

# AUTOSPORT

NOVEMBER 7 1983 68p



## KEKE DOWN-UNDER

AUSTRALIAN GP ACTION ♦ DEAD-HEAT ON IVORY COAST!  
MERCEDES 300 ON TEST ♦ PRODUCTION SALOON RACING

# AUTOSPORT

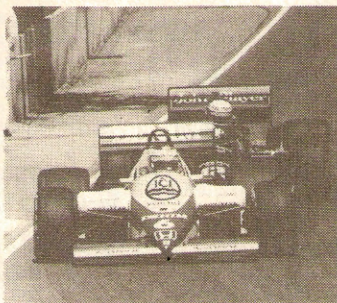
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International racing news — Retiring Lauda turns down Brabham offer — BMW to supply Benetton team, Fabi stays — Spence tries F3000 March — Beatrice-Ford tests soon — Ligier-Alfas? — Herbert flies in F3 test — Two-car Minardi team.

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Rosberg, Senna and Lauda were the stars in Adelaide as the Grand Prix circus staged a spectacular finale to the 1985 World Championship. Despite three pitstops, the Finn brought Williams-Honda a third successive victory, but McLaren-TAG tied up the Constructors title, as a breathless Jeff Hutchinson reports.

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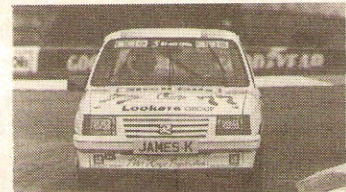
With GpA having a miserable time in the UK, Production Saloon racing has enjoyed a strong season. Our full review of the year starts here.

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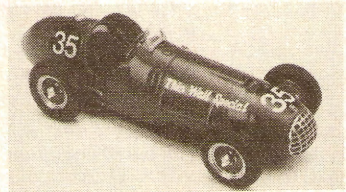
Tiff Needell puts Colin Blower's car through its paces against a standard road car, and finds out why it has been the most successful Prodsaloon racer in the country.

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## FRONT COVER

Keijo Rosberg: street racer. The explosive Finn heads for a very fine victory in Adelaide last Sunday, the third for Williams-Honda in as many races. Photo: IPA. Report: p14.

## NEXT WEEK

Father or son? Which Unser will claim the CART Indycar championship? Read Gordon Kirby's full report from the Miami finale — Technical teasers from the Tokyo Show — Insight into off-road racing — A close look at the new Group B Lancia Delta supercar — Dan Gurney's Eagles recalled — Plus all our usual news and features\*.

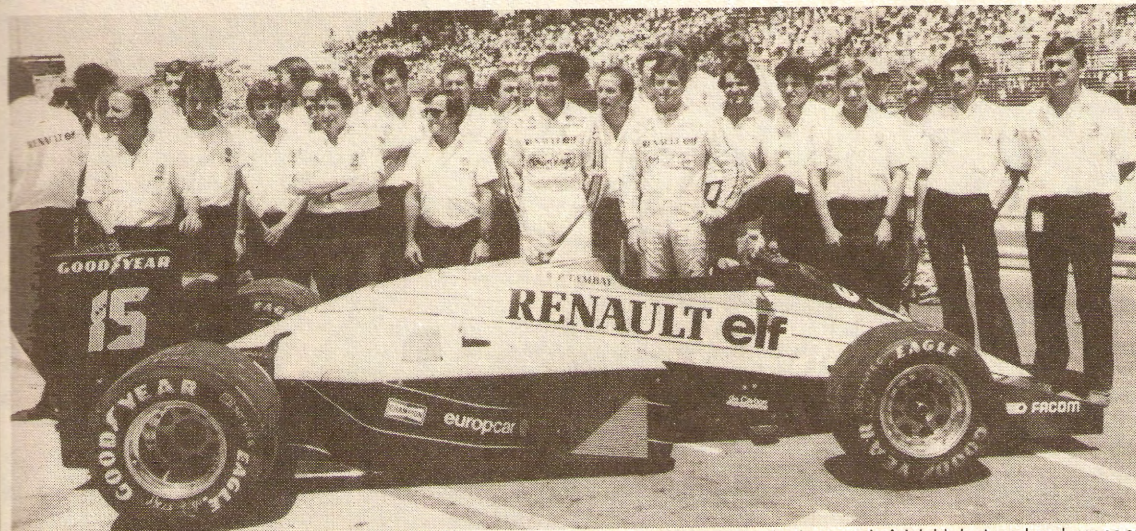
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# End of an era for Renault



Led by drivers Patrick Tambay and Derek Warwick, the factory Renault Elf Formula 1 team poses for the press in Adelaide last weekend, scene of its last Grand Prix. Renault came into F1 racing back in 1977, setting the turbocharger trend, and in nine seasons the team has contested 123 Grands Prix, winning 15 of them. There have been 31 poles and 15 fastest laps, and Renault has amassed 312 Constructors series points. Rumours persist that team director Jean Sage (far left) will not be turning his back on Formula 1 just yet . . .

# Prost and the Pope

In Italy for a hectic promotional tour as the new World Champion, Alain Prost had time for a 45-minute audience with the Pope on his way to Adelaide for the Australian Grand Prix.

Prost and his wife, Anne-Marie, were really excited by the visit, Prost saying that they had discussed several topics including politics and motor sport.

"He asked me exactly what was Formula 1, and the differences from the other formulae. He was really delighted when I gave him a model of the McLaren-TAG. When he saw it, he told me that he had often seen the same car on the television, and then he knew what it was," said Prost.

The visit also helped alleviate some of the pressure Prost has been under from the French press for racing in South Africa: during the discussion, the Pope reportedly agreed that sport should not be influenced by politics.

# Whither Gugelmin in 1986?

With John Player Team Lotus unlikely to announce Ayrton Senna's 1986 partner for a few more weeks yet, a number of hopeful drivers will have to delay decisions on their next year's plans, perhaps until December.

One of them is Marlboro British F3 Champion, Mauricio Gugelmin. The Brazilian was impressively fastest in the Ricard F3000 testing, showing a great understanding of the car as well as speed. "I took Signes absolutely flat, 8400rpm going in and 8400 coming out," he beamed when climbing out of the Onyx March. "After driving this car, I don't even want to go back to F3 for Macau! It is really fantastic."

If there is no F1 offer, then Gugelmin will do the F3000 championship next year, almost certainly heading a two-car team run by Dick Bennetts's West Surrey Engineering. "I hope to have my plans for Formula 3 and anything else we are looking at sorted out by the time we go to Macau," said Bennetts.

# Danielsson hunts for F3000 drive

Quite honestly, at this stage of my career I think I would benefit from another year in a strong Formula 3 championship, but if I could find the budget for a full winter test programme, then I would feel happy going straight into F3000," were the words of Ricard F3 and F3000 test sensation, Thomas Danielsson.

The 20-year-old Swede finished second in the recent big F3 race, only his 10th motor race, and then set second fastest time in the F3000 test despite the track being shrouded in darkness.

ORECA's Hughes de Chaunac was debating whether even to send his car out in the conditions, and it was probably just as well he could not see the angles the Swede got to while setting his time!

# Unser versus Unser in Miami

The CART Indycar Championship will come to its conclusion this week at a brand new Miami venue. Promoter Ralph Sanchez has created enormous hype around the thrilling father versus

son, Unser family duel for the championship crown, which will be decided by Saturday's race.

Al Unser Sr, the Penske March team's stand-in driver (for Rick Mears), leads

Family off the track, rivals on it. Both Sr (left) and Jr look for championship glory at Miami.

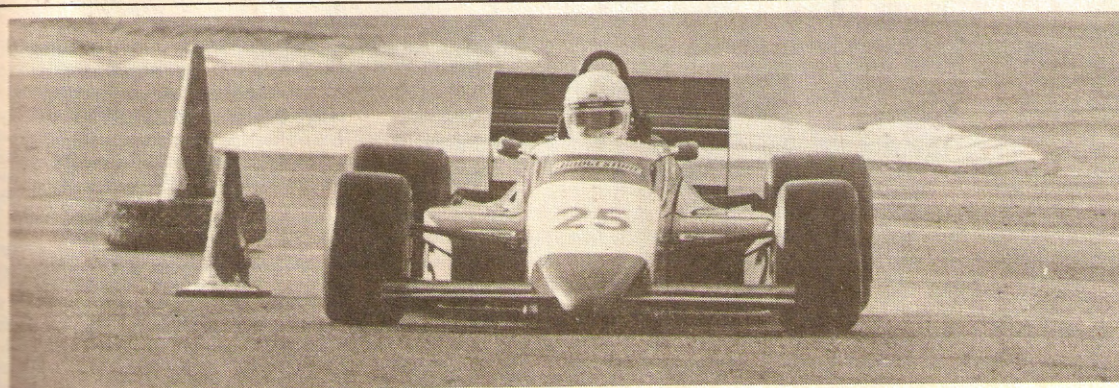


the table by just three points from his son Al Jr. If father wins — at the age of 46 — he will be the oldest man to have won the title (which he also won in 1970 and 1983). If Junior takes it — at the age of 23 — he will be the youngest ever holder . . .

Driving the singleton Doug Shierson Racing entered Lola, Junior comes to the race with a better overall road race record during the year, but his dad is always there at the finish and should have the co-operation of Danny Sullivan to help him lift the crown.

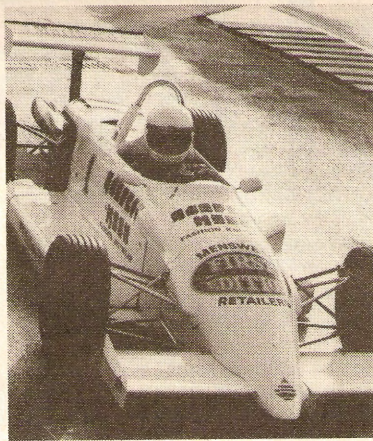
The CART track is entirely different to that used for the IMSA race in Miami. It is a 1.74-mile, nine-turn, flat, purpose-built race track, using part of an airfield in the western suburb of the city.

With 30 points for a win and additional points for pole position and the most number of laps led, only the Unsers can win the title, but third place is still up for grabs between Bobby Rahal, Mario Andretti, Danny Sullivan and Emerson Fittipaldi, all of whom must be considered to be potential race winners.



# Spence goes testing F3000 March

Spotted testing at Silverstone on Tuesday morning was Yorkshireman Russell Spence in one of Eddie Jordan Racing's March 85Bs (the Thierry Tassin car). Although Russell was hampered from setting meaningful times by unavailability of suitable soft rubber for the cold conditions, he was, nevertheless, encouraged by the opportunity to test one of the F3000 cars. Spence is looking for a budget to compete in the formula next year.



Team manager Trevor Foster was much impressed by Herbert's aptitude in the Pegasus Ralt.

Herbert — best of 54.2s.

# Herbert impressive in F3 Ralt trial

Formula Ford Festival winner Johnny Herbert had his first run in a Formula 3 car at Silverstone last Friday — and took to the Pegasus Motorsport Ralt-VW RT30 like the proverbial duck to water.

The 20-year-old Romford lad showed his outstanding potential throughout the test day (part of his prize for winning the First Edition sponsored FF1600 extravaganza at Brands Hatch last month), impressing Pegasus team manager Trevor Foster enormously with both his speed and attitude.

Herbert put in 130 laps of the Club circuit during the day, venturing out on Avon wets for the morning's damp conditions, then equipped with slicks when the track dried on line after lunch.

By day's end, Johnny was lapping

consistently in the mid-54secs bracket (his last nine tours all under 54.4s!), with a best of 54.2. This time would have given him the second front row grid position for the Marlboro British F3 championship round in August, and is as fast as Pegasus's Gerrit van Kouwen has ever circulated at the venue. . .

"We were amazed at the way Johnny took to the car, and the formula, so quickly," said Foster. "He was excellent to work with, understood what he was doing and was not overawed by his task. He did not put a foot wrong — no damage, no missed gears, no moments."

"His commitment was 100 per cent, as the results show. One would have thought that this was Herbert's fifth or sixth F3 test, not his first. He's certainly

capable of moving straight into the formula on this form," added the ex-F1 mechanic.

Johnny, for his part, was delighted with the car, and the opportunity presented by Brian de Zille. "It was a great chance at the end of the season, and brilliant to be back on slicks," commented the former British kart champion, having rediscovered the joys of pukka racing tyres.

"Apart from the fantastic grip, I found I was able to judge the F3 car's limits so much more easily," said Herbert, "and once I got used to the incredible braking of the Ralt, I could turn in to corners and really stand on the power straight away. I'm very grateful to Pegasus for their testing offer, which has made me even keener to race in F3 as soon as possible".

Johnny's immediate plans are to develop Quest Racing Car's first FF2000 chassis (to be launched at the London Racing Car Show in January). Mike Thompson's team, which gave him his big break in FF1600 this season, will field a works car for him in 1986. Unless an F3 budget intervenes?

# Dallara and Alfa for UK?

Gianpaulo Dallara, whose composite chassis Formula 3 car became very much a winning force in the second half of the season, said at Paul Ricard that he hoped his marquee would be represented in the British championship next year.

"I am talking to a number of British teams and it is possible that one of the cars will stay in England for testing on Avon tyres after Macau," said Dallara.

The interest in these chassis is thought to be connected with the chance to field the soon-to-be-announced new Alfa Romeo F3 engine, being developed by Novamotor.

# Gartner's Macau Ralt

Austrian Jo Gartner has finalised a deal to run Chuck McCarty's Ralt-VW RT30 in the forthcoming Macau GP, and tested the chassis at Snetterton and Silverstone last week.

The former Osella F1 pilot, who last competed in F3 with a Martini-Renault, back in 1979, was quickly into the groove in Norfolk, whirling Andrew Gilbert-Scott's regular mount round in 62.0-secs, on old Avon tyres.

Friday's session, on Yokohama tyres, did not end so happily though, the Ralt being damaged in an incident at Cope Corner, put down to a leaking rear brake caliper. Jo was unhurt by his excursion into the fencing, and the car has subsequently been repaired and despatched to the Far East.

# Weidler's F3000 plans

After completing a highly impressive Formula 3000 test at Paul Ricard, German F3 Champion Volker Weidler said that he was determined to do F3000 next season: "After three years of F3, I cannot do it again, and after driving these cars today I don't want to drive anything smaller again! The problem, of course, is finding a budget, but I am hopeful of getting a good ride."

Weidler has apparently been offered a test drive by Italian entrant Pierluigi Corbari, whose ambitious hopes of running Ivan Capelli and Alain Ferté together appear to be slim.

# Coloni 85B for Caffi

Top Italian Formula 3 team owner, Enzo Coloni, has confirmed that he will be running teams in F3000 and F3 in '86.

With his longtime backers, Gulf, continuing their support of his programme, Coloni is currently negotiating to buy two of this year's March 85B chassis with which to start the season in F3000. European F3 Cup winner, Alex Caffi is the only nominated driver for the F3000 team at the moment.

Nicola Larini and Marco Apicella are likely to contest the Italian F3 championship for the team.

# Spirit in business

Although Spirit Racing have not been seen on the circuits since they sold their Formula 1 interests to Toleman earlier this year, John Wickham reported this week that he was hoping to put a programme together for 1986 either as a constructor or as a pure racing team using a bought chassis.

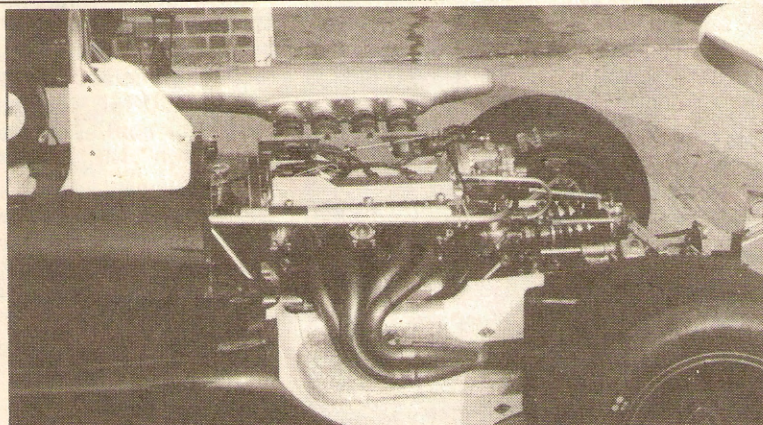
"We have got layouts for both an F3000 and an IMSA GTP chassis on the stocks, and obviously we are keen to talk to interested parties. We have the capacity and the personnel to continue as constructors, but we are quite prepared to run other people's cars if that is what the drivers want," said Wickham.

# Two-car F3000 Schafer team

Respected German entrant, Bertram Schafer said at the Ricard Formula 3 European Cup race that he expected to run a two-car F3000 team in next year's championship.

In the past two years, Schafer has run the works VW F3 team in the German championship but says that there is enough interest in F3000 for him to expand his activities.

"I have to make a decision this month and I will be in England before going to Macau to finalise my plans," said the Bitburg based Schafer.



The compact Tom's Toyota 2-litre unit installed in Intersport's Ralt for evaluation at Snetterton.

# Tom's Toyota F3 tests

Glenn Waters of Intersport Racing is currently evaluating and developing the latest Toyota F3 engine, on behalf of its creators, the Tom's tuning firm in Tokyo. Waters has had the first of the compact units, based on Toyota's 3-GEUU 2-litre production engine, for a couple of months, and ran it for the first time at Snetterton a fortnight ago, having designed the installation kit in one of his Ralt RT30 chassis.

Jan Lammers, on Intersport's team strength for Macau, has been entrusted with the Tom's Toyota on its two outings to date, the Dutchman favourably impressed by his initial findings. The engine has been trouble-free in over 260kms of testing, which culminated in a back-to-

back run against the team's VW-powered RT30 last week.

"We are very encouraged by the Tom's Toyota so far", commented Waters on Monday, "and feel that it will be very competitive in F3 next season. At 102kgs, it weighs slightly more than the VW, but its all-up installation weight, in the chassis, is on a par".

Although Intersport are awaiting the go-ahead from Japan to release full details of the two test sessions, it is believed that Lammers eclipsed his VW-motivated best (in John Nielsen's RT30) with the Tom's-powered car, using British specification Avon tyres. "The new engine looks very good," says the tight-lipped Waters.

# Strong response to Racing Car Show

Early trade reaction to the relaunch of the BRSCC's full-scale Racing Car Show in London has exceeded expectations with more than three quarters of the exhibition space reserved in the month since the show's announcement.

Among the prime exhibits will be an example of the Marlboro McLaren's F1 World Drivers and Constructors championship winning MP4/2s, the Rothmans Porsche 962 of World Endurance Champions Derek Bell and Hans-Joachim Stuck and an Olivetti Brabham-BMW BT54.

Racing car manufacturers such as Van Diemen, Quest and Mondiale are showing their 1986 wares, as are many of the industry's suppliers. A full programme of side attractions is scheduled, ranging from slot-car racing and pit-stop competitions to a film theatre showing continuous motor racing films.

The Racing Car Show will be held in the Alexandra Palace Pavilion, North London, from January 9-12, 1986. Full details of this exciting exhibition will be published in due course.



## Machado moves up to F3

Spaniard Felipe Machado tested one of Scan + Sport's Reynard-Saab F3 chassis at Silverstone last Friday, and expressed his intention to graduate to the category next season. Machado, whose family runs the reputedly excellent Hotel El Tope in Tenerife, has competed in FF1600 and FF2000 with Madgwick Motorsport over the past two years, and is expected to continue his allegiance to the Brackley equipe in 1986. Felipe, who missed much of this season following a leg injury sustained in the FF2000 season-opener at Brands Hatch, enjoyed his session in the F3 car, getting down to a best time of 56.4s on the Club circuit.

## Onyx test 12 drivers

"I counted them out, and I thought I had counted them all back in as I walked away from the pit wall after giving the final 'in' signal. But then there was an eerie silence..." That was the way Onyx's Mike Earle described his 500-mile test of no fewer than 12 drivers in his two F3000-cars at Paul Ricard last week.

The heart-stopping moment came when the final driver spun on his slowing down lap and stalled. The relief was consummated when the car arrived back in one piece.

The day after the official Marlboro test, four more drivers were given laps in the Onyx and ORECA cars, although without the benefit of any new tyres or an organised programme.

Most impressive were Italian Nicola Larini and French F3 runner-up Yannick Dalmas, who both quickly and easily got into the 1m 10s bracket.

Marco Apicella was not far behind them with a best of 1m 11s while Italy's new Marlboro Challenge winner, Giorgio Montaldo (who won his prize in a 20-lap session drive in a SenRemo F3000 car at Vallelunga) was the man who caused the last-minute flutter, spinning after doing a best of 1m 12.4s.

## Davies goes it alone

In a concerted effort to secure his future in F3 racing (and beyond?), Tim Davies has laid the foundations of his own racing team, in the Leicester area. The 35-year-old Welshman, who was sixth in this year's Marlboro British Championship — effectively on half a season with Swallow Racing — plans to run a singleton machine throughout next year. A budget is being sought for the venture, which will include a promotional package, overseen by Tim's long-time aide John Thompson.

"We have various bits of the money together already," said Thompson early this week, "but not the main chunk as yet. We intend to start with a 1985 car, and switch to a new one when required."

Tim's testing abilities have been much in demand in FF2000 circles recently, with approaches to develop Van Diemen, Talon, Swift and Argo cars (and an F3 Anson), but the Lampeter man has decided to devote all his time to preparing his new equipe for battle.

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## Earle retains works March F3000 deal

While at Paul Ricard for the Marlboro Formula 3000 tests last week, Onyx Race Engineering boss Mike Earle confirmed that he would continue to field the works March team in next year F3000 International Championship.

"This will be our fourth season with March and we have not seriously considered any other option," said Earle. "We have an excellent relationship with the factory and the engineers and, while we were disappointed not to win this year's championship, we did all the development work on the 85B which was unquestionably the best car in the series. This was proved by a private customer winning the championship."

For March, Robin Herd said that he was "delighted to continue with Onyx

again. The team represents March proudly on the track and will continue to operate a very efficient spares service for all the customers at the circuits."

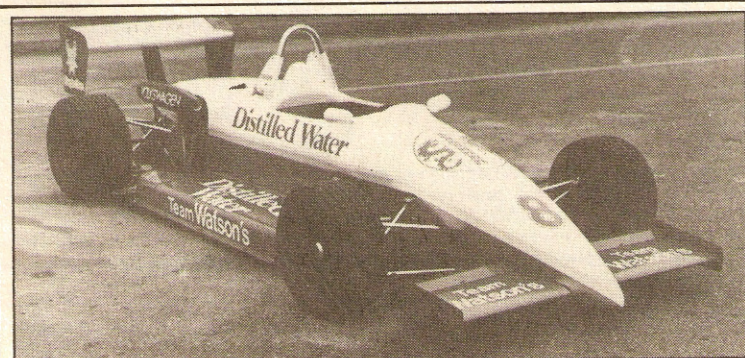
Earle was not in a position to confirm his driver line-up, but did say that he would field a three-car team in next year's championship. "There is a tremendous amount of driver interest at the moment and, while we know the line-up we want, we don't expect to announce anything until the end of this month."

Onyx are well ahead with their plans to field a Formula 3 team in next year's British Championship and, pending talks later this week, may well spring a surprise in their choice of chassis.

## March-Nissan C-cars

Nissan have ordered new March Chassis for their Group C sports car programme next year. This news was not unexpected after the very strong showing of the 3-litre V6 turbo powered March 85Gs in the Fuji 1000 last month.

There are no details yet of the full Nissan programme, which is expected to include Le Mans. All that March were prepared to reveal was that the recently rejoined Gordon Coppuck was working on a new car specifically for Nissan.

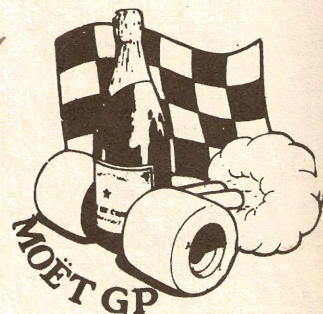


## Good backing for Intersport

Hutchinson Whampoa Ltd, a vast Hong Kong business conglomerate, and Eagle Star Insurance are backing Intersport Racing's pair of Ralt-VW RT30s for the Macau GP later this month. Glenn Waters has signed a strong driving force in John Nielsen and Jan Lammers, both of whom have tested the cars successfully at Snetterton in recent weeks, the latter also having tried the Tom's Toyota development engine in his chassis (see separate story). Hutchinson Whampoa owns the Hong Kong Hilton, as well as the local power and water companies, and will be promoting a Distilled Water product and their Watson's stores chain at the event. Both cars are presented in a very attractive green and white corporate livery.



Ross Cheever, younger brother of Eddie, put up an impressive show in the Formula Mondial race before the Australian Grand Prix. After taking the pole in practice, he went on to lead the race from flag to flag, leading home his fellow American Jeff MacPherson in a similar Ralt chassis.



Rosberg and Prost were your clear favourites to win last Sunday's sensational Australian Grand Prix in Adelaide. Also featuring among your predictions, in order of preference, were Senna, Piquet, Mansell, Alboreto, Lauda, Johansson and the rest, and we even had votes for Warwick and Tambay from readers hoping that Renault would go out in style.

The winner of the last in our 1985 series of Autosport Moët et Chandon Grand Prix competitions is reader Adrian Green of Shinfield, Berkshire, who might have been the only reader to have foreknowledge of Keke's trio of pitstops — all but one other Rosberg fan went for over 100mph. Mr Green predicted a Finnish victory at 97.403mph, which was the nearest to the good Keijo's actual average of 95.715mph.

A magnum of Moët's delicious champagne is winging its way to Berkshire as you read this. We very much hope to be able to continue our popular contest for readers in 1986.

# Drivers queue to test BSA March

The BS Automotive Formula 3000 team have been busy testing drivers in their championship winning March 85B at Donington during the past couple of weeks.

Lamberto Leoni, a regular in the series this year with the PMC Williams and latterly a Corbari March, was the first to try the car, anxious to compare the team's Bridgestone tyres with the Avons which he had used all year. As expected, the experienced Italian was quick, lapping the club circuit in the 68s bracket.

Last week the Californian Bren brothers, Steve and Cary, had half a day

each in the March with a view to switching from Super Vee to either F3000 in Europe or Mini-Indy in America. "We are open-minded on it at the moment while we wait for more news about the American F3000 series," said Cary.

BS team manager, Mike Young reported that both men had driven well in their 60-lap stints, recording times within a hundredth of a second of each other in the low 65s bracket.

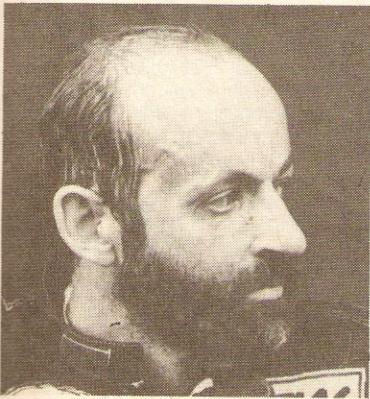
Johnny Dumfries was helping out on what was generally one of Donington's curious 'slow' days, setting a benchmark mid-64s lap.

# Solo Lancia in Malaysia

The addition of a privately entered Lancia LC2 Group C car will add interest when the sportscar teams arrive in Malaysia at the end of this month for the 800kms race on the Shah Alam circuit near Kuala Lumpur, which is now the final round of the World Endurance Championship of Drivers.

The car is the Japanese-based Lancia of the Italya team, to be raced at Shah Alam by Henri Pescarolo and Lucio Cesario. The entry will be supplied with the latest 3-litre V8 engines by the factory, although the works Martini team itself will not be making the trip.

Pescarolo — Italya Lancia drive.

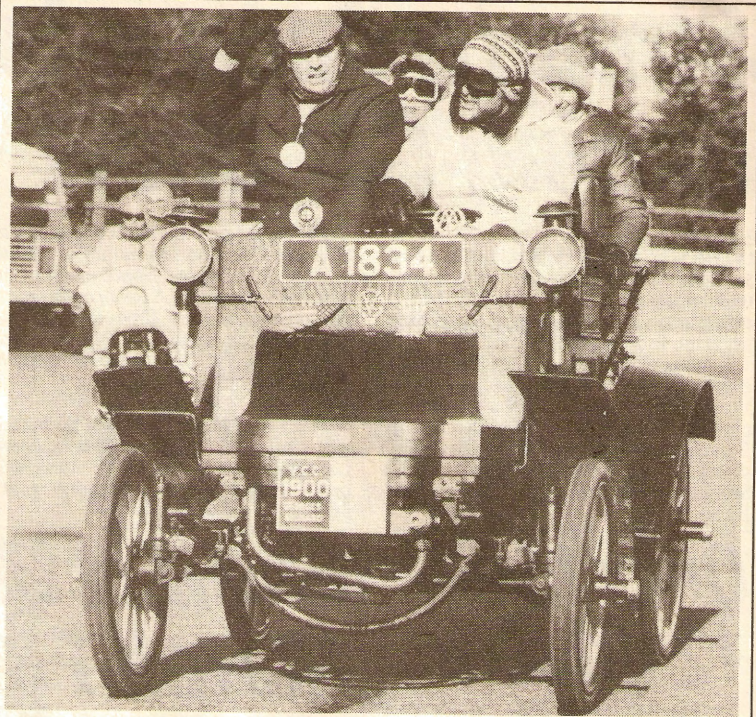


The race will however feature a trio of factory Rothmans Porsches, namely the regular 962C of Jochen Mass/Jacky Ickx, a car fitted with the experimental PDK gearbox for 1985 co-champions Derek Bell/Hans-Joachim Stuck, and a 'camera' race car for Vern Schuppan/James Weaver. The British driver, Weaver drove the team's camera car at Silverstone in May prior to racing the Canon team's Porsche into second place at Le Mans.

The Brun Motorsport team is sending its Porsche 956 for Oscar Larrauri/Massimo Sigala, the Joest team has a single entry for Paolo Barilla/'John Winter', and the Fitzpatrick team is sending out a car for Jesus Pareja/Dudley Wood and Neil Crang, the Australian C2 Tiga driver getting his first outing in a C1 Porsche. The Kremer team, which is building up another 962C, hopes to run two cars with Marc Surer and Kees Kroesemeijer among the drivers.

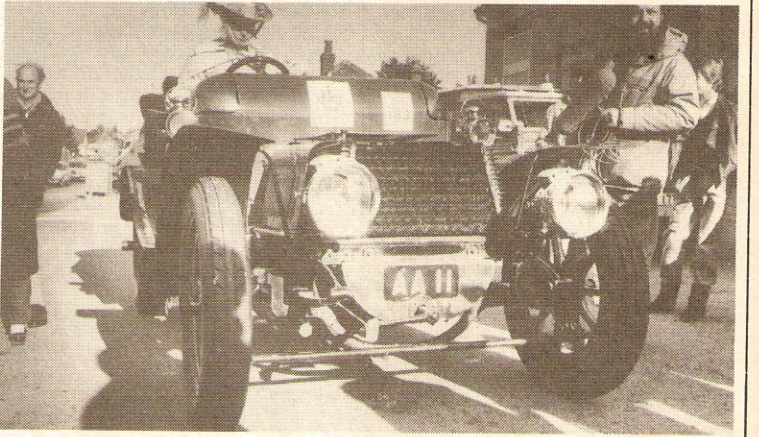
The twin Jaguar XJR-6 entries will be crewed by Mike Thackwell/John Nielsen and Jan Lammers/TBN, while the Cosmik March-Porsche will be there for Christian Danner/Costas Los.

Seven Group C2 cars are on the provisional entry list and the works Labatts Gebhardt of Frank Jelinski/John Graham looks a strong favourite in the absence of the works Alba and Spice Tiga teams.



