberts was a solid third in the attractive Marcos Mantula until being delayed by a backmarker and Dave Preece shot by. Darryl Dixon went off at Druids at half distance and Stuart Beddow nipped past Robin Atkinson on the last lap to yet again claim the 1330cc class honours.

Simon Davey slipped ahead of the TUK Monoposto Kent field in commanding style and from row 2 Nick Ashbourne followed through to hold down second place in the face of stern challenges from Peter Winston and Maurice Cox. Alan Mugglestone (Merlyn Mk31) came onto the scene too but spun off at Paddock on lap 5 and then Winston's March 773 coasted to a halt down Graham Hill two laps later, handing Ashbourne second spot. Behind Cox, Brian Mee fought past the duelling Chris Fox and Jim Blockley on the last lap.

Robin Gray looked set for another victory in his QED Caterham Super 7 in the *Sporting Cars Roadgoing Series* but the engine died at Clearways on lap 2 and Gray only just made it to the pits. Rejoining a lap and a half down Gray put in the drive of the race, with a demoralising burst which took him to a lap record though still finishing one lap down. Grahame Bryant (Morgan Plus 8) assumed the lead and there was a hectic

confrontation for second spot, which was further confused by Gray's re-appearance. This fell to Geoff Sizzy's neat Turner from Jeremy Coulter's Caterham 7 once Michael Phillips had spun his Porsche at Paddock.

The 750MC Formula 1300 Challenge was halted during lap 4 when Derek Langley abandoned his Haggispeed in a precarious position on the approach to Druids after a wild spin. The aggregate result made little difference for Martin Welford was still a comfortable victor in the WEV2B from Richard Gilmour and Martyn Lane. Nigel Payne lost a top six spot with problems in the re-run and both Colin Marshall and Chris Green overcame John Sutton's recalcitrant Mallock — which had faltered from the front row in both parts.

In the absence of George Whitehead, the Monoposto race saw Brian Turner unusually at the head of affairs but he was soon claimed by David Dudley and David Cox. Peter Williams retired from the fray after only three laps and Ray Thomas fell back with a misfire. A fast finishing fourth was John Bryning, the sole Pre '70 entrant, who had been delayed at the start but powered his way into the reckoning with great verve.

RICHARD KENLEY

BRANDS HATCH

There was plenty of action at Brands on the following day, with the *Sun's* ever-popular free day offering an eight-race programme. Following his first CoB win of the year, Colin Stancombe immediately did it again. While race wins also went to Eddie McLurg (GTs), Martin Dell (MGs), Russell Grady & Chris Lewis (Minis), David Shead (Road saloons), Rod Burley (Hot rods) and Geoff Arnold (XR3s). Full report next week.

BRANDS HATCH

John Player Special FF1600 Champion of Brands race (10 laps): 1, Colin Stancombe (Lola-Stancombe T640E), 8m33.5s, 84.38mph; 2, Tim Harvey (Ray-Auriga 85F), 8m37.3s; 3, Ted Whitbourn (Ray-Minister 80F), 8m39.2s; 4, Chris Hall (Jamun-Minister T12B), 8m39.9s; 5, Andrew Stapley (Van Diemen-Minister RF82), 8m40.8s; 6, Antonio Armelin (Reynard-Minister 83/84FF), 8m40.9s. **Fastest lap:** Stancombe, 50.5s, 85.80mph.

750 MC Modified Sports Car race (10 laps) — Overall: 1, John Moore (1.6 Turner Treviscoe), 8m46.9s, 82.23mph; 2, Robin Harvey (1.0 Davrian-Bevan Mk8), 8m54.4s; 3, Stephen Radcliffe (1.0 Davrian Mk8), 8m54.8s; 4, Rupert Russell (1.0 Davrian-Bevan Mk7A). **1501cc and over:** 1, Moore; 2, Ian Higgins (1.6 Ginetta G4); 3, Paul Sebbum (2.4 Datsun 2602). **Fastest lap:** Moore, 51.2s, 84.63mph. **1001-1500cc:** 1, Brian Kippax (1.1 Davrian-Bevan Mk7), 80.90mph; 2, Ron Harper (1.3 Triumph Spitfire); no other starters. **Fastest lap:** Kippax, 52.1s, 83.17mph. **Up to 1000cc:** 1, Harvey, 81.08mph; 2, Radcliffe; 3, Russell. **Fastest lap:** Radcliffe, 51.7s, 83.81mph.

Dellorto Reliant 750 Formula race (10 laps): 1, Ernie Frost (Hague 78), 9m10.8s, 78.66mph; 2, Bob Simpson (SS Reliant), 9m25.0s; 3, Jeremy Bailey (Centaur Mk16), 9m24.5s; 4, Dick Harvey (Darvi Mk8), 9m25.0s; 5, Richard Crossman (DNC Mk5), 9m25.4s; 6, Dave Robson (SDAR/83), 9m29.3s. **Fastest lap:** Simon Fry (Nimrod Mk2B), 53.2s, 81.45mph.

TR Register race (10 laps) — Overall and 4/6 cylinder modified and 8 cylinder: 1, Reg Woodcock (TR3), 9m32.0s, 75.75mph; 2, John Welburn (TR2), 9m36.4s; 3, Steve Hall (TR4), 9m43.0s; 4, Peter Cox (TR4), 9m43.7s. **Fastest lap:** Woodcock, 55.7s, 77.79mph. **(establishes record).** **4 cylinder standard:** 1, Len Foster (TR7), 81aps, 60.32mph. Only starter. **Fastest lap:** 68.8s, 62.97mph. **4 cylinder tuned:** 1, Nick Boneham (TR4A), 67.58mph; 2, Michael Richards (TR4), 3, Trevor Allen (TR4A). **Fastest lap:** Boneham, 61.7s, 70.22mph. **(establishes record).** **6 cylinder tuned:** 1, Michael Reed (TR6), 91aps; 68.16mph; 2, John Ellis (TR6); 3, Martin Hall (TR6). **Fastest lap:** Hall, 61.0s, 71.03mph. **(establishes record).**

Autocavan Formula Vee race (10 laps): 1, Kevn Martin (Scarab Mk2C), 9m00.5s, 80.16mph; 2, Peter Roberts (Scarab Mk2), 9m02.0s; 3, Larry Maynard (Austro Mk1), 9m08.0s; 4, Mark Hadfield (Scarab Mk1), 9m08.3s; 5, Andrew Ingham (Scarab Mk2A), 9m09.6s; 6, Andy Storer (Scarab Mk2), 9m14.2s. **Fastest lap:** Martin, 52.5s, 82.53mph.

Kit Cars and Specials race (10 laps) — Overall: 1, Tony Ingram (1.6 Ginetta G4), 9m31.5s, 75.81mph; 2, Ted Marlow (2.0 Dutton B Plus), 9m33.0s; 3, Dave Preece (2.0 O&C Super Sport), 9m33.4s; 4, Steve Roberts (3.5 Marcos Mantula), 9m35.9s. **Up to 1330cc:** 1, Stuart Beddow (1.3 Westfield 11), 73.82mph; 2, James Buckton (1.3 Westfield 11); 3, Bob Furness (1.3 Westfield 11). **Fastest lap:** Beddow, 57.3s, 75.6mph. **1331-1645cc:** 1, Ingram; 2, Tony Jones (1.6 Westfield 11); 3, Heather Baillie (1.6 O&C Sport). **Fastest lap:** Ingram, 55.9s, 77.51mph. **1646-2060cc:** 1, Preece, 75.56mph; 2, Robin Atkinson (2.0 Westfield 11); 3, Mark Phillips (1.9 Sylva Striker). **Fastest lap:** Preece, 55.9s, 77.51mph. **2060cc and over:** 1, Marlow, 75.61mph; 2, Roberts; 3, Nigel James (3.0 Dutton Phaeton). **Fastest lap:** Roberts, 55.8s, 77.65mph. **All fastest laps establish records.**

TUK Monoposto Kent race (10 laps): 1, Simon Davey (1.6 Kinnell-Thorpe MB85), 8m35.8s, 84.00mph; 2, Nick Ashbourne (1.6 Lotus-Thorpe 69), 8m50.0s; 3, Maurice Cox (1.6 Davron-Ford SV), 8m52.3s; 4, Brian Mee (1.6 Royale-Minister RP26), 8m56.7s; 5, Chris Fox (1.6 Royale-Auriga RP26), 8m56.9s; 6, Jim Blockley (1.6 Reynard-Ford SF78), 8m57.3s. **Fastest lap:** Davey, 50.7s, 85.46mph.

