Autosport

Haymarket publication

May 23, 1985 80p

Action-packed Monaco GP



ll F1 & F3 reports

ell's IMSA victory

ttipaldi interview

ew Metro contender



INSIDE: INDIANAPOLIS 500 GUIDE

May 23, 1985
Vol 99 No 8

Autosport

FRONT COVER

The joys of Monaco . . . Alain Prost sprays the champagne in the company of Michele Alboreto and Elio de Angelis. Prince Rainier and Princess Caroline can just be seen in the background. Report: page 16. Photo: Jeff Bloxham. Below: Tony Pond introduces Keith Oswin to the delights of the new Metro 6R4, launched last week. Our detailed exposé of the car begins on page 28. Photo: Michael C Brown.

NEXT WEEK

Full report from America's classic race, the Indianapolis 500 — Acropolis Rally — F3000 from picturesque Pau — Escort turbos on test — Bank Holiday action from Thruxton: F3 and Group A — Plus the rest of Monday's sport, as well as all our usual news and features.*

*These items correct at press time.

Editor	Quentin Spurring
Deputy Editor	Peter Foubister
Grand Prix Editor	Nigel Roebuck
Assistant Editor	Marcus Pye
Technical Editor	Mike McCarthy
Racing News Editor	Ian Phillips
National Rallies Editor	Keith Oswin
Production Editor	Ralph Morton
Photographer	Jeff Bloxham
Editorial Assistants	Bruce Jones Joe Saward Tony Dodgins
Editorial Secretary	Michele Losse
Publishing Director	Eric Verdon-Roe
Managing Director	Simon Taylor
Group Advertisement Manager	Tony Schulp
Advertisement Manager	Martin Nott
Assistant Advertisement Manager	Simon Maurice
Display Advertising	Julian Cottam Simon Sanderson Perry Trevers
Classified Advertising	David Ryan Gary Barak Paul Senn Steve Luengo

CORRESPONDENTS
North America: Gordon Kirby. **Australia:** Bob Jennings. **Italy:** Pino Allievi. **Japan:** Kunihiko Akai. **New Zealand:** Peter Greenslade. **South Africa:** Colin Windell. **West Germany:** Wolfgang Monsehr. **Midlands:** Derek Hill. **North:** Paul Boothroyd. **Eire:** Brian Foley. **Scotland:** Bill Henderson. **Ulster:** Esler Crawford. **Track Tests:** Tiff Needell.

Published every Thursday by: Haymarket Publishing (1980) Ltd. **Editorial, Advertisement, and Circulation** 38-42 Hampton Road, Teddington, Middlesex TW11 0JE (telephone: 01-977 8787; telex 8952440). **Back Numbers & Subscriptions:** Autosport Subscriptions Department, Haymarket Publishing Ltd, 12-14 Ansdell Street, London W8 (telephone: 01-937 7288).

Subscription (per annum): UK £53, Europe and overseas surface £60, Airspeed USA £64, Airspeed Canada/Mexico £70, Airmail — Middle East £72.50, South America, Africa, India £83, Japan, Australia, Far East £93.

US Mailing Agent: Expediters of the Printed Word Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280. Postmaster: send address corrections to Autosport, c/o Expediters of the Printed World Ltd., 527 Madison Avenue, New York, N.Y. 10022 (U.S. Mailing Agent).

Printed in England by: Thamesmouth Printing Co., Stock Road, Southend-on-Sea, Essex. **Colour sections printed by:** B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. **Photosetting by:** Quickset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

Reprinting in whole or in part of any matter appearing in AUTOSPORT is forbidden except by permission of the publishers. © AUTOSPORT 1985.

ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

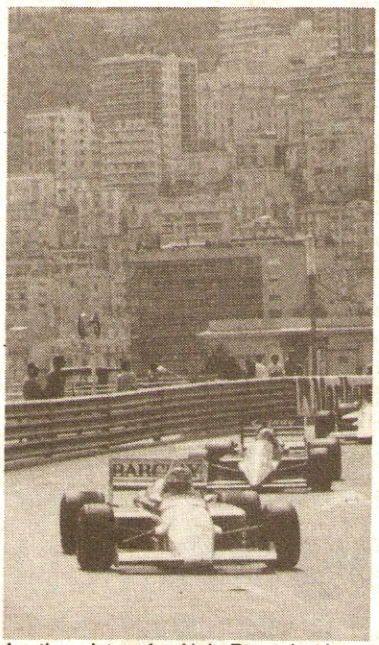
PIT & PADDOCK 6

All the international motor racing news — Chicanes for Silverstone Grand Prix circuit? Monaco course changes — 'Star car' for F3000 — Bailey and Gilbert-Scott land F3 drives — Motor 100 preview.

COMMENT 14

Our views and your views on the major news items in *Comment* and *Correspondence* respectively — A glance at the annuals with *Then as Now?* — And laughter with *Catchpole*

MONACO GP 16



Another victory for Alain Prost, but he was chased hard by Alboreto. Nigel Roebuck was our man in the Principality.

MONACO F3 24



Few cars remained in one piece by the end of Monaco's traditional F3 thrash. Jeremy Shaw watched Pierre-Henri Raphanel's victory.

SPECIAL STAGE 26

All the international and national rallying news — Austin Rover announces 1986 WRC attack — Acropolis preview — Toyota excluded in Belgium — Dawson to run Quattros in China — Scottish Rally entry.

GROUP B METRO 6R4 28



Peter Foubister describes Austin Rover's third generation Group B challenger.

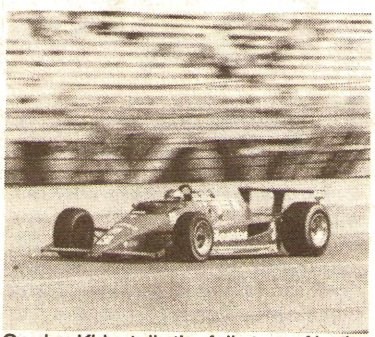
CHARLOTTE IMSA 33

Porsche 962 triumphed over Jaguar XJR-5 as Bell/Holbert swept to victory over erstwhile leaders Redman/Haywood. Jonathan Ingram writes from America.

ROAD CAR 36

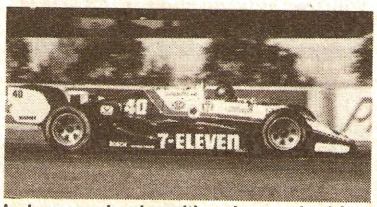
All the latest industry news — Koenig's Ferrari conversion kit — Nova range increases — Plus something special from Guy Salmon . . .

INDY 500 QUALIFYING 38



Gordon Kirby tells the full story of both qualifying weekends from the infamous Brickyard.

EMERSON FITTIPALDI 54



Indycar racing is suiting the ex-double World Champion, as he explains to Gordon Kirby.

INDY 500 PHOTOFILE 58

A look back through our files at some memorable moments from past Indy 500 races.

DAN GURNEY 61



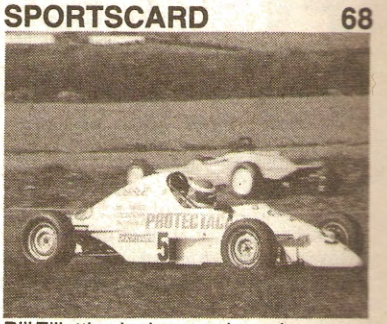
Dan Gurney is experiencing a revival in fortunes with Mike Curb now a partner in the All American Racing team. John Zimmermann asked Gurney his opinions about the Eagle team's future.

SPORTS EXTRA 65



All the national racing news — Harvey's prize Ray — Fabi takes Euro FF2000 opener — Carville to Penistone — Racefax Van Diemen for Packer — Blundell: no change — Neil Brown to the fore.

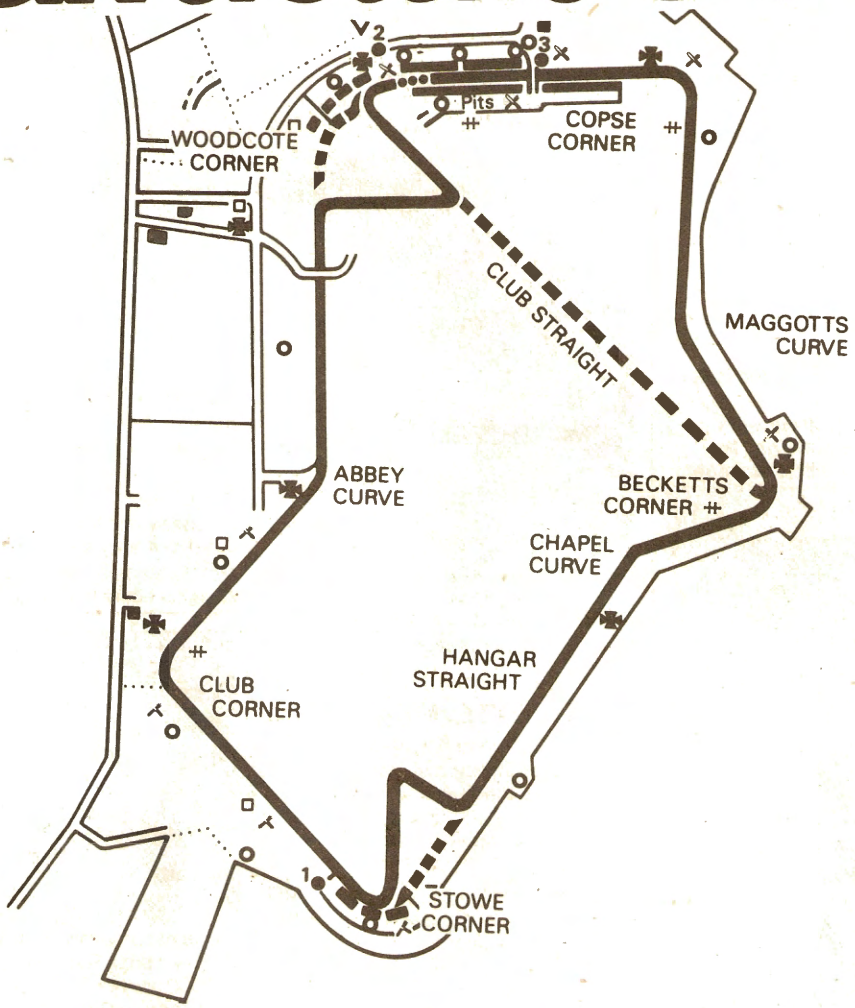
SPORTSCARD 68



Bill Elliott's winning streak continues — Drama at Zolder — Dean's Mallory double — Provisional Oulton victory for McLennan — Victory for new 6R4 on Argyll Stages — AD-O climbs to victory.



Silverstone 86?



FISA seeks changes to cut F1 race speeds

At Monte Carlo there was much talk of circuit changes, both to Monaco (see separate story) and, more significantly for British race fans, to Silverstone. Indeed, there are strong rumours of major alterations to two areas: Woodcote and Stowe. We believe, however, that no work will be done before this year's British Grand Prix in July.

Recently Alain Prost's McLaren-TAG lapped Silverstone on race tyres at close to 154mph, and many insiders suggest that pole position for the Grand Prix could be over 160, with a lap time of around 1m 05s. It is felt that the Woodcote chicane, introduced 10 years ago, is now itself too fast, and we understand that the intention is for the circuit to turn right after the *Daily Express* bridge, then left down to Woodcote, presumably on the existing club circuit.

It is this area, apparently, which will first undergo change. After that, the approach to Stowe will be modified in similar fashion. If FISA must continue its short-sighted policy of requiring circuits to adapt to cars, we should be grateful that at least its predilection for chicanes appears to have been put aside.

It seems that the plans have yet to be finalised, and therefore no comment has been forthcoming either from Silverstone or FISA. The changes suggested on our diagram, it must be stressed, are merely intended to give an impression of what FISA has in mind.

Revisions to Monaco too

Last Sunday's Monaco Grand Prix was almost certainly the last to be run on the circuit in its current form. Indeed, we understand that changes to the layout would have been made for this year's race had not the argy-bargy between the FISA and the ACM put the event in jeopardy last winter.

The area likely to undergo surgery is from the chicane down to Tabac. For some time many of the drivers have been concerned about the chicane from a safety standpoint. "To be honest, I don't even remember taking it, as such," Derek Warwick told us. "It's just a blur at that speed." Compounding the problem are the ludicrously high and angled kerbs, which can so easily launch a car — as we saw in last year's F3 race, when John Nielsen was severely injured.

The plan, we understand, is for a revised circuit to take a right-angled left turn (where the chicane is currently situated), followed by a right-hander to lead the cars back to the left-handed Tabac. This will mean, of course, a good deal of building out into the harbour.



Ayrton — definite for Lotus in '86.

Senna to stay for '86

"I must stress that there is absolutely no question of Ayrton Senna's driving for any other team in 1986," said John Player Special Team Lotus boss Peter Warr at Monaco. "He has a firm contract with us for this year and next. There is no buy-out clause of any kind. And I have contacted every Formula 1 team confirming that fact."

This was in response to rumours in the Italian press last weekend that the Brazilian had already signed an option with Ferrari for next year. It is thought that Ayrton has recently been to Maranello — but only in connection with buying a GTO, which is becoming standard kit for Grand Prix drivers these days!

GP calendar unchanged

It now looks most unlikely that the dates of the Australian and South African Grands Prix will be changed so as to 'close up' the season. There will now be a six-week gap between the still-to-be-announced European Grand Prix at Brands Hatch on September 22 and the inaugural Adelaide race on November 3.

This news is unwelcome to the F1 teams, who understandably hoped that the proposed Rome GP's departure from the scene would allow the last two races to be moved forward, thereby giving them an off-season of normal length in which to concentrate on new cars for 1986.

However, the Australian organisers, although initially most unhappy with their November 3 date, have now worked to it for a long time, and are not interested in a change. And that, in turn, means that Kyalami's slot cannot change: Southern Suns' sponsorship deal of the race calls for it to be the final event each year.

Scott keeps momentum

Continuing his fine Indy qualifying form, Scott Brayton was the fastest man on the track during practice last week turning in a 212mph lap in his March-Buick 85C.

Brayton says that his Brayton Racing team intends to contest the rest of the CART Championship with their potent Buick V6 engine. Under CART rules though, the engine will have to run at 47 inches of boost as opposed to the 57 inches it is allowed at the USAC-sanctioned Indy. The Brayton team have been working hard on this development and expect to be at Milwaukee the week after Indy with the CART version.

Laffite first star in F3000 'celebrity' car?

Plans are well advanced for a 'Star car' to be run in the remainder of this year's European F3000 Championship events. Apparently Bernie Ecclestone and a number of leading F1 sponsors discussed the idea of running a 'star name' driver in his national F3000 event.



Jacques Laffite — longtime Pau favourite.

The opening proposal is that Jacques Laffite should drive at Pau this weekend but Oreca's Hughes de Chaunac, who is promoting the event with Alain Prost, said on Monday that while Laffite was willing to do the race, time was running short to actually put the plan into action.

The 'Star car' would be the second Onyx Race Engineering March 85B driven so far this year by Johnny Dumfries. Onyx's Mike Earle was away testing with joint championship leader Emanuele Pirro at Croix-en-Ternois on Monday and we were unable to elicit any firm information as to the team's plans for Pau. Dumfries apparently will be going to the race but only to help out the Dave Price Racing team who will be running Paul Belmondo in the supporting F3 Championship event. Earle did hint at the end of last week that he was keen to pursue the 'Star car' proposal but that nothing had been finalised.

According to Monaco paddock gossip Marc Surer would be asked to do the Dijon event in June and Bruno Giacomelli one of the remaining Italian events.



Surer — pencilled in for Dijon round?

Keegan's hope dashed

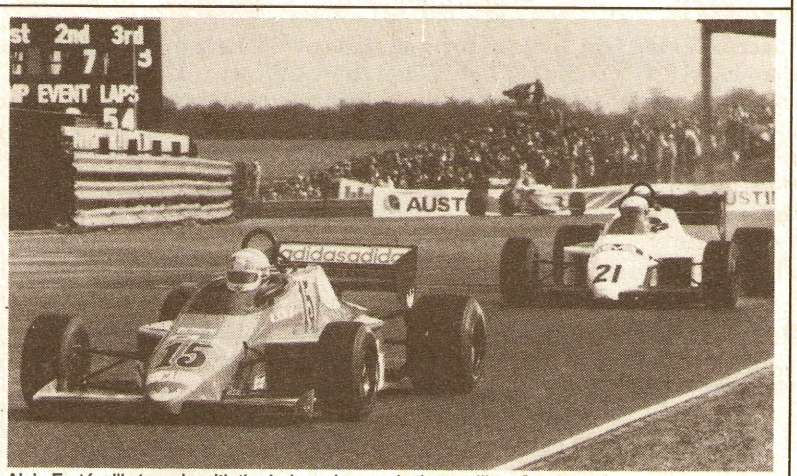
Rupert Keegan was at Indianapolis last week hoping to drive the Dan Gurney/ Curb Racing Lola T900 which had been kept as a safety valve in case the latest Eagle did not perform. However, with Tom Sneva and Ed Pimm safely qualified the Skoal Bandit backed team were prepared to run a third driver. Keegan has personal connections with Skoal but apparently USAC were not prepared to let him begin a Rookie orientation programme at such a late stage in the proceedings, so Tony Bettenhausen ultimately drove the car and was the final qualifier at a 'mere' 204mph . . .



Johnson — back at the Brickyard to watch!

Herm's quick recovery

Herm Johnson, the only man to sustain injury during practice and qualifying at Indianapolis this year, was back at the track spectating during final qualifying last weekend. Johnson, who had been one of the fastest on the track in his Menard Cashway Lumber March 85C before his accident, had his broken arm in a sling and his broken ribs were causing some discomfort but was otherwise well. Initially described as "critical", Herm seems to have made good progress in a fortnight!



Alain Ferté will struggle with the Lola no longer. Is there still on Onyx deal?

Mosnier releases Ferté

Lola F3000 team manager Jean Mosnier announced at the beginning of this week that he had released his driver Alain Ferté, and that there was a strong possibility that the team would miss the Pau event this weekend.

"We have decided to release Alain because we are going to embark on an intensive test and development programme. This may mean that we miss some races," said Mosnier. "However, I must stress that Lola are still totally committed to Formula 3000, and we will be back as soon as we can."

The talented elder Ferté brother has become increasingly disenchanted with the performance of the Lola T950 and has had to suffer the indignity of being lapped by younger brother Michel at an almost embarrasingly early stage during recent races. His future plans are uncertain at the moment, although he will certainly be reopening negotiations with the Onyx team for whom he nearly signed before the start of the season.

As far as Mosnier's team is concerned, they are looking for a driver who is prepared to do a lot of test work. "We are starting our programme on Thursday at Snetterton and will make a decision that night about our future plans," said Mosnier who added he had nobody particular in mind for the drive at the time.

Lucky seven for ORECA

While Pierre-Henri Raphanel was giving Hughes de Chaunac's Marlboro Oreca team their seventh Monaco F3 GP win since 1977, their star F3000 driver Michel Ferté suffered a testing set back when a rear upright broke on his March 85B, causing fairly extensive damage. However, de Chaunac reported on Monday that the car had been easily repairable over the weekend and that the team would have their usual pair of cars at Pau for Ferté and Olivier Grouillard.

Oreca's unsurpassed Monaco record began, incidentally, with Didier Pironi's win in 1977, followed by the victories of Alain Prost, Mauro Baldi, Alain Ferte (twice), Michel Ferte and now Raphanel. All the Oreca wins have been with Martini chassis, while the Magny Cours manufacturer also provided Ivan Capelli's winning mount last year. The last non-Martini win at the 'Blue Riband' of F3 events was Elio de Angelis's 1978 win in a Chevron B43. Amazingly, considering their domination of national F3 Championships, Ralt chassis have never won the event.

Japanese F2 beckons Moreno

Roberto Moreno will be missing from the F3000 entry at Pau this weekend, having landed a top drive in the Japanese F2 Championship. The Brazilian will be joining Kenny Acheson in the Nova Engineering/Yokohama team and will drive its second March-Honda 85J. Originally this car was to have been piloted by Stefan Johansson, the team's driver last year and the man responsible for Acheson's position with Nova.

Barron Racing do, however, expect to be at Pau with their Tyrrell 012 which Moreno drove very competitively at Vallelunga. "At the moment I have no idea who will drive for us there," said team manager Kees van der Grint on Monday. "Roberto will drive for us at all the other races but I don't have anyone for Pau. If we don't find a driver we will continue our development programme; we have a new bodywork design which I would like to have at Spa.'

Monte Carlo dramas for Weidler

There was the usual confusion over entries for last weekend's prestigious Formula 3 race at Monaco, several drivers unsure of whether or not they had been accepted until very late in the day. But surely the predicament of top German driver Volker Weidler created something of a record. The current German F3 championship leader had repeated requests for an entry turned down by the Automobile Club de Monaco, despite telexes sent on his behalf from the German ONS (their equivalent of the RAC) and even from Williams-Honda Grand Prix driver Keke Rosberg!

Eventually, the ACM relented. Weidler could race after all, they said. The only problem was that this final confirmation came only a little over half an hour before the first official qualifying session was about to start!

Weidler rushed to his car and quickly readied it for action, albeit with the gear ratios still in from his previous weekend's race at the high-speed Avus Circuit in Berlin. Then to add to his troubles, the former FF1600/FF2000 champion was sidelined by a seized wheel bearing. Weidler duly qualified handily on the second day, despite minimal track time, although all his efforts came to naught when he became one of five drivers to be eliminated as a result of the first lap crash. C'est la vie . . .

German leader Weidler — thwarted.



Gilbert-Scott and Bailey join Marlboro British F3 series

Good news for two young British drivers this week. Both Andrew Gilbert-Scott and Julian Bailey have concluded deals to run in the Marlboro British F3 series.

"It's all systimes go," commented Andrew Gilbert-Scott when we spoke to him early this week. The talented young Englishman is set to rejoin the series after an enforced lay-off due to financial restraints.

AG-S will be at Thruxton this weekend with a new Ralt RT30 with a John Judd-prepared Volkswagen engine overseen by Chuck McCarty and prepared by Geoscan of Melksham, near Chippenham. McCarty is the Italian Ralt agent, who in the past has helped, among others, Gerhard Berger. Gilbert-Scott and McCarty first met at the Macau Grand Prix last year when the Englishman stood in for the injured Berger in the Trivellato team.

Although Gilbert-Scott has not actually been racing this year he has been busy testing the all-new Swica F3 car in France, and he is expected to be well on the pace.



Gilbert-Scott — a new team.

Backing for the one-car set up will come from Systime Computers *and* Systime Racing for Britain and should see Gilbert-Scott competing in all the remaining races this year, while also racing the Swica in selected French races. McCarty will continue with his Italian duties, flying back and forth between rounds.



Bailey — with DPR.

Julian Bailey too looks set to join the series full time, starting at Silverstone on June 9.

Bailey will join Cathy Muller in the Dave Price Racing team, and will have a new Reynard with a John Judd-prepared Volkswagen engine.

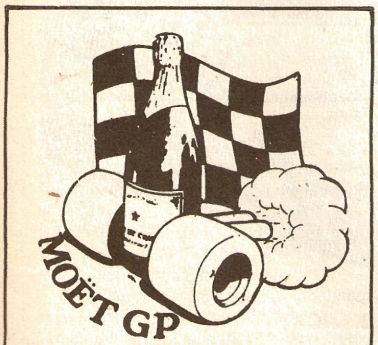
Price was keen to point out the major contribution made by Reynard and Volkswagen in enabling him "to get the whole project off the ground, and give me some breathing space to find extra funds." Although the team still need some additional money to complete the remaining races, Price is optimistic that this will not be too difficult. Bailey himself brings sponsorship from long-time supporters Western Models and a new backer, Burwill Holdings — a Hong Kong and London commodity brokers.

No change at Swallow

An extraordinary rumour that Marlboro British F3 championship leader Russell Spence was to replace Tim Davies in the Swallow Racing Reynard-VW line-up resurfaced early this week, having first been mooted at the last Thruxton round.

"I've no comment officially," said Spence on Tuesday, but Swallow principal Tim Stakes was more positive in his dismissal of the story. "We have done a deal with Tim Davies to run him all season, and as we're not in the habit of breaking our word, Tim will remain with us. There is absolutely no chance of us changing our plans."

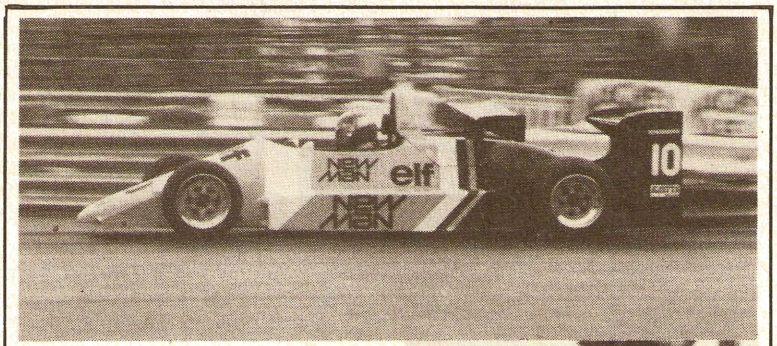
Swallow's third Reynard chassis is being built this week, so is there any possibility of fielding it alongside Andy Wallace and Davies — for Spence? "We couldn't do it, for anyone," stressed Stokes. "It is a spare car. Bob Spence (Russell's father) and I are old friends, and he was our guest in Monaco, so I guess that's how the rumours started . . ."



Congratulations this week to Miss C. Hughes, of Prestatyn, who was right with her Monaco GP forecast — down to three places of decimals! Alain Prost did indeed average 86.021 mph in his victorious drive, and a magnum of *Moet et Chandon* is on its way to Wales.

Think now of Spa, scene of the Belgian Grand Prix on Sunday week. The race was last held there in 1983, when Prost won for Renault at 119.135mph. F1 speeds have risen considerably since then.

Send your postcard to AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



Seeing double

The Reynard 853s at Monaco for the Formula 3 race sprouted these strange looking 'dorsal' wings atop their engine covers. Sadly, all three 853 qualifiers — Paul Belmondo (above), Andy Wallace (right) and Cathy Muller — retired at the first corner . . .





Renault victory for Jan

Jan Lammers won the second round of the Renault V6 Turbo Europa Cup at Monaco last weekend in his Renault Team Holland Alpine V6. The first round, supporting the San Marino GP, was won by Oscar Larrauri.

Weaver to début Swica

With Andrew Gilbert-Scott involved at Thruxton (see separate story) the new Swica F3 design will be given its début at the Pau F3000 support F3 race by none other than James Weaver.

The underrated Englishman has not done any testing in the car, but will acclimatise himself at Nogaro for a couple of days before moving on to Pau.

The new car, featuring an alumium lower section bonded to a carbon fibre/Kevlar upper section, is the work of Lausanne based Swiss Pierre Rechsteiner, and will be run by POC Racing.

Gilbert-Scott has been testing the car at Magny Cours, but with his renewed involvement with the Marlboro British series has handed over responsiblity, for one race at least, to Weaver.

Revised Saab engine

The specification of Saab's 16-valve F3 engine is to change radically over the coming months, in Scan+Sport's effort to beat the currently dominant VW units in Britain, and the Alfa Romeos elsewhere. "Our initial brief," said Scan+Sport competitions director Bob Moore this week, "was to keep the engine as standard as possible, and I feel that it has shown well in this form. It has become clear though, that it will take a true 'racing' engine to win, and we really want to score in the latter half of the season.

Nicholson-McLaren Engines, who built the existing Saab engines, have been commissioned to step-up the development work, now with greater scope for alteration of components. The definitive Scan+Sport engines will be lighter (it is felt that the 15kgs penalty over the VW can be completely nullified), have higher compression, improved ignition systems and wider mapping work on the complex electronics.

"From now on, we will be testing new development engines literally every week," continued Moore, "and we are very confident of success."

Group N for British saloon car series?

There has been much talk recently about the possibility of Group N replacing Group A as the national saloon car series in 1987.

"It is something," commented the RACMSA's Martin Whitaker, "which has been discussed, but there are no firm plans as yet."

With the Trimoco series in some disarray, the idea appears to be increasingly popular with some manufacturers, although when we spoke to Toyota on Monday they were keen to point out that they would see such a move as a backward step. "Primarily, we feel that there are two good production car series as it is," said a spokesman, "and we don't need a third. It would probably be good for us because it would limit the gap to the turbo cars, but it would also take us further away from European Touring Cars. For the spectator, as well, Group N would not be as exciting, or as fast, and all indications are that it would be just as expensive as Group A."

Opinions differ, but the general feeling was that, despite the setbacks the Trimoco series has been through, it will come back stronger.

Nothing, however, has been finalised, and it will be interesting to see what develops as the idea is looked into more fully.



Petit — first race since Brands F2.

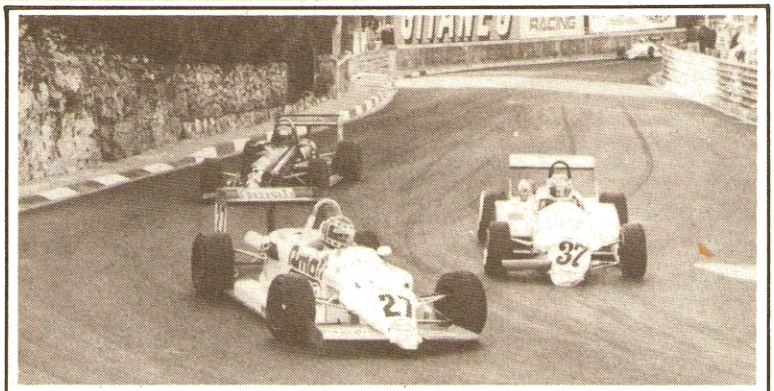
Petit's F3 comeback

Pierre Petit made an impressive racing comeback at the Monaco F3 race last weekend. The 27-year-old Frenchman, who had not driven since the final F2 race at Brands Hatch last September, claimed pole position and led the early stages of the race until an argument with eventual winner Pierre-Henri Raphanel saw his Avia/Credit Agricole Ralt hit the uncompromising wall.

Petit, French F3 champion with Dave Price Racing in 1982, now runs the Avia Racing Drivers School and is trying hard to find a way to do the Pau and Dijon F3000 races. He has recently been in touch with Mike Earle's Onyx team, who ran him in F2 last year, and Eddie Jordan Racing.

No joy for Swedes at Monaco

Leif Lindstrom and Steve Andskar made the long trip from Sweden to compete in the Monaco F3 race last weekend, but neither was able to make the grid. The team were sponsored by Bridgestone, who duly arrived with a veritable mountain of tyres . . . to learn that the Monaco organisers had implemented a rule restricting each car to 12 tyres over the entire weekend. Having been unable to test in Sweden due to recent inclement weather, the team were left in something of a mess and both cars failed to qualify among the top 22. They intend to be back in France again, however, for the F3 finale at Paul Ricard in October.



Monaco F3 carnage

The Monaco Formula 3 race saw chaos and confusion as usual, no fewer than 11 cars involved half way up the hill from Ste Devote on the first lap. To add to the carnage the race ended with Fabrizio Barbazza's Dallara crashing twice in the last mile — finishing up knocking down the official with the chequered flag, and still finishing second! A full report beings on page 24.

Centenary celebrations at Silverstone Motor 100

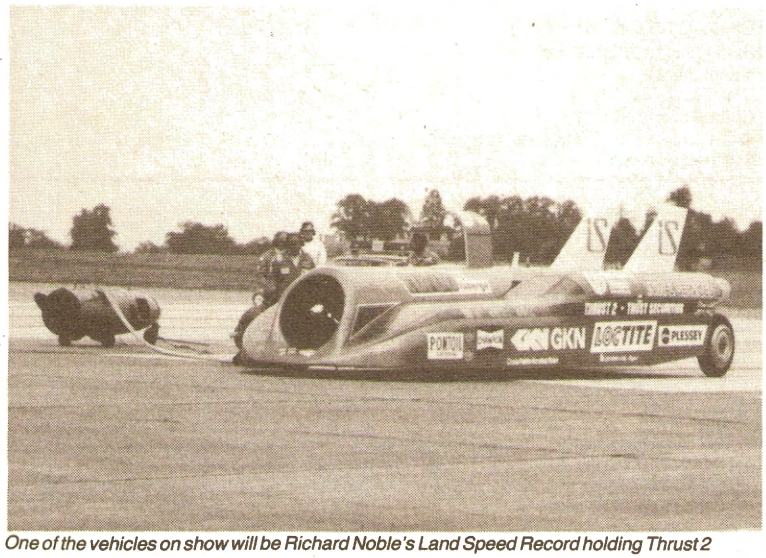
Prince Michael of Kent will open 'Motor 100' at 11.00am on Saturday May 25, the Woodcote corner opening ceremony heralding a spectacular gathering of historic and modern machinery, over all three days of the Bank Holiday Weekend. The *Daily Express* supported event is celebrating a century of World Motoring and conditions of pristine cars, motorcycles and commercial vehicles with theme displays featuring Grand Prix, Rally and Custom cars, dragsters and land speed record breakers.

Racing enthusiasts will be well catered for throughout, both in the form of on-track parades, sponsored by Shell UK Oil, and interesting static displays. The Mercedes-Benz club stand will feature exhibits as diverse as the original 1886 patent Benz tricycle and the W196 GP car of 1955.

Aston Martin have Bovis lending support to their Owners Club stand, the centre-piece being an Aston Martin Nimrod. For additional entertainment, the stand will recreate pit scenes from the 1930s, '50s and '84 races at Le Mans, and hopes to display an example of every Aston Martin produced.

Renault, while not actually managing to win a World Championship, are of course responsible for the arrival (earlier than its rivals wished) of the turbo era in F1, and will display their original RH01 which was debuted at Silverstone in the '77 British GP. The car will be joined by the 1978 Le Mans winner was piloted by Jean-Pierre Jaussaud and Didier Pironi.

The Vauxhall display will portray their race and rally history, with Gerry Marshall's 'Big Bertha' sure to be an attraction, while the Ford stand will contain a rather unusual Model T. The car has been driven by both Hannu Mikkola and the late Jim Clark, but Ford purists may note that it has the wrong windscreen for its period — apparently because it was shot-up outside Dublin post office during the Irish troubles of 1916 when used as a British Despatch car.



One of the vehicles on show will be Richard Noble's Land Speed Record holding Thrust 2

Chevron will be displaying 12 cars from their series, from the B1 Clubmans car right through to the B63 Sports 2000 example, while the VSCC are showing around 100 cars with a strong emphasis on the history of the Delage. A pit scene from the Brookland era will be a feature, as will a vintage garage, with work actually being carried out.

The Hagley and District Light Car Club are arranging a display depicting the history of hillclimbing, among which will be Basil Davenport's famous Spider, the original Shelsley Special that in 1926/7/8 repeatedly broke the outright hill record and clocked the first 'under 50 seconds' ascent.

A plethora of Grand Prix cars will include six pre-World War 1 cars and extends through to contemporary machinery. The first BRM to win a GP for the Bourne marque will be joined by its slightly less meritorious stablemate, the P207 'Stanley steamer'.

For Rally enthusiasts, the International Rally Drivers Club stand will feature cars depicting the club's five decades, while the Saab stand wil have Eric Carlsson's Monte Carlo Rally winning Saab 96, with an appearance from the man himself also expected.

A magnificent assembly of record breaking machinery includes John Cobb's. Napier-Railton and Parry Thomas's 27-litre aero engined BABS in which the luckless Thomas was killed trying to break his previous record. Also present will be Sir Henry Segrave's Golden Arrow and Richard Noble's Thrust, the current land speed record holder.

Of general interest will be a Classic Car Auction by Christies at 3.30pm on Monday while the Radio 1 Roadshow will broadcast live from Silverstone between 10 and 12am on the Saturday. Fathers should take their sons along as an excuse to contest the Duckhams Scalextric competition and further entertainment on the ground will come from police dog handlers. The Royal Marines free-fall parachute team will drop in twice daily, while track parades of particular interest to racing enthusiasts are;

Saturday May 25
15.00 .....Sports and Sports Racing Car Parade
15.45 .....Grand Prix Car Parade
17.30 .....Junior formulae, Hillclimbers and record breakers

Sunday May 26
14.45 .....Junior formulae, Hillclimbers and record breakers
15.30 .....Racing Saloon Parade
16.15 .....Grand Prix Car Parade
16.50 .....Sports and Sports Racing Car Parade

Monday May 27
12.00 .....Racing Jaguar and Aston Martin Parade
14.40 .....Grand Prix Car Parade
16.30 .....Racing Saloons Parade

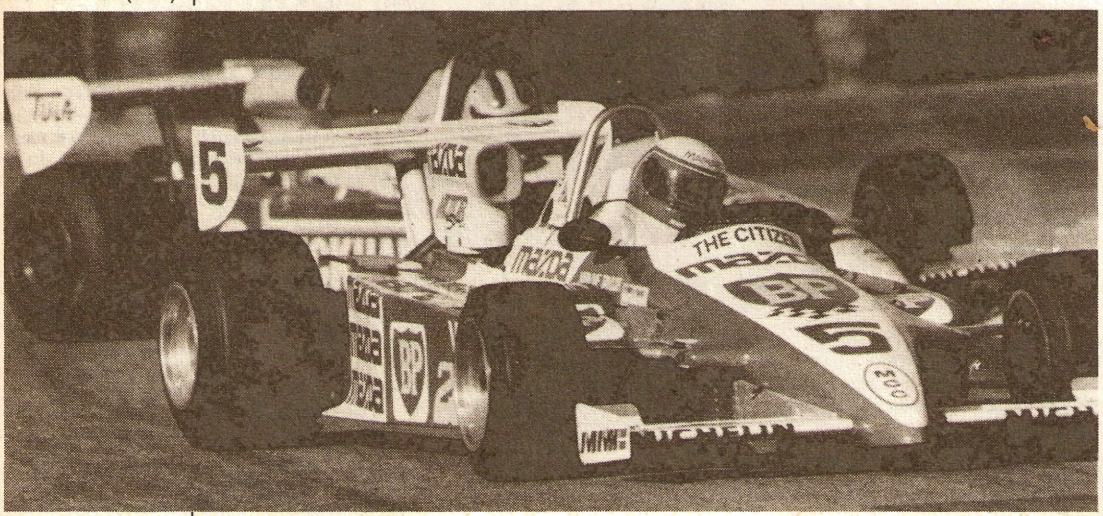
Incidentally, those of you noticing mention of a Fuel Economy Test in the programme should not rush to the trackside in anticipation of either the British Grand Prix or a World Endurance counter!

Admission to the Motor 100 will be £5.00 (£4.50 if booked in advance) per day including free parking with accompanied children under 16, free. Events commence shortly after 10.00am on the Sunday and Monday with National London providing a special service departing from Wilton Road, Victoria at 08.15, 08.45, 09.15 and 09.45 on all three days.

WEEKEND SPORT

INTERNATIONAL RACING

Date/Venue	Event/Details
May 25 Indianapolis (USA)	SCCA Robert Bosch/VW Supervee Championship, round 2 *Davy Jones claimed the opening round at Long Beach with his Budweiser Ralt RT5.*
May 26 Indianapolis (USA)	CART PPG Indycar World Series, round 2 *See* Pit & Paddock.
May 26 Pau(F)	FIA European F3000 Championship, round 6; Marlboro French F3 Ch'ship. *Emanuele Pirro shares the lead of the European F3000 Championship with Dane, John Nielsen after his victory at Vallelunga. Mike Thackwell will be determined to redress the balance.*
May 26 Magione (I)	Marlboro Italian F3 Championship, round 5 *Franco Forini made it four different winners in four events with the Dallara at Mugello. Marco Apicella's Reynard is on the pace though.*
May 26 Osterreichring (A)	German F3 Championship, round 5; German Sportscar Championship, round 6 *Volker Weidler seems to have taken a grip on the series with second places in the three opening rounds and victory at the previous two counters with the Ralt-VW.*
May 26 Charlotte (USA)	NASCAR Winston Cup Grand National Series, round 11 *Bill Elliott will make a million bucks if he wins here . . .*
May 26 Suzuka (J)	All-Japan Formula 2 Championship, round 3 *Satoru Nakajima and Kazuyoshi Hoshino dominated the previous round at Mount Fuji with Kenny Acheson a distant third; Geoff Lees will be looking for better fortune with the Yamaha engine.*
May 27 Thruxton (GB)	Marlboro British F3 Championship, round 8 *Has Gary Evans's win at the same venue last time out signalled the return of the Ralts? Many suspect it has and Mauricio Gugelmin looks good for an overdue win, so long as he selects the right cog this time.*
May 27 Lime Rock Park (USA)	Camel IMSA GT Championship, round 8 *Al Holbert and Derek Bell are the men to beat in their Porsche 962.*



Jun 01 Kyalami (ZA)	South African F2 Championship
Jun 01/2 Spa (B)	FIA Formula 1 World Championship, round 5; FIA European F3000 Championship round 6
Jun 02 Milwaukee	CART Indycar World Series, round 3; SCCA Robert Bosch/VW Supervee Ch'ship
Jun 02 Monza (I)	Marlboro Italian F3 Championship, round 6
Jun 02 La Chatre (F)	Marlboro French F3 Championship, round 4
Jun 02 Mainz-Finthen	German Touring Car Championship, round 4
Jun 02 Riverside	NASCAR Winston Cup Grand National Championship, round 12
Jun 02 Sears Point	SCCA Bendix TransAm Championship, round 3

NATIONAL RACING

Date/Venue	Event/Details
May 25 Oulton Park, Cheshire	BRSCC/Lep Open Championship, Northern FF2000, Northern FF1600, Champion of Oulton FF1600, Northern GT *Alo Lawler and John Brindley have been the previous Lep pace-setters while Tony Trimmer's Lola has been either sick or absent. Racing from 2pm.*
May 26 Donington, Leics.	MG Midget Challenge, Kit Car Challenge, 750 MC Modsports, 750 MC FF1600 F750 & F1300 Challenges, F Vee, Formula 4s, TR Register race *A 10 race programme at Donington will provide plenty of Bank Holiday action. Racing from 1.30*
May 26 Snetterton, Norfolk	Sabre Fabrications Pre '80 FF2000, TT Junior FF1600, 1974-78 FF1600, Champion of Snetterton FF1600, Monroe Production Saloons *Tony Halliwell and Peter Boutwood are joint leaders of the Sabre FF2000 series, while Adrian Willmott is under pressure from Jason Elliott in the TT Junior FF1600 Championship. Racing from 2.00pm.*
May 26/27 Brands Hatch, Kent	Racing Displays FF2000, Thundersports, Champion of Brands FF1600, Wendy WoolsSpecial Saloons; Powerscreen Sports 1600, BARC/MGOC race *John Pratt heads the Racing Displays series while Tim Lee-Davey will be out to make up for his controversial elimination from the last Thundersports round. Events are combined with motorcycle racing on both days. Sunday, racing from 2.00. Monday, racing from 2.00 Thundersports, FF2000, Champion of Brands, Monday; remaining races Sunday.*
May 27 Thruxton, Hants	Marlboro British F3, Trimoco Group A, RAC/TT FF1600, Renault 5 UK Turbo cup, MG Metro Challenge, Ford Credit Fiestas *Andy Rouse looks a good bet for a Trimoco win, while Bertrand Gachot will be intent on defending his National FF1600 Championship lead, plus the new Renault 5 Turbo series. Racing from 2.30pm.*
May 27 Castle Combe, Wilts.	Dunlop-Autosport SoT FF1600, Road-Going Saloons, Monopostos, Alfa Romeos ATAC Challenge, HSCC/Bellini Models Sportscars, HSCC Classic Sportscars/John Lelliot Post Historic Road Sports. *An appealing assortment of Formula, Road-going and Historic cars. Racing from 1.30pm.*
May 27 Mallory Park, May 27 Lydden Hill,	JDC pre '68 Saloons, XK & AMOC, DB2/4, Lister XJ Challenge, E-types, MGs. Astra MC Festival of Motor Sport FF2000, FF1600, Modsports

OFF TRACK

May 26 Tomelilla (S)	European Rallycross Championship, round 3
May 27 Croft, May 26 Gurston Down,	BTRDA Championship, round 4 RAC British Hillclimb Championship, round 3 *Dave Harris and Chris Cramer were so close at Borbon Manor that aggregate times decided the event.*

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 OJE.

BRIEFLY

■ Former Team Lotus sponsor, Essex's David Thieme was at Monaco saying that he would like to return to racing but denying reports that he would return bringing Jean-Pierre Jarier back to drive for him.

■ After his two Indy practice accidents Jacques Villenueve finally decided not to take part in Indy qualifying. After being cleared by the USAC doctor to resume running last week the Canadian got stuck around the 191mph mark and after four shunts in two years he ultimately decided that he was not going to get comfortable at the Brickyard and went home. Johnny Parsons was drafted in and easily qualified the Canadian Tire March 85C.

■ It was interesting to note from some instant speed read-outs carried out at Monaco over the weekend that on Thursday, the first day of qualifying for both F1 and F3 cars, that Eddie Cheever's Alfa was quickest of the Grand Prix men at a point just after the harbour-front chicane, timed at 168.6kph while Luis Sala was the F3s at *176.1*kph!