# Bound for Brighton!

The annual RAC London to Brighton Commemoration Run for Veteran cars took place last Sunday. Despite freezing conditions, huge crowds watched the fleet of 330 vehicles winding their way south. First across the line in Brighton was the 1898 Rochet tricycle of Chris Thomas from Wales. Pictured above is Mr Fowler, getting to grips with his 9bhp Georges Richard Dogcart. Below: Action from the Blue Peter team as presenter Janet Ellis takes the first stint in the National Motor Museum's 1903 Daimler Tonneau.



## WEEKEND SPORT

### INTERNATIONAL RACING

**DATE/VENUE**

Nov 9  
Miami (USA)

**EVENT/DETAILS**

CART PPG Indycar World Series

*In a storyline that any Hollywood producer would laugh at, America's top single-seater championship has gone down to the wire and features a family confrontation between father, Al Unser Sr, and his son Al Jr. It seems that Mrs U. has something of a problem.*

Nov 10  
Fuji (J)

Touring Car Endurance Race, Gp A

*A foretaste to a possible world Group A series? Tom Walkinshaw and Co will be out for another win but will face Colt, with Brodie and Takahashi, on home soil.*

### NATIONAL RACING

**DATE/VENUE**

Nov 10  
Brands Hatch  
nr Fawkham, Kent

**EVENT/DETAILS**

BBC Grandstand Trophy FF2000, JPS Champion of Brands FF1600, Modsports, Clubmans Sports, Mini Se7en, Mini Miglia

*Dave Coyne now leads the Grandstand series after a win last week, but will no doubt face a stern test from Pratt, Blundell and Hockenull. In the Champion of Brands race, Ted Whitbourn will be out to repeat last week's win. Racing from 1.00pm.*

### OFF TRACK

**DATE/VENUE**

Nov 10  
Tyler Bottom  
Wotton-under-Edge

**EVENT/DETAILS**

Roy Fedden Sporting Trial

*A round of the RAC British and BTRDA/Colin Taylor Productions Gold Star Sporting Trials Championships. Start time, 11am.*

### BRIEFLY

■ Jochen Mass will share a Group N Golf GTI at the Killarney Castrol 6 Hour Challenge with Sarel van der Merwe this weekend the pair looking to repeat their 1984 success.

■ Work has started at Brands Hatch to create more spectator viewing areas for next year's British Grand Prix. An extra 10,000sqm area is being built between Paddock and Druids bends, and will also include a new family picnic area in the cleared out woods. An additional 22,000sqm paddock space is also being created, as well as improved pedestrian access roads.

■ The Champion Spark Plug Company's 1985 Motor Sport Photographer of the Year competition is launched in this week's AUTOSPORT and Autocar magazines. Full details of your opportunity to win up to £1000 and a trip to the 1986 Monaco GP can be found, with an entry form, on the inside front cover. Forms may be photocopied to prevent damaging your issue.

# An instant success

The Australian Grand Prix — first run in 1929 on a circuit on Phillip Island, off the western coast of Victoria — is one of the world's longest established motor races. Australians claim that it is the second oldest race to hold the title 'Grand Prix'. The experience last weekend of all involved in Formula 1 racing made them regret that, like the French Grand Prix, the down-under race could not have been included in the FIA World Championship every year since its introduction in 1950.

The relatively recent development of air transport, and the financial boom of Formula 1 racing, now make its regular inclusion possible, and we are delighted to be able to report that the first World Championship F1 race in Australia has been such an outstanding success. In every way, it justified the

£2½ million investment of the state and federal governments, attracting a capacity crowd estimated at 120,000, and watched by up to 700 million people on television.

Every facet of the organisation was of the highest quality, and F1 insiders are serious when they say that Grand Prix organisers the world over can learn from Australia.

Our pleasure, in congratulating everyone involved in the organisation of the Australian Grand Prix in Adelaide, derives from our satisfaction in seeing a job well done. They began with the intention of boosting the image of a city, a state and a country. They ended with the achievement of boosting the image of motor racing.

## CORRESPONDENCE

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

### BRSCC thanks

It falls upon me to ask you through your columns to thank most sincerely, on behalf of the parents and the BRSCC, all those who contributed so generously to the spontaneous collection arranged for our marshal so tragically struck down during the Formula Ford Festival. I feel it would be improper to quote the figure collected, suffice it to say it was of staggering proportions.

May I also correct your comments in *Sports Extra*. Our colleague was at the end of his second full season as a track marshal which as you will appreciate is worth four or five seasons at most other circuits due to Brands Hatch's busy schedule.

TONY BEADLE  
CHIEF MARSHAL  
BRSCC, BRANDS HATCH

### Circuit safety

I was interested to read your Oct 31 *Comment* on circuit safety at Brands Hatch, but is it inexperience, over enthusiasm or just bad driving which makes so many drivers in minor formulae ignore the basic 'rules' of racing?

Some of the antics at the Formula Ford Festival were beyond comprehension. It is certainly entertaining — until it goes too far, that is.

Why should the responsible drivers, the marshals and even the spectators be put at risk by the irresponsible (not so few)? Yes, circuit safety is important, but perhaps we should also examine driving standards at the same time.

TREVOR MANN  
TUNBRIDGE WELLS, KENT

### Fair scores

As usual, the award of the Drivers Championship has been promptly celebrated by a proposal that the scoring system should be changed. Even if the revised scheme confirms his superiority, this is not very complimentary to the new Champion.

John Stewart's suggestion (Oct 10) follows familiar lines, in that it seeks to minimise the penalty imposed by retirement and reward a driver who stays in front by thrashing his car to pieces before the finish.

Granted, some cars have looked rather fragile, but that is not always the

car's fault. When a driver has the 'bad luck' to retire twice as often as his team-mate, it scarcely seems likely that the car alone is responsible. Yes, the more fortunate driver has been 'lacklustre', scoring only 33 points to his team-mate's 38...

Success in racing depends primarily on reaching the finish. What happens on the way there is, in itself, irrelevant. That established, there is the argument about points for places. Now, a total of 139 drivers have scored finishes in the first four. (Fifth and sixth are too often gained by luck to be worth consideration.) Of the 139, 62 have scored a win, 24 have done no better than second, another 27 have reached third, and 26 have got up to fourth. Take a nice round arbitrary figure, say 4: multiply by 139/62, and you get 9.87. The corresponding figure for those finishing in the first two places is 6.46, for the first three places it is 4.9, and for the first four places it is 4. This is not mere mathematical juggling. It suggests that a fair scoring basis would be 9,6,5,4. Back when the present scoring scheme was worked out, the statistics were a bit different, but much the same approach was used.

It might be argued that while a single win can be luck, two are more convincing, three more impressive, and four are by no means common. Only 31 drivers have scored more than four. So perhaps a sliding scale of points might be considered, with two wins worth more than twice as much as a single win, and so on. That would be difficult to operate, though.

Incidentally, Mr Stewart's table presumably predated Spa, since Mansell would have had 10 points. After Brands, that would have risen to 177 or thereabouts, and fifth in the table.

DON THOMASSON  
HARROW, MIDDLESEX

### Group C stability

Further to the announcement by FISA that the Le Mans fuel allowance is to be increased in 1986 (*P&P*, Oct 17), I feel it should be made absolutely clear that once again FISA has completely ignored its own stability rules as laid down in its Appendix J document. This states: "The FIA will announce annually in October any changes to Appendix J. Changes affecting the manufacturing of cars will become effective from the second January 1 following the announcement."

I would take the "manufacturing of cars" to be as fundamental as the

engine-chassis combination that a team has decided upon.

It may be argued that the Le Mans fuel allowance was an anomaly, but the fact remains that the regulations were printed in Appendix J for all to see, and Le Mans 1985 was most certainly no less exciting for the need to use less fuel than in the 1000kms races.

It was demonstrated at Le Mans this year that there was the real possibility of an Aston Martin powered car performing creditably. This was not an accident, but a direct result of the fuel allowance being the 'equaliser' that it needs to be, and the fact that Le Mans is a circuit where ground-effect plays a far less important part than at other circuits.

Next year, with further funds and development available for the Aston Martin powered cars, there would have been a Jaguar/Aston Martin battle waged at the front of the field.

Sportscar racing needs this for public and media interest. FISA has ensured that this will never happen, and once again demonstrated an extraordinary lack of understanding of the problems facing sportscar racing in its present form.

Furthermore, after a season which has seen three terrible accidents, FISA has made no effort to improve safety or reduce the possibility of these accidents occurring again. What is the logic behind allowing Group C cars to be the only European formula that permits ground-effect? Ground-effect is totally non-productive in the real world, whereas a fuel restriction has immense benefit to the world's motor industry. I believe I am repeating the editor's sentiment he expressed as long ago as April 21, 1983.

The fact must be faced that sportscar racing will not grow, or obtain a fraction of the media coverage given to Formula 1, until there are more professional teams competing with *different* makes of car and engine.

I write this letter as one who has always endeavoured not to commit the suicide of jumping on the Porsche bandwagon. The awful irony is that those who have, will find they have actually been hurting the very sport they are trying to support.

MICHAEL CANE  
MICHAEL CANE RACING  
CRANLEIGH, SURREY

### More protection

Following the appalling tragedy in which a marshal lost his life at the Festival weekend, I am sure many people are examining ways to make sure the risks are reduced to prevent this type of accident happening again.

It appears the most vulnerable individuals at Brands are the marshals situated at the auxiliary fire points on the upper half of Paddock Bend, and also on the outside of Clearways/Clark Curve when the Grand Prix circuit is in use. In both instances, competing cars are travelling at high speed whilst the run-off areas are limited. With the exception of four layers of catch fencing at the top of Paddock, the facilities to slow and stop errant cars consist of a gravel trap, tyre wall and sleepers. Furthermore at Paddock, a false sense of security is gained by standing behind the advertising hoardings which are only secured by 2x2 wooden framework. Regrettably, all of the measures become ineffective once a car is involved in an airborne accident, and the first arresting object can become the area adjacent to the marshalling area or the debris fence behind.

Without going into the colossal operation of moving back the spectator banks (which I suppose is inevitable one day), I believe thought should be given to raising the height of the marshals' perimeter by elevating it at least six feet above the sleeper wall and with a minimum depth of eight feet (not two feet such as Clark Curve). Well supported armco barrier should then be erected on the track side edge of this raised position, with sufficient gaps for immediate track access. We've got the 'best marshals' in the world, let's keep them and the spectators well protected from the increasing number of so called 'freak' accidents to cars, and, heaven forbid, trucks.

Finally, as certain sections of the national media continue to sensationalise tragedy, it is time that small sections of freelance photographers who exploit the misfortune of others are told next time they apply for a track pass, that their presence is no longer welcome.

CHRIS TODD  
WEST WICKHAM, KENT

## Long live Lydden!

As many of your readers will know who attend Lydden Motor Race Circuit, this venue has been bedevilled by planning restrictions, the worst of which is the constant temporary planning permission under which I am forced to operate, prohibiting any meaningful investment and the updating of facilities. Having operated for some 30 years in this manner, around six months ago I asked the Dover District Council, the local Planning Authority, for a declaration of permanency in respect of this motor sport venue. The planning application to bring this about was refused, and I am now appealing to the Secretary of State, through the Department of the Environment, to overturn this decision.

I think many AUTOSPORT readers are 'interested parties', either as competitors, or as spectators following their leisure pursuit of just enjoying motor sport. As interested parties, they are entitled to put forward their points of view as to why they think Lydden Circuit should now be given permanent planning permission.

Therefore, I should be most grateful if any interested party can put pen to paper and inform the Inspector of Appeals of their views. They should write to, Mr S Parslow, Department of the Environment, Room 13/18, Tollgate House, Houlton Street, Bristol BS2 9DJ and quote reference APP/X2220/A/85 36956. All representations should be sent as soon as possible.

**BILL CHESSON**  
LYDDEN CIRCUIT, KENT

## Audi thanks

Any expression of gratitude, however well written, is never as good as the spoken word. Unfortunately it is impossible to speak to the hundreds of marshals who once again turned out in abundance on the Audi Sport Rally to give their time and assistance; likewise all the safety crews dotted around the stages; and the people of Shrewsbury who gave us all such a warm welcome. To you all our very sincere thanks.

**THE ORGANISERS**  
SOUTH STAFFS CC LTD  
WOLVERHAMPTON, STAFFS.

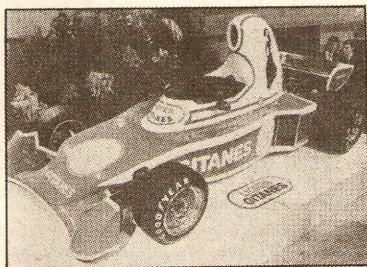
# 10

Ten years ago this week (AUTOSPORT, November 6, 1975) UOP announced that they were to pull out of racing after five years with the Shadow team. As is so often the case, the withdrawal was caused by a new man at the top of the hierarchy.

Making a first appearance, at a press conference in France, was the new Matra V12-engined Ligier JS5. The car, of course, was in the striking blue livery of Gitanes (below), and at first glance appeared absolutely enormous. Closer investigation revealed that the wheel-base/track dimensions were fairly typical and that the effect was caused by the appearance of the bodywork. Of particularly bulbous proportions was the airbox. Remember the teapot?

*Pit and Paddock* also announced the death of Sir Alfred Owen, the man who bought up BRM after the original trust folded, and made the name great. John Bolster commented at the time that it was sad to see BRM reverting to its former joke in bad taste status and hardly a fitting tribute to the man.

Over at Riverside, Bobbys, Unser and Allison scored a win apiece in the IROC series, while AJ Foyt scored a fine second and third place from the back of the grid. Spicing up the proceedings was some pretty unfriendly rivalry between the oval and road racing men. This came to a head when AJ Foyt slammed the door on Emerson Fittipaldi causing him to spin down the field. Finding himself in the company of like minded fellows at the Goodyear garage, Foyt said, with a broad Texas smile, "I guess I taught that little mucker a lesson."



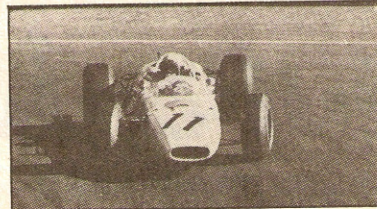
# 20

Twenty years ago this week (AUTOSPORT, November 5, 1965) the Mexican Grand Prix marked the final race of the 1½-litre formula before it was superseded by the new 3-litre category. The race was notable for a number of firsts. Honda recorded their first victory in motor racing, while Ritchie Ginther (below) was a delighted winner of his first Grand Prix. The race also marked the first victory for a certain Goodyear Tyre Company — there would be more of those...

The end of the old formula came at a bad time for Honda, and Bruce McLaren opined from his *Cockpit Cameo* that time was limited for the likes of Brabham, Cooper and even Lotus, hanging out against the might of such giants as Honda. The Japanese company apparently had a research staff of some 700 people and a race organisation that spent a reputed £66,000 per week. This does not sound unlike Renault in the very recent past...

Among the tit-bits in *Pit & Paddock* was the drastic news that your AUTOSPORT would now cost you half a crown and the fact that Jackie and Helen Stewart's new arrival, Paul Evan, weighed in at 9lb 3ozs. All good stuff.

Not satisfied by static displays, John Bolster had motored on down to Goodwood for the Guild of Motoring Writers



British test day. He came to the conclusion that the new Mini automatic was the ideal town car but not so suited to the race track. Oil surge apparently starved the pump and as the pressure fell, the brake bands and clutches were released. As a result, whenever a corner was taken at racing speeds, the 'box went into neutral. Some you win and some you lose.

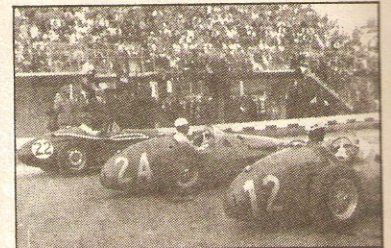
# 30

Thirty years ago this week (AUTOSPORT, November 4, 1955) had the full story behind Tony Brooks's unexpected victory with a Connaught at the Syracuse Grand Prix in Sicily — beating the Italian Maseratis on their home ground.

Brooks had started the race from the front row of the grid with the works Maseratis of Villorresi and Musso alongside (below), but after a fraught battle with Musso had pulled away to win the race: the first time a British driver had won a ranking Grand Prix in a British-built car since the war — and that at his first attempt in Grand Prix machinery. Mr Brooks had had quite a weekend...

Also in our pages we previewed the Venezuelan Grand Prix which was to take place at Caracas. The race had a fabulous entry including works Maseratis for Fangio and Musso, Mieres and Villorresi.

Other well known names on the list



included Castellotti, Maglioli, Schell, Phil Hill, de Portago, de Graffenried and Chiron. The race was to be for sportscars and was due to run 374 kilometres.

Quote of the week went to Les Leston, who had sampled Grand Prix racing for the first time at Syracuse, "Very nice indeed," he had commented, "much more restful than Brands Hatch".

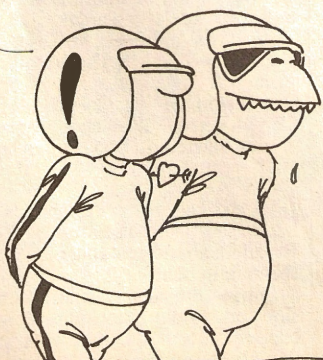
And John Bolster was in action testing a Jaguar XK140 — the successor to the wonderful XK120. It was, so our scribe concluded, "a great improvement in every important aspect."

In the portrait Gallery we profiled a man by the name of Carroll Shelby who had just made his F1 debut — at Syracuse, where else?

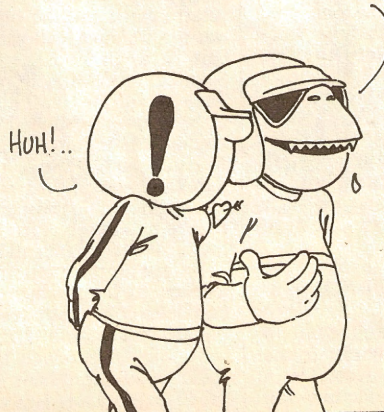
## CATCHPOLE

**BARRY FOLEY**

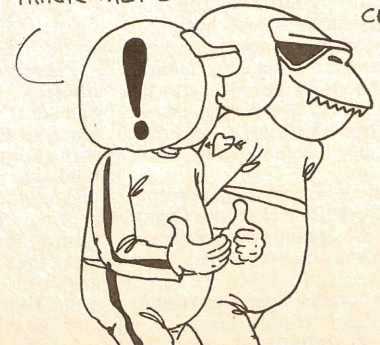
WHAT DID YOU THINK?



AMAZING RACE - ROUGH ON LOTUS.

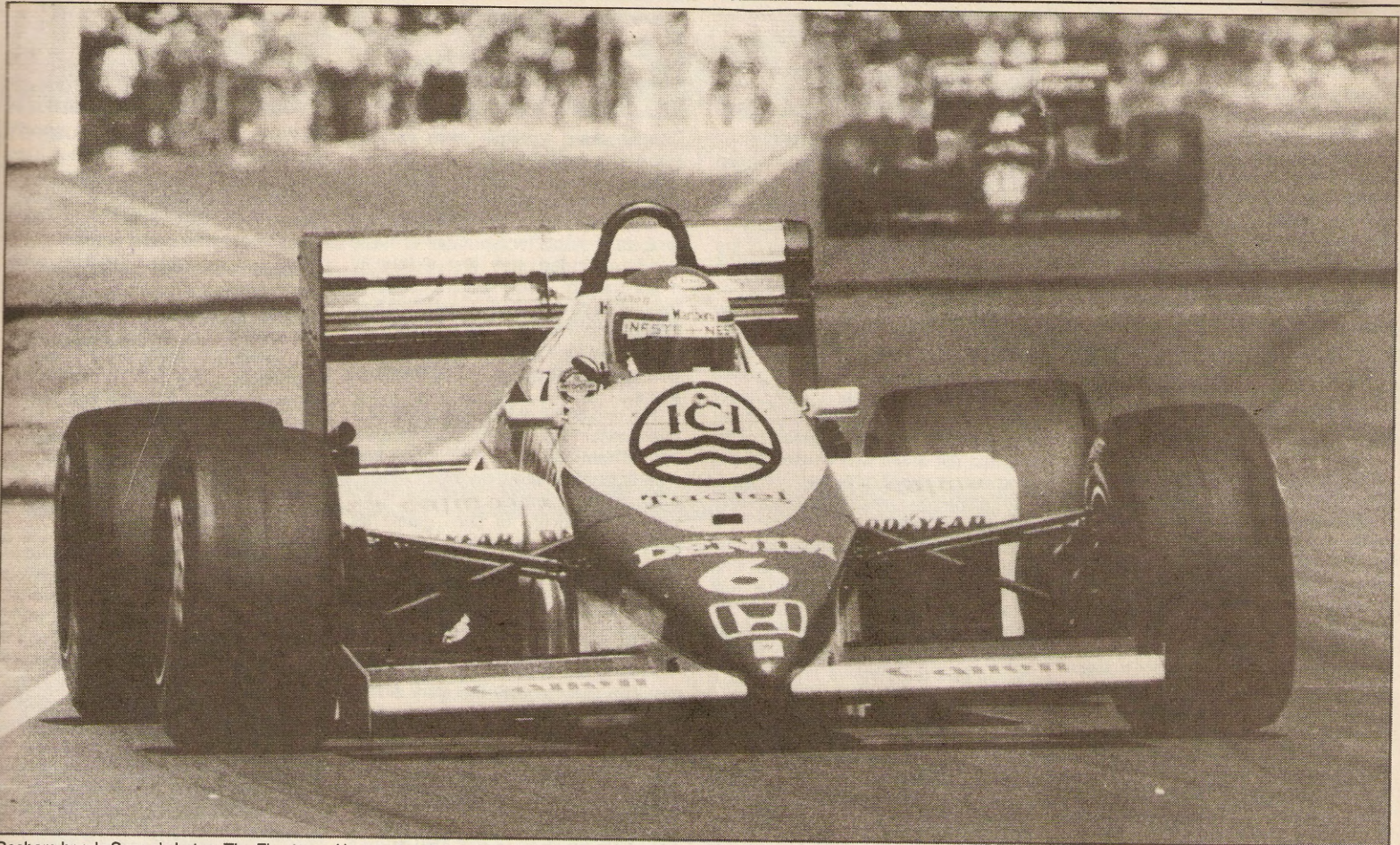


THE WAY SENNA POD WAS DRIVING I THINK THEY BLACK FLAGGED THE WRONG CHAP.



FOLEY





Rosberg heads Senna's Lotus. The Finn turned in a superb fighting drive to win the third successive GP for Williams — he must surely be pondering his move!

# Keke goes out with a win

The first Australian Grand Prix, run through the city streets of Adelaide, was a knock-out. Playing to a capacity crowd of 120,000, it was also a sell-out, and those lucky enough to get a ticket saw the best race of the year to bring the curtain down on the 1985 Grand Prix season.

The 30 deg heat and a full two hours of racing for the 82 lap race around this challenging track took a heavy toll on both the drivers and their machinery, only eight of the 25 starters making it home to the finish.

Leading the survivors home was Keke Rosberg, winning his last race for Williams with a fantastic drive, 46secs clear of the second placed Ligier-Renault of Jacques Laffite. The Constructors Cup for 1985 goes to McLaren.

## QUALIFYING

You would have had to be an Aborigine living on top of Ayres Rock (sorry, Uluru — the Australian government just handed it back to the natives) not to know that Australia's first Grand Prix was going on in Adelaide. Never before has a country been so enthusiastic about hosting a Grand Prix, or the support so overwhelming, people driving 2000 miles or more to reach Adelaide. By Saturday night, many of the late arrivals had made the journey for nothing, for every ticket in the place had been sold out — all 120,000 of them!

For Australia's biggest single sporting event since the 1956 Melbourne Olympics, the 1985 Australian Grand Prix was a success before the race had even started.

As the travel-weary teams arrived in Australia direct from South Africa, they found a welcome waiting that made the

long journey for the final race of the 1985 season worth their while.

"You have done a very bad job of Formula 1," Bernie Ecclestone told South Australia's Premier, John Bannon, at a press conference on Thursday. "You have set a standard that has shown up a lot of other circuits around the world," he added with a smile.

Praise indeed for the Australian organisers, who just twelve months before had never ever been to a Grand Prix, let alone taken on the job of staging their own race and building a city circuit to hold one.

And what a job they did, thanks to the backing of the South Australian Government, who passed special laws in order to make the race happen, as well as put up the financial backing to guarantee the event. What it brought to Adelaide in terms of tourist revenue, not to mention political kudos over South Australia's

rival states, was certainly worth their investment.

Since the start of the year, groups of the Australian organisers have been regular visitors at each of the season's races. They wanted to produce the best event that Grand Prix racing had ever seen and, when we arrived at the circuit a few blocks from the centre of the city, their commitment was obvious.

Everyone was overwhelmed by the impressive garage complex which had been erected in the middle of the horse racing course used for part of the circuit. Although only temporary garages for the period of the race, they were better than most of the permanent ones found at other circuits. The spectator grandstands were equally impressive and, most important of all, so was the track itself.

Running through the open spaces of a nearby park and the race course itself, with only a short section of the circuit laid out between houses, the city circuit seemed more like a permanent one. Instead of the hairpins and stop-go, bumpy straights which have become the trademark of other street circuits like Monaco and Detroit, Adelaide's new 2.349-mile circuit boasts a long straight and a series of fast corners that everyone agreed makes the Adelaide track one of the most challenging on the calendar.

Except for the main straight — almost a kilometre long — the rest of the circuit had been completely resurfaced, with a billiard ball smooth tarmac which ironically was to produce the only major criticism of the circuit. By the end of practice, there was a universal complaint of a lack of grip from the new surface.

"It's like driving on glass, and it feels more like driving a rally car than a Formula 1 car. You arrive at every corner crossed up, on the verge of an accident, and it's really hard to drive with any sort of precision. You are always experimenting every lap" said Rosberg.

The smooth surface saw little tyre wear and rubber laid down to improve the grip. Everyone got a couple of hours of additional practice on Thursday to get the feel of the new track and, two days later, the final qualifying times had only improved by a marginal 4secs.

The lack of grip might have been the major complaint of all the drivers, but there were those that saw it as a blessing in disguise. "If we had the kind of grip here that we have at other tracks, this place would be a lot quicker and a lot more dangerous," commented Derek Warwick.

One thing all street circuits have in common is the lack of run-off areas and, although Adelaide had more than most, Thursday's unofficial practice already claimed two victims. Huub Rothengatter went off and bent the front right suspension of his Osella, while Ivan Capelli's second F1 appearance in the Tyrrell started off badly when he hit the wall and extensively damaged the right side of his car.

By the end of the day, it was Ayrton Senna's Lotus with the quickest time, the Brazilian already establishing himself as the man to beat.

During the first official untimed session on Friday morning, Senna had clipped almost 3secs off his previous day's best and was a full 1.6 secs quicker

than Rosberg's Williams at the end of the session.

Every time Rosberg went out and took the fastest time, Senna would go back out and better it. "I feel like a fox chasing the rabbit. Every time I get close, someone winds up the clockwork and he goes even quicker," said a frustrated Keke.

By the end of the day, Keke was feeling a bit happier. He had taken the provisional pole by just 1000th of a second from Senna, although his time was still half a second off Senna's morning best and he was under no illusion that he was going to be lucky to hold his pole after the second day's qualifying.

The smooth track here had exaggerated another problem that has been happening in qualifying all season. All the extra boost and even worse wheelspin was causing the rear tyres to overheat and go off long before the front tyres had got up to effective operating temperatures. Despite the warm weather, the Williams and Lotus pits had their front tyres wrapped up in preheating 'ovens'. But at the end of the day there seemed to be little to choose between soft race tyres, which were good for several laps, and the qualifying rubber, good for one or maybe two laps.

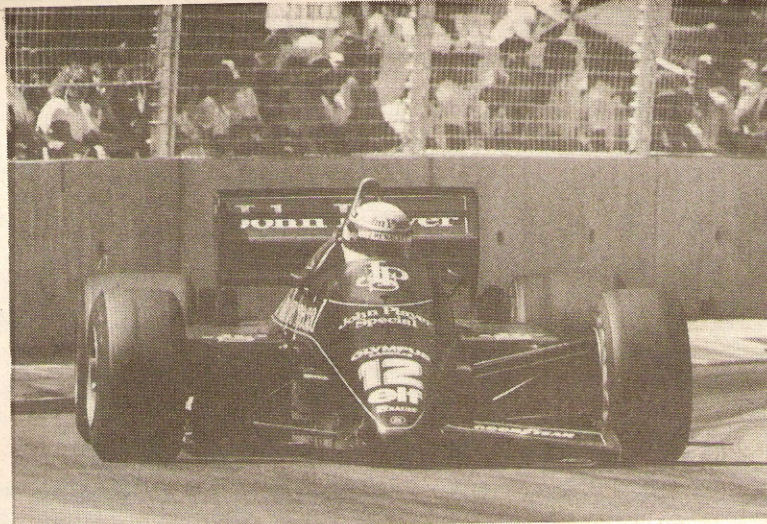
After the local saloon car practice between the two sessions of Friday, the track had lost a lot of the little grip it had in the morning and it was not until the end of the session that the times started to improve.

Senna went out on his first set of Q-tyres and came back with a time well off his morning pace. "I drove badly and made a few mistakes," he said after that run, but was all fired up to better Rosberg's run next time out. He was on his quick lap when he found Mansell slowing down after his own quick lap that had secured him third fastest time. Mansell held his line through the long series of corners at the top end of the circuit and slowed Senna on his quick lap. "He deliberately blocked me," said Senna when he got back to the pits.

On Saturday, the organisers wisely decided to cancel a supporting events practice session between the two F1 practice sessions and the track was quicker than it had been throughout practice as the final qualifying session got under way.

Using harder 'C' tyres on the rear and qualifying tyres at the front, Senna took the pole, but almost immediately Mansell took it away from him with his first run on mixed tyres.

Senna then went out for a second run on qualifying tyres and put together two quick laps, the second of which was a



Senna lost a nose fin after clipping Rosberg and was forced to pit for a replacement.

shattering seven-tenths faster than Mansell.

Live television coverage in the pits followed his lap, which was sensational, 'ET' using the kerbs to set up his car and stop the drifts in a perfect display of car control. "I couldn't have gone another 100th of a second quicker," said Senna after the lap. And then added he couldn't even remember it afterwards...

"I was so busy trying to balance the power and the wheelspin I didn't even know if it was a good lap," he said.

Certainly everyone else did. Although Mansell went out for a second run on qualifiers, any chance of matching Senna's time was inadvertently spoiled by Thierry Boutsen in the Arrows. Suffering from a lack of rear brakes, Boutsen straightlined the chicane after the pits and came within an inch of T-boning Mansell who was forced to back off, and lost his lap.

He tried for a third run with the used C rears and the qualifying fronts, but didn't better his time.

Senna also went out for a third run right at the end of the session — to get in Mansell's way this time? "No — he wanted to follow Mansell and see what lines he was taking," said Peter Warr, Senna reeling off another two sub 1ms21 laps as he chased after Mansell. The Brazilian set the next three fastest laps of the session after Mansell's second quickest time.

Elio de Angelis was back in a distant tenth place on the grid, Warr making no secret of the fact that it was Senna getting

all the attention at this race. "It's his last race for the team and he doesn't ever go particularly well on street circuits," explained Warr, regarding de Angelis's disappointing time over 3secs off that of his team mate.