Sporting Cars Roadgoing Sports Car race (10 laps) — Overall: 1, Grahame Bryant (3.5 Morgan Plus 8), 9m31.3s, 75.84mph; 2, Geoff Sizzy (1.8 Turner Mk3), 9m36.3s; 3, Jeremy Coulter (1.6 Caterham 7), 9m37.9s; 4, Keith Russell (2.7 Porsche Carrera), 9m39.1s. **Up to 1330cc:** 1, Paul Lucas (1.3 Triumph Spitfire), 72.15mph; 2, Roger Bowden (1.0 Ginetta G15); 3, Martyn Field (1.5 MG Midget). **Fastest lap:** Lucas, 50.5s, 74.06mph. **1331-2060cc:** 1, Sizzy, 75.18mph; 2, Coulter; 3, Simon Wheeler (1.6 Caterham 7). **Fastest lap:** Robin Gray (1.6 Caterham Super 7), 53.0s, 81.75mph. **(record).** **2061cc and over:** 1, Bryant; 2, Russell; 3, Michael Phillips (2.7 Porsche Carrera). **Fastest lap:** Bryant, 55.6s, 77.93mph. **(record).**

750MC Formula 1300 race (10 laps): 1, Martin Walford (WEV 2B), 8m37.3s, 83.76mph; 2, Richard Gilmour (Mallock Mk18), 8m41.8s; 3, Martyn Lane (Lola T492), 8m45.3s; 4, Colin Marshall (Mallock Mk16), 8m56.0s; 5, Chris Green (Mallock Mk14/16), 9m06.8s; 6, Martin Read (Mallock Mk11/14), 9m16.3s. **Fastest lap:** Walford, 49.5s, 87.53mph.

Lithofast Trophy for Monoposto Racing Club & Pre '70 Single Seaters (12 laps): 1, David Dudley (Reynard-Richardson SF77), 9m50.8s, 88.00mph; 2, David Cox (March 793), 9m51.6s; 3, Brian Turner (Chevron B47), 10m00.7s; 4, John Bryning (Brabham BT35), 10m04.2s; 5, Ray Thomas (Ray), 10m08.6s; 6, John Bradshaw (Raffo Mk9B), 10m12.9s. **Fastest lap:** Dudley, 47.5s, 91.22mph. **Pre '70:** 1, Bryning, 86.05mph, only starter. **Fastest lap:** 48.2s, 89.89mph.

Peacock's colours

OULTON PARK, Aug 10: The seven-race meeting was biased firmly towards the FF1600 aficionado with no less than five races for various ages or categories of these cars. Although he had only had his first FF1600 outing of the season at Oulton the other week, Richard Peacock once again brought out his trusty Crossle 25F, still supported by Tile Centre and County TV, and took in no less than four of the FF1600 races — obviously not eligible for the Junior round — taking two wins, one second place and three fastest laps.

The first race of the afternoon was for Formula E FF1600s and Peacock was on pole and led away with Alister Lane in tow. Lane closed and got into the lead by lap 9. Peacock was far from finished, however, and came back to retake the lead with one lap left. As they started the last lap a clutch of backmarkers allowed Wally Warwick to close on Lane and he slipped through to second down the Avenue to be just 0.3secs adrift at the flag. Warwick had had to contend with Jeff Cresswell for most of the race until the PRS got clear, Cresswell then coming home a safe fourth. Bryan Mullarkey had a scrap with David Mellor (Crossle 45F) for most of the race until the latter dropped back and Malcolm Barfoot moved to sixth.

There was a disappointing entry for the Townsend Thoresen Junior FF1600 round and Phil Andrews almost non-started his Fleetray RF85 after a large moment during practice knocked off two corners. Only sterling work by the team

750 MC

made the car ready to race. Andrews had to start from the pit lane.

As the lights went to green, Gary Ayles showed briefly in the lead ahead of Adrian Willmott and Gary Thomas. On the opening lap, Ayles spun at Lodge before rejoining, while Willmott and Steve Bottoms gyrated together, neither went very much further. . . . All this left Thomas ahead of Tony Bottoms with Danny Wright tucked into third. As the race progressed so did Ayles, moving up to take third on the last lap as Thomas and Bottoms crossed the line close together. Scott Stringfellow had an ill-balanced run to fifth and was almost caught by the late-starting Andrews.

Monroe prod saloon pole man Colin Blower was beaten to the first corner, being headed by David Yates, Chris Sanders and Graham Scarborough as the field rushed away. Blower soon got back to the front though and proceeded to romp away with the race, equalling the lap record on the way to the finish. Yates spun away his chances on lap 1 down at Island Bend and retired after five laps — this letting Scarborough move to second and chase Blower for all 12 laps, ending up just over 3secs in arrears, while most interest was centred upon the battle for fourth which had John Hammersley being caught by Karl Jones, Colin David, Vic Lee, John Cotton and Charles Scammell (Toyota Corolla GT).

Richard Peacock was out again for the 1974-78 FF1600 counter and in this race he led all the way from lights to flag ahead of Jeff Cresswell. Malcolm Barfoot slotted his Crossle 32F into third at the start and never came under any danger of being usurped although Brian Cook closed after fighting off Chris Whibley.

Peacock jumped out of the Crossle to talk to the interviewer at the end of race four, then had to jump straight back into the car, get it refuelled and onto the grid for the start of race five — the Champion of Oulton FF1600 round. He went straight into the lead from Phil Andrews, Mike Parkes and Roger Ecclestone. Andrews then moved to the front as he and Peacock pulled away to make it a two car battle for the lead. On lap 5 Ecclestone dropped to fifth as Parkes and Brian Mullarkey fought past, and a lap later Peacock demoted Andrews, too. For another three laps Peacock just headed Andrews and had to give up his

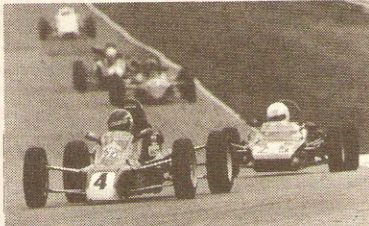
lead with just four laps left to run.

As the second interlude between the FF1600s, race six was for Special GTs and comprised an interesting selection of modified and Production cars with some of the Monroe runners coming out once more to bolster the ranks. Into the first corner it was the Elan of Terry Carthy which led, but David Ellis soon got his Aston Martin on song and took the lead extending it to the finish. The battle for second drew all attention with Carthy and Stuart Oliver scrapping furiously. Oliver's Elan retired from third at Clay Hill when his fuel pressure died and left Carthy comfortably placed, until Carthy's differential self destructed on lap 10. This left Roy Yates in second after fighting past and subsequently fending off Malcolm Harrison. But the Mustang had the clutch mechanism fail and in the confusion Hamilton and Peter Thomalla both went past to claim second and third places. Yates took fourth, a few seconds ahead of the winner of the smaller Modified section, Dave Forster in his Maguire Mini. In the Production classes it was a close run thing for overall honours with the Vitesse of Colin David just beating Charles Scammell's Corolla.

That FF1600 handicap race over seven laps ended the day in fine style. Ian Smith almost got the handicapping, on scratch times, spot on with the first three cars crossing the line separated by just 0.5sec. Mike Newton was first away in his Hawke DL11 — sporting Dedicated Microcomputers sponsorship — and he held the lead until the very last lap when he was swamped by a deluge of cars, Cooke, Warwick, Whibley and Parkes all just squeezing past with the finish in sight. Warwick made up most time on the road from next to last starter, while Peacock could do no better than seventh place after starting last away.

PAUL BOOTHROYD

Phil Andrews heads Richard Peacock.