■ PMC will be taking both of the F3000 Williams FWO8Cs to Pau this weekend although only Lamberto Leoni had been confirmed to drive at the start of the week. The rear end of his much improved car was quite badly damaged in the Capelli incident and the Italian will test it at Nogaro on the way down, sharing the circuit with the Ralt-Bridgestone team.

■ Thierry Tassin gave the Eddie Jordan Racing F3000 March its shakedown run last week but the car is not scheduled to make its debut until Spa on June 1.

■ Australia, it seems, is keen to introduce Formula 3 racing to replace their present system of AF1 and AF2. Australian F1 is, in fact, Formula Atlantic and F2 is closer to Formula 3 regulations, but with a different engine. Such a move would be welcomed in Europe . . . particularly by the chassis manufacturers.

■ The San Remo Racing team were working flat out early this week to rebuild Ivan Capelli's F3000 March damaged in his frightening Vallelunga accident, in time for Pau. The team found that the monocoque was salvageable despite the pounding it took but feared that time would beat them on the repair job. Should the car not be ready Capelli might replace Alessandro Santin in the team for this event.

■ FF2000 driver Peter Meyrick recently had an F3 acclimatisation run at Silverstone in Mark Goddard's Savoir Fare/Falcon Insulations Ralt-Toyota RT3.

■ Former Le Mans sports car entrant Harley Cluxton was at Indy last week saying that his Renault Indy engine is almost ready to run. It is thought that the engine may be seen in one of Bobby Rahal's Truesport March chassis for evaluation purposes.

■ Jean-Philippe Grand, France's inaugural Formula Ford Champion, driving a Rondeau in 1984, is hoping to make his F3000 debut at Pau this weekend. Grand, who has also driven for the Rondeau WEC team, is likely to drive the Ekstroem team's March 85B.

■ March recently delivered Group C version of their 85G sports car to Nissan in Japan fitted with one of their V6 turbo engines. A second car, powered by the more familiar four cylinder turbo should be ready at the end of this month.

■ Once again the Guild of Motoring Writers is organising the Sir William Lyons Award to find an up-and-coming motoring journalist. Applicants must be between the ages of 17 and 23, and the competition closes on Sep 14. Anyone interested should contact Jean Peters, General Secretary, The Guild of Motoring Writers, 2 Pembroke Villas, The Green, Richmond, Surrey TW9 1QF.

Hands off Silverstone!

Two new dogleg corners at Silverstone? What a ridiculous suggestion!

If our report in *P&P* this week is accurate in its assessment of what FISA has in mind for one of the world's finest race circuits — and our source is a reliable one — then FISA is guilty of exceptionally muddled thinking.

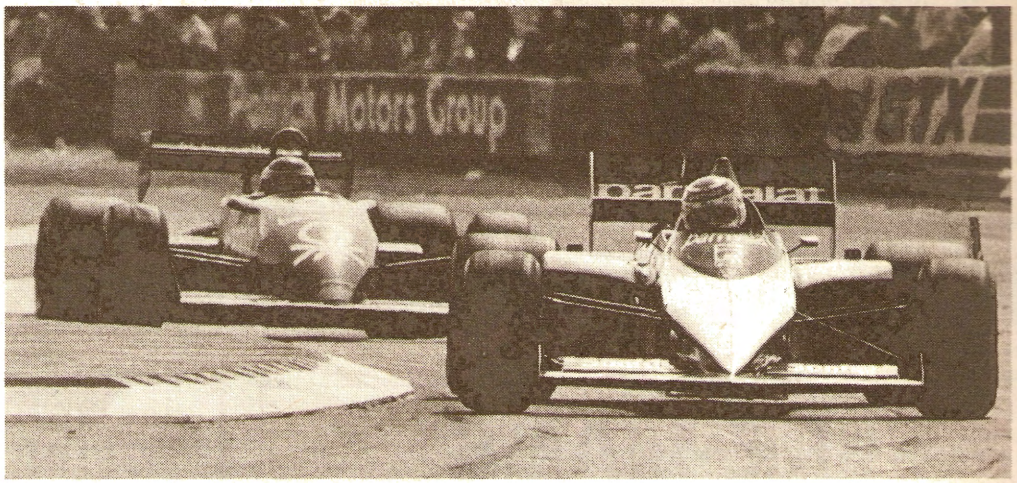
In the absence of any official confirmation of the plans from either FISA or the Silverstone management, we can only assume that they are to be carried out in the interests of safety. In which case FISA is giving disproportionately low priority to race car performance.

The last major alteration to Silverstone ultimately followed the infamous Jody Scheckter accident on the first lap of the 1973 British Grand Prix and removed forever the old Woodcote which had been one of the most challenging and spectacular corners anywhere in the world. The chicane that replaced it had the immediate effect of reducing speeds in that particular section of the circuit, as reflected in an increase of around three seconds in Formula 1 lap times.

Tom Pryce's pole position for the 1975 Grand Prix of 1:19.36 was improved to 1:18.49 by James Hunt in 1977, figures indicative of technology moving at a relatively slow pace a decade ago. But then came the ground-effect era. Alan Jones caused a sensation when he drove the 1979 pole position lap in 1:11.88, which was cut to 1:11.00 by René Arnoux two years later. The same driver made the mark 1:09.46 in 1983.

FISA moved against ground-effect, an action that was wholeheartedly approved by AUTOSPORT and indeed by the main body of opinion in motor racing. But still the lap times have tumbled in Formula 1: FISA had not bargained with the extraordinary acceleration of engine technology. The problem now is not so much fantastic roadholding, as prodigious power.

Formula 1 insiders are saying that, this July, Silverstone will experience another startling increase in lap speeds. The awesome and alarming power of special turbo qualifying engines will probably set the pole position mark at something like 1:05.00.



Alain Prost recently proved that this was possible when he drove a test lap with the McLaren-TAG at 1:08.77 (an average speed of 153.48mph), and did so on hard race compound Goodyear tyres. In qualifying for the recent 1000 Kms sportscar race, Riccardo Patrese achieved a time of 1:10.84 (149.00mph) in an 850-kilo Group C Lancia.

There is the prospect, then, of a pole position lap for the 1985 Grand Prix being driven at an average speed of 160mph.

Time and again, we have criticised action to alter the circuits to suit the cars. The realistic course of action is to alter the cars to suit the circuits. That, surely, is obvious: but it apparently continues to elude FISA.

If it presses on with its plans for Silverstone, FISA will be admitting that it has lost control over the performance capability of the modern Formula 1 car. It really is as simple as that.

FISA's intentions will inevitably result in unnecessary expenditure by the Silverstone management, which will have to invest capital in order to build the proposed dogleg corners at Stowe and Woodcote. If, instead, FISA legislated against power outputs, and left the circuits alone, then there would be no financial losers: in fact, the Formula 1 teams and engine manufacturers would actually see their costs cut, and drastically so.

Ways must be found to reduce power outputs on race day as well as during the qualifying, while retaining the spectacle of Formula 1. This is not as difficult as it sounds: we believe that, to the spectator in the grandstands or the TV viewer at home, the difference between 190mph and 160mph, say, is unimportant. Several F1 team drivers favour the introduction of CART-style 'pop-off' valves on the turbochargers, and we would not dissent from this view.

It is a pity that there are no US-style speedways in Europe, because the nature of the oval construction enforces a discipline on the sanctioning bodies. They cannot compel an oval track operator to build in circuit changes, and the attitude tends to apply also to the road courses. Just now, chassis development in Indycar racing is resulting in substantially increased lap speeds, causing great concern in American racing circles. When the sanctioning bodies move against this factor, they will not change the circuits — they will change the cars. This should be the only option now considered by FISA, also.

It should be borne in mind that FISA has already announced moves which will restrict performance in the future: a further limitation on the fuel allowance in 1986, an entirely new (1200cc turbo) engine formula in 1988. What, then, is FISA saying when it demands these changes to Silverstone? That these measures will not work?

We urge FISA to think again.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Leader of the pack

I think it is about time someone in the motor racing media pointed out to the general public the undeniable ability of the much maligned Elio de Angelis.

I have read many times how Elio wants to be thought of as more than just some rich kid, whose family money has kept him in Formula 1, rather than his skill as a driver.

He is frequently criticised as being an insufficiently aggressive competitor, incapable of actually racing to win, and perfectly content to pick up a few points here and there throughout the season.

I firmly believe that this is an inaccurate and unkind assessment of a driver who possesses, in my opinion, a supremely artistic ability to put his car around a track, very quickly indeed.

For the past couple of seasons the JPS Lotus-Renault has suffered from a series of race-stopping problems, be it engine, gearbox or brakes, as we saw in his team-mate of 1984. Yet Elio was so often able to nurse his car over the line to pick up valuable points, in the hope that these problems will be ironed out, at some stage in the season, whereupon he could truly race.

Surely his grid positions show his skill and speed, while his ability to recognise the car's weaknesses, and drive accordingly within those limitations, displays intelligence and inestimable value to the team's development.

I do not take anything away from Senna, who must undoubtedly be a prodigy, but please let us not praise the unquestionable brilliance of Ayrton at the expense of the undoubted World Champion potential of Elio.

LONDON SW3 — CRAIG HUTCHINSON

Mallory bad manners

For several years I have been a keen follower of Formula Ford, a series in which the ability and temperament of the driver invariably determine the outcome of each race, rather than the size of the team's budget.

I was disturbed, however, to witness the antics of one of these 'sportsmen' at Mallory Park last weekend.

After a perfect drive from pole position to the chequered flag in the Star of Mallory race, Richard Dean was about to take his prize from race sponsor Unigas. The proceedings were interrupted for several minutes by a finger-wagging competitor who obviously could not accept graciously his final position in the event.

I appreciate that no one likes to be beaten, but such conduct in front of both race sponsors and the general public will not do.

SHEFFIELD, S YORKS — S R GREGORY

Welsh thanks

On behalf of the organising committee of the Shell International Welsh Rally, I would like to thank everybody who assisted with the running of the event, these include, all marshals, officials, doctors, rescue and recovery crews, also everybody who donated prizes to the marshals draw.

IAN HOWELLS
Chief Marshal International Welsh Rally

Caging the fans

Having just returned from the excellent WEC race at Silverstone, I would like to thank all the participants especially Dr Palmer, whose efforts at Club Corner were superb.

The main point of my letter concerns the forthcoming Grand Prix, and through your magazine, I would like to ask Silverstone Circuits some questions about the miles of Colditz-style fencing now placed around the circuit.

Are they expecting Leeds United?

Has the discipline of Grand Prix fans lowered to such an extent that this is necessary? And how are people going to react, trapped behind 10ft barbed wire fences on a sticky hot summer evening, trying to leave the circuit?

I think that the point is clear about these claustrophobic new pens. If you treat fans like animals, they will act like them. There was a rumpus about similar fences in the Silverstone paddock; now they are everywhere. I would advise all enthusiasts to think hard about going in July if they wish to keep their dignity.

On the other hand, if you are a yob, you'll love it!

NORTHAMPTON NEIL MARTIN

Horses for courses

Congratulations to John Foulston on finally regaining his rightful place on the victory rostrum at Oulton Park on May 11, and in so doing ending the apparent domination from Messrs Wheatley and Williams back to July in the Historic GT Championship.

John's feat is all the more remarkable as he also established a new outright sports car lap record in an Historic car. One hopes the Chief Executive of the HSCC and erstwhile Atlantic Computers team mate will not be too disappointed at having this honour snatched away.

Oulton is ideally suited to Historic racing and although this championship has not used the circuit regularly in the past, the sight and sound of these Can Am and GT cars was awe-inspiring. Perhaps this helped fire the rumour around the HSCC mega-home, that the whole championship should be held there next season.

PEACEHAVEN, SUSSEX RUSSELL SIDDENEY

No entry?

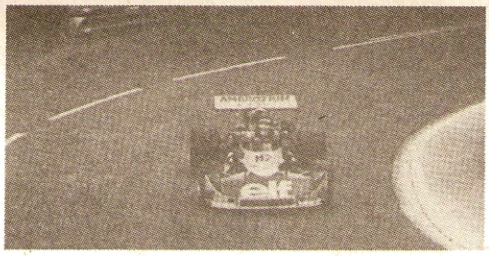
After a trip to Silverstone on May 6, I came away with mixed feelings. Some races weren't too bad, but some were rather processional. And as for the ATAC series . . . well, I don't envy Brian Sheridan. I now think ATAC ought to stand for 'All Time Anti Climax'.

Sure, there were 27 entries, which augured well for a spectacular race, yet there were 10 starters, and *17* non starters. Is this some sort of record for non starters I wonder?

It's a great shame more entries, or should I say starters, can't be mustered up, as there's definitely potential for this series.

READING, BERKS RAY PILL

THEN AS NOW?

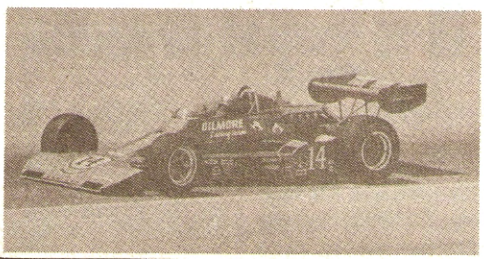


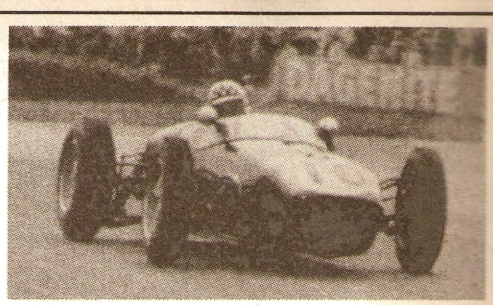
10 On track action revolved primarily around the Pau F2 race 10 years ago this week (AUTOSPORT, May 22, 1975) the event being dominated by Frenchmen, Jacques Laffite and Jean Pierre Jabouille. Laffite claimed pole, but Jabouille nipped past early in the race to lead a nose-to-tail battle for the majority of the distance until a slight error allowed Laffite through, the present Ligier GP pilot (above) defeating his brother-in-law by some 17secs around the streets of the challenging Pau track.

The editorial leader expressed support for the combined club meeting-cum-pop festival that occurred at Mallory Park. The feeling was that a lot of welcome revenue was generated from this event with some 47,000 people attending a Mallory club race! It must be said, however, that the prime reason for their attendance was the presence of the Bay City Rollers pop group. An arrangement with the BBC had seen half the proceeds go to deserving motor racing causes to improve marshalling and rescue facilities, and this principle was generally well-supported. A slightly different view was held by those staunch motor racing fans who had found themselves caught in the middle of marauding pre-pubescent Rollers fans.

Pit & Paddock reported that Tony Brise, Britain's man of the moment, had eventually put his name to an F1 contract, his signing with the Embassy Hill team bringing to an end much speculation. Brise's signing reportedly saw him £12,000 richer, the then less financially stable Frank Williams offering to top the sum for Brise's services. One is left wondering as to the figure on latest young superstar, Ayrton Senna's, contract.

Over the pond, AJ Foyt (below) secured his fourth Indy 500 pole position with an average speed of 193.976mph, some 20mph slower than Pancho Carter's mark for this year's race.





25 Lotus fortunes were on the up 25 years ago this week (AUTOSPORT, May 20, 1960) in the lead up to the Monaco GP. Innes Ireland (above) duelled his Lotus-Climax with Jack Brabham's Cooper in front of 80,000 at Silverstone's International Trophy, winning by just 1.4secs, at an average speed of 108.92mph — easily the fastest contemporary average speed, also claiming the lap record with a 111.86mph tour (slicing 5.8secs off the old standard). Front-engined machines seemed to be on their way out.

However, the meeting was sadly marred by the death of the ever popular Harry Schell in a practice accident, when trying too hard in the wet. He would be sorely missed, especially at his popular Parisian bar, L'Action Automobile, 'home' of many of the motor sport fraternity.

The supporting races at Silverstone included many 'name' drivers, with a young Jim Clark beating John Surtees in the Formula Junior event, and Roy Salvadori claiming honours in both the sports car race and the Production saloon bash, bettering both the similar Jaguars of Stirling Moss and Graham Hill in the latter.

Rally cars really weren't the same then as now, were they? The Yankee Monte Carlo Rally took place in New England, with victory going to Mr & Mrs Hough's very standard Mercedes 190 SL, from the Chevrolet Corvair (below) of Sam Fast/Buel Kinne. The expression 'my car runs as smoothly as a sewing machine' took on new significance, as Larry Waugh was a 'big wig' at the Singer sewing machine concern.

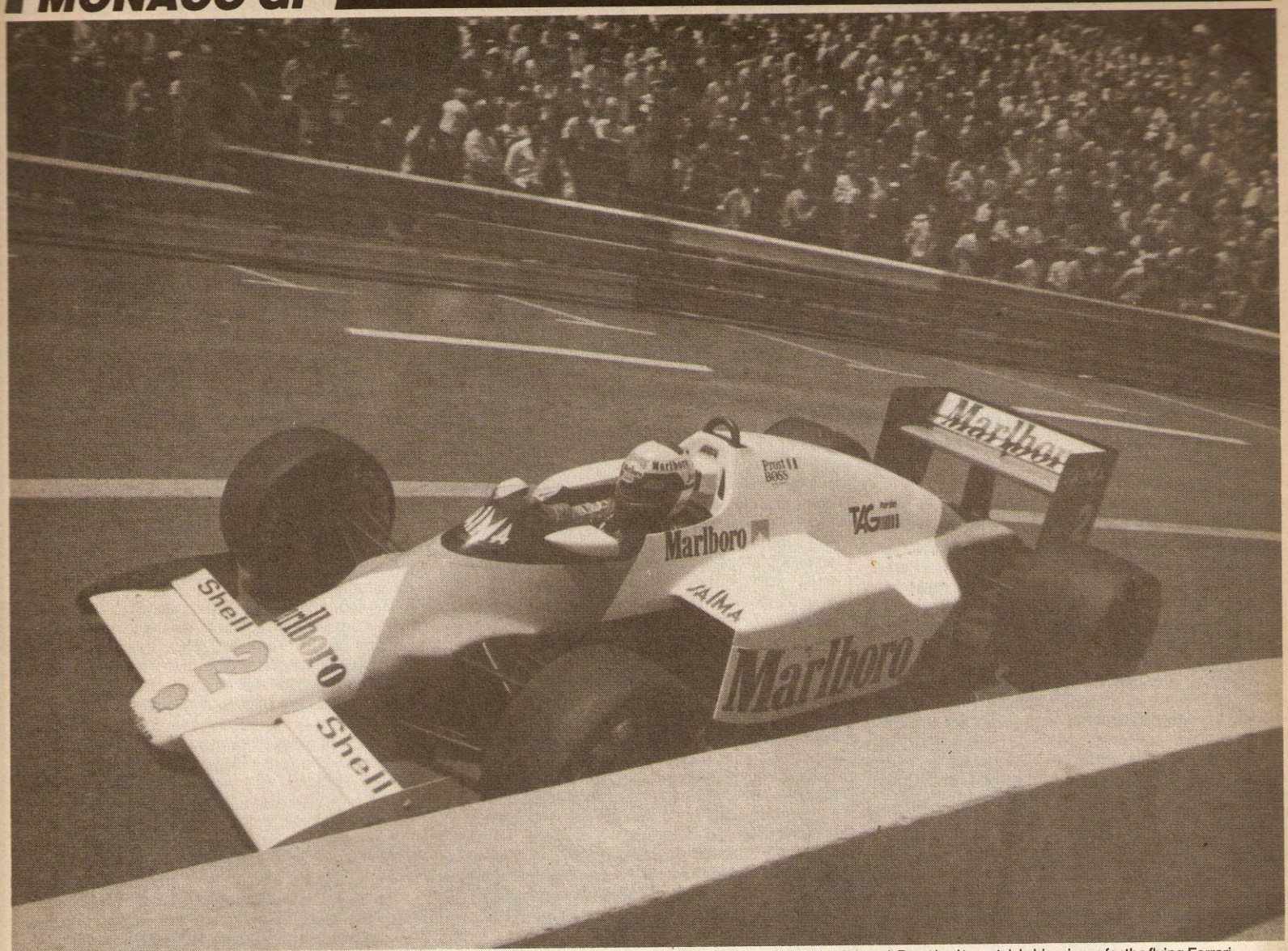
The Lancashire & Cheshire CC meeting at Oulton Park the week prior to the Intenational Trophy meeting was another good one for Roy Salvadori, as he won both the main events — sports cars and Formula 2. This was the L&CCC's first National event, and was marred by non-starters, although 20-lap F2 scratch event was run at a cracking pace.



BY BARRY FOLEY

CATCHPOLE





Alain Prost powers through Tabac on his way to a second win of the year — his third on the road. Below: With Alboreto twice being delayed, Prost had to watch in his mirrors for the flying Ferrari.

Street fighters

No weight problems this time for Prost and McLaren — Senna leads but retires — Brilliant drive by Alboreto — Race disrupted by Patrese/Piquet accident — Report: NIGEL ROEBUCK — Photography: JEFF BLOXHAM

This time Prost got nine points for it. Sunday brought him a second Monaco victory on the trot, and there was no talk of outside assistance. Throughout the race he was troubled by fluctuating boost pressure, which meant the McLaren was not strictly a match for Alboreto's Ferrari. But Michele was delayed by other factors.

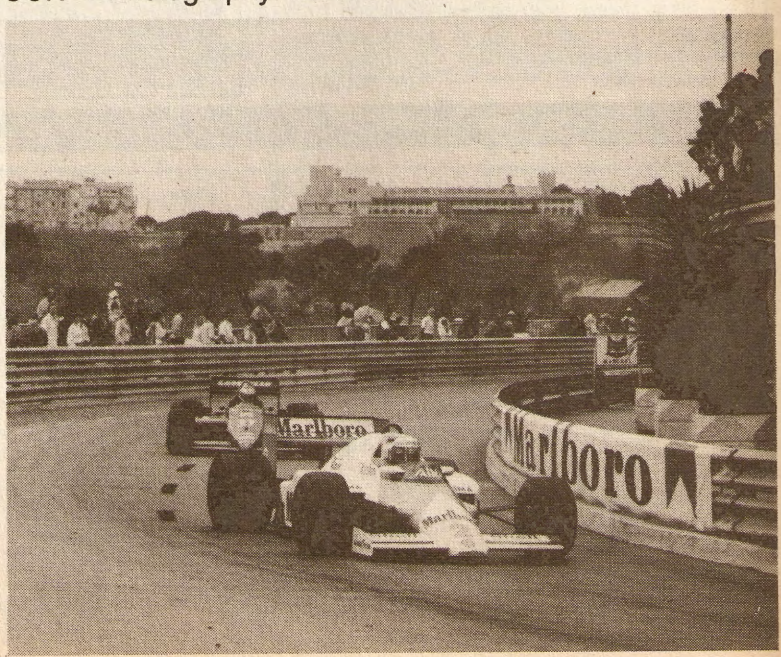
The course of the race was decided on lap 17 by a tail-end battle between Patrese's Alfa and Piquet's Brabham. As the Brazilian tried to pass on the run up to Ste Devote, Patrese edged him into the guardrail. It was a move of towering stupidity which could have killed them both. As it was, only the cars were destroyed.

In the aftermath there was oil on the track, a fact which the corner marshals chose to keep secret. And the luckless Alboreto found it, sliding wide and allowing Prost through. Worse, he had picked up debris and, despite reclaiming the lead in very short order, soon had to pit with a puncture.

After that, Alain was home free, with only the boost to worry about, but Michele stormed back to second place, and was only a few seconds behind at the finish. Brilliant.

The remaining points went to de Angelis's Lotus (as usual), de Cesaris's finely-driven Ligier, Warwick's Renault (welcome back), and Laffite's Ligier, which was almost involved in the accident. The Williams pair was running at the end, but out of brakes and out of points.

And . . . Senna. As seems to be his custom these days, Ayrton started from the pole. He led the early laps without apparent problem, but Renault's new EF15 lasted less than 20 minutes. After that, it was a two-horse race.



QUALIFYING

To Monaco, then, for the Conga Grand Prix. And for everyone there are problems of logistics. For the journalist there was the annual game of Hunt the Press Room (relocated every year). We worked that out by Thursday evening, thereafter slipping into the easy routine of using helicopter, camel and lift each day.

For the PR man there was the ticklish problem, in this Principality of Louis XV and G-Plan, of moving Hiram Z. Peabody from his suite at the Loews to the motorhome in the paddock without causing him to sweat in the hellish traffic. A fleet of Rivas did sterling service across the harbour. In time we may expect the Space Shuttle.

In Monaco, more than anywhere else, you can judge a man by the company that keeps him.

And then there are the drivers, who *must* sweat in the hellish traffic. Some refute it, but there are those in the know who will tell you that some qualifying engines now produce an Honest-to-God one thousand brake horsepower, and the men who do the serious work in the Monaco Grand Prix must find a way of reconciling that with the tight streets of Stucco City. To watch a car up the hill to Casino Square in qualifying is to doubt your own senses.

They had a speed trap set up by the exit of the tunnel during practice,and the quick men went through at very close to 180mph. "This place," Keke Rosberg sighed, "is a test of age . . ." And Ayrton Senna remarked that it didn't do to think too much about the track. To bullet down the hill to Mirabeau, hoping your carbon brakes will be alive and well at the bottom, is the action of a brave man. The Grand Prix car has outgrown this place.

Monaco will, however, continue. It makes a lot of people a lot of money, which is why the blazers-at-dawn duel between Jean-Marie Balestre (FISA) and Michel Boeri (ACM) was never more than sabre rattling. The winter rows were always going to be resolved by the Gallic genius for expediency. We knew that when the original calendar was published: there won't be a Monaco Grand Prix in 1985, but we'll leave May 19 free, just in case . . .

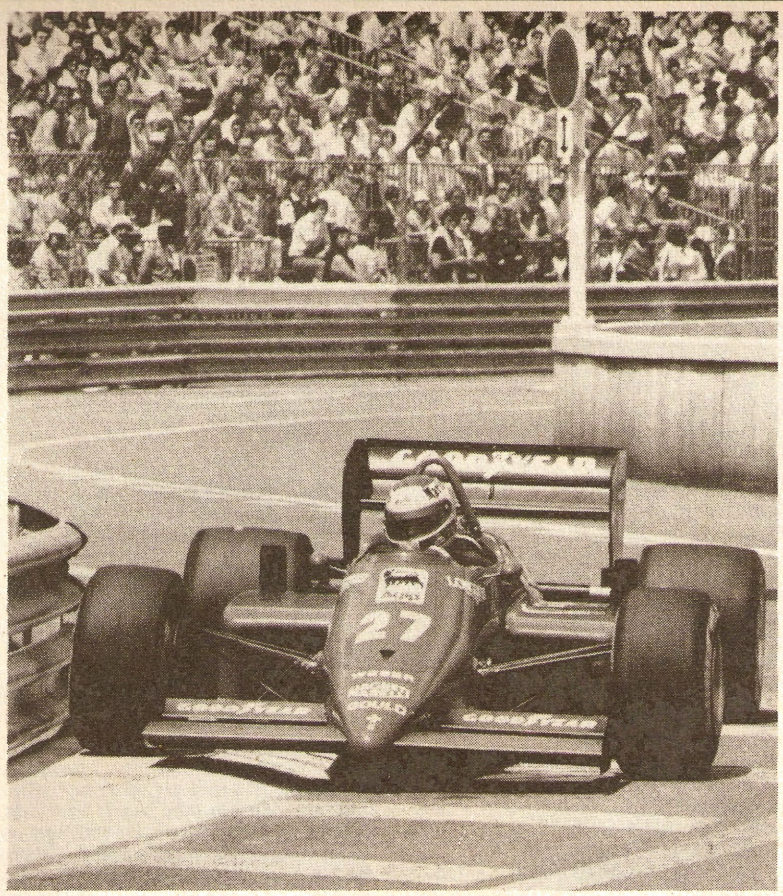
So here we all were once more, savouring that annual opportunity of watching Formula 1 at close quarters, knowing it was silly to stand here, but . . . did you *see* that? Alboreto *shaved* that barrier!

Michele it was who set the fastest ever lap of Monaco. Unfortunately for him, though, he did it late on Saturday morning in an unofficial session. He had a rare shot at a clear lap, but never found one in the afternoon. The man who did was Senna.

Believe it or not, the Brazilian has topped every single timed qualifying session since the circus left Rio to head back for the European season, and there are signs of resentment from some of his colleagues. Clear laps at Monte Carlo are like hen's teeth, and there is always more moaning about traffic, more bad mouthing, here than anywhere else.

On Thursday Senna had been conclusively quickest, out of reach by more than half a second, but by Saturday morning Ferrari had done excellent work on their previously unstable 156s, and in Alboreto Ayrton clearly had a serious rival for the pole.

The final qualifying session was a classic. As always at Monaco most of the hotshoes were queued up at the end of pit lane a few minutes before one o'clock, waiting for the track to be reopened. The sense of anticipation was overwhelming — final qualifying at



Michele Alboreto's precision driving could clearly be seen by spectators at La Piscine.

Monte Carlo is, in effect, the race, determining the shape of Sunday's crocodile.

Senna was aboard, strapped in, waiting only behind Fabi's Toleman. Out they went at one on the dot, and within six minutes Ayrton and the Lotus had done a 1-20. 73, nearly a second inside their Thursday mark together, but still half a second from Alboreto's stunning time in the morning. Could the Ferrari driver beat it?

He could. Ten minutes later the excellent hillside scoreboard flashed up a 1-20. 56 for number 27, and there were shrieks of ecstasy from the stands.

Prost's McLaren then served notice of intent, third fastest briefly until Mansell's Williams displaced it. And shortly before half-past one Senna's black number 12 took to the track once more. For his first run Ayrton had used Thursday's tyre combination, qualifiers on the front, soft race on the back. Now he had qualifiers all round, and he carefully brought them up to temperature. Yes, the labels had been scuffed off now. Next time around he would be going for it . . .

And then Tambay lightly hit the guardrail at the swimming pool, bouncing into a spin. Out came the yellow flags — just as Senna arrived. "That, for sure, would have been my best lap," he later said. "The tyres were perfect." But he kept on for another, and the scoreboard had him back on pole position: 1-20.45. Over to you, Michele.

On his second run, however, the Ferrari driver was a little slower than before. There remained the possibility of a third on a mixed set, but in the meantime Alboreto was further displaced by Mansell, whose second run took him to within eight-hundredths of Senna!

And now came the controversy. You can call it unfair, you can call it gamesmanship or whatever. Towards the end of the session Ayrton came out once more, back on his original set of qualifier/race tyres. This is called defending your position. You don't run quickly — but you run quickly enough. Behind the Lotus was Alboreto's Ferrari, its occupant becoming apoplectic with rage in his attempts to get by.

Finally, at Rascasse, Michele decided to force his way through, leaving Senna the choice of either being clouted by the Ferrari or swerving wide. Ayrton took the second option, the Lotus braking to a halt only a few inches from the guardrail. He then reversed away from it, drove into the pits and parked.

As it was, his pole position was safe. Alboreto's tyres no longer held a quick lap, and he could only curse. Senna, for his part, said he thought the Italian's move at Rascasse was dangerous and stupid.

MANSELL: "I don't mind admitting it, I was frightened today — the first time I've ever felt that in a racing car . . ."

He did not, of course, admit that he had gone back out simply to be a nuisance — any more than Piquet or Reutemann or others had done in previous years . . .

A little earlier he had also incurred the wrath of Lauda, who came into the pits with steam issuing from his helmet, claiming that he, too, had been held up by the Lotus. In truth, this response seemed a bit over the top. Yes, Niki had to duck left-right around Ayrton between Tabac and the swimming pool area, but I saw no deliberate blocking in this. Such incidents occur a hundred times over in a Monaco practice session.

"That I did feel bad about," Senna said. "I think I'm one of the drivers who uses his mirrors the most, but I didn't see him in time, and it was my fault. I went to apologise to him afterwards." Lauda, irate, declined to accept it.

"As for Alboreto," Ayrton continued, "I don't understand him. If I was holding him up, why didn't he ease back for half a lap and then go for it? It wasn't down to me to make it clear for him — it was down to him to find a clear gap, just as I had to . . ." Michele didn't see it that way.

Whatever the rights and wrongs of the situation, the position at two o'clock was Senna-Mansell-Alboreto, and the Brazilian had his third consecutive pole position. Lotus had four cars in Monaco, two race and two qualifying. "In race trim we are in very good shape," said Ayrton, "but the qualifying car is very twitchy. I think I drove closer to the limit on my quick laps then ever before. The only problem we have is poor throttle response out of the hairpins."

At Monaco it was Senna's turn to run the latest EF15 Renault engine, de Angelis having had it at Imola. Elio does not enjoy this circuit very much, and never looked like matching his team mate in practice. After the last session he complained of poor pick-up out of the slow corners, adding that he had never got anything like a clear lap. He qualified ninth, almost exactly a second from his team mate.

Mansell, by contrast, thrives on Monaco, and for the first time succeeded in out-qualifying Keke Rosberg. On Saturday afternoon he was understandably elated, but this was in sharp contrast to his mood of two days earlier. "I don't mind admitting it," he said after the first session, "I was frightened today — the first time I've ever felt that in a racing car. We've got a problem with my engine somewhere, so that I feel as if I'm driving with a stuck throttle. When I lift off, the power keeps coming, and I just can't tackle somewhere like the swimming pool complex with any confidence. I feel absolutely exhausted, drained."

Before Saturday the mechanics went to work, changing all the ancillaries of the Honda V6, and in the last session Nigel was thrilled with it: "They've done an amazing job — it's as good today as it was bad on Thursday. A turbo hose came loose on my first run, but the second was good — except that I had to pass de Angelis into Tabac . . ." The attitude of the car throughout the corner on that lap was truly remarkable.

Keke's practice days were frustrating. On Thursday afternoon he had turbo failures on both his own and the spare FW10, and Saturday was marred by 'outside influences'. "On my first run," he related philosphically, "I got held up by de Cesaris at Rascasse." Did he see you? I asked. "Oh yes, he saw me," Rosberg shrugged. "It's normal for him. He saw me, and didn't bother to move over. Then he came and said sorry . . ."

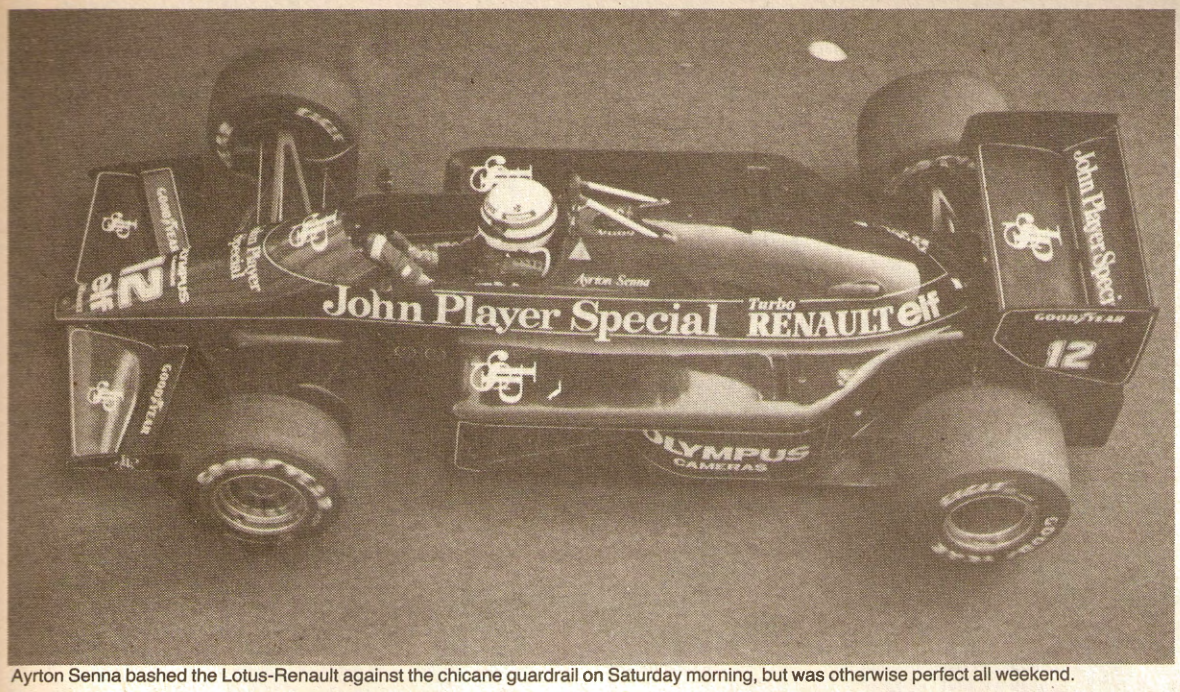
The final hairpin was indeed unlucky for Keke. On his second — and quicker — run, he was almost at the end of the lap when yellow flags slowed him. Fabi had just driven into Johansson, and the Ferrari was into the guardrail. Rosberg qualified seventh.

The Senna incident apart, Alboreto was in good heart on Saturday, his car much improved. In the morning he did his stunning lap in 1-20.205, and felt there was more to come. "Thursday was not so good," he said. "The car was too nervous, but the worst problem was poor traction. For today we have changed the set up completely, and the handling is much better. We seem to have better traction, too, but that could be the track itself. With much more rubber down, it's much faster than on Thursday."

Unbelievably, Johansson had two more troubled days of practice. During the first morning his Ferrari clanged down the guardrail into the chicane escape road after a (carbon) brake had locked on.

Before the last session on Saturday, though, Stefan felt confident of going well: "The car's much better today. I was fastest for a long time this morning, but I didn't get time to do a run on qualifiers."

Fifteen minutes from the end of ▶



Ayrton Senna bashed the Lotus-Renault against the chicane guardrail on Saturday morning, but was otherwise perfect all weekend.

►► practice, Johansson came through Tabac and the pool area on what looked like a *very* quick lap, but he never got to the end of it.

"I came up behind Fabi at the last bloody corner, and the bloke was just dreaming. He was going slowly, I went to overtake him and he just drove me into the barrier! He's not the kind of guy who would do something like that deliberately — he just didn't see me. And that was my first lap with qualifiers all round . . ." As at Imola Stefan was in a completely unrepresentative 15th place on the grid, but without the same opportunity of coming through the field: "I suppose all I can think about is staying on the road until the end of the race."

The big surprise on the first day had been Riccardo Patrese's Alfa, second fastest to Senna. Although the Italian improved a little in the last session, 10 other drivers vaulted over him, and that meant a drop of five rows. Travelling in the opposite direction was E. Cheever, positively gleeful on Saturday afternoon. Eddie, who missed the cut at Monaco a year ago, was fourth fastest this time, and looked it.

"We have a new wing here, which is much better than the old one, and the grip is good. Most of all, though, we're understanding more and more about the Bosch Motronic, and throttle response is excellent. I think we can run with just about anyone on power as well. I mean, the car is good all round right now — if it can finish . . ."

Given the McLaren results of the last season and a bit, Alain Prost was fairly certain that he could finish. Unlike Cheever, though, he was not satisfied with his qualifying power: "We have to do something about this. Yes, in race trim we have no problems, but we're always starting further back than we should. I've had some trouble with traffic, but so does everyone here.

"The resurfacing work on the track and the removing of the kerbs at Rascasse has made this place much faster than before, making power more important than ever. I'm happy with the balance of the car — but I have four people in front of me." For the two previous years (Renault and McLaren), he had started from the pole.

Lauda, despite having to get around Senna on his quickest lap, was only a second slower than his team mate, but that put him down in 14th on the grid.

Thierry Boutsen's fine Imola form was maintained in Monte Carlo, his Arrows sixth on the grid. "Thursday was wasted," he commented. "I still had my Imola race engine in, and it felt about 200 horsepower down!" That first day, indeed, the Belgian was only 16th, slower than team mate Gerhard Berger, who finished a very respectable 11th.

Ligier had a substantially revised JS25 for Monaco, the preserve of de Cesaris. "For the first time," Andrea grinned, "we may be somewhere near the weight limit. The chassis is 30 kilos lighter, and I have the Renault EF15 for the first time, which is six kilos lighter. The car feels much better, much more lively."

On Saturday morning in Casino Square I beheld the crane at Massenet going into action. From its hook dangled the remains of a race car, smoking badly and threatening to take fire. It bore the number 26. Only one wheel remained.

"Fortunately," its driver said, "that was the T-car. I got to the top of the hill, and then the brake pedal went almost to the floor . . ." In slamming into the guardrail the Ligier was completely destroyed, but Andrea was unhurt, undaunted. In the afternoon he qualified the new one eighth, easily fastest of the Pirelli runners.

Looking over to Monte Carlo, Boutsen and Palmer head into Casino Square



Jacques Laffite, disgusted with his car's lack of grip, looked like a possible non-qualifier on Thursday, but took nearly four seconds off in the last session, qualifying his 'old' JS25 in 16th place.

It is one thing for Renault to have their cars outpaced by Renault-powered Lotuses on Goodyears. It must be quite another for them to face a Pirelli-shod Ligier-Renault ahead of them on the grid. Warwick was 10th, Tambay 17th.

"How's the car, Derek?"

"Oh, you know, not too bad, really . . ." A pause, "What am I saying? It's terrible! No actually, that's not fair. It just hasn't got very much grip."

And so it looked. Through the swimming pool complex Derek and Patrick were obviously working hard, their cars needing much more road than the front runners. Warwick's mood remained light, but Tambay was fed up to the teeth. It was his turn to have an EF15 this time, and on Thursday it refused to run cleanly: "They changed the plugs six times?"

In the last session Patrick came out for his second run, cruising quietly on cold tyres. At the left-hander around the pool he gave it just a touch more throttle than he should, and instantly the tail of the car flicked against the barrier. He faced a frustrating afternoon on Sunday.

So, too, did Nelson Piquet. So bad did he find the Pirelli qualifiers on Thursday that he ran soft race tyres in the official session. Friday he spent at Paul Ricard, trying out new qualifiers, and these were used for the last session.

DE CESARIS: "Fortunately that was the T-car. I got to the top of the hill, and then the brake pedal went almost to the floor . . ."

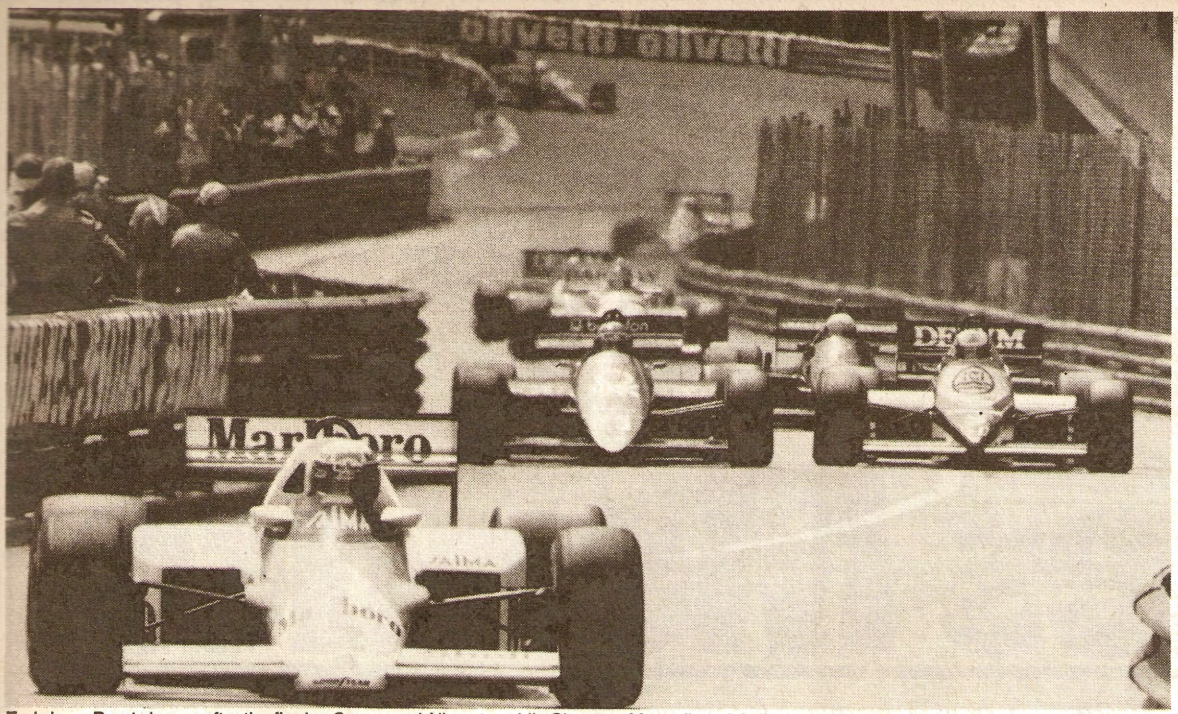
Despite paring off almost two seconds from his previous best time, Nelson's position — 13th — did not change. This man should play a central role in any Grand Prix, but his ability is being unnecessarily squandered this season. Last year the problem was BMW unreliability, but Piquet at least had the consolation of dominating qualifying. He is indeed a most resilient fellow.