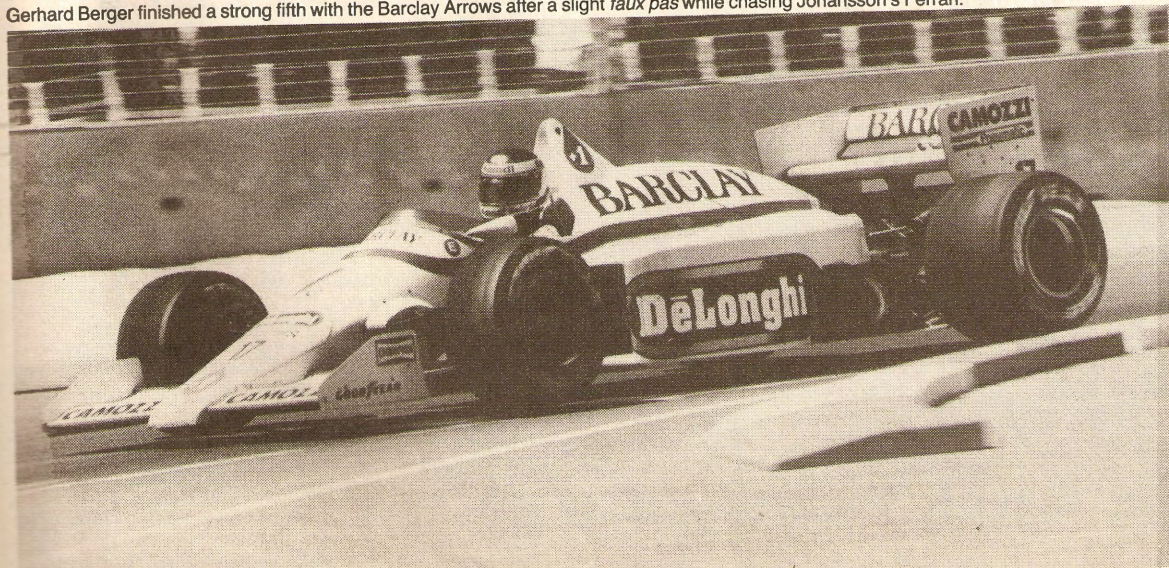
Part of the difference was no doubt due to Senna's qualifying engine, which was getting the best power figures and boost readings ever recorded from the Renault V6, said to be close to 1150 horsepower. That means BMW must be getting somewhere close to 1200 or more! However, using it all was the art at this track, and Senna had obviously mastered that.

Over a second behind Mansell, but still holding down third place was Rosberg. "I went for two sets of qualifying tyres, and that was a mistake," said Keke. "The rears were gone before the fronts came in. He had tried using scrubbed fronts in a bid to get them working quicker.

Alain Prost had chosen what was probably the best combination, one set of harder 'C' rear tyres and three sets of softer 'E' qualifying fronts, the rears able to live long enough while the fronts came in good for several runs. It had seemed like a good idea, until Prost spun on his first run which didn't leave the rear tyres in good shape, so he was unable to go quicker on his next runs.

He might have pipped Rosberg for third place, but as it was ended up on the other side of the second row in fourth spot and admitted afterwards, "There was no way I could have gone any quicker to have taken a place on the front row."

Gerhard Berger finished a strong fifth with the Barclay Arrows after a slight faux pas while chasing Johansson's Ferrari.



The aerodynamics which make the McLaren-TAG such an effective car on really high speed tracks were doing him little good on this track, with so little grip. The McLaren looked uncharacteristically ragged on his quick laps, as several other spins throughout practice underlined.

Prost himself was feeling under the weather the first day, a sick stomach and general tiredness following three weeks of suffering the rigours of becoming the new World Champion. But a long session with Willi Dungl on Friday night saw him in better shape on Saturday. He was pleased with his time, the TAG engine never a good qualifier, but like everyone else in the pit lane he was worried about his brakes.

The brake technicians were working overtime at this race, which they said was worse on brake wear than any circuit they had ever seen. This really was shaping up to be a tough race.

Having made his decision ("For sure this time") that this would be his last Grand Prix, Niki Lauda was laid back

## ROSBERG: "I feel like a fox chasing the rabbit . . ."

and enjoying it — even as far as having a few too many glasses of the dreaded grape juice and dancing in the hotel disco until the early hours of the morning!

It was just as well he was enjoying something, for at the track Lauda's season-long bad luck continued. He spent the two days changing from his race car to the spare car because of engine problems and he ended up starting this race from 16th place on the grid. He wasn't very bothered by it. "This was going to be a long, hot race and, if all went well, he could easily be right up there at the finish.

Heading the third row of the grid — and it's a long time since he has been so far up — it was the Ferrari of Michele Alboreto. The smooth surface helped to disguise a lot of the Ferrari's chassis problems, while some new turbos fitted to the cars on Saturday put them back into the power game. "The car is still not fantastic, but his track shows up the faults less than others and two new turbos have improved straightline speed a lot," said Michele, who was glad to be in with a chance of a reasonably good final race of the year.

Stefan Johansson was less fortunate. After getting the new turbo on his preferred chassis on Saturday morning, he had a clutch problem and had to switch to his South African race chassis, which he didn't like as much as the spare. He stayed with the same car and the old turbos for the qualifying session and ended up back in 15th place.

Sharing the third row of the grid with Alboreto was Marc Surer in the Brabham-BMW, the Swiss outqualifying his team leader in the final session on his second run. His first run was spoiled when he complained that the car was bottoming badly. The ride height was jacked up and the car became undrivable, and it was then that he noticed that it was the front wing's bending down at high speed causing the problem. The car was set up again with a new set of wings and he went out to record a creditable sixth fastest.

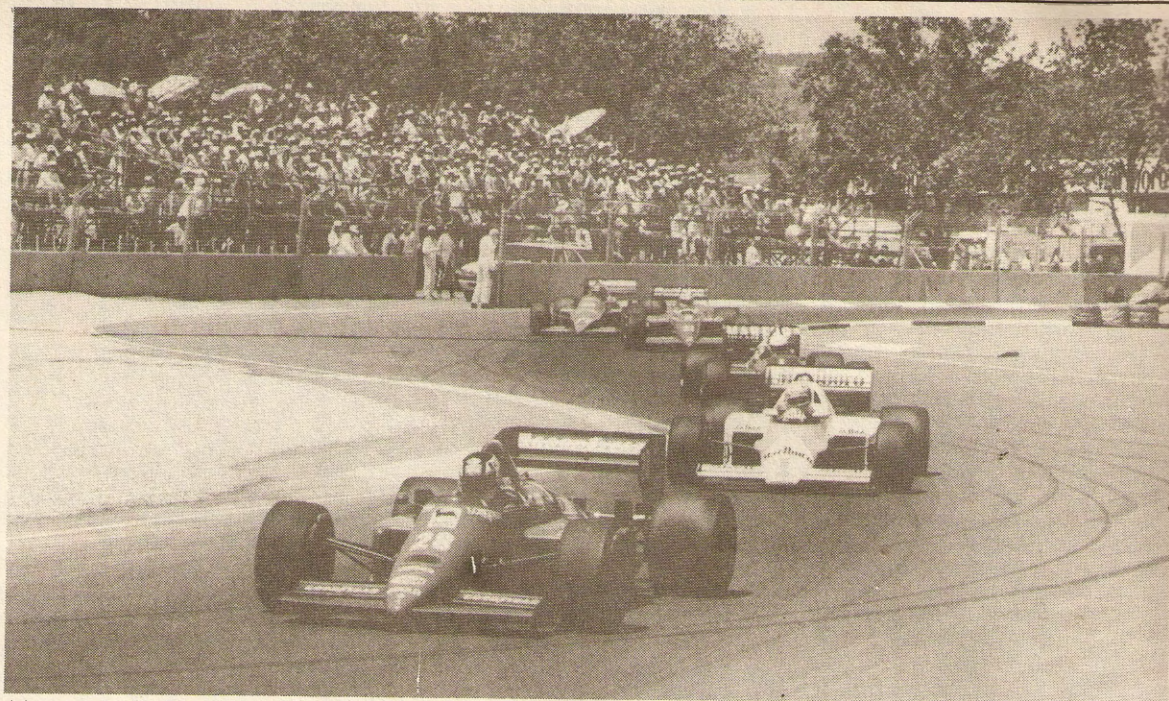
Nelson Piquet had an equally frustrating time with his qualifying car which would not run right, the problem finally traced to a sticking turbo butterfly valve. He had to switch to his 'race' chassis for his final run on rescrubbed tyres and

found himself back in ninth place on the grid.

Heading the fourth row was Gerhard Berger's Arrows-BMW A8, a good effort after a troubled two days of practice for the Arrows team which saw Boutsen and Berger sharing the same car for the first day's qualifying. On Saturday he had a head gasket go on his race car and had to run the spare chassis but eventually got a good run in the final qualifying session, setting his best time on race tyres. "The traction was very bad with the race tyres and much better with the qualifiers, but I spun on my quick lap and spoiled my chances of going any quicker. I am sure the qualifiers would have been worth another second," said the Austrian, who was having a busy weekend driving Greg Siddle's Group A BMW as well as his Arrows.

Thierry Boutsen did a good job to qualify in the top ten with one run in Berger's car the first day, and an even better job to make 11th place on the grid on Saturday. "The rear brakes were not working properly and I went off the road twice during the session," explained Boutsen, who was lucky not to have damaged his car.

The Renault team was having a mixed weekend for its final race. Patrick



Johansson, Lauda, Brundle, Jones, Streiff make their way to the start. Jones' was not a good one.

## BRUNDLE: "I thought he was going to stop and committed myself. . ."

Tambay started off the weekend in the same car that he had driven at Brands Hatch and found the handling just as bad as it had been then. He took over the T-car which he found a big improvement. His first qualifying session was spoiled by an engine problem after his first run but, armed with a big bhp qualifying engine for the second day, he put his Renault up on the fourth row of the grid next to Berger.

Derek Warwick was finding his car as bad as Tambay's race car had been. On Friday night, the team checked the car from top to bottom, but could not find anything different between it and the T-car which was going much better.

"It's been the same story all year. Sometimes the car is quite good and other times it's terrible, but nobody can find out why. It's really frustrating," said Derek, who ended up back on the sixth row with Boutsen, eight tenths slower than Tambay and saying that he had never had to work so hard in his life!

At the end of the first day's qualifying, the two Alfa Romeos of Eddie Cheever and Riccardo Patrese were holding a lofty fifth and sixth places on the grid. "With no grip here, the big boys cannot get to use all their power," said Cheever with a smile, the smooth power of the V8 engine proving to be more competitive on the street circuits than anywhere else this year.

Unfortunately a blown engine in the final session forced him to switch to his T-car and he found himself back in 13th place when he didn't improve on his Friday time. Patrese also had engine troubles and did not improve, leaving the two Alfas back from the third to the seventh row at the end of practice.

Johansson and Lauda filled the eighth row, with Martin Brundle heading the ninth row. It had been a dramatic practice for the Tyrrell team. After Capelli's crash on Thursday practice, during which Brundle also had an engine fire when a fuel line came adrift, it was Brundle's

turn for a crash on Friday as he went for his quick lap on qualifying tyres. "I was dicing with two other cars down the pit straight when Nelson Piquet came out of the pit lane. I thought he was going to stop and committed myself going for the corner, not wanting to spoil my lap. But he kept on coming and I was forced to pull to the left and was on the dirt in the braking area and spun," said Martin. He went off into the wall backwards and smashed the gearbox.

With no spare gearboxes available other than those needed for the two race cars, this left Capelli spectating for the rest of practice. While Brundle ran on Saturday improving his time by 1.4secs, Capelli's Friday time good enough only for 22nd place on the grid.

Philippe Streiff outqualified his team leader Jacques Laffite to take 18th place on the grid, Laffite showing his usual lack of interest in practice as he complained of understeer throughout, while Streiff was

reasonably happy with his car. He set his best time at the start of the session, but never got a chance to go any quicker when an electrical fault left him stranded out on the circuit. He got back in time to get into the T-car, but just as he was getting up to speed the flag came out.

Laffite was back in 20th place, sharing the tenth row with Alan Jones in the Beatrice-Hart. Jones had another troubled practice when a selector fork broke in the gearbox of his race car, forcing him into his T-car which then broke an engine. He lost another engine in his race car the following day, but managed to improve his time but not his place, ending up in 19th spot.

Despite his problems, which also included a minor trip into the tyres which damaged a rear wing and undertray, Jones was still in good enough humour to crack jokes to the Australian TV cameras. "Six o'clock on Sunday and this car will be scrap anyway," was one, while

poor Brian Hart bore the brunt of the jokes which included a question about the cost of each engine to which Jones replied, "You mean how much to buy, or how much do I think their worth?"

As Hart listened to Jones taking his engines on to the rev-limiter past the pits, it was hardly surprising that he didn't appreciate the joke.

The Hart-powered Toleman cars were not having much better luck. Engine problems combined with handling troubles saw both Piercarlo Ghinzani and Teo Fabi well down the grid at the end of the day, Ghinzani failing to improve his Friday time but ending up in 21st spot, while Fabi had to resort to his T-car at the last minute because of a misfire in his race engine. He only just managed to improve his Friday time and was the slowest runner on Saturday which left him in 24th place on the grid.

Pierluigi Martini didn't go faster on Saturday with the Minardi, a crankshaft oil seal blowing at the start of the session, while in the morning he had a nasty moment when a rear wishbone folded up at the end of the straight, fortunately without sending him into the wall. He ended up 23rd quickest.

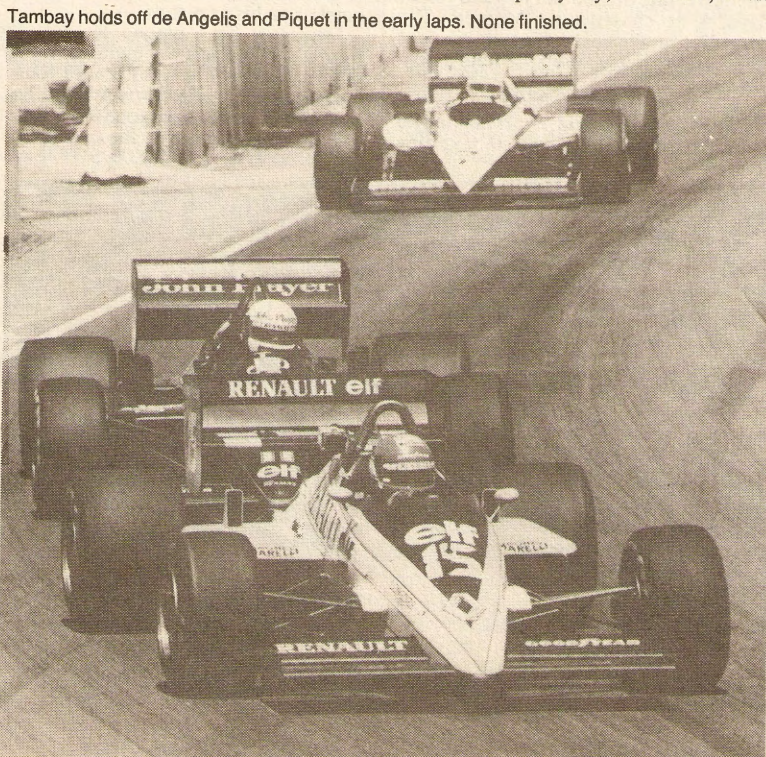
The final car on the grid was Rothen-gatter's Osella. The shunt on Thursday had left him in trouble for the rest of the weekend. The only front suspension they had to replace the damaged one was the old-type, narrow track front end, which gave Rothen-gatter incurable understeer. An engine problem on Saturday morning saw him miss the final session, but the Dutchman still managed to keep a smile throughout it all.

## RACE

As predicted on Saturday, race day dawned even hotter than the previous two days, with the temperature already pushing 30deg C as the teams readied the cars for the 10am pre-race warm-up.

Outside the track, last-minute arrivals who had not already bought a ticket were being turned away in their thousands, a sight that was hard to believe for us European racegoers.

So too was the friendly good-morning from all the race officials and policemen that actually bothered to listen to your problem and then take the time to help you solve it. "Take your car inside to drop off the heavy cases and then bring it back



Tambay holds off de Angelis and Piquet in the early laps. None finished.

to the car park? Yes sir, no problem." What a pleasant change it was from the usual officialdom we have grown used to around the rest of the world.

The morning warm-up went off without any incident, although de Angelis didn't get much running when his engine refused to run properly and his team set about fitting a fresh one in time for the race.

What was worrying everyone was brake wear. Williams went back to metal discs on their two cars, as did Tyrrell. Senna got the fastest time of the session, his car fitted with carbon discs, while de Angelis had metal discs on his chassis as did Johansson at Ferrari.

The tyre wear was not really a problem, Goodyear advising everyone to use the soft 'C' compound all around, which all but de Angelis and Patrese did. De Angelis went for harder Bs on the right and Patrese for all four Bs. The real problem here was the tyre graining as it slid around on the smooth surface, and that was happening with all the tyres, the Cs hopefully giving more grip at the same time.

"This is going to be the toughest race of the season, for sure. Both physically and on the cars. It won't be a race of man against man, but man against machine," predicted Nigel Mansell who was hoping for his hat-trick win here.

A new lip on the front wing of the Beatrice had made a big improvement to the car's handling, while in the next pit Rothengatter was still keeping a brave face after a turbo failure had caused a slight fire in the engine bay of the Osella. "After all, the bad luck I have had so far, it has to change for the race — I hope," said the Dutchman.

It was an impressive sight as the field lined up on the dummy grid against a backdrop of packed stands, the drivers waiting until the last possible moment before strapping themselves into the cars. With 82 laps ahead of them, they were in for a full two hours, and some were even doubting if they would get to 82 laps before the two-hour limit was reached.

The field was flagged off for the warming up lap, but as Senna led them away, de Angelis stalled the engine on the second Lotus and went rushing off after the rest of the field a few seconds later.

Alain Prost, Michele Alboreto and Marc Surer all ran as high as third during the race, but none were destined to finish.

## DE ANGELIS: "I don't know what I was thinking about. I just did it."

When he caught them up, he then proceeded to overtake the cars ahead to get back up to the fifth row, instead of holding station at the back of the grid as he should have done.

"I don't know what I was thinking about. I just did it, and in the tension of the start forgot about the rules," said Elio, who was safely in his place for the start. But by so doing he had just signed his own disqualification from the race. That didn't come until lap 16 or so after taking a couple of laps of seeing the black flag and realising it was him they were talking about . . .

"Anyway, I wasn't that disappointed. Soon after the start of the race the green light had come on in the cockpit and the engine was making funny noises, so for sure it wouldn't have lasted until the end of the race," said Elio.

By the time everyone had realised what had happened to de Angelis, it seemed almost insignificant compared with what was going on with the rest of the field.

Mansell had made another great start from the outside of the front row to lead Senna through the first chicane, the rest of the cars following them through in a very sedate manner as if everyone had almost been expecting a pile-up at the tight chicane. Many drivers had feared it before the race, Rosberg even suggesting that the first corner should be run under a yellow flag.

The only car not to make it away cleanly was Jones's Beatrice. His engine stalled on the line and, by the time he got to the chicane, he was having to weave his way between the emergency vehicles which had followed the grid off the start.

After the first chicane, the track takes a fast left-hander and then heads up a hill to another tight right, and then left. Mansell must have been feeling pretty pleased with himself as he led the field through the right-hander, but then, as he took his line on the right-hand side of the

track for the next left, a glance in his mirrors would have changed his feeling to one of disbelief. Heading up the inside of the short straight was Senna's Lotus with no possible hope of getting ahead before Mansell turned into the corner.

Mansell went for his rightful bit of road and Senna went for the spot, finding Mansell there when he got there. The Lotus punted poor Mansell off the road and he headed for the pits with a strange vibration from the back end of his car. In fact, it had nothing to do with the crash, it was three teeth missing off the CWP and, after another slow lap, Mansell had no choice but to call it a day.

Alboreto got a grandstand seat of all this from his fourth place in the Ferrari and, although Senna said later it was Mansell's fault, Alboreto didn't agree. "Mansell was on the normal line and Senna tried to go up the inside where it was impossible to overtake, and very slippery. Even if Mansell had not been there, he would probably have gone straight on," said Michele, who found himself elevated to third place.

Rosberg took the lead, with Senna in second place and still driving just as aggressively, as if it was the 82nd lap and not the second.

Behind Alboreto, it was Prost in fourth place just ahead of Berger, Surer, Tambay, a yet to be disqualified de Angelis, Piquet and Cheever next.

As usual, Rosberg was setting a strong early pace and Senna was going with him. Alboreto had Prost, Berger, and Surer filling his mirrors before a short gap to Tambay, de Angelis and Piquet all bunched up for seventh.

After five laps, Cheever joined Mansell in the pits with a broken engine, while Martini had already lost a lap after a stop for tyres. Brundle was in trouble, limping his Tyrrell around the track at walking pace with its Renault engine hardly running, something having gone wrong with the engine control system which was 'controlling' it to about 2000rpm. After a very long stop, the mechanics did get it running again, but already he was too far down the field to be classified. As it turned out the luckless Martin was not to make it to the finish anyway, when he dropped out for good later in the race with a broken gearbox.

On lap 7, Laffite dropped to the back

of the field when he headed to the pits for fresh tyres, a rear tyre having turned on the rim and causing such a bad vibration that he thought something had broken.

Lap 9, and Berger had a moment which lost him three places to Prost, Surer and de Angelis, and the next time around Berger headed in a sudden rush to the pits for fresh tyres.

Fabi stopped with him, then next time around Alboreto, Tambay and Johansson, who lost almost an entire lap in the pits when a wheel proved hard to remove.

Boutsen headed in for fresh tyres on lap 13 and Warwick on lap 14. Some staying with the same rubber, others trying their luck with harder Bs. All complained of oversteering problems as the rear tyres had started to grain within a few laps of the start.

It was hard to keep track of anything but the first half-dozen cars which by now had already become quite spread out.

Rosberg and Senna were still running together up front with Prost now third being hard pressed by Surer, driving a strong race in the leading Brabham.

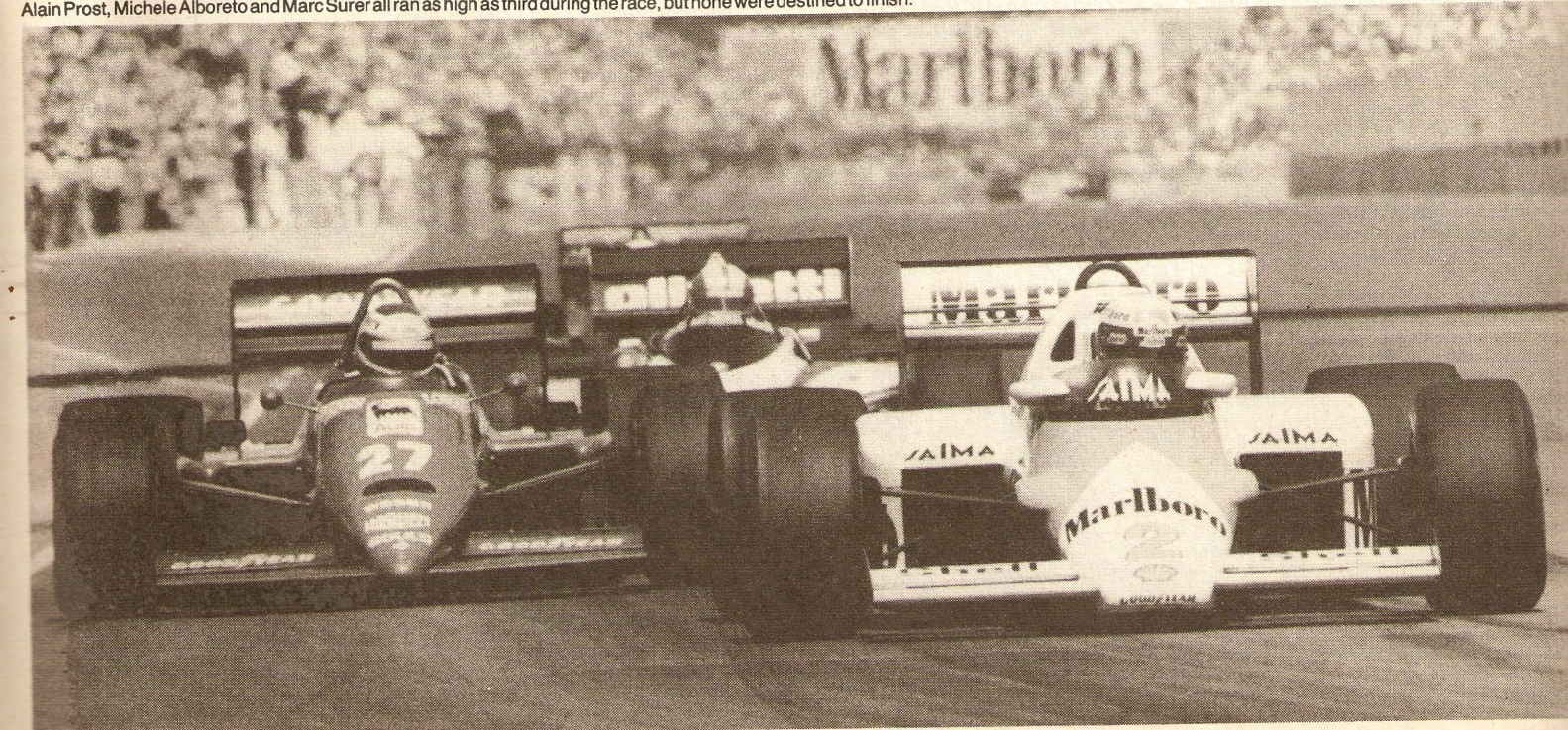
The black flag was already out for de Angelis in fifth place but he was yet to see it, which meant that Piquet was now fifth — or at least should have been.

Where was Piquet? He had not come around at the end of lap 15 and, when he did come into sight, it was 10 minutes later — on foot.

A wire had shorted on the battery, causing a minor fire and melting the battery casing. As the Brabham's battery is situated between the drivers' legs, he made short work of finding a parking spot and jumping out — for the last time.

So it was Lauda in fifth place — sixth on the road — and, wait a minute, yes, I'm not mistaken, Alan Jones and the Beatrice in sixth place, Alan having made a fantastic charge through the field from last to sixth in just 15 laps.

He had been lapping as quickly as Rosberg at the front of the field, giving his home fans something to get excited about, but for how long? Lap 19 was the answer to that. His engine went sick and he headed for the pits. The pits changed a battery and he went back out in the race again, but two laps later he was in for good. "Another Hart attack," and most definitely his last. ▶



Behind Rosberg and Senna, still nose to tail for the lead, Surer had moved ahead of Prost to claim third place on lap 18, only to lose it again seven laps later when he had a big moment coming onto the main straight.

He was still far enough of Lauda to hold fourth place, however, which instantly became third again when Prost's engine erupted into a cloud of smoke half way down the straight.

A turbo wastegate had failed and overboosted the engine. Better now than a few races ago!

A few laps before, Tambay had parked the leading Renault, back in seventh place despite his tyre stops. Tambay was really looking strong on his second set of Cs, but any hopes of a good finish in the points in the last race for Renault were suddenly shattered by a transmission failure.

Warwick was still in the running, now tenth thanks to his teammate's demise, Derek nursing his car and chasing Boutsen for seventh place after passing Capelli.

Ghinzani had finally left the race for good with engine problems after three stops to try and cure a misfire, while both Berger and Johansson had slipped further behind the leaders when they each made a second stop for fresh tyres.

With only 30 laps gone, we were already 43 mins into the race. Senna had dropped 5.5 secs on Rosberg when he was forced to back off and save his tyres, but on lap 30 Senna set the fastest lap so far in a bid to close the gap again, not wanting to change his own tyres until Rosberg did the same.

Almost 30secs behind, it was Surer still holding down a strong third place with Lauda another 15 secs behind him in fourth. Twenty-three seconds back, Alboreto was holding a 7 secs lead over Streiff's Ligier in sixth place, Boutsen and Warwick — 10 secs behind him — having a great scrap for seventh, now the last two drivers still on the same lap as the leaders.

As Rosberg tried to lap Warwick and Boutsen, Senna closed in again, the racing even more intense than it had been in the opening laps. Both the leading cars were still on the same tyres they had started with, and both got into some lurid slides as they quickened their pace.

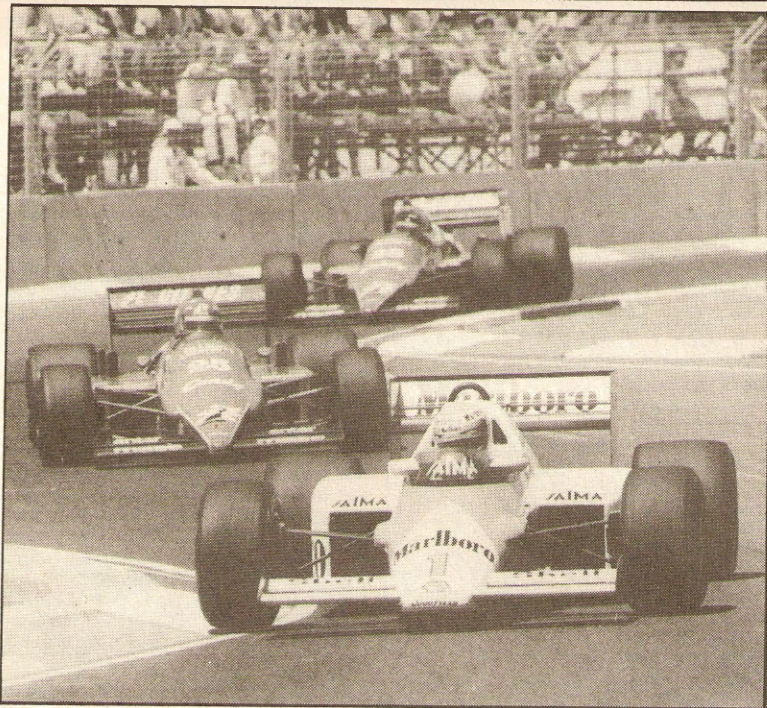
On lap 37, they lapped Streiff and were now nose-to-tail as they came up on Alboreto, going down the pit straight on lap 40.

Rosberg went ahead, while Senna tried to open the gap for himself as Alboreto went for the corner. Senna found himself almost out of road on the inside and got sideways under braking, but somehow just managed to hold it all together and scuddle through the chicane, giving Rosberg a couple of seconds precious breathing space, but not for long.

Senna took the Ferrari a few corners later and was back on Rosberg's tail the next time around: half-distance.

Behind them, Warwick had taken Boutsen for seventh place, the Belgian heading to the pits for a second set of tyres. He came back into the race in tenth place just ahead of his teammate Berger, but two laps later the Arrows was off the road in a cloud of extinguisher powder as marshals doused a small fire under the engine cover. "An oil line had come off and I spun on my own oil, which then caught fire," said Boutsen later.

On lap 41, the second Toleman-Hart of Teo Fabi went out of the race with a broken engine, but it went almost unnoticed as everyone had their eyes glued on the duel for the lead. Senna was getting more and more desperate as he looked for a way by Rosberg, who was



Niki Lauda almost went out in style, as did the Ligier duo . . .

taking no bother from the Brazilian.

Now Rosberg decided to stop for tyres. The pit entrance in Adelaide is a slow, narrow hairpin with a slip road that starts just after a fast right kink before the braking area. To go into the pits, a driver needs to stay tight to the right and lift off for the kink, before braking for the slip road.

That's just what Rosberg did — without any warning to Senna, who was almost up his gearbox at the time. Before Senna could react, his front right wing had made contact with the end plate on Keke's rear wing, which sent Senna's wing flying off into space and only slightly kinked the end plate of Rosberg's. "I didn't even know he had hit me," said Rosberg after the race, but Senna certainly did, that's for sure.

For the rest of the lap, finally in the lead he had been chasing from the start, he drove as though it was the last of the race. Coming into the straight, his car understeered wildly over the kerbs and he only just managed to collect it again as he headed down the straight to his waiting pit crew.

Everyone expected him to stop after a wide ride like that, but instead he kept pressing on past the pits and then flew off the road again going around the hairpin!