OULTON PARK

Formula E FF1600 race (12 laps): 1, Richard Peacock (Crossle-Scholar 25F), 18m33.9s, 91.37mph; 2, Wally Warwick (PRS-Auriga 81F), 18m34.2s; 3, Alistair Lane (Van Diemen-Aldon RF80), 18m35.3s; 4, Jeff Cresswell (Merlyn-Auriga Mk29), 18m39.7s; 5, Bryan Mullarkey (Van Diemen-Minister RF80), 18m56.4s; 6, Malcolm Barfoot (Crossle-Scholar 32F), 19m02.1s. **Fastest lap:** Lane, 1m31.1s, 93.10mph (record).

Townsend Thoresen Junior FF1600 race (12 laps): 1, Gary Thomas (Van Diemen-Scholar RF85), 18m19.8s; 92.54mph; 2, Tony Bottoms (Reynard-Gatmo 85FF), 18m20.1s; 3, Gary Ayles (Reynard-Minister 84FF), 18m26.0s; 4, Danny Wright (Van Diemen-Scholar RF85), 18m27.3s; 5, Scott Stringfellow (Reynard-Minister 85FF), 18m37.7s; 6, Phil Andrews (Van Diemen-Minister RF85), 18m41.1s. **Fastest lap:** Ayles, 1m29.9s, 94.34mph.

Monroe Production Saloon race (12 laps) — Overall: 1, Colin Blower (2.0 Colt Starion Turbo), 21m01.1s; 80.70mph; 2, Graham Scarborough (2.8 Ford Capri), 21m04.5s; 3, Chris Sanders (1.6 Ford Escort RS Turbo), 21m12.8s; 4, Colin David (3.5 Rover Vitesse), 21m36.8s. **Over 3000cc:** 1, Blower; 2, David; No other starters. **Fastest lap:** Blower, 1m41.8s, 83.31mph (equals record). **2001-3000cc:** 1, Scarborough, 80.48mph; 2, Sanders; 3, John Hammersley (2.8 Ford Capri), 22m01.6s. **Fastest lap:** David Yates (2.8 Ford Capri), 1m44.5s, 81.16mph. **1301-2000cc:** 1, Karl Jones (2.0 Fiat Strada Abarth), 21m37.4s, 78.44mph; 2, Vic Lee (1.8 VW Golf GTI), 21m40.0s; 3, John Cotton (1.8 VW Golf GTI), 21m40.4s. **Fastest lap:** Lee, 1m45.5s, 80.39mph (record). **Up to 1300cc:** 1, John Hopwood (1.3 Vauxhall Nova SR), 22m46.9s, 74.45mph. No other starters. **Fastest lap:** 1m52.4s, 75.54mph. Results provisional.

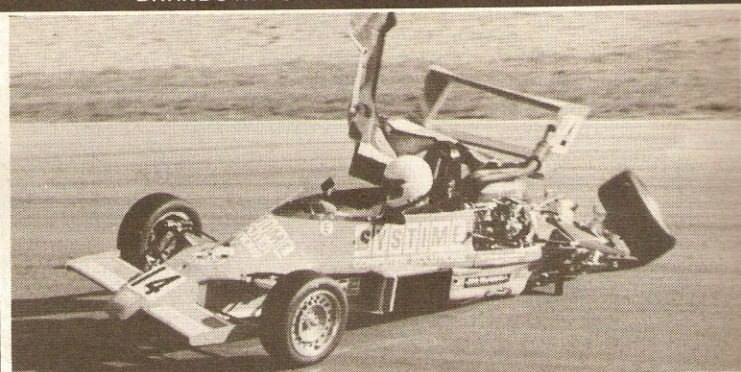
BARC 1974-78 FF1600 race (12 laps): 1, Peacock, 18m18.6s, 92.64mph; 2, Cresswell, 18m22.0s; 3, Barfoot, 18m49.7s; 4, Brian Cooke (Royale-Harris RP21), 18m51.6s; 5, Chris Whibley (Royale-Rowland RP21), 19m01.7s; 6, Wil Anif (Crossle-Howe 25F), 19m25.4s. **Fastest lap:** Peacock, 1m30.7s, 93.51mph (record).

Champion of Oulton FF1600 race (12 laps): 1, Phil Andrews, 18m11.7s, 93.23mph; 2, Peacock, 18m12.1s; 3, Mike Parkes (Reynard-Auriga 85FF), 18m29.9s; 4, Roger Ecclestone (Reynard 84FF), 18m31.8s; 5, Mullarkey, 18m40.6s; 6, Stringfellow, 18m48.0s. **Fastest lap:** Peacock, 1m29.7s, 94.55mph.

BARC NW Special GT race (12 laps) — Overall and Modified Cars Over 1501cc: 1, David Ellis (5.3 Aston Martin V8), 17m53.3s, 94.82mph; 2, Malcolm Hamilton (4.2 Jaguar E Type), 18m48.2s; 3, Peter Thomalla (3.9 Skoda-Rover SR110), 19m18.0s; 4, Roy Yates (7.2 Ford Boss Mustang), 11 laps. **Fastest lap:** Ellis, 1m23.5s, 101.57mph (record). **Modified Cars up to 1500cc:** 1, Dave Forster (1.0 Maquire Mini), 11 laps, 86.45mph; 2, Garry Young (1.5 Lenham Le Mans); 3, Colin Flynn (1.3 Mini), 10 laps; 4, Paul Simpson (1.3 MG Midget). **Fastest lap:** Forster, 1m36.2s, 88.16mph. **Production Cars over 2001cc:** 1, David, 10 laps, 78.14mph; 2, John Rice (5.3 Jaguar XJ12L), 9 laps. No other starters. **Fastest lap:** David, 1m46.3s, 79.78mph. (establishes record). **Production Cars up to 2000cc:** 1, Scammell, 10 laps, 78.12mph; 2, Richard Johnston (1.8 Vauxhall Astra GTE); 3, Peter Brown (2.0 Triumph Dolomite Sprint); No other finishers. **Fastest lap:** Scammell, 1m47.1s, 79.19mph (record).

FF1600 Handicap race (7 laps): 1, Cooke, 11m55.3s, 88.57mph; 2, Warwick, 11m55.5s; 3, Whibley, 11m55.8s; 4, Parkes, 11m59.4s; 5, Mike Newton (Hawke-Ford DL11), 12m00.9s; 6, Ian Slater (PRS-Peck 81F), 12m01.0s. **Fastest lap:** Peacock, 1m30.5s, 93.71mph.

BRANDS HATCH: RACING DISPLAYS FF2000



Pratt really made a mess of his RF85 after hitting Coyne's stationary version.

The angry young chargers

The FF2000 chassis scene is getting ever more complicated. With the Reynard 84SF firmly established as the car to beat, it is now apparent that the newly-built '84 spec cars are no match for the well-used originals. Back-to-back testing by the Penistone team had resulted in Bertrand Fabi electing to race Peter Meyrick's older yellow car. After a troubled time of late he was immediately back on the pace, setting a pole time of 45.4s in freezing conditions. This was later matched by Martin Donnelly, in buoyant mood after his Nurburgring win.

Peter Hardman was another who found the newer car off the pace, though he still headed the second row with a 45.8s. A further 0.1sec behind were the Van Diemens of Dave Coyne and John Pratt, Coyne driving the Duckhams car for the first time since a major rebuild after his Oulton shunt. Pratt had been testing a revised car in midweek, but the outcome was not too encouraging, and both cars were in standard trim.

After heavy rain it was dry but still cold for the start. Donnelly made the better getaway from the outside of the front row, immediately moving over to the right. Poleman Fabi found the gap between the armco and the Rushen Green car diminishing rapidly, but somehow contact was avoided. Behind them Coyne was leaning on Hardman, the Lancastrian having to lift off and watch Pratt go by too.

After a hectic opening lap Coyne was up to second behind the fast disappearing Donnelly. Fabi was all over the Van Diemen, and on the third tour took a run up the inside on the way into Druids. The two drivers had opposing views on what happened next. Fabi was adamant that Coyne had driven into him, while the Duckhams man was furious, claiming that Fabi had simply pushed him off from behind. The result was one very bent Van Diemen bouncing off the tyre wall and back onto the track, while the Reynard continued having lost its nose.