François Hesnault had a turbo failure in the last session, but would probably have failed to qualify, in any case. If a combination of BMW power and Pirelli grip taxes a Piquet, you cannot but feel sorry for the young Frenchman, who probably lost count of the spins he had during practice. Sad days for a great team.

As the Monaco Grand Prix, uniquely, is restricted to 20 cars, rather than the usual 26, Ken Tyrrell always knew that qualifying for his Cosworth pair would be a major problem. After Thursday's session, Stefan Bellof was in, Martin Brundle out. But in the last hour on Saturday the position was reversed, Martin finding more than two and a half seconds to slot in a comfortable 18th. Stefan, so sensational in the rain here last year, also improved substantially, but missed the cut.

Jonathan Palmer made it with the Zakspeed, despite crashing at Casino Square on Thursday afternoon. The car spun backwards into the guardrail, damaging gearbox, suspension and wing, but all was well for the last session.

"It's a problem running at a place like this with no spare car to fall back on," he said. "You don't want to do too many laps just in case something — anything — goes wrong to keep you from qualifying. The shunt was my fault. We've got a bit of an understeer problem, and I'm tossing the car into the corners to get it round. We're still on mechanical injection, so the response is a bit slow, and I just didn't catch it in time."



Early laps. Prost chases after the fleeing Senna and Alboreto, while Cheever, Mansell, and de Angelis follow, blasting up the hill from Ste Devote.

And . . . the last place on the grid went to the Toleman, running in plain white and black on Thursday, thereafter with multicoloured Benetton identification. The monkish Teo Fabi seemed underwhelmed by being back in Formula 1, but such is his way.

There were two TG185s in Monaco, engine problems obliging Teo to use both. "It's very odd," commented Peter Gethin on Saturday afternoon. "This morning we did a 1-24.6 on race tyres and using racing boost, and we're hardly any quicker than that in qualifying spec. Still, we're in, that's the main thing."

Through the swimming pool complex the Toleman looked among the very swiftest, and it was a surprise to find Fabi so far down in the times.

Hesnault and Bellof apart, the other non-qualifiers were Piercarlo Ghinzani's new Osella (used only in the final session, having required an engine change on Thursday), Pierluigi Martini's Minardi-Moderni, which was written off at Ste Devote on Saturday morning, the driver sustaining light knee injuries, and the RAMs of Philippe Alliot and Manfred Winkelhock.

By the end of Saturday you got the impression that John Macdonald was getting just a touch impatient with his two drivers. Both crashed on Thursday morning, Alliot clipping a barrier at Casino Square, to the severe detriment of the right rear corner, and then Winkelhock losing it at the exit of the chicane. In the afternoon the Frenchman was at it again, this time at Ste Devote.

There was some encouragement for the little team on Saturday morning, Manfred setting eighth best time. Against the afternoon clock, however, it all went wrong, engine problems in both his race and spare cars finally putting the German into Alliot's — which lost third gear. Monaco has never been kind to Macdonald and his men.

RACE

From a weather point of view we had left for Nice without much cause for optimism. There had been unremitting rain and grey sky there for six days. Throughout practice, though, we were blessed. Only on race morning did the foul elements return. Surely we could not be in for a repeat of Monaco '84?

There were spots of rain through the morning, but nothing more — although the firmaments remained threatening. Jacky Ickx, Clerk of the Course once more, will have glanced frequently at the sky. Dear Lord, please not again . . .

The warm-up, as usual, belonged to M. Prost, happy as usual to be going racing with a race engine, rather than wasting two days of qualifying with a race engine. Afterwards Alain said he knew he was quicker than the men ahead of him on the grid — but they *were* ahead of him,

WARR: ". . . the electric blanket device which warms the tyres short-circuited . . . and it blistered them!"

and there lay the problem: how to pass at this place? Next up were Alboreto, a surprising Warwick — "The car's fine on full tanks" — Mansell, Tambay, de Angelis and . . . Senna, who was the only man to run the Renault EF15 motor in the race. Ligier had a long look at Tambay's misfire problems in qualifying, and decided de Cesaris should start with an EF4 — a decision also taken by Tambay himself.

Following the warm-up de Angelis's Lotus needed an engine change, but the replacement Renault V6 refused to run properly, consigning Elio to Senna's spare car for the race, his own having been earmarked for Ricard tests, which take place this week.

Immediately before the start there was also drama for Ayrton himself. "It's a ridiculous thing to happen," said Peter Warr, "but the electric blanket device which warms the tyres short-circuited while it was working on Ayrton's fronts — and it blistered them! We had to change them at the last minute, which meant that he went into the race with cold fronts and warm rears . . ." Very technical business, this Grand Prix racing.

It had an effect, too. At the green light Senna got away perfectly, leading Mansell, Alboreto and Prost (who got the drop on Cheever) down to the chicane at Ste Devote. Ayrton led confidently at first, pulling out a lead of more than two seconds after a lap and a half, but Alboreto passed Mansell into Ste Devote on lap two, and immediately closed on the leading Lotus. We remembered the closing minutes of qualifying, thought of a degree of needle between Ayrton and Michele, remembered Piquet and Jones in a similar situation four years ago here . . .

But no. After half a dozen laps Senna began to edge away again: "Until the fronts came properly up to temperature, the car was very unbalanced," Ayrton said, "but then it was fine. I started to pull away from Alboreto and turned down the boost."

We are getting ahead of ourselves, however. As ever at Monte Carlo there had been a shunt at the start, and one wondered anew why they restrict the starters to 20 in this place — when there are never 20 runners for more than the first couple of hundred yards. The silly Ste Devote chicane usually acts as a filter system, but this time the damage came even sooner.

Berger, starting 11th in the left-hand file, got away well enough and moved right, to the centre of the pack, whereupon his engine died. Instantly involved were Tambay and Johansson: "I'm not sure who I hit," Patrick said. "It may have been Berger. And I think the Ferrari came over my nose . . ."

When Tambay reached Ste Devote he found himself completely without brakes (the master cylinder having been damaged), and drove into the escape road, where he ran helplessly into Berger again. For the second year running, Patrick's Monaco Grand Prix was over by the first corner.

Johansson's was little longer. The Ferrari's rear suspension had been damaged in the accident, and after a couple of slow laps Stefan retired in the pits. I remembered his words about "just keeping it on the road until the end of the race." Three laps gone, three cars out. A promising start to the proceedings.

After giving every sign of a serious challenge to Senna, Alboreto began to fall away, and we wondered if Prost might be the man to disturb Lotus equilibrium. By lap three he, too, had passed Mansell and was up to third, ominous (for the rest) as ever. Nigel knew already that his qualifying form could not be maintained, the Williams-Honda unable seriously to race with anyone because of uncertain carbon brakes. Rosberg's car would suffer similarly. As Prost passed him, so also did Cheever.

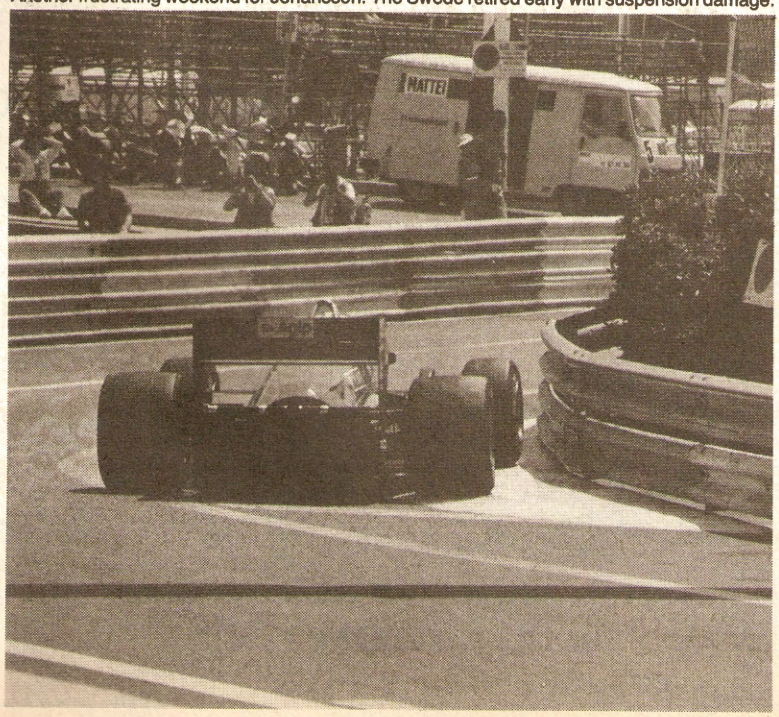
Eddie's good luck, though, has always been in short supply. In the course of lap seven the Alfa began to falter, letting by de Angelis and Rosberg, and at the end of the eighth he was into the pits. There a worsening misfire was traced to the alternator. Exit the first of the race's leading lights.

By this point Senna was starting to go away into a race of his own, and Alboreto seemed equally secure in second place, Prost in third. De Angelis then led the Williams duo, and next up was a scrapping trio: Boutsen, de Cesaris, Warwick.

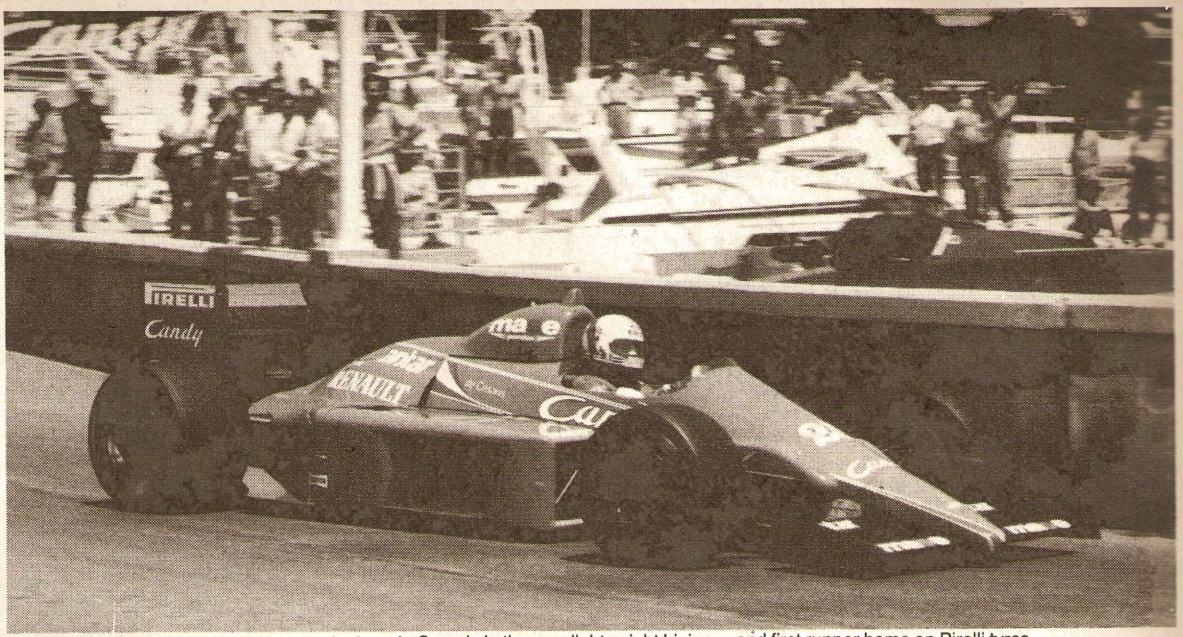
Senna, as we have said, had gone to the start with the EF15. With fuel economy of no consequence at Monte Carlo, the new engine was unnecessary from that point of view, but Ayrton thought its response much better. Tambay agreed with that, but after his misfire problems in qualifying preferred to go with the EF4. In Patrick's case, of course, it didn't much matter.

It mattered very much to Ayrton. After 12 laps his lead over Alboreto was out to four seconds, but next time around the Ferrari was right with the Lotus, and the red and yellow banners waved vigorously as Michele took the lead at Ste Devote. Senna's car was trailing wispy smoke, its day over. He had gambled on the engine, and lost.

Another frustrating weekend for Johansson. The Swede retired early with suspension damage.



►



A forceful, quick, and mature drive from Andrea de Cesaris in the new lightweight Ligier — and first runner home on Pirelli tyres . . .

A couple of minutes earlier Boutsen's Arrows had been in for tyres, the Belgian dropping from seventh to 14th as a consequence.

Senna's departure left Alboreto in what looked to be a secure first place, but 60-odd laps remained, and in second place — eight seconds back — was Prost, as always in the hunt. "Today," Alain had said before the start, "I have to be very patient, which is difficult for me because it is not one of my natural characteristics. I have four people ahead of me, and I must pick my moment — and hope that something goes wrong for them." Fourteen laps into the race, only one man was ahead, and that state of affairs, too, was about to change . . .

At the end of lap 16 the order was: Alboreto, Prost, de Angelis, Rosberg, Mansell, de Cesaris, Warwick, Lauda, Patrese, Piquet and Laffite. Catching Jacques quickly was Fabi, who had earlier spent four laps getting round Brundle's Tyrrell.

Patrese, as is often the way of it, had a queue behind him. "I couldn't believe how slowly he was going," Laffite said afterwards. "Even my car, with no grip at all, could keep up with no problem!" For a while Lauda had been trapped behind the Alfa, swiftly pulling clear once he had made it by, and now Piquet was becoming similarly impatient. As they came through the start-finish area to begin lap 17, Nelson was obviously about to put a move on Riccardo.

He did it perfectly, feinting to the left, then going right. As the two cars hurtled towards Ste Devote the Brabham was almost level with the Alfa — and driving into a diminishing gap. I have seen few manoeuvres so idiotic or so reprehensible as that by Patrese. Not to put too fine a point on it, he simply edged Piquet over to the barriers. At this point the cars are nudging 150mph, and the guardrail acts as a funnel before the chicane. Nelson, power hard on and absolutely committed, simply had nowhere to go.

PROST: "Today I have to be very patient, which is difficult for me . . ."

The Brabham touched the guardrail and then the Alfa, both cars instantly spinning out of control. There was a shower of magnesium sparks from the BT54's underside skid tray, a flash fire from the 185T as they slithered towards the chicane at very high speed. Wheels, wings and other appendages flew off in sundry directions — happily without hurting anyone at the trackside.

Some idea of the velocity of all this can be gauged from the fact that the two cars came to rest finally against the barriers in the escape road, a very long way from the beginning of the accident.

In his more volatile period (*circa* 1981) Nelson might well have given Riccardo a helping of Salazar two-step. And on this occasion no one could — or would — have blamed him. Blatantly to push another driver into the fence at this sort of speed is, to my mind, a little scary from an unhinged novice. From a man with 112 Grands Prix behind him, it was criminal. I hope — I *assume* that FISA will not look the other way.

Piquet went back briefly to the Brabham pit, then left the circuit. His mechanics said he was almost speechless with rage.

Immediately behind the fracas, Laffite had been luckier. The Ligier also spun, but did not hit anything and came to rest with a dead engine. Jack Lafferty then pulled a master stroke, letting the car drift slowly backwards, hooking reverse and letting out the clutch. Amazingly, the Renault V6 caught, and its driver then resumed the race!

How did the accident start? "I saw it quite well, of course," Jacques said with masterly understatement. "It was normal — just Patrese being Patrese . . ." This he followed up with a string of verbs and nouns unlikely to have been picked up in Stoke Poges . . .

Fabi, of course, had been close behind Laffite. The Toleman did not spin, but slid wide when it reached Ste Devote, the Brabham/Alfa demolition derby having left quite a bit of oil on the road. Teo was able to get going again, but his race ended almost immediately with a broken turbo.

Patrese's aberration was to have a profound effect on this race. At the start of lap 17 Alboreto came upon the accident scene, and saw only yellow flags. There was no warning of oil whatever, and the Ferrari slid straight on, Michele just keeping it from hitting the barriers — and keeping the engine alive. He reversed away from the guardrail and continued, but by now Prost had gone by, taking the lead for the first time.

Enter Lauda. He also saw no evidence of oil until he hit it, and he also stopped just short of the fence. But the engine had stalled, and would not restart. The crane reached down and scooped up a McLaren-TAG which was perfectly healthy, merely asleep. For the second afternoon running, Niki fumed.

The French, of course, gave joyous tongue when Prost's McLaren came through in front, but it was soon obvious that he would not be there long. Alboreto had the Ferrari really wound up, and within three laps was back on the McLaren's tail. There he stayed until the start of lap 24, jinking past beautifully into Ste Devote. Prost could have behaved like Patrese, of course, but then he is a Grand Prix driver.

He was also a worried man: "Almost from the beginning of the race I had fluctuating boost pressure, and then it began to go down — although I had not turned it down. I had expected the McLaren to be a bit quicker than the Ferrari in the race, but actually Michele's was superior . . ."

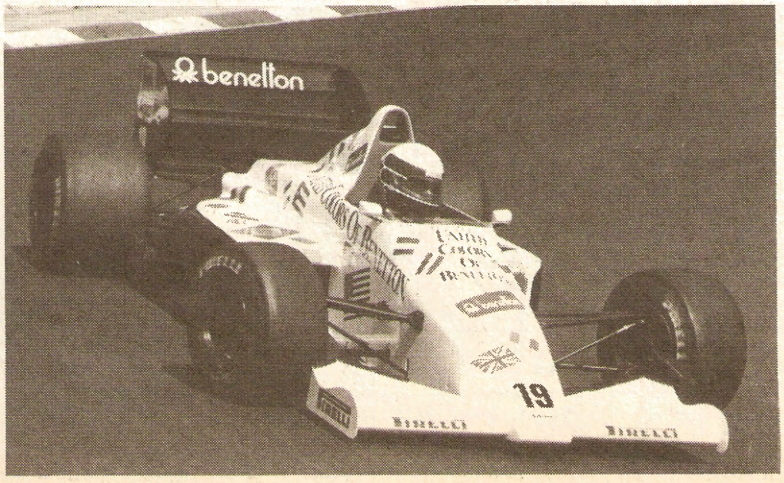
As it turned out, the Frenchman's car had a leaking wastegate, which is bad for fuel economy. And the car had gone to the grid, I was told, with only 185 litres on board. In normal circumstances no one has a consumption problem at Monte Carlo, but Prost's were not normal circumstances.

Twenty-five laps: Alboreto, Prost, de Angelis, Rosberg, de Cesaris, Warwick, Mansell, Brundle, Boutsen, Laffite, Palmer. That was the lot, with 53 laps still to run. Remarkably, there were no more retirements.

Behind the first two, de Angelis was having a lonely race, clear of a three-way dice between Rosberg, de Cesaris and Warwick, which Derek much enjoyed. "On full tanks the car felt really nice," he commented. "And it was great actually to be involved in a *race* again, a good hard, race. Eventually I fell back from Andrea as the fuel load lightened and the tyres got worse — and it was very slippery after the Patrese shunt."

Lap 27 saw Brundle into the pits for, of all things, brake fluid, most of his original supply having leaked away. To return to the track in such circumstances was the act of a courageous man. He was now laps back, but set to with enthusiasm, actually making up more than a lap on Palmer's Zakspeed before the end of the race.

Racing again! But only just . . . Teo Fabi scraped the Toleman onto the back of the grid, but retired.



At the end of lap 32 there was more adversity for Alboreto. In the immediate aftermath of the Patrese accident, he had, of course, slid off and lost time, but that wasn't the end of it. He had also picked up a piece of shrapnel in the left rear tyre, which very gradually began to go down. After retaking the lead from Prost, he felt that the Ferrari's handling was going away, and finally he dashed into the pits.

Michele rejoined in fourth place, between de Cesaris and Warwick, the Renault driver just failing to nip by the Ferrari before its new tyres warmed up. Once settled in, the Italian began a most brilliant comeback drive, although any thought of victory now seemed out of the question.

On lap 39 Alboreto moved past a very co-operative and mature de Cesaris, who made no attempt to block him, well appreciating the superiority of the Ferrari, particularly on fresh tyres. So that was third place, at least. Question was: could Michele make any more progress? De Angelis's Lotus was more than 20 seconds up the road, itself a similar distance from Prost's leading McLaren.

All Michele could do was give it everything, and he never let up. "The car was fantastic, perfect, all the way," he said, which was more than could be said of the two ahead of it. Prost, now leading securely, was worried still about the boost and had turned the switch right down, believing his lead secure. And de Angelis was increasingly in brake trouble.

So, too, were the Williams pair. Rosberg had fallen back to sixth, and was being caught by Mansell. Later a rather disgruntled Keke would be in for tyres, thereby falling even further behind. The FW10 is for the moment very much a qualifying machine, but the new Honda V6 is expected for Spa. Both drivers will be glad to see it: "This one," Nigel said, "is a bit like an on-off switch . . ."

For a long time Alboreto made no particular impression on either Prost or de Angelis. Until lap 55 it was a matter of half a second here, a tenth there, but thereafter the Lotus was on the hook, hobbled by vanishing brakes and at the mercy of a healthy car and inspired driver. In five laps Michele took nine seconds from Elio, and by lap 61 was almost with him.

It was now a matter of picking his moment, and at the start of lap 64 Alboreto had him clean at the approach to Ste Devote. De Angelis, low on ▶

retardation, could do nothing, although he did give the Ferrari driver something to think about as they crested the hill, drawing level with him through the left-hander into Casino Square! It was brave stuff, but Michele held his line, and after that Elio fell swiftly away, banking on four points.

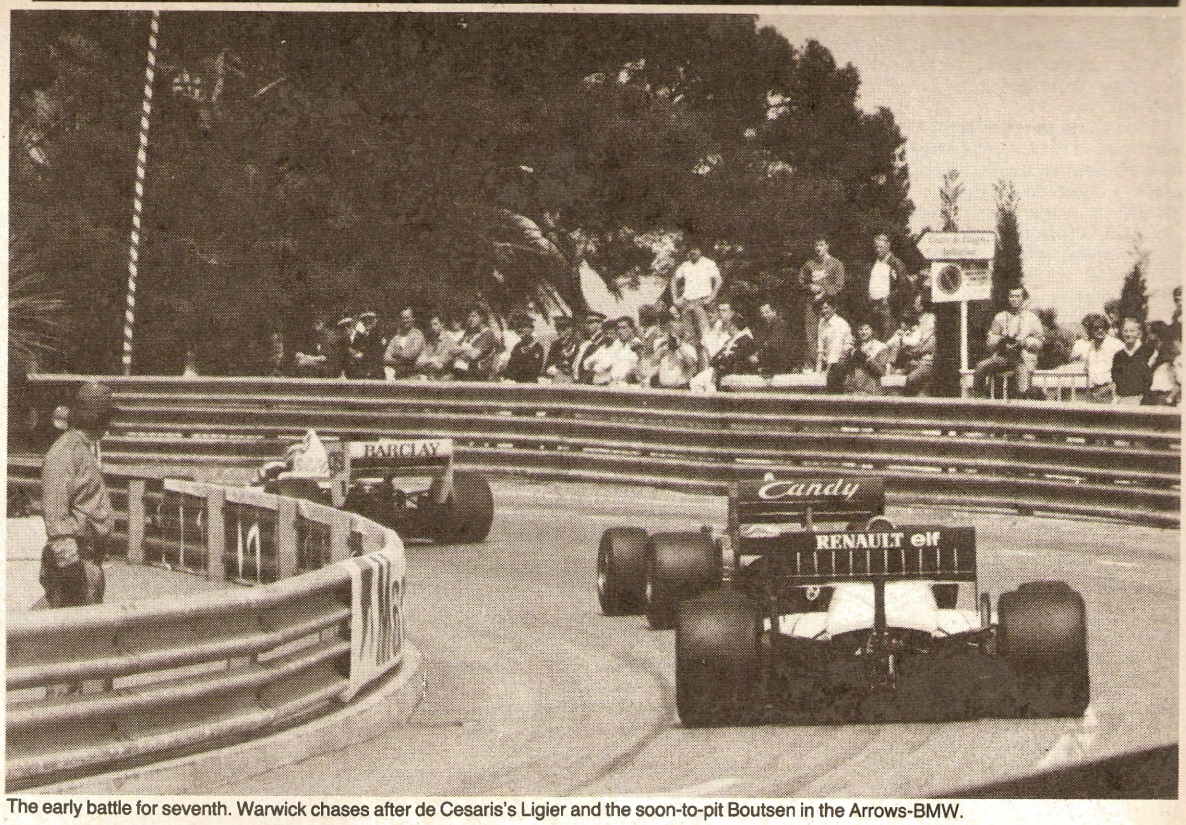
What was that? A spot of rain or a Monegasque pigeon? It was the former. At first there were but occasional drops, then more frequent. With all the oil already down, the track was getting greasy. In these treacherous conditions Alboreto continued his apparently hopeless pursuit of Prost, still 25 seconds ahead with only 10 laps to go.

When they took the flag the Ferrari was less than eight seconds behind, although quite obviously Prost was paying out the line. And it was good he did, for the McLaren arrived back at the pit absolutely bone dry! This, of course, is what happened at Imola a fortnight ago, and McLaren personnel looked to the post-race weight check with a degree of apprehension. This time they got it right — just. The winning MP4/2B registered 542 kgs.

This was anything but a great Monaco Grand Prix, but several images will remain in the mind. I have never subscribed to the view that Prost is an automaton, a motor racing Bradman, who accrues rather than triumphs. This was his 18th Grand Prix victory, and perhaps one of his best, reward for intelligence and calm in difficult conditions. He, it should be remembered, did not go off on the oil at Ste Devote.

Alboreto did, but then he found it before Prost. After that he swiftly took back the lead before pitting with his puncture. And thereafter his performance was mesmeric, the best I have ever seen from him. Three second places . . . he must win one soon.

There is no one in the business better at bringing them home than de Angelis, whose 1985 finishing record remains at a hundred per cent. And it was splendid to see de Cesaris's Ligier in the points, the Italian driving as he sometimes can, with pace *and* maturity. And he was on Pirellis . . .



The early battle for seventh. Warwick chases after de Cesaris's Ligier and the soon-to-pit Boutsen in the Arrows-BMW.

Warwick was happy simply to finish a race, albeit kept from serious contention by a middling car, and Laffite well deserved his point for sixth after showing great spirit following his near involvement in the accident. He caught the brakeless Mansell with three laps to go, Nigel surviving a colossal moment in the tunnel (clouting the barrier at close to 160 . . .) as he tried to fight the Ligier off.

We should not forget, either, the fact that the Zakspeed made it to the finish. Yes, it was four laps behind, and very far from right at present, but its showing made several longer-established outfits look poor indeed.

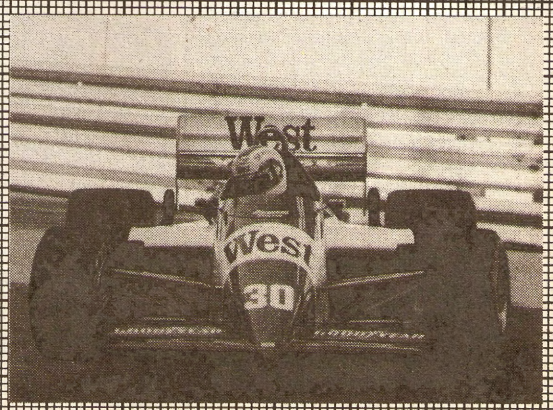
Most of all, though, I will remember about Monaco '85 that accident. There have been hard men throughout the history of this sport, many of whom have also been fair. In football terms, I suppose you would describe Patrese's action as a 'professional foul', but footballers are rarely kicked by guardrail at 150. If, as I hear, Ayrton Senna is to be hauled over the coals by his colleagues for what he did in practice, I hope they will also keep in mind the actions in the race of their second most experienced member . . .

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
SENNA	12	12	12	12	12	12	12	12	12	12	12	12	12	12	27	27	27	27	2	2	2	2	2	2	27	27	27	27	27	27	27	27	2	2	2	2	2	2	2	2	2	2	2	2	2
MANSELL	5	5	27	27	27	27	27	27	27	27	27	27	27	27	27	2	2	2	27	27	27	27	27	27	2	2	2	2	2	2	2	11	11	11	11	11	11	11	11	11	11	11	11	11	11
ALBORETO	27	27	5	2	2	2	2	2	2	2	2	2	2	2	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	(27)	25	25	25	25	25	25	27	27	27	27	27	27	27
CHEEVER	23	2	2	23	23	23	23	11	11	11	11	11	11	11	12	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	25	25	27	27	27	27	27	27	25	25	25	25	25	25	26
PROST	2	23	23	5	5	11	11	23	6	6	6	6	6	6	6	5	5	5	25	25	25	25	25	25	25	25	25	25	25	25	25	16	16	16	16	16	16	16	16	16	16	16	16	16	16
BOUTSEN	18	11	11	11	11	6	6	6	5	5	5	5	5	5	5	25	25	25	16	16	16	16	16	16	16	16	16	16	16	16	16	6	6	6	6	6	6	6	6	6	6	6	6	6	6
ROSBERG	6	18	18	18	6	5	5	5	18	18	18	18	(18)	25	25	16	16	16	5	5	5	5	5	5	5	5	5	5	5	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
De CESARIS	25	6	6	6	18	18	18	18	25	25	25	25	25	16	16	1	1	1	3	3	3	3	3	3	3	(3)	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26
De ANGELIS	11	25	25	25	25	25	25	25	16	16	16	16	16	1	1	22	22	3	30	26	26	26	26	26	26	26	30	30	30	30	30	30	30	30	30	30	(30)	30	30	30	30	30	30	30	30
WARWICK	16	16	16	16	16	16	16	16	22	22	22	1	1	22	22	7	7	19	26	30	30	30	30	30	30	30	18	18	18	18	18	18	18	18	18	(18)	18	18	18	18	18	18	18	18	18
BERGER	17	22	22	22	22	22	22	22	1	1	1	22	22	7	7	26	26	30	18	18	18	18	18	18	18	18	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
PATRESE	22	1	1	1	1	1	1	1	7	7	7	7	7	26	26	19	19	26																													
PIQUET	7	7	7	7	7	7	7	7	26	26	26	26	26	19	19	3	3	18																											
LAUDA	1	26	26	26	26	26	26	26	19	19	19	19	19	3	3	30	30																												
JOHANSSON	28	3	3	3	3	19	19	19	3	3	3	3	3	30	30	18	18																												
LAFFITE	26	19	19	19	19	3	3	3	30	30	30	30	30	18	18																														
TAMBAY	15	(30)	30	30	30	30	30	30	(23)	23	23	23																																	
BRUNDLE	3	28	28																																									
PALMER	30																																											
FABI	19																																											

-1 LAP

(○) INDICATES PIT STOP FROM WHICH CAR RETURNED TO RACE

	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
SENNA	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
MANSELL	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
ALBORETO	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
CHEEVER	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	26	25	25	25	25	
PROST	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16		
BOUTSEN	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5		
ROSBERG	5	6	6	6	6	(6)	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	24	26	26	26	26	26	5	5	
De CESARIS	26	26	26	26	26	26	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6		
De ANGELIS	30	30	30	30	30	30	30	30	30	30	30	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18			
WARWICK	18	18	18	18	18	18	18	18	18	18	18	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30					
BERGER	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					



MONACO GRAND PRIX
May 19, 1985
Circuit: Monte Carlo (MC)

Round 4

Race data:	78 laps of 2.058 mile circuit	**Distance:**	
Weather:	Dry, overcast, damp later	160.524 miles	
Winner:	Prost	McLaren MP4/2B	**Average speed:** 86.022mph
Previous result:	Prost	McLaren MP4/2	**Average speed:** 62.619mph
Fastest lap:	Alboreto	Ferrari 156/85	1:22.837, 89.645mph
Existing record:	Patrese	Brabham BT49D	1:26.354, 85.796mph

ENTRIES

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-04	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-05	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 012-6	Ford Cosworth DFY
4	Stefan Bellof (D)	Tyrrell 012-7	Ford Cosworth DFY
5	Nigel Mansell (GB)	Williams FW10-2	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10-3*	Honda V6 turbo
6T	Keke Rosberg (SF)	Williams FW10-1	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-4*	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-2	BMW S4 turbo
8	François Hesnault (F)	Brabham BT54-1	BMW S4 turbo
9	Manfred Winkelhock (D)	RAM 03-3*	Hart S4 turbo
9T	Manfred Winkelhock (D)	RAM 03-2	Hart S4 turbo
10	Philippe Alliot (F)	RAM 03-1	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-3	Renault V6 turbo
11T	Elio de Angelis (I)	Lotus 97T-1*	Renault V6 Turbo
12	Ayrton Senna (BR)	Lotus 97T-2*	Renault V6 turbo
12T	Ayrton Senna (BR)	Lotus 97T-4†	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60-4	Renault V6 turbo
15T	Patrick Tambay (F)	Renault RE60-2*	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60-3	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-3	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-4	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185-3	Hart S4 turbo
19T	Teo Fabi (I)	Toleman TG185-2	Hart S4 Turbo
22	Riccardo Patrese (I)	Alfa Romeo 185T-2	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 185T-1	Alfa Romeo V8 turbo
24	Piercarlo Ghinzani (I)	Osella FA1G-02	Alfa Romeo V8 turbo
24T	Piercarlo Ghinzani (I)	Osella FA1F-02	Alfa Romeo V8 Turbo
25	Andrea de Cesaris (I)	Ligier JS25-04†*	Renault V6 turbo
25T	Andrea de Cesaris (I)	Ligier JS25-02	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-03	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-081	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-079*	Ferrari V6 turbo
28T	Stefan Johansson (S)	Ferrari 156/85-080	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-03	Moderni V6 turbo
30	Jonathan Palmer (GB)	Zakspeed 841-01	Zakspeed S4 turbo

*Race car. †New car.

LAP TIMES

FRIDAY Weather: Dry sunny		SATURDAY Weather: Dry sunny		WARM UP Weather: Dry overcast		RACE Weather: Dry overcast/damp later	
Driver		**Driver**		**Driver**		**Driver**	
Senna	1:21.630	Senna	1:20.450	Prost	1:23.737	Alboreto	1:22.837
Patrese	1:22.145	Mansell	1:20.536	Alboreto	1:24.070	Prost	1:23.898
Prost	1:22.270	Alboreto	1:20.563	Warwick	1:24.232	de Angelis	1:24.434
Alboreto	1:22.630	Cheever	1:20.729	Mansell	1:24.405	de Cesaris	1:24.554
Mansell	1:22.650	Prost	1:20.885	Tambay	1:25.040	Rosberg	1:24.617
Cheever	1:22.755	Boutsen	1:21.302	de Angelis	1:25.056	Mansell	1:24.673
Lauda	1:22.897	Rosberg	1:21.320	Senna	1:25.195	Laffite	1:24.788
de Cesaris	1:22.992	de Cesaris	1:21.347	Lauda	1:25.346	Senna	1:24.803
Rosberg	1:23.099	de Angelis	1:21.465	Boutsen	1:25.361	Warwick	1:25.305
Johansson	1:23.163	Warwick	1:21.531	Rosberg	1:25.551	Boutsen	1:25.631
de Angelis	1:23.319	Berger	1:21.665	Johansson	1:25.667	Lauda	1:25.842
Warwick	1:23.524	Patrese	1:21.813	de Cesaris	1:26.002	Brundle	1:26.131
Piquet	1:23.548	Piquet	1:21.817	Cheever	1:26.286	Cheever	1:26.548
Berger	1:24.293	Lauda	1:21.907	Piquet	1:26.467	Palmer	1:26.653
Tambay	1:24.473	Johansson	1:22.635	Fabi	1:26.511	Fabi	1:26.717
Boutsen	1:24.510	Laffite	1:22.888	Berger	1:27.430	Piquet	1:27.124
Winkelhock	1:26.182	Tambay	1:22.912	Laffite	1:27.430	Patrese	1:27.723
Bellof	1:26.214	Brundle	1:23.827	Patrese	1:28.060	Johansson	2:31.035
Ghinzani	1:26.230	Palmer	1:23.840	Brundle	1:28.250	Tambay	No time
Fabi	1:26.243	Fabi	1:23.965	Palmer	1:29.314	Berger	No time
Brundle	1:26.499	Ghinzani	1:24.071				
Laffite	1:26.681	Bellof	1:24.236				
Hesnault	1:27.505	Alliot	1:24.763				
Alliot	1:28.026	Winkelhock	1:24.764				
Palmer	1:41.564	Hesnault	1:25.068				
Martini	6:41.037						

STARTING GRID

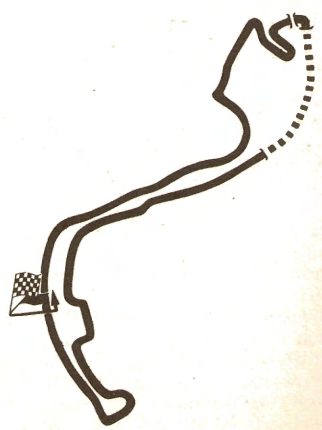
12	Senna	1:20.450
5	Mansell	1:20.536
27	Alboreto	1:20.563
23	Cheever	1:20.729
2	Prost	1:20.885
18	Boutsen	1:21.302
6	Rosberg	1:21.320
25	de Cesaris	1:21.347
11	de Angelis	1:21.465
16	Warwick	1:21.531
17	Berger	1:21.665
22	Patrese	1:21.813
7	Piquet	1:21.817
1	Lauda	1:21.907
28	Johansson	1:22.635
26	Laffite	1:22.880
15	Tambay	1:22.912
3	Brundle	1:23.827
30	Palmer	1:23.840
19	Fabi	1:23.965

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	McLaren-TAG	78	1:31:58.034 (86.022mph)
2	27	Alboreto	Ferrari	78	1:32:05.575 (85.753mph)
3	11	de Angelis	Lotus-Renault	78	1:33:25.205 (84.945mph)
4	25	de Cesaris	Ligier-Renault	77	
5	16	Warwick	Renault	77	
6	26	Laffite	Ligier-Renault	77	
7	5	Mansell	Williams-Honda	77	
8	6	Rosberg	Williams-Honda	76	
9	18	Boutsen	Arrows-BMW	76	
10	3	Brundle	Tyrrell-Ford	74	
11	30	Palmer	Zakspeed	74	
R	1	Lauda	McLaren-TAG	17	Stalled engine
R	22	Patrese	Alfa Romeo	16	Accident with Piquet
R	7	Piquet	Brabham-BMW	16	Accident with Patrese
R	19	Fabi	Toleman-Hart	16	Turbocharger
R	12	Senna	Lotus-Renault	15	Engine
R	23	Cheever	Alfa Romeo	10	Alternator
R	28	Johansson	Ferrari	1	Accident damage
R	15	Tambay	Renault	0	Accident with Berger
R	17	Berger	Arrows-BMW	0	Accident with Tambay

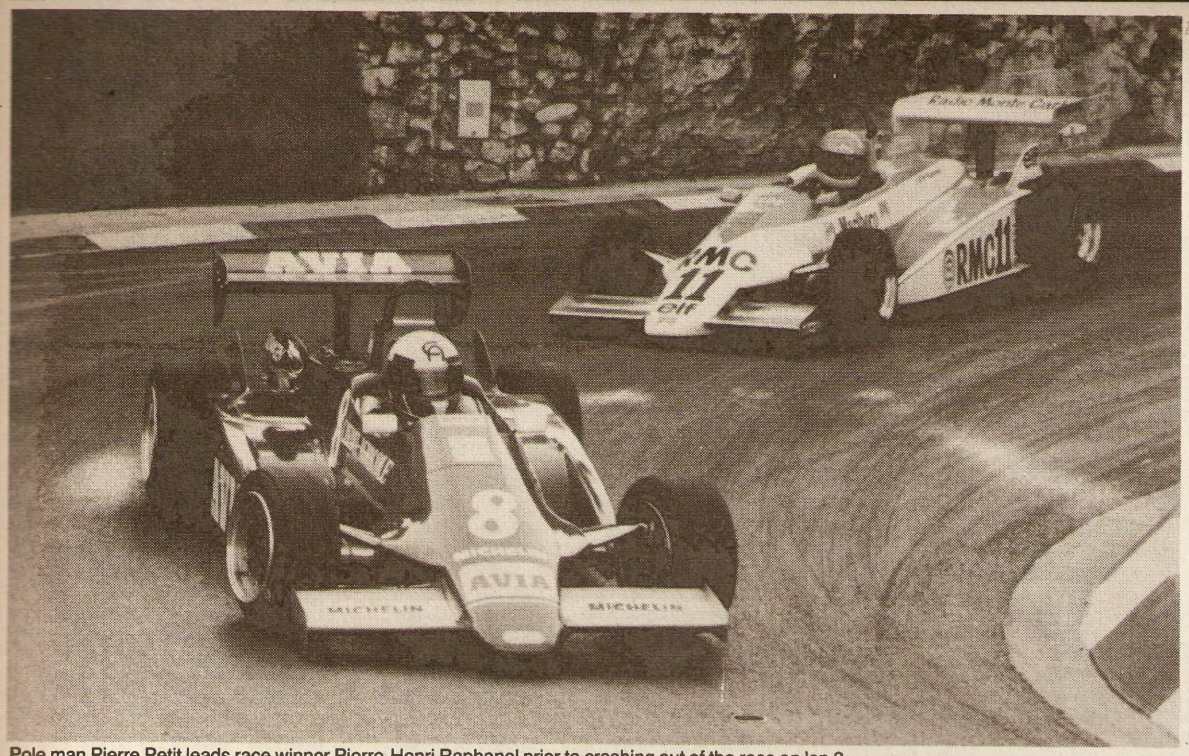
WORLD CHAMPIONSHIP POSITIONS

DRIVERS		CONSTRUCTORS	
1 de Angelis	20	1 Lotus-Renault	29
2 Alboreto	18	2 Ferrari	22
Prost	18	3 McLaren-TAG	21
4 Tambay	10	4 Renault	12
5 Senna	9	5 Arrows-BMW	6
6 Boutsen	6	6 Ligier-Renault	5
7 Mansell	4	7 Williams-Honda	4
8 Arnoux	3	8 Tyrrell-Ford	1
Lauda	3		
de Cesaris	3		
11 Warwick	2		
Laffite	2		
13 Bellof	1		
Johansson	1		



TECHNICAL DATA

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



Pole man Pierre Petit leads race winner Pierre-Henri Raphanel prior to crashing out of the race on lap 3.

Monaco mayhem

Raphanel takes seventh successive win for Martini — Barbazza's bizarre second for Dallara — Accident decimates field — Report: JEREMY SHAW — Photos: JEFF BLOXHAM

Pierre-Henri Raphanel showed on Saturday why he is the leader of the French F3 championship. He did not make the best of starts from the outside of the front row but determinedly made his way to the front, disposing of fellow Martini drivers Alex Caffi and pole-winner Pierre Petit along the way, both ended their race against Monaco's armco.

It was also the seventh win on the trot for Automobiles Martini and the fifth out of seven for the works ORECA team. Italy's Fabrizio Barbazza emerged from a huge first lap accident to claim second for Dallara, despite crashing twice within the final mile of the race.

QUALIFYING

There has also been a certain magic about Monte Carlo. Each year there is some degree of aggravation, often stemming from some drivers' frustration at not being granted an entry for this most prestigious of F3 races. Numbers, you see, are heavily restricted.

There *has* to be some kind of compromise. This year the Automobile Club de Monaco seemed to come up with a sensible answer: they would *invite* the top runners from each of the national championships being run in France, Italy, Britain, Germany and Sweden. What could be better?

Well, of course, it wasn't quite as simple as that. Gary Evans, for example, winner of the most recent Marlboro British event at Thruxton and an acknowledged F3 front-runner for more than a year now, had his application refused. And Volker Weidler, runaway leader of the German series was also not invited!

Subsequently, Harald Huysman's entry was withdrawn due to budget constraints and Alfonso Toledano couldn't make his trip because his new Reynard could not be readied in time. In addition, both French series front-runner Michel Trollé and Italian hot-shoe Marco Apicella preferred to spend their time in testing prior to up-coming domestic races rather than risk damaging their cars (or their reputations?) at Monaco.

The late withdrawals meant 11th hour reprieves for Evans and Weidler. The German's participation however was not confirmed until less than an hour before the opening qualifying session! Thus there were 32 cars and drivers seeking to qualify for the 22 grid placings.

Among the first to show their hand were Franco Forini, winner of the most recent Italian F3 race with his Automotor Dallara-VW (and sixth at Monaco last year), Pierre-Henri Raphanel (Martini-Alfa), Spain's Luis Sala (Campsa Ralt-Alfa) and French comingman Yannick Dalmas in the second works Martini. Cathy Muller also lost little time in being up with the pace-setters in her Dave Price-run Elf Reynard. Four different chassis then, vying for the honour — and inestimable advantage — of pole.

Forini ended up as quickest of all, but his margin of more than half a second over fellow Dallara driver Fabrizio Barbazza was flattered by his having used Michelin's softer qualifying tyre. The Automotor team's decision to run Q-tyres in the heat of the afternoon was to prove significant insofar as each driver was allowed a maximum of only 12 tyres for the entire meeting. Forini's fine charge, though, was rendered irrelevant when Friday morning dawned cool and dry. Conditions were absolutely perfect for the air-restricted F3 engines. Within a few minutes of the second session's 8am start, times began to tumble. For the record, though, Alex Caffi ensured an Italian benefit by setting third best time on Thursday with his Coloni-run Gulf Martini ahead of ex-F2 driver Pierre Petit and Raphanel. Andy Wallace was the best of the British contingent in ninth place, marginally ahead of Swallow Reynard team colleague Tim Davies with Ms Muller, Dave Scott, Gary Evans and Gerrit van Kowren all within a few tenths.