His car bounded over the infield and he only just managed to steer it away from the wall and back onto the race track, Rosberg taking the lead again a few

hundred yards down the road.

Next time around, Senna had come to his senses and pulled into the pits where the Lotus crew had a new nose all ready to go on along with four new tyres. They also removed a piece of paper blocking a radiator, which must have been pushing the temperature off the clock.

It was a quick, 26secs stop by the Lotus crew, but even so, Rosberg was left holding a safe 30secs lead.

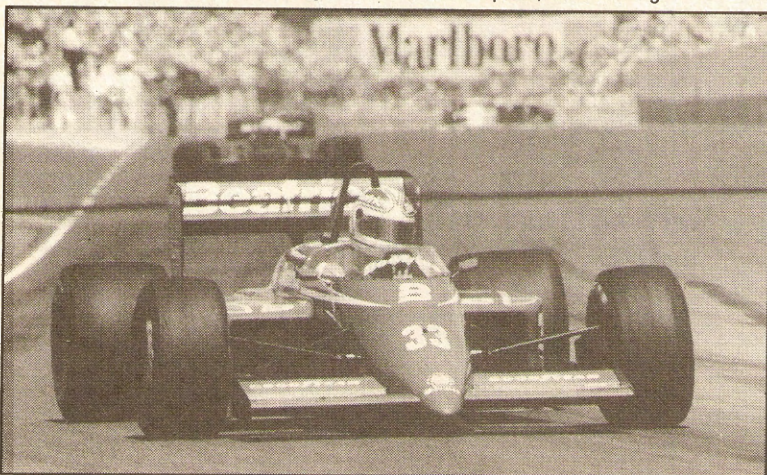
While all this had been going on, Surer had disappeared from third place. He had run into the back of Fabi's Toleman just hard enough to push the front wing endplate into the front left tyre. This caused him to spin, and he stalled the engine, which he couldn't get going again to get back into the race.

Lauda moved up into third place and, when Senna made his stop, Lauda was up to second spot with Senna coming out of the pits a few seconds behind.

Lauda had still not stopped for tyres, so when Rosberg and Senna rejoined the race on fresh rubber it didn't take Senna long to catch and pass the McLaren. And it looked as though that was the way things were going to stay.

But we should have known better. This race was no ordinary one, as we had seen already, and as Senna tried to close the gap to Rosberg and the Finn responded, their hard driving had caused their rear tyres to go off again! Eleven laps after stopping for his first set of tyres, Keke

Last off the line, Alan Jones tore through the field to seventh place, before retiring.



was on the radio for a second set, figuring that, with his 30secs advantage, he still had time to take on fresh rubber and then be in good shape for the run to the finish.

That plan went wrong when a front wheel wouldn't come off. Instead of a quick 10secs stop, Keke was in the pits for 25secs and came back into the race just behind Senna and Lauda. Niki had seen how badly Senna's tyres were graining when he passed him a few laps earlier, and was now pressuring the Lotus for the lead.

Fifty-five laps of racing, and the first three cars were covered by 6secs. What a race! On lap 56, Lauda took the lead to the cheers of excited crowds. What a storybook finish it would be with his final win in the toughest race of the year.

Unhappily, it was not to be. Unbeknown to us, Niki was not having such an easy time as he made it look. "The brakes were going long, but still working well if I pumped them," he said. At the end of the straight, halfway around lap 58, he pumped the brakes, but a rear wheel locked and pitched the car sideways into a half spin, the front wheel brushing the wall and bending the suspension.

He climbed out, turned his back on the car and headed home to retirement. "Now I start my real work and start

## LAUDA: "Now I start my real work and start taking life seriously."

taking life seriously," he said with no regrets, while before the race he had said, "Maybe it's better if I don't do well here, then it won't be so hard to walk away from racing." Maybe it was better, but didn't he do well anyway.

Back on the race track, Rosberg had brought the gap to 3.5secs behind Senna on lap 60 and it was shaping up to be another great fight for the lead, Senna doing the leading this time. But then suddenly the Lotus-Renault began laying a trail of blue smoke. One lap later and it was all over: oil was pouring out of the engine and the left bank of cylinders had gone.

It was all over for Renault as well. On lap 67, Derek Warwick parked his Renault Elf opposite the Renault pit in front of the main stand in almost a symbolic end to Renault's Grand Prix racing. He walked almost casually across the track to the pit lane, where he told the team the crown wheel and pinion had broken in his car.

Senna's retirement should have left Alboreto in second place, the Italian going strongly in the closing stages of the race and giving the McLaren team some worried moments about their Constructors Championship chances.

But any worries they might have had were short-lived. Instead of Alboreto taking second place from Senna's retirement, it was Jacques Laffite. For Alboreto had retired to the pits with his car stuck in gear, a bolt having fallen out of the gear lever!

Rosberg now had over a minute in hand from Laffite, but the drama was not over. In his bid to catch Senna before he dropped out, Rosberg had established a new lap record and taken the edge off another set of rear tyres.

He got back on the radio to Frank Williams and told him to ready another set of rears. He came into the pits on lap 65 and was back in the race still over 30secs clear of Laffite, and cruising to the



**AUSTRALIAN GRAND PRIX**

November 3, 1985  
FIA Formula 1 World  
Championship, Round 16  
Circuit: Adelaide (AUS)

**Race data:**  
**Weather:**  
**Distance:**  
**Winner:**  
**Fastest lap:**

82 laps of 2.35 mile circuit  
Dry, hot  
192.50 miles

Rosberg, Williams-Honda  
Rosberg, Williams-Honda

Average speed: 95.715mph  
1:23.758, 100.904mph

**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-06	TAG V6 turbo
3	Alain Prost (F)	McLaren MP4/2B-03	TAG V6 turbo
2T	Martin Brundle (GB)	Tyrrell 014-03	Renault V6 turbo
3T	Martin Brundle (GB)	Tyrrell 014-04	Renault V6 turbo
4	Ivan Capelli (I)	Tyrrell 014-02	Renault V6 turbo
5	Nigel Mansell (GB)	Williams FW10B-06	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10B-07	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-09	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-07	BMW S4 turbo
8	Marc Surer (CH)	Brabham BT54-06	BMW S4 turbo
11	Elio de Angelis (I)	Lotus 97T-03	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-04	Renault V6 turbo
12T	Ayrton Senna (BR)	Lotus 97T-02	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60B-08	Renault V6 turbo
15T	Tambay/Warwick	Renault RE60B-05	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60B-03	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-02	BMW S4 turbo
17T	Gerhard Berger A	Arrows A8-05	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-04	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185-03	Hart S4 turbo
19T	Teo Fabi (I)	Toleman TG185-05	Hart S4 turbo
20	Piercarlo Ghinzani (I)	Toleman TG185-04	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 184TB-03	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 184TB-02	Alfa Romeo V8 turbo
24	Huub Rothengatter (NL)	Osella FA1G-02	Alfa Romeo V8 turbo
25	Philippe Streiff (F)	Ligier JS25-04	Renault V6 turbo
25T	Philippe Streiff (F)	Ligier JS25-03	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-05	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-085	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-086	Ferrari V6 turbo
28T	Stefan Johansson (S)	Ferrari 156/85-083	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-04	Motori Moderni V6 turbo
33	Alan Jones (AUS)	Lola THL-02	Hart S4 turbo
33T	Alan Jones (AUS)	Lola THL-01	Hart S4 turbo

**LAP TIMES**

FRIDAY		SATURDAY		RACE	
Weather: hot, dry		Weather: hot, dry		Weather: hot, dry	
Driver		Driver		Driver	
Rosberg	1:22.402	Senna	1:19.833	Rosberg	1:23.758
Senna	1:22.403	Mansell	1:20.537	Senna	1:24.140
Mansell	1:22.564	Rosberg	1:21.887	Johansson	1:24.337
Piquet	1:23.018	Prost	1:21.889	Lauda	1:24.498
Cheever	1:23.597	Alboreto	1:22.337	Alboreto	1:24.642
Patrese	1:23.758	Surer	1:22.561	Streiff	1:25.032
Prost	1:23.943	Berger	1:22.592	Prost	1:25.388
Boutsen	1:23.943	Tambay	1:22.683	Laffite	1:25.469
Warwick	1:24.372	Piquet	1:22.718	Surer	1:25.751
Surer	1:24.404	de Angelis	1:23.077	Berger	1:26.216
de Angelis	1:24.543	Boutsen	1:23.196	Warwick	1:26.313
Alboreto	1:24.666	Warwick	1:23.426	Capelli	1:26.497
Lauda	1:24.691	Johansson	1:23.902	Boutsen	1:26.668
Johansson	1:24.732	Lauda	1:23.941	Tambay	1:26.819
Ghinzani	1:25.021	Patrese	1:24.128	de Angelis	1:26.913
Tambay	1:25.173	Brundle	1:24.241	Piquet	1:27.155
Berger	1:25.362	Streiff	1:24.286	Brundle	1:27.223
Brundle	1:25.646	Cheever	1:24.295	Jones	1:27.504
Jones	1:25.780	Jones	1:24.369	Cheever	1:27.744
Streiff	1:26.618	Laffite	1:24.830	Martini	1:28.366
Laffite	1:26.972	Ghinzani	1:26.630	Fabi	1:28.535
Capelli	1:27.120	Martini	1:27.402	Patrese	1:28.675
Martini	1:27.196	Fabi	1:28.110	Ghinzani	1:28.809
Fabi	1:28.261	Capelli	No time	Rothengatter	1:28.942
Rothengatter	1:30.319	Rothengatter	No time	Mansell	No time

**STARTING GRID**

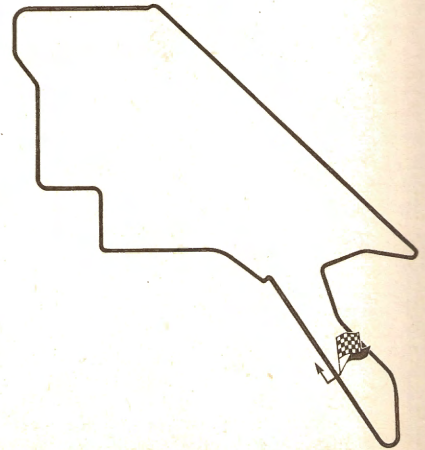
12	Senna	1:19.843
5	Mansell	1:20.537
6	Rosberg	1:21.887
2	Prost	1:21.889
27	Alboreto	1:22.337
8	Surer	1:22.561
17	Berger	1:22.592
15	Tambay	1:22.683
7	Piquet	1:22.718
11	de Angelis	1:23.077
18	Boutsen	1:23.196
16	Warwick	1:23.426
23	Cheever	1:23.597
22	Patrese	1:23.758
28	Johansson	1:23.902
1	Lauda	1:23.941
3	Brundle	1:24.241
25	Streiff	1:24.286
33	Jones	1:24.369
26	Laffite	1:24.830
20	Ghinzani	1:25.021
4	Capelli	1:27.120
29	Martini	1:27.196
19	Fabi	1:28.110
24	Rothengatter	1:30.319

**RESULTS**

Pos	No	Driver	Car	Laps	Time/Retirement
1	6	Rosberg	Williams-Honda	82	2-00:40.473
2	26	Laffite	Ligier-Renault	82	2-01:26.603
3	25	Streiff	Ligier-Renault	82	2-02:09.009
4	4	Capelli	Tyrrell-Renault	81	
5	28	Johansson	Ferrari	81	
6	17	Berger	Arrows-BMW	81	
7	24	Rothengatter	Osella-Alfa Romeo	78	
8	29	Martini	Minardi-Moderni	78	
R	12	Senna	Lotus-Renault	62	Engine
R	27	Alboreto	Ferrari	61	Gearbox
R	1	Lauda	McLaren-TAG	57	Brakes/Accident
R	16	Warwick	Renault	57	Transmission
R	3	Brundle	Tyrrell-Renault	49	Gearbox
R	8	Surer	Brabham-BMW	42	Spin
R	22	Patrese	Alfa Romeo	42	Engine
R	19	Fabi	Toleman-Hart	40	Engine
R	18	Boutsen	Arrows-BMW	37	Oilpipe
R	20	Ghinzani	Toleman-Hart	28	Engine
R	2	Prost	McLaren-TAG	26	Engine
R	15	Tambay	Renault	20	Transmission
R	33	Jones	Lola-Hart	20	Electrics
R	7	Piquet	Brabham-BMW	14	Fire
R	23	Cheever	Alfa Romeo	5	Engine
R	5	Mansell	Williams-Honda	1	Transmission
DSQ	11	de Angelis	Lotus-Renault		Disqualified

**WORLD CHAMPIONSHIP POSITIONS**

DRIVERS	CONSTRUCTORS
1 Prost	73 McLaren-TAG
2 Alboreto	53 Ferrari
3 Rosberg	40 Lotus-Renault
4 Senna	38 Williams-Honda
5 de Angelis	33 Brabham-BMW
6 Mansell	31 Ligier-Renault
7 Johansson	26 Renault
8 Piquet	21 Arrows-BMW
9 Laffite	16 Tyrrell-Ford
10 Lauda	14 Tyrrell-Renault
11 Boutsen	11
Tambay	11
13 Surer	5
Warwick	5
15 Streiff	4
Bellof	4
17 de Cesaris	3
Arnoux	3
Capelli	3
Berger	3



**TECHNICAL DATA**

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



Only a tie break could separate Juha Kankkunen (above) from his Toyota team mate, Bjorn Waldegard. The young Finn took another win and it was all smiles on the rostrum (below).

# That's rallying!

The two works Toyotas tried to cross the finishing ramp side by side; it was the climax to an extraordinary event in which Waldegard and Kankkunen ran virtually neck and neck all event, outstripping the opposition by miles. They have won the last four open road World Championship events, though on this occasion their strongest opponent, Mouton with an Audi, was the subject of a remarkable claim of car-swapping which was never resolved, as the car was withdrawn on the final night.

Not since 1973 have two cars finished a World Championship event on equal penalties, Kankkunen and co-driver Fred Gallagher winning by a tie-decider.



The weeks before the Ivory Coast Rally had been unusually eventful. The first calamity came when Mouton's co-driver Fabizia Pons was forced to return to Italy by illness, and Arne Hertz was offered the chance of competing instead. Mouton then had a major accident when her Sport Quattro collided with a train. She had been driving on a section near the end of the second etape which was bordered by deep grass, and suddenly found herself confronted by the train. The Audi was shortened considerably, but at least the car could be towed back (by Waldegard, who was very thoughtful about the incident), to Yamoussoukro.

Another car was flown out from Germany but Mouton was unable to make a reconnaissance of the final leg. Hertz hurt his leg and for one day Jurgen Bertl, the Audi liaison officer was persuaded to accompany Mouton on her work.

Then came news of a family crisis for Shekhar Mehta. With his father (head of the family dynasty in India), seriously ill, Shekhar was unable to go to Ivory Coast and co-opted his friend, Kenyan Kirkland, to take his place. Kirkland arrived only eight days before the start to work with a new co-driver and they had no time for a proper reconnaissance. Their colleague Alain Ambrosino offered the use of his pacenotes, the only problem being that these were written in French... Combes therefore busied himself translating these into English in the remaining days before the start.

The most important change this year was that the whole route was centred at the up-country town of Yamoussoukro, the place where the recently elected President of the republic lives. Only for a

brief halt did the cars visit the country's capital, Abidjan. This meant that everything was contained in one location, but this was 250km from the nearest major town and far from convenient to all concerned. Politically, the future of the rally was insecure, omitted from the preliminary list of World Championship events for 1986. The official inference was that the Ivory Coast is very close to being thrown out of the world series in the future — but that it was unfair to do so officially until the 1985 version had been held. The organisers responded to the challenge, and once again attracted the mandatory minimum 50 cars with four A-priority drivers. One better than last year...

There was a very different feel to the start of this year's event. Yamoussoukro had none of Abidjan's thronging masses and from a sporting aspect it was unusual not to see the hordes of "taxis" at the startline. Normally, such private cars are used to make up the minimum of 50 starters, but all 50 starters were this time genuine rally cars.

Perhaps the greatest aspect of familiarity was to see twice previous winner Bjorn Waldegard at number one start position. The Japanese manufacturers showed the greatest interest in this event as effectively there was just one Opel and one Audi challenging the Toyotas, Nissans and local Mitsubishi's. It seemed back to front for the cars to start off heading towards Abidjan, but the first etape was only 597km long, and not expected to produce surprises.

The first section to produce penalties among the top runners ran from TC4 to TC5, narrow twisting tracks for which an average speed off 124kph was imposed. Three cars arrived with 6 mins penalty: Waldegard, Kankkunen (who overshot the control at the end of the section), and the local driver Ambrosino. Mouton lost 8 mins, Kirkland was on 11 mins. The next quickest was Audi's flying mechanic



▶▶ Franz Braun on 18. The section to TC7 led to more penalties, as a result of which Mouton and Kankkunen were equal on 14 mins, the lady running ahead on the road. Waldegard was delayed by a broken brake pipe which cost him some 7 mins while further behind, Kirkland found a non-competing car in the middle of the track, in mud, and was forced to stop as well. This in turn held up Lars-Erik Torph driving Toyota's chase car, and the Opel driver Assef. The two rally cars were both wearing Marlboro colours, each helped the other out, but Assef then went flying off the road and damaged the front suspension.

At a lengthy service stop outside Abidjan the suspension was carefully repaired so the car would be as good as new for the rest of the event, but the co-driver mis-calculated his latest arrival time and the Manta 400 was excluded.

With Opel out, only the Audi of Mouton was left to challenge the oriental teams. She was steadily getting used to her new co-driver and was happy to be leading. Leading Group A at Abidjan was Moulinie's Toyota Celica, in front of the Italian drivers Vittadini (Escort RS2000), -and Molino (Subaru). The second leg was to start at 0630 on Thursday morning. Dampness began to pervade the eastern areas of the country where the event would be heading. Kirkland was surprised to be holding an equal sixth place. "We have had a lot of trouble interpreting Ambrosino's notes. This system completely changes as soon as the rough parts come — we have hit so many potholes so far.

The positions at the end of the first section were as follows: Mouton and Kankkunen 14m; Ambrosino, 16; Waldegard, 20; Braun, 46; Kirkland and Mitri, 1h 03m; Salim (Mitsubishi Lancer Turbo), 1h 17m; Molinie, 1h40m; and Vittadini, 1h 58m. The Nissans were giving no problem though both had scars. Ambrosino's damage was caused when he went off the road, but Kirkland's body modifications had apparently been caused by a few heavy landings.

It was only now that the rally was really starting. The darkness, and the dampness were all part of the traditional Abidjan scene and the opening sections running northwards from Alepe were well known. Waldegard made his attack here and on the first tight section he was just 1min slower than his team-mate Kankkunen, level with Mouton. On the second when Kankkunen punctured Bjorn was quickest by 5mins and his earlier delay was fast becoming history. The Swede was now only 1min behind Mouton and another behind Kankkunen, and on the next tight section he took another minute.

By the final section into the breakfast halt at Abengourou, close to the Ghana border, he was leading overall. Kankkunen fell behind after having another puncture which led to damaged steering so delays having this corrected meant he fell to third, with the French lady promoted, and 1min behind the veteran Swede. This was to be Michele's final chance.

There were fun and games going on behind the leaders. A bridge broke on the section where Waldegard had made his grand attack, leaving Salim's Mitsubishi precariously balanced with the two rear wheels in the sudden void. Several other crews arrived and in the dark they reconstructed the bridge and were on their way. Crews reported that the early morning sections were covered in mist and were very slippery. Molinie fell back with rear axle problems and the leading Group A car was now Vittadini's Escort.

Soon after the cars left Abengourou the whole event changed course. Mouton



Alain Ambrosino's Nissan encounters one of the typical African hazards on his way to third place, 1h33m behind the leaders.

reported she had lost oil pressure and a preliminary service point check showed that this was due to a pump problem. It has been two years since an Audi oil pump has given trouble on a works car and the vans had no spares, so the decision was taken to use bits from the "chase" car. Ironically it had been running perfectly at the time. Michele had now fallen 70mins behind Kirkland and began an impressive climb back up the field, and by the time that the cars were back in Yamoussoukro, that deficit had been narrowed to 11mins.

But there were mounting suspicions about how much of Michele's car began the event on Braun's car and indeed whether or not the whole car (less doors) was the same. Nothing was being admitted though there was close inspection of the car at the start of the third leg for clues. Braun's car had been to New Zealand and carried the special insurance sticker on the windscreen, designating which type of halfshaft had been fitted on the Safari. They were missing at the restart. Waldegard then had a problem when the propshaft bearing began to fail and this had to be changed which let the young Kankkunen ahead.

There was also big excitement in Group A. For an event in which production cars have little chance of keeping up to schedule (or have the endurance to finish), it was an incredibly, close battle. Petit de Granville's Celica gradually overtook Vittadini and took the lead at control 24; then Molino passed his fellow Italian and set off after the Toyota.

## Notes on the cars

### Toyota

Two new cars were prepared for Waldegard (KAM 5805, chassis 248), and Kankkunen (K-AM1364, chassis 247), which were in usual African specification. The engines had 0.7 boost pressure. The front Pirellis were always 155 section (G5), while the rears were G1, G2 or G5 in 185 or 215 section. The two cars were entered by Toyota Premoto and while the team did not enter last year, they won the event in 1983.

### Audi

For the first time this year Michele Mouton was entered by Audi Sport on a World Championship qualifier, with a first evolution Sport Quattro. She drove IN-NA23 (chassis 10), which was Blomqvist's Safari Rally car. A second Sport Quattro (IN-YM86 chassis 6, used by Blomqvist in New Zealand), was entered as a chase car with Audi mechanic Franz Braun co-driven by Arwed Fischer, the team's service manager who was previously an official Audi team co-driver. Both cars were fitted with manual six-speed gearboxes. Chassis 6 was flown to the Ivory Coast for Michele to use to continue her practice, after an accident with a train.

### Nissan

Three "privately entered" 240RSs appeared, one of them entered by Shekhar Mehta (KNY58YA5564, chassis 055), for Mike Kirkland and

KNY58YA5563, entered and driven by Alain Ambrosino. The former car had been used by Mehta in training for the 1985 Safari and was painted in Marlboro colours. The latter was painted in works colours with Jackson stickers, having been used by Ambrosino in the 1985 Safari. The third car was entered by Mehta for Surinder Thatti to drive as a chase car, originally prepared by Blydenstein in England (GIW3187, chassis 87), and had been used on local rallies by Ambrosino. As usual — when privately entered — these Nissans were using Michelin tyres (M8 front, M9 rear or M8 if wet). From Japan came two mechanics and two vans, from Kenya four mechanics and from England the Nissan Rally Press Officer, but the rest of the team were locally recruited. Little changes had been made, and the reservoir shock absorbers first seen at the Safari were not used.

### Opel

The local driver Samir Assef borrowed a Manta 400 from the factory team. This was chassis RM06 which was then painted in Marlboro colours, and which Assef hopes to keep in the Ivory Coast for local events afterwards. Using Pirelli, not Michelin tyres, this car was prepared to Safari specification, and fitted with a low-compression engine. Meanwhile, the German factory team is testing their 4x4 Kadett for the Paris-Dakar Rally in Kenya.

passed his fellow Italian and set off after the Toyota.

Despite the Toyota and Nissan domination, the event was livening up and the only regret was that the German threat to the oriental effort seemed to be failing. Apart from Mouton, the top 13 cars were Japanese. The positions at the end of the second leg were: Kankkunen, 1h 41m; Waldegard, 1h 47m; Ambrosino, 2h 35m; Kirkland, 3h 04m; Mouton, 3h 24m.

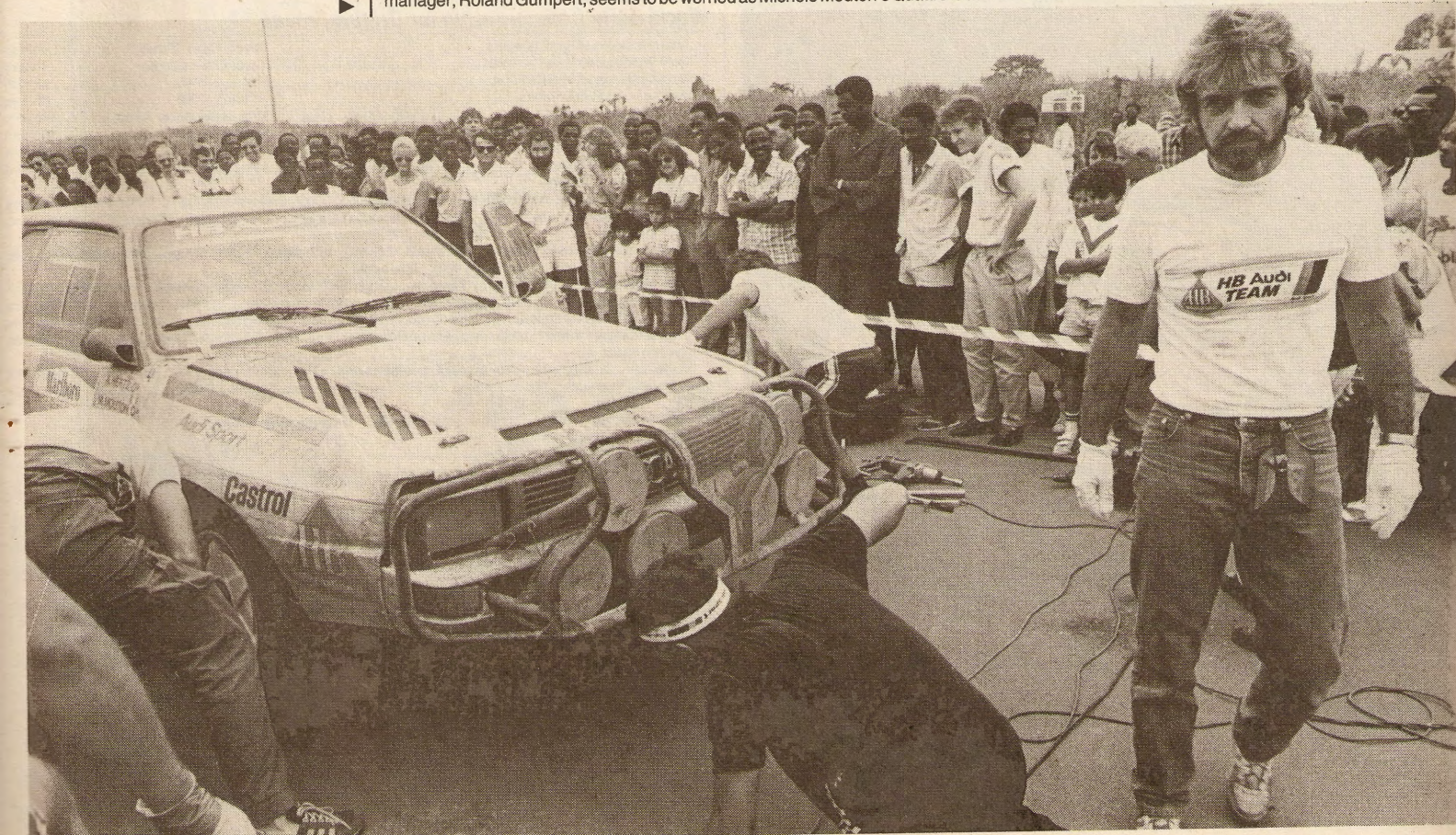
A total of 16 cars re-started from Yamoussoukro. It would have been 18, except that the private Group N Renault 5 Alpine Turbo was withdrawn voluntarily, and the Toyota Celica of the Molinie brothers was left in *parc ferme* because the crew had overslept. The centre of attention was Michele Mouton's Audi. Journalists checked and took pictures from every angle, expecting to prove their suspicions. It all seemed to be of no consequence when she subsequently had to stop with alternator trouble on a section in which Waldegard made best time with the loss of 21mins, Michele finally escaped with a penalty of 1h64m. A replacement battery kept her going for a while, but later the wipers failed as well. In group A Molino was about an hour ahead, but his former opponent Vittadini retired having used up all his spare shock absorbers. The only non-Japanese car among the 12 which arrived at the breakfast halt at Korhoo was Mouton's Audi.

The two Toyotas were only separated by 3mins, and over 1hr ahead of Ambrosino, while Michele Mouton was now 3h12m behind. The Nissans were both running well though Kirkland had visibility trouble because oil was covering the windscreen, originating from a gearbox problem.

"We had to wait until returning to Yamoussoukro to change the unit, but for all the etape, I had no third gear. Twice we spun, but I was lucky, as each time, we went through 360 degrees." The



Above: How to win friends and influence people? The local fans clamour for Audi stickers as they are scattered over their heads. Below: Team manager, Roland Gumpert, seems to be worried as Michele Mouton's Quattro is serviced. Just how much of the car was original, remains a mystery.

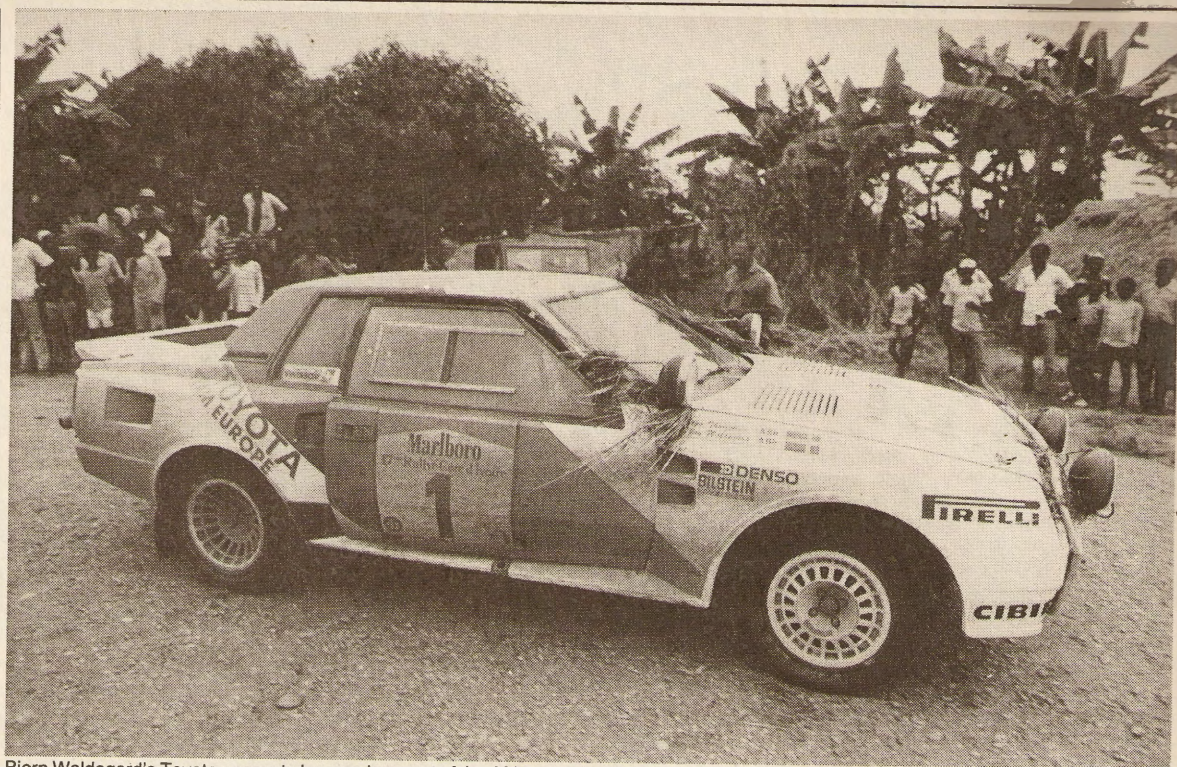


▶▶ most troublesome Toyota was the old white practice car now being driven ahead of the rally by Torph. Earlier it had a new gearbox, later the whole engine had to be changed!