For two laps the French Canadian struggled while a queue of five cars built up behind, Pratt, Luhtanen and Hardman

eventually getting by. Pratt was going well in the difficult Systeme car until it got the better of him going into Druids, bouncing off the abandoned Duckhams car and spinning back across the track. His pursuers managed to avoid him, though Bradley collected a flying wheel. With Druids now littered with wreckage, the race was stopped.

There was chaos as the grid reformed, with angry scenes as teams were initially prevented from working on their machines. After things had cooled down, the main beneficiary was Fabi, who was able to fit a new nose and replace a damaged front tyre. Bradley also reappeared with a front wing borrowed from Pratt. The race was to be run for (the remaining) 19 laps.

The start was clean, Donnelly immediately pulling away to add to his 6sec advantage from the first part. But Fabi was in determined mood, and he was soon past Hockenull and in pursuit of Hardman. He took the Lancastrian at McLaren in a finely judged move on lap 12, and four laps later was past Luhtanen at Druids for second. He then set his sights on Donnelly, but the Irishman was comfortably ahead, even without his first part advantage. Fabi set fastest lap, eventually crossing the line just behind Martin, the Rushen Green man easing off to win by 15secs overall. Luhtanen was a good third, taking the award for best 'new' 84SF, ahead of Hardman who had been struggling with poor handling. Hockenull got the better of Jans after a race long dice for fifth, with Bobby Carville looking on in the second Penistone entry. Another long battle between Bradley and Booth culminated in a big sort-out at Clearways on the final tour, the pair struggling home in badly damaged cars. Bradley had managed to bend the nose borrowed from Manadient. . . .

It was then that the fun started, with protests and counter protests flying back and forth (see *Sports Extra*). Fortunately the only outcome was that Fabi, Coyne and Donnelly missed their suppers, and the result was declared official at 8.30pm. . . .

ADAM COOPER

BRANDS HATCH

Aug 11

Racing Displays British FF2000 Championship, round 15

25 laps — 30.05 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Martin Donnelly	Reynard-Neil Brown 84SF	19m20.10s	45.4	45.3
2	Bertrand Fabi	Reynard-Neil Brown 84SF	19m31.70s	45.2	45.3
3	Tomi Luhtanen	Reynard-Nelson 84SF	19m34.20s	45.8	45.9
4	Peter Hardman	Reynard-Neil Brown 84SF	19m35.90s	45.4	45.7
5	Ross Hockenull	Reynard-Neil Brown 84SF	19m44.20s	46.2	46.1
6	Thomas Jans	Reynard-Neil Brown 84SF	19m44.90s	46.2	45.9
7	Bobby Carville	Reynard-Neil Brown 84SF	19m47.60s	46.2	46.4
8	Gary Dunn	Reynard-Swindon 84SF	20m08.00s	46.9	46.8
9	Felipe Machado	Reynard-Neil Brown 85SF	20m10.60s	47.0	46.9
10	John 'Broly' Booth	Van Diemen-Neil Brown RF85	20m13.50s	46.9	46.8
R	John Pratt	Van Diemen-Neil Brown RF85	ret	47.1	45.8
R	Dave Coyne	Van Diemen-Nelson RF85	ret	46.8	45.8

Winner's average speed: 93.37mph. **Fastest lap:** Fabi, 45.2s, 95.86mph. **Championship positions:** 1, Fabi 193pts; 2, Donnelly, 157; 3, Hardman, 156; 4, Pratt, 148; 5, Coyne 107; 6, Luhtanen, 78; etc. **Next round:** Silverstone, Sep 01.



MALLORY PARK

A 10-race meeting took place in wet and windy conditions last Sunday with wins going to David Ellis (ATAC & GTs), Michael Salmon (Thoroughbreds), John Young and L Nash (Pre-'65 saloons), Don Hardman and Gary Ayles (FF1600), Bill Taylor and Josh Sadler (Porsches) and Lawrence Croydon-Fowler (MG Midgets). Full report next week.

MALLORY PARK: STAR OF TOMORROW

Thoroughly dominant Gary

**DUNLOP
AUTOSPORT**

STAR OF TOMORROW CHAMPIONSHIP

The weather during practice and the previous day's TT Junior round at Oulton Park had as much influence on the result of this round of the Dunlop/AUTOSPORT Star of Tomorrow series as did the 10 laps around the compact Mallory Park circuit.

During morning practice Gary Ayles continued his run of improving form in the Applied Tech Systems/AMT 84FF and put in a pole winning time of 1m03.4s in the very wet and blustery conditions. Gary Thomas (McAlister Homes Pine City Racing RF85) and Phil Andrews (Fleetry Racing RF85) tied for the other two front row places just 0.3secs slower than Ayles. Row 2 comprised Danny Wright (Anglo European RF85) and Richard Dean (Jim Lee RF85) but these spaces looked as if they were going to be empty with both cars being comprehensively 'shunted' at the Esses in the morning. Stuart

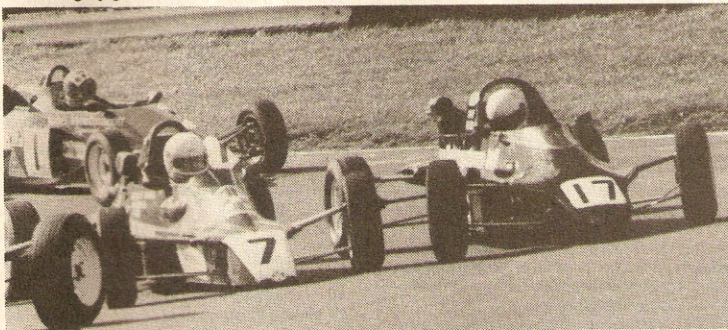
Kestenbaum was a late entry and slotted into the outside of row 3 with Jason Elliott alongside — suffering a loose rear roll-bar in practice — and Tony Bottoms completing the row.

The Jim Lee team got Dean's car onto the grid just in time and with Wright's spot unoccupied Elliott had a clear run at the lights through ahead of Dean who slotted in behind leader Ayles, Thomas and Andrews. Dean and Thomas made slight contact down the Stebbe Straight and Thomas then edged past Andrews through the Esses on the opening lap to assume grid order across the line.

For the whole 10 laps the order within the front six cars never altered as Ayles pulled away from Thomas who had Andrews and Elliott breathing down his neck. Dean ran a cautious fifth throughout in his hastily repaired car and headed home Tony Bottoms who fought past Adrian Cottrell on lap 2. Cottrell then dropped behind John Baynton-Glen for a couple of laps before getting back to seventh place which he held to the finish.

PAUL BOOTHROYD

A thoroughly good weekend for Gary Ayles — an accomplished drive netting victory.



MALLORY PARK

Aug 11

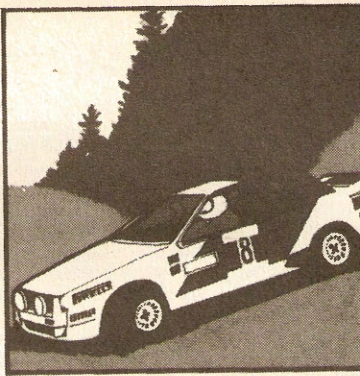
Dunlop—AUTOSPORT Star of Tomorrow, FF1600 Championship, round 9

10 laps — 13.5 miles

Pos	Driver	Chassis/Engine	Result	Bestlap	Qualifying
1	Gary Ayles	Reynard-Minister 84FF	10m01.1s	58.6	1:03.4
2	Gary Thomas	Van Diemen-Scholar RF85	10m09.6s	59.5	1:03.7
3	Phil Andrews	Van Diemen-Minister RF85	10m10.0s	59.3	1:03.7
4	Jason Elliott	Van Diemen-Nelson RF85	10m10.1s	59.1	1:05.2
5	Richard Dean	Van Diemen-Auriga RF85	10m22.1s	59.7	1:05.2
6	Tony Bottoms	Reynard-Scholar 85FF	10m23.2s	58.8	1:06.0
7	Adrian Cottrell	Royale-Swindon RP36	10m28.3s	59.7	1:06.2
8	William Bailey	Quest-Ford 85FF	10m30.6s	59.6	1:06.9
9	John Baynton-Glen	Van Diemen-Scholar RF84	10m31.6s	1:00.2	1:09.3
10	Stuart Kestenbaum	Lola-Minister T644E	10m32.4s	1:00.1	1:05.4
11	Paul Spooner	Lola-Auriga T644E	9laps	1:06.0	1:11.3
12	Philip Stevenson	Royale-Nelson RP29	9laps	1:06.1	1:13.9
13	Tim Burgess	Royale-Tiger RP26	7laps	1:16.1	Notime

Winner's average speed: 80.85mph. Fastest race lap: Ayles, 58.6s, 82.93mph.