The carbonfibre chassised Dallaras had ruled the roost during the first day, but the Martinis were back in charge when the grid positions were determined. And it was Pierre Petit who created something of a shock by securing pole.

The Frenchman has been out of a drive since losing his place in the Onyx Formula 2 team last year, but the former French F3 champion had arranged a return to the more junior formula in conjunction with long-time backers Avia and Crédit Agricole. Pierre was handicapped by a total lack of prior experience in the well-prepared Avia Sports Martini, but quickly established a good rapport with team manager Robert Descombes and used his soft Michelin tyres to lap 0.531secs beneath Claudio Langes' existing lap record. Gone this year are 'ground-effects', of course, making Petit's effort all the more creditable, but it should be said that resurfacing has eliminated many of the worst bumps.

Petit was justifiably delighted to have won the pole, even though his elation was tempered by the fact that his MK45 was damaged in a silly incident with Cathy Muller. Petit had just left the pits after reverting to race rubber when Cathy came storming up behind on qualifiers, intent upon reasserting herself among the leading contenders. Muller was held up slightly before the swimming pool complex but then found a way past and unceremonisouly 'chopped' her rival.

Raphanel posted a string of fast times to claim the other front-row placing and confirm his growing reputation. The works-run MK45, sponsored by Radio Monte Carlo and Marlboro ran trouble-free throughout practice.

Alex Caffi maintained the Martini/Michelin domination by heading row two, with Luis Sala spearheading the Ralt challenge in fourth place, and showing impressive track craft on Friday, patiently waiting for clear laps in which to go for a fast time.

Didier Theys, fifth and sixth in his two previous attempts at this event, qualified fifth in a Serge Saulnier-attended Martini, followed by Dave Scott, whose effort in a Dave Benbow-run Eddie Jordan Ralt-VW (the car usually used in France by Dominique Delestre) was particularly noteworthy for a Monaco first-timer. "The car itself is absolutely perfect," stated Dave, "apart from the fact that I'm getting rather a lot of wheelspin out of the slow corners. Really, though, if I could have got two or three more clear laps on my qualifying tyres, then I'm sure I could have got onto the front row." Scott, of course was the fastest of the non-Michelin men, his Group Waterworks/TL Clowes insurance RT30 on Yokohama rubber.

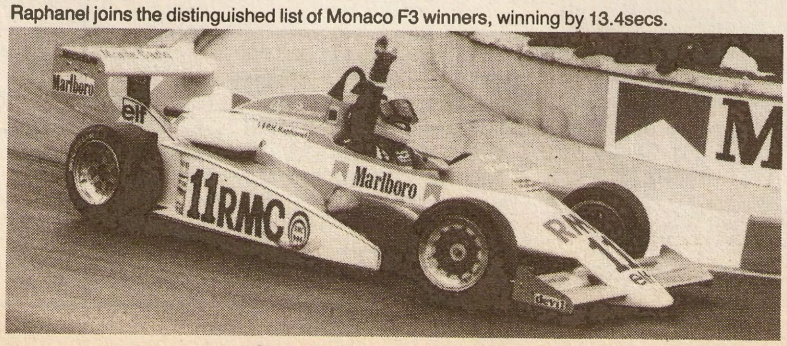
Forini used a couple more soft tyres for his Friday effort, but found great difficulty in finding a clear run. His fastest time was actually set on his 11th lap, by which time the Michelins were well past their best. His Thursday time still stood for seventh on the grid. He remained not too disappointed: "I am sure my car is the best in race trim, and I think overtaking should not be too big a problem . . ."

Formule Renault Turbo champion Yannick Dalmas failed to make best use of soft tyres on his ORECA/Marlboro Martini, so wound up eighth, marginally faster than the Josef Kaufmann-owned MK45 of Volker Weidler. The German had been caught completely unprepared for the first session, which was brought to a premature halt for him by a failed front wheel bearing, but quickly got to grips with the circuit on Friday morning. Ninth best was a remarkable effort.

Completing the top 10 after another good run was Andy Wallace. All the Reynards appeared with a broad extra wing mounted atop the engine — which caused rueful mutterings among some of the other teams — but Andy knuckled down to his task in Tim Stakes' Swallow Racing entry. His Yoko tyres seemed to wear rather quickly, but he performed most creditably. Sadly, though, the team's satisfaction was incomplete after a seized camshaft stranded Tim Davies out at Casino Square after only a few laps on Friday. His 10th quickest time from the first session was not enough to ensure a race.

Barbazza fared little better on Friday, ending his hopes of a good grid placing with an 'off' at Piscine just after fitting his Q-tyes. Fabrizio was at least honest enough to admit his error.

Raphanel joins the distinguished list of Monaco F3 winners, winning by 13.4secs.



Gerrit van Kouwen found his RT30 improved on Friday with the addition of more front-end grip, while the Pegasus team's day was made by Graham de Zille also showing well to make the cut in their second First Edition Menswear RT30.

Serge Ferté's Martini-equipped team were disappointed that Philippe Renault and Frédéric Delavallade could manage only 13th and 17th best. Renault, though, made excellent progress on Friday.

Former World and European Kart Champion Stefano Modena impressed in qualifying his Ralt 14th — in only his fifth ever motor race! — this despite using far from ideal Pirelli tyres. Fellow Italian Gianfranco Tacchino (who damaged his car in the first session) and attractive Roman girl Giovanna Amati switched from Pirelli to Michelin 'twixt sessions. Both improved dramatically to ensure places on the grid, although Giovanna then damaged her RT30 badly in assaulting the armco at Piscine. Fortunately, Ferdinando Ravarotto's team had brought along a year-old RT3 as a spare, which Amati was able to use for the race.

Paul Belmondo also fell foul of the barriers on Thursday and never got out on soft Yokos, but still made the grade along with DPR Reynard colleague Muller — Andy Miller and his crew were certainly kept busy throughout the two days. Also in the race were Jo Zeller, finally qualifying at his fourth attempt despite having to change to a less-strong Toyota engine after head gasket failure. The Swiss, indeed, was the only entrant to use anything but an '85 chassis, his an updated two-year old RT3 — and German Karl-Christian Lück with the Zunft Kolsch beer Ralt.

Among those to be disappointed were Luis Villamil, who missed out by 0.05, Steve Harrington, whose promising 19th best on the first day was negated by a broken throttle cable — plus being held up by spinning cars when he finally got out right at the end of the session — Ernesto Jochamowitz whose Gulf Martini was halted by transmission failure, and, most significantly Gary Evans. The Murray Taylor Racing Ralt driver had been well up in the first session but then clipped a barrier at the chicane after only a few laps on Friday. The jolt was just enough to break one of his RT30's front rockers and Gary could only watch and wait as he was systematically bumped from the grid. "This morning it didn't even occur to me that I might not get in, but at least I've thoroughly enjoyed driving this circuit," said the desperately disappointed Englishman.

RACE

There was hardly a cloud in the sky, no hint even of the cooling breeze that frequently blows in over the surrounding mountains as the packed grandstands waited for the 6pm start. Many were no doubt attracted by the prospect of yet another French victory, with Petit and Raphanel 'sharing' the front row of the now usual staggered grid, while Italian hopes rested on the talents of Caffi and Forini.

Emotions ran high as the field lined up along the Boulevard Albert 1er, all the drivers intent upon snatching glory. And it's the same every year: there's one hell of a traffic jam into the first corner at Ste Devote. Amazingly, everyone emerged largely unscathed this time, despite several barging matches. Andy Wallace was among the luckier ones, his Swallow Reynard picking up a couple of places in the order, while Caffi also grabbed a chance to oust Raphanel from second place. Halfway up the hill, however, there was mayhem. Raphanel apparently saw the opportunity to accelerate up alongside Caffi. He's a brave boy Raphanel, because there's not much room between the barriers as the road meanders slightly left and right by Rosie's Bar. Caffi, though, wasn't too keen on allowing his advantage to slip; if his rival was able to stay alongside all the way up the hill it would be the Frenchman who would command the inside line for Massenet. So Caffi attempted to squeeze out the ORECA Martini, with disastrous results.

As neither driver lifted, the inevitable occurred. Caffi came off worse. The Italian's Gulf Martini was nerfed into a spin, then careered into the barriers and back across the track. Instantly there was chaos as the pursuers sought a way by. Poor Wallace had nowhere to go and knocked a wheel off as he too collided with the barriers. Weidler was also out on the spot.

Behind, most of the drivers managed to stop undamaged, then forced to wait for agonisingly long seconds before a clear path manifested itself. In their impatience to proceed, there were several other bumps as everyone crowded for the single file escape route. Exit, as a result, Muller and Belmondo.

The marshals worked usual wonders to clear the track, the first lap duly completed with Petit chased hard by Raphanel and Theys with the two Dallaras of Barbazza — somehow up from row six — and Forini also in tow. Sala ran next, his right hand front fin badly askew. Then was a long gap to those badly delayed in the incident, Renault leading the unfortunate Scott, and then an even more lengthy delay before Dalmas swept through — soon to retire — ahead of van Kouwen, Tacchino and the rest, several cars showing signs of damage.

At the front, the order began to settle down with Petit holding off the attentions of Raphanel. An oversteering Theys soon dropped away slightly, although Barbazza found a way by on lap 4 and immediately began to home in on the leaders. Forini was not so fortunate, his race ending at Casino after six laps with a broken throttle cable.

Just a few corners later, Raphanel made his bid for the front. A super exit to the harbour front chicane took him half-way alongside Petit as they sped on towards the left-hander at Tabac. The two Frenchmen's opinions varied when asked about the ensuing split-second, but neither was about to concede the corner. Petit, on the outside line, predictably emerged the loser, his Avia Martini cannoning off the ORECA MK45 and into the barriers.

So, there was Raphanel in the lead. His Radio Monte Carlo Martini continued to be hounded by Barbazza's Bistefani/Saab Dallara, but Pierre-Henri always looked in control and duly ran home to a deserved and thoroughly popular victory. Barbazza redoubled his effort when the pair came up to lap a threesome consisting of van Kouwen (in severe handling trouble after an early nudge), Zeller and Modena, but overheating tyres restricted his ability to press for a way through. Then, at Tabac on the final lap, his concentration lapsed and the Dallara hit the barriers. Hard. Two wheels were knocked badly askew, despite which Fabrizio gathered together and set off towards the finish. Theys by the this time was a long way back in his third place, so second was still on.

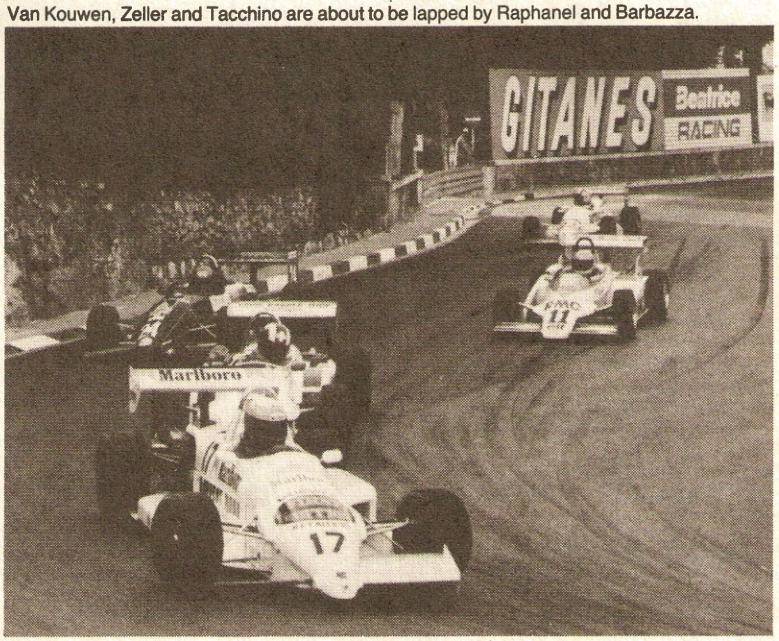
Barbazza somehow coaxed his stricken car round to the start/finish straight but then, to the horror of onlookers, lost control just before the line, collecting the official. The hapless official was thrown into the air as the Dallara spun crazily towards the barriers but miraculously emerged from hospital later in the evening with only minor injuries.

Almost lost in the commotion, Theys brought his Martini home third after a sensible drive, while Dave Scott emerged fourth after a hectic final lap. Sala, his car understeering badly, with the useless nose fin, also lost his brakes for the last six laps. Renault thus closed in, as did Scott. Sala continued to defend his position until Portier — the corner before the tunnel — when Renault made his move. Sala tried, too late, to take his line for the corner and both spun, allowing the patient Scott his way through to fourth. Of the spinners, Renault recovered first to claim fifth.

Everyone else was a lap down, Zeller finally finding a way past van Kouwen and running strongly to the finish. The Dutchman retired a couple of laps from the end after a gritty drive with badly awry suspension, while Modena also fell out after failing in his attempt to pass the Pegasus RT30 at La Rascasse. Tacchino, de Zille and Luck were the only other finishers in what had turned out to be another action-packed Monaco F3 event.

And out of it all emerged Raphanel, thoroughly delighted by his success, France's 10th winner in the race's 27-year history and extending Automobiles Martini's amazing sequence of wins to seven. Given the forthright manner in which Raphanel took his chances, it's hard to imagine the Magny Cours concern ever being beaten around the streets of Monte Carlo.

Van Kouwen, Zeller and Tacchino are about to be lapped by Raphanel and Barbazza.



MONTE CARLO (MC); May 18, 27th Grand Prix de 'Monaco F3', 24 laps — 49.38 miles

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Best lap	Qualifying
1	Pierre-Henri Raphanel (F)	Martini-Alfa Romeo MK45	M	38:26.553	1:34.346	1:33.339 (2)
2	Fabrizio Barbazza (I)	Dallara-Alfa Romeo 385	M	38:39.934	1:34.457	1:34.615 (11)
3	Didier Theys (B)	Martini-Alfa Romeo MK45	M	38:49.769	1:35.272	1:33.949 (5)
4	Dave Scott (GB)	Ralt-Volkswagen RT30	Y	39:07.756s	1:35.751	1:34.037 (6)
5	Philippe Renault (F)	Martini-Alfa Romeo MK45	M	39:11.151s	1:35.604	1:34.745 (13)
6	Luis Sala (E)	Ralt-Alfa Romeo RT30	M	39:31.852s	1:36.402	1:33.609 (4)
7	Jo Zeller (CH)	Ralt-Toyota RT3/83	M	23 laps	1:37.245	1:35.021 (15)
8	Gianfranco Tacchino (I)	Ralt-Alfa Romeo RT30	P/M	23 laps	1:37.583	1:35.764 (20)
9	Graham de Zille (GB)	Ralt-Volkswagen RT30	Y	23 laps	1:37.669	1:35.784 (21)
10	Karl-Christian Luck (D)	Ralt-Alfa Romeo RT30	M	23 laps	1:38.901	1:35.685 (18)
R	Gerrit van Kouwen (NL)	Ralt-Volkswagen RT30	Y	19 laps (suspension)	1:38.918	1:34.694 (12)
R	Stefano Modena (I)	Ralt-Alfa Romeo RT30	P	18 laps (suspension)	1:37.248	1:34.828 (14)
R	Franco Forini (I)	Dallara-Volkswagen 385	M	4 laps (throttle cable)	1:35.704	1:34:078 (7)
R	Pierre Petit (F)	Martini-Volkswagen MK45	M	3 laps (crash)	1:35.955	1:33.886 (1)
R	Yannick Dalmas (F)	Martini-Alfa Romeo MK45	M	2 laps (gear linkage)	1:38.703	1:34.134 (8)
R	Giovanna Amati (I)	Ralt-Alfa Romeo RT3-84*	P/M	2 laps (engine)	1:43.824	1:34.945 (22)
R	Frédéric Delavallade (F)	Martini-Alfa Romeo MK45	M	2 laps (suspension)	1:44.403	1:35.364 (17)
R	Alex Caffi (I)	Martini-Alfa Romeo MK45	M	0 laps (crash)	—	1:33.529 (3)
R	Volker Weidler (D)	Martini-Volkswagen MK45	M	0 laps (crash)	—	1:34.140 (9)
R	Andy Wallace (GB)	Reynard-Volkswagen 853	Y	0 laps (crash)	—	1:34.452 (10)
R	Paul Belmondo (F)	Reynard-Volkswagen 853	Y	0 laps (crash)	—	1:35.024 (16)
R	Cathy Muller (F)	Reynard-Volkswagen 853	Y	0 laps (crash)	—	1:35.707 (19)
NQ	Luis Villamil (E)	Ralt-Alfa Romeo RT30	M		—	1:35.995 (23)
NQ	Steve Harrington (AUS)	Ralt-Volkswagen RT30	Y		—	1:36.056 (24)
NQ	Tim Davies (GB)	Reynard-Volkswagen 853	Y		—	1:36.081 (25)
NQ	Jari Nurminen (SF)	Martini-Alfa Romeo MK45	M		—	1:36.236 (26)
NQ	Gary Evans (GB)	Ralt-Volkswagen RT30	Y		—	1:36.349 (27)
NQ	Ernesto Jochamowitz (PR)	Martini-Alfa Romeo MK45	M		—	1:36.883 (28)
NQ	Franz Konrad (D)	Martini-Volkswagen MK45	M		—	1:37.098 (29)
NQ	Steven Andskar (S)	Ralt-Volkswagen RT30	B		—	1:38.251 (30)
NQ	Leif Lindstrom (S)	Ralt-Toyota RT30	B		—	1:38.342 (31)
NQ	Joe Ris (USA)	Martini-Alfa Romeo MK45	M		—	1:38.570 (32)

Winner's average speed: 77.05mph; **Fastest race lap:** Raphanel, 1m34.346s, 78.52mph. **Tyres:** B = Bridgestone; M = Michelin; P = Pirelli; Y = Yokohama.
* Amati qualified in Ralt RT30.

Austin Rover to chase 1986 WRC with evolution Metro 6R4

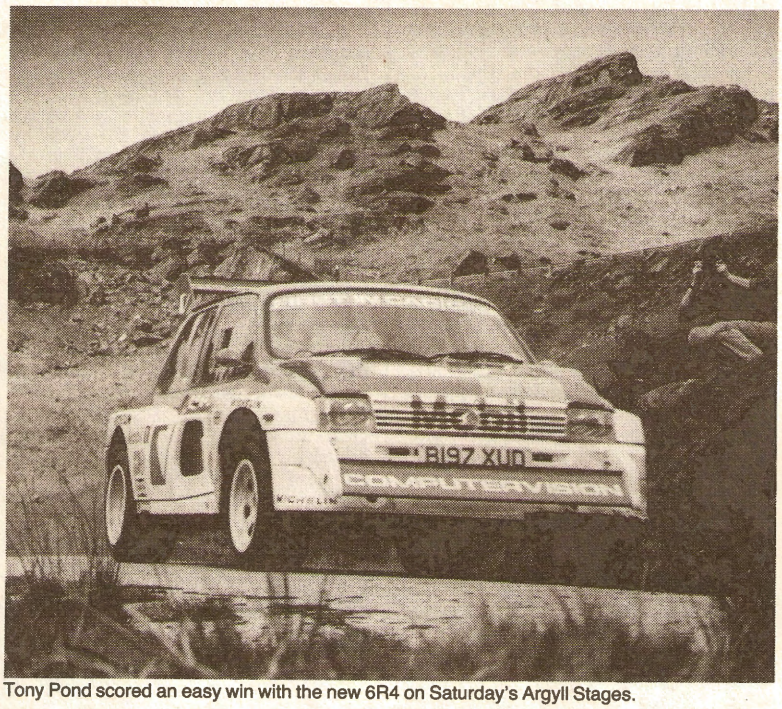
At the launch of the sensational Group B MG Metro 6R4 at Knebworth Park last Thursday, John Davenport, head of Austin Rover Motorsport confirmed that the company is planning a return to the World Rally Championship as soon as possible. The car's debut is scheduled for the Lombard RAC Rally this November, with a full programme in 1986, and at least two cars on all European rounds of the World Championship.

Production of the 200 cars for homologation will take place at Longbridge this summer, while the Competitions Department at Cowley concentrates on 20 evolution models which should also be homologated in October. Until then, the development programme will continue, and as a boost to all involved, the new car made a successful debut on the Autofit Stages in Argyll at the weekend, Tony Pond taking an easy victory.

It was the climax to a hard week for all involved in the project, as the first 400bhp Metros were only completed five days before, and following film work and the Knebworth launch, (where journalists were invited to sample the car from the passenger seat), it was a brave move, and a gamble which paid off.

A detailed insight to the car, and its purpose built V6 engine starts on page 28, and Austin Rover executives have underlined that their objective has always been a no-compromise rally winner. As there are no plans to offer the MG as a road car, type approval will not be sought, although Davenport has underlined that safety was very high on the list of priorities when the car was originally designed.

As his engineers continue to refine the package through some intensive sessions planned in co-operation with Bilstein and Michelin (and more outings on British National events), attention is also turning to increasing the staff at Cowley.



Tony Pond scored an easy win with the new 6R4 on Saturday's Argyll Stages.

By November, it is expected that there will be some 65 people in the Department, and that further specialists will be brought in for events.

Present at the launch last week were representatives from Computervision, the company has backed a number of Austin Rover's motor sport campaigns recently, and seem likely to stay closely associated with the 6R4. The car will certainly appear in their colours for the rest of this season, and their world wide interests in computer aided design, engineering, and manufacturing systems would suggest an involvement next year.

Speaking about his programme for 1986, Davenport emphasised that Austin Rover would concentrate on the European rounds of the series. Tackling the Safari Rally would perhaps dilute the new team's resources, and lessen their chances of success on other events.

The intention is to run either a two car or three car team, and the likely front runners have to be Tony Pond and Marc Duez. Davenport would only comment that his third choice *could* be a young home driver.

Production rally car

Although attention last week inevitably focussed on the factory car with its 400bhp motor and use of lightweight materials intended for the World series, Austin Rover underlined that the MG Metro 6R4 is also intended for the privateer. And in contrast to the Ford RS200, there is no attempt to produce a road car, so the customer can start with a plain white "replica" which is expected to have a price tag of around £35,000.

Included will be all the aerodynamic aids seen on the evolution car, the six cylinder engine will be tuned to give about 250bhp, it will be fitted with a synchromesh gearbox, and the suspension will have competition components, rose jointed, and fully adjustable.

Austin Rover personnel underlined that the car used by Tony Pond last year only had around 235bhp from its hack engine, and that in its 'Clubman' specification, the car should be highly competitive. Those wanting to uprate the engine will have to spend less than £4,000 on parts to achieve a factory spec engine, capable of at least 390bhp.

"The homologation car should be capable of winning a national rally, "off the shelf", commented John Davenport last week. "We believe that because much of the essential competition parts will be included as standard, the MG Metro 6R4 will be the cheapest competitive four-wheel-drive Group B car in which to compete." His hopes are obviously to see the factory's World Championship efforts complimented by private teams using MG's at both National and International level.

Toyota excluded on Haspengouw

Juha Kankkunen took his Toyota Celica Turbo to third place on last weekend's Haspengouw Rally in Belgium and was then excluded from the results when the scrutineers discovered that the car was fitted with non-homologated brake discs.

The Toyota team had entered the event to get in some asphalt testing prior to the New Zealand Rally where there are a group of asphalt stages near the finish of the event. It was the first time that the car had been run on an all tarmac event since its homologation in 1983 and, therefore, the first time that the larger brake discs had been used.

Several development items were used during the rally, but the team were convinced that the discs were perfectly legal, having included them on the application form when the car was first homologated. However, it seems, the units were never actually included on the actual homologation forms, something that no-one spotted before the event. "It was simply an oversight," explained Henry Liddon on Monday. "We don't know how it happened, but I suppose that we must take the blame for not spotting it. We certainly were not trying to cheat as we had ample opportunity, if necessary, to switch back to forest brake discs before the end of the event. I hope that there are no hard feelings between ourselves and the organisers - it was a good event and we would like to return."

Dawson: Quattros in China

At Silverstone on Tuesday, it was revealed that Andy Dawson would be making a comeback to rallying in his own right, with a two car team of Audi Quattros on the Hong Kong-Beijing Rally in September. They will carry the colours of 555, the sponsors of the rally itself.

Both cars have been supplied to Dawson's preparation workshops at Silverstone from Ingolstadt and will be built to full A2 specification, preparations for the marathon event resting with former Boreham engineer, Paul Ridgway.

Dawson, himself, will drive one of the cars but negotiations are currently underway with several other drivers to settle the identity of the team leader. That person should be known shortly, Hannu Mikkola's name having been linked with the team at one stage on Monday.

Opposition to the 555 Rally Team on the 2000 mile event is expected to come from Team Toyota Europe, possibly represented by Juha Kankkunen or Bjorn Waldegaard; Opel, with Erwin Weber and Rauno Aaltonen and the Nissan 240RS of Shekhar Mehta.

Scottish entry released

The RSAC released details of the entry for this year's Lloyds Bowmaker Scottish Rally and there are few surprises among the leading runners. Only Saeed Al Hajri, in the Rothmans Porsche 911SC RS and Mats Jonsson's Ascona 400 bring new faces to the championship runners, but the main interest is surely to centre on Mikael Sundstrom in the Peugeot 205 Turbo currently being built in France for the Coventry based team. Should the car fail to arrive in time, a second entry has been made for Sundstrom at No 17.

Another team hedging their bets are Toyota. Although Per Eklund is the second seed with the Supra - expected to make its gravel debut in Scotland - the team have also been given the 27th spot, this time in the Corolla.

Leading entries

1,	Mouton/Pons	B	Audio Quattro A2
2,	Eklund/Whittock	A	Toyota Supra
3,	McRae/Grindrod	B	Opel Manta 400
4,	Wilson/Harris	B	Audi Quattro A1
5,	Brookes/Broad	B	Opel Manta 400
6,	Llewellin/Short	B	Audi Quattro A2
7,	Sundstrom/White	B	Peugeot 205 Turbo 16
8,	Kaby/Gormley	B	Nissan 240RS
9,	Fisher/Frazer	B	Opel Manta 400
10,	Jonsson/Gustavsson	B	Opel Ascona 400
11,	Al Hajri/Spiller	B	Porsche 911SCRS
12,	Haugland/tba	B	Skoda 130LR
13,	—		
14,	Pond/Arthur	A	Rover Vitesse
15,	Lovell/Davis	A	Ford Escort RS Turbo
16,	Airikkala/McNamee	A	Vauxhall Astra GTE
17,	tba/tba	A	Peugeot 205 GTI
18,	Lord/Varley	B	Audi Quattro A2
19,	Marshall/Jenkins	B	Nissan 240RS
20,	Collins/Freeman	B	Opel Manta 400

Mikkola bows out?

November's Lombard RAC Rally is likely to be the final World Championship Rally for Hannu Mikkola. Recent suggestions point to the former World Champion's retirement from top flight competition following a reduction in his involvement with Audi.

We heard this week, however, that the Finn (who has won every major rally on the calendar at some point in his career) may be opting for a season in America before finally hanging up his helmet. Mikkola has tackled a couple of PRO rallies in recent years and, with a home in the States, a few selected events may be a way of gradually easing out of the sport.

Surprise in Greece?

PETER FOUBISTER looks at the Acropolis rally prospects

It is now 12 months since the Audi Sport team won a major round of the World Rally Championship, and if the forthcoming Acropolis Rally is not to see Peugeot Talbot Sport maintain their dominant position, the two Sport Quattros have to produce something rather special.

But it has not been an easy period for the Ingolstadt boys, with gearbox problems on Safari and brake troubles in Corsica frustrating the drivers, all of whom feel that the latest specification Sport does have the potential to be a winner. The Greek tracks perhaps present Walter Rohrl and Stig Blomqvist with an opportunity to fight against the French challengers, and there is the promise of an interesting contest.

Adding an extra dimension to the proceedings, will be the question mark which is beginning to form over the Peugeot reliability. On a couple of recent events, the cars have shown the odd weak links; while Ari Vatanen has not scored points for quite a while. The 1981 World Champion started the year as favourite for the world title, but has now slipped behind team mate Salonen, with boss Jean Todt staying clear of any internal battle between the two.

Vatanen will therefore see the Acropolis as an important part of his Championship push, and having won here twice, he must be expected to make the running. Whether he can maintain the pace throughout this tough, demanding event — and whether his 205 Turbo 16 can take the pounding from the rough, rocky tracks — will probably decide the rally, and could have a crucial effect on the ultimate fate of the Drivers title.



Walter Rohrl will be keen to restore Audi to the forefront of rallying in Greece.

If he doesn't make it to the ferry in Poros next Thursday, there could be a chance for the Audis, with Rohrl quite capable of benefiting from what is sure to be another calculating performance. These four — Vatanen, Salonen, Rohrl, and Blomqvist — will be in a different league from the rest of the runners. Behind them there will be several interesting battles, with factory teams from Nissan, Mazda, VW (with the two Group A Golfs still looking for a good finish in 1985), Skoda, and even Wartburg! Lancia will have a couple of semi-official cars, and Saeed Al Hajri will be in his Porsche, but all these can only hope that the front runners fail to survive the rough Greek conditions, presenting an outsider with an opportunity for success.

Unlikely it may be, but already this season there have been some surprise results; Kankkunen and Toyota taking the Safari, and Ragnotti and Renault winning Corsica. Can Greece provide another surprise?

Timetable

Start: 0930, Monday May 27, from Athens for 17 special stages (285km), and 825km before the rest halt at Kalambaka, arriving 2344.

Re-start: 1000, Tuesday, for 756km and 16 special stages (283km) before arriving at Lagonissi on Wednesday at 0021.

Re-start: Depart Lagonissi at 2100 on Wednesday for 713km including 14 stages of 238km, arriving at the Poros regrouping at 1020 on Thursday. Ferry to Paleon Faliron, arriving Athens at 2000.

Total distance is 2295km including 47 stages of 897km.

World Rally Championship for Drivers, after 5 rounds:

1 Salonen	48
2 Vatanen	40
3 Blomqvist	35
4 Rohrl	27
5 Saby	23
6 Kankkunen	20
Ragnotti	20
8 Biasion	17
9 Waldegaard	15
10 Kirkland	12
Beguin	12

World Rally Championship for Manufacturers, after 5 rounds:

1 Peugeot	76
2 Audi	46
3 Toyota	28
4 Lancia	24
Renault	24
6 Nissan	18
7 Opel	16
8 Porsche	14
Alfa Romeo	14
10 Subaru	9
BMW	9



Neil Burton leads the Skoda Trophy '85 after four rounds.

Last chance for Skodas . . .

Drivers in the Skoda Trophy '85 are eligible for the event, and end of season, awards, provided they register for the championship before the closing date for entries of the final round, the Audi Sport National rally, on October 19.

The overall winner of the championship, currently led by Neil Burton, will receive at least £750, a figure that may be increased later in the season.

Currently flagging a little, the championship needs further committment from drivers if Skoda are to continue their support to lucrative class wins, costing as little as £4000 from new — and with a £150 bonus for a category win on each event — the prospect should not be dismissed lightly.

RAC Autosport

Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Sign up

Registrations for the Shell Oils/AUTOSPORT RAC National Rally Championship are well above those of previous years and anyone not yet registered should do so immediately. The closing date for registrations is June 1, after which crews will not be eligible for points, cash bonuses or trade discounts.

Competitors should also note that, to qualify for any cash awards in the championship, a minimum of five events must be started.

Celica for Guy?

Guy Colsoul is trying to persuade Toyota Belgium to supply a Celica Turbo for next season, according to rumours in Belgium at the weekend. The long time Opel pilot is expected to drive a 16 valve Toyota Tercel on the Paris Dakar next January, and is hoping appearances in a Group B car may be possible as well.

BRIEFLY

■ Harald Demuth has broken off his relationship with Willy Lux following his latest accident. The Belgian co-driver has apparently been blamed for the incident in Bulgaria recently, which effectively ended any hopes that Demuth had of winning this year's European title.

■ Steve Bond is keen to contest the forthcoming Ypres Rally. An experienced co-driver, his number is 0276 28554.

ARTHUR BRICK

Arthur Brick, who partnered Frank Pierson to many rally victories during the 1970s, died last weekend at his Shropshire home. He was 54. During his career, Arthur twice tackled the Monte Carlo Rally and partnered Bill Bengry on the London-Sydney marathon. His link with Pierson brought the pair second place in the 1976 BTRDA Championship.

Latterly, Arthur turned his attentions to motorbikes when his farming timetable permitted and he ultimately captained the British team on the International Six Day Trial in Wales. To his wife Ivy, and sons Alan and Clive, AUTOSPORT extends its deepest sympathy.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date/Venue	Event/Details
May23/25 Elba, Italy	Elba Rally. European Rally Championship, coefficient 3 *The Euro series ventures to Italy again for another high scoring round that should see further progress for Dario Carrato's Lancia Rally.*
May23/25 Portugal	Volta Portugal, European Rally Championship, co-efficient 2 *Jimmy McRae hopes that, with a clashing event in Italy drawing most of his major rivals, the AC Delco Manta can collect a useful bag of points in the quest for an A-seeding.*
May24/27 Turkey	Rallye Gunaydin, European Rally Championship, co-efficient 1 *Expect nothing more than a local whitewash with two Euro events taking place the same weekend as this low scoring example.*
May25/31 Greece	Acropolis Rally. World Rally Championship for Makes and Drivers, round 6 *Preview on this page.*

NATIONAL RALLYING

Date/Venue	Event/Details
May 26 Wales	Speedy Factors Stages. Minicare Welsh Tarmac Championship, round 7. *The tarmac brigade get into gear again for round seven of the clubmans series.*



The striking new lines of the definitive Austin Rover Metro 6R4 were the subject of much discussion at last week's launch.

The home challenge

"A British car to beat the world" — That was John Davenport's proud boast, of his Group B MG Metro 6R4, and the custom built V64V engine. PETER FOUBISTER looks at the new rally contender unveiled by the Austin Rover team last week.

In the 14 months since the MG Metro 6R4 was first introduced, much work has gone into converting that concept car into a *real* rally car. Most noticeably, it has become rather less attractive, but enormous improvements have been made, leading the Austin Rover Group to invest in the production of the 200 homologation cars, and embark on a World Rally Championship programme as soon as possible.

At the heart of the car is their brand new engine, designed and built exclusively for rallying. With six cylinders, around 400bhp, and enormous torque, it could be leading a minor revolution away from turbocharging and supercharging, currently in vogue with most manufacturers who of course, all use a production engine as their basic starting point. The 6R4 is rather less radical in its configuration, with the same mid/rear engine layout and four-wheel-drive operation seen on the original car, although both wheelbase and track dimensions have been increased, partly as a result of the extensive testing. The final product is exciting, promises so much, and could well make its international debut on the RAC Rally this November.

Originally, it will be remembered, the design responsibility for the project rested with Patrick Head's team at Williams Grand Prix Engineering. As head of Austin Rover's Motorsport department, John Davenport had taken this brave step in an effort to get away from some of the traditions of rally engineering. He wanted to introduce some fresh ideas; perhaps steal some of the latest thinking from the Formula 1 world and include them in his own project right from the outset.

So when the first prototype actually appeared in February 1983, it paid little heed to those traditions, and with the project then back in ARG's hands at Cowley, there was an uphill struggle to get to grips with the package. Quite a lot changed before it went public last year, although this latest period has seen further advances, some of them obviously painful as the Metro stumbled on National events through 1984.

"The failures on those rallies last year never actually threatened the project," explained Davenport recently, "but they didn't help.

"There will always be those who oppose such competition involvement and when they saw that we were not even winning those home events, it made life rather more difficult."

The advantages of such a programme were however, very real, so even if lessons were being learned the hard way, retreating behind closed doors was not felt to be a sensible course of action. Instead, by some careful use of statistics (which proved that when it was moving, it was quick), the sceptics were silenced, and the programme advanced.

Last summer there were some important changes at Cowley, with Wynne Mitchell recruited to head the team working on chassis, drive train, and suspension.

Discussing the 1984 rally programme, Wynne feels strongly that such work yields much more useful information than that offered in private testing. "On a rally, you are testing the whole car, not just one aspect which can easily happen at a private session, where the driver is often evaluating specific parts.

"Everything comes under scrutiny on an event, and I believe that the most useful information always comes from the first run in any case. After that the driver is compensating for deficiencies and so you are not really making progress." An example is the handbrake location, which had been established early in testing, but was found to be wrongly sited, almost as soon as Tony Pond started the York Rally last year. On that event, as with most others in 1984, retirement came about through an engine related problem. The hacked down unit (reduced from a V8 to a V6 through a rather basic incision which removed the unwanted cylinders), was simply being asked to do too much.

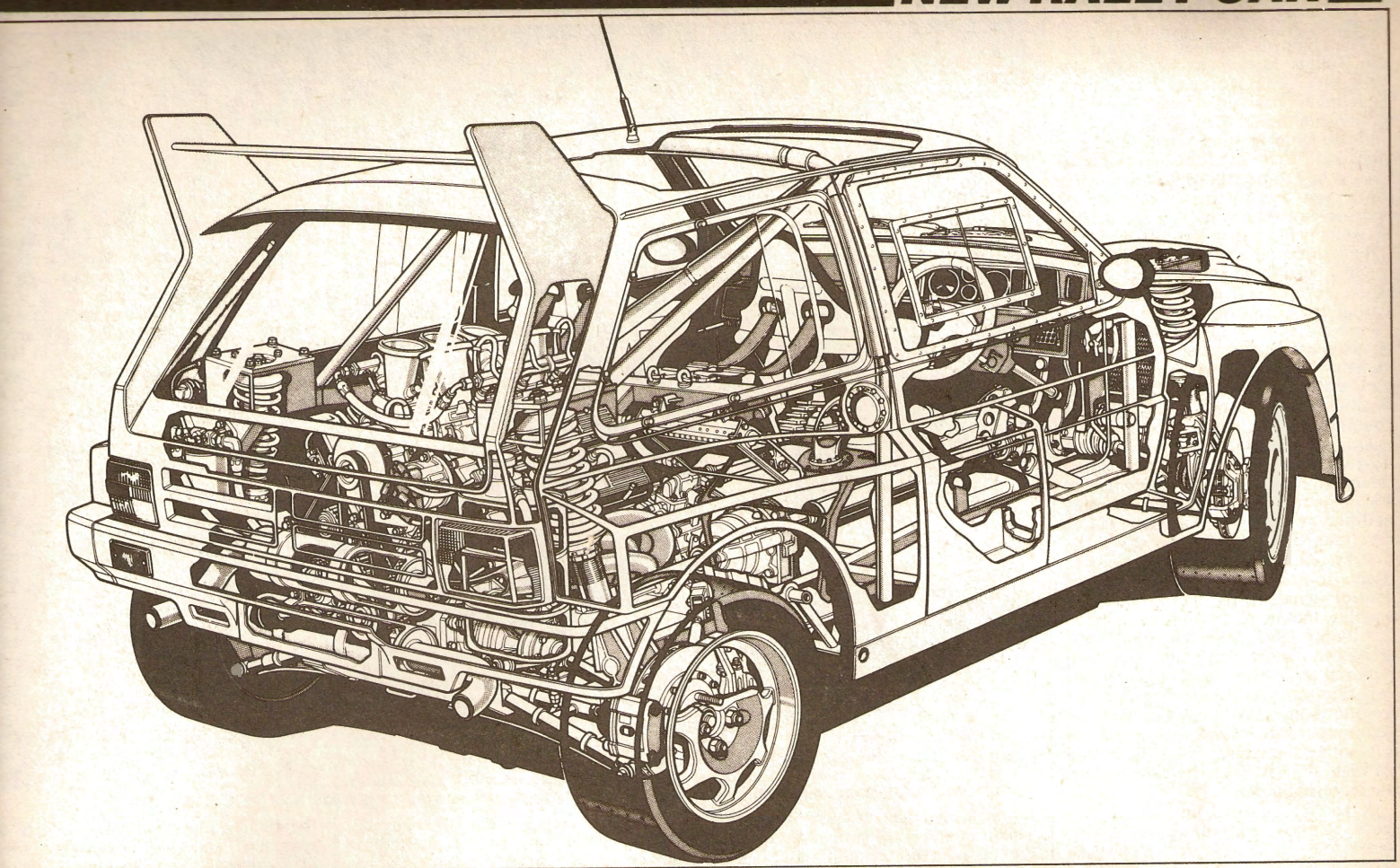
If it did not give complete reliability, it did at least give the drivers and engineers a chance to understand the problems that they faced, for while David Wood concentrated on producing his V64V power unit; Mitchell, Richard Hurdwell and Bernie Marcus found themselves with a number of decisions.

"The car was really too nervous," explained Mitchell. "It was very good through twisting sections, but the drivers did not really know if it was going to bite back." This was a consequence of the original dimensions, so a move to widen the rear track ultimately sparked a chain of modifications which has now seen all the design dimensions increased.

"We increased the rear track to try and give it better stability," continued Mitchell, "to try and keep the wheels on the ground a bit more." That in turn meant that the layout was becoming very square, and the nervousness remained. Earlier this year — when the first body panels were almost in production — the decision was taken to stretch the wheelbase by nearly 4ins, to give a wheelbase/track ratio which is apparently quite close to that featured on, for example, the new Lancia Delta S4.

The man behind the design team — Wynne Mitchell.





he cutaway of the 6R4 reveals the car's compact format, with the normally aspirated V6 motor filling the rear compartment.

With the front track also extended, here was obviously a need for major urgery to the shell, although the changes ave been accommodated without retching the centre section. Up front he locations were moved by lins; at the ear the points went back by about 3ins, nd new designs produced for all the elevant panels. It was a major change, ut by no means the only late modification.

There were changes required for the op strut mountings, in an effort to give reater wheel movement. Already lurdwell had made modifications to the riginal Williams-designed McPherson trut system, by inclining the struts to educe the problem of excess friction in a ertical system. Currently, most of the ther Group B contenders use a wishone suspension system, but early in the esign work it was realised that the use of V6 lump at the rear would have meant ery short suspension links, and an nsatisfactory setup.

But now, with guidance from Michen's Competition department, the MG ould be using 390mm diameter tyres and not the 340mm as originally plaed), to take advantage of the latest evelopment completed by the company n their efforts to supply other factories, ncluding Peugeot, and Audi.

So as the Cowley engineers worked to stablish new wheel locations at all four orners, with extensive assistance from ilstein — and fit 11ins ventilated discs imply because the larger Dymag rims llowed their inclusion—they also found hemselves trying to find clearance for hese latest tyres.

All of which goes some way towards xplaining why the Group B Metro is the hape that it is. John Davenport has escribed the car as, "aggressive, functional", and while others have been ather more unkind, the ARG boss ontinues to underline that he did not vant so many aerofoils, but that the esting proved them essential.

Bernie Marcus is actually quite proud of his aerofoils, knows that they do not make it look pretty, but is sure that the benefits are vast. Downforce created is similar to that achieved on some of the latest Group C2 cars, and in some back to back tests, the new bodywork can be worth something like 10secs per mile! Air management is, he feels, essential if a competition car is to be able to perform properly, and rallying is no different from racing. Hence the introduction of pods on the doors, which not only feed clean air back to the engine compartment, but also make their contribution towards the aerodynamics.

One point of which Bernie is particularly thankful is that the car does not use a turbocharged engine. Such a unit was dismissed almost as soon as the little Metro shell was chosen, but there would have been a major problem in trying to use the air usefully, force sufficient air into the turbocharger, and also keep the thing at a sensible temperature. It is a problem others are having to face.

ARG's justification for avoiding a turbocharged system is convincing. Too much heat in a little car; more weight; more complexity; and the question as to whether a driver really needs 500bhp that often. Their opinion is that it is the type of power which is important, and that a conventionally aspirated unit has the most desireable characteristics.

"It was designed from the outset as a rally engine," detailed David Wood, who had been charged with producing a competition engine in a very short space of time. Really, we had one year to put the whole thing together, so while the old hack unit pushed the prototype along last year, we were concentrating on this entirely new V64V engine.

"The priorities included a smooth torque curve, and that is what we have. Our engine produces 270lb/ft torque at 6,500rpm, and even at 1,100rpm there is still 170 lb/ft. That means there is plenty of available power, no delay, and the engine is always on the driver's side. Plus when he lifts off, we are giving him engine breaking from a 12:1 compression engine; not that of a low compression turbocharged engine."