The route south featured several of the problems which have appeared in Ivory Coast rallies in earlier years. Sections were cleaned, and on the eight sections back to Yamoussoukro, Mouton (now attacking but still 3h22m behind), dropped only 2mins. The Toyotas were going slower and lost time at the service before the final control. Both cars had axle changes, Waldegard losing 6mins, while Kankkunen changed the gearbox and propeller shaft as well and lost 10mins, just enough to give the Swede the lead by 3mins. Ambrosino's clutch worsened after the excess oil was drained away. There were still 12 cars heading for *parc ferme*, as the organisers deliberated about the Audi accusations. Later that night they issued a statement, convinced that the car had always been the same and that the affair was closed. The penalties at the end of the third leg were as follows. Waldegard, 2h54m; Kankkunen 2h57m; Ambrosino 4h07m; Kirkland 4h45m; Mouton, 5h47m; Mitri, 6h33m.

The final leg of the rally was the longest and the toughest. It is lonely down in the south-west corner of the country, though purists may say it must be one of the most ideal rallying regions of the world. But rallymen are not purists and they only know the agonies of driving endlessly in cars which are gradually collapsing beneath them.

Assuming the two Toyotas were both going to finish, what would happen if they were to finish equal on points? Fred Gallagher said afterwards that both he and Hans Thorszelius knew there was a special clause in the regulations, but did



Bjorn Waldegard's Toyota seems to be carrying most of the African bush with it at this control, not that it worried them unduly . . .

not know what it said. They agreed they would not look, but both did sneak a look before the start of the final etape and realised that Kankkunen would get the verdict if they both came home equal on points. Waldegard was still just in front and Kankkunen waited and wondered.

On the 106km section the furthest away from Yamoussoukro on that leg the Finn made his attack and took 5mins

from Waldegard. They had been running 5mins apart, and arrived at TC 66 on the same minute. This did it as he led by 3mins, but Bjorn caught back the difference on the next section, so they were equal. It was agreed they would stay equal until the end. This they did in style, even to the extent of both driving up to the finish ramp side by side, though Kankkunen was ushered by the officials onto the podium first.

And Mouton? She had already returned by the main roads. The Audi had begun a process of systematic disintegration. She arrived at San Pedro, but decided to retire. The two Nissans were still going strong, but Kirkland ran out of fuel at one point while Mitri retired with a broken rear axle. The Ivory Coast rally held its fascination even after the finish, as Gumpert pursued his enquiries as to the source of those rumours.

Eugene Salim was the highest placed Mitsubishi driver, his Lancer Turbo finishing fifth.



**IVORY COAST RALLY (CI)**

**Oct 30/Nov 3,  
World Rally Championship for Drivers, round 11**

1	Juha Kankkunen/Fred Gallagher	Toyota Celica Turbo	4h46m
2	Bjorn Waldegard/Hans Thorszelius	Toyota Celica Turbo	4h46m
3	Alain Ambrosino/Danielle Seux	Nissan 240RS	6h19m
4	Mike Kirkland/Rob Combes	Nissan 240RS	8h36m
5	Eugene Salim/Clement Konan	Mitsubishi Lancer Turbo	16h36m
6	Allesandro Molino/Christian Massela	Subaru Leone 4x4 (A)	19h53m
7	Gilles Petit de Gronville/Denis Carrascosa	Toyota Celica (A)	22h34m
8	Doic Dieval/Lois Cournil	Mitsubishi Lancer (A)	25h24m

**55 starters/8 finishers**

**Rally leaders:** TC5, Waldegard, Kankkunen, Ambrosino; TC6, Kankkunen; TC7 to TC12, Mouton, Kankkunen; TC13 to TC17, Kankkunen; TC18 to TC20, Waldegard; TC21 to TC41, Kankkunen; TC42 to TC65, Waldegard; TC66, Kankkunen; TC67 to TC72, Kankkunen and Waldegard.

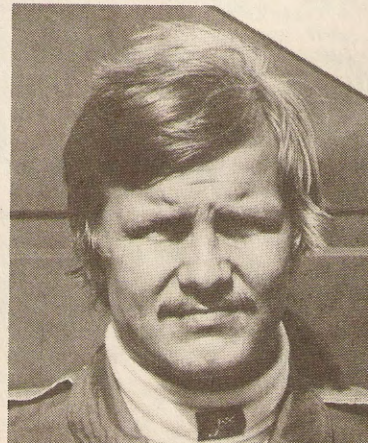
**Leading retirements:** Mouton (Audi Sport Quattro), withdrawn, TC62; Olinger (Mitsubishi Colt), rear suspension, TC37; Assef (Opel Manta 400), OTA, TC9.

**Rally timetable:** Start Wednesday Yamoussoukro at 1200 for 579km and 9 controls, arriving Abidjan 1800. Re-start Thursday 0030 for 962km and 22 controls arriving Yamoussoukro at 1415. Re-start at ??, Friday, for 1042km and 21 time controls arriving Yamoussoukro Friday 1330. Re-start Saturday 1200 to 1591km and 20 time controls arriving at the finish in Yamoussoukro on Sunday at 0945. Total distance is 4192km, and 72 time controls, all on open roads.

**World Rally Championship for Drivers, positions after 11 rounds:** Salonen, 127; Blomqvist, 75; Rohri, 59; Vatanen, 55; Kankkunen, 40; Waldegard, 34; Toivonen, 28; Kirkland, 26; Saby, Biasion, 23; Ragnotti, Mehta, 20.

Kankkunen — winner.

Waldegard — second.



# Metro 6R4 is clear for Lombard RAC Rally

Austin Rover will contest the Lombard RAC Rally later this month with the MG Metro 6R4, the FISA officials leaving Longbridge last Thursday, satisfied that the required 200 cars had been completed for Group B homologation.

By mid-afternoon, John Davenport had called to say that he had the necessary stamp of approval and that, not only was the base car accepted into Group B, but also the 20 evolution cars with their 400bhp engines were also ready for action.

Naturally, the news was greeted with both relief and excitement for, on a recent visit to the Longbridge factory where the cars were assembled, and the Coventry engine plant, press were made well aware that time was of the essence and that the necessary build rate might not be achieved.

Nevertheless, increased production was achieved and the cars were completed with time to spare, a superb achievement. Thus, the first challenger to the might of Audi and Peugeot to emerge from Britain will line up in Nottingham with Tony Pond and Malcolm Wilson at the wheel. The news



The Metro 6R4 is ready to run now that it has the necessary homologation into Group B.

naturally boosts the entry list quality considerably and, with Lancia also achieving acceptance of their Delta S4 (see separate story), the Group B battle on the event should be something to savour.

# Wilson victory

Malcolm Wilson had his first real taste of driving the MG Metro 6R4 at the weekend, and promptly won the Nicolet Stages with ease. Running in Computervision colours, he started easily, but soon gained confidence with the V6 powered car, and is now looking forward to his next appearance on the RAC Rally.

"It is very different to the turbocharged cars which I have been used to driving recently," he explained, "and I think that it is going to be very quick on the tight, twisty stuff. It does have quite a short wheelbase, and I was not sure how it would feel on the long straights, but those aerodynamics really make the Metro feel good."

The Cumbrian is, however, still being slightly troubled by the back injury he sustained in a helicopter crash last month. He is still attending physiotherapy but remains confident that he will be fully fit for the RAC event, which he sees as being especially difficult this year. "Reliability will count for an awful lot this time, and I think we will have it with the Metro. I am not convinced that the fastest man is necessarily going to win..."

# Audi: Did they switch cars?

Michele Mouton and Audi Sport found themselves at the centre of controversy on the Ivory Coast Rally at the weekend, with allegations that the team's engineers had swapped cars during the event. The French girl, on her first World Championship appearance this season, was desperate to retain her A-seeding for 1986, and needed to finish in the top three places.

But then Mouton's car ran into serious engine cylinder head problems, with water and oil everywhere and smoke pouring from the car's exhaust. When the team then chose to service off rally route in a remote area, speculation was rife that they had changed Mouton's car for that of her team mate Franz Braun.

This was on the section from Assoame to Tanda in the far north-east part of the route, close to the Ghana border. According to Audi's team manager Roland Gumpert, the work consisted not only of changing the oil pump, which he said failed on Mouton's car, but many other parts. Often parts were removed in order to reach the oil pump. "Anyway, to say I could change the whole car in less than 1h30m is ridiculous."

There were several peculiarities about the car which arrived in Abidjan. There was a New Zealand windscreen sticker and the missing markings on the side of old Safari cars were noted. There were many other strange things, like badly fitting panels, which suggested that the doors and boot (on which were mounted the driver's names, the official rally plates and matriculation plates), had been changed. Missing was the competition number on the roof.

Earlier, at a river crossing control, the roof mounted number was seen to be lifting away from the car which was strange as it had been made of self-adhesive plastic and was securely fixed before the event. On arriving in Yamousoukro, this number was missing altogether. The car was subjected to a report from the officials, who declared at the end of the third etape, the following: 1, no trace of alteration of the registration numbers; 2, no alterations to chassis markings put on during scrutineering; 3, the chassis seal was intact. On this car the seal was placed on the left of the engine compartment, on Braun's car it had been put on the right; 4, there was considerable strengthening under the arches on the car still running; 5, the door numbers were still intact; 6, there was no trace that the bonnet or side doors had been changed.

Journalists and rival teams were not impressed. The two most important methods of identification (the chassis number, and the engine number, which should have been noted by officials at pre-rally scrutineering) were not mentioned. Journalists studying the car at service points reported that they could no longer find the chassis number at all. The organisers have closed the affair to their satisfaction but few people were convinced. The other interesting question was whether Audi could be penalised even if they had swapped the car, on the principle that a competitor can only be penalised for breaking specific regulations. What had Audi done wrong anyway? If the seals were still there, they had done nothing...

# Markku stays with improved Delta S4

Markku Alen was very encouraged by his debut outing with the Lancia Delta S4 on the Algarve Rally in Portugal at the weekend, and although the car retired on the final leg, the Finn is convinced that the car will soon be a real threat for World Championship honours.

"The improvements since our test session in Scotland a few weeks ago are incredible. Everyone has worked so hard, and that is the reason that I am staying with the team." Alen was being tempted by an offer from Peugeot boss Jean Todt, and experienced both the 205 Turbo 16 and the Audi Sport Quattro before the San Remo Rally.

He was therefore able to compare the cars and is now much more confident about the Delta, enthusing about the supercharged/turbocharged four cylinder engine. "I think that the Lancia engine can be the most powerful in the future. In Scotland we had a broken intercooler which is why it was not so good there, and on the Algarve Rally I would say that it was very good, with much improved torque. Maybe in the middle of 1986 we can have 520-550bhp.

# Reprieve for Ivory Coast

The President of FISA made an appearance on the Ivory Coast Rally, and spoke about the 1986 calendar which currently does not include the Ivory Coast event. He explained on Sunday, that the lack of space on the calendar was the result of an error at FISA, explaining that space would have been left for a Drivers-only event.

"I want the Ivory Coast Rally to have one more chance, and we will see if it can

"It is still quite a young car, and I still feel nervous about the front handling, but as I get more experience with the car, I think that it's getting better and better." Markku considers that with the handling not fully sorted, this could be his biggest problem on the forthcoming Lombard RAC Rally, where the Delta S4 is making its World Championship debut.

"But I am very positive about the RAC Rally, and I am sure that we can finish in the top three. In the Algarve the problem was a broken rear differential, but we continued later." Independent observers were unconvinced about the car's reliability however.

More testing is expected before the RAC Rally, and then attention turns to the 1986 season, with the first winter work scheduled for early December in Finland, where engine development will continue, along with tyre testing in preparation for the Swedish Rally in February. "Everyone has been a bit tired and over-worked recently," relayed Alen, "because there has been so much work in getting the car homologated to this stage of development but the Algarve Rally was good for us all..."

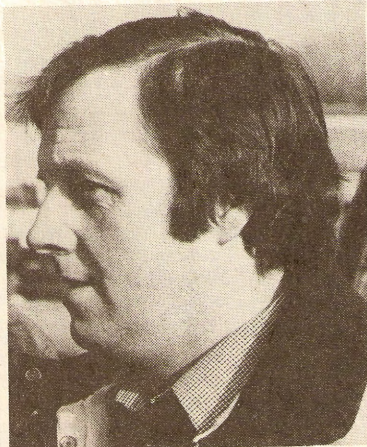
be given an available date to count in the World Championship for Drivers." The implication is that at the December FISA meetings in Paris, the last part of the calendar may be adjusted (possibly by bringing San Remo back to its date in early October, thereby creating an acceptable gap, before the final round, the RAC Rally. The feeling in Africa last week was that the 1985 event was a distinct improvement on previous years.

# McRae loses '86 GM seat

It seems as if the Manx Rally battle between Jimmy McRae and Russell Brookes has turned into a battle for a place with GM Dealer Sport for 1986. McRae has been dropped, and is currently without a drive after the RAC Rally, later this month.

The Scotsman confirmed that David Wardrop, chairman of GM Dealer Sport, had told him of the decision late last week, and that he was now urgently trying to find a team for next year. Understandably upset by the news, the three times winner of the Open Rally Championship, explained that he was, "speaking to everyone, because I know that I am capable of winning."

McRae has been rallying GM products for the last 10 years, and believes that his sponsors, AC Delco — who have backed him for the last two years — were given insufficient time to confirm their backing for the 1986 programme which is expected to include both an Open Championship presence and a development campaign with the turbocharged, four-wheel-drive Vauxhall Astra GTE shown for the first time at Motorfair last month.



McRae — rejected by GM.

No-one would confirm who will drive for GM Dealer Sport next year, but with Russell Brookes already assured of continued backing from Andrews, he must be the likely candidate.

# RS Cosworth for rallying

Ford admitted on Monday that they do, after all, have plans to rally the Sierra RS Cosworth in Group A. The 2-litre turbocar, announced in March, is expected to roll from the production line at the beginning of next year, a Ford spokesman expecting the first car on January 6, and a possible debut on the Circuit of Ireland could be reasonably expected.

However, Ford are not anticipating that this will be a works run car, rather a dealer operation. "We would almost certainly ~~use~~ use dealers who had

bought a car in the early part of the year to run it on events," explained the spokesman.

It is our belief, however, that Ford may be on the verge of setting up a Cosworth challenge with cars run by dealers around the country entered on either the Open or National Rally Championships.

While, initially, the car will run in Group B trim until the required 5000 units have been completed, the Sierra RS Cosworth will undoubtedly make an impressive Group A car in the right hands.

# Junior team is named for RAC . . .

The British Junior Rally Team for the Lombard RAC Rally will comprise Mark Lovell, Andrew Wood, Simon Davison and Louise Aitken-Walker with additional support being given to Stuart Nicholls.

Initially, David Llewellyn was on the RAC MSA list but, with Audi choosing to leave the Welsh star out of their RAC Rally plans — and with him still contracted to the team — he has not been able to take up the offer.

Looking to the future of the team, a test session was held at Pembrey over the weekend where around 20 drivers turned up to be put through their paces by

Lovell, Llewellyn and team mentor, John Taylor. During the day, the young hopefuls also received assistance from Mike Broad, Lionel Lawrence (from Lucas) and were given advice on the PR side of the sport from John Foden.

While the RAC MSA described the day as an unqualified success, the team for 1986 has yet to be nominated. The commitment will be to the newcomers although on certain events, the more experienced members of the team might be brought back to provide a showpiece team, hopefully in addition to — rather than instead of — the regulars. The programme of events has yet to be decided.

# . . . but Swedes are expected to withdraw

While the RAC MSA have announced their British Junior Rally Team for the Lombard RAC Rally (see separate story), it now seems likely that the Swedish squad will miss the final World Championship counter, despite their usual eagerness to attend.

The problem surrounds sponsorship of the team members and, unless sufficient funds are found within the next few days, it is unlikely that they will be able to afford the trip. The team's top drivers, Henrik Morin and Stig-Olof Walfridsson could have starred on the event.

# 4WD Astra under way

While exact details of the team's 1986 programme are not yet expected until a pre-RAC press conference, there appears to be some doubt that the 4WD Astra project will see the light of day in time for the National Breakdown Rally in February. Opel at Russelsheim are concentrating their efforts on preparing the two Kadett versions of the car for the Paris-Dakar Rally before turning their attention to a 'normal' rally version.

The car that was revealed at the

Frankfurt motor show has now been stripped down and is under preparation for the desert while another shell is already in Britain ready for work to begin.

Driver details are also under wraps at present although, with the news that Jimmy McRae is not to play a part in GM's 1986 plans (see separate story), the signs are that Russell Brookes will be the team's choice. . .

# The Subaru are coming . . .

With wins in Group A on the Safari, the New Zealand Rally, and now on the Ivory Coast, Subaru Sport is entering a team of four cars on the Lombard RAC Rally, hoping to walk off with the Manufacturers prize. Four 1800 RX Turbos have been prepared by Walter Ainsworth's Waves Components in Preston, and with four-wheel-drive and about 180bhp, they could just be in their element if the conditions deteriorate.

"Our top priority is the Manufacturers prize," explained Walter last week, "and we are pleased with the first testing that we have done with the cars. We have been receiving tremendous co-operation from the Japanese departments." The four car team is being led by Erkki Pitkanen (co-driven by Rally Sport's Colin Wilson), with Peter Geitel, John Morton, and Vincent Smalley, completing the squad.

John Morton gave the car a shakedown on the Tour of Cumbria, and took a creditable eighth place, with Ainsworth alongside. One particularly interesting aspect of the car is that it effectively has a ten-speed gearbox. With two available final drive ratios — which can be selected while driving — the car can be



Morton and Ainsworth on the Cumbria Rally in a very standard looking Subaru RX Turbo.

adjusted to the conditions. The low option (4.3:1), has given benefits on twisty tests, but restricting the top speed to around 100mph, while for stages like Dalby, the longer (3.7:1) option can be selected.

Weighing around 1080kg, and with the flat four engine capable of going well up beyond 200bhp in the future, the standard-looking little saloon could — in the future — match its established reliability with some real pace.

# Monte recce

With engineers at Austin Rover's Cowley headquarters concentrating on producing the necessary number of evolution Metro 6R4s last week, the team's two co-drivers opted for a week in the south of France, just for a change. Nigel Harris and Rob Arthur were making their first preparations for the Monte Carlo Rally, which for Harris came as something of an eye opener.

"I have not been over the route before," he explained, "and it really is mind blowing. I didn't know that those sort of roads existed, and it was certainly worth the effort. We have taken plenty of pictures of the service points we are going to use, and now we are concentrating on the service schedule this week."

With the Monte Carlo brought forward in 1986 — so that it clashes rather badly with the final days of the now established Paris-Dakar Marathon — the Austin Rover drivers are planning to begin work on their pace notes before Christmas.



The new Maestro Clubmans Challenge should appeal to drivers with a low budget but high aspirations through its cheap and versatile formula.

## ARG announce club challenge

Austin Rover announced this week a new, all-round, challenge for club drivers. The 1986 Austin Rover MG Maestro Clubman's Challenge comprises a 12 round mixture of single venue rallies, hill-climbs, sprints, autotests, a production

car trial and a multi-discipline final round.

It is open to drivers with an MG Maestro EFI, the 2-litre, 115bhp car being fitted with an approved competition kit of parts supplied from the factory.

Only limited modifications are allowed and the full details may be found in *Sports Extra* on page 34. Regulations for the series, which boasts a £7500 prize fund, are available from PO Box 70, Newbury, Berkshire RG16 9QN.

## Lars-Erik to miss RAC Rally

Lars-Erik Torph will not be contesting the Lombard RAC Rally at the wheel of the works Golf GTI after all. With the talented Swedish youngster almost certainly joining the Toyota team for 1986, VW Motorsport in Hanover were not inclined to spend time and effort on the RAC outing, preferring to work on their

cars for next season's World Championship.

"As we could not get hold of Torph while he was in the Ivory Coast," explained a spokesman on Monday, "we have decided to withdraw the entry. We could not afford the time in preparing a car that we might not use."

## King of Portugal

Joaquim Moutinho clinched the 1985 Portuguese National Championship at the weekend on the Algarve Rally, taking his semi official Renault 5 Turbo to second place, behind Joaquim Santos, who won the event in his usual Ford Escort RS. Third was another Escort privateer, Carlos Bica.

## Safety conscious

On the recent Sprint Tyres Trossachs Rally, Robert and Ross Marshall were involved in a serious accident that left both men in hospital for treatment to their injuries. Happily, they are now on the mend and AUTOSPORT joins Alloa CC in wishing them a full recovery.

As a result of the accident, the club is now actively raising money towards improving rescue facilities north of the border, using the lessons learned on the event to their advantage.



## Luxury!

Seen on the recent Alcan 5000 endurance event — own by John Buffum — was this luxurious 4WD Rolls Royce. Actually it is a bit of a cheat as, beneath the stylish body lies a more practical 1978 Jeep. The driver is Doug Kopp who netted fifth place and high style marks.



TV comes to the RAC Rally again.

## TV boost for RAC

The BBC are to capitalise on their coverage of last year's Lombard RAC Rally with another ambitious series of nightly programmes to cover this year's event. With their operation again based at rally headquarters, the team will bring regular coverage of the action throughout the rally, William Woollard fronting the programmes as before. In total, the BBC will broadcast over 2½ hours of rallying during the event.

In addition to the *Top Gear* team's efforts, Barrie Hinchcliffe will also be at work for the 'Beeb' to produce a 30 mins film for transmission on December 7.

For the first time, cable television will also be hard at work to boost the effort, *Screensport* setting out to provide regular bulletins which add up to over 13 hours coverage. It seems therefore that this year's rally has attracted the media as never before!

Full details of the rally, and how to keep in touch with its progress, will be published in our comprehensive spectator guide to the event, included free with our November 21 issue.

GM's *Resultsline* has already swung into RAC Rally action with driver interviews from now until the start. Once the action gets under way, regular updates will be provided on 061-246 8099.



Ken Wood's Golden Wonder car in action on the Trossachs.

## Super cars in Scotland

The roads into Scotland have been busy in recent weeks as a whole stream of four-wheel-drive cars have been making their way north to new owners. First on the list, of course, was Ken Wood's clubman specification 6R4 with which he convincingly won the Trossachs Rally last week. On that event, the car sported Dunlop stickers, testimony to the deal for 1986 that has been struck by Golden Wonder. It is not only the first privately run Metro to achieve success but is also the first not to be fitted with Michelin rubber.

Last week, David Gillanders took delivery of his own Metro (as revealed in *Special Stage*, October 10) which is being prepared at Gartrac before joining the exodus northwards, and we now under-

stand that Sprintex have clinched a deal whereby one of Austin Rover's supercars will be supercharged for their use — a hint at future development, perhaps? The likely driver will be Alistair Brearley, currently campaigning a Manta GT/E with one of their power boosters.

Although ARG were approached, it seems that Ford is the likely recipient of Weldex money and that an RS200 will be seen in the hands of either Jimmy or Wilson Girvan next season. And to add to the list, Donald Heggie collected the ex-Dimi Mavropoulos Audi Quattro A2 last weekend with a view to making a comeback, the car due to spend some time in Germany being boosted from 320bhp to 400bhp in time for the new season.

### BRIEFLY

■ The prizegiving for the Esso Scottish Rally Championship takes place at the Royal Scot Hotel, Glasgow Road, Edinburgh, on Saturday November 16. Tickets at £10.50 are available from Mrs CM Fife, 72 Carfin Street, New Stevenson, Lanarkshire ML1 4JN.

■ Need a co-driver for the RAC Rally? The vastly experienced Paul Watkins is seeking a left hand seat for the rally and can be contacted on 0568 611873. On the other hand, you may be in need of a service crew. Stan Griffin and Chris Dickenson had a fully equipped Granada estate for just such a purpose. Telephone numbers are 01-890 2503 and 01-941 2100 respectively.

■ Brian Churcher, Chief Engineer for Toyota Team Europe, has decided to move on to pastures new. Along with his team mates, who called last week, we wish him well for the future.

■ Ray Holland, the photographic dealer from St Ives in Cornwall, has developed (!) a novel idea to recoup a little of his entry fee. The service barge for his Konica sponsored Manta GT/E, will be stocked with film, batteries, flashguns, lens caps and a host of other small items that rally photographers might need during the event. Pay a visit at the service areas and snap up (they get worse) a bargain for these items will be sold at trade price...

# ARG announce new Maestro Clubman's Challenge for '86

An announcement from Austin Rover last Monday heralded the introduction, next year, of the MG Maestro Clubman's Challenge, a unique championship designed to discover the all round Clubman's driver of the year.

The new championship boasts a prize fund of £7,500 and takes in 12 rounds which include hillclimbs, sprints, single venue rallies, autotests, a production car trial and a mixed-discipline final.

The statutory car is the MG Maestro EFI and Austin Rover will supply a kit of approved competition parts at a subsidised price. Limited modifications permitted include lightening and balancing

of the engine's rotating parts, free choice of shock absorbers and brake linings and uprated front springs. The MG Maestro's alloy wheels must be retained and tyre choice is per the RAC MSA 'blue book' but with respect to the 175/64 x 14 standard dimensions. A full roll cage, full harness belts and approved fire extinguishers are compulsory.

The Maestro EFI utilises the 115bhp 2-litre 'O' Series engine which endows it with a 115mph top speed and Austin Rover are keen to provide an outlet for the amateur enthusiast whose road car has to double as his competition car. The calendar for the 1986 Austin Rover MG

Maestro Clubman's Challenge is: Mar 23, Sprint at Goodwood; Mar 30, Rally at Pembrey; Apr 20, Production Car Trial at Box Hill; May 11, Autotest at Felixstowe; May 18, Hillclimb at Wiscombe; May 31, Hillclimb at Prescott; Jun 22, Rally at Albemarle; Jul 27, Rally at Bruntingthorpe; Aug 31, Sprint at Blackpool; Sep 25, Hillclimb at Harewood; Oct 5, Autotest at Burtonwood; Oct 12, Rally at Avon Park.

Regulations and registration forms from Austin Rover MG Maestro Clubman's Challenge, PO Box 70, Newbury, Berks RG16 7QN.



Carcasci — decided on FF2000.

## FF2000 for Carcasci

Brazilian works Van Diemen FF1600 driver, Paulo Carcasci, has confirmed that he will remain in the UK to contest the Racing Displays and European FF2000 series next year.

Carcasci was an interested spectator at Brands Hatch last Sunday for the second round of the BBC Grandstand FF2000 championship and told us that he has already secured half a budget. Continuing their support of the former five times kart champion is Maria, a producer of Brazilian cooking oil. The man behind the company is one Lian Duarte, who came to Britain with Emerson Fittipaldi back in 1969 and raced F3 and F2 in 1970/71. An archetypal racing enthusiast, he is now the helmsman of JV Duarte (of which Maria is a subsidiary) and extremely keen to see his young protege progress. Further assistance will come from Champion Quartz watches.

### BRIEFLY

■ The Two Four Sports Club regrets to announce that its meeting scheduled for Nov 10 at Mallory Park has been cancelled due to lack of entries.

■ Anyone who has an AUTOSPORT calendar and thinks that they will go along to Thruxton this coming Sunday, Nov 10, will be disappointed — there is no meeting.

■ A familiar figure about the Formula Ford paddocks advising drivers and promoting the interests of Van Diemen, Ken Stanford, has now changed camps. As of last month, Ken has been wearing a Reynard hat and can be contacted at the Bicyster factory, 0869 244397 or at home on 01-941 1788.

■ The British Motor Racing Marshals Club recently donated a £1000 cheque to the Gunnar Nilsson Cancer Treatment Campaign. The money was part of that raised at the Birmingham Walkathon and was given to the BMRMC to pass on to the charity of their choice. All donations to the fund are welcomed at the Gunnar Nilsson Cancer Treatment Campaign, c/o Miss BE Marshall, Charing Cross Hospital, Radiotherapy Dept, Fulham Palace Rd, Hammersmith, London W6 8RF.

■ To counter current financial problems, we hear that the British Motor Racing Marshals Club is to raise its membership fee, costs of training fire marshals now around £4000 each year. Anyone wanting to provide practical assistance should send a 50p cheque or postal order made payable to BMRMC, to Steve Sydenham's Systeime Racing For Britain organisation, 41 Richmond Ave, Bedford, Middlesex. They will receive a RfB sticker and the total raised will be published shortly.

AUTOSPORT, NOVEMBER 7, 1985

## Bradley close to a solution

Restricted to the role of frustrated spectator since the Thruxton finals meeting of Oct 20 has been Mr Racing Displays, Frank Bradley, with his Swift FF2000 chassis.

Bradley was in attendance at Brands Hatch last Sunday for the second round of the BBC Grandstand FF2000 series but upon arrival still had no clarification on his problematic roll bar situation.

Between having the car provisionally approved and obtaining the necessary RAC rubber stamp, Bradley was protested by Van Diemen's Ralph Firman two weeks ago, and has been told he can compete on a 'no points, no prize money' basis until the situation is resolved. Seeing not a lot of point in the latter (no pun intended) Bradley did not contest last Sunday's second round but discussed his situation with attendant RAC technical man, Peter Riches. Frank left the meeting a satisfied man and intends to be out in the third round at Brands Hatch next Sunday.

Controversy, you may recall, surrounded the two 'lugs' of reduced thickness welded onto the side of the main vertical roll-hoop structure to meet the minimum width requirement. Should Bradley fit a one-piece roll hoop of universal thickness following the outline of the lugs, then everything would appear to be in order. Bradley reckons the modifications can be effected in a morning and is keen to rejoin the fray.

## Willmott to AER

Rapid novice FF1600 driver, Adrian Willmott, has signed up with Anglo European Racing to contest the Racing Displays British and EFDA Euroseries FF2000 Championships in '86.

Willmott, 22, collected the Townsend Thoresen Junior FF1600 title and was an early leader of the Dunlop-AUTOSPORT series in what was genuinely his first season of racing this year.

Further impressing at the recent Formula Ford Festival, Willmott out-qualified RAC/IT British champion Bertrand Gachot in his heat, and turned in a quick, neat drives all weekend to come home a creditable eighth in the final. Next year, of course, Adrian will be partnering Mark Blundell at AER and can be expected to learn quickly from the Royston man in what is shaping up to be a splendid series.



Graham Harry will provide a welcome addition to the S2000 ranks next year.

## New blood for S2000

The final B&Q Sports 2000 race of 1985 at Brands Hatch recently, saw 22-year-old Ansty driver, Graham Harry, line up an impressive fifth on the grid.

Graham is an instructor at the Brands Hatch Racing School and was having his first race for two years, with the Tech Speed Racing Shrike P15 bedecked in Racing for Sussex colours. Former

experience includes two and a half seasons of FF1600 and although he spun early in the race, he showed good pace, recovering to seventh from dead last. Graham's plans for '86 include S2000 with, hopefully, a couple of Thunderstorms races too. On this showing, the S2000 frontrunners have a new man to contend with, which is very good news.

## Bancroft switches to Dutton

Formula Ford Festival runner-up, Jonathan Bancroft, made a last minute switch to the Richard Dutton Racing team for his graduation to FF2000 in the remaining rounds of the BBC Grandstand Trophy.

Bancroft had originally intended to run with Penistone Racing, but upon arrival at Brands Hatch for testing last Wednesday, he decided after a few laps that he would not drive the car. "The chassis was the ex-Barry Pomfret Kempton Micro car and I did not really feel it was a known quantity. With myself new to the category, I thought this was

important and so I decided to go elsewhere."

A deal was then quickly struck with Richard Dutton that saw Bancroft out on Thursday with the ex-Gugelmin/Pegasus car. This outing was interrupted by a stub axle failure which saw Bancroft off on the exit of Graham Hill Bend, thankfully without too much damage.

Come the race, Bancroft was listed as 'Not seen' by timekeepers after practice, despite circulating for the entire session. Eventually credited with a third row time, he was then afflicted by understeer and gear selection problems.