AUTOSPORT, AUGUST 15, 1985



INTERNATIONAL RALLIES

Rally of the flowers

The likeable bespectacled Spaniard Salvador Servia notched up the most important win of his career on the idyllic island of Madeira when he took his Jolly Club-Totip Lancia Rally to a narrow victory over the West Lancia of the Andrea Zanussi and the current European Championship leader Dario Cerrato in the sister Totip car, thus lifting himself to equal second in the Euro series.

The beautiful 'island of flowers' makes a fabulous backdrop, the route threading its way through the terraced banana plantations and up and over the exposed volcanic peaks to drop back down the very steep hills towards the Atlantic Ocean, giving a severe pounding to suspension and transmissions.

Servia took an immediate 6sec advantage over the opening 13km stage from Cerrato, with Sainz's Renault already pumping water out onto its rear tyres. It was smoking badly before the second and was out of the rally before the end of the stage. Terry Kaby, was in trouble, a rear tyre deflating — dropping 3mins. Cerrato set fastest times on stages 2-4 and by the end of this short first leg, he held the lead by 5secs from Servia, with Zanussi third, ahead of the battle between Joaquim Moutinho in the Renault-Portugal R5 Turbo and the second West Lancia being driven for the first time by young Harri Toivonen. Kaby had recovered from 16th spot and was back to seventh.

Saturday turned out to be a scorching hot day, and Cerrato lost his lead on the very first stage, a brakepipe bursting on the longest stage of the rally, the 30kms up over Poiso. This cost him almost 1½mins, dropping him to third. Zanussi started to close on Servia, setting four fastest times before the engine began to lose power as the pump for the water-injection failed. It was four stages before

Kaby/Gormley finished fifth overall.

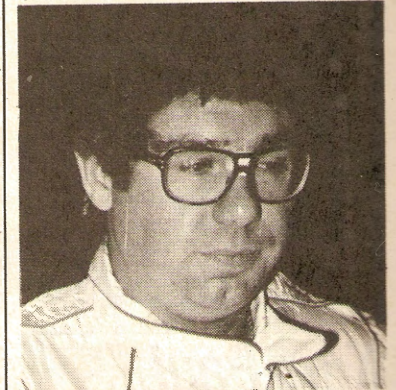


they were able to change it. Cerrato drifted to almost 2mins behind Servia as he picked up punctures and his water injection pump gave trouble. Toivonen, meanwhile, managed to squeeze past Moutinho's Renault, so that Lancias filled the first four places. With just three more stages to go before the Saturday night halt, Moutinho had a monumental spin sliding into a stone wall, and was lucky only to remove the rear bumper.

At the restart on Sunday morning Servia held a 29sec advantage over Zanussi, from Cerrato, Toivonen and Moutinho, with Kaby having repassed Loubet to fill sixth spot. Cruel luck soon ended an otherwise faultless first run for Toivonen in a Lancia: the transmission seizing. The West team seemed jinxed, for, on the very last stage, the throttle cable broke on Zanussi's car, and co-driver Sergio Cresto had to break through the window between them and the engine compartment and operate the throttle by hand until the end of the stage. They held on to second spot, beating Cerrato by 18secs at the finish.

HUGH BISHOP

Salvador Servia — now second in series.



MADEIRA WINE RALLY (P)

European Rally Championship, round 32 (co-efficient 4)

1, Salvador Servia/Jordi Sabater (Lancia Rally 037), 4h42m58s; 2, Andrea Zanussi/Sergio Cresto (Lancia Rally 037), 4h44m07s; 3, Dario Cerrato/Gianfranco Cerri (Lancia Rally 037), 4h44m25s; 4, Joaquim Moutinho/Edgar Fortes (Renault 5 Turbo), 4h56m23s; 5, Terry Kaby/Kevin Gormley (Nissan 240RS), 5h04m06s; 6, Yves Loubet/Jean Bernard (Alfa Romeo GTV 6-A), 5h12m24s; 7, Carlos Bica/João Sena (Ford Escort RS), 5h19m36s; 8, Francis Roussely/Patrick Fromont (Porsche 911 SC), 5h22m59s; 9, Fabien Doenlen/Evelyn Erciol (Peugeot 205 GTI), 5h28m58s; 10, Patricia Bertapelle/Pascale Bertapelle (Peugeot 205 GTI), 5h35m10s.

Championship positions: 1, Cerrato, 409pts; 2 = Harald Demuth & Servia, 191; 4, Massimo Biasion, 165; 5, Tabaton, 144; 6, Kalle Grundel, 140.

Irish notes

Frank Meagher won the penultimate Irish Shellsport event of the season, the Tipperary Stonethrowers Rally last weekend by a convincing 2 mins. This was young Meagher's most important victory to date, his Ford Escort running faultlessly throughout the 22-year-old's local event. James Doherty, in his Chevette was second, 5secs ahead of Ken Lyons, these two now tying for the lead of the Shellsport series, going into the final Galway round at the end of the month. Fourth in the 90 mile slippery tarmac event was Vincent Meade, with Belfast's Langley Humphries fifth, both in Escorts.

Further north, James Cullen won his local Milford Donegal Rally by a slim 3secs from Pat Nunnon after the 22 miles of tarmac stages. Dungannon's Ken Colbert was third with Gerry McVeigh fourth both in Sunbeams, while Pat Kirk's Nissan finished fifth, having slipped from third after a second stage puncture.

BRIAN PATTERSON



NATIONAL RALLIES

Moore the merrier

Aug 11: High Moor MC crew Mick Moore and Wendy Wilde set fastest time on five of the first six stages at RAF Lindholme, near Doncaster and won the Glossop & DMC Hob Hay Stages quite easily in their TR7 V8. Similar TR7 V8s occupied third and fourth places behind David Ross' RS1800 on the eight stage rally which attracted 63 entries of whom 45 made the finish after a miserable day of incessant rain.

HOB HAY STAGES

1, Mick Moore/Wendy Wilde (Triumph TR7 V8), 3754s; 2, David Ross/Colin Kniveton (Ford Escort RS1800), 3797s; 3, Robert & Pat Lowe (Triumph TR7 V8), 3927s; 4, Ian Wilde/David Harrison (Triumph TR7 V8), 3984s; 5, S Daysh/G Daysh (Ford Escort RS1700), 4025s; 6, Chris Blake/Gerard Harris (Talbot Sunbeam Lotus), 4059s.

King Paul

Aug 10: Paul Rosenthal and Paul Skilleter took the ex-Pat Moss Austin A40 to victory on index of performance on the Coronation Rally on Epynt and finished the 16 stage event well clear of the opposition.

Just over 80 crews tackled the second running of the event in fine weather and the battle for the honour of taking the fastest time on the greatest number of stages was between Ian Giles' Lotus Cortina and Simon Bridge's Ford Anglia. Eventually Giles took the honour. Another good performance came from the Jaguar XK 120 of Michael Axe who won the pre-1960 class.

Moody magic

Aug 11: Dennis Moody's rebuilt DM3 Ford Escort gave its owner a fine run to capture the Merlin Fireplace Epynt Stages after a 21 stage battle with Bob Fowden's Rover on the Brecon mountains.

Fowden and Hywel Thomas, defending their title, apparently suffered a penalty for an alleged 'jump start' on one stage giving the West Countryman a victory by 17 secs. John Price was third in the Renault 5 Maxi turbo and the little Davrian of Geoff Kitney/Alan McCann scuttled around to finish fourth. Roger Lane was taken to hospital after an accident in which his Escort ran off the road and hit a tree, but co-driver Stuart Derry escaped with severe bruising.