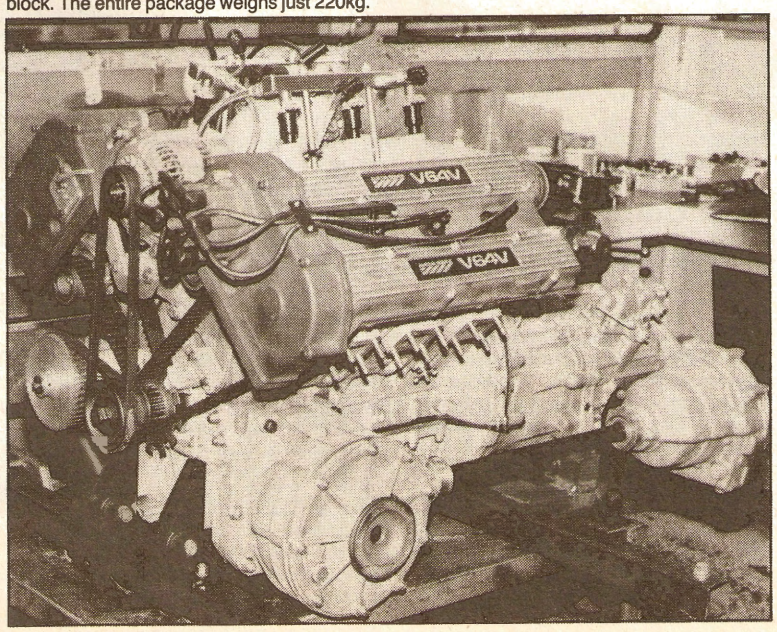
With such limited time, Wood confesses that he has had to take some shortcuts, sometimes relying on established components instead of starting everything from scratch. Because since the original launch in 1984, some significant changes have been made to the internal dimensions, taking it from a 2495cc unit to 2991cc, with increased bore and stroke.

"Increasing the bore allowed us to make use of bigger valves, and based on some calculations and computer studies, we found real benefits, and now have an improved combustion chamber." The valves actually come from the familiar Cosworth DFY engine, Cosworth Engineering also taking responsibility for casting the cylinder head.

As an all-aluminium engine, it obviously starts off as a light unit, at just 142kg, complete. Both head and block incorporate features to ensure rigidity, and the design is an oversquare 90 degree V6 with symmetrical crankshaft and uneven firing. There are four valves per cylinder, directly operated by twin overhead, belt driven camshafts per cylinder bank, acting via buckets.

For a number of specific aspects of the engine, Wood made use of certain experts, Chris Walters, acting as consultant for much of the cylinder head work, while the engine management problems were given to Lucas Micos, based in Cirencester.

The engine and transmission assembly, with central diff (right) and rear diff mounted to the engine block. The entire package weighs just 220kg.



▶

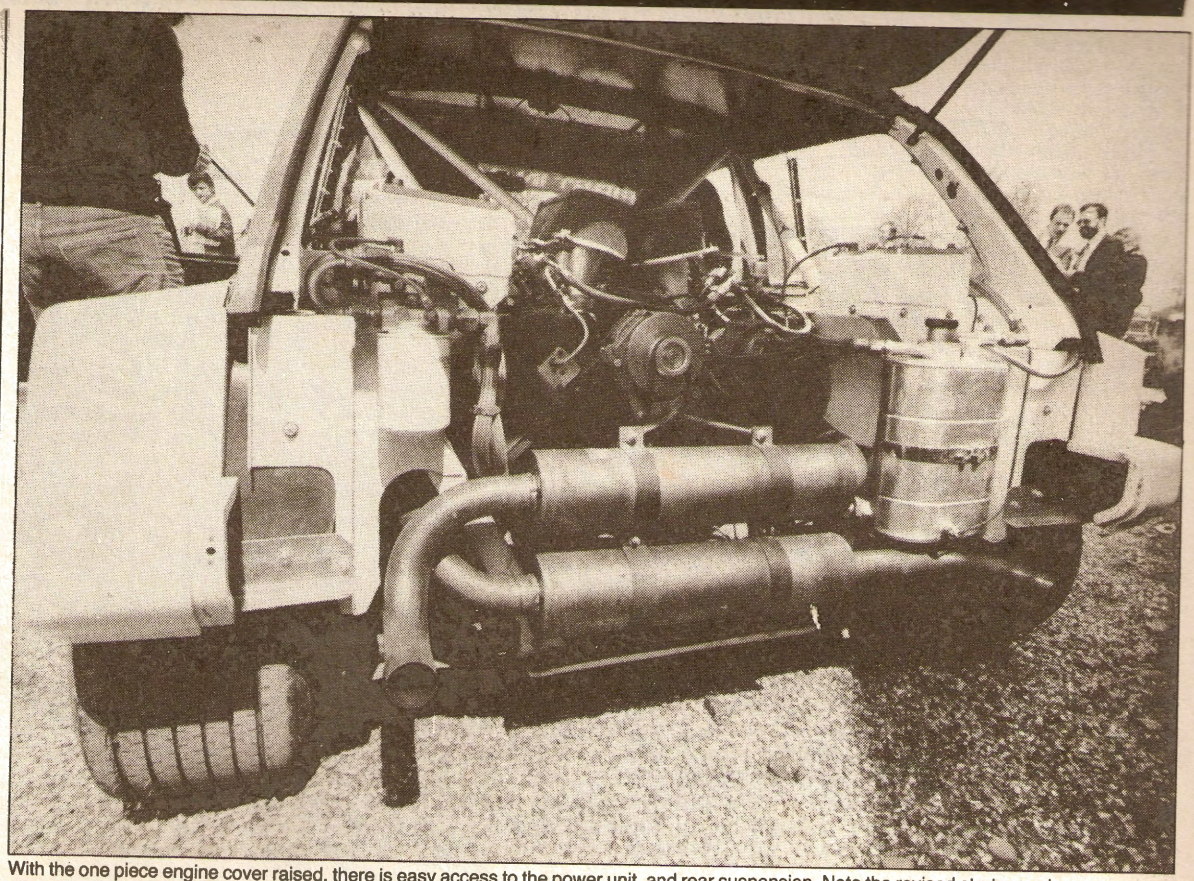
The company supplied a system for the Tullius Jaguars at Le Mans last year, but Austin Rover's invitation last September has led Lucas Micos to produce a brand new system, which controls both ignition timing and fuel injection. Their brief detailed that the system had to be relatively simple, so it works on the minimum number of sensors, but retains in-built safeguards should any faults develop.

Fuel injection and ignition timing are mapped against engine load and speed, with secondary input signals of barometric pressure and intake air temperature correcting for any air density changes. Sensors also relay engine coolant and fuel temperature, ensuring good starting; crucial on a rally car which is subjected to so many widely differing conditions and demands.

Due to the configuration of the 90 degree V6 engine, the cylinder firing intervals are alternatively 90 degree and 150 degree crankshaft, and firing occurs at different crank angles on consecutive revolutions. Lucas claim that this is the first system to electronically generate both ignition and solenoid injector control signals at the 90/150 intervals, enabling the engine to utilise a single HT distributor lead rather than the twin ignition systems which would have been required. As a back-up, should any part fail, then an average reading is taken from the sensors, so that instead of the zero output which some cars have been left with, a mixture will still be fed through the six butterfly, six venturi induction manifold.

A familiar AP clutch links engine to a crash gearbox, step-off gears feeding across to an FF Developments epicyclic centre differential, which splits the drive 35 front/65 rear.

Further work is expected before the final decision is made about the front and rear diffs, with viscous coupling systems now under examination, as replacements for the mechanical options now in place. The front unit is fed through a propshaft; the rear by a shorter quill shaft, which is splined to allow the rear unit to be changed quickly. The rear diff is mounted on the engine casing, with the left rear wheel fed through a short cross shaft through the engine sump, but with its own lubrication system.

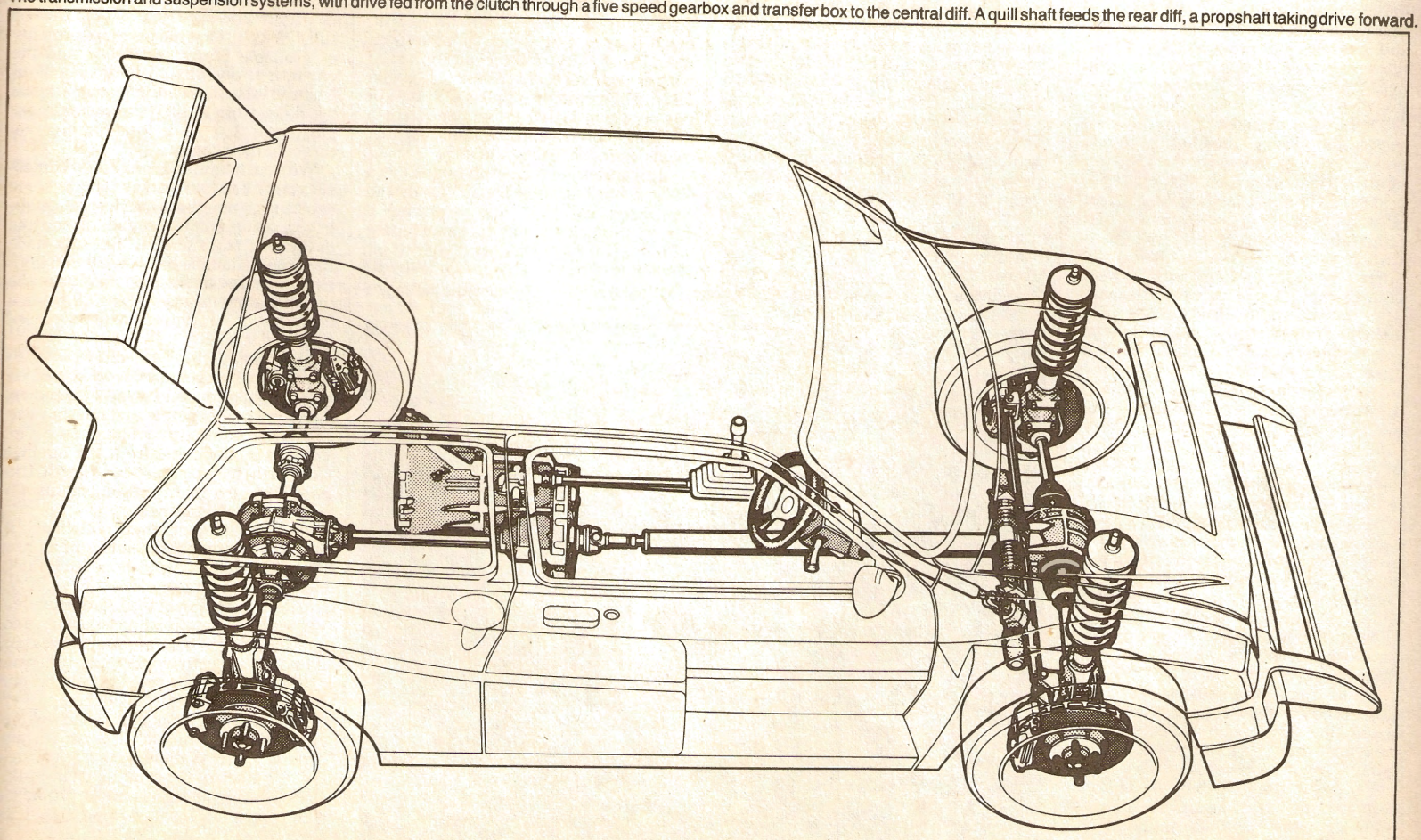


With the one piece engine cover raised, there is easy access to the power unit, and rear suspension. Note the revised strut mounts.

It is the arrangement originally designed by Williams, with great attention now being paid to keeping the weight as low as possible, and alloy casings being used to house most crucial components. Although there are still some lightweight carbon fibre and kevlar panels to be fitted for the factory evolution model, the car is already weighing in around the 1000kg mark (with a 45/55, front/rear split), and should be down to the 3 litre minimum weight limit of 960kg without much trouble.

Those at Cowley are now hoping that most of the radical changes are over and they can at last get on with fine tuning their rally car. Many widely differing versions of the 6R4 have been run over

The transmission and suspension systems, with drive fed from the clutch through a five speed gearbox and transfer box to the central diff. A quill shaft feeds the rear diff, a propshaft taking drive forward.





All 6R4s will be in right hand drive — with LHD conversions available — and for the factory cars, the dashboard sits ahead of the co-driver.

the last couple of years, and while the 400bhp motor has only just been completed and introduced to the new long wheelbase shell, the early signs are that it could be a happy affair. Attention will now concentrate on developing the evolution car at Cowley — where they will be built — while others proceed with the build of 200 rally cars for homologation.

The panels are now being produced at IAD of Worthing, while the drive trains are to be built up at ARG's plant at Catmartin Lane in Radford, Coventry. Longbridge will be putting the shells together, so that after the summer holidays, the first cars should be coming off the line sometime in August. An early schedule indicates that the run should be over by October with homologation of the base car and the evolution car in time for the Lombard RAC Rally towards the end of this season.

By that time, Tony Pond hopes to have notched up the odd win on some National Championship events, and the team will by then number some 65 people. Crunch time will soon be here, and the gestation period over. John Davenport would probably admit that it has been hard work getting this far, but he is surrounded by a new optimism from within the ranks. Some would suggest that a brand new engine in an untried chassis is a big gamble, others that this could be a third generation Group B car, putting Audi — and Peugeot — in their places. ■

MG Metro 6R4
Technical Specification

Engine
V64V. Vee six formation, 2991cc, alloy cylinder block with iron alloy liners, alloy cylinder head. Bore and stroke: 92mm × 75mm; four valves per cylinder. Fuel injection through six butterfly/six venturi. Lucas Micos engine management system; twin overhead belt driven camshafts; dry sump system; compression ratio of 12:1, Maximum power: 410bhp at 9,000rpm; maximum torque, 270lb/ft at 6,500rpm. Mobil lubricants.

Bodyshell
Three door steel bodyshell with fabricated front and rear chassis frames, and two main longitudinal chassis members. Integral roll cage, glass fibre reinforced plastic wheel arches and sills. Front and rear aerofoils.

Transmission
Permanent four-wheel-drive system, fed through an AP twin plate clutch and a five speed — no synchromesh — gearbox with direct drive to a transfer box. Viscous coupling FF Developments central differential (35/65 front/rear), with propellor shaft drive to front differential and quill shaft drive to rear diff. Fully articulating driveshafts.

Suspension
Front: Independent Bilstein strut with reverse bottom wishbone, adjustable anti-roll bar

Rear: Independent Bilstein strut with reverse bottom wishbone, adjustable front links, blade type anti-roll bar.

Brakes/steering
11ins diameter ventilated discs and lightweight, four piston calipers on all four wheels. Front/rear split with balance bar. Rack and pinion steering.

Wheels/tyres
Dymag wheels; and Michelin tyres, (390mm for loose surfaces and 16ins for tarmac).

Dimensions

Wheelbase	2391mm
Front track	1510mm
Rear track	1550mm
Overall length	3330mm
Overall width	1830mm
Weight (dry)	1000kg

Checking out the potential

It is easy to feel totally disorientated when you climb aboard the Metro 6R4. As you tighten the six-point Sabelt harness, you glance upwards to see a fairly familiar Metro dashboard — but no steering wheel. That particular feature is away on the right, unusually seperate from the instrument panel. But it does give the co-driver an entertaining insight into what the driver — in this case, Tony Pond — is up to . . .

Before the trip through the grounds of Knebworth house, I admit that I had expected to be encased in a tiny capsule of noise, the V6 engine mounted right behind my head. It came as quite a surprise therefore, when the engine note turned out to be delightfully sweet, and not a bit raucous. But it flattered to decieve for, once the car was on the the move, the unit pushed the Metro along at an impressive rate.

Another pre-judgement disappeared out of the perspex windows. There was no violent kick in the back as we accelerated through the gears. Unlike a Quattro — which has less power on tap — the Metro offers smooth power all the way through the rev band, surging forwards as far as the driver wishes. The car pressed on through all the gears, quickly reaching 240kph before I had realised the pace that we were travelling. That came as quite a shock!

Despite running on intermediate races, the Computervision car shot away from the grassy start line, building speed before the opening left hander onto tarmac. With instructions from on high to preserve the car, this was no day for heroics and Pond eased the car onto the firm track — there were a lot of tempting trees around . . .

But once on dry land, as it were, the Metro came to life, tearing through the gears as it went.

A right hander approached, Pond slowing the car slightly with copybook braking — there is no great advantage in using the left foot as there is no turbo to keep spinning — and turning in. From the left hand seat, there seemed to be little understeer, if at all, and the most beautiful power slide out of the corner, once Pond had decided that the apex had been safely passed. The suspension rode the bumps well, pulling away once more through another series of corners, without drama, and it was easy to relax, imagining how it would feel to read pace notes in the wee beast. Certainly, there was not the bucking and bouncing associated with, say, the Lancia 037. A chance also to study the co-driver's eye view of the world ahead.



"The engine note turned out to be delightfully sweet and not a bit raucous."

Beyond the instrument panel, complete with Halda trip computer and two way radio installation, the view over the bonnet would have been clear but for the twin bulges covering the suspension top mounts. The stunted frontal area was highlighted by the presence of these appendages, possibly made more so by the fact that the bonnet began to flap in the wind as we sped on our way — the only hint that this car featured lightweight composition in some areas.

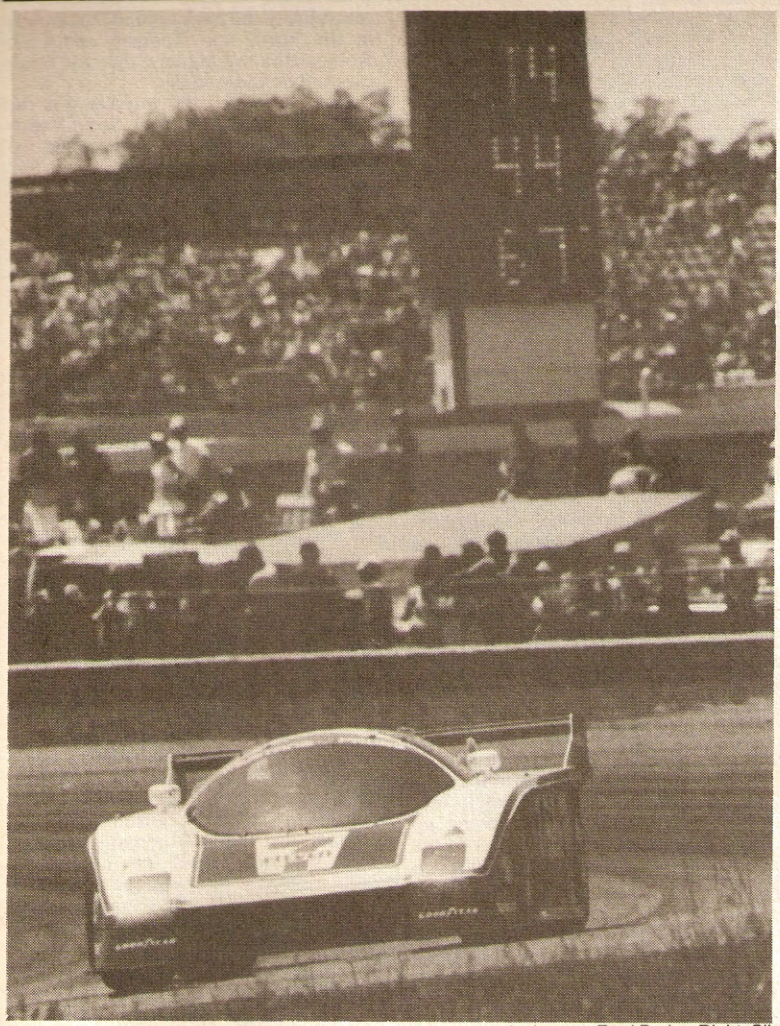
But now we were rapidly approaching a 90 degree left hander with a very solid gatehouse straight ahead. Pond kept his foot hard in, leaving the braking late . . . very late indeed. Just as it seemed that the demonstration run was due for early curtailment, the maestro snicked down through the gears, braking hard as he went. Wynne Mitchell may abhor the use of dog gears, but the end justified the means. It was certainly the fastest gear change that I have ever witnessed, slick and positive. Pond admitted afterwards that, if he had been going for vital tenths of a second on a World Championship event, the changes without the clutch would have been just as smooth, but that little bit quicker.

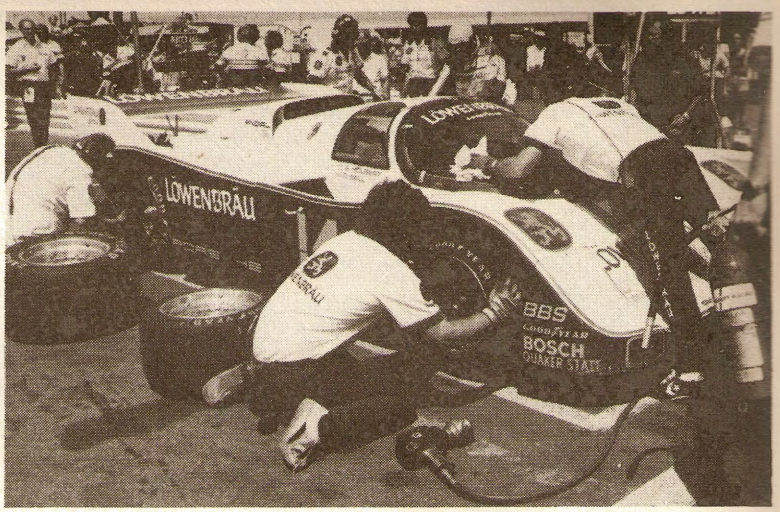
And the brakes were just out of this world. Suddenly, from being flat in fifth, the car had been slowed to a safe speed to negotiate that tricky corner. No drama, no twitch. Just a powerful and stable braking, perfect for use on either tarmac or loose. The men from AP Racing had done the job perfectly.

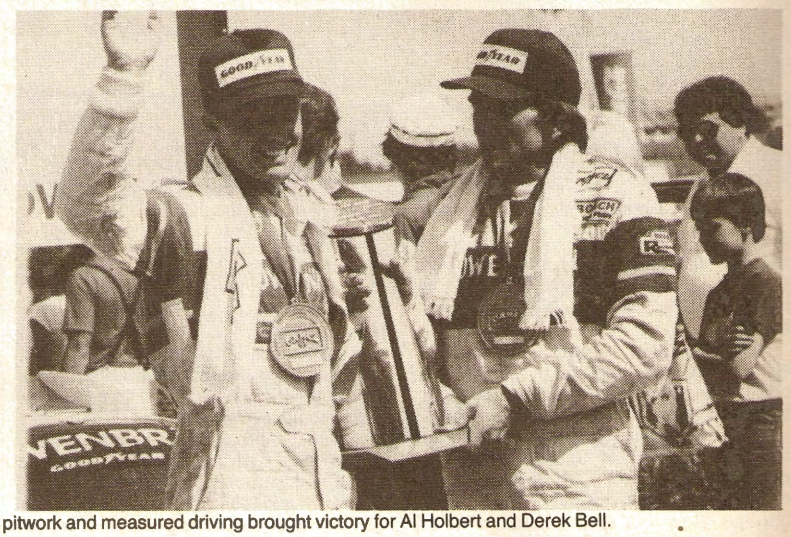
Away again, and once more the car was handling beautifully. Now onto the loose again, and bumpy loose at that, the Bilsteins soaked up the effort without drama. The thought occured that, with World Championship rallies lasting around five days, the crew would emerge in a reasonably fit state, certainly strong enough to open the champagne bottle, and that could be counted as another of the Metro's plus points.

Just 1m54s had elapsed since we left the start line and now we were approaching the paddock again. A demonstration run with many constraints upon the driver was no real way to compare the chances of the Metro against its rivals from Peugeot and Audi, but certainly it showed that the car worked, and worked well. The real test will come, hopefully, in November when the car makes its World Championship debut on the Lombard RAC Rally. We now know that the car performs as promised. All that remains is to see if it can also win . . .

KEITH OSWIN







Left: Klaus Ludwig, pictured leading the race, was impressive in the new Ford Probe. Right: Slick pitwork and measured driving brought victory for Al Holbert and Derek Bell.

A potent brew

Bell/Holbert win again with Lowenbrau Porsche — Jaguars second and fourth — New Ford shows strongly — Report: JONATHAN INGRAM — Photography: SIDELL TILGHMAN

As Al Holbert watched co-driver Derek Bell take the chequered flag in first position at Charlotte Motor Speedway, over 65secs ahead of its nearest competitor after 500kms of racing on the high-banks and infield course, he easily summed up how his Lowenbrau Porsche 962 team had won. "We were just too strong for them," said Holbert. And, indeed, Holbert's team had advantage to spare. Although he and Bell stayed with their strategy of running a conservative (except when Holbert went through a heart-stopping episode with a sticking throttle), the rest of the field, like some portions of the track, crumbled around them in the season's seventh IMSA Camel GT.

Trailing the Jaguar XJR-5 of Hurley Haywood/Brian Redman by 13secs after 100 of 138 tours of the 2.25-mile course, because of the unscheduled pitstop to fix the sticking throttle, Bell had gradually reeled in leader Redman while running conservatively through the fastest portion of the banking to save tyres and fuel. A long pitstop by the Haywood-Redman Jaguar, however, coupled with a quick pit by the Lowenbrau team, put Bell into the lead by 42 secs, which he then stretched to the final margin during the last 26 laps.

Although on this hot day a victory before the 40,000 fans could not be obtained without some sweat, the Lowenbrau team had waltzed away. "The whole time I was running conservatively," said Bell of the Lowenbrau team's third victory this season and second consecutively. "It didn't seem to make much sense to run the Jaguar down for first place. I knew they had a full pitstop coming. If I ran as fast as possible, I might have created a tyre problem. After I took over the lead, in fact, I did come in early for my pitstop because I had a tyre vibration. I was only running six- or seven-tenths the whole time."

It was the sixth win in the season's seven races for a Porsche 962, which have been taken to victory by three different teams. It is the Lowenbrau crew of Holbert, however, which has been running the 3.2-litre engine the entire season with three victories and two seconds to show for it, that has become the dominant team of those in the IMSA Camel GT series campaignng the dominant chassis/engine combination.

QUALIFYING

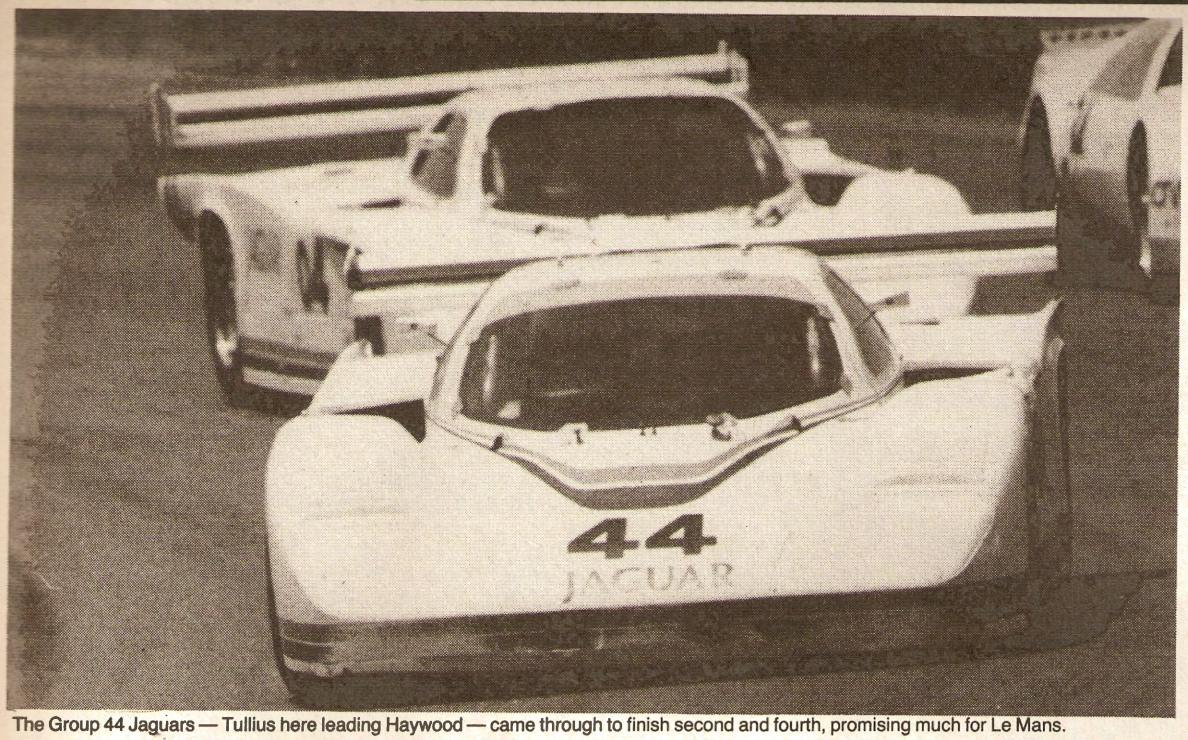
Qualifying well on the Charlotte 2.25-mile road course is a matter of making the best use of the track's 1.5-mile super-speedway banking with a chassis that is penalised on the infield portion. And driving quickly through the sharp left-hand corner in turn four of the oval, where the banking abruptly ends shortly after a unsettling bump, is the key to touring the banking most effectively. Smooth handling cars turn the bump into a ripple, while ill-handling machines traverse the bump as if it were a railroad track, twitching, sliding, and leaving an 'autograph' on the asphalt if the chassis bottoms out. Maximum speed in the fourth turn meant "A trickle of sweat running down my face after each time through," said one driver.

It was ideal qualifying conditions for Al Holbert and his Lowenbrau Porsche 962, for Holbert is an expert at engineering driving solutions, and the riddle of the bump was resolved with chassis adjustments made during a test session on Thursday. During qualifying on Friday afternoon, which was curtailed by heavy rain, Holbert drove through the turn with no sweat, literally, and used the advantage of his turbocharged 3.2-litre motor to the maximum on the banking to win the pole in a record time of 1:04.928. "We've been here three years now with the prototypes," said Holbert, "and we know that you have to use a most unideal road racing set up. It's obvious you have to concentrate on the oval, so it's a question of how much you go for on the oval and how much you give up on the infield section of the track. With our setup we gained 1½secs on the oval and only lost a half-second in the infield."

The Phil Conte-owned March, qualified by John Paul Jr, made ample use of its V6 Buick turbo engine on the banking, but lost the pole bid in the infield. While the 85G March's understeer was an aid on the high-speed banking, it cost Paul time in the infield's slower corners. Paul nevertheless took second position on the grid with a time of 1:05.292 during Friday's first qualifying session, which fixed the first two positions in the grid, before leaving to qualify for the Indy 500 on Saturday.

The remainder of the grid was determined by the second qualifying session Saturday. In its second race appearance, Klaus Ludwig placed the Ford Mustang Probe third on the grid with a smooth and consistent performance, although the car went through some noticeable twitching at the bump on occasion. Although Charlotte's banking might have provided a good comparison, it remains to be seen if the car's 2.1-litre, four-valve engine will be a match for the Buick and Porsche turbos in pure power, since the Ford team concentrated on proper race setup during qualifying.

John Morton earned fourth on the grid in one of the BF Goodrich Porsche 962s, both newly outfitted with the top-mounted intercoolers on their 3.2-litre motors similar to Holbert's, expected to allow the cars to run cooler and with more power. The banking further aided Morton, since it required the Goodyear-shod teams to eschew soft qualifying tyres in place of a harder compound comparable to the lone compound available to the Goodrich drivers. Because of initial ▶



The Group 44 Jaguars — Tullius here leading Haywood — came through to finish second and fourth, promising much for Le Mans.

►►

handling problems, the second Goodrich Porsche did not fare as well as the Morton mount, with Jim Busby qualifying eighth.

The Group 44 Jaguars, qualified by Brian Redman and Chip Robinson, comprised the grid's third row. "We lose two seconds to the turbo Porsches around the banking," said the driver and team owner Bob Tullius of his team's normally aspirated V12 powered prototypes. And in the infield? "There's not enough slow corners for us to take advantage of their turbo lag."

The turbo Porsche-powered March 85G of John Kalagian took seventh on the grid on Yokohama tyres, followed by the Bushby's Goodrich Porsche 962. Formula Atlantic veteran Steve Shelton continued an impressive performance in an ancient March 82G by qualifying it ninth with a two-race-old Chevrolet engine. After skipping three races to incorporate chassis, aerodynamic and engine changes, the Lola Corvette GTP owned by Lew Price qualified tenth in the hands of Carson Baird with Chevy V8 power as rumours began circulating that Chevrolet was ready to introduce its own V6 turbo powered version of the same car.

Although it qualified 11th, 4secs off the pole, the Electromotive team withdrew its new Nissan GTP after driver Don Devendorf crashed going into the banking at high speed. After the frightening initial wall bash, Devendorf slid along the wall for 300yds. "The suspension broke," Devendorf told crew members after he climbed out of the car, which had been twitching violently during practice and qualifying sessions. The driver suffered bruises, while the chassis was nearly destroyed.

In the Camel Light class, which saw eight of the 700-kilo cars, Jim Downing's Mazda-powered Argo caught the atmospheric Buick V6 powered Royale of Charles Morgan late in Saturday's qualifying session for the class pole, then the Mazda-powered Argo driven by Kelly Marsh did likewise, taking the second position.

By race day, nearly all the prototype teams were concerned about tyre wear because of excessive temperatures recorded during the Saturday qualifying session under a bright sun. (Indeed, the Bridgestone-sponsored Nissan had crashed with Goodyears on, presumably run for comparison's sake after the Bridgestone's temperatures began exceeding 300 deg.) None of the drivers had to worry about the heavy traffic of GTO and GTU cars, as they had run a separate slam-bang race Saturday, leaving the prototype men to show the full ability of their more powerful and nimble cars on Sunday (although five GTO cars were added to fill the field to 29 cars). The Ford Mustang Probe team, meanwhile, concerned itself with putting in a new engine on race day morning after discovering water in the oil. Making it to the grid just in time for the start, where Ludwig stunned everyone with a quick getaway, the hasty change would later prove costly.

RACE

On the start, Ludwig went up through the gears with such quickness that he went inside Holbert at the start/finish line and into the lead at the left-hand Turn One entrance into the infield on the counter-clockwise course. With the exception of one lap when backmarkers allowed Holbert to get past him, Ludwig maintained the lead for the first 40 circuits, with Holbert pacing patiently two to three secs behind him. In the name of tyre conservation, Holbert gave up his advantage in the yawning superspeedway Turns Three and Four by feathering the throttle twice. Ludwig, whose car was also shod with Goodyears, meanwhile took full advantage of the Probe's well-conceived handling to maintain his lead.

The Jaguars, started by Haywood and Tullius, picked off the Goodrich Porsches, started by Pete Halsmer and Busby, which also had tyre concerns, their compounds beginning to fade after 10 laps. The Conte March-Buick, started by Bill Adam, had problems at the start and came past on the second lap in 14th position, but them began moving up through the field, getting back into the hunt by passing Busby in the Goodrich Porsche for sixth position 23 laps into the 138-lap race.

After 30 tours, only seven cars remained on the lead lap. The Ludwig and Holbert tandem led the Redman and Tullius tandem by 25 secs. Next came Halsmer's Goodrich Porsche, which would later succumb to engine failure, then Adam's March and finally Busby, about to fade seriously with a vibration and a punctured tyre that would allow Ludwig to lap him.

The leaders were jumbled and spread out when a full-course caution appeared on lap 40 because of a spin on the banking that left the track blocked. All the leading teams pitted and made driver changes, except for Holbert, who stayed in during his stop.

Shortly after the restart, Holbert had the lead only to discover a sticking throttle. "A real rush on this track," he would say later. Fortunately for the Lowenbrau team, John Paul Jr brought out a second full-course caution after 66 laps, Paul's late braking manoeuvre on the low side of the track resulted in a fantastic shunt as Paul went spinning through the grass along the front straightaway and then through the left-hand entrance to the midfield, where he clipped into the Coca Cola Porsche 962 of Bob Atkin, putting Atkin up and over a tyre wall and both cars out of the race. During the subsequent caution, Holbert then pitted with Bell taking over after the sticking throttle had been repaired and returning to the track behind Doc Bundy in the Ford, and Redman and Chip Robinson in the Jaguars, the only other cars still on the lead lap.

Next to fall by the wayside was the Ford, which lost a fuel line. Bundy coasted into the pits without fuel pressure, unaware of the problem. When fuel was added the problem became apparent as Ludwig tried to pull away from the pits. The leaking fuel erupted in a bonfire in the engine bay, which became very difficult to put out as the fuel continued to leak. Ludwig emerged quickly and unharmed; the Probe meanwhile will be out of commission until the June 9 race at Mid-Ohio.

The battle now would be between the Jaguars and the Lowenbrau Porsche. Although it was possible the Porsche might go the distance without pitting for fuel because of its conservative pace, the Jaguars would need one more stop. Bell moved up to second behind Redman, but did not want to risk the car too greatly in pursuit of his fellow Englishman. Redman, meanwhile, was going through the course at the Jaguar's maximum, at one point cocking the car sideways in the high-speed banking while passing a slower car, then touching the wall slightly.

That heroic effort came to naught as Redman and Haywood became mixed up on their final pitstop and had trouble on the driver exchange with the seatbelts, which meant a costly 62secs delay. This left Bell in first and Robinson's Jaguar in second. Just before Redman's pitstop, Robinson had pitted the number 44 Jaguar after coming upon the bumper of the second-place Bell and returned to the track without a driver change. Now in second as a result of the long pitstop by his team mates, it seemed Robinson might be able to take a run at Bell when his gearbox began gnashing gears noticeably. The 44 Jaguar's fade gave clear sailing to Bell, who made a final quick stop for right side tyres and fuel.

The Haywood/Redman Jaguar returned to second, followed by the Busby/Rick Knoop Goodrich Porsche in third, which finished two laps off the pace, and then the Tullius /Robinson Jaguar in fourth after a pitstop because of the transmission woes.

Camel Light contenders occupied the next four positions. In fifth overall was the Argo of class winner Downing and co-driver John Maffucci. Although Downing went to the back of the field shortly after the start because of tyre vibration from crud picked up on the tyres, he made his way back to first position in class by the time of the first caution. The Royale of Morgan/Bill Alsup led the first 36 tours before pitting for fuel; Morgan drew within 3secs of Maffucci in the later stages, but was unable to pass him before making a final pitstop for his thirsty V6, which relegated the car to second. Third was the Mazda-powered Argo of Kelly Marsh/Don Marsh and fourth in class the Mazda-powered Tiga of Peter Greenfield/Bob Herlin.

CHARLOTTE MOTOR SPEEDWAY (USA),
IMSA Camel GT Championship, round 7, 138 laps — 310.5 miles (499.68 kms)

Pos	Drivers	Chassis/Engine	Result		Qualifying	Pos
1	Derek Bell (GB) Al Holbert (USA)	Porsche 962	2-54:36.950	106.691mph	1:04.920	1
2	Brian Redman (GB) Hurley Haywood (USA)	Jaguar XJR-5	2-55:42.615		1:06.847	5
3	Jim Busby (USA) Rick Knoop (USA)	Porsche 962	136 laps		1:07.393	8
4	Bob Tullius (USA) Chip Robinson (USA)	Jaguar XJR-5	135 laps		1:07.186	6
5	Jim Dowling (USA) John Mafucci (USA)	Argo-Mazda JM16	131 laps		1:11.047	17
6	Bill Alsup (USA) Charles Morgan (USA)	Royale-Buick RP39	130 laps		1:12.653	20
7	Kelly Marsh (USA) Don Marsh (USA) Ron Pawley (USA)	Argo-Mazda JM16	126 laps		1:12.500	19
8	Peter Greenfield (USA) Robert Herlin (USA)	Tiga-Mazda	126 laps		1:14.617	23
9	Gene Felton (USA) Tommy Riggins (USA)	Pontiac Firebird	124 laps		No time	—
10	Werner Frank (USA) Dave White (USA)	Porsche 935	124 laps		1:15.169	24
R	John Paul Jr (USA) Bill Adam (CDN)	March-Buick 85G	63 laps	Accident	1:05.292	2
R	Klaus Ludwig (D) Doc Bundy (USA)	Ford Mustang Probe	81 laps	Fire	1:06.319	3
R	Pete Halsmer (USA) John Morton (USA)	Porsche 962	85 laps	Engine	1:06.547	4
R	John Kalagian (USA) Tommy Grunnah (USA)	March-Porsche 85G	22 laps	Accident	1:07.357	7
R	Tom Shelton (USA) Steve Shelton (USA)	March-Chevrolet 84G	107 laps	Engine	1:07.796	9
R	Carson Baird (USA) Billy Hagan (USA)	Lola-Chevrolet T-710	53 laps	Engine	1:08.318	10

Fastest lap: Ludwig, on lap 38, 1m 08.568s, 118.131mph. **Camel Light:** Downing, on lap 113, 1m 12.853s, 111.183mph **(record)**.



With output uprated to 650bhp and the full Koenig performance kit and aerodynamic package fitted, 60mph arrives in 3.9s.

Purposeful package

If brute performance and startling appearance is your aim, then Willy Koenig's products are for you.

Latest in the Koenig range are new modification kits for both the Ferrari 512BB and 308GTB/GTS, complementing their kits for the Jaguar XJ12 and XJS, and the Mercedes SL. The kits are certainly not your run-of-the-mill spoiler and skirts number, and while the price is certainly eye-opening, so is the final product, peaking with a 650bhp, 206mph 512BB.

The body kit may not appeal to the Ferrari purist, but it certainly exudes an aura of quality, looking both coordinated and, unusually, as though it really does aid the car's performance. These body styling modifications start at £6635 on the 308 and £8290 on the 512, including the fitment of new wheels and Pirelli P7s.

However, the 'meat' of the package is undoubtedly to be found under the bonnet. On the 512 there are *four* different stages of engine tuning that are available, ranging from the fitment of a high performance exhaust ('not too loud') that gives an extra 20bhp, to the 'big one' that gives a huge output of 650bhp, due to a double turbocharger, double charge-air intercooler, and special pistons and camshafts. All this means 0-60mph in 3.9s, 0-125mph in an amazing 13.5s and 206mph maximum speed! Not surprisingly, uprated clutch, suspension and brakes are recommended. And at what price? Well, the 650bhp engine will set you back £14,030, the brakes £3190, the clutch £890, and the suspension kit £1660, or the whole kit is £76,530. . . Still with me? If the ultimate is your quest, then you know where to turn.

And for those with any money left, Mr Koenig also offers a total luxury package for the interior — leather everywhere. See your local Ferrari dealer for details, or contact Koenig directly: Koenig Special West Germany, (089) 530411.

BRIEFLY

■ Nissan's hottest Cherry yet has been introduced — a turbocharged version capable of 116mph. Known as the Turbo ZX, this rapid Cherry has adopted an aerodynamic grille with integrated head and side lamps, plus black lower panels and wheel arches, with a discreet spoiler. Inside, rally-style bucket seats are fitted. The extra performance comes from the turbocharged and fuel-injected 1.5-litre E-series block.



■ The main rival to Fiat's Regata estate model in Italy is Alfa Romeo's 33 Jardiniera shooting brake, and while this offers equally dated appearance, it is equipped with that highly useful feature, especially for country people, four-wheel-drive. Top speed is 106mph for the 1490cc flat-four model, with a maximum output of 95bhp. Prices start at £7990.



■ The largest event to take place at Silverstone this year, after only the British GP, is happening this Bank Holiday weekend — Motor 100. The meeting is to celebrate 100 years of motoring and will be opened on the 25th by that well-known motoring enthusiast HRH Prince Michael of Kent. At 11.00 there will be a cavalcade featuring cars from each of the years of the past century, led by the Benz tricycle.

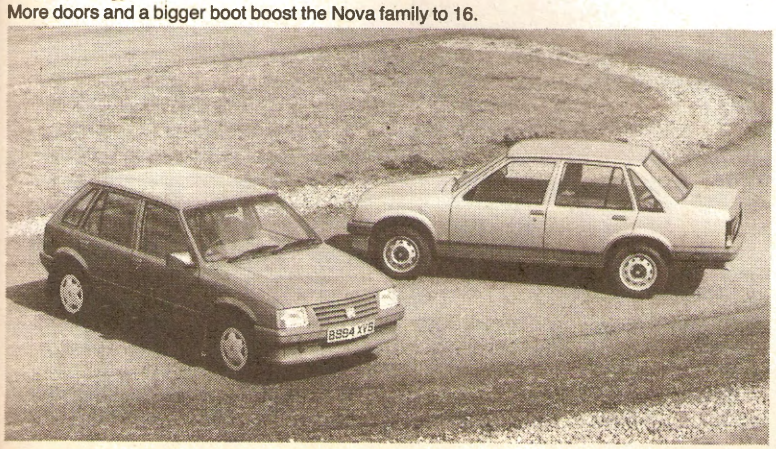
As well as cavalcades organised by many motoring manufacturers, giving a potted history of their company, there will be a huge number of static displays put on by the plethora of owners clubs and trades allied to the automotive industry. Entry will cost £5 per day, with free car parking and no charge for those under 16 years of age. Don't miss it, as you are very unlikely to be around for the next one!