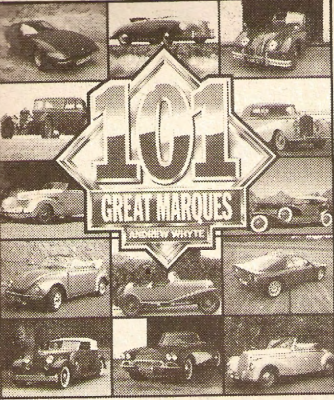
## Back to the drawing Bard

Colin Stancombe emerged unscathed from a huge practice shunt at Brands on Sunday which sadly destroyed the one-off Bard FF2000 chassis. The Alan Brunning built car veered to the left on the entry to Paddock, rebounded from the tyre wall and was hit head on by the closely following Mondiale of Eddie Irvine. "I just don't know what happened," reported Colin afterwards, "but

it was either oil or a breakage of some sort."

The accident is a bitter blow to former Getem man Brunning, who has struggled against a total lack of funds to run the self-designed car this season. The ex-Dennis McGall works Mondiale is also history, much to the disappointment of a bemused Irvine. "My first ever three laps in a 2-litre. It can only get better!"

**BOOKS**



**101 GREAT MARQUES**

**By Andrew Whyte**

**Published by Octopus Books**

**Hardback, 160pp, £9.95**

A most agreeable potboiler, this, and one certainly to be considered by AC to AUTOSPORT reader. Fortunately the author is a committed competition enthusiast, so he has included racing and rallying information in correct proportions to the whole.

Short, illustrated histories are presented of the famous motoring names from AC to Wolseley, the text being necessarily brief, but highly knowledgeable. Many of the illustrations are in colour, and the book scores heavily for its large number of contemporary photographs. It is particularly pleasing not to see colour photographs of competition cars taken out of some museum, but fine contemporary shots. These have been used wherever possible, and the most difficult task in producing a book of this type — picture selection — has been done successfully.

The big-format book features a high production standard and is good value. Each entry provides information on the people behind the marque, its major engineering and sales achievements, its commercial story and its sporting successes, so that the book presents a useful basic background to the manufacturers that have featured most strongly in the 100-year history of the motor car.

**QDS**



**Firing life into vintage cars**

At long last someone has come to the salvation of those classic and vintage car owners searching for replacement parts to their cherished possessions.

Lucas Electrical's Parts and Service Division has just published a quick reference catalogue featuring a comprehensive range of ignition parts for vintage and classic cars, and commercial vehicles manufactured from 1930-1970. So if you've been looking for something to goad that old engine of yours back into life — such as contact sets, condensers, rotor arms, ignition coils, or low tension leads — it's all in this 46 page illustrated volume.

And the best bit of news? The book is free, available from your nearest Lucas stockist.

**AUTOSPORT, NOVEMBER 7, 1985**

**XR: THE PERFORMANCE FORDS**

**By Jeremy Walton**

**Published by Motor Racing Publications**

**Hardback, 128pp, £10.95**

The XR badge on the back of a Ford means that it is not just an ordinary hatch or saloon you are driving, but a 'hotted' up version, rather like, but in a more sophisticated way, the GT badging on the back of the Cortina in the sixties.

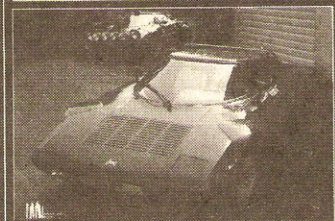
Author Jeremy Walton has undertaken to chronicle the history of the XR cars from Ford's Special Vehicle Engineering department, from the XR3 to the latest XR4x4, as well as some of the XR 'specials'. These include the Mercury Cougar XR7 and the South African XR6 (3-litre based Cortina) and XR8 (5-litre 'Cleveland' V8 Sierra).



The text is informative and obviously written by a Ford enthusiast for Ford enthusiasts. However, our one gripe with the book is the dreadful selection of photographs. They are most uninspired. With a few notable exceptions they are all press release shots and detract from what is, otherwise, a good book.

**RNM**

**LANCIA STRATOS 1972-1985**



Stratos HF • Bertone • Ferrari Dino V6 Silhouette Racer • Driving Impressions Safari • Specifications • Development Rallying • Performance Comparisons Tests • Model Introductions • History

**LANCIA STRATOS 1972-1985**

**Compiled by R M Clarke**

**Published by Brooklands Books**

**Softback, 100pp, £5.95**

The 1970 Turin Motor Show; and showing on Bertone's stand was his design exercise, called the Stratos. It looked simply stunning. Lancia, mindful of increased rallying competition from Alpine-Renault and Ford among others, decided to put this gorgeous styling exercise into practice. From it was born one of the most exciting road racers.

The following year the Stratos HF appeared at the Turin Show with Ferrari's Dino 246 engine in the back and the next

**Apollo Race & Rally Wear Limited**  
**CAPTION COMPETITION**

**OCTOBER WINNER**



**Got it Bruce — you're supposed to be Carl Haas!**  
S Harkness of Maryport, Cumbria.

**RUNNERS UP**

This month's entry was something of a disappointment compared to September's bumper crop of answers, but Mr Harkness's entry was without doubt the wittiest. So, once again, one of Apollo Race & Rally Wear's jackets is finding its way to Cumbria.

As to the rest of you, some of your replies were unprintable, but the best of the rest appear below — better luck next time!

**You've booked the wrong Stewart — this one's never heard of the White Heather Club!**  
Peter Emms of Banbury, Oxford.

**Sorry Bruce, I'm so fast I have never been able to follow behind.**  
Chris Allen of Southampton, Hampshire.

**Yes, Bruce, but is the toupée Nomex as well?**  
Tony Clarke of Bath, Avon.

**Ladies and gentlemen . . . I give you — Wally of the Year!**  
Adrian Hamilton of Carnarh, Lanarkshire.

**I speak out of it most of the time, but it does look good in these Apollo overalls, eh Jackie?**  
Ian Barber of Crawley, Sussex.

**It is a track suit! Can't you see the 'B' compound in the stripes?**  
Alan Pearch of London, SE9.

**Is Jackie Stewart playing his cards right with Bruce babe?**  
Chris Towler of Northwich, Cheshire.

**NOVEMBER CAPTION COMPETITION**

Mr Harkness, our congratulations to you. One of Apollo Race & Rally Wear's jackets is your prize. All you have to do to win the same is send a funny caption to the picture below of Nigel Mansell and Derek Warwick. Entry form overleaf.



year saw its first taste of competition on the Tour de Corse. During the winter of 1973-74 Bertone started production of the car which was to bring the Italian company a string of competition successes on the rally stages, race tracks, and even rallycross courses. But the car's most notable achievement was winning the World Rally Championship for Makes on consecutive years 1974 through to '76 for the Italian manufacturer. By 1978, however, and with new regulations, the Stratos was becoming a little outmoded, and Fiat, anyway, wanted to concentrate on a more production based car (the Mirafiori 131) for competition, and the Stratos, as a works car, was dropped. Much to everybody's disappointment.

Apparently, Bertone built some 502 production Stratos cars between October 1973 and April 1976, and apart from being a fine competition car, it was also a superb

road car, too, if you were lucky enough to own one.

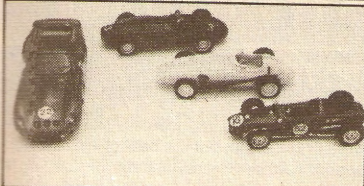
In this book, Mr Clarke has compiled several road tests, track tests, and so on, reprinted from different magazines, including AUTOSPORT, and between them they provide a mine of information. Admittedly, being reprints, the quality is not always of the best (although the publishers have taken great care to ensure better quality), and some mistakes still remain: for example, Munari is pictured at the start of the 1977 RAC Rally — and not the 1976 as per the caption — but these are minor blemishes.

For lovers of the Stratos, this book is well worth digging out. Pictured on the front cover, incidentally, is a 1975 production model, with a 1974 Group 4 Maglioli prepared rally version in the background.

**RNM**  
**63**



## MODELS



### BRM P25, LOTUS 18 & FERRARI

#### Piccolino (GB), 1/76 scale

#### Kits from £4.45, built from £7.05

New from Bellini's Piccolino range this month are the 1959 BRM P25, 1960 Lotus 18 and 1962 Ferrari GTO in miniature, these additions increasing the Alton marque's range to around the 50 mark.

Best of the bunch is undoubtedly the BRM, available in either the 'works' dark green or British Racing Partnership pale green livery. Stirling Moss finished third in the British GP at Aintree with the BRP version (and also raced it at Reims that year), and led the International Trophy on a one-off outing for the factory (between runs in Rob Walker's Cooper-Climax).

The lines of the BRM are captured quite nicely, although the Lotus is too chunky (and in neither works green nor full Walker colours for some reason) and the Ferrari does not look well proportioned.

As a collection, the Piccolinos remain attractive, however, and have the benefit of requiring very little space to display properly. The range also covers some unusual and previously unmodelled cars, widening its appeal.

MAWP

### SPICE TIGA GC84/85

#### Bellini (GB), 1/20 scale

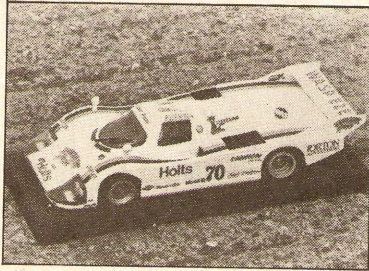
#### Built model £150 & VAT

The success of Gordon Spice's Tiga team in WEC events over the past couple of seasons has been little short of phenomenal, the Silverstone-based team's Cosworth-powered coupes dominating the

Group C2 category with such drivers as Neil Crang, Ray Bellm and Mark Galvin joining Gordon himself at the controls.

In celebration of this fine record, and the equipe's World Championship divisional victory this year, Bellm's family-owned group of companies has released a super 1/20 scale replica of the car through its Bellini Models concern in Alton.

Model collectors can choose between the attractive green Waspeze livery of the 1984 Nurburgring 1000Kms-winning car and the



1985 Le Mans class-winning version, this bearing colourful allegiance to Hawaiian Tropic, Holts, Listerine and a host of others.

The Tigas are not cheap, at £150 & VAT, but are well detailed, as one should expect, and come complete in presentation cases with brass plaques. More talented builders will prefer to construct the cars themselves for around half the price from Bellini kits. Also available recently, at £130.50 & VAT, a very nice Lotus 16 and the prototype Jaguar D of 1954.

MAWP

### TOYOTA TOM'S 84C

#### Tamiya (J), 1/24 scale

#### Plastic kit from £6.50

Japanese interest in Group C Endurance racing has blossomed since the category was introduced in 1982, with Toyota and Nissan both increasingly committed to heavy engine development programmes and several recognised race shops offering chassis building and engine tuning facilities. Tom's and Dome, renowned for their engine and



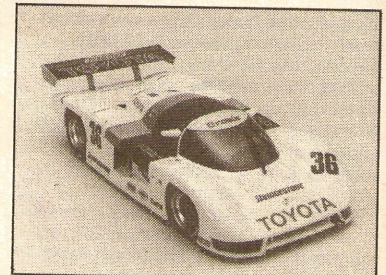
## Piccolino's pretty Peugeot

This splendid little Peugeot 205 marks Piccolino's first entry into the rally model market, and is undoubtedly one of the Alton company's best miniatures to date. The 1985 Monte Carlo Rally-winning example of Ari Vatanen and Terry Harryman is the subject, very colourfully finished in Peugeot Talbot Sport's attractive livery. The Turbq 16 unfortunately lacks the actual rally plates and event identification, other than the 'Paris' start patches, but will be pleasantly received by rally fanatics everywhere. Expect more rally releases from Piccolino in future months, if sales reaction to the Peugeot is favourable.

chassis expertise respectively, first pooled their resources for a sports car project in 1982, and subsequent machines have brought them success on the domestic front, and a welcome presence at Le Mans this year.

Tamiya need no introduction as purveyors of the finest kits of contemporary racing cars, covering subjects from F1 to sports cars (as well as saloons and racing motorcycles) in a number of sizes. The Japanese giant has chosen last year's Toyota-powered Tom's 84C for its 1/24 scale series, and modelled it superbly.

From the rakish chassis, with its ground-effect tail venturi, to the 2.1-litre, 500bhp, DOHC Toyota 4T-GT engine nestling beneath the removable tail cowling, the Tom's machine is beautifully moulded, and represents good value. Decals are included for the Bridgestone-shod Keiji Matsumoto/Satoru Nakajima Tom's Toyota entry (pictured) or the



Eje Elgh/Masanori Sekiya Dunlop-tyred Wacoal Dome version at present, but hopefully transkits will also be released for the Auto Beaux/Warpzone and Canon/Ikuzawa machines featured on the packaging. Our car was purchased from Gregory's in Basingstoke. Prices vary according to stockist.

MAWP

## Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*.

Please circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

'So I said to Bernie Ecclestone;  
if you want me just whistle - you know how  
to do it - just pucker up your lips like this and  
blow.

NAME Mrs Hazel Roethen S M L

ADDRESS

Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Thursday, November 28, 1985.

### FERRARI 375

#### Historic Replicars (GB), 1/43 scale

#### £39.95

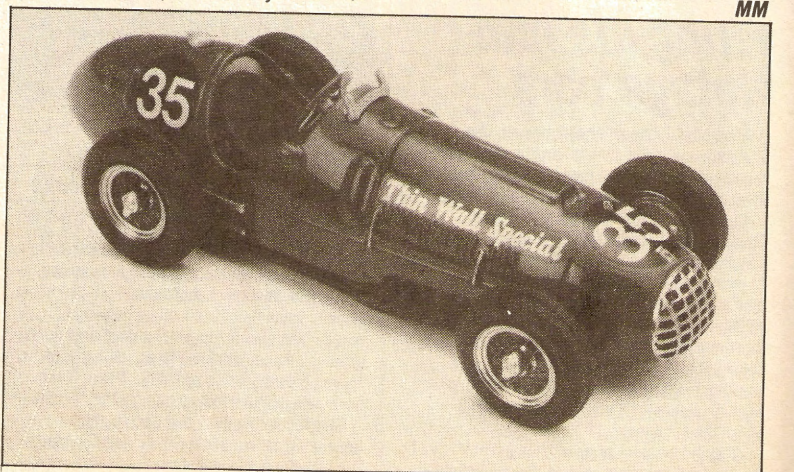
We've been a fan of John Haynes's Historic Replicars 1/43 model series since they first appeared a couple of years ago: beautifully made, highly accurate, perfectly detailed, they are among the best around.

With his latest release, the 4½-litre Ferrari 375, John has excelled himself. It comes in two versions, one as the factory car (the 1951 British GP winner) and the other as the famous Thinwall Special of Tony Vandervell

(pictured). In both cases the modelling is superb, but of the two our personal choice must be the Thinwall: we know for a fact that the colour is correct (on the first few off anyway) since the paint came from Tony Merrick of Vanwall restoration fame who sent John some of the original. From its facsimile grille, through its incredibly delicate suspension, quite astonishing wire wheels to its fine cockpit furniture, this has to be one of the finest models we've ever seen. Prices are £39.95 plus 75p p&p from John at 47 Leon Avenue, Bletchley, Milton Keynes, or from all good model shops.

The factory car is available now, and the Thinwall will be coming on-stream soon.

MM



BRIEFLY

There will be an exhibition of cartoons and drawings by that highly original and talented motor sport artist Jim Bamber prior to the start of the Lombard RAC Rally. The exhibition will be held on the evenings of November 22-23 from 6-10.30pm in the Fires Room above the Old Castle Inn (opposite the entrance to Nottingham Castle). Most of the display work will be for sale.

Those of you who visited the upstairs floor of London's Motorfair might have noticed Jack Harvey's Chiswick based Promotion Publishing stand. On it were framed one-off Grand Prix colour prints of a very high order and very good value at only £9.95 each. Nick has only been selling these prints since May, and so far sales have been confined to exhibitions. However, we understand that a dealer outlet might be found in the near future, which will be worth looking out for. Watch this space ...

Each year Motorway Tyres produces an outstanding calendar of high quality and originality (reviewed this column Nov 29, 1984). Indeed, this year's offering hangs on your office wall! However, for 1986, Motorway Tyres have included a 'Treasure Hunters' competition to compliment the theme of their calendar which will be available late November. So, in addition to the calendar, there will be the chance to win a day with Tony Bray in his London studio photographing a glamour model, or alternatively, the Avon 2.80 Rover inflatable boat used in some of the shots. More details soon.



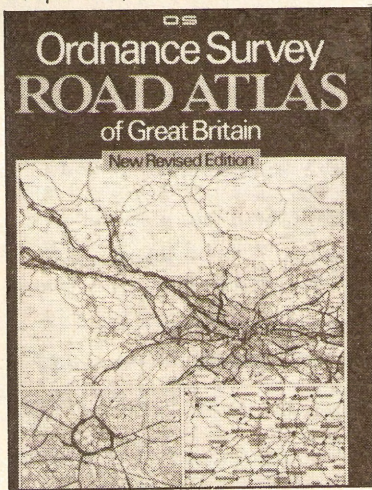
Boosting RfB funds

Personal Promotions is a relatively new company that specialises in Grand Prix art. Bill Houston, the art director and a graduate in design and illustration, has spent much time working on selected Grand Prix scenes and caricatures from the Grand Prix world. Bill decided that, along with making the company a success, time should be spent helping out Steve Sydenham's Systime Racing for Britain organisation. So, along with agreement from his directors, Bill has already donated a caricature of Ken Tyrrell, signed by the Tyrrell team owner, the proceeds of the sale going to RfB.

At this year's Brands Hatch Grand Prix of Europe meeting, another Bill Houston original colour caricature was donated to RfB, the subject Martin Brundle, who appeared on the RfB stand to sign the print prior to its sale (above). We must congratulate Bill on his sterling efforts.

AUTOSPORT, NOVEMBER 7, 1985

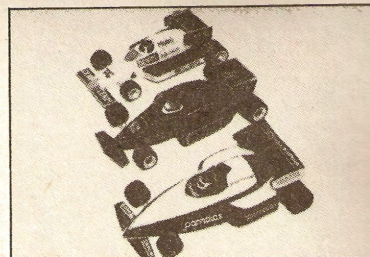
■ The Ordnance Survey's *Road Atlas of Great Britain*, published jointly with the Temple Press, is now available in a new



revised edition. The hardback volume has been fully updated and revised — including the M25 with all its junctions and links — at a scale of 4 miles to 1 inch. The atlas is now available from bookshops at a price of £9.95

■ The annual motorsports publication *Automobile Sport* is undergoing a change of direction. Instead of trying to cover all forms of motorsport, the Tenorhart publication will be relaunched as *Racecar Engineering* in early 1986. The yearbook plans to be a complete guide to race car technology. This move is intended to be followed by the publication of a new *Racecar* yearbook in December 1986.

■ HiPerformance Video is specialising in Ferrari videos, with 1985 Ferrari Owners Club events captured on film. Among the titles on offer are *Zandvoort International Meeting* and *Harewood Hillclimb*. Both these titles cost £14.95 while a 60mins Christmas special costs £19.95. Further details from HiPerformance Video, 55 Plantation Road, Harrogate HG2 0DP.



■ The cars of Maranello are legend, but another Enzo has been producing cars that might become as famous, and are delicious too ... Enzo Taylor makes cakes modelled on Formula 1 cars — pictured above are his representations of the Williams, Lotus, and Brabham Grand Prix cars, all finished off in the correct colour scheme with sponsors' decals and so on. Mr Taylor runs his bakery from The Cottage Restaurant & Tea Rooms, Lower Basildon, Nr Reading, Berkshire. Anyone interested in one of Enzo's car cakes should give him a call on 0591 671780.

WHO, WHAT, WHERE, WHEN?



interesting information. The Heysel Circuit was also known as the Strombeck-Bever, a 4.2km circuit north of Brussels using autoroutes and adjoining roads near the site of the 1958 World Trade Fair.

Moss was pictured during the second of the 2 x 35 laps heats that made up the Grand Prix de Bruxelles in the process of a stirring drive in, at times, heavy rain, after suffering severe gearbox problems. Stirling had won the first heat from Jack Brabham and Maurice Trintignant (Coopers), the order being Brabham, Trintignant, Moss in the second. However, Stirling did set fastest lap (132.154kph, 82.119mph) with a lap of 2m04s. The overall classification saw Brabham finish first, Moss the runner up.

He also adds that the picture was probably taken on the Chaussée Romaine under the Avenue de Meise autoroute.

Thank you, Mr Fox. You're quite right — I did ask!

David Cole of Oakham, Leicester, also noted that Brabham won the Brussels GP the following year, while the 1963 race was cancelled because the harsh winter that year had severely damaged the roads. The event

We had a superb response to our October *Who, What, Where, When?* competition, many obviously recalling the events of our superb archive picture. First out of the hat was Mr David Fox of Twyford, Berkshire, who wins himself a £40 Page & Moy travel voucher. Mr Fox pointed out the following facts correctly:  
**Who:** Stirling Moss.  
**What:** Rob Walker entered Porsche 718 F2 car.  
**Where:** Heysel Circuit, Brussels.  
**When:** Grand Prix of Brussels, April 10, 1960.

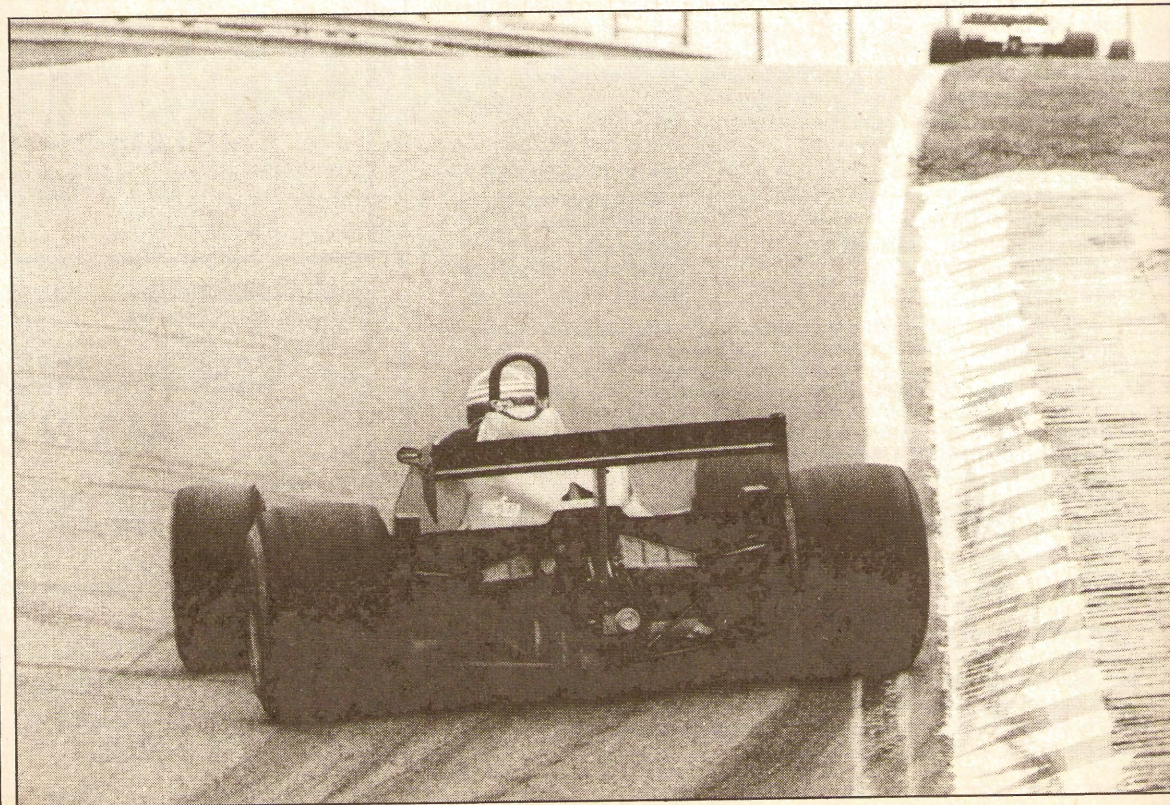
Mr Fox was in unstoppable form, it seems, and was able to supply the following

PAGE & MOY LTD

would never be held again.

Finally, we had an entry from Gilbert de Meyer of Geer, Belgium, who remembers the event very well. He had just received delivery of a brand new Austin Seven the day before the event, only to find it unmovable for the journey home, stuck in the mud and full of water after the atrocious rains!

Anyway, turning to this month's competition. All you have to do to win a £40 Page & Moy travel voucher is identify correctly *Who, What, Where, When?* in the picture below — a good one this! So, get your thinking caps on and send your answers — on a postcard only — to *Who, What, Where, When?* Competition, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by last post on Thursday, November 28.





Superb at high speeds, the Mercedes-Benz 300E has been designed for *Autobahn* work and cruises effortlessly along. The engine is smooth and refined too, complimented by a fine gearbox.

# German craftsmanship

You could never accuse Mercedes-Benz of being flagrantly avant-garde: if anything, they are the epitome of conservatism with a small c. There are no fastback hatchbacks in their range, no front-wheel drive or any other modish fads. Their cars are strictly three-box designs, with the engine in the front driving the rear wheels. But, as the man said, it's not what you do as the way that you do it, and Mercedes-Benz have been doing it for 100 years now, give or take a month or two. They know what they are doing, what's more, which is to make superb cars to the highest engineering standards.

Take the new mid-range models, coded in-house the W124 series, which have just gone on sale in this country though they've been available abroad for some time. At first glance you could easily mistake them for their smaller sister, the 190, which in turn was the first Mercedes to stand out from the bulk of the Stuttgart products. But the 190 is now familiar on British roads, and doesn't draw a second glance: neither does the W124. It is instantly recognisable as a Mercedes, an evolution of previous models — as M-B themselves say, 'The long service life — if nothing else — of a Mercedes-Benz makes it imperative to filter out passing fashions from the design trends of the

time, until a form emerges . . . (that . . . remains contemporary for many years.'

Yet the W124 is literally all-new from the ground up, give or take an engine or two. That 190-ish body has one of the lowest drag factors around, varying from 0.29 to 0.30, depending on power unit and hence under-bonnet air flow. Overall length and wheelbase are almost identical to previous models, but the new W124 is almost 2ins narrower. And the new models are lighter, too, by between 80 and 135kgs. Yet interior room is comparable to the older cars, and luggage space considerably enhanced.

There is also a wide choice of engines.

Apart from the three diesels, there is a 2-litre four cylinder carburetted unit, a 2.3-litre four with fuel injection, and two brand new ones, a 2.6-litre six and a 3-litre six, both injected. The latter is available now, and 2.6 to follow later.

These sixes replace the previous twin-cam 2.8-litre engine (which some may regret) and are significantly lighter (42kgs in the case of the 3-litre). They feature a single overhead camshaft, chain driven, hydraulic valve clearance adjustment, a deep and stiff crankcase, and electronic ignition and fuel injection. In 2.6-litre form it develops 163bhp at 5500rpm and 169lb ft of torque at 4000rpm, while the bigger bore 3-litre gives 190bhp at 5600rpm and 191lb ft at 4250rpm.

The small fours come with a 5-speed manual 'box as standard, and two sixes with Mercedes-Benz's excellent 4-speed automatic, though a 5-speed manual 'box is a no-cost option. The front suspension is a variation on the MacPherson strut theme, though with damper and spring separate to give more under bonnet space, while at the rear there is a multi-link system pioneered on the 190 which, among other things, carefully

controls toe-in during load change, such as when lifting off in a corner, with consequent benefits in handling.

Steering is by recirculating ball, power assisted, brakes are discs all round, and tyres are 15ins on all models, though width varies from 185/65 to 195/65.

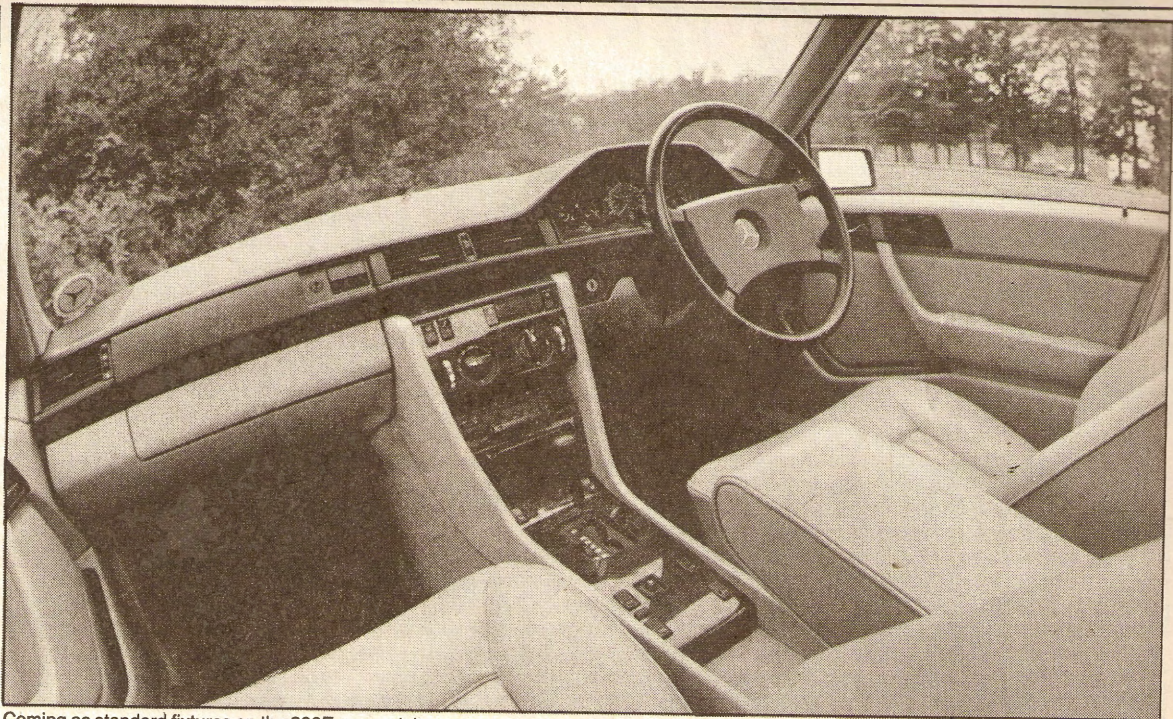
Simply climbing in and starting up a 300E tells you that this is going to be a good car. The engine starts instantly and settles into an inaudible and utterly smooth idle. Slot the gear lever into D — we tested an automatic version — and depress the accelerator: the car simple glides away. (Don't forget to release the handbrake though: this is of the foot-operated type now, worked by a pedal to the left of, and considerably higher than, the standard brake pedal.) At low speeds, around town, you could be forgiven for thinking there's a turbine under the bonnet, so smooth and quiet is the engine, the change-up points undetectable in the superb 'box: with something as good as this, who needs a pudding-stirrer? Leaving the lever in D, and keeping the throttle pedal on the floor, change-ups take place at 26mph and 4100rpm from first to second, 54mph and

5600rpm from second to third, and 94mph and 5800rpm from third to top. Using this mode, the 300E will accelerate from 0-60mph in 9.5s. Using manual changes by snicking the lever through its zig-zag slot reduces this time to 8.4s, and the 0-100mph time comes up in 23.7s, both considerably better than almost anything else in the same class, such as the Jaguar XJ6 3.4 or the Ford Granada Scorpio. Keep your foot hard down and you'll record a maximum of at least 136mph as *Autocar* did on MIRA's tri-part banked circuit, with the best of 143mph, again better than the opposition.