EPYNT STAGES RALLY

1, Dennis Moody/Ken Rees (Ford Escort DM3), 85m 59s; 2, Bob Fowden/Hywel Thomas (Rover SD1), 86m 16s; 3, John Price/Mike Bowen (Renault 5 Maxi turbo), 87m 25s; 4, Geoff Kitney/Alan McCann (Davrian 1800), 87m 59s; 5, Brian Price/Ryland James Chevette HSR), 88m 37s; 6, Theo Bengry/Paul Watkins (Opel Ascona 400), 89m 10s.

Ingram's gamble

Aug 11: Kingsley Ingram's gamble paid off at the Ingliston Circuit when he came from the midfield to the front to take maximum points for the first time this year in the AC Delco Astra Challenge.

A torrential downpour before the start of the 15-lap race saw most drivers electing intermediate tyres, but Ingram and Alan Coates gambled on cut slicks.

Chris Atkinson was in pole position with David Beesley on his outside, but Atkinson stopped dead on the first corner when the gear linkage broke leaving Beesley in the lead as the following cars took evasive action around the stricken Atkinson. David Pemberton and Steve Easton gave chase and Brian Furner eased his way up the field, but by half distance Ingram had hauled them all in to take the lead on lap 9. Coates was also making ground as the track dried and the intermediate tyres went off, Coates overtaking Beesley on lap 14. Steve Easton clung on to fourth spot, while Kim Kirk and Furner staged a last lap duel, Furner going wide on the final corner to let Kirk through.

Championship leader Tony Saddington had a bad day, eventually tracing an engine malfunction to the carburettors, and finishing 11th

VAL SHENTON

INGLINGTON

AC Delco Astra Challenge

1, Kingsley Ingram, 16m28.1s; 2, Alan Coates, 16m35.8s; 3, David Beesley, 16m36.7s; 4, Steve Easton, 15 laps; 5, Kim Kirk, 15 laps; 6, Brian Furner, 15 laps.

Border Marshall

Aug 10: The Andrews Air Conditioning Border Rally was hardly a classic, either in terms of quality or competition, but the organising Hawick & Border CC did offer a good, no nonsense package for the 117 entries. Unfortunately the condition of the Twiglees forest roads gave cause for concern.

That apart, the top four set about the 64 miles of tests in the Tweed Valley with customary vigour and finished in that order with George Marshall taking his first rally win at the wheel of the DS Dalglish Nissan 240RS. George was a shade lucky for the Twiglees stage ripped off the clutch slave cylinder, but a spectating fan offered one off his own car which George's sponsors duly replaced at their garage in Galashiels.

With Marshall well in command, at the head of the field, Peter Doughty in the

Vince Wetton placed third overall and extends his BTRDA series lead.

Quickbits Manta, Vince Wetton in the Batchelor Bowles Ascona and Pete Slight's in the Direct Windows Escort, had a rare old tussle for the runner-up position. Doughty clinched it on the final stage taking 5 secs off Wetton. Slight's was relegated to fourth. This performance from the top three Anglo crews ensured that 'Team Drunk' won the barrel of beer leaving the score at England 3, Scotland 2.

Alistair Brearley in the Pringle Weldon Chevette and Murray Grierson in his Escort could do little against the top four and had to settle for fifth and sixth. David Gillanders was top Group A runner despite the Volvo receiving no turbo boost, while David Jenkins won the 1600cc class with his Escort and Ralph Locky's Nissan was the quickest 1300cc runner.

Marshall now leads the Esso Scottish series from Grierson by four points, 26 clear of the third placed Tom Muir. In the BTRDA series Wetton still leads from Doughty and Slight's.

JOHN FIFE

ANDREWS BORDER RALLY

1, George Marshall/Lyn Jenkins (Nissan 240RS), 67m50s; 2, Pete Doughty/Mike Smith (Opel Manta 400), 68m21s; 3, Vince Wetton/Chris Allen (Opel Ascona 400), 68m23s; 4, Pete Slight's/Lou Naylor (Ford Escort RS), 68m37s; 5, Alistair Brearley/Bob Wilson (Vauxhall Chevette HSR), 68m52s; 6, Murray Grierson/Roger Anderson (Ford Escort RS), 70m19s; 7, Gordon Smith/Peter Carsirs (Ford Escort RS), 70m47s; 8, Kevin O'Kane/Noel Alexander (Talbot Sunbeam Lotus), 70m53s; 9, David Gillanders/Graham Neish (Volvo 240 Turbo), 71m35s; 10, Jimmy Gurvan/Iain Urquhart (Ford Escort RS), 71m42s.

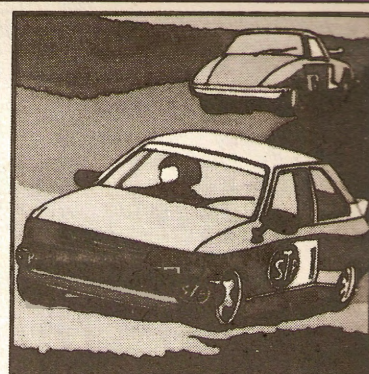
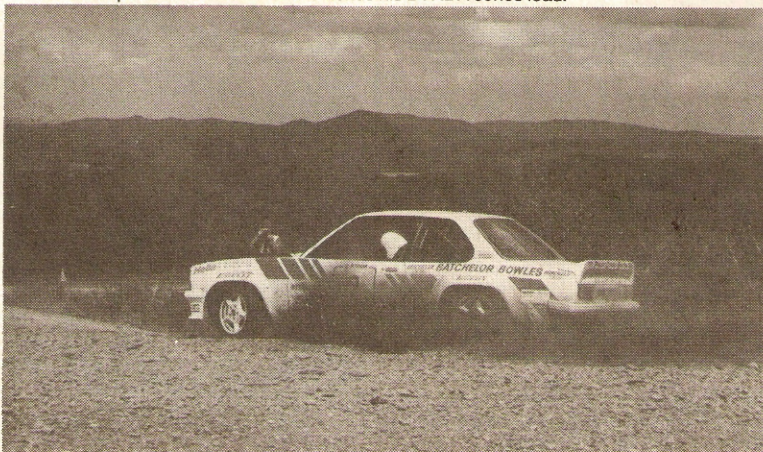
Third in a row

NOVA JUNIOR CUP: Chris Birkbeck in the Cowies of Redcar Nova made no mistakes on the Andrews Air Conditioning Border Rally to take his third successive win, in the Vauxhall Rental Nova Junior Cup. His winning margin from John Pritchard in the Slaters of Abergole car was just 20secs, with third placed Steve Davies only 6secs behind.

This proved a tough event for the little Novas and, front runners apart, few escaped without problems: Mick Walker took a maximum in Cardrona when he rolled and damaged the nearside, but got going again to score 12 useful points; Alan Reid also rolled, in Twiglees but he too kept going, only to retire with a broken cam pulley; John Underwood took a maximum in Yair when he drifted wide into a gully; Andy Knight in a similar incident in Castle O'er was less fortunate being unable to remove the car. Ten mile Craik took its toll with Andy Waddington, Alan Reid, Graham Holden and Tim Johnson all arriving at the finish on flat tyres.

Victory for Birkbeck puts him in an 18 point lead after six rounds, from Graham Holden. Birkbeck has now taken 30 fastest stage times, with John Underwood his nearest rival on 10.

VAL SHENTON



OFF TRACK SPORT

Weather beaten!

CRAIGANTLET, Aug 03: The championship run-off proved to be a race against time in more ways than one. With the weather rapidly closing in the leading contenders in the British hillclimb championship produced yet another incredibly close finish.

Rain storms during the day severely affected the classes, many being decided on one run. The Davrian of Raymond Piggott continued on its winning way in Ulster taking the first class of the day by over 1½ secs from the locally-built Clan Crusader of Robert Morrison. Having fallen foul of the weather on the first runs and spun Roy Hylands took his Manx Racing Mini to its customary class win from the Mini of John Donnelly. There was no disputing the winner of the 1300 to 1600cc Modified Road Cars, for Adrian Kirkland's exuberant style produced a class record and a 6 sec advantage over the Lotus 7 of Alex Furphy.