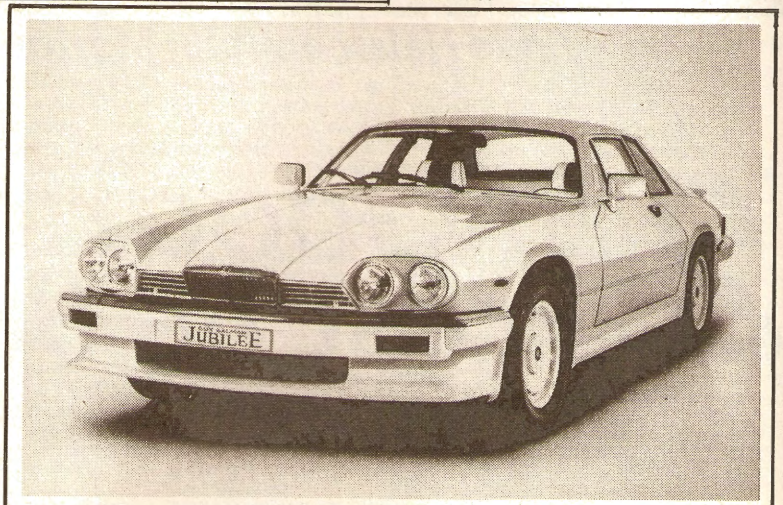
Putting the boot in . . .

In a concerted move to take their Nova range further up the sales charts (it was ninth in April), Vauxhall have introduced 11 new models, making 16 in the range. That may sound difficult to do, but the Nova bodyshape has sprouted more doors, and, in some cases, a boot.

The three engine/four bodyshape range also gains a new letter designation, an uprated base model being known as the Nova Merit. And the sporty 70bhp, 1300cc engine fitted to the top of the range Nova SR is now standard on the GL models and optional on the Ls. Prices start at £3967 for the base 1.0 2-door saloon.

More doors and a bigger boot boost the Nova family to 16.





Baroque boulevardier

Arab chic! To celebrate 50 years of Guy Salmon, the said company has launched a special XJS, christened the 'Jubilee'. Described as 'tastefully modified . . . a car of elegance and in style with Jaguar breeding' (not by us!) the basic XJS shape is adorned with GRP spoilers, skirts and aprons; pearl white paintwork; and, unfortunately, 24 carat gold plated bumper tops, door handles, and 'Jaguar-style' radiator. The final touches that convert this into the ultimate anthem to bad taste are the ivory leather seats trimmed in blue draylon. So, for a shade under £16,500, expect this poseurs' delight to be found mainly in Riyaddh and Hollywood . . .





The Ray FF1600 prize was the target of 1300 entries and 12 finalists in the *CCC* competition, eventually claimed by Tim Harvey (right).

Harvey—a real prize guy

Tim Harvey seems to be developing into something of a professional competition entrant (and there are some about!), since his self-financed FF1600 campaign petered out at the end of 1983. The 23-year-old Londoner, who runs his own motoring-orientated advertising/PR business, broke into saloon car racing by winning the *Daily Express* Under 23 Scholarship drive last year, and is now back in single-seater action with a vengeance!

At Thruxton last Friday, Harvey beat 11 other finalists to collect a brand new Ray 85F chassis, an FF1600 engine and a set of racing kit — a prize worth around £10,000 — in a 'winner takes all' promotion run by *Cars and Car Conversions* magazine. Tim will thus return to his circuit racing roots in addition to his commitments to Roger Dowson's Istel-backed team in the BCA MG Metro Challenge, in which he currently lies eighth.

Over 1300 entries were received for the *Triple C* 'Win a Ray' competition, staged in two parts. Following a simple multi-choice questionnaire, 12 applicants were selected to take part in a 'drive off' under the supervision of the Ian Taylor Racing Drivers School at Thruxton.

The top dozen were fairly easily whittled down to just three, with Harvey emerging above Vauxhall Nova Cup rally man Paul Hales and kartist William Tully in the final reckoning. The panel charged with making the difficult choice (made still harder by the magnitude of the prize) comprised Bert Ray of RayRace (manufacturers of the car), Art Markus of Triple C magazine and Ian Taylor, James Weaver and Bill Coombs of the ITRDS concern. Familiar names among the unsuccessful finalists included hillclimber Tony Tewson, FF1600 driver Michael Timberlake and Glenn Kinnersley, an aide of Formula Ford racer Adrian 'Buzz' Willmott.

"I am delighted to have won the car of course — who wouldn't be," said the jubilant Harvey, "and look forward to developing the machine into a race winner for Bert and *Triple C*. I have some backing available to run the car and will be looking for a good run of races up to the Festival in October."

Tim, the son of former Lister-Jaguar racer David Harvey, was the highest-placed privateer in the 1983 Festival, finishing a splendid seventh in his two-year-old Van Diemen RF81.

Blundell stays put

Contrary to a recent press report, Mark Blundell is staying with the works Van Diemen FF1600 team. The Grovewood Award winner has regularly recorded fastest race laps but is finding a first win in the National RAC/TT series somewhat elusive.

Blundell has been driving the team's development chassis to date, but will have a new chassis in time for the next counter at Thruxton on May 27. A close battle is in prospect, with Blundell's Van Diemen team mate, Brazilian Paulo Carcasci, leading the championship with 55pts to the 54 of Bertrand Gachot, Jonathan Bancroft on 43 and Blundell himself with 41.

Prodsaloon peace?

After the Silverstone squabbles there appears to be peace among the Colt Starion contestants in Production Saloon racing.

Andy McLennan scored a clean win in the Monroe round at Oulton Park on Saturday, the Simmons Synthesizer 1984 car setting a new lap record as Colin Blower brought his 1985 car, complete with intercooler, home second without a murmur.

The Simmons car will be co-driven by Phil Dowsett (currently racing a Group A Alfa GTV) and Roger Jones in the forthcoming Willhire 24 Hours, while Dave Simmons himself will share the team's VW Golf with Charlie Morgan and a couple of others yet to be decided.



Attwood, Eccles and Cooper — a strong trio.

Packer to Racefax

Jeremy Packer has left Richard Speakman's HART concern and will contest the next two RAC/TT FF1600 races with a Van Diemen RF85. Packer will join Mike Baker's Racefax team and will run alongside Jonathan Bancroft as of the May 27 round at Thruxton.

Packer has had a troubled time of late with the Rondeau chassis, culminating in a first corner crash at Silverstone. Having shown promisingly with a Reynard FF2000 chassis in the BBC Grandstand Trophy series towards the end of 1984, the youngster feels that he does not have the time to wait for the French chassis to become fully sorted. His agreement with Racefax extends to the RAC/TT and Esso rounds at Silverstone on June 8/9, but it is thought likely that he will contest the remainder of the RAC/TT championship with the Kent team.

Advantage Neil Brown

The power struggle at the top of the highly competitive FF2000 category is currently being led by Neil Brown Engineering whose Pinto units are sweeping the board at present, in Britain and now Europe. The Spalding concern, traditionally locked in combat with Calne builder Sam Nelson, has clearly found a sizeable advantage.

At Zolder's Euroseries opener on Sunday — as at Castle Combe a fortnight ago — Bert Fabi and 'Bano' Albacete cruised away from the field with their Neil Brown-powered Reynards, while such established 'aces' as Dave Coyne and Martin Donnelly (Van Diemen-Nelson RF85s) were some way off the pace, the latter even after three engine changes during the weekend!

Ward forsakes new Reynard

Rapid Northampton lad Gary Ward has taken the decision to abandon his works Reynard 85FF chassis, following a couple of frustrating months with the car, which still lacks development. "I was beginning to think that the problem was with me, rather than anything else," Ward told us at Silverstone last Saturday, "but I'm now convinced it is not".

Someone else who doubted this to be the case was Penistone Racing boss Trevor Hegarty, who duly arranged for Gary to test the ex-Mike Lindley/Jim Lee Racing Reynard 84FF at Silverstone on Friday. Ward and works mechanic Kenny Ferris installed their Aldon engine and gearbox in the 1984 car for the general practice day.

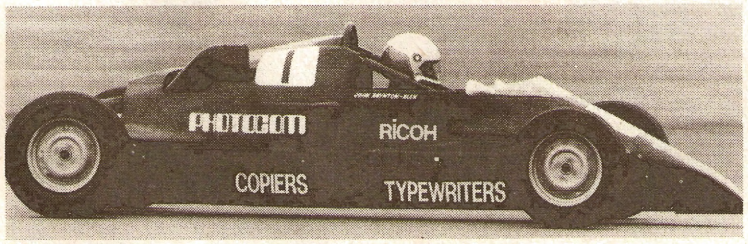
"I was struggling to lap in 61.7s with the current car," said Gary, "but I was quickly down to 61.2s with the 84FF — in fact I reeled off five successive laps at that, without any fine tuning.

"Obviously I need to be competitive, so I had little option but to go to the bank for a loan to buy the 84FF."

Charnwood support for Panter

Groby's Richard Panter is contesting the Lenham Storage Historic Formula Junior championship this year with his Brabham-Ford BT6, supported by Charnwood Trucks, part of the Wincanton Group of companies. Having scored his first win last season, Panter has had the rear-engined machine restored over the winter by local expert Simon Hadfield, in an effort to improve on his third in class overall placing in 1984.

The Brabham is running on Duckhams lubricants, with further backing from Bradgate Button Badges. Once the car is re-sorted, expect Richard to be a front-runner in the Monoposto Club series.



Photcom for Baynton-Glen

The Photocom Group of Northampton is sponsoring novice Formula Fordster John Baynton-Glen in selected Silverstone rounds of the Townsend Thoresen 'Superfind' and Dunlop-AUTOSPORT 'Star of Tomorrow' championships this season. The company is one of the Midlands' and East Anglia's leading suppliers of photocopying equipment and micro computers. Baynton-Glen (24), is running the ex-Mike Wright Van Diemen-Scholar RF84 with Pine City Racing. A graduate of the Team Touraco School, John was second in its own championship last year, and also had a few outings in Touraco's Lola T642E.

Strong 190E for 24 hours

The Swinford Motors Mercedes 190 had a highly successful debut in the Uniroyal Production Saloon Car Championship at Silverstone recently.

In the hands of Roger Eccles, managing director of Eccles Light Engineering, the immaculately prepared car, in 2.3 16-valve guise, qualified third overall behind the Colt Starions of Andy McLennan and Colin Blower. Come the race, a slow start and then contact with a Rover Vitesse at the chicane saw Eccles delayed and the car down in a lowly tenth position. An indication of the car's potential was Eccles's recovery, which saw the Mercedes fourth by race end, with a fastest lap that equalled that of Graham Scarborough's Capri and bettered the time of John Cleland.

The car is entered for the Willhire 24 Hours on June 1/2 and is likely to be a strong contender for Class B honours, if not overall victory. Joining Eccles will be Richard Attwood, well known for driving Porsche to its first win at Le Mans in 1970 and John Cooper, Chairman of the Wolverhampton-based Cooper Industries. Cooper, too, has much Le Mans experience with many class wins at the Sarthe.

Following the immediate success of the Eccles car, a second 190E is being prepared by Swinford Motors and this should be contesting the Uniroyal series shortly, in the hands of Martin Carroll.

Fabi dominates Zolder Euroseries opener

Following a splendid win in the last Racing Displays FF2000 counter at Castle Combe recently, despite never having seen the circuit before, Canadian Bertrand Fabi claimed the first round of the EFDA Euroseries at Zolder last Sunday in impressive style.

Fabi has always been quick since arriving in Britain last year, but this season has seen an added consistency, bringing top placings in almost every outing. The Racing Displays win seems to have taken his confidence to a new peak, however, as the Penistone Reynard 84SF dominated the Zolder event. Fastest in both qualifying sessions, a wet race did nothing to upset the Canadian, Trevor Hegarty's charge romping away to a 6sec victory after an early misfire cured itself and Fabi disposed of Antonio Albacete and Victor Rosso.



Fabi — Two in a row.

Although the '84 Reynard still seems more than capable of getting the job done, Penistone have been hard at work with the 1985 development chassis, in close association with the factory. Outwardly the car will be unchanged but several undisclosed detail changes have been made 'under the skin'.

Penistone will run three cars at Monday's Brands Racing Displays round (May 27), for Fabi, Peter Meyrick and New Yorker Bobby Carville, the former Argo JM 17 pilot. Carville is back in Britain after a spell at home in the USA and as yet it is not known which chassis he will drive. When asked if it was to be the 85SF, the official team stance was 'no comment'.



Oaster (in car) with team boss, Steve Farrell.

Oastler's chance

Planning five forays in the Donington FF2000 series with Milldent Motorsport's Van Diemen RF85, is the current overseer of the team's FF1600 operation, Malcolm Oastler.

A mechanical engineer by profession, Oastler started racing in 1983 with a 10-year-old Bowin P6 FF1600 chassis owned by Ed Vieusseux Racing. Commendable performances saw him placed second in the Australian Driver to Europe series that year, winning three of the eight rounds and collecting a couple of lap records along the way.

Last year, Oastler won the New South Wales Formula Ford series before curtailing his racing in order to finance his trip to the UK.

BRIEFLY

■ John 'Butcher' Booth is expected to be out of FF1600 action for quite a while, as a result of a badly broken leg sustained in a 'friendly' football match in his native Rotherham a fortnight ago. AUTOSPORT wishes the lanky Yorkshireman a speedy return to 'safer' pastimes . . .

■ Currently showing impressive FF1600 form is Richard (son of Tony) Dean. The youngster scored a pair of wins at Mallory Park last Sunday in the Dunlop-AUTOSPORT Star of Tomorrow round and the Unigas Star of Mallory counter. Dean was a regular Superkart competitor before graduating to Formula Ford with a Van Diemen RF83 last year. This year, Richard has shown promise in a Jim Lee Racing Reynard 85FF, turning into something of a Mallory Park expert.

■ UK Optical recently announced continued support for RAC/TT FF1600 front-runner, Jonathan Bancroft. Additional support for the Racefax RF85 comes from Auriga engines, Pipercross filters, Mobil oil, Photobrown glass and the *Extra* newspaper.



■ As a special incentive for the launch of the new Renault 5 Elf Turbo cup, Renault UK have arranged with Thruxton that all spectators driving Renaults will gain free admission to the May 27 meeting (passengers pay normal price).

■ Griffin Helmet sales have appointed as a main distributor Arro Motor Sport Services, to supply their clubman range of helmets. Arro is run by Les Edmunds who sprints a March in the Warecrete series and the 'lids' have RAC and ACU approval. Enquiries to Arro Motor Sport Services, 1 Horseshoe Close, Dunton, Nr Biggleswade, Beds.

Silverstone scholars

The Silverstone Racing Club's short circuit record went for a burton last Saturday, at the organisation's third 'closed' meeting of the season. Senior FF1600 race winner David Hall (28), a farmer from Bromyard, Herefordshire, trimmed no less than 0.5sec from his own standard, leaving the new outright mark at 1m03.8s (90.73mph).

Hall's performance earned him the BRDC's fine Driver of the Day award, most impressing the panel of judges which comprised the BRDC's Edward Nelson, European MG Metro champion (and current BCA British series leader) Roger Jones and AUTOSPORT's Marcus Pye.

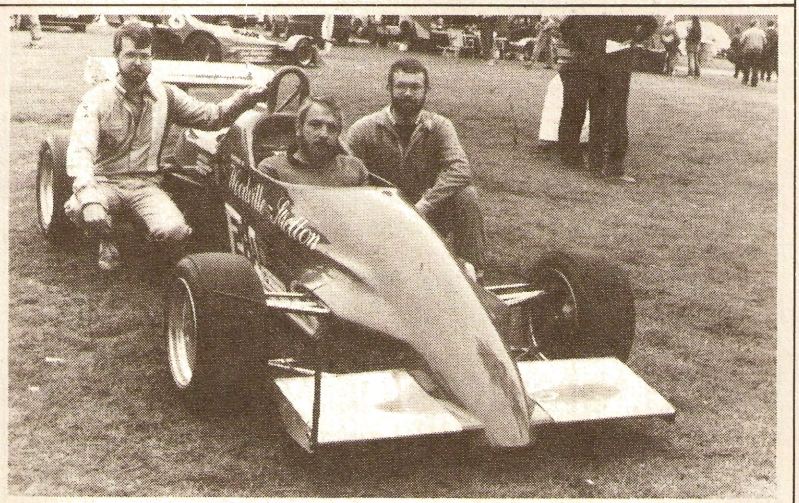
David's sixth SRC victory — in the face of stern opposition from Richard Morris — left the panel in no doubt that he is ready to mix it with the 'big boys' in a public FF1600 event. Hall will thus be invited to compete in a free race with a British Racing Prospects-run Van Diemen RF85 (after a full test session) later in the season.

Willmott back to front

Townsend Thoresen/BARC 'Superfind' FF1600 championship leader Adrian Willmott's efforts to recapture the lead of the BRSCC's Dunlop-AUTOSPORT 'Star of Tomorrow' series gathered momentum at Mallory Park on Sunday. The Batcombe Van Diemen driver's third place, coupled with the elimination of both Jason Elliott and Phil Andrews has closed the title race up considerably at this early stage of the season, with Tony Bottoms also moving strongly into the picture as the top Reynard representative in the 'novice' rounds.

Willmott's recent lack of form was eventually traced to a badly cracked chassis, so Pine City Racing's crew rebuilt the Westward Commercials/Volvo RF85 around a new spaceframe last week. Adrian duly led the Mallory race until Richard Dean found a way through (on his specialist circuit) and resisted further counter-attacks with the Jim Lee-run Reynard.

The 'novice' contenders have a busy Bank Holiday weekend ahead of them, with a Snetterton TT round on Sunday followed by a Dunlop encounter at Castle Combe on Monday.



Andy and Simon McBeath with their new sponsor — long time enthusiast John White (in car).

McBeaths' stylish celebration

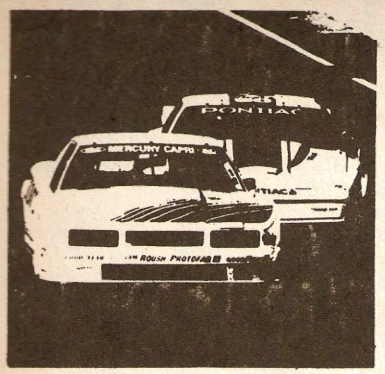
Brothers Andy and Simon McBeath celebrated the acquisition of a keen new sponsor with a one-two in the 1100cc racing car class at the Woolbridge MC's Wiscombe Hillclimb on Sunday. Poole car paintwork specialists Woodville-Stretton Ltd are backing the lads in their much modified Delta-Imp/Hartwell T82 chassis (originally Malcolm Hull's FF2000 machine) and are responsible for its immaculate presentation.

The company, owned by long-time hillclimb enthusiast John White, was recently formed by the amalgamation of vehicle body repair and re-finishing concerns Woodville Panels and Stretton Panels Ltd. Their motor sporting involvement with the McBeaths should increase public awareness of their expert services in the South West.



Winkelhock Jr to FF2000

The German EKW team are to field Joachim Winkelhock in their National FF2000 Championship at the wheel of one of their Ray 85FF chassis. Joachim, pictured in consultation with brother and RAM Grand Prix driver Manfred, will join the team's No 1, Mainz based, Brazilian born Mario Bauer. Bauer's present companion is former Miss Austria, Mercedes Stermitz, who recently tested his FF2000 chassis and is also expected to join the series.



INTERNATIONAL RACES

SURFERS PARADISE ATCC

Seven-up

No change at the top . . . Jim Richards scored his fifth win in seven rounds.

At the start, Brock got away best, but was still beaten into the first corner by poleman Richards. That was that, Richards easing away into his now accustomed position. Robbie Francevic moved into second and gave chase. Rain fell on lap 9, but it gave no one any bother, although Alan Jones was a little apprehensive since he had never driven his GTV6 in the wet before. He was thus passed by Larry Perkins and Neville Crichton, the latter's charge failing to usurp Johnson by 2ft on the line.

GRAHAM WARD

SURFERS PARADISE (AUS)
May 19
Australian Touring Car Championship, round 7
25 laps — 50 miles

1, Jim Richards (BMW 635CSi), 33m11.6s, 68.49mph;
2, Robbie Francevic (Volvo 240T), 33m13.5s;
3, Peter Brock (Holden Commodore), 33m25.3s;
4, Dick Johnson (Ford Mustang), 33m41.8s;
5, Neville Crichton (BMW 635CSi), 33m41.9s;
6, Larry Perkins (Holden Commodore), 25 laps;
7, Alan Jones (Alfa Romeo GTV6), 25 laps; 8, Kent Baigent (BMW 635CSi), 25 laps; 9, Steve Masterton (Holden Commodore), 24 laps; 10, John Smith (Toyota Sprinter), 24 laps.

Fastest lap: Richards, 1m18.0s, 69.64mph.

Championship positions: 1, Richards, 163 pts; 2, Crichton, 127; 3, Johnson, 123; 4= Brock & Jones, 108; 6, Francevic, 95.

WILLOW SPRINGS

After Hu!

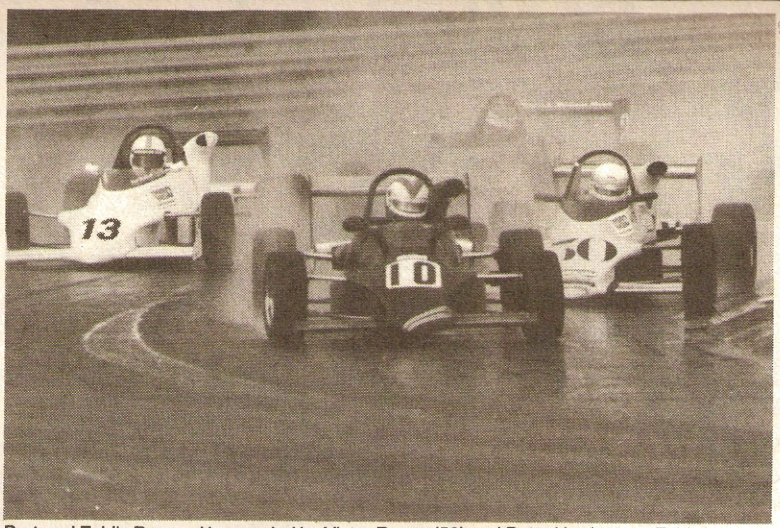
Hubert Phipps led from pole to flag in the third round of the West Coast Atlantic series in his MEB Systems/Briggs Racing Ralt RT4, winning by 10.8secs from the similar car of Jeff Wood, who had made a poor start. His lead was initially challenged by Dan Marvin and John Richards, but both retired with engine failures. Rob Bennett, Mike Downs and Mike Buckenham were the next three.

JOHN ZIMMERMAN

WILLOW SPRINGS (USA)
May 12
West Coast Atlantic Championship, round 3
24 laps — 60 miles

1, Hubert Phipps (Ralt RT4), 30m42.19s, 117.252mph; 2, Jeff Wood (Ralt RT4), 10.8s down; 3, Rob Bennett (Ralt RT4), 24 laps; Mike Downs (Ralt RT4), 24 laps; 5, Mike Buckenham (Ralt RT4), 24 laps; 6, John Christian (Ralt RT4), 24 laps.

Fastest lap: Phipps, 1m15.20s, 119.681mph.



Bertrand Fabi's Reynard is crowded by Victor Rosso (50) and Peter Hardman at Zolder.

ZOLDER FF2000

Flemish fiasco

There was drama galore at the Euroseries meeting at Zolder. The FF2000 runners were devoid of tyres with practice 15 mins away, while the FF1600 counter suffered a lack of scrutineers.

Bertrand Fabi dominated both sessions of practice, as his Penistone Reynard was in possession of worthy rubber, and duly took pole. Henrik Larsen was next up, with Antonio Albacete behind.

The award for the busiest practice must go to Martin Donnelly and his Rushen Green crew, with *five* engine changes! German driver, Bernd Schneider was absent following a disagreement with his team over his car.

Albacete led the start, which had been delayed 30mins by a thunderstorm, with Rosso and Fabi in pursuit. Fabi moved to the front on lap 6 having collided with the Argentinian, causing Rosso's retirement. John Pratt was lucky to finish seventh, after a crash on the warm-up lap.

Bertrand Gachot took pole for the Benelux FF1600 qualifier and was never headed in the race, but the Dutch drivers (except the Marlboro men, of course) protested the legality of his engine, and due to the chief scrutineer being away on the Haspengouw Rally the car has been impounded.

WILLEM STAAT

ZOLDER (B)
May 19
EFDA Townsend Thoresen Euroseries FF2000, round 1
15 laps — 39.956 miles

1, Bertrand Fabi (Reynard 84SF), 27m29.7, 87.193mph;
2, Antonio Albacete (Reynard 84SF), 27m35.8s;
3, Peter Hardman (Reynard 84SF), 27m43.4s;
4, Martin Donnelly (Van Diemen RF85), 27m47.9s;
5, Hendrik Larsen (Reynard 84SF), 27m48.6s;
6, Tomi Luhtanen (Reynard 84SF), 27m51.1s;
7, John Pratt (Van Diemen RF85), 27m54.4s; 8, Frank Bradley (Van Diemen RF85), 28m04.9s; 9, Ross Hockenhull (Reynard 84SF), 28m08.7s; 10, Dave Coyne (Van Diemen RF85), 28m15.7s.

Fastest lap: Fabi, 1m48.1s, 88.709mph.

Benelux FF1600
12 laps — 31.965 miles

1, Bertrand Gachot (Van Diemen RF85), 21m28.5s, 89.308mph; 2, Eric van de Poele (Van Diemen RF85), 21m35.6s; 3, Nicholas Schoenstroem (Van Diemen RF85), 21m42.2s; 4, Alfons Aalf (Crossle 32), 21m59.1s; 5, Mikael Gustavsson (Van Diemen RF85), 22m00.8s; 6, Lee Brant (Crossle 35), 22m07.6s.

Fastest lap: Gachot, 1m46.2s, 90.255mph.

DOVER DOWNS NASCAR

Bill adds up

Bill Elliott scored his fifth NASCAR win of the year at the Dover Downs Superspeedy in Delaware, although Geoff Bodine (who has yet to win incidentally) still leads the championship. The Dover Downs track is rather small as Superspeedways go, being only 1 mile long, but it was enough for the Ford Thunderbird to win by a lap. If Elliott can win the World 600 race at Charlotte on May 26 he will walk off with the Winston bonus of a cool $1m. Well, it's easier than robbing a bank!

DOVER DOWNS (USA)
May 19
Budweiser 500
NASCAR Winton Cup Grand National, round 10
500 laps — 500 miles

1, Bill Elliott (Ford Thunderbird), 500 laps, 123.094mph.
2, Harry Gant (Chevrolet Monte Carlo), 499 laps.
3, Kyle Petty (Ford Thunderbird), 499 laps.
4, Ricky Rudd (Ford Thunderbird), 498 laps.
5, Darrell Waltrip (Chevrolet Monte Carlo), 497 laps.
6, Tim Richmond (Pontiac Grand Prix), 497 laps.
7, Richard Petty (Pontiac Grand Prix), 494 laps; 8, Neil Bonnett (Chevrolet Monte Carlo), 494 laps; 9, Dave Marcis (Oldsmobile Cutlass), 488 laps; 10, Ken Schrader (Ford Thunderbird), 487 laps.

Next round: Charlotte, May 26.

AVUS SALOONS

Klaus races

The German Production Car Series race saw a début win for the Ford Sierra Turbo in the hands of Klaus Niedzwiedz with Peter John's Camaro again in contention.

The once fabulous German sportscar championship was again short of starters, with the clashing Silverstone 1000Kms. The race was run in two seven lap heats, Klaus Niedzwiedz taking victory in another turbo car, the Zakspeed C1/4, ahead of John Winter's Porsche 956. In the second heat Franz Konrad ran out the winner in his Zakspeed C1/8 after Niedzwiedz had retired with turbo problems.

WOLFGANG MONSEHR

German Production Car Championship, round 5
13 laps — 65.52 miles

1, Klaus Niedzwiedz (Ford Sierra Turbo), 33m 32.22s, 117.20mph;
2, Peter John (Chevrolet Camaro), 33m 32.94s;
3, Roland Asch (Ford Mustang), 33m 33.37s;
4, Olaf Manthey (Rover Vitesse), 33m 42.44s;
5, Heinz Pail (Volvo 240 Turbo), 33m 42.68s;
6, Per Stureson (Volvo 240 Turbo), 33m 54.06s.

Fastest lap: Asch, 2m 32.98s, 118.59mph.

German Sports Car championship, round 5
2×7 lap heats — 70.56 miles

Heat 1: 1, Klaus Niedzwiedz (Zakspeed C1/4), 15m 03.04s, 140.653mph; 2, John Winter (Porsche 956), 15m 05.09s; 3, Walter Lechner (March CamAm), 15m 39.58s; 4, Heinz Dahmen (Dahmen DC884), 15m 41.26s; 5, Peter Stuertz (March CanAm), 16m 39.24s.

Fastest lap: Niedzwiedz, 2m 05.72s, 144.40mph.

Heat 2: 1, Winter, 15m 03.90s, 140.49 mph; 2, Franz Konrad (Zakspeed C1-8), 15m 18.14s; 3, Lechner, 15m 59.69s; 4, Stuertz, 16m 28.16s; 5, Martin Whaenstetter (Lotec), 16m 51.80s; 6, Jurgen Weiller (Gebhardt CanAm), 6 laps.

Fastest lap: Niedzwiedz, 2m 06.53s, 143.38mph.

ANDERSTORP F3

Even Steven

Promising Swedish driver Steven Andskar won the opening round of the national F3 championship at Anderstorp on Sunday. Andskar led from pole position and was never headed. Fellow front row man, Reynard-Saab driver Thomas Danielsson, lasted only two laps before his brand new 853 boiled its engine. Hakan Olausson drove a fine race to take second ahead of Leif Lindstrom, the reigning champion, and the Texaco-backed Anson of Johan Rajamaki. Another youngster with potential, Joakim Lindstrom was fifth with Hasse Thaung a lowly sixth after he damaged a front fin on the opening lap.

In all 22 cars took the start and with another eight yet to be seen Sweden is looking forward to a healthy year of F3 racing.

JOE SAWARD

ANDERSTORP (S)
May 12
Swedish F3 Championship, round 1
15 laps — 37.58 miles

1, Steven Andskar (Ralt-VW RT30), 24m28.11s, 02.14mph.
2, Hakan Olavsson (Ralt-VW RT30), 24m32.63s;
3, Leif Lindstrom (Ralt-VW RT30), 24m34.83s;
4, Johan Rajamaki (Anson-VW SA4), 24m36.12s;
5, Joakim Lindstrom (Ralt-VW RT30), 24m38.75s;
6, Hasse Thaung (Ralt-Alfa RT3), 24m50.14s.

Fastest lap: Andskar, 1m36.21s, 93.73mph.

HAMEENLINNA F3

Thaung hung out

The opening round of the Nordic F3 championship saw a fine win for Steven Andskar at the rolling Finnish circuit of Hameenlinna. Only 12 cars arrived to take part, but poleman Hasse Thaung and Andskar battled for 28 of the 30 laps. Andskar finally got through and Thaung spun out with two laps to go.

HAMEENLINNA (SF)
May 5
Nordic F3 Championship, round 1
30 laps — 56.67 miles

1, Steven Andskar (Ralt-VW RT30), 41m19.07s;
2, Christer Offason (Ralt-VW RT30), 42m16.44s;
3, Johan Rajamaki (Anson-VW SA4), 42m 16.56s;
4, Sonny Johansson (Ralt-VW RT3), 42m16.96s;
5, Hakan Olausson (Ralt-VW RT30), 42m17.40s;
6, Juha Varjosaari (Schadow March), 29 laps.



NATIONAL RACES

INGLISTON

Cameron conquers

The May Ingliston meeting traditionally sponsored by the Royal Highland & Agricultural Society of Scotland, on whose grounds the circuit is laid, was graced by splendid weather with some fine racing which saw a couple of lap records established.

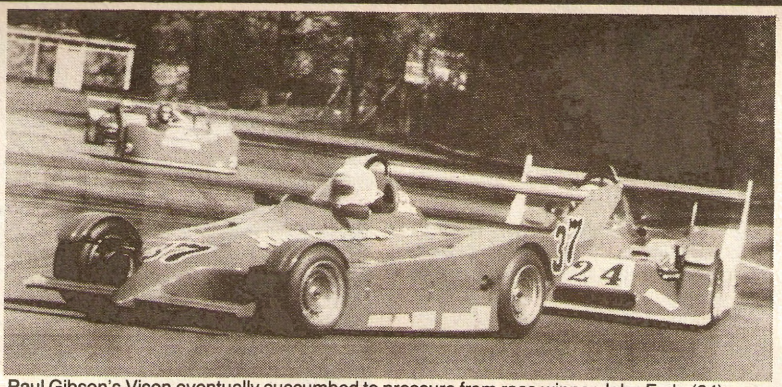
Taking his cue from the brilliant weather, Colin Harper shot his blue Van Diemen away from the newer version of Alan Mutter, trailed by the PRS of Ewan Buchan who soon had to give best to Campbell Chisholm, this quartet opening a big gap on Alex Fraser who was hounded by Kevin McCormick. The pair got overclose, the resulting contact eliminating both, leaving the steady David Thomas to collect fifth despite the attentions of Iain Cowie and S Joss who clouted the barrier.

Olly Ross kept the pressure on poleman George Smith whose Mini Cooper S led the smaller Road Saloons away, to such an extent that Smith spun. Jimmy Fleming was second, his 'Wee Celica' assuming weird cornering angles to no avail, as the leading Fiesta went ever faster (Ross discovering a carburettor problem which was no problem at full throttle!) Andrew Jeffrey had the little Nova in third place, on the road, but he was labouring under a 10 sec penalty for jumping the start. This elevated Glen Mortimer who fought off Alan Keith, who, in turn, was being crowded by Craig Conway, Richard Martin and Bruce Lyle.

Jim McGaughay emulated his Donington performance, streaking away in the FES/James Jack Lancia Toleman in a demonstration run, leading the GT race. Bill Paul spun his AC out of second place, leaving this briefly to Eric Munnoch whose Davrian was fleeing from the Imp of Ian Forrest which had pressured John Bothamley into spinning. This elevated the Davrian of Ricky Gauld who had the neat Imp of Brian McLeod a couple of seconds behind, sandwiched by the Davrian of Jim McDonald.

The FF1600 championship field found Andy Sim in his Jim Irwin chassis get the drop on Cameron Binnie who soon took command, with Tom Brown moving through too, followed by Roy Low whose PRS was then retaken by Sim. In behind, Harvey Gillanders had 7 secs in hand over Stewart Roden who had a lonely race. Willie Rose fought through to seventh place, as Neil Cochrane shed another nose cone from the Lola but hauled it past Neil Gillanders after a race-long battle.

Ian Gardner did a McGaughay, hauling his Ziggi Lotus 7 away from the Road Sports field to a lap record. Brian Hill was next up, only to retire his Dutton at Hairpin, as did the Elan of John Mackie



Paul Gibson's Vison eventually succumbed to pressure from race winner John Fyda (24).

next time round. A McGregor thus found his Caterham 7 in second, with a handsome cushion over Raymond Stewart. Ed Chester held fourth place from Graham McCallum in his rumbling Porsche 911, leaving Alex Graham in sixth.

Of the 13 car Clubmans field, it was Kenny Allen who made a storming start in his Vision, spurring Paul Gibson to snatch second and to hold off John Fyda from the lead for 8 laps, as Allen had spun out on lap 1. Gus Young fought a no-quarter duel for third with Les Duncan, until Duncan demolished his Vision on the barriers at South Stand. Alec Dobbie inherited fourth but had to give way to a charge by Eric Paterson, both having to give best to Allen who climbed back to third by the flag, taking fastest lap in the process.

The Road Saloons promised a duel between Hugh Chalmers, back in his Sunbeam Lotus, vacating the seat of the Ecosse Chevette to Jimmy McRae, but it was the little doctor who drove impeccably away. This somewhat overshadowed the third place squabble in which Ian Bruce eased ahead of Steven Jefferies, leaving Tom Bell a lonely fifth. Howard Fowler lost sixth when he spun his Capri in perfect unison with the Escort of Alistair Gray, the latter gathering it up more quickly.

The additional final event, a combined *Libre* and FF2000 12 lapper found Kenny Allen again make the better start, but John Fyda had his eye in and pulled out an 11 sec advantage over Allen and Paul Gibson, with Eric Paterson, Mallock, winkling Gus Young's Tiga out of fourth place. In sixth place, Tom Brown led the FF2000 group, his Van Diemen, strongly challenged by the similar car of Harry Minty.

BILL HENDERSON

Ian Forrest's second place Drambuie Imp slips inside John Bothamley's Davrian.



INGLISTON, May 12, SMRC

FF1600 race (12 laps): 1, Colin Harper (Van Diemen RF 78), 10m48.8s, 68.59mph; 2, Alan Mutter (Van Diemen RF 82), 10m51.1s; 3, Campbell Chisholm (Crossle 55F), 10m52.8s; 4, Ewan Buchan (PRS 79/80), 10m57.0s; 5, David Thomas (Crossle 25F), 11m14.1s; 6, Iain Cowie (Van Diemen RF 78), 11m19.3s; **Fastest lap:** Buchan, 53.2s, 69.70mph.

Road Saloons up to 1600cc race (12 laps): 1, Olly Ross (1.6 Ford Fiesta), 12m29.4s, 59.35mph; 2, Jimmy Fleming (1.6 Toyota Celica), 12m33.4s; 2, Jimmy Fleming (1.6 Toyota Celica), 12m33.4s; 3, Glen Mortimer (1.6 Hillman Avenger), 12m45.5s; 4, Bruce Lyle (1.6 Ford Fiesta), 12m48.7s; 5, Craig Conway (1.6 Ford Fiesta), 12m50.3s; 6, RichardMartin (1.6 Talbot Sunbeam), 12m51.1s; **Fastest lap:** Ross, 61.25s, 60.59mph **(record).**

The Sportune Scottish GT race (12 laps): 1, Jim McGaughay (2.0 FES Lancia Toleman), 9m57.6s, 74.42mph; 2, Ian Forrest (1.0 Drambuie Imp), 10m31.6s; 3, Eric Munnoch (1.0 Davrian Mk 8), 10m32.6s; 4, Ricky Gauld (Davrian Mk 7), 10m40.6s **Up to 1000 cc:** 1, Forrest; 2, Munnoch; 3, Gauld. **Fastest lap:** Forrest, 51.0s 72.71mph. **Over 1000cc:** 1, McGaughay; 2, Bill Paul (2.0 AC 3000 ME); 3, William Watt (2.3 Vauxhall Magnum). **Fastest lap:** McGaughay, 47.1s, 78.73mph.

Royal Highland & Agricultural Society of Scotland/Hubert Mitchell Scottish FF1600 race (12 laps): 1, Cameron Binnie (Van Diemen-Minister), 10m32.0s, 70.41mph; 2, Tom Brown (Crossle-Scholar 55F), 10m33.4s; 3, Andy Sim (Jim Irwin), 10m35.5s; 4, Roy Low (PRS 81F), 10m36.1s; 5, Harvey Gillanders (Van Diemen-Minister RF85), 10m37.4s; 6, Stewart Roden (Van Diemen), 10m44.5s. **Fastest lap:** Brown, Sim & Low, 51.8s, 71.58mph.

Road Sports race (12 laps): 1, Iain Gardner (1.6 Ziggi Lotus 7), 11m38.7s, 63.68mph; 2, A. McGregor (1.6 Caterham 7), 12m17.1s; 3, Raymond Stewart (1.0 Clan Crusader), 12m24.5s; 4, Graham McCallum (2.7 Porsche 911), 12m36.1s; **Up to 1600cc:** 1, Gardner; 2, McGregor; 3, Stewart. **Fastest lap:** Gardner, 57.1, 64.94mph **(record). Over 1600cc:** 1, McCallum; 2, Ed Chester (1.7 Dutton Phaeton S2); 3, Bernard Hunter (3.0 BMW). **Fastest lap:** McCallum, 61.2s, 60.59mph.

Lowland Tyres & Exhausts Scottish Sports Car, Sports & Clubmans race (12 laps)—Overall: 1, John Fyda (1.7 Mallock Mk 24), 9m37.0s, 77.00mph; 2, Paul Gibson (1.7 Vision), 9m45.5s; 3, Kenny Allen (1.7 Vision), 9m46.0s; 4, Gus Young (2.2 Tiga TS 30 Agra), 9m49.8s. **Clubmans 'A':** 1, Fyda; 2, Gibson; 3, Allen. **Fastest lap:** Allen, 45.7s, 81.14mph. **Clubmans 'B':** 1, Andy Smith (1.6 Vision); 2, Mike Upton (1.6 Mallock Mk 16B): **Fastest lap:** Smith, 51.1s, 72.56mph. **Sports:** 1, Gus Young; 2, Keith Bowmaker (2.0 Lola 492). **Fastest lap:** Young, 47.8s, 77.57mph.

Road Saloons over 1600cc race (12 laps): 1, Hugh Chalmers (2.2 Sunbeam Lotus), 11m49.0s, 62.76mph; 2, Jimmy McRae (2.3 Vauxhall Chevette), 11m 51.5s; 3, Ian Bruce (2.2 Sunbeam Lotus), 12m08.8s; 4, Steven Jefferies (1.7 Ford Escort), 12m21.9s; 5, Tom Bell (3.0 Ford Capri), 12m27.3s; 6, Alistair Gray (2.0 Ford Escort), 12m35.7s. **Fastest lap:** Chalmers, 58.1s, 63.82mph.

FF2000 & *Formule Libre* race (12 laps): 1, John Fyda (1.7 Mallock Mk 24), 9m20.5s, 79.39mph; 2, Kenny Allen (1.7 Vision), 9m31.4s; 3, Paul Gibson (1.7 Vision 85), 9m40.9s; 4, Eric Paterson (1.7 Mallock Mk 27), 9m49.9s. ***Libre:*** 1, Fyda; 2, Allen; 3, Gibson. **Fastest lap:** Fyda, 45.6s, 81.32mph. **FF 2000:** 1, Tom Brown (2.0 Van Diemen RF83); 2, Harry Minty (2.0 Van Diemen RF83); 3, Ken Le May (2.0 Van Diemen Agra). **Fastest lap:** Brown, 49.1s, 75.52mph.

KIRKISTOWN

Ripping yarns

With proceedings enlivened — and the crowd boosted considerably — by three demonstration races by the Northern Ireland Hot Rod fraternity, and a blisteringly fast 250cc kart race, there was plenty to watch at the 500 Club's Kirkistown meeting.

The Knockdene Garages Historic field came to the grid in a somewhat depleted state, a practice accident having removed Billy Patterson's Lotus 69. The field was reduced further when Pat Speer's Lola T100 refused to move when the flag fell, a stub axle having sheared. Up front William Ogle had no problems winning with his twin-cam Lotus 7 from the clutch slipping Sunbeam Tiger of Jackie Cochrane. Simon Brier retired his Crossle 16F with overheating while lying second, and third spot eventually went to the MGB of Maurice Cassidy.

A surpisingly large grid of FF2000 machinery turned out for their 15-lapper. Mondiales appeared in greater strength than usual, Joey Greenan having been tempted into one of the Bangor-built cars and proving its worth by sticking it squarely on pole, before dicing furiously with the works cars of Colin Lees and Dennis McGall in the opening laps. The only non-Mondiale able to run with them was Leslie Wright's 'slimline' Van Dieman RF83. Slowly the two works Mondiales opened out a gap leaving Greenan to fend off Wright. A split oil union on the Mondiale turned his car into a sort of spraying machine for one lap, and Wright was the unlucky recipient, his Van Diemen falling back into the clutches of Alan Kelly's car, while Greenan coasted to a halt, having left a sizeable slick all round the circuit.

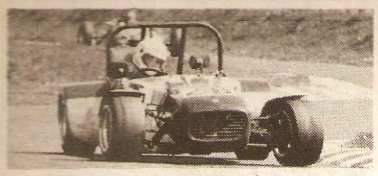
For the next few laps, the pace was reduced as everybody got used to the new surface, with Lees pulling away from McGall, the latter taking a couple of unscheduled detours and falling back behind Kelly. Indeed, Wright, by now fending off the attentions of Tommy Reid's Van Diemen almost caught the Mondiale man for third spot.

The Production saloon race, provided a better than normal race, with Mondello regular Maurice Mitton making the jaunt north worthwile by winning with his RS2000 from the Capri of Gerry O'Riordan. Norman Aston, normally a force to be reckoned with, provided entertainment by spinning three times at the Hairpin. He eventually gathered it all up to finish sixth behind Mike Armstrong's 'old style' Kadett GTE, the RS2000 of David de Moulin and the Capri of George Dixon. Frank O'Rourke took a runaway win, in the 1300cc class, and seventh overall in his 'small' Kadett.

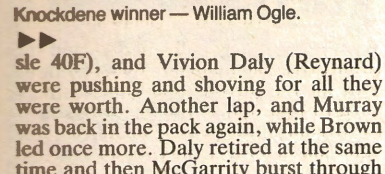
Martin Boyle has made a habit of winning FF1600 races at Kirkistown for Mondiale this year, but the STP points leader never managed to find the right kind of form on this occasion. In practice, he could only manage fourth best time while Brown's Crossle 55F sat on pole.