And what's even better is that all this performance is achieved with a total lack of fuss. The engine is never anything other than utterly smooth, and even at the red line gives off no more than a distant, refined, and highly enjoyable hum. That automatic 'box compliments it perfectly, too, kicking down at exactly the right point when required to do so. There are in fact two settings to the 'box, controlled by a switch to the left of the lever, 'S' for 'Standard' and 'E' for 'Economy' — all the second setting seems to do is change up at lower speeds on part throttle, whereas on full throttle change-up points are the same as the 'S' setting. Gear ratios seem to be near-ideal: at 100mph the engine is turning over at a conservative 4300rpm. Like so many German cars today, the 300E has to be fine-tuned for *Autobahn* work, and is as rock-steady, as refined, at a highly illegal 120mph as almost any other car at 70mph.

Nor is all this performance at the expense of fuel consumption — we achieved a highly creditable 23.4mpg while we had the car. Not at all bad — but the car could do with a bigger tank.

And, of course, performance is pointless without commensurate roadholding and handling, and once again Mercedes-Benz have come up with the goods. The suspension system, particularly at the back, is complex, but does what it is designed to do — keep the wheel geometry at its optimum under all conditions. The steering wheel, though smaller (by 1/2in!) than before, is still too



Coming as standard fixtures on the 300E are such items as central locking (from any lock) and heated seats, although extras are plentiful.

big for our tastes, and there is a curiously dead feel around the straight ahead. It cannot be described as pin-sharp, but then neither is it vague. That apart, though, the road manners are excellent: the car stays beautifully neutral up to very high cornering powers, and in the ultimate the tail gradually comes out — merely lifting off reduces this and restores the status-quo. There's a fair amount of roll too, but nothing too dramatic. On the other hand the ride is very German indeed: firm and taut.

The brakes work impressively well, too, with near-perfect servo assistance.

The interior styling is subtle and pleasant, but, as one critic put it, 'You can't help feeling that Mercedes always have it in the back of their minds that these cars will be used as taxis as well — it's all very functional.' Nevertheless it is

supremely comfortable, even if, at first, the seats seem very hard. However, a long run showed that they caused no undue aches or pains, and the driving position can be easily tailored to all shapes and sizes. The instruments are clear and easily readable, and all controls work well with that satisfying feeling that they've been engineered, not merely designed. There's plenty of space in the front but, like the 190, space in the rear doesn't seem to be all that good.

Mention has already been made of the high standards of refinement of engine and transmission, and generally this is matched all round: wind noise is very well suppressed, but tyre noise can be obtrusive on certain surfaces at speed.

The test car came comprehensively equipped. Standard items include: central locking (where any lock operates the

system — other manufacturers please copy); that unique single wiper that waggles its way across the screen, wiping a vast area in the process; electric windows and door mirrors; and heated seats. Then there were a number of other items, enough to keep the gadget-conscious happy for hours, such as the electric seat adjustment via seat-shaped switches on the door (£607), ABS (£1030), electrically worked rear seat head restraints that flip down at the press of a button for reversing (£157), cruise control (£225), leather upholstery (£944 — and we actually prefer cloth), electric sunroof (£635) and so on — but you get the drift. At £17,840 the 300E looks good value for money, but by the time you add all the desirable options — desirable if you're going to have something more than a basic car — you can finish up with a machine that costs near enough £24,000. And that, to us, is the only major flaw in the 300E: it's too expensive. But then again, it is a Mercedes-Benz . . .

**MERCEDES-BENZ 300E**  
**£17,995 (as tested £23,680)**

**Specification**

Cylinders/capacity	Six in line, 2962cc
Bore/Stroke	88.5x80.25mm
Valve gear	Single ohc
Fuel system	Bosch KE fuel injection
Power/rpm	188bhp(DIN) at 5600rpm
Torque/rpm	192lb ft at 4400rpm
Gear ratios	3.68, 2.41, 1.44, 1.00:1
Final drive	3.07
Steering	Power assisted, recirculating ball
Brakes	Servo assisted discs all round
Wheels	Alloy, 6 1/2 x 15in
Tyres	195/65VR15
Suspension (F)	Independent by struts, lower wishbones, coil springs, anti-roll bar
Suspension (R)	Independent by five-link layout, coil springs, anti-roll bar

**Dimensions**

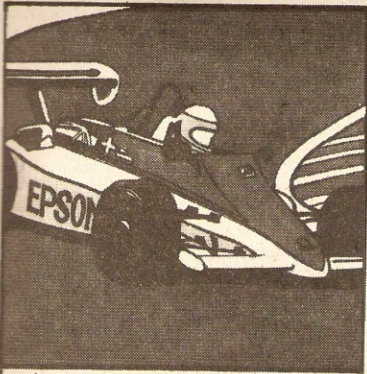
Length	186.6ins
Wheelbase	110.2ins
Track (F/R)	58.9/58.6ins
Width	74.2ins
Weight	28.9cwt

**Performance**

Maximum	136mph
0-60mph	8.4s
0-100mph	23.7s
50-70mph (3rd)	5.9s
Fuel consumption (urban/56mph/75mph)	22.8/34.0/28.2mpg
Test consumption	23.4mpg

Looking rather like its smaller sister, the 190, the new to Britain W124 is, however, unmistakably from the Stuttgart M-B stable.





## INTERNATIONAL RACES

## Flash Gordon

**NURBURGRING, Oct 27:** The final round of the German Supersports series took place over nine laps of the 'neue' Nurburgring GP circuit, with Britons dominant in the 2-litre division, in the wake of local enthusiast Ernst Schuster's mighty Porsche 908/3.

Meopham's Tony Gordon harried the 3-litre Porsche mercilessly, his fine North Downs Instruments-backed Chevron B19 shadowing the brake-troubled Schuster to the line in a superb class-winning performance.

Behind Gordon's works-tended spyder came his previous B16, in the hands of Jost Kalisch, well clear of HERO organiser Chris Aylett's Birkart-backed B19. Germans Harm Lagaay (Astra-BMW) and Hartmut Ibing (Porsche 908) completed the top six.

DAGMAR SCHMUTZGRIEFER

## NURBURGRING (D)

German Supersports final  
9 laps — 25.39 miles

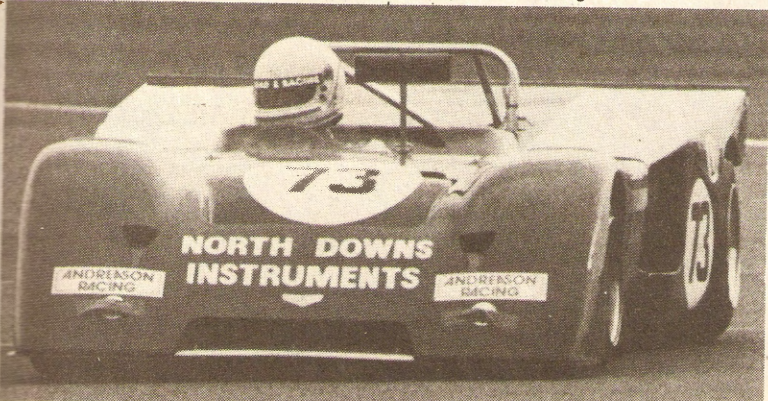
1, Ernst Schuster (3.0 Porsche 908/3), 16m 10.16s, 94.18mph; 2, Tony Gordon (1.8 Chevron-FVC B19), 16m 11.46s; 3, Jost Kalisch (1.8 Chevron-FVC B16), 16m 44.01s; 4, Chris Aylett (1.8 Chevron-FVC B19), 17m 05.31s; 5, Harm Lagaay (2.0 Astra-BMW), 17m 35.90s; 6, Hartmut Ibing (3.0 Porsche 908/3), 17m 40.00s.

Two-man  
title fight

**ATLANTA, Nov 03:** Darrell Waltrip and Bill Elliott are the only men who can still win the coveted and richly rewarded Winston Cup Grand National Championship in the high-speed NASCAR series in the USA.

After failing to secure his 11th pole of the season, Elliott drove his Coors Ford Thunderbird to its 11th victory on the Georgia speedway last Sunday. But Waltrip, finishing third almost on the

Tony Gordon's Chevron B19 harried Schuster's winning Porsche throughout.



bootlid of Cale Yarborough, still hangs on to the series lead by 20 points with one race to go.

Elliott won the 500-mile race by just 3secs from Yarborough in Ranier racing's Hardees Thunderbird, with Waltrip's Junior Johnson Chevrolet in the tow. Harry Gant was also in contention for the title until this race but, after starting from the pole, the Chevrolet driver ran into tyre problems and could finish only eighth.

The Budweiser sponsored Waltrip, who has won only three races in 1985, will seek to protect his slender advantage in the final round at Riverside on Nov 17.

## ATLANTA (USA)

Atlanta Journal 500

NASCAR Winston Cup Grand  
National Championship, round 27  
328 laps — 500 miles

1, Bill Elliott (Ford Thunderbird), 328 laps; 2, Cale Yarborough (Ford Thunderbird), 328; 3, Darrell Waltrip (Chevrolet Monte Carlo), 328; 5, Morgan Shepherd (Chevrolet Monte Carlo), 327; 6, Terry Labonte (Chevrolet Monte Carlo) 327.

Willy's  
final fling

**ST PETERSBURG, Nov 03:** Willy T. Ribbs ended the season as runner-up in the SCCA TransAm touring car series in the USA when he won the final round on the St Petersburg street circuit in Florida last Sunday. The victory was enough to clinch the second place in the series behind his team mate in the Roush Prototab team of Mercury Capris, Wally Dallenbach Jr.

Ribbs won handily over Jim Miller, who drives for the rival Gloy Sports team of Capris. Team owner Tom Gloy has been a contender all season but could finish no higher than 10th in Florida.

Canadian veteran, Eppie Wietzes, took a competitive third place with his Pontiac Firebird.

The meeting also featured the final round of the perhaps mortally sick CanAm Championship, which was clinched by Rick Miaskeewicz in a Frisbee-Chevrolet. He finished second in the race behind Lou Sell's March-BMW 2-litre sportscar.

## ST PETERSBURG (USA)

SCCA TransAm Championship,  
final round

## 50 laps

1, Willy T. Ribbs (Mercury Capri), 79.91mph; 2, Jim Miller (Mercury Capri), 50 laps; 3, Eppie Wietzes (Pontiac Firebird), 50 laps; 4, Peter Dus (Pontiac TransAm), 49 laps; 5, Rick Duttman (Pontiac Firebird), 47 laps; 6, John Brandt (Chevrolet Camaro), 47 laps; etc.



## NATIONAL RACES

## Vintage Ted

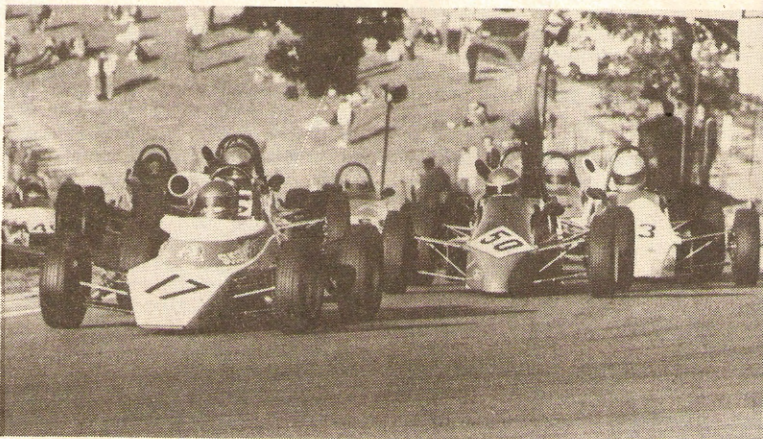
**BRANDS HATCH, Nov 3:** Following the fraught activity of the previous weekend's Formula Ford Festival, it made a change to be able to attend a more relaxed meeting with six supporting races to the BBC Grandstand FF2000 event taking place amid glorious sunshine.

The Road Saloon drivers came out in force and a typically varied grid lined up with Terry Edwards on pole position in his Ford Capri. After an accident at Paddock on the first lap resulted in the race being stopped, the second attempt proved more successful with Edwards streaking into the lead followed by Andrew MacKenzie's Rover, and the Capri of Shaun Andrews. These three

gradually pulled away from a close fought battle between Jim Edwards and John Chambers. By lap 5 Andrews had been able to reel MacKenzie in and passed him at the entrance to Paddock, thereafter holding on to second. For T. Edwards it was a simple matter of keeping the car on the track, and he won with ease.

The same could not be said of Mike Fry's victory in the Mini Miglia race. From the start he was embroiled in a tremendous fight with Gerald Dale, with much ducking and diving at virtually every corner. Bev Comber followed in a lonely third, but was unable to match the pace of the first two. As the leaders caught slower back markers it seemed as though Dale might be able to take advantage of any problems they might cause Fry, but the experienced Mini racer scythed through to win by a length.

Despite being on the outside of the front row for the start of the Champion of Brands FF1600 event, Ted Whitbourn was able to power into the lead by cutting across the front of Andrew Stapley's Ray in the sprint towards Paddock. Peter Bell had an equally superb start, tucking in behind Whitbourn, followed by Stapley and Greg Hart. This latter pair succeeded in taking themselves off at the start of lap 4, thus enabling Bob Hawkins and Chris Hall to take over third and fourth places. Colin Stancombe, however, was determined to make a charge in his Lola, and having dealt with Luis Vallalba, he caught and passed Hall on lap 7. For Whitbourn it was a case of defending himself from the close attention of Bell whom he forced to drive



Ted Whitbourn protects his lead from Peter Bell with a tight line at Druids.

## BRANDS HATCH

## SDMC

**Road Saloons (10 Laps):** 1, Terry Edwards (Ford Capri), 9m55.5s; 2, Shaun Andrews (Ford Capri), 9m55.5s; 3, Andrew Mackenzie (Rover SD1), 10m02.8s; 4, Jim Edwards (Ford Fiesta XR2), 10m05.0s; 5, John Chambers (VW Golf GTI), 10m06.0s; 6, David Cox (Ford Capri), 10m06.1s. **Class A:** 1, Edwards; 2, Chambers; 3, Mike Tydeman (Ford Fiesta XR2), 10m25.8s. **Fastest Lap:** Edwards and Chambers, 59.1s, 73.31mph (record). **Class B:** 1, T. Edwards; 2, Andrews; 3, MacKenzie; **Fastest Lap** Andrews, 0m57.9s, 86.48mph (record).

**Lex Mead Mini Miglia Trophy Race (10 Laps):** 1, Mike Fry (Mini Harris), 9m23.6s, 76.88mph; 2, Gerald Dale (Mini Harris), 9m23.9s; 3, Bev Comber (Mini Harris), 9m26.4s; 4, Mark Jones (Mini Salak), 9m35.3s; 5, Danny Allpress (Howley Mini), 9m35.6s; 6, John Bailey (Solex Mini), 9m40.8s. **Fastest Lap:** Dale, 55.1s, 78.63mph (equals record).

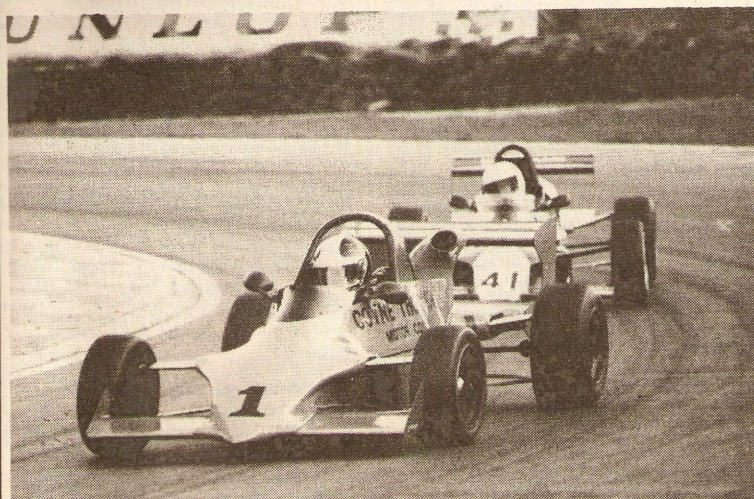
**"Bistro 22" JPS Champion of Brands FF1600 Race (10 Laps):** Ted Whitbourn (Ray-Minister 80F), 8m36.0s, 83.97mph; 2, Peter Bell (Ray-Auriga 85F), 8m36.1s; 3, Bob Hawkins (Templeworth Ray-Nolan 83F), 8m36.7s; 4, Colin Stancombe (Lola-Stancombe T640), 8m37.2s; 5, Chris Hall (Jamun-Minister T12B), 8m39.9s; 6, Luis Vallalba (Van Diemen-Minister RF82), 8m40.2s. **Fastest Lap:** Stancombe, 0m50.1s, 86.48mph.

**Bloomfields Cars Trophy Race (10 Laps):** 1, Jon Fletcher (Chevron Esprit-Cosworth), 8m27.3s, 85.41mph; 2, Rob Cox (Lotus Elan), 8m28.2s; 3, John Pugsley (Maguire Imp-Bevan), 9m02.9s; 4, Rod Birley (Escort 2.0), 9m07.7s. **Class A:** 1, Lee Wallace (Chevrolet Trans Am), 8m28.0s, 68.23mph. **Fastest Lap:** David Bertorelli (Ford Capri), 54.4s, 79.65mph. **Class B:** 1, Fletcher; 2, Cox; 3, Birley. **Fastest Lap:** Cox, 49.1s, 88.24mph. **Class C:** 1, David Enderby (VW Karmann Ghia-Ford), 9m07.9s, 79.08mph; 2, Brian Kippax (Davrian Mk7), 9m09.3s; 3, Dee Knight (Mini Cooper S), 8m42.9s. **Fastest Lap:** Enderby and Eddie McLurg (Lotus Esprit-Cosworth), 50m03s, 86.14mph. **Class D:** 1, Pugsley; 2, Lee Baldwin (Davrian Mk8 Bevan Imp), 9m08.5s; 3, Julie Thwaites (Davrian Mk8 Bevan Imp), 9m11.4s; **Fastest Lap:** Bob Jarvis (Ray Stiletto), 52.4s, 82.69mph.

**Dizzy's Diner Mini Seven Trophy Race (10 Laps):** 1, Michael Jackson, 10m07.6s, 71.31mph; 2, Steve Mole, 10m09.1s; 3, Peter Kavanagh, 10m09.9s; 4, David Goodridge, 10m09.6s; 5, Ron Phillips, 10m13.3s; 6, Danny Boulton, 10m24.9s. **Fastest Lap:** Kavanagh, 59.4s, 72.94mph.

**David Perkins MG Trophy Race, (10 Laps):** 1, Steve Everitt (MG Midget), 9m03.9s, 79.66mph; 2, John Lodge (MGB) 9m07.0s; 3, Martin Dell (MGB), 9m16.7s; 4, John Baggott (MG PRA Midget), 9m16.9s. **Class A:** 1, Tony Price (MG Midget), 9m22.5s, 69.32mph; 2, Jeremy Cooper 9m27.9s; 3, Jimmy Adamson (MG), 9m36.1s. **Fastest Lap:** Price, 1m01.1s, 71.03mph. **Class B:** 1, John Todman (MGB GT V8), 41.9s, 67.01mph; 2, Chris O'Neill (MGB GT V8), 9m42.8s; 3, Michael Roy (MG Midget), 9m44.3s. **Fastest Lap:** Harry Linfield (MGB Roadster), 1m01.4s, 70.56mph. **Class C:** 2, Everitt; 2, Lodge; 3, Dell. **Fastest Lap:** Everitt, 51.6s, 83.97mph (record).

## BBC GRANDSTAND FF2000



Coyne never had a moment to relax, Pratt ever present with the Van Diemen.

## Coyne turns the screw

The second round of the BBC Grandstand FF2000 series took place at a cold Brands Hatch last Sunday, the feature event on a seven race programme organised by the Sevenoaks and District MC.

Fastest at 45.3s was first round runner-up, Dave Coyne, with the Rushen Green Racing Reynard 84SF, practise interrupted by an accident which saw Colin Stancombe hit the tyre barrier at the top of Paddock Bend, from where he bounced back into the path of the luckless Eddie Irvine. Eddie was having his first outing with the 2-litre Mondiale, and ended his meeting on the spot.

Second, impressing again, was Mark Blundell in the Anglo European Racing Reynard, Mark 0.3secs away from Coyne's time, which many viewed with suspicion. Heading row two was John Pratt in the works Duckhams Van Diemen. Undoubtedly, progress in the suspension department has made the car quicker, but it should be remembered that the weather has now turned cold — remember the car's performance in the freezing conditions of the early March season openers? Gary Brabham was next up after going extremely quickly in midweek testing in the *News Shopper* backed RGR 84SF.

First round winner, Ross Hockenhull, headed the inside of row three but then the fun started. Canadian 'Ben' Vigneault was listed sixth, but it was eventually established that FF Festival runner-up, Jonathan Bancroft, had gone a tenth quicker and would line up on the outside of the third row. Published time sheets had Jonathan listed as 'Not seen'. The man himself denied he had been going that quickly and it was suggested that his sponsor, Batemans Opticians, may be of some practical assistance.

Another 'unseen' was Tony Chambers. Now this really was a shame, for Tony brought with him half the population of the Caribbean, including a 16 piece steel band. To hear the din they were making and then to suggest that their man wasn't out there, really was a touch short-sighted! The powers that be put their heads together and came up with a 47.3s lap which placed Chambers 11th, keeping everyone happy. In between our invisible men, Vigneault shared the fourth row with Gary Dunn, while Neil Cunningham qualified his Rondeau on the inside of row five, alongside Charles Smith.

Coyne made a confident getaway to head the pack into Paddock but he was under immediate threat from Pratt. Blundell,

Brabham and Hockenhull followed, Ross driving a fine first lap, displacing Brabham for third in a bold move at Graham Hill Bend. Further back, Bancroft had difficulty selecting second and was engulfed by the pack, while Dunn had made a fine start and was in touch until forced out on the second lap. A pity.

Four laps, and the order was Coyne, Pratt, Hockenhull, 2sec gap, Blundell, Vigneault, then a larger gap to Cunningham, Smith, a

recovering Bancroft and Chambers. We had lost Brabham, a broken stub axle pitching him three wheeled into the barriers at Clearways, thankfully without too much damage. A worrying problem this, two other 84SFs having suffered similar failures in the past two weeks. By this time, Farrell was also out, the Madgwick 84SF rammed into the tyre barrier at Druids.

Quickly the race broke up into a series of battles. Coyne did not look untroubled at the head of the field, Pratt hanging on in typically spectacular fashion, hurling the Van Diemen through Paddock. Watching him, one couldn't help feeling that Pratt has missed his vocation — he'd surely even teach the Scandinavians something about car control in an ice rally! Particularly good use of a back marker at Paddock around half distance brought Pratt right into Coyne's gearbox, where he remained for the duration. Hockenhull was running some 4 secs down, but Blundell was reeling him in. "I haven't quite grasped the capability of these tyres in the opening laps, but I'm OK once I get going", he added modestly. Already a match for anyone in terms of outright speed, Mark must be looking good for next year.

A further 6secs down, Vigneault recorded his second successive fifth place of the series after a lonely race, well clear of Cunningham. Not a great race this one, but there was sufficient evidence to suggest that should everyone get their act together on the same day, then we'll be in for a classic before the end of the series.

TONY DODGINS

## BRANDS HATCH

Nov 3

## BBC Grandstand FF2000 Championship, round 2

## 15 laps — 18.05 miles

Pos	Driver	Car/Engine	Result	Best Lap	Qualifying	Pos
1	Dave Coyne	Reynard-Neil Brown 84SF	11m42.5s	45.5s	45.3s	1
2	John Pratt	Van Diemen-Neil Brown RF85	11m42.6s	45.5s	45.7s	3
3	Ross Hockenhull	Reynard-Neil Brown 84SF	11m46.7s	45.9s	45.8s	5
4	Mark Blundell	Reynard-Neil Brown 84SF	11m46.8s	45.8s	45.6s	2
5	Benoit Vigneault	Reynard-Neil Brown 84SF	11m53.2s	46.3s	46.3s	7
6	Neil Cunningham	Rondeau-Neil Brown M685	12m04.1s	46.7s	46.3s	9
7	Charles Smith	Reynard-Neil Brown 84SF	12m05.6s	46.7s	46.9s	10
8	Jonathan Bancroft	Reynard-Neil Brown 84SF	12m06.2s	46.9s	46.2s	6
9	Tony Chambers	Reynard-Neil Brown 84SF	12m17.8s	47.3s	47.2s	11
10	Gerry Amato	Reynard-Neil Brown 84SF	12m29.8s	48.4s	47.7s	13
11	Nicholas Owen	Argo-Neil Brown JM14B	14 laps	48.4s	47.8s	14
12	Stuart Ziemelis	Reynard-Alan Smith 84SF	14 laps	48.5s	48.2s	15
13	Wil Arif	Reynard-Titan 79SF	14 laps	49.3s	50.1s	19
14	James Guthrie	Argo-Nelson JM14B	14 laps	50.3s	48.7s	17
15	Glenn Dudley	Lola-Titan T582	14 laps	50.3s	54.3s	23
16	John Farmer	C.T.G.-Nelson SF78-9	14 laps	50.9s	50.5s	20
17	Steve Holland	Royale-Minister RP30	13 laps	49.6s	48.6s	16
R	Gary Brabham	Reynard-Neil Brown 84SF	Accident	47.3s	45.8s	4
R	Gary Dunn	Reynard-Swindon 84SF	Accident	48.1s	46.3s	8

Winner's average speed: 92.51mph. Fastest lap: Coyne & Pratt, 45.5s, 95.22mph. Championship positions: 1, Coyne, 15 pts; 2, Hockenhull, 13; 3, Blundell, 7; 4, Pratt, 6; 5, Vigneault, 4; 6, Bradham, 3.

around the outside of Druids on each of the last three laps, and the Burgess Hill man took the chequer by a whisker.

Event four was a round of the Brands Hatch Winter Warmer Series, and from his pole position Rob Cox took an early lead, despite the annoyance of losing one of his doors! Behind the leader things were looking decidedly untidy with David Enderby, Jim Mensley and Brian Prebble coming together at Graham Hill Bend, on lap 1. Although Cox seemed comfortable in front, Jon Fletcher had other ideas and forced his Esprit past John Churchill's Europa and then set about catching Cox, which he did with apparent ease. Once in the lead Fletcher was never headed. Churchill and Eddie McLurg undertook to collide on Cooper Straight and both performed massive high speed spins, thus letting John Pugsley and Bob Jarvis take third and fourth respectively.

Nigel Gaymer snatched the lead at the start of the Mini Seven race from Steve Mole and Michael Jackson and quickly

established a useful margin. Lap 3, however, saw the Farnham driver retire in front of the pits, enabling Jackson through. Mole then found himself surrounded by the cars of Peter Kavanagh and David Goodridge and for the latter half of the race these three fought tooth and nail. It was Mole, however, who took second spot at the final corner to follow the flying Jackson home.

Last but by no means least, the MG cars took to the grid. John Lodge lost his clutch at the start of the warm up lap and was forced to begin this event from the back of the assembled masses. John Baggott led initially only to be passed by Martin Dell's stunning MGB. Steve Everitt joined the leading duo on lap 3, as did the amazing Lodge next time around, the clutchless MGB having blasted its way through the field. By lap 6, indeed, Lodge was in front, but his glory was short lived as Everitt snatched the lead, winning from Lodge, and Dell.

MARK GALLAGHER

## Kuwait and see

**SILVERSTONE, Nov 2:** The ever efficient Peterborough MC closed the 1985 Silverstone season with a low-key nine race programme, and despite the freezing weather and mind-numbing commentary, it was a fairly enjoyable day's racing.

Dave Cox led the first half of the opening Monoposto race until his March 793 overheated and headed pitwards. This left Brian Turner's Chevron in a comfortable lead from Anthony Green before the latter spun on the last lap and allowed Geoff Jackson and Phil Anstruther through. Chris Fox took the Kent class with fifth place in his Royale.

After a first lap shunt at Becketts depleted the leading group, the F750 encounter developed into an entertaining three car battle. Richard Stephens just scraped home from Bob Simpson and Keith Atkins, while further back Peter Bove held off Hayden Measham for fourth spot.

As ever the Pre '74 boys provided the highlight of the afternoon with a fabulous five car wheelbanging contest. After the number was reduced to four (Gareth Lloyd despatched into the Copse gravel) there was bound to be last lap drama at Woodcote (or, as the commentator said, "the penultimate corner before the start finish line"), and sure enough Brent Gilkes and the wild Peter Hancock fell over each other. The talented Gary Pearson nipped through to take the flag from Keith Ward and a recovering Hancock.

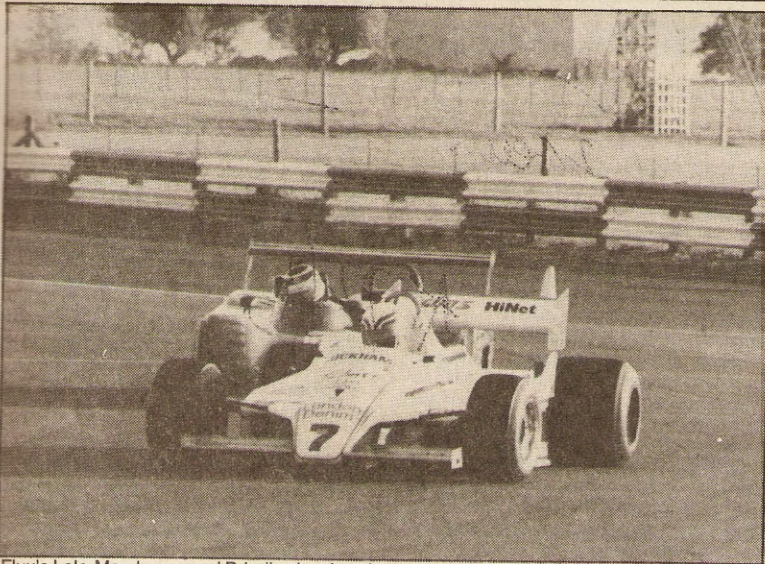
Tony Sugden led a mixed field of Sports and GT cars until a broken CV joint saw his rapid Lotus Esprit pitbound on lap 7. Dave Ellis had charged to the front in his mighty Aston and managed to keep Colin Pool's Plumtree Chevron B36 at bay, while Don Prater's Thundersports Lola-Mazda took a distant third after Janet Macpherson blew up her brother's BMW M1 early on.

When Martin Walford's neat WEV expired on the first lap, the F1300 event became a tedious procession, with Richard Gilmour taking an unchallenged win from the ex-Sports 2000 Lola of Martyn Lane and Colin Marshall's Mallock.

David Llewellyn put his Lola on pole for the non-championship FF1600 thrash but a first lap shunt with BRP man Krystian Ingram broke up the field. Kuwait's Nabil Marouf ("This is going to be a name to be reckoned by!" announced the PA) scored his first victory in the David Roy-run Van Diemen RF85 with Gordon Allen just leading home Mike Jordan and the newly acquired Quest of novice Andrew Guye-Johnson.

The *Libre* race attracted a healthy entry, and with the combatants ranging from kit cars to F1s, the blue flags were going to be kept busy. Unfortunately a practice spin meant that Sid Hoole's splendid Ragno Arrows A3 failed to make the start but John Brindley made no mistakes on his way to an easy win in the Falmers March 821. After cheekily nipping past the leader at the end of the first lap Ian Flux settled for second in the Prater Lola, well clear of the refettled Tony Sugden and Tim Barry's F5000 March.

A miserable field of six cars appeared for the saloon event, and Rod Birley had few problems holding off the Capri of Peter Briars. Behind Dave Lawrence Phil Manser had a lonely run to fourth in



Flux's Lola-Mazda pressed Brindley hard on the opening lap but finished 13 secs adrift.