A tremendous assault by Fred Crawford produced the expected result in the next class, his Escort RS just failing to match Josh Sadler's class record as he headed home the Chevette of Ulster rally ace Bertie Law. A cross channel sortie by Scotsman George Ritchie reaped dividends for, despite running his second string Ginetta G15, he stormed to victory in record time over the Opel Kadett of Robin Walsh. A close battle ensued in the over 1600cc road going class, the Escort of Gerald Kinnear finally holding at bay the Morgan +8 of Peter Saunsbury.

The first of the single-seater classes saw the howling Zip Shadow of Phil Jefferies show the local Formula Fordsters the way. The second runs saw conditions much improved, but Jefferies spun away his chances and allowed Neil White to take victory. Rod Fisher, paying his first visit to the Irish hill improved dramatically on the second runs, to take second place. A newcomer to single seaters this season former Mini driver Jackie Harris set the pace in the popular FF2000 class, the beautifully presented Crossle leading the way on both runs to finally head home the Reynard of Terry Ingles. Jenny Kennedy challenged hard with third place. The sensation during practice was David Grace, who posted a magnificent 56s run, then took to the scenery on his first climb with the Mallock, leaving the lead in the hands of Bill Wood's Leicestercard Mallock. Wood posted a sub 58s second climb but Grace fought back magnificently to take the spoils by over ¾ sec.

Determined to take his first ever victory at Craigantlet Martyn Griffiths set the standard in his Chase Web Offset Pilbeam during the class runs. His lead was tenuous, however, for the Glissade 'twins' (Alistair Douglas-Osborn and John Hunt) were both flying, setting

AUTOSPORT, AUGUST 15, 1985

CRAIGANTLET

ULSTER AC

RAC British Hillclimb Championship, round 12

BTD: Chris Cramer (2.5 Gould-Hart 84/2), 50.27s.

Top 12 run-off: 1, Cramer, 50.27s; 2, Alistair Douglas-Osborn (2.7 Pilbeam-Hart MP54), 50.29s; 3, Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 50.45s; 4, Tim Thomson (2.8 Pilbeam-Hart MP50/OTJ), 51.40s; 5, John Hunt (2.7 Pilbeam-Hart MP54), 51.46s; 6, David Gould (2.5 Gould-Hart 84/2), 51.65s; 7, Ray Rowan (2.5 Toleman-Hart TG280H), 51.68s; 8, Roy Lane (2.7 Pilbeam-BMW MP53), 52.55s; 9, Max Harvey (2.8 Pilbeam-Hart MP53/04, 52.84s; 10, Charles Wardle (2.2 Mallock U2-Hart Mk21), 54.38s; 11, Richard Parsons (2.5 March-Hart 792), 55.11s; 12, Robert McGimpsey (1.6 Crosslé-BDA Turbo), 55.29s.

Class Winners: Raymond Piggott (1.0 Davrian), 66.00s; Roy Hylands (1.3 Manx Racing Mini), 65.27s; Adrian Kirkland (1.6 Ford Escort RS), 64.01s (record); Fred Crawford (2.0 Ford Escort RS), 61.21s; George Ritchie (1.0 Ginetta G15), 70.85s (record); Gerald Kinnear (1.6 Ford Escort), 74.43s; Neil White (1.6 Crosslé-Ford 32F), 65.77s; Jackie Harris (2.0 Crosslé-Ford 56F), 62.65s; David Grace (1.7 Mallock U2-Ford Mk14/25), 57.10s; Griffiths, 52.31s; Sidney Gilmore (Derby Bentley), 86.87s; Rod McDowell (3.0 Austin Healey 3000), 78.91s.

Championship Positions: 1, Griffiths and Cramer, 87pts; 3, Douglas-Osborn, 81; 4, Thomson, 68pts; 5, Lane, 58; 6, Rowan, 48.

equal times, closing to within 0.06 secs.

Despite setting the fastest on-the-road time the Fraser Nash of Harvey McWhir was unable to defeat the handicappers in the vintage class, that honour falling to the Derby Bentley of Sidney Gilmore. In the classic sports car class a fine climb from the immaculate Austin Healey of Rod McDowell produced a clear win.

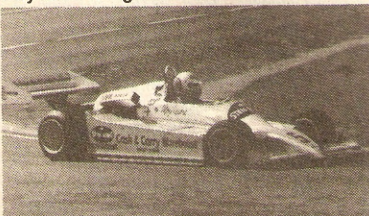
In the run-off two local drivers acquitted themselves well. Richard Parsons managed but one run due to throttle problems but still just defeated Robert 'Turbo Sam' McGimpsey. Two enthusiastic climbs from Charles Wardle were worth a well deserved point for 10th place. Max Harvey's Chase Web Pilbeam clipped the 53s barrier, but ninth place only was the reward. Roy Lane, paying his first visit to Ulster for several years, looked extremely rapid on the lower sections of the hill but the Steel King driver could only slip ahead of Harvey by 0.39 secs. Newcomer to the hill, Ray Rowan recovered well from a dramatic practice session, the GKN Technology/MTS Automotive Testing Toleman twice beating the 52s barrier to take seventh place. David Gould continued to show his Guernsey form with a final ascent which pipped the Toleman for sixth place. John Hunt was showing his best form of the season, a well controlled final run snatching fifth place.

Having failed to score a championship point in the Channel Islands Tim Thomson was hungry and really attacked with the Guyson Pilbeam, holding fourth place at the end of the first runs. He tried even harder on the second, just too hard, for he spun at Hall. He retained fourth place. Alistair Douglas-Osborn hit the front during the first runs, but again it was close, for he headed the hard-charging Chris Cramer by just 0.05 secs, with fastest qualifier Martyn Griffiths right in the hunt.

With rain clouds approaching at dramatic pace the action was frenzied in an effort to complete the class before the inevitable deluge. Cramer was first to turn and threw all caution to the winds, surviving a lurid slide early on, the Gould yet again charging to the front as he stopped the clocks at 50.27s. Douglas-Osborn looked extremely tidy but suffered a slight moment at the top. It cost him dearly, for he failed to match Cramer by just 0.02 secs... It was all up to Griffiths, desperate for his first victory at the hill. Martyn must be wondering just what he has to do to win at Craigantlet for he missed Cramer's winning time by 0.18 secs and was third. Well he did say he wasn't going to be second this year!

ROBIN BOUCHER

Roy Lane — eighth on Ulster return.



King Kenny

FINTRAY, Aug 04: Although he failed — by just 0.06secs — to set the fastest time at the Mulco hillclimb, Kenny Allen assured himself of his second Scottish hillclimb title in three years, with one more round left to run. He now has 86 points, compared with Alex Graham's potential maximum of 79.

On the first competition runs, Allen set a time of 29.37s with a determined run in the Vision. But, 1984 champion Alex Graham answered with 29.32s in the Mallock, as the first spots of rain started to fall. Later, the track dried enough for Kenny Allen to avenge his defeat in the competition runs and nose ahead of Graham in the top 10 run-off.

Such was the pace of the battle between the two Sunbeam Stiletto's of John Whyte and Harry Simpson in the small special saloon class, that the two found themselves in fifth and sixth fastest slots at the end of the day. Whyte finished 0.61secs ahead of Simpson. The two now head to the Rumster final level on points, in fourth place in the championship.

Among the hordes of road cars, the pace was set by Allan McGregor in his Caterham 7, but the championship needle match was behind him between Mike Rattray in the Escort and George Ritchie in the Ginetta G15. They had come to the event level-pegging on points, but a class win for Ritchie means he now has a slender one-point lead.

KEN McEWEN

FINTRAY HILLCLIMB

Grampian Television Scottish Hillclimb Championship, round 6

BTD: Alex Graham (1.7 Mallock Mk20) 29.32s

Class winners: Andrew Tymkewycz (1.0 Sunbeam Imp Sport) 35.70s; Kevin Tawse (1.6 Ford Fiesta) 35.45s; Mike Connon (2.2 Talbot Sunbeam Lotus) 34.98s; John Whyte (1.2 Sunbeam Stiletto) 31.34s; Ian Millar (1.6 Mini) 35.64s; George Ritchie (1.0 Ginetta G15) 36.04s; Allan McGregor (1.6 Caterham 7) 34.81s; Alistair Jack (3.5 Dutton Phaeton) 33.33s; Kenny Allen (1.7 Vision V84) 29.37s; Graeme Inglis (1.0 Dulon Imp) 65.68s; Graham Mogford (2.0 March 793) 34.66s; John Gray (2.0 Lancia 037) 35.72s.