Brown got away cleanly at the start, but behind him half the field got involved in an accident. Once again Noel Roddy got no further than the Colonial section on the opening lap before he and his Crossle 55F were sidelined, to be joined by Cliff Dempsey's Van Diemen.

Up front, however, Fionn Murray who had started his Crossle 60F from the third row of the grid, dived down the inside of all the leaders to snatch glory briefly on lap two. Brown, McGall, Boyle, McGarrity, Tom Graham (Cros- ▶



Knockdene winner — William Ogle.



Roddy and Reid — freestyle form.

OULTON PARK

All in a name

Oulton Park was the venue for the BARC (NW)'s seven race offering. B&Q Sports 2000s were the feature and like all the other races gave good spectating, the Mini Seven and Miglia hoards especially, with a surprise winner in the Champion of Oulton race, Roger Ecclestone. No less than nine lap records fell during the meeting.

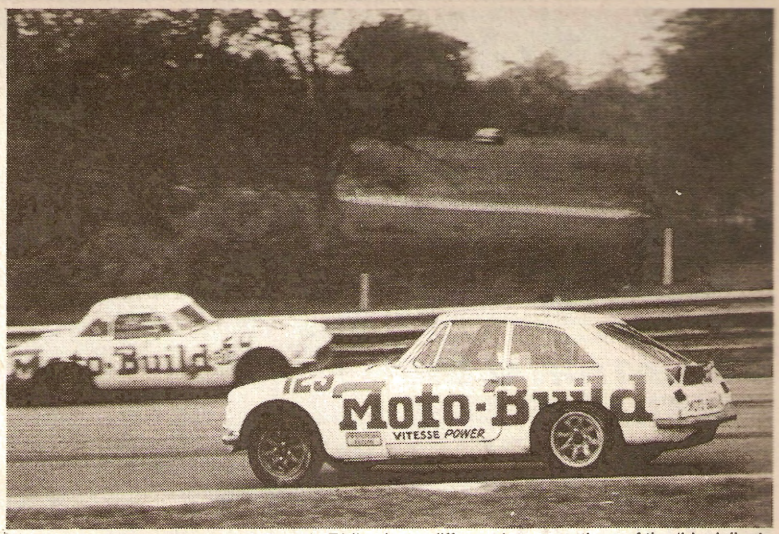
First out on the circuit were the Monroe Production Saloons. Andy McLennan in practice in the Simmons Starion, over 1sec faster than Colin Blower's similar car. McLennan made the running into Old Hall at the start with Blower tucked close behind. Graham Scarborough led the rest. On lap 2, Blower made a charge and led McLennan for a short spell, but the Simmons car soon retook the lead and was never again in danger. Scarborough's Capri could not match the speed of the Starions, but outdistanced John Hammersley (also Capri mounted) who had the Toyota Supra of Martin Williams close behind all race. Most of the action was centred around Class C runners with Karl Jones (*Autocar* Fiat Strada Abarth) just keeping ahead of the VW Golf of Norris Miles and Charles Scammell's Toyota Corolla. Once more the smallest class was poorly represented with just James Kaye starting the race; with no opposition he entertained the Old Hall crowds with lots of sideways cornering.

This season the BARC (NW) have added production classes to their Special GT Challenge series and this certainly brought out more runners in race two. From the green light, the power of David Ellis' Aston Martin V8 took him into the lead with Roy Yates slotting his Boss Mustang through to second ahead of John Helme with Stuart Oliver making a terrible start from pole position in his Elan. Oliver charged through to second behind Ellis, but sadly retired. Ellis had no opposition after Oliver had gone, but in second spot Yates drove as hard as ever and kept ahead of Helme to the flag, despite losing an extra 10s for a rather rapid start . . . Dave Forster was well back in his Maguire Mini on the opening laps after a spin at Lodge but soon made it clear of the midfield pack to take fourth from Terry Watts' Firenza. First of the Production class by a whole lap was Richard Johnson.

At the sharp end of the Mini Seven field was Graham Woskett as the cars streamed into the first corner, but a lap later Colin Rodger and Russell Grady had both got past. Woskett trailed Rodger and Grady for two more laps until Michael Jackson took over third spot, the race order settling down a little for the next few circuits. On lap 8 Woskett retired. Grady spent a short spell at the front. On the penultimate lap, Rodger led by a fraction from Grady and Jackson, this trio having outdistanced the rest by a fair way, but the leader promptly ran wide at Old Hall and dropped to third. The run to the line saw Grady just beat Jackson, with Rodger in third. Fourth went to Chris Tyrrell, and back in fifth, likewise well behind, James Hulme.

The 15 lap B&Q Sports 2000 race was next with Sean Walker's MFI Shrike on pole position by over 1sec from Alistair Lyall and Ian Flux. Flux sadly pulled into the pits at the end of the warm-up lap, the Computer Consortium car having broken a bolt in a rear upright.

At the start, therefore, Walker took the lead and was never headed for the rest of the race, going on to win, as they say, by a country mile. Lyall slotted into second at the lights and stayed safely ahead of Dud Moseley once the latter had disposed of Nick Bidge. Moseley set a new class lap record on his way to taking class honours, but Bridge dropped behind Paul Stott before retiring.



Motobuild's Graham Davis and Francis Ridley have different interpretations of the 'ideal line'.

A full grid of MGs lined up for the start of the BARC/MGOC Championship race. Robert Nettleton headed the practice times but could only tail Graeme Davis away from the line, as Davis used the power of the larger engine to full advantage. For the first three laps Davis led with Nettleton and Richard Horn close behind. Then the Midget catapulted through to the lead, followed by John Hewitt who had been back in fourth until then. After another couple of laps Davis fell to Horn, who moved to second place soon after. No-one could match the speed of Nettleton's modified car and the top four were well separated by the flag. In the standard class Robb Gravett had little difficulty in taking the honours from Jeremy Lindley, Jim Baynam making it a Midget top three.

The fight for the lead in the Mini Miglia race was intense. David Carvell was the initial leader, but Mike Fry and Chris Lewis soon went past, Lewis taking the lead on lap 2. For the rest of the race Lewis had the leading position with Fry pushing hard, third place in dispute between Carvell and Steve Harris. Fourth on the road in the early part of the race was John Davis, just in front of Gerald Dale; Dale took over fourth.

KIRKISTOWN, May 11, 500 MRCI

Knockdene Garages Historic race (12 laps): 1, William Ogle (1.6 Lotus 7 t/c),13m28.84s, 79.57mph; 2, Jackie Cochrane (4.2 Sunbeam Tiger), 14m15.56s; 3, Maurice Cassidy (1.8 MGB), 10 laps; 4, Damien McGouran (1.0 Davrian Imp Mk 6) 10 laps; 5, C.J.Irving (2.5 Triumph TR6), 10 laps. **Fastest Lap:** Ogle, 1m05.81s 81.49mph.

Yokohama/Pacemaker FF2000, 15 laps. 1, Colin Lees (Mondiale Neil Brown M85T); 2, Alan Kelly (Van Diemen Nelson RF83); 3, Dennis McGall (Mondiale Loynings M85T), 4, Leslie Wright (Van Diemen Nelson RT83); 5, Tommy Reid (Van Diemen Reid RF83); 6, Ivor Greenwood (Reynard GRD SF84). No times due to computer failure.

Production Saloons, 12 laps: 1, Maurice Mitton (2.0 Ford Escort RS2000), 14m57.82s, 71.69mph; 2, Gerry O'Riordan (3.0 Ford Capri), 15m11.73s; 3, Michael Armstrong (2.0 Opel Kadett GTE) 15m13.62s; 4, David du Moulin (2.0 Ford Escort RS2000) 15m23.48s; 5, George Dickson (3.0 Ford Capri) 15m35.72s; 6, Norman Aston (3.0 Ford Capri) 15m37.20s. **Fastest lap:** Aston, 1m12.62s, 73.85mph. **Class winners:** Mitton, O'Riordan and Frank O'Rourke (1.3 Opel Kadett), 15m43.86s.

STP Formula Ford 1600, 12 laps. 1, Alan McGarrity (Crossle GRD 607) 16m12.36s, 82.74mph; 2, Tom Brown (Crossle Minister 55F) 16m13.60s; 3, Martin Boyle (Mondiale Aldon M84S) 16m16.96s; 4, Tom Graham (Crossle Minister 40F) 16m20.37s; 5, Dennis McGall (Mondiale Minister M85S) 16m20.74s; 6, Fionn Murray (Crossle Minister 60F) 16m29.18s. **Fastest lap:** Vivian Daly (Reynard Dan Daly FF85) 1m03.72, 84.17mph.

Isaac Agnew Formula VW, 12 laps: 1, Donal O'Neill (Scarab) 14m27.37s 74.20mph; 2, Liam O'Sullivan (Sheane) 14m27.72s; 3, Robert McFarland (Sheane), 14m58.95s; 4, Nigel Mehaffey (Sheane) 15m02.11s; 5, Frankie McVeigh (McVeigh) 15m06.45s; 6, Peter Auerbach (Sheane) 15m47.03s. **Fastest lap:** O'Sullivan, 1m10.39s, 76.19mph.

GT Cars, 10 laps: 1, William McGaffin (1.6 Lotus 7 t/c) 11m15.61s, 79.38mph; 2, George Crozier (1.6 Maguire Mini) 11m19.67; 3, David Hall (1.3 Hillman Imp) 11m26.18s; 4, Morgan Dempsey (1.6 MD GT) 12m19.69s; 5, Dan Rooney (1.0 Hillman Imp) 9 laps; 6, Denis Corbey (1.3 BL Mini) 9 laps. **Fastest lap:** Crozier, 1m05.99s, 81.27mph.

Crossle Challenge Cup Formula Ford E, 10 laps. 1, Tom Graham (Crossle Minister 40F) 13m13.54s, 81.11mph; 2, Lawrence Knox (Crossle Aldon 40/45F) 13m16.04s; 3, Gerry O'Reilly (Crossle Halfpenny 32F) 13m16.22s; 4, Bill Griffin (Crossle Griffin 32F) 13m39.63s; 5, Tommy Reid (Crossle Reid 45F) 14m06.98s. No other finishers. **Fastest lap:** Graham, 1m04.83, 82.73mph.

OULTON PARK, May 18, BARC (NW)

Monroe Production Saloons race (10 laps) — Overall: 1, Andy McLennan (2.0 Colt Starion Turbo), 17m12.1s, 82.17mph; 2, Colin Blower (2.0 Colt Starion Turbo), 17m23.0s; 3, Graham Scarborough (2.8 Ford Capri), 17m31.4s; 4, John Hammersley (2.8 Ford Capri), 17m40.4s. **3001cc and over:** 1, McLennan; 2, Blower. No other starters. **Fastest lap:** McLennan, 1m41.8s, 83.31mph **(record). 2001-3000cc:** 1, Scarborough, 80.66mph; 2, Hammersley; 3, Martin Williams (2.8 Toyota Supra), 17m41.2s; 4, Hugh Marshall (2.8 Ford Capri), 9 laps. **Fastest lap:** Scarborough, 1m43.5s, 81.94mph **(establishes record). 1301-2000cc:** 1, Karl Jones (2.0 Fiat Strada Abarth), 17m53.9s, 78.97mph; 2, Norris Miles (1.8 VW Golf GTI), 17m58.9s; 3, Charles Scammell (1.6 Toyota Corolla), 18m09.8s; 4, Jonathan Collett-Jobey (1.8 Vauxhall Astra GTE), 18m32.4. **Fastest lap:** Jones, 1m45.6s, 80.31mph **(record). Up to 1300cc:** 1, James Kaye (1.3 Vauxhall Nova Sport), 18m18.8s, 77.18mph. No other starters. **Fastest lap:** 1m48.2s, 78.38mph **(record).** All above results provisional.

BARC (NW) Special GT race (10 laps) — Overall: 1, David Ellis (5.3 Aston Martin V8), 14m57.5s, 94.50mph; 2, Roy Yates (7.2 Ford Boss Mustang), 15m57.1s; 3, John Helme (1.5 Lenham Le Mans Coupe), 9 laps; 4, Dave Forster (1.0 Maquire Mini). **GTs over 1501cc:** 1, Ellis; 2, Yates; 3, Terry Watts (2.3 Vauxhall Firenza); 4, Alan Bell (1.8 Ford Anglia), 8 laps. **Fastest lap:** Ellis, 1m24.8s, 100.01mph **(record). GT Cars up to 1500cc:** 1, Helme, 84.19mph; 2, Forster; 3, Colin Flynn (1.3 Austin Mini); No other finishers. **Fastest lap:** Forster, 1m35.6s, 88.71mph. **Production GTs over 2000cc.** No starters. **Production GTs up to 2000cc:** 1, Richard Johnson (1.8 Vauxhall Astra GTE), 9 laps, 76.11mph; 2, Peter Brown (2.0 Triumph Dolomite Sprint), 8 laps; 3, Douglas Dobb (2.0 Ford Escort RS); 4, Paul Lavelle (2.0 Triumph Dolomite Sprint). **Fastest lap:** Johnson, 1m49.4s, 77.52mph **(record).**

Austin Mini Seven race (10 laps): 1, Russell Grady, 18m22.0s, 76.96mph; 2, Michael Jackson, 18.22.1s; 3, Colin Rodger, 18m22.3s; 4, Chris Tyrell, 18m48.1s; 5, James Hulme, 19m02.6s; 6, David Goodridge, 19m08.7s. **Fastest lap:** Rodger, 1m48.3s, 78.31mph.

B&Q British Sports 2000 race (15 laps) — Overall: 1, Sean Walker (Shrike-Nelson P15), 21m08.6s, 100.28mph; 2, Alistair Lyall (Lola T596), 21m21.1s; 3, Dud Moseley (Motus-Hewitt 10BX), 21m25.4s; 4, Paul Stott (Royale-Neil Brown RP37), 21m32.9s. **Class A Cars:** 1, Walker; 2, Lyall; 3, Stott; 4, Evan Clemants (Royale-Neil Brown RP37), 21m43.0s. **Fastest lap:** Walker, 1m23.8s, 101.21mph. **Pre '81 Cars:** 1, Moseley, 98.97mph; 2, Steve Collier (Chevron-Nelson B57), 22m31.0s; no other finishers. **Fastest lap:** Moseley, 1m24.5s, 100.37mph **(record).**

BARC/MGOC race (10 laps) — Overall and Modified cars: 1, Robert Nettleton (1.3 Midget), 17m23.8s, 81.25mph; 2, Richard Horn (1.95 MGB Roadster), 17m26.7s; 3, John Hewitt (1.95 MGB Roadster), 17m37.8s; 4, Graeme Davis (3.5 MGB V8), 17m40.0s. **Fastest lap:** Nettleton, 1m41.7s, 83.39mph **Standard Cars:** 1, Robert Gravett (1.5 Midget), 18m29.3s, 76.45mph; 2, Jeremy Lindley (1.3 Midget), 18m37.5s; 3, Jim Baynam (1.3 Midget), 19m07.0s; 4, Andrew Storer (1.3 Midget), 9 laps. **Fastest lap:** Lindley, 1m49.3s, 77.59mph **(record).**

Austin Mini Miglia race (10 laps): 1, Mike Fry, 16m49.8s, 83.99mph; 2, David Carvell, 16m53.5s; 3, Chris Lewis, 16m54.3s; 4, Steve Harris, 17m02.9s; 5, Gerald Dale, 17m08.9s; 6, Bev Comber, 17m26.0s. **Fastest lap:** Fry, Lewis and Harris, 1m39.6s, 85.15mph **(record).**

Champion of Oulton FF1600 race (10 laps): 1, Roger Ecclestone (Van Diemen-Minister RF85), 15m42.1s, 90.02mph; 2, Malcolm Barfoot (Crossle-Scholar 32/35F), 15m42.7s; 3, Simon Wayne (Van Diemen-Scholar RF85), 15m47.0s; 4, Malcolm Johnstone (Crossle-Scholar 45F), 15m53.3s; 5, Ron Hammond (Van Diemen-Scholar RF83), 15m53.8s; 6, Stuart Jones (Royale RP29), 15m57.2s. **Fastest lap:** Wayne, 1m31.3s, 92.89mph.

give up, allowing both Fry and Carvell to pass.

A very complicated Champion of Oulton FF1600 race closed the programme. Paul Morton streaked away from the line as though his Pacer FFN was supercharged with Mick Lindley in hot pursuit and Chris Latham also looking for a way to the front. It all started to happen at Druids on that opening lap, when Morton spun, was clipped by Lindley and Latham exited the race over the top of Lindley's car — exit Morton also. This fracas handed the race lead to Roger Ecclestone with Lindley, still in second and Howard Done third from Stuart Jones. After two laps like this Lindley went to take Ecclestone for the lead down at Knicker Brook, the two cars touched and spun — to be hit by Done's Lola. The collision removed most of the front of the chassis on Lindley's Reynard, he limped to the pits to retire, while Ecclestone kept the lead and Done dropped out of the running.

While all this action was going on it would have been easy to miss the remarkable progress made by Simon Wayne, who had started from the back of the grid with a 10s penalty. He was up to third on lap 4, but promptly spun at Island and took off the nose of his car and dropped back to sixth when challenging Malcolm Barfoot for second. Ecclestone ran out the winner, with Barfoot a close second, after a fine race, Wayne was forced to do it all again to regain third. Malcolm Johnstone took fourth just ahead of Ron Hammond with Jones sixth and Done seventh . . .

PAUL BOOTHROYD



Ellis's Aston V8 leads at Oulton Park.

SILVERSTONE

Hall effect

Superbly calculated winning drives by the experienced David Hall and youngster John Hollingworth were the highlights of Saturday's Silverstone Racing Club meeting, held — in stark contrast to last month's event — beneath glorious sunny skies. Hall diced furiously with the determined Richard Morris in the most senior of five graded FF1600 races, once the remarkably fast-starting sexagenarian (!) Gordon Wade had been outbraked into Woodcote at the end of the first lap. He also lowered the SRC 'school' lap record by 0.5sec in the process, and was accorded the "Driver of the Day" award for his efforts (see *Sports Extra*).

Hollingworth executed a marvellous overtaking manoeuvre on 'April star' Roger Varley — round the outside at Woodcote — while the promising David Botting maintained his unbeaten record.

Only one saloon car race was featured, but it provided a tremendous four-way scrap for top honours, between poleman Stephen Elmes, Alan Gaunt, ex-Renault 5 racer Michael Moss and third-race man David Childs. Having qualified only seventh, Childs carved his way neatly to the front with brave and decisive work at Woodcote, scoring his first win.

The well-run meeting finished well ahead of schedule with not one car damaged. The national FF1600 contenders could learn a thing or two from the SRS drivers' example . . .

MARCUS PYE

BRAND HATCH

Bob-a-job

There were 56 cars practising for the Pre '74 Formula Ford 1600 race which made up two full grids and gave no opportunity for the non-qualifiers to win a way through into the final from the consolation race which opened the meeting.

Neil Crocker's Hawke DL11 was in command until choosing the wrong way round an awkward back-marker at half distance. Paul Campling shot into the lead in his Lotus 61 and held on for a narrow victory. Andy Markham (Lotus 69) fought up well for third place ahead of David Pecorini (Titan Mk6) and Tony Davies (Hawke DL11), while Tim Williams, also well down in the opening laps, completed the top six in his neat Dulon.

Defeat looked out of the question for David Ellis who fired his Aston Marin V8 around in 48.7s in practice for the Anglo TransAm Challenge round. The Wigan plant sales director was soon well clear and lapping the less swift, which included a number of modified MG Midgets in their own concurrent race. But Ellis had to ease up considerably from half distance with a flat offside front tyre and was fast being caught by the duelling Rod Birley (Curtis Holt/Evison/Ford Sierra V6) and Anthony Wolfe (IROC Camaro). Wolfe had earned a 10secs penalty for anticipating the start and dropped behind Dick Whittington's Jaguar E Type in the final reckoning.

In the Midget stakes Steve Everitt soon overcame John Bagott who was left to scrap for second spot with Steve Watkins.

Rod Birley snatched pole position from regular occupant Bill Griffin in the healthily supported Metro Breakers Modified Saloon Championship. But the Wiltshireman soon gained the lead in his trusty BMW 323i to be pushed hard throughout by Birley's newly engined Ford Escort which had only just been run-in. Brian Chatfield made it two West Countrymen in the top three after a lonely race in his ex-Woodman Trimoco Capri, while Milton Bishop's similar mount came under a deal of pressure from the 2-litre Escorts of John Deveraux and John Edwards. Bill McGovern returned for a tilt at the 1-litre record in the Sigas/Holland Bevan Imp and was holding down a solid seventh overall until he felt the engine go off and pulled into the pits. This gave the class honours to Nick Humphrey.

Chris Whittingham enjoyed a brief moment of glory heading the Pre '74 FF1600 pack until running wide at McLaren and allowing series leader Bob Berridge to get his North East DAF trucks Lotus 69 through. Berridge held a comfortable lead thereafter with Whittingham equally secure, but third place only went to Pete Hancock's Merlyn Mk20/25 on the dash from Clark Curve on the final lap. Chris Smith had only just got the better of the smoky Rostron CT3 of Bernard Horwood when Hancock pounced. Derek Coles (March 718) and Alan Naismith (Dulon MP15) had separate incidents and dropped out leaving Brian Evans (Elden MK10C) to head home a frantic scrap for sixth place.

Poleman John Richardson won a spot of jousting with Steve Poulter along Cooper Straight on the first lap of the Renault 5 race and, apart from a brief challenge from championship leader Mark Fish, always looked like scoring his first ever race win. Poulter kept them in sight and survived an anxious moment across the grass at Surtees for third place having drawn away from Martin Hood and Ed Tuiji who never recovered from a slow start off the front row.

With just 1sec covering the first twelve in practice for the JPS Champion of Brands FF1600 round, poleman Bob Hawkins jut had to do the *sensible* thing: break away as soon as possible. And it was just as well he did, for while the Templeworth Ray 83F scampered through Paddock Hill, Ted Whitbourn had a monumental spin in his Ray 80F which the saw pack veer off in all directions. The one casualty was Miki Dee whose Van Diemen RF82 smote the bank hard but otherwise everyone escaped. Steve Robertson performed a quick spin at Paddock Bend when trying to wrest second place from Colin Stancombe's Lola, and then ran wide at Clearways losing still more places. Stancombe put a couple of wheels on the sand at Clark Curve and dropped back into the grasp of Len Bull (Van Diemen RF84) and John Oxborrow (OX-1). Bull spun at Surtees on the last lap and dropped to 8th, but Robertson amazingly scrambled back to fourth having repassed Rob Murphy, Chris Hall and Derek Pring (Ray 83F).

Paul Gibson seized on an opportunity to lead the BRSCC Clubmans Championship race when Steve Bradley scuttled wide momentarily at Clark Curve on lap 6. Bradley was unable to get back on terms with the smart Vision but had a sound lead over Richard Groombridge's silver Mallock Mk24. Tony Pouyanne held down fourth throughout but was fast being caught by Martin Mansell's Diamond Mason and a 10secs penalty for pre-judging the start in any case dropped him behind the recovering Mansell.

Bob Davis won a poorly supported Formula 4 Championship round despite an attack of over enthusiasm at Druids on lap 2 when he spun wildly and handed over the lead to Dick Penny's 1-litre Lola T670. Although Penny did not give in easily, Davis seemed to have much more power and coolly regained the lead going into Druids on the penultimate lap.

The closing non-qualifiers FF1600 race provided a first visit win for Lydden regular Chris Pullman in his Stelrad Van Diemen RF78/80. The former oval racer soon took control from Mark Oastler's Pre '74 Merlyn but right from back of the grid, on a 10secs penalty, came Bernard Horwood. Horwood is making as much use of the Rostron workhorse as Sleeman used to and, clearly in a different class, steered his way up into second place demoting Oastler on the final tour.

PAUL HARMER



Bob Davis flicks onto opposite lock at Druids, en route to victory.

BRANDS HATCH, May 19, BRSCC

BRSCC Pre '74 FF1600 non-qualifiers race (10 laps): 1, Paul Campling (Lotus-Ford 61), 9m 09.2s, 78.89mph; 2, Neil Crocker (Hawke-Auriga DL11), 9m 09.6s; 3, Andy Markham (Lotus-Neil Brown 69), 9m 11.4s; 4, David Pecorini (Titan-Chamberlain Mk 6), 9m 13.5s; 5, Tony Davies (Hawke-Minister DL11), 9m 14.0s; 6, Tim Williams (Dulon-Hansen MP15), 9m 14.4s. **Fastest lap:** Crocker, 53.4s, 81.14mph.

Anglo Trans Am Challenge race (12 laps) — Overall: 1, David Ellis (5.3 Aston Martin V8), 10m 25.4s, 83.13mph; 2, Rod Birley (3.4 Ford Sierra V6), 10m 30.6s; 3, Dick Whittington (3.8 Jaguar E Type), 10m 35.6s; 4, Anthony Wolfe (5.7 IROC Chevrolet Camaro), 10m 42.1s. **Super Cars:** 1, Ellis; 2, Birley; 3, Whittington. **Fastest lap:** Ellis, 49,2s, 88.06mph **(equals record). Modified Cars:** 1, Wolfe, 80.97mph; 2. Barry Barnes (3.2 BMW 520i); 3, Gary Wills (5.7 Chevrolet Camaro). **Fastest lap:** Wolfe, 51.1s, 84.79mph **(record). Road Cars:** 1, Lee Wallace (5.7 Chevrolet Trans Am), 72.15mph; 2, Tony French (4.7 Ford Mustang); 3, Michael Hodges (4.7 Ford Mustang). **Fastest lap:** Wallace, 57.8s 74.96mph **(record).**

Modified MG Midgets Championship race (12 laps): 1, Steve Everitt (1.5 MG Midget), 10m 29.2s, 82.63mph; 2, John Baggott (1.5 MG Midget), 10m 43.0s; 3, Steve Watkins (1.5 MG Midget), 10m 43.8s; 4, Charles Pegram (1.3 MG Midget), 11 laps; 5, David Paige (1.3 MG Midget), 11 laps; 6, Colin Charman (1.5 Austin Healey Sprite), 11 laps. **Fastest lap:** Everitt, 51.1s 84.79mph **(equals record).**

Metro Breakers Modified SaloonChampionship race (12 laps) — Overall: 1, Bill Griffin (2.3 BMW 323), 10m 29.4s, 82.61mph; 2, Rod Birley (2.0 Ford Escort), 10m 30.0s; 3, Brian Chatfield (3.0 Ford Capri), 10m 43.8s; 4, Milton Bishop (3.0 Ford Capri), 10m 46.6s. **2001-400cc:** 1, Griffin; 2, Chatfield; 3, Bishop. **Fastest lap:** Griffin, 51.5s, 84.13mph **(equals record). 1301-2000cc:** 1, Birley, 82.53mph; 2, John Devereaux (2.0 Ford Escort); 3, John Edwards (2.0 Ford Escort). **Fastest lap:** Birley, 51.6s, 83.97mph **(record). 1001-1300cc:** 1, Peter Wright (1.3 Howley Metro), 78.30mph; 2, Kevin Lang (1.3 MG Metro); 3, Gordon Thomson (1.3 BL Mini Cooper S). **Fastest lap:** Wright, 53.9s, 80.38mph. **Up to 1000cc:** 1, Nick Humphrey (1.0 Sunbeam Imp), 76.13mph; 2, David Streater (1.0 Sunbeam Stiletto), only finishers. **Fastest lap:** Bill McGovern (1.0 Bevan Imp), 53.7s, 80.68mph.

BRSCC Pre '74 FF1600 Championship race (12 laps): 1, Bob Berridge (Lotus-Minister 69), 10m 29.8s, 82.55mph; 2, Chris Whittingham (Dulon-Minister MP15),,10m 32.5s; 3, Pete Hancock (Merlyn-Scholar Mk20A), 10m 39.0s; 4, Chris Smith (Hawke-Auriga DL11), 10m 39.1s; 10m 39.1s; 5, Bernard Horwood (Rostron-Minister CT3), 10m 40.5s; 6, Brian Evans (Elden-Auriga Mk10C), 10m 45.7s. **Fastest lap:** Horwood, 51.5s, 84.13mph.

Charles Ivey Challenge for Renault 5TS (12 laps): 1, John Richardson, 12m 32.0s, 69.14mph; 2, Mark Fish, 12m 32.6s; 3, Steve Poulter, 12m 35.8s; 4, Martin Hood, 12m 40.0s; 5, Ed Tuijl, 12m 41.1s; 6, Mark West, 12m 47.0s. **Fastest lap:** Fish, 1m 01.3s, 70.68mph.

John Player Special Champion of Brands FF1600 Series race (12 laps): 1, Bob Hawkins (Ray-Nolan 83F), 10m 18.0s, 84.13mph; 2, Colin Stancombe (Lola-Stancombe T640/2E), 10m 20.3s; 3, John Oxborrow OX-1 Minister), 10m 21.2s; 4, Steve Robertson (Van Diemen-Auriga RF85), 10m 21.6s; 5, Rob Murphy (Getem-Minister GD115), 10m 22.4s; 6, Chris Hall (Jamun-Minister T12B), 10m 22.9s. **Fastest lap:** Robertson and Ted Whitbourn (Ray-Minister 80F), 50.2s, 86.31mph.

BRSCC Clubmans A Register Championship race (12 laps) Overall: 1, Paul Gibson (1.7 Vision-Alan Smith V85A), 9m 30.0s, 91.22mph; 2, Steve Bradley (Ardmore-Chamberlain 84A), 9m 32.5s; 3, Richard Groombridge (1.7 Mallock-Chamberlain Mk24), 9m 40.6s; 4, Martin Mansell (1.6 Diamond-Mason MM1), 9m 42.6s. **Class A:** 1, Gibson; 2, Bradley; 3, Groombridge. **Fastest lap:** Gibson, 46.0s 94.19mph. **Pre '79:** 1, Mansell, 89.24mph; 2, Reg Powell (1.7 Gryphon-Agra C4A) ; 3, Martyn Clemence (1.6 Mallock-Ford Mk8/11). **Fastest lap:** Mansell 11m 46.3s, 93.58mph.

750MC Formula 4 Championship race (12 laps): 1, Bob Davis (1.3 Davis T5), 9m 55,4s, 87.32mph; 2, Dick Penny (1.0 Lola T670), 9m 56.1s; 3, Paul Tickner (1.3 March 713), 10m 02.6s; 4, Wally Liles (1.3 Van Diemen RF82/4), 10m 20.2s; 5, Eric Wandless (1.3 Elden Mk10/4), 10m 22.9s. Only finishers. **Fastest lap:** Davis, 47.7s 90.83mph.

FF1600 non-qualifiers race (10 laps): 1, Chris Pullman (Van Diemen-Auriga RF78/80), 9m 11.0s, 78.63mph; 2, Bernard Horwood (Rostron-Minister CT3), 9m 14.8s; 3, Mark Oastler (Merlyn-Ford Mk20A), 9m 14.9s; 4, Janusz Wurzel (Van Diemen-Minister RF84), 9m 20.1s; 5, Neville Smith (Royale-Minister RP26), 9m 20.5s; 6, Gary Warner (Van Diemen-Minister RF80), 9m 20.6s. **Fastest lap:** Horwood, 52.7s, 82.21mph.



Robertson fights back past Burns.

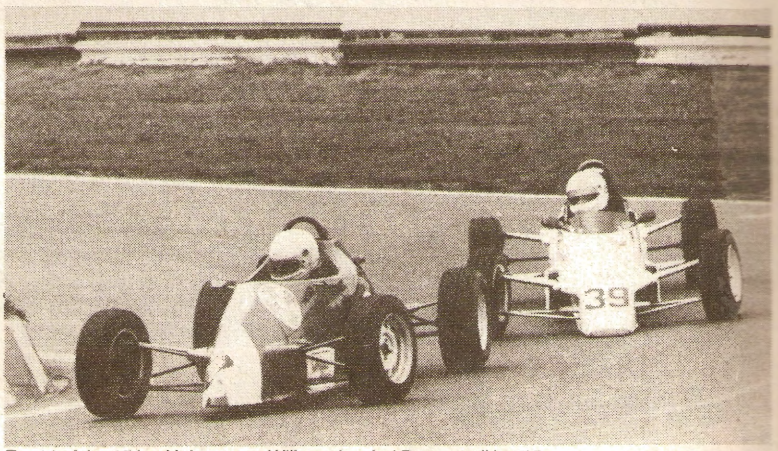
MALLORY PARK

No catching the Bandit

In nearby Nottingham, wet weather wiped out weekend sport, but at Mallory Park the threatened rain failed to materialise; and the BRSCC Midland Centre's 10-race meeting produced some superb racing and saw several records lowered. Yorkshire's Richard Dean did a Formula Ford double after a three-car shunt at the start of the Dunlop/AUTOSPORT round eliminated Phil Andrews from competition on his second successive visit to the Leicestershire circuit.

BRSCC/TRDC Challenge contenders were thin on the ground for the opening race, with only eight cars on the grid, although only 0.2s separated the Triumph TR6s of pole position Richard Murrant and middle-front Steve Clare. At the lights, Clare made the best start and took a first lap lead from Murrant, while Dave Robertson got as far as the Esses before spinning to last place. After a lap, the pole man established himself in a narrow lead over Clare and these two pulled well away from the rest of the small field, which was headed for most of the race by John Ellis. PB Jackson did, however, enjoy four laps ahead of Ellis after the latter spun his TR5 at Shaw's hairpin and spent the middle part of the race clawing back to third.

Just 1sec covered the first seven cars after practice for the Wishbone Formula E FF1600 event and a good, clean race ensued. Series leader Alister Lane was firmly on pole, but made a poor start which initially put him fourth. His fight through to the front, which took half of the 10-laps, was the feature of the race.



For 14 of the 15 lap Unigas race Willmott harried Dean, until lap 15 . . .

Dave Morgan was the early leader, but after two laps Chris Chantler's Martlet took over as Lane moved into third spot. Two laps later the series leader took a lead he held to the flag. Andrew Whitehouse, co-owner of Alan Raine's PRS, was presented with a trophy as mechanic of the best-prepared car on the healthy grid.

Bill Taylor's Class A Porsche Carrera was all-conquering in the first of the Giroflex Porsche Production Car races. From pole, he led the 10-lap Class A race throughout from the similar car of Keith Russell, while Michael Phillips spun out of contention at Gerards. A great scrap for third went to Peter Collard's Carrera, which came under pressure from Nick Faure's improving 3.3T. ▶

Colville's Cobra was awesomely brutish.



MALLORY PARK: STAR OF TOMORROW FF1600

Rebel without a cause?

The prospects for the fourth round of the Dunlop/AUTOSPORT Star of Tomorrow series were looking good at Mallory Park, with the top names running well, Jason Elliott in particular with a 49.4s taking a well deserved pole. The next five runners were covered by just 0.2 secs. Erstwhile championship leader, Phil Andrews looked well set, sitting alongside Elliott on the front row.

The lights had barely turned to green, however, before the race was sadly marred by controversy. Andrews made a poor start and was swamped by Richard Dean and Jason Elliott, finding nowhere to go. Contact. All Hell let loose as his Van Diemen struck that of poleman Elliott. Both were to take no further part in the race, suffering expensive damage. That 13 of the 17 starters made it through the mêlée without damage was amazing — Robert Lewis and Malcolm Pyne being the other unfortunates. Deja vu for Andrews, indeed, having similarly come into contact with Dean at the same circuit back in March.

The race was later restarted after the debris had been cleared. This time Dean was the lone front row man and duly pulled off into the lead, chased by Adrian Willmott who had made a fine start benefitting from Elliott's absence, to pass Tony Bottoms. The end of the first lap saw Gary Thomas missing, having come into contact with Dean at Shaws hairpin and lost out. Gary Ayles was thus in third place.

The front four, consisting of Dean, Willmott, Ayles and Tony Bottoms, then broke clear, and the improving Bottoms steadily worked his way through to third by lap 6 and second by the ninth, and penultimate tour, taking the two points for fastest lap on the way. Try as he might, however, he could not catch Dean's Jim Lee Racing 85FF, which held on to beat Bottoms by 0.2secs, while Willmott held off Ayles by an even smaller margin, with Tony's cousin Steve in fifth and Danny Wright rounding out the top six.

BRUCE JONES

T Bottoms looks for a way past Ayles.



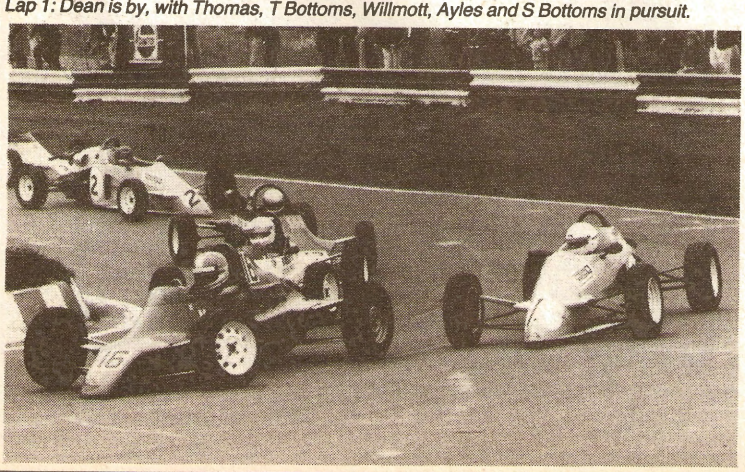
MALLORY PARK, May 19, Dunlop/AUTOSPORT Star of Tomorrow FF1600 Championship, round 4, 10 laps — 13.5 miles

Pos	Driver	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Richard Dean	Reynard 85FF-Auriga	8m30.6s	50.2s	49.8s	3
2	Tony Bottoms	Reynard 85FF-Scholar	8m30.8s	49.8s	49.9s	4
3	Adrian Willmott	Van Diemen RF85-Scholar	8m32.4s	49.9s	50.0s	6
4	Gary Ayles	Reynard 84FF-Minister	8m32.5s	50.3s	50.3s	7
5	Steve Bottoms	Reynard 85FF-Scholar	8m35.3s	50.4s	50.5s	8
6	Danny Wright	Van Diemen RF85-Scholar	8m36.1s	50.6s	50.9s	10
7	Charles Hills	Lola T644-Scholar	8m36.9s	50.5s	52.7s	14
8	Paul Roberts	Van Diemen RF85-Auriga	8m45.6s	51.3s	51.7s	12
9	Andrew Stapley	Van Diemen RF82-Minister	8m46.4s	51.0s	51.1s	11
10	Peter Childe	PRS RH02-Auriga	8m46.7s	51.2s	51.8s	*
11	Alan Uphill	Van Diemen RF84	8m48.6s	51.3s	53.9s	15
12	Gary Paul	Van Diemen RF80-Nelson	9 laps	56.4s	59.0s	16
R	Gary Thomas	Van Diemen RF85-Scholar	1 lap	72.3s	49.9s	5
R	Jason Elliott	Van Diemen RF85-Nelson	0 laps	—	49.4s	1
R	Phil Andrews	Van Diemen RF85-Minister	0 laps	—	49.8s	2
R	Robert Lewis	Quest 85FF-Auriga	0 laps	—	50.8s	9
R	Malcolm Pyne	Van Diemen RF82-Harris	0 laps	—	52.0s	13

Winner's average speed: 95.18mph; **Fastest lap:** Tony Bottoms, 49.8s, 97.59mph; **Next round:** Castle Combe, May 27.

*Practiced with Wishbone Formula E FF1600 runners.

Lap 1: Dean is by, with Thomas, T Bottoms, Willmott, Ayles and S Bottoms in pursuit.



MALLORY PARK, May 19, BRSCC

BRSCC/TRDC Challenge race (10 laps): 1, Richard Murrant (Triumph TR6), 10m23.9s, 77.89mph; 2, Steve Clare (TR6), 10m24.7s; 3, John Ellis (TR5), 10m41.5s; 4, P B Jackson (TR5), 10m47.1s; 5, Dave Robertson (TR6), 10m49.0s; 6, Roger Burns (TR6), 10m57.2s. **Fastest lap:** Murrant & Clare, 1m01.2s, 79.41mph.

Wishbone Formula E FF1600 race (10 laps): 1, Alister Lane (Van Diemen RF80), 8m44.5s, 92.65mph; 2, Dave Morgan (Royale RP21), 8m47.0s; 3, Chris Chantler (Martlet DMG), 8m49.1s; 4, Malcolm Johnstone (Crossle 45E), 8m49.9s; 5, Rolf Gilliard (Van Diemen RF79), 8m50.6s; 6, David Mellor (Crossle 45F), 8m52.0s. **Fastest lap:** Lane, 50.9s, 95.48mph.

Giroflex Porsche Challenge Class A race (10 laps): 1, Bill Taylor (Carrera), 9m23.9s, 86.18mph; 2, Keith Russell (Carrera), 9m24.9s; 3, Peter Collard (Carrera), 9m27.0s; 4, Nick Faure (3.3T), 9m27.4s; 5, John Lock (Carrera), 9m28.9s; 6, Gavin Watson (Turbo), 9m29.9s. **Fastest lap:** Lock, 55.1s, 88.20mph **(record).**

AMOC Thoroughbred Sports Car race (10 laps) — Class D & Overall: 1, David Heynes (Aston Martin DB4), 9m25.1s, 86.00mph; 2, Michael Salmon (Aston Martin DB4), 9m26.3s; 3, Willie Green (Aston Martin DB4), 9m28.3s; 4, Reg. Woodcock (Triumph TR3), 9m30.1s. **Fastest lap:** Salmon, 55.0s, 88.36mph **(record). Class C:** 1, Richard Brightman (Austin Healey Sprite), 10m08.6s, 79.85mph; 2, Jerry Trace (Elva Courier), 9 laps; No other finishers. **Fastest lap:** Brightman, 58.9s, 82.51mph, **(record). Class B:** 1, Martin Harvey (Aston Martin DB2/4), 9 laps, 76.80mph; 2, Bob Birrell (Jaguar XK140), 9 laps; 3, Peter Riley (Aston Martin DB2/4) 9 laps. **Fastest lap:** Harvey, 1m01.4s, 79.15mph **(record).**

Ford Credit Fiesta race (10 laps): 1, Barrie Williams, 9m48.7s, 82.55mph; 2, Ian Briggs, 9m50.4s; 3, Brian Farminer, 9m51.9s; 4, Graham Hathaway, 9m52.2s; 5, Alistair Davidson, 9m52.8s; 6, Stuart Cole, 9m56.5s. **Fastest lap:** Williams & Briggs, 57.8s, 84.08mph.

Giroflex Porsche Challenge Classes B C D (10 laps) — Overall & Class B: 1, Josh Sadler (911S), 9m35.9s, 84.38mph; 2, Barry Robinson (Carrera), 9m36.5s; 3, Jeff York (911S), 9m37.2s. **Fastest lap:** York & Neil Milligan (Carrera), 56.2s, 86.47mph. **Class C:** 1, Paul Edwards (911E), 9m41.6s, 83.56mph; 2, David Sutherland (911), 10m09.1s; 3, Mike Pickup (944), 10m14.5s. **Fastest lap:** Edwards, 56.9s, 85.41mph. **Class D:** 1, Steve Kelvin (924), 9m59.9s, 81.01mph; 2, Dave Lentell (911T), 10m14.8s; 3, Trevor Messett (356B), 10m15.9s; **Fastest lap:** Kelvin, 58.6s, 82.93mph.

BRSCC Unigas Star of Mallory FF1600 race (15 laps): 1, Richard Dean (Reynard 85FF), 12m40.9s, 95.80mph; 2, Gary Thomas (Van Diemen RF85), 12m43.2s, 3, Gary Ayles (Reynard 84FF), 12m43.5s; 4, Don Hardman (Reynard 85FF), 12m43.8s; 5, Adrian Willmott (Van Diemen RF85), 12m46.5s; 6, David Storey (Van Diemen RF84), 12m47.0s. **Fastest lap:** Dean, Thomas, Ayles & Willmott, 49.9s, 97.39mph.

AMOC Inter Marque race (15 laps) — Overall: 1, Martin Colville (AC Cobra), 13m28.1s, 90.21mph; 2, John Piper (Porsche 930), 13m28.5s, 90.16mph; 3, Josh Sadler (Porsche), 13m30.2s; 4, Norman McRoberts (Porsche Carrera), 13m34.4s. **Class AC:** 1, Colville; 2, John Atkins (AC Cobra), 14m10.7s; 3, HW Greif (AC Cobra), 14 laps. **Fastest lap:** Colvill, 52.7s, 92.22mph. **Class AM:** 1, Michael Cousins (Aston Martin DBS V8), 13m51.8s, 87.64mph; 2, Alistair Sinclair (Aston Martin DB4), 14 laps; 3, David Heynes (Aston Martin), 14 laps. **Fastest lap:** Cousins, 53.8s, 90.33mph. **Class P:** 1, Piper; 2, Sadler; 3, McRoberts. **Fastest lap:** Piper, 52.3s, 92.92mph. **Class J:** David Moore (Jaguar E Type), 14m23.2s, 84.45mph; 2, Ron Lea (Jaguar E Type), 14 laps; 3, Martin Wheatley (Jaguar E Type), 14 laps. **Fastest lap:** Moore, 55.3s, 87.88mph.