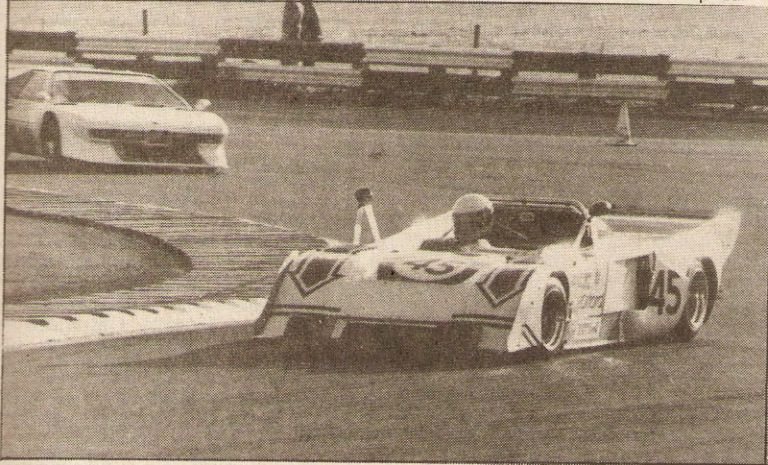
►► his Metro Challenge car.

The day was appropriately closed by the Pre '65 Classic Saloon contingent. For once they all finished the race the right way up, with victory going inevit-

ably to Phil Wight while Chris Boon passed Dave Piggott for second on the last lap. The most interesting car in the entry was Richard Hill's Ford Galaxy, but the machine retired on the first lap.

ADAM COOPER

Colin Pool's Chevron B26/36 heads Janet McPherson's BMW M1, before the latter expired.



SILVERSTONE

PETERBOROUGH MC

**Monoposto Scratch race (10 laps):** 1, Brian Turner (Chevron B47), 9m33.4s, 100.9mph; 2, Geoff Jackson (Modus M1), 10m06.4s; 3, Phil Anstruther (March 743), 10m09.7s; 4, Anthony Green (March 772), 10m38.3s; 5, Chris Fox (Royale RP26), 9 laps; 6, Brian Mee (Royale RP26), 9 laps. **Fastest lap:** Turner, 55.8s, 103.74mph.

**Delorto Reliant 750 Championship race (10 laps):** 1, Richard Stephens (Gillard J11), 11m43.4s, 82.29mph; 2, Bob Simpson (SS Reliant), 11m43.6s; 3, Keith Atkins (Hague 78), 11m43.8s; 4, Peter Bove (Hague 80), 12m15.2s; 5, Hayden Measham (Darvi MkV), 12m15.5s; 6, Paul Coombs (Coldicott PC807), 12m39.5s. **Fastest lap:** Atkins, 1m08.3s, 84.75mph.

**Paddy Wright Trophy for Pre '74 FF1600 race (10 laps):** 1, Gary Pearson, (Hawke-Jondel DL11), 10m57.5s, 88.04mph; 2, Dave Lowe (Lotus-Holbay 61), 10m58.1s; 3, Peter Hancock (Merlyn Mk20A/24), 11m02.7s; 4, Keith Ward (Jomic-Ford), 11m03.5s; 5, Brent Gilkes (Jomic-Oselli), 11m03.7s; 6, Tony Folkes (Lotus 61M), 11m37.3s. **Fastest lap:** Pearson, 1m04.3s, 90.02mph.

**Eyebury Plate Trophy Sports and GT race (10 laps):** 1, David Ellis (5.3 Aston Martin V8), 9m41.0s, 99.63mph; 2, Colin Pool (Chevron B26/36), 9m41.4s; 3, Don Prater (Lola-Mazda T594), 9m54.1s; 4, Hugh Chamberlain (Mallock Mk26), 10m06.5s; 5, David Beckett (Nerus-Ford), 10m12.4s; 6, John Piper (1.9 Huron-Ford), 10m21.4s. **Class winners:** Ellis, Beckett, Henry May (Mallock Mk11). **Fastest lap:** Tony Sugden (3.4 Lotus Esprit V6), 56.2s, 103.00mph.

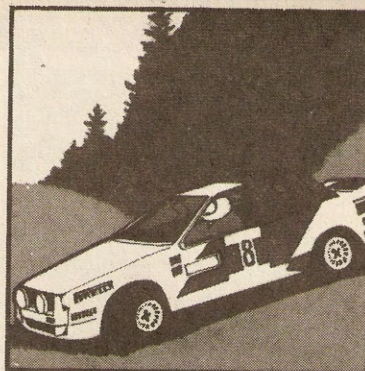
**750MC F1300 Championship race (10 laps):** 1, Richard Gilmour (Mallock 18/21M), 10m28.6s, 92.09mph; 2, Martyn Lane (Lola T492M), 10m35.9s; 3, Colin Marshall (Mallock Mk16 BW), 10m46.9s; 4, Henry May (Mallock Mk11), 10m58.7s; 5, John Sutton (Mallock Mk16), 10m59.4s; 6, Derek Langley (Haggispeed Mk6A), 11m05.9s. **Fastest lap:** Gilmour, 1m01.9s, 93.51mph.

**Chris Mudge Memorial Trophy FF1600 race (10 laps):** Nabil Marouf (Van Diemen-Scholar RF85), 10m37.8s, 90.87mph; 2, Gordon Allen (Reynard-Minister 83/84FF), 10m40.0s; 3, Mike Jordan (Lola-Aldon T644E), 4, Andrew Guye-Johnson (Quest-Minister FF85), 10m47.8s; 5, Peter Hancock (Merlyn-Minister Mk20A/24H), 10m53.9s; 6, Mark Dunham (Van Diemen-Scholar RF84), 10m54.6s. **Fastest lap:** Jordan, 1m02.5s, 92.62mph.

**Formule Libre race (15 laps):** 1, John Brindley (March-Cosworth 821), 13m16.5s, 109.01mph; 2, Ian Flux (Lola-Mazda T594), 13m29.8s; 3, Tony Sugden (3.4 Lotus Esprit V6), 13m57.1s; 4, Tim Barry (March-Cosworth 76A), 14m05.3s; 5, Gareth Chapman (Mallock Mk20), 13m35.2s; 6, John Bradshaw (Raflo M9B), 13m36.0s. **Fastest lap:** Brindley, 51.7s, 111.96mph.

**Modified and Roadgoing Saloon Car race (10 laps):** 1, Rod Birley (1.9 Ford Escort RS), 10m49.9s, 80.07mph; 2, Peter Briars (3.0 Ford Capri), 10m50.8s; 3, Dave Lawrence (1.2 Hillman Imp), 11m16.5s; 4, Phil Manser (1.3 MG Metro), 11m47.9s; 5, Peter Brown (2.0 Triumph Dolomite Sprint), 9 laps; 6, Danny Palmer (1.0 Hillman Stiletto), 9 laps. No other starters. **Fastest lap:** Birley, 1m04.0s, 90.44mph.

**Pre '65 Classic Saloon Car race (10 laps):** 1, Phil Wight (Lotus Cortina), 12m21.6s, 78.05mph; 2, Chris Boon (Lotus Cortina), 12m30.5s; 3, Dave Piggott (Lotus Cortina), 12m31.3s; 4, Simon Saward (Lotus Cortina), 12m47.4s; 5, Andy Jackson (Lotus Cortina), 12m49.6s; 6, Steve Phillips (Lotus Cortina), 13m02.3s. **Class winners:** Wight, Geoff Scott-Williams (Jaguar MkII), K D McSwain (Fiat 2300S), R Harvey-Bailey (Ford Anglia). **Fastest lap:** Wight, 1m13.0s.



INTERNATIONAL RALLIES

## Himalayan heroics

**HIMALAYAN RALLY, Oct 24/29:** Jayant Shah stormed through to win the 6th Himalayan Rally, which finished in Delhi last week. It was an heroic victory, his fourth in succession on this event, having lost almost 3 hours in an incident during the second day with a local Jonga on the first leg of a transport section from Musoorie to Simla. He had been pressed hard from the start by Indian driver, Rajiv Khanna (ex-Aaltonen Safari Manta), who continued to lead after Shah's incident. The route took crews over the notorious Jolari Pass and to altitudes in excess of 10,000 feet in the majestic Himalayan mountains.

Flory Roothaert/Christian Wuaters on their first major International outside Belgium, were closely matched with the 4-wheel drive Group A Subaru of Australian long distance champions Ross Dunkerton/Steve McKimmie, the former losing 20 mins with a flat battery and alternator problems, followed soon afterwards by a puncture.

The sole British entry of Jaswant Jagdev/Jayant Patel in a Fiat 131 retired at Simla with diminishing oil pressure. On the second leg Roothaert continued to have problems, losing oil from the filter, and being assisted by local truck drivers; and then lost further time on the third leg to Nainital with oil in the alternator, continual battery changes

and running the night sections with only one spot.

Meanwhile shortly before the Ranikhet regrouping control, with Shah putting on the pressure, Indian hopes of victory were dashed when Khanna stopped with engine failure early Monday morning.

Dunkerton took the lead, with Shah less than an hour behind. The Australians put up a gargantuan effort, but were fast running out of Yokohama rubber, misjudging the wear-rate on the countless mountain corners. All their diff mounts were broken, too, and they had run out of brake pads. Even so, the car remained unmarked, a tribute to the concentration of the long distance experts.

Shah was gaining time at the rate of 2½secs per kilometre and Dunkerton put the Subaru into front-wheel drive for the final tarmac section to conserve the rear diff, safe in the knowledge that they could come a clear second.

Despite the extensive damage to the Nissan, Shah moved into the lead before Nainital. During the course of the 3200km event he had changed only one shock absorber and had the best possible service back-up. Even with badly adjusted headlights—all his spots had been wiped off in the Jonga incident—he continued to set fastest times, and with only three comparatively short competitive sections through Corbett Park, he cruised to a comfortable and popular victory. Behind the Group B and A cars, were the all Indian crew of Dhawan/Nath in a Lada Vaz, the most consistently reliable, and less than an hour behind Roothaert. Captain Chauhan of the Regiment of Artillery led home the vast numbers of Indian army crews, in a Jonga, to win the Charminar Challenge, just 2mins ahead of Wing Commander Nebb from the Air Force, driving on his first International and debuting the exciting new Maruti Gypsy.

VAL SHENTON

### HIMALAYAN RALLY (IND)

1, Jayant Shah/Arshad Khan (Nissan 240 RS), 6h55m; 2, Ross Dunkerton/Steve McKimmie (Subaru), 7h54m; 3, Flory Roothaert/Christian Wuaters (Nissan 240 RS), 10h41m; 4, RK Dhawan/Arun Nath (Lada Vaz) 11h21m; 5, Capt Kulbir Chauhan/Capt Sekhon (Jonga), 12h50m; 6, Wg Cdr Vinod Nebb/Sqn Ldr Singh (Maruti Gypsy), 12h52m.

Despite a near three hour delay, Jayant Shah scored his fourth consecutive Himalayan win.





Dunkerton — Himalayan third with the Subaru.

## Maybe, maybe

STANNIC INTERNATIONAL, Nov 2: Torrential rain, which brought the cancellation of 14 of the 45 stages, left the results of the penultimate round of the South African championship, in disarray. Protest and counter protest over the decisions mean that, until the matter is resolved, results remain provisional with up to seven permutations available.

What is certain, however, is that the top two places went to the Southern Sun Quattros of Sarel van der Merwe and Geoff Mortimer respectively. This takes van der Merwe five points clear of his rival in the championship and is almost certain to net him his 10th title. He has already notched up 53 National Championship event wins.

Jochi Kleint's outing with the Golf GTI from Hanover nearly came to grief on the muddy eighth test but he recovered, possibly finishing in the top 12 if that stage is cancelled.

COLIN WINDELL

## Fleeing Lasse

TEBOIL RALLY, Oct 26: Having failed in his quest for a double title, Antero Laine returned the wheel of his Group B conquering Audi Quattro to challenge the supremacy of local hero Lasse Lampi. The latter, although not contesting the Finnish Championship this year, has made a habit of dominating this event, based close to his former home.

Lampi was not to be denied this time, either, but was pushed hard. Contrary to his steady style, Lampi set a cracking pace from the outset and beat Laine by 15secs on the first stage. That put the writing firmly on the wall and, although Laine always kept the pressure on, he realised that no amount of heroics was going to take him past the fleeing local man.

The result caused some confusion among the Group A championship contestants, as Sundström — a creditable third overall and first Group A with the Abarth 130TC — holds a British licence. To keep his championship aspirations alive, Mika Arpiainen figured he had to beat points leader Sebastian Lindholm. This he managed to do by 2 secs, but with Sundström claiming the maximum score, foreign licence notwithstanding, the title still fell to young Lindholm.

ESA ILLONEN

## TEBOIL RALLY (SF)

1, Lasse Lampi/Pentti Kuukkala (Audi Quattro), 45m19s; 2, Antero Laine/Pekka Hokkanen (Audi Quattro), 46m05s; 3, Mikael Sundström/Voitto Silander (Fiat Ritmo Abarth — A), 48m07s; 4, Mika Arpiainen/Timo Hantunen (Audi 80 Quattro — A), 48m16s; 5, Sebastian Lindholm/Anton Tallberg (Audi 80 Quattro — A), 48m18s; 6, Jouko Pöysti/Reijo Savolin (Opel Ascona 400), 48m20s.



## NATIONAL RALLIES

### Welsh Wilson

Nov 2: Beaten on the first stage, Malcolm Wilson soon got into the swing of things when he began his acquaintance with the works MG Metro 6R4 and he went on to win the Nicolet Stages Rally by a comfortable margin when Quinton MC had 90 crews out in Penmachno and Clocaenog.

Allan Edwards's 4 x 4 Escort pipped the works car initially, only to retire soon after and Alec Cannon was an early casualty when he slid off in the left-hand drive Nissan. This left John Roberts battling against seasoned campaigner, Richard Gough, and when Roberts went out after a minor fire in the engine department of his Escort, Gough sailed home but only 11sec up on Phil Jones in the struggle for the minor places. Chris Nixon all but clinched the Nicolet Welsh Stages Championship with his sixth class victory.

#### NICOLET STAGES RALLY

1, Malcolm Wilson/Nigel Harris (Metro 6R4), 34m33s; 2, Richard Gough/Mel Lewis (Ford Escort RS), 37m38s; 3, Phil Jones/Bill Fellows (Ford Escort RS) 37m49s; 4, Nigel Worswick/Alan Lord (Ford Capri 3.0), 38m31s; 5, Graham Hewitt/Alan Howells (Ford Escort), 38m50s; 6, Graham Middleton/Mal Perrot (Ford Escort), 38m55s.

### In the Hunt

Nov 2/3: A strong second half from Roger Hunt and John Billington lifted them from third to first on the Rally of the Vales, a new event organised by Bourne-mouth MC for 40 crews. Ian Short/Andy Paulley led the first half of the 100 mile event by a minute but dropped to third as Hunt went on to claim a hat trick of wins in Dorset this year by 21secs on the eight selectives. Recently promoted experts Kevin Barker/Robert Hick did well with a fourth but Trevor Hadley/John Walter were embarrassed when missing a passage control which cost them a top six finish.

#### RALLY OF THE VALES

1, Roger Hunt/John Billington (Talbot Avenger), 3m16s; 2, Ian Short/Andrew Paulley (Ford Escort RS 2000), 3m37s; 3, Jeff Fields/Geoff Williamson (Ford Escort RS2000), 7m06s; 4, Kevin Barker/Robert Hick (Ford Escort), 11m11s; 5, Mick Marks/Ian Cheeseman (Ford Escort 1600), 13m40s; 6, Keith Bird/Mark Milton (Ford Escort 1600), 14m37s.

### Head boy

Nov 3: Heads of the Valley MC's Rokel Engineering/Trevor Davies Transport Stages Rally at Pembrey airfield in south Wales was won with ease by John Price in his Renault 5 turbo. The Welsh Champion took his Zenith Motor Sport sponsor for a spin round the six long stages and stayed well ahead of only 45 crews all day.

Norman Nicholls was going well in his Escort for a couple of stages when the engine expired and a 1600 Davrian beat

several much more powerful cars to finish runner-up.

#### HEADS OF THE VALLEY STAGES

1, John Price/A Bates (Renault 5 Turbo), 70m35s; 2, A James/J Morgan (Davrian 1600), 74m10s; 3, S Bennett/M Leather (Ford Escort RS), 74m21s; 4, A McDonald/K Verren (Ford Escort RS2000), 74m36s; 5, Winston Davies/Bob Holloway (Talbot Sunbeam Lotus), 74m40s; 6, G Trussler/L Rees (Ford Escort 1600), 74m57s.

### King David

Nov 3: Only 4 secs separated the top two crews after 33 miles of stages around Snetterton race circuit, David Gowling having to turn up the wick on his 2.2 Escort in order to keep the 4-litre TR7V8 of Tim Johnson at bay in this Kings Lynn 10 stage circuit for 75 crews.

#### LYME REGIS STAGES

1, David Gower/Mike Billings (Ford Escort2), 1754s; 2, Tim Johnson/John Brown (TR7 V8), 1758s; 3, Brian Colligan/Eddie Bamford (Ford Escort RS), 1774s; 4, Mark Riddle/Jamie Atkinson (Alfa Sud Ti), 1882s; 5, Graham Smith/Audrey Smith (Talbot Sunbeam), 1884s; 6, Richard Jurak/Chris Woodcock (Ford Escort RS2000), 1889s.



Short — Ringwood stages victor.

### Short choice

Nov 3: After 11 stages in Ringwood and Puddletown forests in Dorset, Colin Short and TV-am's Gary Champion emerged easy winners of the Carchoice Ringwood Stages in their Escort at the head of an entry of 90 crews.

The event was a combined effort between three clubs and in a battle for third place Richard Ive headed 'Wug' Utting by 3 secs.

#### CARCHOICE RINGWOOD STAGES

1, Colin Short/Gary Champion (Ford Escort RS), 3952s; 2, Rex Ireland/Terry Selman (Vauxhall Chevette), 4019s; 3, Richard Ive/Mark Smith (Ford Escort), 4046s; 4, 'Wug' Utting/Andy Sutton (Ford Escort), 4049s.

Steve Hill took a resounding 2½min victory on the last Moting News/BTRDA event of the year.



## Lark rise

Nov 2/3: Vauxhall Nova Sport enthusiast Tony Shields was the unexpected but deserved winner of the Larkspeed Trophy Rally run by Allwoodley MC in north Yorkshire where patches of ice caused a few problems for some of the 90 strong contingent.

John Cope took the lead in the first half in his Escort but was overtaken by Shields and stand in navigator Nick Harrison and Les Clark/Roy Sumpner put in a late burst to steal second place among 72 finishers.

#### LARKSPEED TROPHY RALLY

1, Tony Shields/Nick Harrison (Vauxhall Nova Sport), 38m07s; 2, Les Clark/Roy Sumpner (Talbot Sunbeam), 39m11s; 3, John Cope/John McNichol (Ford Escort), 40m21s; 4, Graham Hawkrige/Alan Hill (Ford Escort), 41m40s; 5, Peter & Chris Billam (Ford Escort), 42m38s; 6, D Wallace/J Richardson (Vauxhall Chevette), 43m41s.

## Hill tops

CILWENEG RALLY, Nov 2/3: Despite the Moting News/BTRDA Championship already being sewn up, the Merion Motors Autofinance event had the biggest entry of the series to date. There were thousands of spectators at the Newcastle Emlyn start, too, the rally billed as a confrontation between Beecroft and arch rival, Steve Hill. However this fizzled out in the middle of the rally when Beecroft's gearbox failed.

Hill went on to record a virtuoso win by over 2½mins from Neil Jones after a 170 mile route of amazing complexity, which used only map 145. Pre-event rumours of snow on high ground proved unfounded but the muddy lanes were extremely slippery, and this proved the undoing of several competitors.

Brian Price took third place in a borrowed RS2000 while Welsh series contender, Wil Morris, slipped back in the closing stages to finish fourth. Derek Arnold took fifth place, 3 mins up on the one-off pairing of Kevin King and Judith Flavell who completed an all-Escort top six.

#### CILWENEG RALLY

#### Moting News/BTRDA Rally Championship, round 10

1, Steve Hill/Dave Kirkham (Ford Escort RS2000), 28m13s; 2, Neil Jones/Alan Thomas (Ford Escort RS2000), 30m57s; 3, Brian Price/Ryland James (Ford Escort RS2000), 31m31s; 4, Wil Morris/Mike Kidd (Ford Escort RS2000), 34m06s; 5, Derek Arnold/Dave Chennels (Ford Escort RS2000), 35m13s; 6, Kevin King/Judith Flavell (Ford Escort RS2000), 35m48s.





## OFF TRACK SPORT

## Fast Fred

**BOYD AUTODROME, Oct 26:** The Northern Ireland rallycross season got off to a flying start with the opening round of the Belfast Car Ferries Championship taking place in front of a huge crowd, with TV coverage from the BBC. Former Ulster Champion, Fred Patterson in his ex-Winks Porsche led the final from start to finish, pressured all the way by veteran Welsh driver, George Warren (Escort). Jackie Harris who, earlier in the afternoon had won the division 2 heat (Metro), was third.

IAN LYNAS

## BOYD AUTODROME (GB)

## Belfast Car Ferries Rallycross Championship, round 1

**Division 1 heat 1:** 1, Eamon Matheson (Escort 2.6), 2m55.4s; 2, Liam Carey (Escort 2.0), 2m56.9s; 3, Ron Hudson (Escort 2.0), 3m03.9s.

**Division 1 heat 2:** 1, Fred Patterson (Porsche 3.5), 2m52.8s; 2, George Warren (Escort 2.2), 2m54.2s; 3, Fred Crawford (Escort 1600), 2m56.8s.

**Division 2 heat 1:** 1, Jackie Harris (Metro 1475), 2m53.3s; 2, Eugene Cahill (Mini 1460), 2m56.8s; 3, Mark Rennison (Escort 1600), 2m56.9s; 4, Alan Lyons (Mini 1480), 3m00.3s.

**Division 2 heat 2:** 1, John Strain (Mini 1480), 3m00.2s; 2, Henry Stewart (Mini 1486), 3m06.1s; 3, Reg McCullough (Mini 1480), 3m11.7s.

**Final:** 1, Fred Patterson (Porsche 3.5), 2m52.4s; 2, George Warren (Escort 2.2), 2m53.1s; 3, Jackie Harris (Metro 1475), 2m55.7s; 4, Eamon Matheson (Escort 2.6), 3m11.6s.

## Crawford's cracker!

**MONDELLO PARK, Oct 27:** The opening round of the STP Team PR Reilly Rallycross Championship saw a newcomer to the sport, Fred Crawford, emerge as outright winner, having competed in his first ever rallycross only the previous day at Boyd's Autodrome! Second behind the Larne driver was Ger

Boyd Autodrome: Carey leads eventual winner Matheson during the heats. Above: Final action.

Creegan in the ex-Geoff Thomas Escort, Creegan having initially led the 'A' final before Crawford, already well known in hillclimbing circles, powered ahead on the opening lap. Liam Carey took third place in what was an all Escort final, rally man Ken McKinstry, the ever popular Ron Hudson and Tom Farrell completing the order.

Despite a last minute rush to have his new Lotus powered Sunbeam completed in time, everything went well for Philip Armstrong as he took victory in the 'B' final from Porsche driver Kevin Twoney. Con Cary managed third place despite a weekend full of problems with his ex-Kjetil Bolneset Zakspeed powered turbo Escort culminating in his coasting over the line.

The 'C' final went to Porsche pilot Richard Dillon from John Farrell (Escort) and Mini man Ed Meredith. Unfortunately for British competitor Mark Rennison, his BDA engine developed a misfire during practice which the team simply couldn't trace in time and after a few exploratory laps the Darlington driver called it a day and took no further part in the proceedings.

Crawford not only won the meeting but also set a new track record in the process—clearly a man to watch.

BILL MANTOVANI

## MONDELLO PARK (IRL)

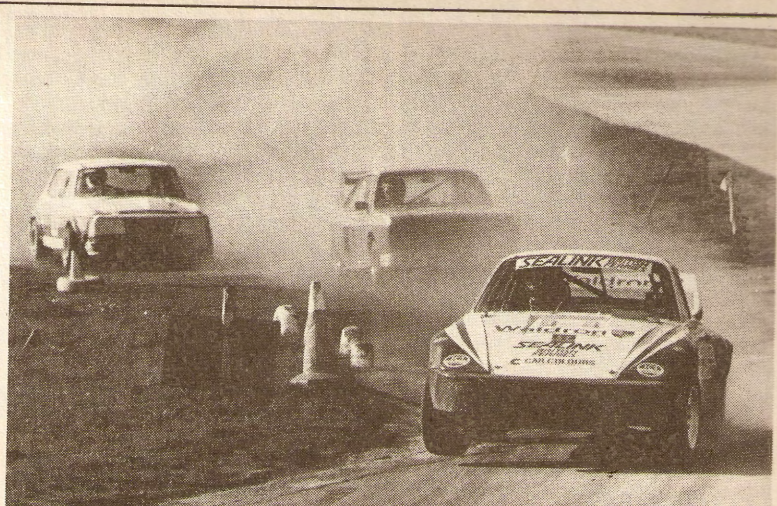
## STP Team PR Reilly Rallycross Championship round 1

**A final:** 1, Fred Crawford (2.2 Ford Escort); 2, Ger Creegan (2.2 Ford Escort); 3, Liam Carey (2.0 Ford Escort); 4, Ken McKinstry (2.0 Ford Escort); 5, Ron Hudson (2.0 Ford Escort); 6, Tom Farrell (2.0 Ford Escort).

**B final:** 1, Philip Armstrong (2.2 Sunbeam Lotus); 2, Kevin Twoney (3.0 Porsche 911); 3, Con Carey (1.8 Ford Escort turbo); 4, Peter McCulloch (2.0 Ford Escort); 5, George Warren (2.2 Ford Escort).

**C final:** 1, Richard Dillon (3.3 Porsche 911); 2, John Farrell (2.0 Ford Escort); 3, Ed Meredith (1.5 BL Mini); 4, Paul Burnett (2.0 Ford Escort); 5, David Frazer (2.0 Ford Escort); 6, Donal Bowes (2.0 Ford Escort).

**Class winners:** Mervin Miller (Fiat 128); Tom McLoughlin (1.3 BL Mini); Ed Meredith; Barney Noble (1.3 Talbot Avenger); Pat Harney (1.6 Ford Escort); John Farrell; Fred Crawford.



John Smith's win in the 4WD Porsche was his first since October 1977.

## Crisp Smith

**LYDDEN, Nov 03:** The second round of the Winter Rallycross Championship marked a return to the top of the rostrum for John Smith, whose last win in Britain was way back in October 1977! His Sealink-sponsored 4WD Porsche, the ex-Colin Richards car, showed much more reliability than of late and ran perfectly throughout the sunny afternoon.

The Formula D cars were first out onto the dry and dusty track. Ray Houghton's 120bhp Ripspeed Mini looked very quick on its first run, and he managed a time of 3m1.6s, but then Barry Crump's twin-cam Fiesta drastically reduced that time with a fine win in 2m 55.0s.

Not surprisingly, it was the winner of last month's opening round, Mark Rennison, who was the quickest Formula C driver in the first runs, although in his particular heat the Lotus Esprit of Brian Betteridge proved too quick for the Escort. Apart from Betteridge, the main Formula B contenders were Will Gollop with his faithful Saab 99, and Escort drivers Mark Lloyd and Terry Panrucker.

But it was Dimi Mavropoulos who held BTD after the first runs. His 4WD turbocharged Audi Quattro, now with a 20-valve head, simply romped away from the opposition to stop the clocks at 2m 46.7s. Smith's Porsche was not much slower, and Peter Harrold's 2.2 turbocharged VW Beetle (with 5-speed Porsche 'box') was also very impressive in Formula A, Harrold on his first rallycross event for some time.

During the second runs Panrucker improved dramatically, as did Lloyd, whose Escort beat Betteridge's Esprit fair and square. But Smith went even better and hurled the Porsche around to record a time equal to Mavropoulos's BTD. Unfortunately, the Cypriot was unable to reply because of engine bothers.

So far there had been several minor inversions, but after Thomas Taylor had won the 'E' Final he drove in a 'red mist' state throughout the 'D' Final and eventually rolled his Mini in a big way at the Devil's Elbow. On the previous lap he had put the car up on two wheels as he rammed Ray Houghton's boot lid, and then attempted an impossible manoeuvre to take the lead from Willy Vevers's Beetle. As the VW slid into the Devil's Elbow Taylor lunged around the outside at almost undiminished speed and inevitably smote the bank hard, flipping the Mini over and causing an intrepid photographer to execute an impromptu back-flip from a standing start. Apart from shock, none was hurt.

In the 'C' final, John Hay's turbo-charged Escort managed to beat off Bob Smith's challenge, while Colin Page led the 'B' final away. But Hay made a demon start from the back row and attempted to outdrag Page for the lead as they raced across the Meadow. Unfortunately the turbo model was dragged deeper and deeper into the loose shale on the outside and it eventually leaped six foot over a bank, spun round and charged back across the track, only to be rammed by Tony Brant's Sunbeam. Both cars were eliminated.

Barry Willmott's ex-Trevor Reeves Fiesta took up the challenge in second place, but he was pushed down to third when Ross Browning tried an ambitious dive down the inside at the Devil's Elbow and barged the Fiesta onto the grass.

Mavropoulos was a non-starter for the 5½ lap 'A' final, so Smith's Porsche was alone on the front row; behind Betteridge and Rennison lined up for the inviting gap. As the lights flicked to green, Smith's Porsche blared away to take a clear lead, with Betteridge slotting into second place ahead of Lloyd and Panrucker. First time round at Pits Bend Rennison slid hopelessly wide onto the loose dirt and dropped back to last. As Smith pulled steadily away Lloyd was pressing Betteridge hard and on the third lap the Escort nuzzled alongside the Esprit across the Meadow, and then spun it right round so that both cars were forced to a halt. Gollop must have suffered heart failure as Lloyd lurched forward onto the track and stopped just a fraction before the Saab went whistling across its bows. Meanwhile Betteridge was racing across the infield in an effort to beat the Saab to the Elbow, but Gollop managed to jink around the errant Lotus to take second place; Panrucker had already dropped back with a sick engine.

KERRY DUNLOP

## LYDDEN

## Winter Rallycross Championship, round 2

**'A' Final:** 1, John Smith (3.5 Porsche), 4m 28.1s; 2, Will Gollop (2.0 Saab); 3, Brian Betteridge (2.2 Lotus Esprit); 4, Mark Rennison (1.6 Ford Escort); 5, Mark Lloyd (2.3 Ford Escort); 6, Colin Page (2.1 Ford Escort).

**'B' Final:** 1, Colin Page (2.1 Ford Escort), 3m 45.1s; 2, Ross Browning (2.1 Ford Escort); 3, Barry Willmott (1.6 Ford Fiesta); 4, Ivan Moakes (2.3 Ford Escort); 5, Barry Crump (1.6 Ford Fiesta); 6, Peter Brown (1.6 Ford Fiesta).

**'C' Final:** 1, John Hay (2.0 Ford Escort), 3m 46.8s; 2, Bob Smith (1.6 Ford Escort); 3, Ivan Gill (1.5 BL Metro); 4, Paul Bullivant (1.6 Ford Fiesta); 5, Dave Ling (1.6 Ford Fiesta); 6, Willy Vevers (2.2 VW Beetle).

**Class Winners:** Smith, Gollop, Rennison, Crump.  
**Championship positions after two rounds:** 1, Gollop & Rennison, 96pts; 3, Betteridge, 94; 4, Browning, 90; 5, Lloyd, 89.

PROJECT 2 MOTOR SPORTS AND RAYS TOYS, WOULD LIKE TO THANK, RONNIE CHONG, SVEN PLATT, BRIAN HARDING, ANDY CONSTANTI, ALSO KNOWN AS "ROCKY" FOR ALL THEIR HELP FOR THE 1985 SEASON. SPECIAL THANKS TO MARC TAIT FOR OUR FABULOUS BRAZILIAN SPEC ENGINES



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