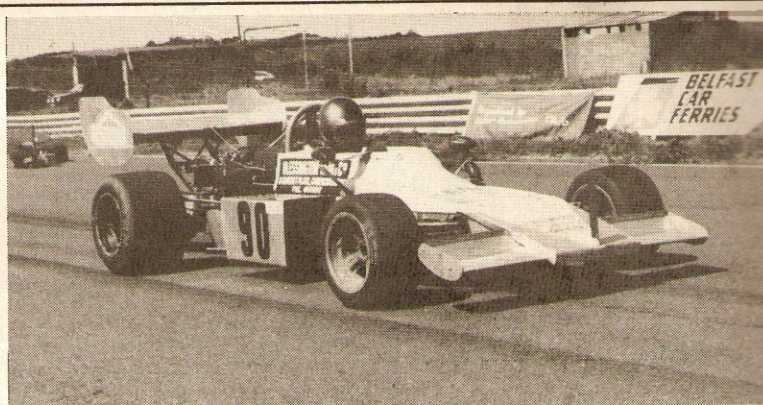
Championship positions: 1, Kenny Allen, 86pts; 2, Alex Graham, 64; 3, Allen Johns, 60; 4, Alistair Jack, Harry Simpson, John Whyte, George Ritchie, 59.

Wet and dry

Aug 11: David Haigh took his Haigh Special to another win in the Hagley 50 Autotest at Kidderminster, establishing a small lead over James Gillen (Mini Special) in the heavy rain during the morning and extending his advantage as the test dried out in the afternoon. These two were well clear of the rest, Alan Farrow taking third overall in his Mini Special ahead of Malcolm Livingston who had to work hard in his Lotus 7 to overhaul Trevor Smith after incurring penalties early on.

John Larkin used a Maestro instead of his usual Mini and won the large saloon class after early leader Mike Jordan incurred a wrong test.

DAVE ALLITT



'Turbo Sam' McGimpsey ran his Crosslé turbo to sixth and the Man of the Meeting award.

Ray rules

KIRKISTOWN, Aug 08: Several top hillclimbers stayed on after the Craigantlet event to contest round 8 of the Warecrete British Sprint Championship. Ray Rowan and the GKN Technology/MTS Automotive Testing Toleman produced two storming championship runs to clinch the championship with four rounds still to go.

The first visit of the Warecrete Championship to Ireland arranged with the invaluable co-operation of Belfast Car Ferries, proved a great success. The over 1300cc special saloons class fell to the Chevette of Robert Morgan, who held off the Alumac Escort of Rodney Burrows by just over 1 sec. In the up to 1600cc modsports class Robert Morrison's Homestyle Foods Clan just pipped the Davrian of Terry Lindsay. Unfortunately only Jeremy Goodman's Ginetta G4 appeared in the over 1600cc division.

Just two cars appeared in the amalgamated sports racing car class, Rob Welch powering his Mallock U2 to a 3 sec victory from the Maryk of Deryk Young. Despite attacking the scenery Rod Fisher assured that his Cosmic Accessories Vixen CB1 took another win, following a threat from the Zip Shadow Sprint of Phil Jefferies, who closed to within 1.5 secs. The Elfyn of Jonathan Toulmin also investigated the greenery leaving the Image of Michael Beattie ahead. There was a complete reversal of fortunes on the second runs as Beattie revolved and Toulmin took the class.

AD-O set the initial pace in the unlimited single-seater section with a sub 57s run. Championship leader Ray Rowan applied pressure on the second runs but AD-O found the answer, powering ahead by nearly ¾ sec. John Hunt was third.

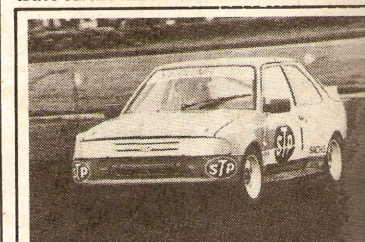
David Blair's Sunbeam Ti had the legs of Gary Milligan's slightly modified Mini, while some sideways motoring saw Robert Rankin with 3 secs in hand over the Escort of Gerald Kinnear. The final two classes of the day produced splendid handicapping, Billy Galbraith borrowing Sidney Gilmore's Derby Bentley to

take the first section from Andy Johnson's Austin 7 Chummy and the MG NA of Mike Alliston. In the final division all three finished within 0.37 secs of each other, Rod McDowell ahead of Brian Morgan and Alex Furphy's Lotus 7.

Eleven contenders assembled for the Warecrete run-off. Despite a second run spin Phil Jefferies claimed his first championship point, while Terry Ingles went well with his FF2000 Reynard to finish ninth. The Elfyn of Jonathan Toulmin understeered to eighth, behind Paul Edwards in the Warecrete March. David Render was to be disappointed as his Hart engine blew on his first run, and the series sponsor was sidelined. Ken Ayers's Lyncair produced a massive improvement over his qualifying mark to snatch fifth place, ahead of Robert McGimpsey, the Crosslé driver being voted HSA Man of the Meeting.

The first runs saw Rowan take the lead by nearly 1 sec from Douglas-Osborn. A fine second run from John Hunt saw him usurping Roy Lane's first effort, but his third place lasted but a few minutes as the reigning champion fought back to regain the placing. Rowan extended his lead with his second run. Only AD-O could rob the Toleman driver of his seventh win from eight events. Although he improved, Rowan held sway by 0.68 secs and clinched the championship in the best possible way. Now he can concentrate on the hills!

ROBIN BOUCHER



SWINDON RALLYCROSS

John Welch (above) scored his third win in six rounds after overcoming various car problems at a wet Swindon. John Gibson finished second, lifting himself back into the RAC British series lead. Full report next week.

KIRKISTOWN

Warecrete British Sprint Championship, round 8

BTD: Ray Rowan (2.5 Toleman-Hart TG280H) 54.93s.

Top 12 run-off: 1, Rowan, 54.93s; 2, Alistair Douglas-Osborn (2.7 Pilbeam-Hart MP54), 55.61s; 3, Roy Lane (2.7 Pilbeam-BMW MP53), 55.95s; 4, John Hunt (2.7 Pilbeam-Hart MP54), 57.08s; 5, Ken Ayers (3.9 Lyncair-Cosworth DFL MS84), 58.76s; 6, Robert McGimpsey (1.6 Crosslé-BDA Turbo), 59.26s; 7, Paul Edwards (3.0 March-Cosworth DFL 741), 59.94s; 8, Jonathan Toulmin (1.6 Elfyn-Ford TC 600B), 65.01s; 9, Terry Ingles (2.0 Reynard-Ford SF80), 67.41s; 10, Phil Jefferies (0.25 Zip Shadow Sprint), 70.77s; 11, David Render (2.8 Lola-Hart T560), failed. No other starters.

HSA Man of the Meeting: McGimpsey.
Class Winners: Robert Morgan (2.3 Vauxhall Chevette), 69.74s; Robert Morrison (1.0 Clan Crusader), 73.65s; Jeremy Goodman (2.0 Ginetta-Ford Pinto G4), 68.04s; Rob Welch (1.7 Mallock U2-Chamberlain Mk21), 63.47s; Rod Fisher (1.0 Vixen Imp VBI), 68.90s; Toulmin, 67.12s; Douglas-Osborn, 55.75s; David Blair (Sunbeam Ti), 77.43s; Robert Rankin (2.4 Datsun 240Z), 76.29s; Billy Galbraith (Derby Bentley), 95.40s; Rod McDowell (3.0 Austin Healey 3000), 85.82s.

Warecrete British Sprint Championship: 1, Rowan, 79pts; 2, Render, 53; 3, Rodney Eyles, 44; 4, Lane, 36.5. Edwards, 31; 6 = Roy Woodhouse and Ayers, 28.

Pubs 'n' Clubs Sprint Leaders Championship: 1, Jeremy Goodman, 60pts; 2, Mervyn Brake, 37; 3, Nick Whale, 28; 4 = Rod Fisher and Dave Hocknell 25; 6, Tony Brown, 23.

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