BRSCC/108 CC Rally Car race (10 laps) — Overall: 1, Dave Holland (Ford Escort), 9m59.9s, 81.01mph; 2, Mark Smithson (Colt Lancer T), 10m02.9s; 3, George Cook (Ford Escort RS2000), 10m 03.9s; 4, Mark Riddle (Alfasud), 10m04.9s. **Class A:** Mick Friday (Mini), 10m36.3s, 76.37mph; 2, Chris Atkinson (Vauxhall Astra), 10m49.0s; No other finishers. **Fastest lap:** Friday, 1m02.0s, 78.38mph. **Class B:** 1, Riddle; 2, Ian Stansfield (Ford Escort), 10m12.1s; 3, Howard Paterson (Ford Fiesta XR2), 10m19.2s. **Fastest lap:** Riddle 58.7s, 82.79mph. **Class C:** 1, Holland; 2, Cook; 3, Paul Crump (Triumph Sprint), 10m46.0s. **Fastest lap:** Holland, 58.5s, 83.07mph. **Class D:** 1, Smithson; No other starters. **Fastest lap:** 59.1s, 82.23mph.

Jerseyman Mike Salmon, whose Aston Martin DB4 was second quickest in practice, led the AMOC Thoroughbred Sports Car race for eight of its 10 laps before losing out to David Heynes' similar car. Pole man, Reg Woodcock was outdragged from the start and trailed in fourth spot throughout, almost 2secs down on Willie Green, who enjoyed a spectacular drive in Francois Duret's 'Mad Frog' DB4. Local man Richard Brightman won Class C, and the Class B honours went to Martin Harvey.

The Ford Credit Fiestas were, as usual, spectacular. Barrie Williams led the 10-lap race from the start to win eventually by 1.7secs from Ian Briggs, who started poorly from middle-front and was initially fourth. Brian Farminer was the first to challenge Whizzo and at one point was withing ½sec of the leader. But the challenge faded and Farminer lost out to Briggs three laps from home. The rest of the field was thoroughly jumbled at Gerards on lap 3, when someone spun, removing three others, and dropping Gerard Sauer (in the Motorcraft car) to the back.



Collard — third in Giroflex Class A.

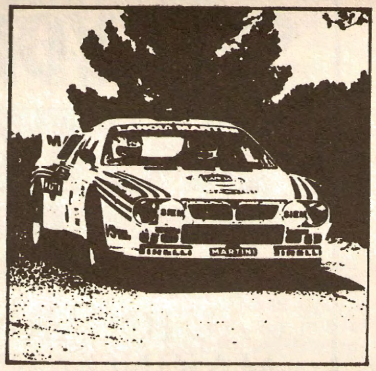
The second Giroflex Porsche race was led throughout by the B Class 911S of Josh Sadler, which headed Barry Robinson's Carrera to the flag by 0.6sec. Keith Ashby's SC spent five laps in third place before being taken in fine style by Jeff York's 911S. Pole man, Neil Milligan, who was sixth overall, shared fastest lap with York and a new record. Paul Edwards, the Class C winner and Steve Kelvin, who won Class D, also created new class records with their fastest laps.

Richard Dean was on pole for the 15-lap BRSCC Unigas Star of Mallory round and led a superb race throughout. As in the earlier Dunlop/AUTOSPORT round, Adrian Willmott, having passed Gary Ayles, snapped at the leader's heels for 14 of the 15 laps, at one stage closing to within 0.2secs of Dean. But Willmott's challenge disappeared on the final circuit when he slowed dramatically, leaving Dean the easy winner from Gary Thomas, who just pipped Gary Ayles, with the current title holder Don Hardman in fourth. The fastest lap in an excellent race went to no fewer than four competitors; Dean, Thomas, Ayles and Willmott all on 49.9s.

Another 15-lapper, the AMOC Inter-Marque race, was won narrowly by Martin Colville's awesomely powerful AC Cobra, which pipped John Piper's Porsche 930 by just 0.4secs. Porsches occupied the next four places in the race too, so easily hold their lead in the 'makes' challenge. First Aston Martin home was driven by Mike Cousins, whose DBS V8 finished 7th; and the first Jaguar was David Moore's immaculate 'E' Type which was 12th overall.

The BRSCC/108 CC Rally cars wound up the 10-race programme and pole man Dave Holland won the four-class race overall, after leading from the lights. From half distance there were no positional changes in the first eight places. Mark Riddle did well to finish fourth overall and take Class B honours after being clouted by Bob Channon's Talbot Sunbeam, which was having its second spinning session within a couple of minutes. Charles Campbell's hairy driving in a Davrian was rewarded with retirement.

'GEOFF JOHNSON



INTERNATIONAL RALLIES

SOUTH SWEDISH RALLY

Easily Eklund

Per Eklund went home to Sweden at the weekend and scored a comfortable win in his Audi Quattro. He had a trouble-free run with the Clarion backed car, finishing the 280kms of stages 5mins clear of Mats Jonsson's Ascona 400, having been fastest on 30 of the 37 stages.

These two were chased home by a gaggle of Group A cars, Kenneth Eriksson's Kadett GSi taking third place, just clear of Bjorn Blomqvist's Golf GTI. Several times the Group A lead changed as the favourites fell by the wayside. Gunnar Pettersen crashed his Audi 80 Quattro, Mikael Ericksson's similar car could only finish eighth after brake problems, Lars-Erik Torph led the Group briefly with his VAG Sweden Golf GTI but suffered engine maladies.

PER LIDSTROM

SOUTH SWEDISH RALLY (S)
May 16/17
European Rally Championship, coefficient 2

1, Eklund/Whittock (Audi Quattro), 3h02m07s;
2, Jonsson/Johansson (Opel Ascona 400), 3h07m06s;
3, Eriksson/Thorszelius (Opel Kadett GSi-A), 3h10m30s;
4, Blomqvist/Parmaneer (VW Golf GTI), 3h10m47s;
5, E Johanson/Ostensson (Saab 99 Turbo), 3h10m49s;
6, B Johansson/Olson (Opel Kadett GT/E), 3h11m39s.

RALLYE SATURNUS

Star turn

Branislav Kuzmic was denied victory on the Rallye Saturnus by a couple of punctures and some spirited driving by Graziano Quartesan in his Porsche 911SC RS. Despite being quickest on 10 of the 19 stages — the Porsche took seven best times and Filimonov's works Moskvitch the other two — there was little that the Renault 5 Turbo driver could do to prevent Quartesan's win. Over 100,000 spectators turned out to see the action on the northern coast of the Adriatic, an indication of the importance of rallying to the Yugoslavs.

RALLYE SATURNUS (YU)
May 19
European Rally Championship, coefficient 1

1, Quartesan/Vianello (Porsche 911SC RS), 3h25m46s;
2, Kuzmic/Sali (Renault 5 Turbo), 3h27m05s;
3, Van der Marel/Beltzer (Opel Manta 400), 3h28m47s;
4, Blahna/Schovanek (Lada 2105), 3h34m08s;
5, Filimonov/Devel (Moskvitch 1600SL Rallye), 3h35m19s;
6, Janda/Nicoladoni (Opel Ascona 400), 3h35m59s.

HASPENGOUW RALLY

All right Patrick

Patrick Snyers took the lead from the first stage and, apart from a brief challenge from the works Toyota of Juha Kankkunen, was never threatened during the three day Belgian event. The expected challenge from Robert Droogmans never materialised as the Porsche driver was feeling ill, although he did manage to speed up as the event progressed to take second.

During the first day, Josep Lareppe opened out a lead in Group A, heading Van de Wauwer and Vermeersch following the demise of Stig Andervang's Escort RS Turbo with suspension problems. Another early retirement was the Ferrari of Tony Worswick, a broken oil pipe bringing the car to a halt. Droogmans moved up to second place when Kankkunen's Celica punctured, while the Opels of Colsoul and Van der Maesen began to move up the order, behind the Belga Porsche of Thierry Reginster.

The final day of the rally saw little change at the top, apart from the retirement of Guy Colsoul when the Bastos Manta broke its axle, two stages from the finish. Although the car actually made it to the end, road penalties cost Colsoul a place to the similar car of Van der Maesen. But when the cars were scrutineered after the rally, there was drama as the works Toyota of Kankkunen was excluded for using non-homologated brakes, something that apparently came as a shock to the team management (see *Special Stage*).

WILLY WEYENS

HASPENGOUW RALLY (B)
May 17/19
European Rally Championship, coefficent 1

1, Snyers/Colebunders (Lancia Rally 037), 3h53m25s;
2, Droogmans/Joosen (Porsche 911SC RS), 3h56m39s;
3, Reginster/Biar (Porsche 911SC RS), 4h02m37s;
4, Van der Maesen/Aartz (Opel Manta 400), 4h06m32s;
5, Colsoul/Lopez (Opel Manta 400), 4h08m20s;
6, Lareppe/Lambert (Opel Ascona -A), 4h13m22s.

SALZBURG RALLY

Wilfred wins

The second Salzburg Rally saw a tremendous battle over the first leg between Wilfred Wiedner and Sepp Haider (Manta 400). Having stayed within 30secs of each other, the battle was resolved when Haider crashed out after aquaplaning off the road in heavy rain. Wiedner was thus left with a 5mins cushion over the rest of the field, which he extended to 9½mins by the end.

The star of the show was Andreas Karasek who took fourth with a Group A Manta, just 17secs behind the Porsche of Siegfried Decker, while British interest was provided by the Manta 400 of Alex Jackson who overcame early tyre problems to finish a creditable sixth. The event, observed for European Championship status in 1986, was judged to be

SALZBURG RALLY (A)
May 17/18

1, Wiedner/Zehentner (Audi Quattro), 2h37m38s; 2, Wallner/Groesslhuber (Ford Escort RS), 2h47m04s; 3, Decker/Mittermaier (Porsche 911SC), 2h48m01s; 4, Karasek/Schweighofer (Opel Manta GT/E-A), 2h48m18s; 5, Husar/Fekonja (Porsche 911SC), 2h48m38s; 6, Jackson/Orrick (Opel Manta 400), 2h54m27s.



NATIONAL RALLIES

CENTURION RALLY

Vince vince

Vince Wetton/Chris Allen were popular winners of the Uniroyal Centurion Rally. Driving the Batchelor Bowles Ascona 400, Wetton led from the start, took seven out of nine fastest times and never looked under any threat, regaining the lead in the BTRDA Gold Star Rally Championship. George Hill/Ron Varley in the rear-wheel-drive Vauxhall Astra finished second and Peter Slights/Lou Naylor third.

Emerging from the first four stages into the first and only service area, local driver Bill Lymburn's Escort sounded rough, and Dukeries Rally winner Pete Doughty was conspicuous by his absence — he had taken a maximum on stage 2 when he went of into a deep hollow. Out of the event were: Charles Eveson who had broken a stub axle on stage 4; Graham Hewitt whose clutch had burnt out en route to stage 1; and Les Hurdley who had not even left Newcastle.

Five stages to the south included some new, fast roads, the long straights an unusual aspect on the event. Hill was fastest through the Forks, but Wetton struck back on Byre. Doughty took fastest on stage 7, but his was a lost cause, and Wetton turned up the wick to cruise home a comfortable 33 secs ahead of the field, to his first National victory.

The Production Saloons gave a creditable performance with four in the top 20 — Robert Close (Toyota Celica) Rob Stoneman (RS Turbo) Mike Price (Audi 80), and Robert Philips (Colt) separated by only 9 secs. Among the fastest improving 'youngsters' was David Jenkins, now challenging Kevin Maxted in the 'under 25s', while Paul Dyas again drove into the top 10 despite this being his first visit to Kielder. Dominic Frataroli used the event to raise funds for the Bradford fire victims, but his luck ran out on the last stage with a puncture which cost him the 1600cc class and a sure top 10 place.

VAL SHENTON

Vince Wetton — never under threat.



CENTURION RALLY
May 19

1, Vince Wetton/Chris Allen (Vauxhall Ascona), 50.13s; 2, George Hill/Ron Varley (Vauxhall Astra RWD), 50.46s; 3, Peter Slghts/Lou Naylor (Ford Escort), 50.52s; 4, Bill Lymburn/Allan Hutchinson (Ford Escort), 51.12s; 5, Paul Dyas/Gavin Lodge (Ford Escort), 52.58s; 6, Kevin Maxted/Joanne Sackett (Ford Escort), 53.02s.

ASTRA CHALLENGE

Tough for Tony

The AC Delco Astra Challenge created its own interest with local driver Tony Saddington again the winner from Steve Bamber, after a close fought contest which left them only 9 secs apart.

John Thompson had changed the clutch at the start, the oil seal leaking ominously, and had gear selection problems throughout; while Graham Newby was also in trouble with gear selection when he lost fourth gear on stage 4; and Simon Chapman had the gearbox casing split and finished on a wing and a prayer! Kingsley Ingram finally got his act together and brought his new car home to his first finish since last August. Paul Smith rolled on stage 2 and Jill Farrington went off.

NOVA JUNIOR CUP

Well done Jr

The Vauxhall Rental Nova Junior Cup was won by local man Chris Birbeck, from Steve Davies and Graham Holden. Interestingly, the leading Nova was mixing it with the Astras, only 6 secs slower than Graham Newby.

The Junior Cup points now favour Holden, Birkbeck and Mick Walker (who finished fifth on the Centurion) for the invitation to go to Belgium next month.

NEWTOWN STAGES

Defiant in Dyfnant

Despite a broken brake pipe on the fifth of six dusty stages in Dyfnant, Phil Jones and Bill Fellows collected their inaugural win by 1 sec on the third round of the Nicolet Welsh Stages series.

The Newtown & DAC event had nearly 80 crews for the 30 miles of action and, at service, the winners had an 11sec margin by which time several crews had visited the scenery. Brake trouble with the odd puncture were the excuses offered by several at the conclusion of a short, sharp, snappy thrash.

NEWTOWN STAGES
Nicolet Welsh Stages Championship, round 3
May 19

1, Phil Jones/Bill Fellows (Ford Escort RS), 37m54s; 2, Graham Middleton/Malcolm Perrott (Ford Escort RS), 37m55s; 3, John Roberts/Kelvin Evans (Ford Escort 2 litre), 38m25s; 4, Jon Ballinger/Reg Davies (Ford Escort 2 litre), 38m30s; 5, Peter Morris/Eifion Jones (Ford Escort 2 litre), 39m12s; 6, Steve Fletcher/Keith Jones (Talbot Avenger), 39m14s.

STC STAGES
May 19

1, Brian Simpson/Jeremy Scrafton (Talbot Sunbeam), 27m8s; 2, David Bell/Steve Bidwell (Ford Escort RS1800), 27m13s; 3, Andy Elliott/Mick Dent (Ford Escort RS1800), 27m45s; 4, Geoff Tunnard/Nick Grundy (Zakspeed Escort), 27m47s; 5, Charlie Lamb/Steve Lancaster (Ford Escort 2 litre), 27m47s; 6, Steven Waterall/Ian Cooleburn (Ford Escort RS2000), 28m6s.

RHONDDA STAGES
May 19

1, Tyssul Jenkins/Martin James (Ford Escort 2 litre), 61m3s; 2, Gary Wong/Ian Caddy (Ford Escort 2 litre), 61m22s; 3, T Richards/ A Davies (Talbot Sunbeam), 61m29s; 4, Peter Lloyd/K Mason (Ford Escort 2 litre), 61m36s; 5, Dewi Bowen/Ken Richards (Talbot Sunbeam), 62m1s; 6, G Gonzales/D Price (Talbot Avenger), 63m11s.

ARGYLL STAGES

First hit

Tony Pond eased the Computervision Metro 6R4 into the lead on the first of the nine special stages on the Autofit Stages Rally in Argyll and simply extended that lead, so that after 45 miles he had a 3½ mins cushion over the next competitor . The arrival of the works team has somewhat overshadowed the usual battle for points in the Esso Scottish Rally championship but that type of clash is inevitable with any new rally project which seeks practical tests and development work.

Over the first two stages, Alister Brearley took a narrow lead over George Marshall but came to grief on the third test. Brearley misread an open left hander, the car slid wide, clipped a drainage channel and flipped over the edge. There was little damage but the car was well and truly stuck.

The top seeds were back in command for the first time on the Esso series this year, as the snow free stages allowed them to show their form. Tom Muir was third in the Ascona, ahead of Gordon Smith. Murray Grearson, after a slow start, finished fifth, just 4 secs clear of the Volvo 240 Turbo of David Gillanders, who was able to fully use the car's power for the first time.

The front runners did not have things all their own way, for there were two *Challengers* in the top 10 by the finish. Jimmy Girvan on only his fifth special stage rally, was seventh and Keith Morris's Sunbeam was tenth. George Gillespie upheld the sponsors' interests as Ian Wilson was competing in the Centurion Rally, by finishing eighth, just ahead of John Allan.



George Marshall — in new Metro's wake.

The deceptive twisting forest of Argyll caught out many crews, and only 49 finished out of 90 starters with Robin Christie bending his axle on the eighth stage, Ivor Clark overheating into retirement and Alistair Fletcher rolled his Escort. Ronnie Gray, another of the top *Challengers*, destroyed his Escort at the foot of the Rest and Be Thankful, Stuart Robertson broke his crankshaft and Andy Kelly earned a silly maximum on the last stage when a hooked a ditch.

JOHN FIFE

AUTOFIT ARGYLL STAGES
May 18
Esso Scottish Rally Championship, round 5

1, Tony Pond/Rob Arthur (Metro 6R4), 54m33s;
2, George Marshall/Lyn Jenkins (Vauxhall Chevette HSR), 58m08s;
3, Tom Muir/George Sharp (Opel Ascona 400), 59m27s;
4, Gordon Smith/Peter Carstairs (Ford Escort RS), 59m54s;
5, Murray Grearson/Roger Anderson (Ford Escort RS), 60m08s;
6, David Gillanders/Graham Neish (Volvo 240 T), 60m12s;
7, Jimmy Girvan/Neil Moir (Ford Escort RS), 60m25s; 8, George Gillespie/George Black (Talbot Sunbeam), 60m48s; 9, John Allan/Neil McKinnon (Ford Escort RS), 61m07s; 10, Keith Morris/Gian Pia (Talbot Sunbeam ti), 61m48s.

CIRCUIT OF KERRY

Ears to England

The Circuit of Kerry Rally celebrated its birthday, and for the first time an English crew took victory — Mike Pattison/Dave Taylor celebrating their second outright win in a week. The 170 all tarmac stage mile event counted towards two major series, the Janspeed/*Motoring News* and the Irish Shellsport Championships. For Pattison it was a hard fight with James Doherty in a Chevette HSR.

Indeed, it was Doherty who led initially, then after three stages it was a Pattison/Doherty tie, and at the end of the first day the EARS crew had the advantage by 14 secs. Behind these two, the tough bumpy stages were taking their toll. First to go out — indeed on the start line of the first stage — was Richie Heeley, his Escort water pump gone. Bob Fowden retired his Rover when the ignition failed after a bump against a Kerry wall. Northern Ireland driver John Kennedy was just inside the top 10 when he had a very big accident on stage 10.

Then on stage 11, A J Keating stopped his Escort mid stage with a problem, only to be hit by several other cars, including the hard-charging Ray Benskin. Both cars were thus out of the event. And, on the same stage, Peter Clark put his hired Renault 5 Turbo into the side of a house — and out of the rally.

After day one, behind the Pattison/Doherty battle, Limerick's Ken Lyons held third with his RS2000, John Price was fourth in his Renault 5 Maxi Turbo. Theo Bengry held fifth in the ex-McRae Ascona, while comparative newcomer Roger Matthews from Hereford was sixth in his Silkolene Escort.

Pattison stamped his authority on the first Sabbath stage, the 9¼mile Desmonds Grave. Through light rain, the EARS car, on Michelin TB20s setting a time of 8m24s, was ½min faster than Doherty. That was more or less that . . .

Behind the leading two, Ken Lyons held station. Theo Bengry stepped up his pace to overtake Price, the Renault driver hampered by a slipping clutch. George Kitney retired his Davrian after holding eighth place; the talented Frank Meagher went out with a broken half shaft when ninth; and Irish driver Hugh Twomey crashed when he too had moved into eighth.

BRIAN PATTERSON

Two wins in a week for Pattison.



CIRCUIT OF KERRY (IRL)
May 18/19
Janspeed/*Motoring News* Tarmac Championship round 3

1, Mike Pattison/Dave Taylor (Ford Escort G3), 2h13m06s;
2, Ken Lyons/Mike Hassett (Ford Escort), 2h17m09s;
3, Theo Bengry/Paul Watkins (Opel Ascona), 2h17m34s;
4, John Price/Mike Bowen (Renault 5 Maxi), 2h18m27s;
5, Roger Matthews/Phil Suckling (Ford Escort), 2h18m35s;
6, Donie Horan/Tadhg O'Sullivan (Ford Escort), 2h20m04s.



OFF-TRACK SPORT

HAREWOOD

Stratos sphere

Stockton Farm, Harewood, and the BARC Yorkshire Centre played hosts to hillclimbing's novices and newcomers on Saturday, as a precursor to May 12's hill championship round. Best time of the well supported, if bitterly cold, event was put up by Harrow's David Scheldt in the boldly striped Lancia Stratos he shares with Terry Pettet, the diminutive Ferrari Dino-engined device seeing off the quickest 'out and out' racing machine by 0.73secs! Five of the Italian supercars (two of them double-driven) competed on the hill, forming an exclusive class.

Second BTD fell to Steve Wilkinson in the Harper brother's Rileys Furnishings Mallock, the combination pipping John Gartside's earlier U2 by just 0.01sec! The other notable performance was that of young Clare Staniforth (daughter of Terrapin designer Allan) who won the 1100cc racing car class in her second hillclimb with the definitive hybrid Mk7E, her time also standing as sixth best overall.

ALAN WARREN

Claire Staniforth — Harewood class winner.



HAREWOOD
May 11
BARC Novice and Newscomers Speedclimb

BTD: David Scheldt (2.4 Lancia Stratos GP4), 45.02s:

Class winners: Archie Inglis (1.3 Ford Anglia), 55.85s; Mike Walsh (1.6 Hillman Avenger GT), 49.18s; David Ruddock (1.3 Mini 127GT), 54.78s; Ian Carpenter (1.3 MG Midget), 52.55s; Alex Moore (2.4 Lancia Stratos GP4), 50.55s; Phil 'Burglar' Bennett (3.4 Jaguar 'C'-type), 47.72s; Richard Anderson (1.6 Turner-Ford), 50.30s; John Smith (3.8 Jaguar 'E'-type), 46.64s; Steve Wilkinson (1.7 Mallock U2-Chamberlain Mk21/24B), 45.75s; Trevor Dutnall (1.6 Van Diemen-Ford RF80), 46.67s; Clare Staniforth (1.0 Terrapin-Imp/Mini Mk7E), 47.56s; Derek Goodall (1.6 Argo-BDA JM8), 48.83s; Christian Mineeff (2.4 Lancia Stratos Gp4), 48.89s; Scheldt, 45.02s; Nigel Ellis (3.0 Gilbern Invader MkIII), 51.35s; John Swift (3.0 Ferrari 308GTB), 48.19s.

HAPPY EATER PCT
May 12

BTD: Colin Valentine (Sunbeam Stiletto), 41pts.

Class winners: C Cook (Ford Fiesta); Colin Weeks (Mini Cooper S); David Carr (Wolsley Six); Kevin Marshall (Hillman Imp); Oliver Glentan (Ford Escort RS2000); Graham & Helen Davey (Mazda). **Novice award:** Stuart Malpas (Hillman Imp). **Ladies award:** Amanda Browning (Hillman Imp).

WISCOMBE, May 19, Woolbridge MC

BTD: Alister Douglas-Osborn (2.5 Pilbeam-Hart MP54) 36.95s.

Class Winners: Dave Gilbert (1.0 Mini Cooper S), 48.32s; Andy Matthews (1.3 Mini Cooper S), 47.42s; Hugh Trotman (2.2 Sunbeam Talbot Lotus), 45.67s **(record)**; John Meredith (1.3 Skoda-BDH, S110R), 43.33s; Le-Roy Bray (2.0 Ford Escort), 47.56s; Phil Gale (1.0 Ginetta G15), 46.00s **(record)**; John Pascoe (2.3 Porsche 911S), 50.77s; Paul Channon (4.7 AC Cobra), 43.78s **(record)**; Roger Hodgson (2.0 Triumph TR7), 54.61s; Geoff Pickett (1.6 Morgan-Ford 4/4), 45.65s; Ian Cameron (1.6 Lotus Ford TC 7), 44.16s; Sam Hill (2.0 Caterham-BDA 7 BB1), 42.00s **(record)**; John Istead (1.7 Mallock U2 Ford Mk14/18), 40.40s; Barry Groombridge (1.6 Mallock U2-Ford TC Mk16), 41.15s; Stephen Lydon (1.6 Royale-Ford RP16A), 47.88s; Andy McBeath (1.1 Delta Hartwell-Imp T82/84M), 42.34s; Bill Morris (1.6 DBM-BDA 80/01), 41.43s; Douglas-Osborn, 36.95s.

WISCOMBE HILLCLIMB

Gale swept

The BARC Hillclimb Championship reached Wiscombe Park, and several of the records were rewritten. Despite the appearance of Alister Douglas-Osborn and the superb AWS Glissade Pilbeam the hill record remained intact, but several others were decimated—notably the small marque sports mark which was trimmed by nearly 2secs by Phil Gale.

Being a BARC round, the touring cars opened the proceedings with Dave Gilbert well in command, three wheeling his Mini Cooper to a most convincing victory clear of Stefan Wright. Andy Matthews' Mini Cooper S is not only immaculate, but also extremely rapid, as he proved by taking the up to 1500cc touring car class, but his early lead was reduced to 0.64secs on the second runs by Derek Mullis, who held at bay Ian Weardon's Escort. The large touring car class was intriguing, local ace Hugh Trotman just holding at bay the Mobil Chevette of reigning BARC champion Mike Kerr and Stuart Browne on the first runs. Although Browne improved marginally, he was still forced to finally settle for third, as Kerr set a new class record mark. It was short lived, however, for Trotman was in determined mood, trimming the new record by a further 0.7secs. John Meredith appeared with the ex-Alistair Cobb Skoda-BDH and quickly showed potential with a fine debut win with the car in the 1300cc special saloon class. He was forced to work for his award, though, as Mervyn Brake's Maguire Imp was just 0.14secs down. Paul James made an impressive debut on the hill to snatch third.

Of the three large capacity special saloons there was never any doubt that the Escort of Le-Roy Bray would emerge ahead. Andrew Russell opened the small marque sports car class in great style with a run which eclipsed the previous record by over 1sec, but he could not cope with Phil Gale who flung his Ginetta G15 to the finish to take another 0.88s off the record. After John Pascoe had run alone in the next class with his Porsche, Paul Channon then attacked the large capacity marque sports car record with his Cobra, both runs producing sub 44s record breaking ascents, giving him over 2secs in hand over Jonathan Williamson.

A tremendously close battle ensued in the TR Register class, with victory falling to the TR7 of Rodger Hudson from Martin Lovell's TR4A and the TR6 of Mark Radford. Two excellent climbs from the well developed Morgan 4/4 of Geoff Pickett saw him in command of the division for Malvern built cars. Just 0.06secs separated the leading combatants in the 1600cc modsports class, the Lotus 7 of local exponent Ian Cameron fending off Barry Goode's Davrian. While in the unlimited section, a fiery ascent by the Caterham 7 of Sam Hill not only secured the class, but also clipped Ken Snailham's record.

Having been so close to a sub 40s climb in practice, John Istead gave his all in the Clubmans class, but the 39s climb eluded him. He still took the class by 0.37secs from the hard charging Colin Pook. A practice 'off' did not deter Basil Pitt in the 1600cc sports racing car class, and he seemed to have done enough to take the



Dave Gilbert — hop, hopping along.

spoils with his second climb, but not so, for Barry Groombridge hit his best form, the Mallock U2 slipping ahead of the Datalinski by 0.01sec. The pre-1980 Formula Ford class fell to the Royale of Stephen Lydon, clear of co-driver David Wright. While in the 1100cc single seater section, with Paul Crocker's Terrapin off form, the class became a formality for the pretty Delta of the McBeath brothers, Andy heading home Simon. Bill Morris proved totally consistent when the 1600cc single seaters took to the hill, posting identical times to take the class, 0.8secs ahead of Steve Allen.

Having won the club event on Saturday in 37.09s, Alister Douglas-Osborn promptly repeated the time on his first Sunday run. That alone would have been good enough for BTD, but he closed the meeting with an all-out effort which resulted in the only sub 37s climb of the weekend. Having just trailed the JH Haskins March of Rodney Eyles on the first runs, John Hunt hit back with a very smooth second climb. But, in his efforts to stop the Glissade 1-2, Rodney spun at the Gate, although he held onto third place overall, 0.8secs clear of the only other sub 40s climber, the March-Buick of 'The Dashing Doc', alias Roger Willoughby.

ROBIN BOUCHER

GOODWOOD SPRINT

The top Triumph?

The Triumph TR Register held their annual Goodwood get-together in rather damp and overcast conditions, with the second round providing some entertaining antics. Although heavily orientated towards the TR marque, the meeting featured a number of Austin Healey Sprites and Morgans in three of the classes.

The drastically modified Triumph Herald of Julian Mendus proved well sorted in the handling department and swept to BTD. This unlikely competition car featured a Rover V8 engine, an automatic gearbox and a full-width, roof-high rear wing. Evil!

DUD CANDLER

GOODWOOD SPRINT
May 19

BTD: Julian Mendus (3.5 Triumph Herald), 105.77s.

Class winners: Mark Hope (2.0 TR7). 123.51s; Chris Pearson (2.5 TR6), 119.32s; Jonathan Allen (3.5 Morgan +8), 111.42s; Roger Byford (1.3 Austin Healey Sprite), 119.75s; Keith Wigglesworth (1.3 Austin Healey Sprite), 117.54s; Chris Allen (2.5 TR5), 112.21s; Tony Elshof (1.3 Austin Healey Sprite), 111.41s.

Fastest TR: Stephen Hall (2.1 TR4), 106.36s.

Best lady: Sue Morgan (2.1 TR4A), 138.14s.

LYDDEN SPRINT

Lane sailing

A superb battle between the GKN Technology/MTS Automotive Testing Toleman of Ray Rowan and the Steel King Pilbeam of reigning champion Roy Lane saw the latter snatch a last gasp victory at Lydden with a record breaking final run.

The Fiesta of Richard Monk-Smith took the first win of the day over 2secs in hand over the Nova of Mick Edwards in the class battles over two laps of the Kent circuit. Although he gave his all, David Cresswell in his Capri could find no answer to the enterprisingly handled BMW 3.0 CSL of Tim Hope-Frost who scored a decisive victory in class four, whilst the fleet little Ginetta of Chris Tasker found little difficulty in disposing of the rest of his class, enjoying a buffer of nearly 5secs over Mike Osborne's Davrian.

It was Escorts to the fore in the next class for despite a determined assault of the course by Stephen Smith's Dutton it was the RS2000 of Lee Williams which emerged ahead with 1.5secs to spare, while Derrick Burton cast aside all thoughts of the first run problem which had seen him fail to make the finish with his TR7 V8, to power through on the second runs to take victory by just 0.05secs from the understeering version of Chris Fulke-Greville.

Less than a second separated the first two cars home in the next class, the advantage falling to Alan Smith's Imp from the similar machine of Pete Bennett.

Despite practice problems the BDG powered Skoda of Bob Forth finally appeared and ran properly on the second run, but even so the most experienced sprinter could not quite match the pace generated by Bill McKenna's Escort which took the class by 0.85secs.

Another excellent drive from Dave Bray saw the infamous Itsanopel scooping the award for BTD by a centre member, leaving the class award to the rumbling supercharged Escort V8 of Charles Challinger, while the final of the two lap classes produced another fine BTD for the Mallock of Chris Hill.

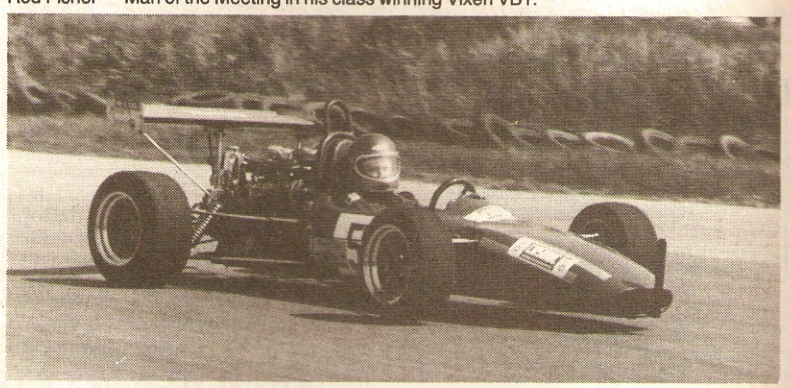
The Pubs 'n' Clubs Leaders championship event over one lap was disappointingly subscribed, sprint stalwart Mervyn Brake running his Maguire Imp unchallenged in the small saloon car class. The large special saloon division was decided on the first runs and fell to Charles Challinger, but only by a whisker from the Firenza of Bob Claxton whose second effort was enlivened by an incredibly spectacular spin at Paddock Bend. Chris Fulke-Greville was unchallenged in the large mod sports car class.

Another tremendous effort from Rod Fisher and the Cosmic Accessories Vixen saw them easily disposing of Phil Jeffries' Shadow Kart in the 1100cc single seater class, which earned him the 'Man of the Meeting' award. In the 1600cc class it was Stuart Ridge who showed a clean pair of heels, the Chevron driver heading home Martin Chittenden's GRD. It was Ray Rowan who showed the large capacity single seaters the way home, his opening course record breaking sub 42secs run giving him over 0.5secs in hand over Roy Lane who was running in his BMW motor after a rebuild.

Eleven cars took part in the third Warecrete Sprint Championship run-off of the year on a course which was very slippery at the hairpin following the demise of a Clubman's engine during the class runs. Two tremendous improvements from Mike Lane saw his Lola T460 taking the final points scoring position by getting ahead of the Shadow of Phil Jeffries, whilst Phil Ducker completed his final run in the GRD with a minor engine bay fire which was enough to prevent Martin Chittenden taking his second run, although he just headed his co-driver by a whisker by dint of his first effort. The turbocharged Rover-powered March of Roy Woodhouse improved on every run but was still forced to settle for seventh place just astern of the Datalinski of Basil Pitt who was again flying and only failed to match a very much on the limit Stuart Ridge by 0.15secs. Paul Edwards was looking more confident by the run with his March DFV taking a secure fourth place, just over a second down on 'Pop' who had hastily changed gear ratios on the Lola between the class and championship runs. It was Ray Rowan who led the way on the first runs, but Roy Lane really cut lose with a tremendous final run to set a new BTD.

ROBIN BOUCHER

Rod Fisher — Man of the Meeting in his class winning Vixen VB1.



LYDDEN HILL, May 18, LHCC

BTD: National Event Roy Lane (2.7 Pilbeam-BMW MP53), 41.79s **record. Restricted Event:** Chris Hill (1.7 Mallock U2-Ford Mk24), 89.71s.

Warecrete British Sprint Championship, round 3: 1, Lane, 41.79s; 2, Ray Rowan (2.5 Toleman-Hart TG280H), 42.19s; 3, David Render (2.8 Lola-Hart T560), 44.23s; 4, Paul Edwards (3.0 March-Cosworth DFV 741), 45.32s; 5, Stuart Ridge (1.6 Chevron-BDA B45/48), 46.36s; 6, Basil Pitt (1.6 Datalinski-Ford TC), 46.51s; 7, Roy Woodhouse (3.5t March-Rover 772), 46.83s; 8, Martin Chittenden (1.6 GRD-BDA HS85), 50.21s; 9, Phil Ducker (1.6 GRD-BDA HS85), 50.34s; 10, Mike Lane (1.6 Lola-BDA T460), 50.58s; 11, Phil Jeffries (0.25 Shadow), 55.17s; No other qualifiers.

Class Winnners: Restricted Event: Richard Monk-Smith (1.3 Ford Fiesta), 120.18s; Brian Hazell (1.6 Peugeot 205GTi), 115.79s; Giles Tinkler (2.0 Triumph GT6), 127.15s; Tim Hope-Frost (3.0 BMW CSL), 112.95s; Chris Tasker (1.0 Ginetta G15), 112.56s; Dick Jest (1.6 Ford Escort), 108.65s; Lee Williams (2.0 Ford Escort RS), 110.24s; Derrick Burton (3.5 Triumph TR7-V8), 110.41s; Alan Smith (1.0 Hillman Imp), 106.42s; Richard Stevens (1.4 MG Midget), 111.28s; Bill McKenna (2.0 Ford Escort), 102.03s; Dave Bray (3.5 Itsanopel), 97.57s; Charles Challinger (3.5 Ford Escort-Rover), 104.92s; Hill 89.71s.

National Event: Mervyn Brake (1.1 Maguire-Hartwell Imp), 51.74s; Challinger, 53.39s; Chris Fulke-Greville (3.5 Triumph TR7-V8), 57.71s; Nick Whale (1.7 Mallock U2-Ford Mk21/25), 45.54s; Pitt, 47.42s; Rod Fisher (1.0 Vixen Imp-VB1), 50.30s; Ridge, 47.08s; Rowan, 41.93s.

HSA Man of the Meeting: Rod Fisher.

MOTORSPORT VIDEO

past, present and right now!

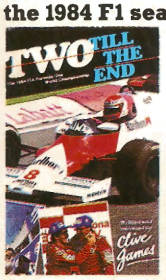
DUKE marketing

As the World's leading distributor of all forms of powersport videos Duke Marketing can offer you an extremely wide range of top quality programming. From the classic documentaries which have entertained motorclub filmnight audiences since the 1920's, to up-to-the minute highlights of this year's Formula One, Endurance and Rallying World Championships – it's all in our FREE literature.

Here's just a sample of current releases:-

FORMULA ONE

TWO TILL THE END – the 1984 F1 season



£34.50 (+p&p)
ALSO AVAILABLE GP 83 (£34.50), GP 82 (£29.90), GP 81 (£22.50).

Latest in the highly acclaimed series of FOCA productions which tell the full story of each season of GP racing. The 1984 story is wittily written and narrated by TV personality and keen motorsport fan **Clive James**. A must for any collection.
90 mins **FOCA**

SUPERCHARGED – the Grand Prix Cars 1924 to 1939



The BBC have never had so many requests for a video version of a motorsport programme as they have for this documentary from the Horizon team. Commendably the BBC have already brought out the video and they've also added some more superb archive footage to make a total 79 minutes! Fascinating stuff throughout.
79 mins **BBC/MGM**
£24.95 (+p&p)

FORMULA VILLENEUVE – a tribute to Gilles Villeneuve



Few fans of Formula One can fail to express some degree of respect and admiration when the name **Gilles Villeneuve** is mentioned. This moving tribute, produced by a French-Canadian company, features many action sequences as well as personal reminsicences of personalities including **Enzo Ferrari, Fangio, Stirling Moss** and **Niki Lauda**. 60 mins **Macadam**
£29.95 (+p&p)

GP HIGHLIGHTS 1985

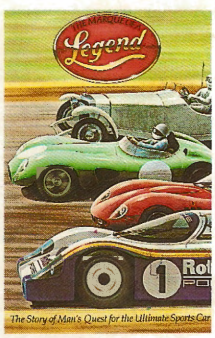


Individual races **£29.90** (+p&p)
Buy 4 races or more: **£19.95.**
Buy all 16: **£19.95** each PLUS FREE TAPE.
Full details on application.

Within a few days of each of this season's F1 GPs we are pleased to present FOCA's GP Highlights. 60 minutes of all the very best action in a tightly edited package expertly narrated by **Simon Taylor**. New for 1985 is a lap of each circuit filmed from a GP car – the ultimate record of each race. 60 mins **FOCA**

SPORTS CAR/ENDURANCE

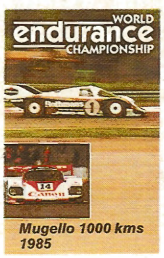
THE MARQUE OF A LEGEND



The definitive documentry about the evolution of the modern sports racing car. Produced by **Tony Maylam** of "Fast Drive in the Country" fame, "Marque" is a timeless record of most of the world's great cars. And they can not only be seen in action in archive material spanning the early 1900's to the present day, but also on the track in 1984, fully restored, and in the hands of great drivers like **Stirling Moss, John Surtees, Jacky Ickx** and **Derek Bell**. Cars featured include: **Bugatti** Type 35B, **Bentley** 4½ litre, **Mercedes** SSK Type 720 and 300 SLR, **Alfa Romeo** 8C 2300 (types Le Mans and Mille Miglia), **Porsche** 356, 550/RS Spyder and 956, **Jaguar** D-Type, **Aston Martin** DBRI, **Ferrari** 250 Testa Rossa and 250 GTO. 50 mins **Worldmark**
EXCLUSIVE OFFER: A limited edition of 2000 cassette boxes have been produced signed by Ickx and Bell.

Whilst stocks last, price only **£24.95** (+p&p)
ALSO AVAILABLE: Limited edition 850 cassettes with box personally signed by Moss, Surtees, Ickx and Bell, **£5 extra.** Price of this edition includes having your name added by calligraphy. (Please advise name detail on separate sheet.)

WORLD ENDURANCE HIGHLIGHTS 1985



Mugello 1000 kms 1985

Every round of the 1985 WEC season will be covered for Duke Marketing by Videovision Broadcast – the world's most prolific motorsport film producers. With broadcast-standard cameras covering all the track action, a camera inside one of the cars at some circuits AND a camera keeping an eye on the crucial pits action all the way from Mugello to Kuala Lumpur you can live the whole season from your armchair!
Each round 55 mins (minimum)
Videovision
Individual rounds: **£29.90** (+p&p)

SUBSCRIBE & SAVE: Buy at least 4 rounds: **£19.95** each.
Buy all 11 rounds: **£19.95** each PLUS FREE TAPE.

LE MANS – four great programmes

Duke Marketing sell Videovision's coverage of the Le Mans 24 Hour Race in 1982, 1983 ("The Longest Day") and 1984 ("24 to Zero"). In addition we can supply **Tony Maylam's** documentary "A Fast Drive in the Country" spanning early Le Mans history up to the mid-70's.

£22.50 (+p&p) Le Mans 82 (50 mins)
£29.90 (+p&p) Le Mans 83 (60 mins)
£29.90 (+p&p) Le Mans 84 (75 mins)
£29.90 (+p&p)

RALLYSPORT

The sights, sounds and general atmosphere of world championship rallying all become more impressive as each year passes. The images of rallying captured on videotape and film by producers like **Videovision** and **BHP** similarly present an ever improving spectacle to the enthusiast.
For the very best and latest from each producer just have a look at these from **Videovision:**

1985 RALLY HIGHLIGHTS



Eight rounds, Sweden, Portugal, Africa, Corsica, Acropolis, San Remo, 1000 Lakes, RAC. The action and quality of coverage are both outstanding. And each tape is ready within a few days of the event!
Individual rounds:
£24.95 (+p&p)
SUBSCRIBE & SAVE – Buy at least 4: **£19.95** (+p&p) Buy all 8: **£19.95** PLUS FREE TAPE. ALSO NOW AVAILABLE: **Paris–Dakar 1985** 107 mins **£29.90** (+p&p)

and from **BHP for Castrol . . .**

"THE LOCAL HEROES" – A documentary about the 1984 1000 Lakes Rally

£19.95 (+p&p)

Slow-motion, slick production, documentary style – all that you'd expect from the producer (and sponsor) by whose work others are judged.
25 mins **BHP/Castrol**

If you don't wish to cut out the coupon, please send details on a separate sheet.

To: Dept. 525, Duke Marketing Ltd., P.O. Box 46, 32 Finch Road, Douglas, Isle of Man, British Isles.
Tel: (0624) 23634. Tx: 946240 Ref. 19003420.

ALL TITLES available in VHS, Beta and V2000 format for PAL system. MOST TITLES available in VHS & Beta for NTSC system (£5 extra). V2000 and NTSC should be ordered in advance for Highlights programmes.
ORDERING couldn't be easier. By post use cheque, PO/MO, COD or credit card. By phone (24 hrs) use credit card or COD for fastest possible despatch. DELIVERY normally 7 days but allow up to max 28 days. QUALITY AND SERVICE GUARANTEED.
FREE CATALOGUE. Send now for your free copy of our bumper catalogue. Over 150 titles described in detail.

BARCLAYCARD VISA

Free Catalogue ☐

Credit Card orders taken 24 hrs. **Tel: (0624) 23634**

Please send ____ tapes in VHS/Beta/V2000* of _____ (title)
I enclose Cheque/PO including £1.50 p&p† per tape for £____ or charge my Visa/Access
a/c No. |_|_|_|_|_|_|_|_|_|_|_|_|_|_|_|_|
Card Expiry Date _____
Name _____ Signed _____
Address _____

* Delete as applicable. † UK & Europe £1.50 – Rest of World £4.

dm